



VOLUME 2
2023-2027
RULES AND REGULATIONS MANUAL
Issue 12 Version 1

"A Newfoundland International Motorsports Limited Trademarked Document"

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TABLE OF CONTENTS

2. THE TARGA NEWFOUNDLAND EVENT	3
3. ENTRIES	6
4. AWARDS.....	9
5. TECHNICAL REQUIREMENTS.....	10
5.1 Road Worthiness.....	10
5.2 Rollover Protection.....	11
5.3 Safety Harness Regulations.....	12
5.4 Replacement Seats.....	13
5.5 Helmets.....	13
5.6 Fire Resistant Clothing.....	14
5.7 Fire Systems / Extinguishers	14
5.8 First Aid Kit.....	14
5.9 Reflective Triangles.....	14
5.10 Towing.....	14
5.11 Batteries.....	14
5.12 Bodywork.....	15
5.13 Interior (passenger compartment and trunk).....	15
5.14 Windows.....	15
5.15 Nitrous Oxide.....	15
5.16 Fuel, Fuel Handling, and Fuel Suppliers.....	15
6 VEHICLE TECHNICAL REQUIREMENTS	
6.1.1 Model.....	17
6.1.2 Original Equipment Specification (OES).....	17
6.1.3 Original Equipment Manufacturer (OEM).....	17
6.1.4 Recognized Vehicle Manufacturer	17
6.1.5 Modification.....	17
6.1.6 Variant.....	18
6.1.7 Replica Vehicle.....	18
6.1.8 Engine Management.....	18
6.2 Vehicle Classifications.....	18
6.3 Identification and Required Decals	20
6.4 Exhaust Systems.....	21
6.5 Tires and Wheels	21
6.6 Wheels.....	21
6.7 Weight.....	22
6.8 Targa Level 1 Preparation – Permitted Modifications.....	22
6.9 Targa Level 2 Preparation – Permitted Modifications.....	25
6.10 Permitted Modifications – Open Division	28
7. SCRUTINEERING AND ADMINISTRATIVE CHECKS.....	29
8. SERVICE CREWS	30
9. ROUTE BOOKS, TIMING, SCORING, PENALTIES AND FINES	31
9.1 Route books.....	31
9.3 Base Time and Trophy Time for Targa Divisions	31
9.4 Controls and Control Procedures	32
9.4.4 Interim Timing Controls (ITC) – Grand Touring Only	33
9.5 Stage Penalties	34
9.7 Official Notice and Scoring Boards.....	36
10. RESULTS.....	37

Amendment Log

1	13	May 13, 2023	Updates on schedules, additional stages, stage running and timing	M. Giannos R. Giannou	M. Giannos R. Giannou
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1. General

1.1 Targa Newfoundland has published these regulations for the years 2019 to 2023 inclusive. This event is governed by the following regulations:

- Volume 1 General Competition Rules
- Volume 2 Rules and Regulations

Modifications, amendments, or changes to these regulations will be made only by numbered and dated bulletins issued by the Organizer, the Clerk of the Course or the Stewards.

1.2 Targa Newfoundland is owned and organized by **Newfoundland International Motorsports Limited (NIML)**. The name "Targa Newfoundland" (TN) and the word "Targa" are the trade names of this event. All rights to the names and their use are held solely and exclusively by NIML whose offices are located at Suite A, 15 Lawton Crescent, St. John's, NL, A1A 4T6, Canada. Contact can be made by calling: toll free +1 877 332-2413 in North America or phone +1 709 722-2413, or by e-mailing at info@targanewfoundland.ca

Every person who participates in Targa Newfoundland shall be deemed to have made themselves acquainted with the rules and regulations contained in Volumes 1 and 2;

1.3 Targa Newfoundland is a world class motorsport event, operating under the auspices of the Government of Canada, Government of Newfoundland and Labrador, and conducted in cooperation with Newfoundland communities and the Newfoundland public.

It is the expressed policy and commitment of Newfoundland International Motorsports Limited, to be implemented by its staff, that the event will be planned, organized and run in such a way as to protect the health, safety and welfare of all those who participate in or who are in any way involved. These standards are constantly reviewed, evaluated and updated with the objective of protecting the safety of:

- The residents of the communities and the public who attend the event,
- The volunteers and officials who operate the event,
- The participants and crews who compete in the event,
- The communities through which the event runs.

As part of its commitment to operate a safe and enjoyable event, Newfoundland International Motorsports undertakes to ensure that all of its officials, organizers, volunteers, and competitors are properly instructed, trained, equipped and motivated prior to their being employed, tasked or allowed to participate in any activities associated with the Targa Newfoundland motorsport competition

2. THE TARGA NEWFOUNDLAND EVENT

Targa Newfoundland is made up of six events all concurrently run. Two of which are an unscored non-competitive tour.

- Targa Tour (unscored, non-competitive)
- Grand Touring Division (scored competitive)
- Targa 1 Division (scored competitive)
- Targa 2 Division (scored competitive)

2.1 Targa Events

These events can be grouped into one event. A Duemila event can also host a Rotoura or a Bambina or both. The colours below are associated with the three event logos.

- **Targa Bambina** a two-day competition
- **Targa Rotoura** a three-day competition
- **Targa Duemila** a six-day competition

2.2 Targa Tour Division

The Targa Tour Division is not a competition. It is a tour within Targa that is designed to allow the owners of exotic cars to drive them the way they were built to be driven, within the limits prescribed by the event, but without the stress of competition.

2.3 Grand Touring Division

A Time-Speed-Distance (TSD) style competition for vehicles not prepared for racing (however convertible style vehicles must be equipped with rollover protection)

2.4 Targa 1 Divisions

- **Classic Division for pre-1997 two wheel (2WD) drive vehicles.**
- **Classic Division for pre 1997 all-wheel (4WD) drive vehicles**
- **Targa Modern Division for 1998 to present two wheel (2WD) drive vehicles.**
- **Targa Modern Division for 1998 to present all-wheel (4WD) drive vehicles**

2.5 Targa 2 Divisions

For competition prepared rollover-protected vehicles:

- **Classic Division for pre-1997 vehicles.**
 - Level 1 Preparation (Improved): Suspension, engine, drive-train modifications are allowed;
 - Level 2 Preparation (Modified): Suspension, engine, drive-train modifications are allowed.
- **Targa Modern Division for 1998 to present vehicles.**
 - Level 1 Preparation (Improved): Suspension, engine, drive-train modifications are allowed;
 - Level 2 Preparation (Modified): Suspension, engine, drive-train modifications are allowed.
 - Hybrid Vehicles (vehicles with both internal combustion and one or more electric motors capable, individually or together, of powering the vehicle through two or more drive wheels) shall be limited to Level 1 preparation requirements on suspension only. Hybrid vehicles are not permitted engine modifications or in Level 2.
- **Targa Open Division**
 - The Open Division has been created for vehicles that do not conform to the technical requirements for Level 1 or Level 2. This division is intended for competitors who prefer maximum technical freedom for vehicle preparation.

The details of each division are outlined in this document: Black applies to all vehicles: Green to Fast Tour Regs, Blue to Grand Touring Regs, and Red to Targa Regs.

2.6 Format of Targa

The route is for all six divisions. It is made up of approximately 40 or more **Targa stages** where the road is closed to public traffic and where Grand Touring and Targa Division entrants are timed. Stages are linked by **Transit sections** that are **not** closed to public traffic where all provincial vehicle traffic laws apply.

During the event the organizers reserve the right to cancel stages due to force majeure or for safety reasons. Conversely, the organizers may, when time and conditions permit, add additional stages to the posted schedule.

Where an additional stage is contemplated the competitors and will be given advance written notice before the beginning of the leg. The advanced notice shall set out where the additional stage(s) are to be added, whether or not they will be scored and the additional distance to be added. Where notice of an additional stage(s) is given the organizers are not bound to running the additional stage(s).

2.7 General Program

There is one day of Registration and Scrutineering, one day of familiarization (Prologue), and six days of scored competition (Leg 1 through Leg 6).

2.8 Prologue Stages

Prologue stages are not scored. They are run as a crew/car warm-up, marshal training, familiarization of route book following and control procedures, and event promotion. These stages are also considered in setting the Targa Division start order for Leg 1.

2.9 Start Order

The official start order for every stage of a Leg will be posted online and on the Official Notice Board the evening before that Leg.

The Fast Tour Division will start first unless posted otherwise. Fast Tour Division entrants are free to place themselves in whatever order they wish within their Division only.

The Grand Touring and Targa 1 Divisions will be second unless posted otherwise. Teams will generally be assigned start times in order of increasing cumulative penalty time (i.e. the team with the lowest penalty will start first in the Division; the team with the greatest penalty will start last).

Targa 1 Division will start next, with vehicle start positions set on the general principal of slowest car first, fastest car last. The Clerk of the Course may alter the starting order.

Targa 2 Division will start next, with vehicle start positions set on the general principal of slowest car first, fastest car last. The Clerk of the Course may alter the starting order.

2.10 Overtaking

On Targa stages, overtaking vehicles have the absolute right of way, providing there is sufficient room to pass. Overtaking drivers shall indicate the desire to pass by flashing their lights. The overtaken driver must allow the pass immediately by signaling a right turn, moving to the right of the road, and if necessary, slowing down.

2.11 Transit Sections and Traffic

Transit sections are part of the Targa experience. They are the driving sections that connect competition stages where the normal rules of the road apply. They must be driven in the registered competition car unless written permission to do otherwise is granted by the Clerk of the Course.

Towns are considered "quiet zones" unless part of a Targa stage. Competitor and crew vehicles must be driven within the posted speed limits so as not to annoy residents. Service Crewmembers found to have broken the law may subject their entrants to discipline by the Stewards up to exclusion from the event.

2.12 Missing a Control or Withdrawal or Retirement

Grand Touring Division and Targa Division crews who miss or do not complete a Targa Stage may rejoin the competition at a later stage. Rejoining competitors will be given a penalty equivalent to the highest competitor penalty in their Division on each stage that they did not complete plus a 5 minute per Leg penalty. If a crew withdraws not intending to rejoin, they shall return their Stage Access Card to an official.

2.13 Rejoining the Competition

Competitors may rejoin the competition by reporting to a Competitor Relations Officer or Technical advisor prior to the start of a Leg or stage. Their start position will be decided by the Clerk of the Course. In the case of an off-road incident the competitors must be cleared by Incident Response. In the case of vehicle damage, the vehicle must be re-inspected and approved by the Technical Advisor before the vehicle may rejoin the event. Competitors who are not running at the end of a Leg (who did not finish the last stage of a Leg) will **NOT be placed on the Start List of the subsequent Leg** unless they inform their CRO or the Clerk-of-the-Course by 8:00pm of their intention to restart the next morning. Competitors who are not on the Start List and DO wish to restart must place themselves **AT THE END of the start order**. Such competitors will be spaced by the Stage Start Control at 30 second intervals after the last scheduled competitor on the Start List. Such competitors should also make sure they arrive at each stage start prior to the Road Open Vehicle who will be prepared to enter the stage after the last scheduled competitor.

2.14 Vehicle Displays

Vehicle Displays are held each evening at arenas. Vehicles shall be in the display area by the time posted. They can only be removed with permission of the Organizers. Displays are open to the public after which time the area becomes a Security Park.

Note: When a vehicle is placed on display, or when it is being serviced, regardless of the location, it **must** be placed on a groundsheet or tarp that will collect any fluids or material dropping from the vehicle. Teams must also carry disposable waste bags for any and all refuse created when they are through servicing or storing their vehicles. **Any damages resulting from material or fluid spills during servicing or storage will be the accountability of the competitor.**

2.15 Finish of All Competitions

The event finish will take place at the end of the final transit. Upon completion of the final transit, competitors will proceed to the finishing ceremonies.

The parking area for the finishing ceremonies is considered to be the Parc Fermé. All work other than cleaning the vehicle or emergency repairs can be done only with prior approval of the Technical Advisor.

The top finishing vehicles, as determined by the Scorer, in each Targa division will be impounded at a designated and restricted area, the Parc Fermé. The Technical Advisor may also select any vehicle(s) for impound at his/her discretion.

- The initial selection of vehicles (8, two each taken from Classic, Modern, Open and Pro-Open) will be done after Leg 4
- That selection will be finalized after Leg 5.
- The vehicles (8) to be impounded will be identified by the scorer or Tech to the CRO's.
- The CRO's will inform the competitors at the finish line.
- The vehicles (8) will be impounded and sent to the inspection area.
- An accountable member of the crew must go to the impound area with the vehicle.
- The results of the tech process will be confirmed to the scorer.

