

# PROVISIONAL SPORTING REGULATIONS - REGULARITY

## PROVISIONAL SCHEDULE:

Begin of application	Wednesday 18.10.2023. 12:00
End of application	Once maximum of crew numbers is achieved
Technical Scruteneering cars: RIJEKA	Saturday 25.05.2024. 14:00 – 18:00 Sunday 26.05.2024. 08:00 – 12:00
Administrative check Drivers - CoDrivers: RIJEKA	Saturday 25.05.2024. 14:00 – 18:00 Sunday 26.05.2024. 08:00 – 12:00
Drivers - CoDrivers Briefing: RIJEKA	Sunday 26.05.2024. 12:00
GP of Preluk (Prolog) COSTABELLA	Sunday 26.05.2024. 16:00
AWARDS GP of Preluk COSTABELLA	Sunday 26.05.2024. 20:00
AWARDS TBA MÜNCHEN	Friday 31.05.2024. 20:00
1st leg RIJEKA COSTABELLA - RIJEKA COSTABELLA	Monday 27.05.2024.
2nd leg RIJEKA COSTABELLA – POSTOJNA	Tuesday 28.05.2024.
3rd leg POSTOJNA – ZELTWEG	Wednesday 29.05.2024
4th leg ZELTWEG – SALZBURG	Thursday 30.05.2024.
5th leg SALZBURG – MÜNCHEN	Friday 31.05.2024.

If needed for whatever reason, the Organiser may change leg targets

## ABBREVIATIONS:

Target Bavaria Rallye	TBR
Time Control	TC
Special Stages	SS
Circuits Races /Grand Prix	GP
Race of Champions	RC
Historic Technical Passport	HTP
Head and Neck Support	HANS

## 1. ORGANISATION

The LINEA BAVARIA Gmbh Company organizes an international historical car event called Target Bavaria Rallye (TBR) from May 25th- May 31st through 4 countries from Croatia (Rijeka) over Slovenia and Austria to Germany (München), according to Sporting Regulations for Competition and Sporting Regulations for Regularity.

## **Idea and Conception**

Joackim von Finckenstein

## **Organisation Committee**

Joackim von Finckenstein  
Sebastian Pfaffenzeller

## **Honorary Organisation Committee**

Prinz Leopold von Bayern  
Eric Helary  
Hans Kleissl  
Walter Münch

## **Stewards Panel**

Dean Grbac Stewards Panel President  
Eva Maria Gruber Member  
TBA Member

## **Race Director**

Slaven Dedić

## **International Safety Officer**

Goran Vujisić

## **Head of Special Stages**

SS CRO TBA  
SS SLO TBA  
SS AUT 1 Gerhard Leeb  
SS AUT 2 Kurt Gutenigg  
SS GER TBA

## **Technical Scrutineering**

Krešimir Sauerbrunn

## **Board and Lodging**

Christina von Finckenstein

## **Marketing**

Michael Hagemann

## **IT / Social-Media**

Nico Scherer

## **Organiser's Address:**

LINEA BAVARIA GmbH  
Wittelsbacherstr. 2a  
D-82318 STARNBERG

Website: [www.target-bavaria.com](http://www.target-bavaria.com)

E-Mail: [info@target-bavaria.com](mailto:info@target-bavaria.com)

## 2. INSURANCE

This event complies with legal insurance obligations for regulated sporting events.

It is the responsibility of each competitor to check that their vehicle is insured during the entire event, specially if the driver is not the car owner.

The organiser is not liable for accidents affecting competitors or their race car/cars during the race, even in case of natural calamities, uprisings, demonstrations, vandalism, etc. The competitor and crew member/members will bear all consequences (material, penal and sporting) resulting from any accident of any nature.

Vehicles with support plates and/or any other specific plates provided by the organiser for extern cars (except for the organiser's own safety and pace cars) are not covered by the insurance policy for the race. These vehicles travel under the sole responsibility of their owners and must be insured by them.

Any accident occurring during the Target Bavaria Rally must be reported to the clerk of the course by the competitor, or by a person representing them, as soon as possible, and in any case within 12 hours of the accident.