3. ENTRIES

3.1 Competitors' Licenses and Certifications

Crews are comprised of a **driver** who operates the vehicle and **co-driver** who navigates. The co-driver may also drive if so registered. All First-time competitors in either the Grand Touring or Targa Divisions must attend a Targa Newfoundland school, that is operated or licensed by Targa Newfoundland. The driving school is highly recommended for those entering the Fast or Quick Division of the event.

3.3.1 All competitors who drive on Targa Stages or transits must hold a **valid** civilian **driver's licence** issued by the appropriate jurisdiction within their country of residence. Co-drivers who will not drive at any time during the event will not require a valid civilian driver's license.

Both crew members (Driver, Co-Driver or Navigator) will require a competition licence acceptable to Targa Newfoundland (see below).

Targa Tour Division Licenses (**stamped TT**) may be obtained through the Targa office as set out below. Experience or an approved Targa driver's school is strongly recommended but not required. A Targa Tour license is **not acceptable** for the Targa competition

Grand Touring Division Licenses (**stamped GT**) may be obtained through the Targa office as set out below. Experience or an approved Targa driver's school is strongly recommended but not required. A Grand Touring license is **not acceptable** for the Targa Division competition.

Targa Division competitors require a valid competition license. Licenses currently acceptable are:

- An international FIA race or rally licence issued by any ASN of the FIA; all regional/national race or national rally licences from ASN Canada FIA affiliates (ARMS, FSAQ, CASC-OR, WCMA, CACC, CARS);
- A regional/national level race or rally licence from any sanctioning body affiliated with ACCUS (Indy Car, Grand AM, IMSA, NASCAR, NHRA, SCCA, USAC), Porsche Club of America, BMW Club of America, Rally America or NASA.

Competitors not in possession of an acceptable competition licence may apply for a Targa Licence **(stamped D or N)**. Licenses are available through our offices by submitting the application form, together with the fee and proof of competition experience or of attending an acceptable competition driver's school. A License Application form is available for download from the Targa website. Competitors who apply for a Targa licence must submit a medical disclosure form which is available from the website. A medical examination may also be required.

3.1.2 Both the driver, co-driver and/or navigator must attend the Targa Newfoundland First Responder Course.

3.2 Event Entry

Motorsports may be dangerous and accidents causing death, bodily injury, disability and property damage can and do happen. Targa makes every effort to provide a safe environment for everyone involved. Despite strict rule adherence, all participants must be aware that their mere presence presents a chance of becoming critically or fatally injured, even through no fault of their own. These regulations do not imply that injuries or death cannot occur. If there are any questions about these regulations, it is the participant's responsibility to contact the Targa office prior to participating in the event.

Entries can be from individuals, groups, or corporations but must be submitted on the official form. If full team or vehicle details are not available at time of application, they may be submitted later but full details of the crew, vehicle, and its modifications must be provided by August 1.

Entry fees are set out on the Official form. **No entry will be complete unless it includes a completed vehicle declaration form.** Information submitted will be used for publicity and to determine class eligibility. Entrants must submit two current good-quality colour photographs of the vehicle or high-resolution digital images e-mail able to Targa; transparencies are not acceptable.

Competitors and entrants agree to the use of their names and photographs in publicity material, film or video material issued by the event or its sponsors. Targa will bear no liability for the use in promotion of a vehicle that is withdrawn and may choose not to use the replacement vehicle for promotion purposes.

3.3 Vehicle Selection

Details of all modifications that influence the performance or handling of the vehicle entered are to be declared in the Application Form by no later than August 1. Any subsequent changes must be submitted to the registrar before registration. The registrar reserves the right to reclassify the vehicle.

3.4 Changing Vehicle or Entrants

3.4.1 Changing Vehicles before the Event

Entrants wishing to change a vehicle or vary its specifications after they are submitted must notify the organizers who may reclassify the vehicle.

3.4.2 Changing Vehicles after the Event has started

Entrants wishing to change a vehicle or vary its specifications after the event has started must notify the organizers who will decide what Division, Group and Classification in which the replacement vehicle will re-entered. The organizer's decision is final. Competitors in Targa or Grand Touring Divisions who DNF before the start of Leg 5 can opt to continue to enjoy the closed stages in the Fast Tour in any vehicle deemed suitable by the Organizer. Should they wish to continue in either Targa or Grand Touring they may do so, but they will be scored as having missed all of the stages prior to re-entering.

3.4.3 Changing Crew

Substitution of a team's driver or co-driver may be done prior to the start of the event but must be approved by the Steward after the event has started. A time penalty handicap, not to exceed 5 minutes, may be imposed at the discretion of the Steward if a competitive advantage is anticipated.

3.5 Insurance

Targa Newfoundland carries Public Liability and Property Damage Insurance (public risk insurance);

however, competitors involved in incidents resulting in property damage are required to pay for the actual cost of the damages to a maximum of \$5,000.00 CDN per incident.

Competing vehicles must carry third party insurance for use on transits as required by Newfoundland provincial law. Proof of \$1 million CDN Public Liability & Property Damage coverage must be presented at registration.

3.6 Competitor Safety Briefings

3.6.1 Mandatory First Time Entry Course Familiarization Program (one day)

Targa Newfoundland operates several driving schools that serve to familiarize new crews with the characteristics of the event. The school is mandatory for first time entrants. The schools are one of the best insurance plans that a crew can obtain before entering Targa Newfoundland. Details of this school can be obtained from the registrar's office.

3.6.2 Mandatory First Responder Course and Competitor Briefing

There will be a mandatory first responder seminar on the morning of the day preceding the Prologue Day. It will be followed by a mandatory competitor briefing. Details of times and locations of these meetings will be posted on the official notice board. Competitors failing to attend the mandatory meetings will risk exclusion from the event and forfeiture of entry fee.

3.7 Deposit, Refunds & Terms of Payment

Full payment of the entry fee is due upon registration. If the event should not go ahead or be canceled before August 1st of any year the organizers will refund all who have registered. Should the event be cancelled for force major after the August deadline set out above the competitors will be refunded the net proceeds of the event at the time of cancellation. Once registration has commenced there will be no refunds.

Entry Fees and Clothing

- a)** Competitors who register within four months of the Start date will be:
 - i) Subject to an entry surcharge of ten (10%) on top of the posted entry fee
 - ii) Supplied with their clothing package on an "as available" basis due to ordering schedules.
 - iii) If clothing is not available or the incorrect size, then it may be ordered and paid for at registration.
 - iv) If a competitor is taking advantage of a promotion, full payment is due by the deadline posted for the promotion.

3.7.1 Withdrawal Penalties

Competitors who withdraw... or unable to compete may cancel by written notification to the organizers subject to the following conditions.

- a)** They shall do so in writing to the Event Registrar.
- b)** 6 months prior to the event will incur a fee of \$10% of the posted entry fee.
- c)** Between 6 months and 3 months prior to the event will incur a fee of \$35% of the posted entry fee.
- d)** Within 3 months prior to the event will incur a fee equal to 50% of the entry fee.
- e)** At the event or who fail to appear after registration has commenced, will forfeit their entire entry fee.

3.7.1 Refunds

- a)** The balance paid by the competitor (less the above charges) will be refunded. However, the entrant may apply their entire entry fee towards entering the next year's event.

- b) Should the event be cancelled, the entry fee paid will be refunded.

4. AWARDS

4.1 General

Awards will be presented to both drivers and co-drivers/navigators unless otherwise specified.

4.2 Finishing

4.2.1 Finisher's Medallion

To be awarded a finishers medallion a member of the driver/co-driver/navigator **crew** must arrive at the official finish of the event (the last numbered instruction in the Leg 5 route book).

Note: Competitors don't have to re-join the event if they went out sometime during the event in order to get a finisher's medallion.

4.2.2 Scored as a Finisher

To be scored as a finisher and be ranked in the final results a competitor's vehicle must complete the final stage of the event and must arrive at the official finish of the event under its own power. Note: Re-joining is allowed during the event, but the competitor's vehicle must be running at the end to achieve a position in the final results.

4.3 Targa Newfoundland Grand Touring Division Awards

- First, Second and Third place.

4.4 Grand Touring Division Trophy Plates

Targa Trophy Plates will be awarded to the crewmember (driver, navigator or co-driver) completing all Targa stages in the Grand Touring Division competition and scoring less than 3:00 minute penalty points.

- Silver – each year
- Gold - third consecutive year
- Platinum - six consecutive years (four of which are silver)
- Diamond - nine consecutive years (six of which are silver)

4.5 Targa Division Trophy Plates

Targa Trophy Plates will be awarded to the crewmember (driver, navigator or co-driver) completing all Targa stages in the Targa Division competition within the Trophy Time specified for their class. (Refer to section 6 for class definitions)

- Silver – each year
- Gold - third consecutive year
- Platinum - six consecutive years (four of which are silver)
- Diamond - nine consecutive years (six of which are silver)

4.6 Targa Classic, Targa Modern, Targa Open and Pro-Open Division Awards

4.6.1 Division Winners – The Christos Targa Newfoundland Awards

- Classic
 - First: Trophies plus recognition on the Christos Modern Permanent Trophy
 - Crew awarded title of Targa Master
 - Second and Third places: Trophies
- Modern, including Hybrid
 - First: Trophies plus recognition on the Christos Classic Permanent Trophy
 - Crew awarded title of Targa Master
 - Second and Third places: Trophies
- Open
 - First: Trophies plus recognition on the Christos Classic Permanent Trophy
 - Crew awarded title of Targa Master
 - Second and Third places: Trophies
- Open-Pro
 - First: Trophies plus recognition on the Christos Classic Permanent Trophy
 - Crew awarded title of Targa Master
 - Second and Third places: Trophies

4.6.2 Group Winners (Refer to section 6 for class definitions)

- First: Trophies
- Second and Third: Certificates

4.6.3 Group Winners (Refer to section 6 for class definitions)

- First: Trophies
- Second and Third: Certificates

4.7 Other Awards

4.7.1 Spirit of Targa Awards;

Presented by Newfoundland International Motorsports Limited **to the team** in any of the 5 competitions, which in the opinion of the rest of the competitors and the organizers, has undergone the most trials and tribulations to get to the finish or remain in the competition.

Presented by Newfoundland International Motorsports Limited **to the service crew** which, in the opinion of the rest of the competitors, crews and organizers, has done the most to assist theirs and / or other teams to remain in the competition.

Presented by Newfoundland International Motorsports Limited **to the volunteer** who, in the opinion of the rest of the organizers, has done the most to assist the event and / or their volunteers.

4.7.2 The President's Cup, Manufacturer's Challenge

Presented to the manufacturer that has entered one or more cars in the event. The manufacturer-entered car that achieves the highest position in Grand Touring, Classic, Modern or Open shall be the winner. In the event of a tie, the winner shall be the car with the greater number of higher place finishes.

4.7.3 The Jerry Churchill Memorial International Team Trophy

Presented to the national team of three cars from the same country (based on car registration) that achieves the highest average finishing position. A team may be comprised of any combination of entries from Grand Touring, Classic, Modern or Open. In the event of a tie, the average of each team member's finishing position at the end of each Leg will be used instead of that team member's overall finishing position. Each team must be declared to the Registrar before the close of Registration.

4.7.4 The Kenzie Cup for Team Marques Competition

Presented by Jim Kenzie, the co-creator of the idea for Targa Newfoundland, to the recognized marque (Ford, Volvo, Porsche etc.) that achieves the highest average finishing position. A team will be comprised of any combination of three entries from Grand Touring, Classic, Modern or Open. In the event of a tie, the average of each team member's finishing position at the end of each Leg will be used instead of that team member's overall finishing position.

4.7.5 The Baldhead Racing Novice Award for Targa

Presented to the driver and co-driver/navigator in the Classic, Modern or Open Divisions, with the least experience, the most spirit, and an excellent placing.

4.7.6 The Grace Cup Novice Award for Grand Touring

Presented by Reverend Edison Wiltshire and Marg-o Wiltshire, to the driver and co-driver/navigator in the Grand Touring Division with the least experience, the most spirit, and an excellent placing.

4.7.7 Additional Awards

From time-to-time additional team and individual awards may be set up. They will be posted on the Official Notice Board.

5. TECHNICAL REQUIREMENTS

- **If these Regulations do not specifically permit a modification to the OES, then the modification is not authorized.**

5.1 Crew Exiting Provisions

Each member of the crew must be able to demonstrate to the tech crew that they

can exit the vehicle from normal strapped in seating position with in 40 seconds (30 sec to burn time plus 10 seconds) of being given a signal to do so.

5.2 Road Worthiness

- It is the responsibility of the competitor to ensure that their vehicle complies with all applicable laws and requirements when operated on public roads.

5.3 Rollover Protection

5.3.1 General Considerations

- Targa Tour vehicles with hard or fixed tops are not required to have Safety Cages or Roll Bars, however they are strongly recommended. If installed, they shall be installed as per Targa Newfoundland Regulations.
- Targa Tour vehicles with Convertible, Soft Tops or Removeable Hard Tops will require a minimum of a Roll Bar. Such a roll bar will, be composed of a single continuous rollover hoop located behind the crew, that is supported by a diagonal bar preferably intersected by a horizontal belt bar and suitable $\frac{3}{4}$ height back or fore-stays that will provide equal protection for the driver and navigator. The height of the bar will be such that both crew members, seated in normal position wearing helmets will be 4 cms under and clear of a line drawn between the highest point of the front of the vehicle (bonnet or trunk cover) to the top of the bar.
- Where a vehicle is not equipped with rollover protection regular SAE approved seatbelts are to be used.
- Targa or Removable Toped vehicles shall, at-all-times, have the removable top(s) in closed and locked position.
- Grand Touring and Targa 1 cars SHALL have a at a minimum, a single continuous rollover hoop, supported by suitable back or fore-stays that will provide equal protection for the driver and navigator. Safety Cages are strongly recommended. The safety cages or rollover bars (hoops) shall be installed according to the same requirements as for Targa competitors. All crew members shall, when in normal seating position, have a minimum of 4 cms clearance between their helmet and the top of the car or cage structure what ever is applicable.
- Targa vehicles are required to have Safety Cages built under the general proscriptions of FIA Appendix R. as modified by these Targa Rules and Regulations
- Safety Cages shall provide equal protection for driver and co-driver.
- Newly prepared vehicles or vehicles without suitable evidence of a prior competition history shall comply with the minimum Targa Safety Cage Configuration outlined below.
- All crew members shall, when in normal seating position, have a minimum of 4 cms clearance between their helmet and the top of the car or cage structure what ever is applicable.
- The organizers reserve the right to amend the Safety Cage regulations at any time in the pursuit of competitor safety.

5.3.2 Other Jurisdictions

- Vehicles equipped with Safety Cages approved by other recognized sanctioning bodies may be accepted provided the entrant produces documentation demonstrating compliance with that body's regulations.
- Acceptable documentation consists of:
 - Log book showing compliance with recognized sanctioning body's safety cage requirements; and
 - Safety regulations for the sanctioning body; or
 - FIA homologation papers.

5.3.3 Historically Significant Vehicles

- The organizers may, at their sole discretion, permit entries where the vehicle in question has a demonstrated historically significant competition history and where the rollover protection does not fall within Targa's minimum Safety Cage requirements.
- Newly prepared "replica" vehicles or vehicles without suitable evidence of a prior competition history shall comply with Targa's minimum Safety Cage requirements.

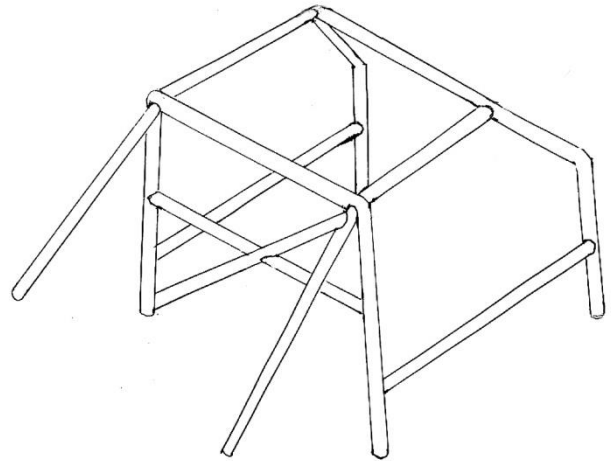
5.3.4 Bolt in Cages are not recommended and will be banned in 2024

- Bolt in Safety Cages or parts of cages may be accepted provided they meet the requirements stated for "Other Jurisdictions" 5.2.2 or "Minimum Targa Safety Cage Configuration" 5.2.5 (below). **All bolts used in cages must be grade 8 strength or higher.**

5.3.5 Minimum Targa Safety Cage In 2024 all cages will be as required by FIA appendix "R"

Configuration (as shown)

- The minimum basic safety cage structure shall consist of the following components:
- 1 Main roll bar behind crew seats with
 - Main roll bar brace (X, diagonal (shown) or V-design).
 - Harness bar across main roll bar where occupant safety-harness shoulder straps can be mounted.
 - 2 back stays
- 1 Front roll bar in front of crew
- 2 top side longitudinal members joining front and rear hoops.
- 1 Door bar on each side (can be removable)



Note:

- Depending on the angles made by the vertical supports to the forward hoop where they pass the dash an additional vertical brace may be required on each leg.
- An X-brace across the cage at the top is recommended.
- Entrants are requested to refer to "FIA Appendix R, Roll Cage Construction and Installation" for minimum material requirements, bracing, gussets, and welding requirements. This document is available from the event Technical Advisor.
- Entrants are encouraged to have their cage pre-approved or examined by the event Technical Advisor, Mr. David Lambert david.lambert@sympatico.ca or Technical Inspector Mr. Joe Dowden joedowden@gmail.com

5.4 Safety Harness Regulations

Targa Tour / Daily Targa Tour

- Standard OES manufacturer installed seatbelts may be used.
- Where standard belts have been replaced, belts shall conform to the Targa seatbelt requirements set out below.
- All occupants of open cockpit cars and T tops (when open) must wear SFI or FIA approved arm restraints or have approved safety netting.

Grand Touring Vehicles

- Standard OES manufacturer installed seatbelts may be used.
- Where standard belts have been replaced, belts shall conform to the Targa seatbelt requirements set out below.
- All occupants of open cockpit cars and T tops (when open) must wear SFI or FIA approved arm restraints or safety netting.

Targa Vehicles

- Five, six or seven-point point safety harnesses of unmodified proprietary manufacture shall be fitted for both crewmembers. (Note: Only complete sets may be used).
- It is recommended that the belts be homologated by the FIA and comply with FIA standard No. 8853/98.
- FIA certified safety harnesses designed for use with the HANS or similar device are acceptable.
- All safety harness systems shall be no more than five years old, or not exceed the expiration date indicated on the manufacturer's label. All harness systems shall either have a date of manufacture or date of expiry label or stamp.
- If the harness is not homologated by the FIA, the following minimum widths apply:
 - The width of the crotch and pelvic straps shall not be less than 44 mm;

- The parts of the crotch straps which are not in contact with the user's thighs shall have a minimum width of 25 mm;
 - The width of the shoulder straps shall not be less than 70 mm.
- The material of all straps shall be in perfect condition.
- The belts shall be equipped with turnbuckle or push button release systems.
- Safety harnesses shall be installed in accordance with manufacturer's instructions.
- In all cases, it is preferable that safety harnesses be installed on the original seat belt anchorage points of the vehicle.
- The shoulder harness shall be a two-strap over-the-shoulder type ("H" type configuration is permitted, "Y" type configuration is not permitted). Shoulder straps shall be directed towards the rear and shall be installed in such a way that they do not make an angle of more than 45 degrees to the horizontal from the upper rim of the backrest (preferred angle should not exceed 10 degrees). The maximum angles in relation to the center-line of the seat are 20 degrees divergent or convergent.
- Belts shall be replaced after every severe collision, and whenever the webbing is cut, frayed, or weakened due to the actions of chemicals or sunlight. Any harness that does not function perfectly shall be replaced.
- Belts will be subject to a detailed examination and approval at the Targa technical inspection held before the event.

Arm restraints

- All occupants of open cockpit cars and T tops (when open) competing in Targa classes must wear SFI or FIA approved arm restraints or safety netting.

5.5 Replacement Seats

- Replacement seats and mountings may be used.
- All fastenings of seats must be as per FIA requirements with suitable backing plates.
- It is highly recommended that replacement seats meet current FIA regulations and be provided with side head wings to protect and restrain the crew's heads.
- Replacement seats shall be installed so they are securely attached to the floor of the vehicle by proper support plates and grade eight or higher bolts in such a manner as to prevent the movement of the seat in case of an accident.
- It is strongly recommended that a barrier or crossbar be installed in the cage structure that limits the rearward movement of the seat back or crewmembers head in the case of an impact from the rear.

5.6 Helmets

Targa Tour

- All helmets approved for Targa competition are permitted in Fast Tour.
- Motorcycle "M" class helmets are permitted in Targa Tour.

Grand Touring and Targa 1

- All helmets approved for Targa competition are permitted in Grand Touring and highly recommended.
- Motorcycle "M" class helmets are permitted in Grand Touring.
HANS devices (or other head and neck restraint devices) are strongly recommended in vehicles that have competition harnesses. Devices must have valid certification sticker for the event year or beyond.

Targa 2

- Only helmets meeting one of the following standards shall be accepted for competition and shall be worn by competitors on all competitive stages:
 - Snell SA2010, SA2015 expires December 31, 2023
 - FIA 8860-2004 expires December 31, 2020
 - FIA 8860-2010 expires December 31 2028
 - FIA 8859-2010 with SA 2010 or SA2015 rating, currently no expiry date
 - FIA 8859-2015 with SA2015 rating, currently no expiry date.
 - BSI rated helmets are good for 10 years from date of manufacture (sticker in helmet.)
- Note: The Snell rating is valid only in North America.
Anywhere else in the world the helmet must meet FIA specs.

- No helmet shall be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer.
- Hardware may be mounted on a helmet for HANS devices (or other head and neck restraint devices) provided it is installed in accordance with recommendations provided by the manufacturer of the helmet and/or the devices.
- HANS devices (or other head and neck restraint devices) are required. Devices must have valid certification sticker for the event year or beyond.
- Helmet intercoms may be installed in accordance with recommendations provided by the manufacturer of the helmet and/or the devices.
- Competitors assume the risk of any modifications to their helmets.
- Helmets shall be presented at pre-start scrutiny and must have visible certification labels affixed.
- Helmets that are subject to impact during the event shall be replaced.

5.7 Fire Resistant Clothing

Targa Tour / Daily Targa Tour

- It is highly recommended that all Fast Tour competitors wear a fire-resistant driving suit.

Grand Touring

- It is highly recommended that all Grand Touring competitors wear a fire-resistant driving suit.

Targa

- All Targa competitors shall wear a fire-resistant driving suit during competitive stages.
- FIA homologated driving suits conforming to the 8856-2000 or the FIA 1986 standards or SFI 3-2A/5 are recommended. SFA 3-2A/1 suit with approved fire-resistant underwear is acceptable.
- The suit shall be presented at technical inspection in a clean and presentable condition and bear appropriate certification label.
- One-piece suits are recommended.

5.8 Fire Systems / Extinguishers

- As a minimum, each vehicle shall carry one 10BC fire extinguisher, or two 5BC fire extinguishers. In the case of Targa Tour / Daily Targa Tour, one 5BC fire extinguisher is sufficient.
- Extinguishers shall be securely mounted by means of metal-to-metal fittings to the vehicle structure. One extinguisher shall be located within easy reach of the crew while seated.
- Extinguishers shall be equipped with a pressure indicating gauge and have proof of purchase or service within the prior 24 months.
- An automatic fire suppression system is highly recommended but will not replace the required 10BC or two 5BC extinguishers.

5.9 First Aid Kit

- Each vehicle shall be equipped with a comprehensive first aid kit that must be securely mounted inside the vehicle's passenger compartment.

5.10 Reflective Triangles

- Three self-supporting, light reflecting, daylight visible warning triangles 30 cm per side shall be carried in the vehicle. One triangle shall be within easy reach of the crew. Triangles should have weighted bases. In the case of Targa Tour / Daily Targa Tour, two warning triangles are sufficient.

5.11 Towing

- All Targa Division vehicles shall be equipped with towing points on the front and the rear of the vehicle.
- Towing points shall be clearly identified.
- All vehicles, Targa Tour, Grand Touring and Targa, shall carry a tow strap/rope.

5.12 Batteries

- Batteries shall be securely mounted with metal-to-metal fixtures.
- If mounted inside the passenger compartment batteries shall be contained in a permanently mounted non-conductive box with a securely fastened cover (gel cell and dry cell batteries are exempt). This rule is subject to technical approval.
- Hot terminals shall be insulated to avoid metal contact.
- Single source external master electrical disconnect switches are recommended.

5.13 Bodywork

- Bodywork must be in good repair and must not detract from the vehicle's appearance.
- Paintwork must be finished and of a high standard.
- External mounts for cameras must be presented at the time of technical inspection and must be approved by the Technical Advisor.
- Body protection and skid plates are permitted.

5.14 Interior (passenger compartment and trunk)

- Computers, video cameras, tools and other items inside the passenger compartment shall be secured to the satisfaction of the scrutineer.
- Elastic type tie-downs (bungee cords) are prohibited.
- Airbags and passive restraint systems may be disabled or removed.
- Power door locks may be replaced with manual door locks.
- The steering locks and security systems may be disabled.
- Interior door panels may be modified or removed to accommodate safety cage construction. If original door panels are removed, alternate panels shall be installed to protect the occupants from sharp metal edges.
- Sharp edges of any interior area shall be covered.
- Competitors shall be able to demonstrate that they can exit the vehicle quickly in case of an emergency.