## 3. DRIVERS, COMPETITORS AND CREWS

### 3.1 Requests for Application and Registration

#### 3.1.1 - Application / Registration

Any team wishing to participate for the Target Bavaria Rallye must send a first application form from the organiser's Website [www.target-bavaria.com](http://www.target-bavaria.com) with a 2500,-€ deposit:

**Or by post LINEA BAVARIA GmbH Wittelsbacherstr. 2a D-82319 Starnberg,  
or by fax +49 8151 911128  
or by mail [info@target-bavaria.com](mailto:info@target-bavaria.com)**

3.1.2 The applying teams will quickly get an answer, whether they are admitted. First car come, first serve rules will certainly influence the admission, if too many similar cars will attend. Special mythic and seldom cars will get preference.

3.1.3 Once the team and the car is admitted, the entry form has to be completed for the final registration with the transfer of the remaining costs for the inscription fee. There is an early fee admission up to Dec 31st. The closing date for entries is March 31st 2024 (earlier if maximum of participants is reached, possible extension for special cars).

### 3.2. Requests for Competitors / Drivers and Co Drivers.

3.2.1. Any driver must present a valid driving license for EU and a medical's certificate of confirming the health enabling driving skills not elder than 3 weeks. If the Co driver doesn't drive, a driving license and a medical's certificate are not mandatory

3.2.2. All confirmation of commitment is personal and non-transferable. It concerns the car and the crew. Any change may result in the cancellation of this confirmation, if the organisers team is not informed or informed too late without the possibility to change the announcement; then, the entry fee will not be reimbursed. Any change of the pilot and/or the car will be considered as a new application. During the rally a change of the pilot or the co pilot is possible, if the new pilot has a driving license, and the request has been announced to the

Panel of Stewards 1 day before.

3.2.3 - During the driving period and when the competitor is a legal entity or if he is not part of the crew, all obligations and responsibilities fall entirely, severally and jointly to the first driver declared on the engagement form.

3.2.4. - By virtue of his commitment, the competitor refrains from any public relations operation during the complete Rally without written authorisation from the Organization.

3.2.5 - The Organising Committee reserves the right to refuse the registration of a competitor or a member of the crew without justification.

### **3.3. Request for Crews**

3.3.1 - The start of each stage and leg will only be given to crews with 2 people. Both crew members may drive their car during the race, as far as they both have a valid driving licence. In case of one member without driving license, just one member will drive the complete Rally

3.3.2 Drivers and Co drivers must wear helmets and long sleeved shirts during all the timed trials.

3.3.3 Safety clothing is recommended, but not mandatory.

3.3.4 The crew must be on board the car for the entire duration of the rally, unless otherwise agreed by the Stewards. The abandonment of a member of the crew or the admission of a third party on board (except in the case of the transport of an injured person) may result in exclusion.

3.3.5 A member of the Crew may be replaced during the Rally if the person corresponds to the applied rules and the request has been made to the Panel of Stewards at least 1 day before.

3.3.6 Any unfair, incorrect or fraudulent maneuver undertaken either by the competitor, or by members of the crew or by their assistance, will be judged by the College of Sporting Stewards who may pronounce any possible penalty up to exclusion.

## **4 - CARS AND EQUIPMENT**

### **4.1 Admitted cars**

4.1.1. Entry into the Target Bavaria Rallye is reserved in priority to cars of the VHC period C-J1 , meaning 1919 up to 40 years before the event (meaning 1984) by invitation.

4.1.2. Competitors must present car documents complying with the highway code in the registered country authorising the car for road circulation in EU at checks.

4.1.3. All cars must have a document evidence of their age, FIVA identity documents or even HTP are welcome, but not mandatory

4.1.4. All Cars must correspond to the safety in operation justified by their admission for the highway code of their country. During scrutineering the cars will be checked technically

4.1.5. Substitution of cars is not allowed after their admission has been confirmed, except for specific cases approved by the Organiser.

## 4.2. Equipment

4.2.1. All cars must have a hand-held fire extinguisher of 2kg minimum weight on board and safety belts must be worn, if the vehicle is fitted with them, for the whole route of the Race

4.2.2. All cars must safety belts which have to be worn, if the vehicle is fitted with them, for the whole route of the race.

4.2.3-Triangle and safety vest for both crew members are mandatory.

4.2.4 Race numbers with their advertisement inscriptions provided by the organiser will be assigned to each car at the discretion of the organising committee. They must be affixed prior to technical scrutineering in a way, that they are visible from the front, the side and the back throughout the duration of the rally. Any additional advertisement plates on the car have to be approved by the organisation.