5.15 Windows

- Windshields shall be laminated safety glass.
- Competitors using non-original equipment side window materials (i.e. lexan) shall be able to demonstrate the ability to escape from the car with the doors closed to the satisfaction of the Scrutineers at Pre-Start Scrutiny.
- Vehicles that are equipped with "T" tops are permitted to retain the original removable panels provided that the materials used are made of laminated safety glass. If not, both sides must be covered with a satisfactory adhesive plastic material that will prevent shattering or replaced entirely by a shatterproof material.
- FIA or SFI-certified window safety nets are highly recommended.
- In cars without window nets, windows in the driver and co-driver doors shall be rolled up to at least two inches (2") of fully closed during competitive stages.

5.16 Nitrous Oxide

- Nitrous oxide injection is not permitted.

5.17 Fuel, Fuel Handling, and Fuel Suppliers

- In Classic and Modern Divisions, only commercially available pump gasoline and diesel fuel, purchased from retail fuel outlets in Newfoundland, is permitted. E85 fuel, purchased from Newfoundland based retailers, is permitted.
- Subject to these rules Open Class vehicles only, are permitted to use high octane fuels with **proof of local purchase**.
- Competitors that wish to compete in vehicles that use fuels with octane ratings higher than permitted by these rules may apply for an exemption. If they are granted such an exemption, then the elapsed time of every stage in which they compete, will be increased by half (0.5) percent, rounded up to the next whole second.
- Alcohol, Propane, Natural Gas and Hydrogen fuels are not permitted.
- Leaded fuel is not permitted.
- Octane Booster (such as those produced by Lucas Oil Products Inc.™) may be added to gasoline.
- Water or Methyl Hydrate injection is not permitted.
- Cars competing in the Level 1 preparation categories may make such alterations from OES as necessary to accommodate unleaded fuel of 91 octane ((R+M)/2 method). Details of the modification must accompany the entry documentation. Permitted modifications shall comply with all other Level 1 requirements.

Fueling and Service Areas

- Service areas may be located at approved retail fuel outlets; however, in all cases **where a competition vehicle is being refueled from a source other than a regulated pump at a**

retail outlet, the crew shall have at least one additional member in attendance with an approved and appropriate fire extinguisher.

- The organizer reserves the right to take fuel samples from any container used to refuel competition vehicles at any time during the event.

Fuel System

- A fuel-resistant and fire-retardant plate or shield is required between the passenger compartment and the compartment or area where the fuel tank is located. (No additional work is generally required for OE fuel tanks unless a removed rear seat forms part of the OE shield.).
- Where utilized, fuel cells shall be installed per to the manufacturer's instructions.
- Electric fuel pumps shall shut off when the primary electrical circuit of the vehicle is in the off position.
- If fuel lines are routed through the passenger compartment, then fuel lines shall incorporate a metallic casing. (If the metallic casing is not exterior to the line, a verifiable sample shall be presented at scrutineering).

5.18 Emergency Response Vehicles

- An Emergency Response Vehicle will be at every stage. If an Ambulance transport is required, the cost will be borne by the competitor. Fully equipped hospitals with emergency medical capability are close to all stages and are in each community where there is an overnight stop.
- **Note:** Entrants who are involved in any incident resulting in physical damage to the vehicle must be checked by an ambulance crew and cleared for competition. Entrants who refuse an ambulance check must be cleared by an Event Doctor before re-entering the competition.

5.19 Crew Responsibilities and Actions



If a vehicle stops on a stage for any reason, it must not interfere with the vehicles following. A warning triangle is to be immediately placed on the same side of the road as the stopped vehicle a minimum of 10 paces behind the vehicle or a distance sufficient to give adequate warning to oncoming vehicles. If the car will not complete the stage, then a triangle must be placed on the roof or top of the vehicle. Competitors continuing after stopping must remove all warning triangles.



If a **red cross** sign is displayed or if no **green "OK" sign** is displayed, then the following process must be followed:

The first vehicle on the scene must stop and its crew must render assistance to the injured crew, and if necessary display the **Red Cross sign** and triangles.

The **second vehicle** will stop, get the necessary information and proceed to the next radio point which will be noted by a blue "RADIO" sign on the side of the road.

The **third vehicle** will stop and its crew will direct traffic if required.

Following vehicles will slow, pass the incident with caution, and proceed to the Finish of the stage.

On arrival at the stage finish control, vehicles must stop and its crew informs the staff of the specific location and status of the incident. This reporting will continue until the competitor is waved on by the Control staff.

The crew of any vehicle involved in an accident resulting in personal injury or property damage must immediately report it to the Clerk of the Course and fill-out an Incident Report Form.



If a crew has stopped on a stage for any reason and does not require medical assistance, they must place their **"OK" sign** (Stage Access Card) so that it is visible to the cars following.

5.20 Marshals' Hand Signals

When necessary, a safety marshal wearing a bright green or orange vest will communicate critical safety actions to you through the following hand signals:

SLOW DOWN: both hands directly in front of the marshal with palms down, moving up and down as if pressing something down.

CHANGE DIRECTION: one of the marshal's hands pointing at you, the other hand pointing at the direction that the marshal wants you to go.

STOP: One hand clasping the wrist of the other hand which is pointing at the place where the marshal wishes you to come to a complete stop.

TURN OFF ENGINE SIGNAL: one hand pointing at you and the other across the marshal's throat in a cutting movement.

Failure to comply with these emergency procedures will result in disciplinary action by the Steward

6 Targa 2 Vehicle Technical Requirements

6.1.1 Model

- A model includes all vehicles belonging to a specific production series, distinguishable by exterior lines of bodywork and by an identical method of transmitting the power to the drive wheels.
- Turbo/supercharged vehicles will be considered as different models than naturally aspirated versions of the same car, as will different numbers of cylinders or rotors.

6.1.2 Original Equipment Specification (OES)

- OES includes all the original equipment parts and specifications, or the exact equivalent replacement parts and specifications, which could have been purchased on that production vehicle in conjunction with all other original equipment parts and specifications and installed by the vehicle manufacturer.
- Dealer-installed parts or alternate specifications, unless required by a directive from the vehicle manufacturer, are not OES.
- Parts or specifications that the vehicle manufacturer offered for 'competition', 'motorsport', or similar purposes are not defined as OES.
- OES from an alternate make, model or year may be used provided the vehicle conforms entirely to the specific OES make, model, and year that are listed on the entry form.

6.1.3 Original Equipment Manufacturer (OEM)

- For the purposes of this document, the OEM (Original Equipment Manufacturer) is defined as the Recognized Manufacturer.

6.1.4 Recognized Vehicle Manufacturer

- An organization that manufactures markets and sells vehicles to the public.
- The manufacturer must meet or exceed the production volumes outlined in the Level 1, Level 2 specifications.
- Fabricators who produce prototype cars or race cars with limited volumes are not recognized manufacturers.

6.1.5 Modification

- **If these regulations do not specifically permit a modification to the OES then the modification is not permitted**
- Authorized modifications for the appropriate vehicle division and class (Classic: Level 1 and Level 2, Modern: Level 1 and Level 2, plus Open and Hybrid) are the only permitted modifications.
- Where authorized, an OES item may be replaced. Where it is permitted to modify an item, only the specified item may be modified.

Regulations on modifications are written to convey the function, extent or intention of a modification. Any method used to circumvent the function, extent or intention of any modification is not considered an authorized modification. If there is any uncertainty about the function, extent or intention of a regulation, it is the competitor's responsibility to seek clarification from the Technical Committee before undertaking the modification.

- A 'modification' is defined as:
 - The removal of a part, except when it has been replaced by an OES part
 - The addition of a part, except when the added part is an OES part
 - Any change to an OES specification
 - A non-OES method of adjustment

- A non-OES service procedure
- 6.1.6 Variant**
- A model may exist in several variants as to bodywork (i.e.: 2 door sedan, 4 door sedan, coupe, station wagon etc.) or with regard to mechanical components.
- 6.1.7 Replica Vehicle**
- A Replica Vehicle is defined as a vehicle that is entered with an Equipment Specification for a model or variant that is different from the vehicle's Original Equipment Specification associated with the registered Vehicle Identification Number (VIN).
 - Example 1: A vehicle entered with a European OES definition that was built on a chassis with a North American VIN would be considered a Replica Vehicle as the entered OES definition does not match the original VIN OES definition.
 - Example 2: A vehicle manufactured with a 4-cylinder engine that was later upgraded to the OES definition of a similar model or variant with a 6-cylinder engine would be considered a Replica Vehicle as the entered OES definition does not match the original VIN definition.
- 6.1.8 Engine Management**
- Refers to any electronic device that measures engine operating parameters and uses this information to simultaneously control, at the minimum, the engine's air/fuel mixture and ignition advance.

6.2 Vehicle Classifications

Once a vehicle is entered, classified and has run in the Prologue, its classification will stand. The classification cannot be changed after the start of Leg One. If before the start of Leg One a reclassification is sought, it must be submitted, in writing, together with reasons to the Clerk of the Course, who in conjunction with the event Steward will decide upon the request. Their decision will be final.

6.2.1 Divisions, Groups and Preparation Levels

- Each vehicle competing in the Targa Newfoundland event will be placed in one of five Divisions:
 - Grand Touring Division
 - Targa Classic Division
 - Targa Modern Division
 - Targa Open Division
- Each vehicle competing in the Targa Classic, Modern or Open Divisions will also be placed in a Class. A Class is defined by the vehicle's Division, Group, Preparation Level and adjusted Displacement as outlined in these technical regulations.
- For example, a 1988 BMW 325 entered in the Targa competition, that has been modified for racing, may be classified as:
 - Division: Classic (production year is after 1981)
 - Group: 3 (produced between 1982 and 1997)
 - Preparation: Level 2 (based on vehicle modifications – outlined below)
 - Engine: Large Displacement (2.5-liter engine is larger than the small displacement break for Level 2)
- The organizers may, at their discretion, combine or expand classes. Competitors will be notified by bulletin of class changes.

6.2.2 Grand Touring Division

- Vehicles that compete for the highest time accuracy over a set stage distance.
- Vehicles running in the Grand Touring Division are not limited in the equipment they may carry to measure:
 - Distance. A non-stock odometer mounted within easy view of the Co-driver, with average speed function, is permitted.
 - Time Measuring. Any clock or stopwatch that is connected in any way to a distance measuring device is permitted.
 - Calculating. An electronic four-function (add, subtract, divide, multiply) calculator with a single memory, which is connected in any way to a distance or time measuring device, is permitted.
 - Average Speed Indication: Any device that automatically provides average speed information, or time ahead of or behind a target average speed, in any way is permitted.

This includes most GPS units, virtually all rally computers, many standard in-car computers and apps downloaded onto a cell phone.

6.2.3 Targa 1 Division

- Vehicles that compete are essentially stock vehicles divided into four classifications.

6.2.4 Targa 2 Classic Division

- Targa Classic Division vehicles will be placed in one of three Groups. The year refers to the year of production or model year associated with the vehicle's registered VIN.

Classic Division:

- | | |
|-------------------------|--|
| Group 1. Early Classic | Classic Division all to 1971. |
| Group 2. Late Classic | Classic Division from 1972 through 1981. |
| Group 3. Recent Classic | Classic Division from 1982 through 1997. |

- Each Group will be split into classes based on Preparation Level and Displacement.
- The Organizer reserves the right to change the specification classification on a misclassified vehicle.

6.2.5 Targa 2 Modern Division

- Targa Modern Division vehicles will be placed in one of two groups. The year refers to the year of production or model year associated with the vehicle's registered VIN.

Modern Division:

- | | |
|-----------------|--|
| Group 4. Modern | Modern Division from 1998 through present. |
| Group 5. Hybrid | All Hybrid Vehicles |

- Each Group will be split into classes based on Preparation Level and Displacement.
- The Organizer reserves the right to change the specification classification on a misclassified vehicle.
- Hybrid Group: Vehicles with both internal combustion and one or more electric motors capable, individually or together, of powering the vehicle through two or more drive wheels. Hybrid Group entrants shall conform to the Level 1 preparation limitations.

6.2.6 Targa 2 Open and Open-Pro Divisions

- Targa Vehicles that do not meet the permitted modification limitations for Level 1 or Level 2 preparation in Classic or Modern Divisions may compete in the Open Division.

Open or Open-Pro Divisions:

- Group 6. All years

6.2.7 Preparation Level

- Each Targa Classic or Modern Division Vehicle will be placed in one of 2 preparation levels.
 - Level 1 Preparation (section 6.8)
 - Level 2 Preparation (section 6.9)
- The entrant is responsible to ensure that the entered vehicle is compliant with the appropriate preparation level requirements.

6.2.8 Displacement

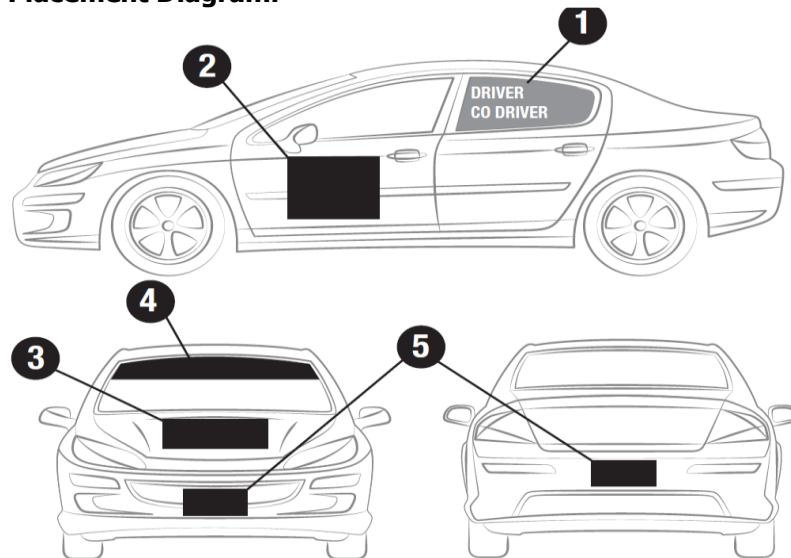
- Each Classic or Modern Division Vehicle is assigned to one of two displacement groups based on the adjusted displacement of its engine, as derived from the OES specification.
- The adjusted displacement is computed using the following multipliers applied to the actual displacement of the engine (All appropriate multipliers shall be applied):
 - Rotary Engines (Classic and Modern): 1.8
 - Turbo/supercharged engines (Classic and Modern): 1.7
 - Turbo/supercharged diesels (Classic and Modern): 1.5
 - Pushrod (non-OHC) engines (Classic only): 0.8
- The regulations outlining permitted engine modifications for Level 1 (6.11.3) and Level 2 (6.12.3) specify that displacement may be increased by up to 10% and 20% respectively. However, in order to compete as a Small Displacement entry, the adjusted displacement shall not exceed the following values:
 - Level 1:
 - Small Displacement: 2199cc or smaller
 - Large Displacement: 2200cc or greater
 - Level 2:
 - Small Displacement: 2399cc or smaller
 - Large Displacement: 2400cc or greater

- The Small Displacement break values listed above represent the **maximum adjusted displacement**, including all modifications and multipliers prescribed by these rules.

6.3 Identification and Required Decals

- Event issued vehicle identification and sponsor decals must be affixed to the vehicle before it can be presented for technical inspection. Vehicles will not be accepted at technical inspection unless all the issued vehicle decals are affixed in accordance with the Vehicle Decal Placement Diagram. The event reserves the right to require missing decals be replaced. Decals cannot be altered in any way and must stay in their original shape, color or sizes unless instructed by the Scrutineer or if a request to do so (such as trimming windshield banners) is approved by the Scrutineer.
- Event identification decals and sponsor decals will be supplied and are compulsory to attach. They shall be attached to the vehicle in the manner and locations directed or approved by the organizers and they must be maintained in good order throughout the event.
- Where vehicles carry sponsor's decals that are in commercial competition with the event sponsors, the organizers reserve the right to choose the location of the event sponsor's decals.
- Lettering on vehicles must be carried out in a neat and professional manner.
- The organizers reserve the right to require any competitor to change or remove a sign, emblem, graphic or photo they deem to be offensive or in bad taste.
- Signs or advertising will be permitted on any rear side or rear window provided they do not restrict the crew's vision.
- No signs or advertising shall appear along the top of the windshield unless authorized in writing by the organizers.
- The names of the crew together with their national flags shall be clearly displayed so they are visible on both side views of the car, preferably on the rear side windows.
- Targa Newfoundland Number Plates
 - Targa Newfoundland vehicle number plates will be provided.
 - Plates must be attached to the front and rear in the normal license plate position and must be removed the Saturday immediately following the event.
 - Vinyl decal-style versions of the Targa license plate will be available for a fee to competitors. Orders for these optional plates must be placed with the organizers at least 30 days in advance of the event.

Vehicle Decal Placement Diagram.



1. Driver and Co-Driver names must be set out in clear script at least 1 ½" high, on both sides of the vehicle, together with their national flag.
2. The front doors of a four-door sedan and the front sections of both doors of a two-door coupe are reserved for event issued decals.
3. The center front mid-section of the bonnet is reserved for event issued decals.
4. The windshield banner space is reserved for event issued decals.
5. Vehicle must carry issued Targa plates front and rear or an issued Vinyl replacement plate.

6.4 Exhaust Systems

- Exhaust pipe(s) shall exit behind the driver and co-driver and external to the body as viewed from above.
- Open exhausts are permitted on Targa Stages.
- Outside of stages, competitors are requested to drive their vehicles in a manner which minimizes noise.
- Specific exhaust and catalytic converter requirements are defined in each of the division definitions listed below.

6.5 Tires and Wheels

6.5.1 Tread Wear and Markings

- All tires to be used in the Targa competition, except the Temporary Spare, shall have the following markings molded on the sidewall: manufacturer's name, tire model, size, speed rating, load index, USA 'D.O.T' approval and serial number.

6.5.2 Minimum Tread Depth

- Provisions of the Highway Traffic Act, RSNL 1990 CHAPTER H-3, as amended, and Regulations made there under apply to all vehicles and equipment. These requirements include a minimum tire tread depth of not less than 2/32" be present at two consecutive or adjacent tread depth indicators. The location of these indicators is molded on the tire sidewall with a small triangle.
- Tires shall be required to comply with the above criteria throughout the event. Tread depth as 3/32" and wear bar proximity may be measured by officials during the event. Tires failing must be replaced with a tire that conforms before continuing, and appropriate penalties shall apply.

6.5.3 Tire Quantities (Targa Vehicles Only)

- A maximum of six (6) competition tires are permitted: four (4) tires fitted to the vehicle and up to two (2) spare competition tires.
- All six (6) competition tires shall meet the requirements of this section.
- Additionally, vehicles are permitted to carry one (1) "Compact Temporary Spare" tire. The "Compact Temporary Spare" is intended to be used by vehicles that lack sufficient internal space to carry a full-size spare. The temporary spare is not permitted to be the same specification as the competition tires nor should it be used on a live stage.
- A vehicle starting a Targa stage on a Temporary Spare or on a tire in "run-flat" condition shall be assigned the slowest scored time for that stage.

6.5.4 Tire Identification

- All tires to be used in competition shall be presented at pre-start scrutiny, where they will be inspected and marked by a scrutineer.

6.5.5 Tire Carriage

- A vehicle shall not use or carry unmarked tires at any time.
- Carriage or use of an unmarked tire at any time during the event, for any reason, will result in 120 points (two minutes) per tire added to the competitor's score for each observed occurrence.
- Tires carried in or on the vehicle shall be secured to the scrutineer's satisfaction. Rearward vision must not be obstructed.
- Spare competition wheels may be carried aboard a support vehicle.

6.6 Wheels

6.6.1 General

- Wheels may be replaced.
- Wood wheel rims or wood spokes are not acceptable.
- Offset may be varied, and properly engineered spacers may be added where such change is authorized by these regulations.
- Studs and nuts may be substituted for tire mounting bolts.

6.6.2 Rim Size Restrictions:

- Targa Tour, Grand Touring: Free
- Level 1, Level 2 and Open preparation:
 - Wheel diameters and widths are unrestricted provided they are inside the fenders when viewed from above.

6.7 Weight

6.7.1 Minimum Weight

- Vehicle weight is defined as the vehicle's operating weight less driver and co-driver.
- Competitors will provide manufacturer's documentation of the vehicle's original Curb Weight.
- Grand Touring weight is free.
- The minimum weight for Level 1 preparation vehicles in the Classic and Modern Divisions is manufacturer's original curb weight
- The minimum weight for Level 2 preparation in Classic and Modern vehicles is manufacturer's original curb weight minus 45.5 kilos (100lbs).
- Open Division weight is free.
- Ballast is permitted however it must be:
 - Securely mounted with suitable grade 8 fasteners with backing plates acceptable to the organizers.
 - Ballast also must be distributed evenly left to right.

6.7.2 Weighing

- Only the official weigh scales shall be used for all vehicle weight measurements.
- Weight measurements may be taken and recorded during and after the event. Competitors may weigh and request that the weights not be recorded. Weights will be rounded to the nearest kilogram.

6.7.3 Penalties

- If the weight of the vehicle is less than the minimum weight at any time, the competitor will be penalized two minutes (2:00 minutes) for each full day (minimum 1 day) since the last official weighing.

6.8 Targa 2 Level 1 Preparation – Permitted Modifications

6.8.1 Policy Statement – Level 1 Preparation

- Level 1 class is created to provide a flexible base level of competition for production vehicles.
- In this class competitors are permitted to improve the suspension, engine and drive-train.
- It is intended that the remainder of the vehicle remain in what is essentially stock condition.

6.8.2 Definition of a Level 1 Vehicle

- The vehicle must be produced by a recognized vehicle manufacturer.
- The vehicle must meet the Original Equipment Specification (OES) of its registered VIN.
- The vehicle must have a minimum world-wide production run of 250 units during the model year of the registered VIN.
- Modification of the vehicle from OES except as stated in these regulations is not permitted.
- Backdating and updating is permitted within the allowable modifications listed for Level 1.
- Entrants are responsible for providing documentation confirming the vehicle's production numbers, curb weight and Original Equipment Specification.
- Replica vehicles are eligible for Level 1 if they fit the specifications.
- Tube frame or 'silhouette' cars are not permitted in Level 1.

6.8.3 Engine

- Engine Block
 - The OES engine block or an OEM replacement block shall be used. The entrant is responsible to demonstrate that the engine block casting numbers meet the OES requirement.
 - Aftermarket replacement blocks are not permitted.
 - Machining of the engine block is permitted.
 - Boring and re-stroking are permitted but the actual (adjusted) engine displacement shall not change by more than plus or minus 10% of the vehicle's original production displacement.
- Heads, Camshafts and Valves
 - Cylinder heads shall be OES.
 - Head machining is permitted.
 - Camshafts are free.
 - The number and relative location of the camshafts shall be OES.
 - Push rod engines may not be converted to overhead cam engines.
 - The number of valves per cylinder shall be OES.
 - Valves and Valve Springs are free.
 - Roller rockers are permitted.

- Crankshafts
 - Crankshafts are free.
- Pistons, Rods, Rings
 - Rods are free.
 - Pistons and wrist pins are free.
 - Rings are free.
- Bearings
 - Bearings are free.
 - Bearing retainers and seals are free.
- Clutch and Flywheel
 - Clutch and Flywheel are free.
 - Multi-plate clutches are not permitted unless OES.
 - The quantity of clutches shall remain OES. Dual clutch systems shall not replace single clutch systems etc.
- Engine Lubrication
 - Lubrication systems are free.
 - Dry sumps are not permitted unless OES.
 - Accusump type systems may be used.
- Naturally Aspirated Induction Systems
 - Intake systems may be modified.
 - Naturally aspirated engines shall not be changed to forced induction.
- Forced Induction Systems
 - Intake systems may be modified.
 - The quantity of Turbochargers and/or Superchargers installed on the engine must be OES. Example: An engine originally equipped with one turbocharger may not be upgraded to two or more turbochargers.
 - Turbocharger compressor casings and turbine casings shall be OES.
 - Supercharger compressor casing shall be OES.
 - Casings may be machined.
 - Internal Turbocharger and Supercharger components are free.
 - Supercharger overdrive or underdrive pulleys are free.
 - Boost controllers and waste gates are free.
 - Intercoolers are free.

6.8.4 Exhaust System

- The exhaust system may be modified provided it meets section 6.4
- Vehicles originally equipped with Catalytic Converters shall retain functioning Catalytic Converter(s).
- Turbo Charged Engines:
 - A single continuous pipe shall connect the turbo exit and the Catalytic Converter. This pipe shall not have an internal diameter larger than 2 inches at any point unless it is OES. All exhaust flow must pass through this pipe. If the vehicle is not equipped with a catalytic converter, the pipe diameter will extend to the muffler or to the end of the tail pipe, whichever occurs first.
 - The pipe shall not be welded to the turbo exhaust port. The pipe shall be bolted to the turbo exhaust port using the OES bolt pattern and bolt circle for the exhaust port. The bolt circle may not be enlarged from OES.
 - It shall be possible to unbolt this pipe for inspection by the scrutineer as required.
 - Open waste gates are not permitted; gases must be reentered into the exhaust system.