4.2.5. In case of change of the car, the request has been announced to the Panel of Stewards 1 day before. The previous list of ranking cannot be transferred to the new car. In how far a new ranking can be established depends on the stewards assessment.

4.2.6. Cars considered and/or identified as replicas or continuations are accepted to apply at the decision of the Organisation.

If a Replica (R) is not announced as such in the application form, this may lead to an exclusion. Cars considered and/or identified as replicas or continuations will be marked with a (R) on the authorised list.

4.2.7 On-board cameras

The installation of on-board cameras is authorized.

The Organization reserves the right to install one or more on-board cameras inside and or outside the cars. The images collected may be used by the Organization for promotional purposes and disseminated without prior agreement from the competitor and/or drivers on social networks, websites or any other means chosen by the organizer. The Organization reserves the right to recover the images recorded by the crews' own on-board cameras, installed by their own means on board the cars.

The images collected by the cameras installed by the organization or by the crews may be used for sporting purposes, at the request of the Race Direction or the Panel of Stewards, for the study of any racing event.

## 5. TYRES

5.1. Vehicles may use only road tyres with “E” or “DOT” markings, as defined per Art. 8.4 of Attachment K in the international motorsport Code.

5.2. Competitors without appropriately marked and appropriately sized tyres, may be allowed to use “racing” tyres belonging to the period of the car, provided they ask the Organiser for authorization by March 18th 2024

5.3. If competitors are not able to find tyres fitting for the event, the competitor suggest an alternative solution informing the Organiser by March 18th 2024.

5.4. The Organiser may accept or reject the proposals at its sole discretion.

## 6. SUPPORT AND ASSISTANCE

6.1. Trucks and semi-trailers weighing more than 7,5 tons are not authorised to assist and will not be tolerated on the assistance parking.

6.2. The rally plates offered to assistance have no regulatory value. The presence of the numbered sticker stuck on the vehicle makes it only possible to identify an assistance vehicle regularly registered as such.

6.3. Support cars are forbidden:

- In the parc fermé areas (separate Parking is organised).
- Along the special stages until the sweep car has passed by, reopening the rally route.
- In the areas with a red line on the side in the roadbook or in areas closed to normal road traffic.

6.4. Any type of mechanical work is allowed during the rally:

- in the areas not mentioned in red inside the road book. Race cars may stop and receive assistance at the roadside without causing any impediment or delay to normal traffic using the road.
- in the areas of the parc fermé in the evening without time restriction up to the next starting time
- in designated service parks of the circuits, before to line up in the paddock.

6.5. Any type of mechanical work is forbidden during the rally:

- in the areas mentioned in red inside the road book.
- On the freeways unless the participating car is unable to move away
- In the pit lanes and the track of the circuits

6.6. Each car must have an oil-leak safety tarp (minimum 5x3m) to protect the pavement in the squares during the works in the parc fermés or during long parking times, specially if leaky car parts are known. The oil-leak tarp has to be shown during the scrutineering.

**A penalty of 10 minutes will be inflicted for each disrespect of this rule; in case of costs to remove and erase liquids on the floor these have to be payed by the responsible of the team**

6.7. Support cars must not enter during special stages after the road has already been closed. A penalty of 10 minutes will be inflicted for each infringement of these rules.

6.8. Competitors are responsible for their assistance, in particular considering infractions of the Highway Code with the vans and assistance cars (speed, overtaking, etc.) or the Sporting Code, which will result in a penalty for the crew(s) at the

6.9. SMOKING is FORBIDDEN in Paddock, Service area, Refueling area and Parc fermé area.

## 7. PROCEDURES DURING THE RALLY

### 7.1. Driving conduct

7.1.1. Unsportsmanlike behaviour or infringements may end in severe penalties or at the worst in a rally exclusion of crews. The stewards assess the level of punishment.

7.1.2. Disrespect of speed limitations and dangerous behaviour on road traffic will be severely punished, no matter whether committed by the crew or its assistance:

The first infringement will incur a fine of 1500,-€ levied by the clerk of the race. This fine is independent of any other fine by the police.

The second infringement will entail a penalty of 30 minutes.

The third infringement will be judged by the stewards and might entail an exclusion of the crew.