6.8.5 Ignition

- Ignition systems are free

6.8.6 Fuel Systems

- Fuel systems are free.
- Carburetors may be replaced with fuel injection.
- Fuel injection may be replaced with carburetors.

6.8.7 Engine Management

- Any Electronic Engine Management System or ECU may be used.

6.8.8 Engine Support Systems

- Modifications of other engine components and ancillary items are free.
- Cooling systems for all engine fluids are free.
- Antifreeze must be replaced with water and a water lubricant.
- Heating Ventilation and Air Conditioning systems may be removed or modified.
- Engine mounts are free. Note: The engine position in the chassis must remain in the OES location.
- Gaskets are free.
- Fasteners are free.
- Batteries may be relocated from their OES location. The size and style of battery (i.e. Lead-acid, gel cell, etc.) is free. Also see 5.11.

6.8.9 Transmission, Transaxle, Differential, Axles

- Configuration
 - The OES drive train configuration must be maintained. (rear wheel drive, front wheel drive, all-wheel drive)
- Type and Housings
 - Automatic or manual transmissions may be used.
 - Continuously Variable Transmissions (CVT) are not permitted unless OES.
 - Sequential transmissions are not permitted unless OES.
 - The transmission must be mounted in the OES location.
 - Transmissions may not have more than five (5) forward speeds in Classic and six (6) forward speeds in Modern unless OES.
- Gear Ratios
 - Gear ratios are free.
- Gear Selection
 - Gear selection type must be OES. Manual transmissions which do not employ a clutch disengagement for gear changes (sequential, dog boxes) are not permitted unless OES.
 - Synchromesh transmissions shall not be modified to operate as dog box transmissions.
 - Mechanical gear shift lever types and locations are free.
 - Electronic gear selection is not permitted unless OES.
- Differential
 - The differential housing is free.
 - The carrier, ring/pinion, axles, and all bearings are free.
 - Electronic differential control devices shall not be added unless OES.
 - OES Electronic differential control devices may be modified.
 - Mechanical differentials are free. (limited slip, clutch pack, cam and pawl etc)
- Traction Control
 - Traction control devices shall not be added unless OES.
 - OES Traction control devices may be modified.
- Gearbox Support Systems
 - Lubrication systems and cooling systems are free.
 - Drive shafts, half shafts and universal joints are free.
 - Bearings and seals are free.
 - Transmission mounts are free.

6.8.10 Chassis

- Construction
 - The original chassis shall be retained but may be modified to accommodate authorized modifications.
 - Firewalls shall remain in their OES location but may be modified to accommodate authorized modifications.
 - Tube frame chassis are not permitted; however, the safety cage may connect to suspension, engine and other load bearing components.
 - All major chassis components (clips) must be from the same model type. ie. a front clip from chassis X cannot be combined with chassis Y unless the manufacturing specifications of both vehicles are identical.
 - Seam welding, frame connectors and chassis reinforcement are permitted.
- Body Panels and Bumpers
 - Lightweight replica body panels and bumpers are permitted provided that the exterior shape and approximate dimensions remain similar to OES.

- Replica body panels and bumpers shall cover no less than the same area as the OES component.
- The addition of front and rear aerodynamic aids, scoops, side skirts and fender flares are permitted as long as they are in a visual style and to a standard in keeping within the class and visual style of the original vehicle.
- Auxiliary lights and mirrors may be added.
- When the vehicle is travelling in the forward direction, wheels shall be completely covered by the wheel arches as viewed from above the vehicle. Wheel arches may be extended.
- Windows:
 - The windshield shall meet DOT standards. i.e.: Lexan or similar type windshields are not permitted unless OES.
 - Door, side and rear windows may be replaced with lexan or similar materials.
- Interior
 - Interior trim panels, door panels, dash, carpeting, radios, navigation equipment and headliners may be modified or removed.

6.8.11 Suspension

- Configuration
 - The OES suspension type shall be maintained.
 - Mac Strut must remain Mac Strut
 - Double wishbone must remain double wishbone
 - Semi Trailing Arm must remain Semi Trailing Arm
 - etc
 - Suspension pick-up points may be reinforced or relocated.
 - Suspension components may be strengthened, upgraded or replaced provided that the original suspension type and number of individual suspension components is maintained.
 - Suspension joints and bushings are free.
 - Spindles and uprights are free.
 - The wheelbase dimensions must be within +/-12mm of OES.
 - Ride height is free.
 - Suspension alignment is free (caster, camber, toe, bump steer, Ackerman)
- Shocks and Springs
 - Springs and torsion bars are free. Torsion bars may be replaced with springs and springs may be replaced with torsion bars. Leaf springs may be changed to coil springs or torsion bars.
 - Coil over style shock/spring assemblies including adjustable spring collars are permitted.
 - A change in spring type may only occur if it does not result in a change of the OES suspension type.
 - Spring perches may be made adjustable.
 - Shock absorbers/struts and their location are free.
 - Roll Bars (Sway Bars) and their location are free.

6.8.12 Steering

- Steering configuration must remain OES.
- Steering components are free.

6.8.13 Brakes

- Brake systems are free.
- ABS may be used if OES.
- OES ABS systems may be removed, modified or disabled.

6.9 Targa 2 Level 2 Preparation – Permitted Modifications

6.9.1 Policy Statement – Level 2 Preparation

- Level 2 classes are created to provide an advanced level of competition for production-based vehicles.
- It is intended for competitors who wish to take a production automobile and enter it in the event at the highest permitted level of technological innovation.

6.9.2 Definition of a Level 2 Preparation Vehicle

- Vehicles shall be built on recognized production or semi-production models from recognized manufacturers, incorporating original chassis and body shell.
- Replica Vehicles, kit cars, preproduction and limited production run vehicles may be eligible for Level 2.
- The vehicle must have a minimum world-wide production run of 100 units during the model year of the registered VIN.
- Tube frame or 'silhouette' cars are not permitted in Level 2.
- Vehicles shall be recognizable as a production based car from the OES manufacturer.
- Modification of the vehicle from OES except as stated in these regulations is not permitted.
- Backdating and updating is permitted within the allowable modifications listed for Level 2.
- Entrants are responsible for providing documentation confirming the vehicle's production numbers, curb weight and Original Equipment Specification.

6.9.3 Engine

- Engine Block
 - The OES engine block or an Original Equipment Manufacturer (OEM) replacement block shall be used. The entrant is responsible to demonstrate that the engine block casting numbers meet the OES requirement.
 - Aftermarket blocks are not permitted.
 - Machining of the engine block is permitted.
 - Boring and re-stroking are permitted but the actual (adjusted) engine displacement shall not change more than plus or minus 20% of the vehicle's original OES production displacement.
- Heads, Camshafts and Valves
 - Heads are free.
 - Camshaft are free
 - The number and location of camshafts are free.
 - Valves are free.
 - Rockers, valve lifters and pushrods are free.
- Crankshafts
 - Crankshafts are free.
- Pistons, Rods, Rings
 - Rods are free.
 - Pistons and wrist pins are free.
 - Rings are free.
- Bearings
 - Bearings are free.
- Clutch and Flywheel
 - Clutch and Flywheel are free.
 - Multi-plate clutches are permitted.
- Engine Lubrication
 - Lubrication systems are free.
- Naturally Aspirated Induction Systems
 - Intake systems are free.
 - Naturally aspirated engines shall not be changed to forced induction.
- Forced Induction Systems
 - Intake systems are free.
 - The quantity of Turbochargers and/or Superchargers installed on the engine must be OES. Example: An engine originally equipped with one turbocharger may not be upgraded to two or more turbochargers.
 - Turbochargers and Superchargers are free.
 - Boost controllers and waste gates are free.
- Inlet Restrictors
 - All Level 3 vehicles (forced induction and naturally aspirated) shall be capable of accepting an engine inlet restrictor.
 - Inlet restrictors may be implemented by the organizer to regulate Level 3 vehicle performance.
 - The organizer will provide eight (8) months' notice as to the requirement and size of the restrictors. Note: Inlet restrictors are not anticipated for the 2010 event.

6.9.4 Exhaust System

- The exhaust system is free provided it meets 6.4.

- Vehicles originally equipped with Catalytic Converters shall retain functioning Catalytic Converter(s).
- Turbo Charged Engines:
 - A single continuous pipe shall connect the turbo exit and the Catalytic Converter. This pipe shall not have an internal diameter larger than 2.5 inches at any point. All exhaust flow must pass through this pipe. If the vehicle is not equipped with a catalytic converter, the pipe diameter will extend to the muffler or to the end of the tail pipe, whichever occurs first.
 - The pipe shall not be welded to the turbo exhaust port. The pipe shall be bolted to the turbo exhaust port.
 - It shall be possible to unbolt this pipe for inspection by the scrutineer as required.
 - Open waste gates are not permitted; gases must be reentered into the exhaust system.

6.9.5 Ignition

- Ignition systems are free

6.9.6 Fuel Systems

- Fuel Systems are free.

6.9.7 Engine Management

- Engine Management is free

6.9.8 Engine Support Systems

- Modifications of other engine components and ancillary items are free.
- Cooling systems for all engine fluids are free.
- Antifreeze must be replaced with water and a water lubricant.
- Engine mounts are free. The engine position in the chassis is free.
- Batteries may be relocated from their OES location. The size and style of battery (i.e. Lead-acid, gel cell, etc.) is free. Also see 5.11.

6.9.9 Transmission, Transaxle, Differential, Axles

- Configuration
 - The OES drive train configuration shall be maintained. (rear wheel drive, front wheel drive, all-wheel drive)
- Type and Housings
 - Housings are free.
 - Automatic or manual transmissions may be used.
 - Dog boxes are permitted.
 - Sequential transmissions are not permitted unless OES.
 - Continuously Variable Transmissions (CVT) are not permitted unless OES.
- Gear Ratios
 - Gear ratios are free.
- Gear Selection
 - Mechanical gear shift lever types and locations are free.
 - Electronic gear selection is not allowed unless OES.
- Differential
 - Differential carrier, ring, pinion are free.
 - Final drive ratios are free.
 - Differentials are free.
- Traction Control
 - Traction control is free.
- Gearbox Support Systems
 - Lubrication systems and cooling systems are free.
 - Drive shafts and Universal Joints are free.
 - Bearings and Seals are free.
 - Transmission mounts are free.

6.9.10 Chassis

- Construction
 - The original chassis shall be retained but may be modified to accommodate authorized modifications.
 - Firewalls may be moved or modified.
 - Recognized Automotive Engineering principals shall be used.

- **Body Panels**
 - Body Panels are free. Lightweight replica body panels and bumpers are permitted provided that the exterior shape and dimensions remain similar to OES.
 - Aerodynamic aids are free.
 - When the vehicle is travelling in the forward direction, wheels shall be completely covered by the wheel arches as viewed from above the vehicle. Wheel arches may be extended.
- **Windows:**
 - The windshield shall meet DOT standards. i.e.: Lexan or similar windshields are not permitted unless OES.
 - Door, side and rear windows may be made from lexan or similar materials.
- **Interior**
 - Interior panels are free.
- **Suspension**
 - Suspension is free.
- **Steering**
 - Steering is free.
- **Brakes**
 - Brake Systems are free.

6.10 Permitted Modifications – Open Division

6.10.1 Policy Statement – Open Division

- The Open Division has been created for vehicles that do not conform to the technical requirements for Level 1 or Level 2.
- This division is intended for competitors who prefer maximum technical freedom for vehicle preparation.
- Open Division vehicles are not eligible to compete for the Christos Award.

6.10.2 Definition of an Open Division Vehicle

- Vehicles shall be built on recognized production or semi-production models from recognized manufacturers, incorporating original chassis and body shell.
- Tube frame or 'silhouette' cars are permitted but their entry must be reviewed and approved by the Organizer.
- All vehicles shall be built to recognized automotive engineering standards.

6.10.3. Engine

- Engines are free.

6.10.4 Exhaust System

- The exhaust system is free provided it meets 6.4.
- Vehicles originally equipped with Catalytic Converters must retain functioning Catalytic Converters

6.10.5 Ignition

- Ignition systems are free

6.10.6 Fuel Systems

- Fuel Systems are free.

6.10.7 Engine Management

- Engine Management is free.

6.10.8 Engine Support Systems

- Engine Support Systems are free.
- Antifreeze must be replaced with water and a water lubricant.

6.10.9 Transmission, Transaxle, Differential, Axles

- Drive train configuration and components are free.

6.10.10 Chassis

- Construction
 - Chassis modifications are free.

- Recognized Automotive Engineering principals shall be used.
- **Body Panels**
 - Body panels are free.
 - Aerodynamic aids are free.
 - When the vehicle is travelling in the forward direction, wheels shall be completely covered by the wheel arches as viewed from above the vehicle. Wheel arches may be extended.
- **Windows:**
 - The windshield shall meet DOT standards. Ie: Lexan or similar windshields are not permitted unless OES.
 - Door, side and rear windows may be made from Lexan or similar materials.
- **Interior**
 - Interior panels are free.
- **Suspension**
 - Suspension is free.
- **Steering**
 - Steering is free.
- **Brakes**
 - Brake Systems are free.

7. SCRUTINEERING AND ADMINISTRATIVE CHECKS

7.1 Pre-event Inspection

Pre-event vehicle inspection locations have been set up to assist competitors, so they will not travel to St. John's and find problems with their vehicle that can't be rectified. The inspections will concentrate on safety and other mandatory equipment required to pass scrutiny. Any charges or fees charged for these inspections will be the responsibility of the entrant.

- **Newfoundland – Underground Performance** located at 19 Marine Drive, St. John's, A1K 1A7. Telephone (709) 770-2862.
- **Nova Scotia - Ellis Import Service** www.ellisimportservice.com located at 582 Willow St., Truro, N.S., B2N 5H2. Telephone (902) 893-4945.
- **Quebec - Jon Nichols Motorsports** www.jonnichols.com located at 145 - 20th Avenue, Lachine, Quebec. Telephone (514) 634-6330.
- **Ontario**
 - **Four Star Motorsports** www.fourstarmotorsports.com located at 345 Guelph St. in Georgetown, Ontario. Competitors can contact the office by telephone at (905) 877-1733 to determine the best time for an inspection.
 - **Mantis Racing Inc.** www.mantisracing.com located at 1029 Speers Road, Units 5&6, Oakville, ON - (905) 844-6219
 - **Can-Jam Motorsports** <http://www.canjammotorsports.com/> located at 41 Guardsman Road, Thornhill, Ontario, L3T 6L2. Telephone (905) 731-7223
 - **Robson Racing** <http://robsonracing.com> located at 1548 Woodward Avenue, Ottawa, Ontario, K1Z 7W7. Telephone (613) 798-8163
- **USA - Vermont Sports Car** www.vtrally.com located at 506 Hercules Drive in Colchester, Vermont, where the phone number is (802) 655-3533
- **Pre-Event Inspection stations may be approved by Targa if requested.**

7.2 Document Verification

Entrants and crews are required to present all documentation in final form BEFORE registration. Certain original documents such as insurance will be checked at registration. Competitors must be able to produce the appropriate vehicle documents (i.e., ownership, insurance certificate, licenses, logbooks, workshop manuals, brochures, manufacturer's specifications, etc.) at technical inspection as required.

7.3 Pre-start Vehicle Scrutiny

Vehicles must be presented for **Scrutiny** in a ready to start condition with a **fully-completed, up-to-date Vehicle Information Form**. All compulsory equipment and identification must be on

board, including competitor fire resistant clothing and safety helmets. During scrutiny, the Chief Vehicle Scrutineer will have a copy of the completed Vehicle Information form for every vehicle entered. Competitors wishing to examine the Vehicle Information form for another entrant may do so by asking the Chief Vehicle Scrutineer.

Vehicles judged to be in an unsafe condition will be denied permission to start the event until all noted deficiencies have been corrected to the satisfaction of the Scrutineer. Components may be marked, stamped, or sealed by scrutineers and may be checked at any time during or at the end of the event.

If an entry is found not to conform to the specifications set out on the Vehicle Information Form or otherwise is found ineligible for the declared class, the entry may be transferred to a more suitable class at the discretion of the Clerk of the Course.

Closing of pre-start scrutiny is 18:00 on the day of registration, except for entrants who have been granted a specific time extension by the organizers.

7.4 Vehicle Scrutiny During the Event

Vehicles may be examined at any time during the event. If a vehicle is damaged, **it must be checked by a Scrutineer** before rejoining the competition.

7.5 Post-event Vehicle Scrutiny

The top finishing Targa Division vehicles, as determined by the Scrutineer (or others as required) will be impounded immediately after the finishing ceremonies and will be kept in impound until the Final Official Results are posted. Teams cannot work on impounded vehicles. Competitors are required, upon request, to have a person present at impound who can dismantle the vehicle if necessary.

8. SERVICE CREWS

8.1 Registration

Service crews and vehicles must register at Registration. Each entry may register up to eight service crewmembers. ALL members of a service crew MUST sign an event waiver at Registration. A signed parent/guardian consent form must be presented for any crewmember who is less than 19 years of age.

8.2 Identification and Instructions

Service crews are issued with personal identification and instructions at registration along with service vehicle identification decals for one vehicle which must be placed on the registered vehicle. Service Crews are encouraged to travel to service areas by the most direct highway routes possible. Servicing of competitor's vehicles is permitted during lunch breaks and parking for service vehicles will be available. After a stage, Service Crews will be allowed to follow behind the Road Open Vehicle (ROV) when the stage is open to public traffic.

8.3 Restrictions

In the interest of competitor, crew and public safety, the following general procedures must be observed:

- A fire extinguisher must be at hand during re-fueling not done at a gas station pump.
- Jack stands must be in place under the vehicle whenever a vehicle is elevated.
- Cordon-off the area you are working in to keep the public away from the work.
- A hazardous materials groundsheet must be used under the vehicle when it is being worked upon.

Competitors are responsible for the actions of their service crews and vehicles. Speeding by a service crew may incur penalties to their competition vehicle as though it were the competition vehicle itself that was caught speeding.

8.4 Fuel Availability

Premium unleaded, unleaded plus, regular unleaded, and diesel fuels are available at most roadside pumps on main roads around the route. In many other areas, only unleaded "plus", regular unleaded, and diesel fuels are available. In the more remote areas the fuels are restricted to regular unleaded and diesel. Leaded fuel is illegal.

9. ROUTE BOOKS, TIMING, SCORING, PENALTIES AND FINES

Note: An electronic safety, timing and speed sensing transmitter will be provided to each competition vehicle by the Event Timer. The device is to be placed and fastened as per instructions provided and must remain in position during the entire event.

The devices will be removed and returned to the Event Timer at the end of the event. Competitors not returning their timers at the end of the event will be subject to a \$200 fine

9.1 Route books

Competitors are required to follow the entire course as it is set out in the route books. Route books will be available on line before the registration and issued at registration. They will include sufficient information for an entrant to follow the route and to locate the stages as well as detailed information on the stages. All distances will be stated in Kilometers. Information provided in the route books takes precedence over any other printed or displayed materials. Examples: (1) if a course arrow points one way but the corresponding route book instruction indicates a different direction, you should follow the direction shown in the route book; (2) if a control signboard indicated in the route book is not there, you should act as if were there.

9.1.2 Route Book Disclaimer

The route books provided to all competitors by Newfoundland International Motorsports Limited (Targa Newfoundland and Targa Bambina) give distance-referenced instructions that instruct the competitors on how to follow the intended route of the event. For the competitive stages they also include descriptions of selected features of the road that, in the judgement of the course setters, the competitors should know about. Such features are either (a) out of character to the road features that precede it (e.g. a tighter corner) or (b) represent a potential hazard. NOT ALL ROAD FEATURES ARE INCLUDED IN THE ROUTE BOOK.

The instructions provided also do not suggest the speed at which to drive the road. Competitors must realize that the information contained in the route books is a subjective matter, which cannot fully take into account the capabilities of the individual cars, the competitors driving them, or the prevailing conditions at the time of competition. The responsibility rests solely and completely with competitors to drive safely within their capabilities at all times. By acceptance and use of the official route books, competitors agree, to indemnify and hold harmless any other party involved in the administration of an event or any stage thereof as specifically set out in the event's General Competition Rules Volume 1 and in the event Waivers.

9.2 Stage Access Cards

Competitors will not be allowed to start a Targa Stage without their official Stage Access Card which will be given out after pre-event scrutiny. Stage access card may be revoked for mechanical, medical, speed or breathalyzer infractions and will be returned to the competitor only upon resolution of the issue in question.

Stemming from 5.19 of the rules, the following incident management instructions are printed on the reverse of the Official Stage Access card. These instructions are there to provide an at incident guide on what information is required by Command Center or Stage Operations.



**IN THE CASE OF INCIDENT
OR NO SIGN
MEANS HELP IS REQUIRED**

FIRST VEHICLE STOPS, RENDERS ASSISTANCE,
CALLS COMMAND CENTRE

1-877-332-2413

SECOND VEHICLE PROCEEDS TO RADIO CHECK
POINT, STATS IF MEDICAL ASSISTANCE REQUIRED,
INCIDENT LOCATION (INSTRUCTION OR DISTANCE
FROM START, ROAD BLOCKED OR NOT.

9.3 Base Time and Trophy Time for Targa Divisions

9.3.1 Base Time is the **target time set for each class** to complete a Targa Stage **without incurring a penalty**. Competitors are penalized for being slower than the Base Time for their

Group, and there is no advantage in being faster than the Base Time.

As a generality in Targa Classic Division the Base Times for older car classes are greater (i.e. slower) than those for newer car classes, Level 1 Specification vehicles base times are greater than those for Level 2 Specification and those for Small Displacement are greater than those for Large Displacement.

The Base Times are adjusted for adverse road and weather conditions to give an additional amount of time to complete the stage when the condition is anything but "Clear and Dry". A table of the multipliers for each of these conditions is below and in the Route books. Any condition other than "Clear and Dry" will be indicated on a board positioned at the start of a Targa Stage.

It is the competitor's responsibility to check the board at the start of the stage for road condition information. Condition ONE: "clear and dry" is the default if there is no indication otherwise. For safety reasons the organizers may increase the condition designation during the running of the stage. In such a situation, ALL competitors will be scored to the higher numbered (slower speed) condition. Such decisions are not subject to inquiry.

The Base Times for each of three road conditions and the Trophy Time for each different car class on every Targa Stage of the event will be published online prior to Registration and in a document provided at Registration.

9.3.2 Targa Trophy Time is Condition ONE base time for the class plus forty percent (40%).

9.4 Controls and Control Procedures

Competitors must **follow the instructions of the officials** at any Control. Failure to observe this may lead to a **5-minute penalty**, or exclusion from the event.

9.4.1 Control at the Start of a Targa Stage

9.4.1.1 Targa Tour / Daily Targa Tour Division participants

Targa Tour/Daily Targa Tour Division participants are to line up behind a designated lead vehicle just prior to the **Start** signboard at the stage start line on the side of the road (not in the middle). The designated vehicle will give two minutes warning prior to departure and the Fast/Quick Tour participants are then required to be in their vehicles ready to enter the stage.

Targa Tour/Daily Targa Tour participants are responsible for being in place and ready to start each Targa stage at the Fast Tour group start times that appear on the daily Start List available online and on the Official Notice Board the evening before each Leg and in hardcopy during the morning breathalyzer.

Show your **Stage Access Card** to the Start Line control marshal.

Targa Tour/Daily Targa Tour participants are to enter the stage when directed by a Start Line official in a "loose convoy" – each separated by no more than 10 seconds. Failure to enter the stage when instructed to do so will be reported to the Chief Steward, who may impose a penalty, including exclusion from the event.

If a Targa Tour/Daily Targa Tour vehicle arrives at the start of a Targa stage after the designated start time, that Targa Tour/Daily Targa Tour vehicle will be allowed to enter the stage after the last competition vehicle has entered the stage. Such late arriving Targa Tour/Daily Targa Tour vehicles may prefer to skip this Targa stage and proceed to the next stage instead of waiting for all of the Grand Touring and Targa competitors to finish this stage.

Targa Tour/Daily Targa Tour Participants who miss running a stage may continue with the Targa Tour/Daily Targa Tour by picking up the field at a later stage. If a crew withdraws and does not intend to rejoin, they shall return their Stage Access Card to an official.

9.4.1.2 Grand Touring and Targa Division participants

Grand Touring and Targa Division participants proceed to the Start Ahead sign and wait there until a couple of minutes prior to your assigned Start Time for the stage, then move up to the

Start sign at the stage start line. Cars may reorder themselves into their assigned start order at any time before moving up past the Start Ahead sign.

Grand Touring and Targa Division participants are responsible for being in place and ready to start each Targa stage at or before their assigned start times that appear on the daily Start List available online and on the Official Notice Board the evening before each Leg and in hardcopy during the morning breathalyzer. You may be penalized if you are more than 10 positions either side of your assigned running position. The penalty will be **3 seconds per position**

Show your **Stage Access Card** to the Start Line control marshal.

Grand Touring and Targa Division cars are normally started at 30 sec intervals. A false start shall be penalized by a 10 second penalty. The starting official is the sole authority at the start.