## **7.2. Choice of the average speed**

Each Average Speed Trial provides for either a “high” or “low” average speed. Competitors must choose the average category at the registration. Driving in the high average category means to have speedy sections during the timed trials. This category is not recommended for weak cars. “Low” speed will be assigned in case no speed was chosen. Both categories will be scored separately

## **7.3 Starting order and daily procedure for the start and the arrival**

7.3.1. The starting order and times will be published by SMS each evening before the next day. Other whiles a notice will be exhibited at the hotel entrance.

7.3.2 A Roadbook of the complete Rally route is given before the start the first day. Some obvious targets after the last trial of the day (Hotels) can be reached by GPS, as well as circuits in the morning.

7.3.3. The start will be given in ascending order of race numbers, unless the race director decides a different starting order. The organizer reserves the right to impose restrictions on the drawing up of the starting order for organizational reasons, or for enhanced promotion of the event and its sponsors.

The race director may, for whatever reason, give starts without respecting the order of numbers

7.3.4. Every team receives a time card every morning at the start, where the clerks write in the times in which the cars should arrive to the next time controls (TC) during the day. This time card is given back to the marshalls at the end of the daily leg.

7.3.5. The starting interval is 30” - 60” between each starting car.

7.3.6. If a Time Control (TC) is missed and the time limit is exceeded (also at the start), a penalty of 10” will be inflicted per exceeded minute, after 3 minutes, 30” per minute. Maximum penalty are 10 minutes, as much as if a TC is missed completely

7.3.7 The time card is mandatory, other whiles no time card will be delivered to the team, meaning no ranking will be possible for the day

7.3.8.If a Stamp control (SC) is missed, a penalty of 30” will be inflicted.

7.3.9 At the last TC before entering in the parc fermé nearby the hotels in the evening, there will be no penalty for early clocking.

7.3.10 After having returned the time card at the end of the leg, the car has to move in the parc fermé, where service work can be performed

#### **7.4. Starting order and practice for the special stages (SS)**

7.4.1. For the first special stages, the starting order corresponds to the ascending order of race numbers, unless the race director decides a different starting order. The high average teams start in a separate group one by one followed by the low average teams.

7.4.2. Approaching a special stage (SS) zone, there will be a time control (TC) checking the right arrival time for the SS. An entering zone between a yellow and the red sign should not be entered 1 minute before the arrival time. From the TC point the crew has few hundred meters to the start of the SS. At least 3 minutes in between the TC and the start are given, leaving enough time for the crew to prepare for the trial (Helmets /Fire extinguisher unlocked if existent)

7.4.3. The demanded average speed is given in between the TC and the start.

7.4.4. For the special stages, cars will start every 30 seconds. If needed for safety or other reasons, the race director may decide to increase the interval.

7.4.5. The starting procedure will be shown on a clock; every team starts one by one after half a minute, when the the digital clock shows the 0. The average time will be checked at several parts and at the end of the route. The team with the time fitting the best with the average speed will be the winner of the SS.

7.4.6. False starts are registered by a photocell located 50 cm past the starting line. In case of jumping the gun, penalties will be inflicted depending on the false time.

7.4.7. Times will be measured with transponders in the tenth of a second (Competitors will be charged € 600 for any transponders not returned).

7.4.8. Failing to execute a SS, the average time of the trial will be assigned plus 3 minutes

#### **7.5. Starting order and practice on circuits (GP)**

7.5.1. Arriving at a circuit there will be a time control (TC) checking the right arrival time. From there parking places will be designated, where service is allowed between the arrival time and the line up in the paddock.

7.5.2. The first line up in the paddock is linked to a briefing on each circuit if needed. Then the track will be opened and after entering the circuit for one lap, each crew has a practice of 3 laps. The 4th lap must be the reference lap, which has to be repeated at least for 1 lap, maximum for 3 laps. The number of laps to turn will be indicated on each circuit.

7.5.3. Both average groups will receive a minimum time, which has to be respected as slowest limit for 1 lap

7.5.4. No stops are allowed during these 7 laps.

7.5.5. The start is a flying start, once the crew passes the starting line after having accomplished the 4th lap, in which the crew must stop the time to be reproduced exactly for the next 5 laps.