Once a Road Open Vehicle has entered the stage, the stage is finished. Competitors who arrive at a Control after the finish will be considered to have missed that control, subjecting them to the 'forgoing a Time Control' regulations.

9.4.1.3 "Turnaround" Stages

Many of Targa's stages are "turnaround" stages — the inbound stage runs from near a highway junction to a dead end; then the outbound stage runs in the opposite direction from the dead end. Start times for each car will not be pre-assigned for the outbound run of turnaround stages, unless there is a planned break (e.g. lunch) between the inbound and the outbound runs. All cars must start such stages in the same order as the inbound stage, subject to penalty per section 9.4.1.2. Competitors must be ready to start the return/out run as soon as the inbound stage is completed.

9.4.1.4 "Multi Run" Stages

Selected stages may be run several times in succession, in the same direction. Such stages will be labeled as "multi" stages. Each car will have a pre-assigned start time only for their 1st run of such stages. After completion of a run the marshals at the Finish control will inform you if there will be a subsequent run of the stage. If there is to be another run then you must transit from the Finish back to the Start of the stage and wait to start a subsequent run of the stage in the same order as the previous run, subject to penalty per section 9.4.1.2. No servicing is allowed between runs of the stage. If there will not be another run then you are to transit from the Finish control to the next location indicated in the route book.

Target times and speeds will be assigned for the 1st and 2nd run of a multi stage. For any 3rd or higher run the target times and speeds will be the same as those for the 2nd run.

If there are more than 2 runs of a multi stage then the competitor's best 2 runs (only) will be scored. This will enable competitors to make only 2 runs if they so choose.

We will endeavor to give as much notice as possible starting by identifying the stages we have picked as potential repeats.

9.4.2 Control at the End of a Targa Stage - A **Finish Ahead** sign will indicate the finish of a stage is approaching. The **Flying Finish** sign will indicate the finish, **do not ever stop here; cross at speed**. The elapsed stage time for Grand Touring and Targa Divisions does not stop until after you cross this line. Sufficient distance is allowed to shut down before the **Finish** sign where timed competitors can get time from the display clock. **All vehicles must stop** at the **Finish** sign when side windows may be lowered. The road is open to public traffic past the Finish sign.

9.4.3 Control Etiquette - When waiting in line at a Start try and be aware of what cars are ahead of you and leave room for those that you know are due to start ahead of you based upon the published start order.

9.4.4 Interim Timing Controls (ITC) – Grand Touring Only

ITC's are visible on the approach; mid stage timing controls are designed to confirm that Grand Touring competitors are maintaining the assigned average speed throughout the stage.

9.4.5 If a Stage Start is moved, zero your odometer at the Start Line of the original stage start (at the Start Line signboard placed or at the "SL" line painted on the right side of the road) and proceed along the stage following the route book instructions to the new start as instructed.

9.4.6 When a Targa Stage is Cancelled, it will become a transit. The Controls at the start and finish of a cancelled stage may not be in place. Proceed to the next stage by following the route book instructions and arrive there at your assigned start time. You should zero your odometer at the Start Line of the cancelled stage (at the Start Line signboard placed or at the "SL" line painted on the right side of the road).

9.5 Stage Penalties

9.5.1 Targa Tour/Daily Targa Tour Division Stage Penalties

The Targa Tour/Daily Targa Tour Division is not a speed distance or time scored division.

Targa Tour/ Daily Targa Tour vehicles are prohibited from overtaking any Official vehicle within a Targa stage. They are also prohibited from stopping or reversing on a stage.

Targa Tour/Daily Targa Tour vehicles are prohibited from overtaking any Official vehicle within a Targa stage. If a Targa Tour/Daily Targa Tour team encounters a Course Car or Official vehicle that is stopped in the road on a stage, the team must stop and follow the directions of that stopped official.

Observers, who will be Judges of Fact, will be located throughout the stage to report any behavior they deem to be unsafe or reflect poorly on the event.

The penalty may be expressed as a monetary penalty, exclusion from running selected stages, or exclusion from the event. The quantum of such penalty will be decided on a case by case basis based on information gathered from competitors, crews, officials, safety marshals, communities or other interested parties. The penalty and its supporting reasons shall be committed to writing by the event Steward in conjunction with the event organizers. The penalty as delivered will be final and shall not be subject to protest or appeal.

Any Targa Tour/Daily Targa Tour participant who is stopped or moving slowly along the Stage and caught by the Official Vehicle that is running behind the Targa Tour group must remain stopped in a safe place until the stage is re-opened to public traffic, signaled by the arrival of ROV.

9.5.2 Targa Division Stage Penalties

On a Targa stage, you are penalized for being slower than the BASE TIME for your class and road condition.

- No penalty is incurred for traversing a Targa stage in less time than the BASE TIME assigned for your class; penalties are assigned for exceeding the maximum average speed in Targa Division (10.6, below).
- **1 second** will be added to your score **for every second in excess of the BASE TIME** for your class.
- Should a competitor miss or not finish a stage they will be given the slowest scored time for their Class (Classic) or Division (Modern, Open) as their elapsed time for the Targa stages missed plus a time penalty of 5 minutes per incomplete leg.

Competitors may only re-enter the competition after their stage access pass has been returned by the event officials.

In specific cases, as decided by the Clerk of the Course, a competitor who's stage time has been significantly affected by a force majeure situation that is out of the competitors control, that can be confirmed by an event official, will be assigned a stage time that gives them a finishing position consistent with their average running position on the previous 4 stages. If there are not 4 previous stages to review, then the average running position will be based upon all the previous stages plus however many subsequent stages are needed to make a total of 4 stages.

9.5.1 Grand Touring Division Stage Penalties

The emphasis in the Grand Touring competition is on precision, not outright speed. The goal is to maintain an average speed throughout the stage and to arrive at the finish within an allowed Time Window. Competitors will be assigned one or more **Average Speed(s)** for each Targa stage which they must strive to achieve *at all times* in a Targa stage within an allowed margin of error specified by a single given **Time Window** for that stage. Average Speeds will be given in kilometers-per-hour to one decimal place (e.g. 37.3kph) and Time Windows will be given in whole seconds.

The goal of the Grand Touring competitor is to ensure that the difference between the actual time at which they pass *any* point along the route of the Targa stage and the ideal calculated time to that point from the start of the Targa stage traveling at each of the assigned Average Speeds over the applicable distance for that speed is always within the allowed Time Window for that Targa stage.

On a Targa stage, competitors are penalized for driving slower or faster than the assigned Average Speeds for their class, outside the limits of the Time Window.

- **1 second** is added to your score **for every second that you are earlier or later than your allowed Time Window:** for every second that your recorded elapsed time to an ITC or a Stage Flying Finish Line is less than or *more* the ideal calculated elapsed for your assigned Average Speeds minus or *plus* your allowed Time Window.

Should a competitor miss or not finish a stage they will be given the greatest valid score for that stage plus a time penalty of 5 minutes per incomplete Leg.

9.6.1 Maximum Speeds, Averages Speeds and Penalties

- Targa Tour/Daily Targa Tour entrants who are entering a Targa event in an unprotected vehicle that does not have approved rollover bar or cage must not exceed a top speed of 130kph or an average speed of 110 kph.
- Targa Tour/Daily Targa Tour entrants who are not experienced or who are entering their first Targa event but have a protected vehicle (equipped with an approved rollover bar or cage) must not exceed a top speed of 135 kph or an average speed of 120 kph.
- Targa Tour/Daily Targa Tour entrants who are experienced Targa entrants driving a protected vehicle (equipped with an approved rollover bar or cage) must not exceed a top speed of 135kph or an average speed of 120 kph.
- Grand Touring and Targa 1 competitors must not exceed a top speed of 135 kph or an average speed of 120 kph
- Targa competitors must not exceed a top speed of 180 kph or an average speed of 140 kph.

Excessive Speed Penalties for Targa Tour, Grand Touring and Targa Competitors:

Speed	1 st Offense	2 nd Offense	3 rd Offense
0 – 10 kph over	<i>Warning</i>	<i>3 sec per KPH over</i>	<i>Exclusion 2 Stages</i>
11 – 20 kph over	<i>3 sec per kph over</i>	<i>Exclusion 2 Stages</i>	<i>Exclusion 4 Stages</i>
21 – 30 kph over	<i>Exclusion 2 Stages</i>	<i>Exclusion 4 Stages</i>	<i>Exclusion for Event</i>
31 kph & over	<i>Exclusion 4 Stages</i>	<i>Exclusion for event</i>	

Note: The Event Steward can, based on the circumstances and seriousness of the reported infraction, advance or increase the above penalties from the above chart. Stage Access Card will be pulled immediately on implementation of penalty and returned when penalty is served.

9.6.2 Cutting Corners

Cutting non-curbed corners creates an unsafe condition for the following competitors and for spectators. It damages the road corners and shoulders, thereby, creating ill-will and repair expenses for the communities that host the event. This is not acceptable. Entrants who are observed by an official Judge of Fact* to be cutting a corner at the apex (dropping wheels off the inside of a **DEFINED and VISIBLE** paved road surface) will have time penalties as cited above added to their stage score.

*Steward, members of the Organizing Committee, Senior Competition Management Officials, and Stage Operations Commanders and Starters for each stage shall be Judges of the Fact for violations. In addition, Safety Marshals shall be Judges of the Fact for activities within their respective Control Zones.

9.6.3 Four Wheels Off the Road Surface/Collision

Competitors who put all four wheels of their vehicle off the paved road surface on a competition stage, regardless of the reason for the car leaving the route, are required to come to a complete stop. Even if all four wheels have not left the paved road surface, any competitor who has collided with any object, must come to a complete stop. At least one member of the crew shall exit the car and determine if there has been any damage or injury. If there is property damage, the crew shall notify the finish control of the location of the incident (distance or instruction) and complete an incident report for presentation to their Competitor Relations Officer (CRO) **at the end of the leg on which the incident occurred.** If there is personal injury, the crew shall institute the standard Targa protocol for injuries: Attend to injured parties, display the red-cross to the next competition car, etc. (see Volume 1, 6.2). At no time shall they leave the scene until so directed by a Targa official or law enforcement officer.

The penalty for failing to comply with either of these requirements is an immediate meeting with the Event Steward who may assess a penalty up to an exclusion from the event and assign costs for damages if, in the opinion of the Incident Response Manager and the Clerk of the Course, it is warranted.

9.6.4 Breach of Safety or Code of Conduct

Competitors or their crews who are found by the Steward of the Event, based on a written report from an official, safety marshal or civilian, to be in breach of either or both Doctrine of Safety, or the Code of Competition Conduct as set out in the General Competition Rules Volume 1 in either spirit or fact, will be subject to a penalty up to and including exclusion from the event and its results as well as the forfeiture of all entry fees.

9.6.5 Road Open Vehicle (ROV) catches a Targa or Grand Touring Division Competitor while opening a Targa Stage.

Any competitor who has not entered the stage or is stopped or moving slowly along the Stage may be granted up to five minutes' grace. If the competitor is unable to maintain a competitive speed, then the ROV will pass. At that point the competitor will no longer be on a closed Stage and will be scored as having missed the stage.

9.7 Official Notice and Scoring Boards

All official communications will be conducted on the **Official Notice Board** which will be located at the car park at each overnight stop (an online version of the board is also found on the Targa website). It is the competitor's responsibility to check these notice boards for any information that may be issued. Posted on this board will be items such as:

- Schedule changes
- Route and Route book changes
- Regulations
- Driver Meetings
- Start Order & Times (as soon as available but no later than 9:00pm each evening)

An **Official Scoring Board** will also be located at the car park at each overnight stop. Posted on this board will be items such as:

- Results for the completed day's competition
- Inquiries and Protests and the organizer's responses to these
- Any changes to the Master Base Times for the next day's Targa Stages from those published in the Route books
- Penalties

9.8 Force Majeure

While Targa Newfoundland organizers strive, as far as is reasonable, to ensure every competitor encounters equal course conditions and equal likelihood of hazard, incidents do occur which are beyond the organizer's control. When a competitor encounters such a condition it is bad luck. This type of condition is called "Force Majeure". Scoring inquiries arising from conditions of Force Majeure will not be granted.

10. RESULTS

10.1 Determination of Results

Total penalty points accumulated by each entry will be posted at the end of each Leg and shown in ascending order of points for all the completed Legs. They will be published by Division, by Group. A list of those crews that earned a Targa Plate Trophy will be published at the finish.

10.2 Provisional Results

Provisional Final Results will be posted on the Official Notice Board at 10:00 am on day following the close of the final stage at the designated location in St. John's. If it is not possible to post these results a notice will be placed on the Official Notice Board indicating when they will be posted. This notice will be amended if necessary, until such time that the classifications are posted.

10.3 Final Official Results

The results will become final 60 minutes from the time of posting of the Provisional Final Classifications or the time of the last correction.