7.5.6. The trial will finish as soon as the last car crosses the finish line after all 7 laps (3 laps for practice/1 reference lap/3 trial laps). After crossing the finish line, each car has to complete one more lap to exit the track, as instructed by the route marshals. If needed for whatever reason the organizer reserves the right to diminish the number of laps.



7.5.7. Times will be measured with transponders in the tenth of a second (Competitors will be charged € 600 for any transponders not returned).

7.5.8 Any cars that remain stationary on the track unable to reach the finish line will be retrieved by the organiser and taken to the paddock for assistance. Competitors failing to cross the finish line will have the average time of the trial plus 3 minutes.

## **7.6. Starting order and practice on Race of champions (RC).**

7.6.1 The competition takes place on a site with a small race track. Drivers compete in pairs, or at 2 or at 4. The drivers start on exactly the same track, but on different starting points beside their antagonist at the start.

7.6.2 The starting order is free. As it is a competition between 2 drivers, the crews may choose the antagonists they would like to drive against, but have to be admitted by the stewards the day before the RC.

7.6.3 The admitted pairs wanting to compete have to present themselves together at the entrance. If there are no pairs recruited, the marshalls will put pairs together.

7.6.4 The average speed requested is announced before entering the RC course  
The asked average speed is checked twice during the trial, the last at the end, which was the start before time counts for the overall qualification, but the winner takes 10 seconds subtracted from his time. The winners time is calculated with the index of performance. In case of ex aquo in the tenth of second, each team has 5 sec. subtracted.

7.6.5 In case of inpair cars, the last car in ranking has to complete the RC circuit without antagonist.

7.6.6. Failing to execute a RC, the worst time of the trial will be assigned plus 3 minutes

## **7.7. Ranking**

7.7.1 The prolog race will have a separate ranking outside the overall classification of the rally.

7.7.2 The ranking for the Rally begins from May 27th. It will be established by adding the times lower or quicker than the ideal times during the SS, GP and RC up to the tenth of a second (except the prolog race, which will be ranked separately) plus the penalties assigned to the crew.

7.7.2 In case of ex-aequo between two or more crews, the best position will be determined by the elder car: should this fail to resolve the ex-aequo, the better result during the prolog race will be taken into account.

7.7.3 The published ranking categories on the Internet correspond to the award categories listed below

## 7.8 Awards

Awards during the Gala Dinner at the arrival in München

The prizes are given in the following categories for 1st/2nd/3rd with a cup for each member of the crew for the first ranking

- Overall ranking for slow regularity crews periods
- Overall ranking for fast crews periods
- Special price for a crew with whatever out of the ordinary during the TBR
- Ladies award

## 8. Final Technical Checks

8.1. Final checks are not planned at the end of race, unless a competitor has a complaint concerning a rival car.

In that case, the checks will take place at 17:30 on Friday, May 31st in the target of the Rallye in the Motorworld Arena, at a workshop that will be notified by bulletin. The cars subject to the checks (as decided by the stewards and notified to the competitor at the final TC) must be taken to the final check area by a representative of the competitor or his/her support staff (for the removal of parts if necessary) who must attend the checks.

8.2. The appeal fee payable in case of complaint is: € 3,500.00. In case the complaint is justified, the fee is given back.

8.3. Additional fees: If the final check requires disassembly and reassembly of vehicle parts (such as the engine, transmission, steering wheel, brakes, wiring, or bodywork), the competitor must pay a security deposit as decided by the stewards, for the cost of the work at the time and location of its execution.

## 9. General Provisions

By entering the event, the competitor declares that he/she, his/her drivers, co-drivers, employees and staff:

- respect and accept International Sporting Code, Sporting Regulations for Competition and Supplementary regulations and agree to comply to them and ensure others comply with them;
- agree to solve any dispute related to the organisation and conduction of the event, making use of the methods and terms provided by the general rules of motorsport, and waives the right to approach any other authorities than the sporting authorities for the defence of his/her rights general FIA rules, and waives the right to approach any other authorities than the sporting authorities for the defence of his/her rights and interests as well as those of his/her drivers, co-drivers, employees and staff;
- will not blame the organisers or their collaborators, Linea Bavaria GmbH, the Automobile Clubs involved in the event, the rally officials, or the owners of the roads on the rally route, for any damage or injury suffered by the competitor, his/her drivers, co-drivers, employees, or staff, and for any damage caused to third parties or property by the competitor, his/her drivers, co-drivers, employees and staff