



ADDENDUM 2010 - 1
To
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RULES AND REGULATIONS MANUAL

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Addendum A-1.1 Penalty for Missing a Stage.

In Article 2.9 replace “the highest competitor penalty in the stage” with “the highest competitor penalty in the stage in the same Division”.

Rational: This change is made to bring the penalty in line with the separation of Classic, Modern and Open

Addendum A-1.2 Revised wording the criteria for Awards.

Replace Articles 4.8.1, 4.8.2, 4.8.3, 4.8.4 with the following, add 4.7 and change 4.8.7 to 4.8.8:

4.8.1 Spirit of Targa Award; is presented by Newfoundland International Motorsports Limited to the entry 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.

Rational: This change is made in order to separate the Spirit of Targa competitor award from the Rick Stryski service crew award.

4.8.2 The Sirius President’s Cup, Manufacturer’s Challenge; is awarded to the manufacturer who has entered one or more cars in the event. The 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 stage finishes.

Rational: This change is made in order to clarify the scoring for the Sirius Presidents Cup and to establish a method of breaking ties.

4.8.3 The Jerry Churchill Memorial International Team Trophy; is 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 winning team shall be the team with the greatest number of higher average stage finishing positions. Teams must be declared to the Registrar before the close of registration.

Rational: This change is made in order to change the name of the award to reflect the contribution that Jerry made to the event in the early days of its existence and as well to clarify the scoring for it and establish a method of breaking ties.

4.8.4 Kenzie Cup for Team Marques Competition; is presented by Jim Kenzie, the co-creator of the idea for Targa Newfoundland, to the recognized marque (Ford, Volvo, Porsche etc.) that that achieves the highest average finishing position. A team may be comprised from any combination of entries from Grand Touring, Classic, Modern or Open. In the event of a tie, the winning team shall be the team with the greatest number of higher average stage finishing positions. Teams must be declared to the Registrar before the close of registration.

Rational: This change is made in order to clarify the scoring for the Kenzie Cup and to establish a method of breaking ties.

4.8.7 Rick Stryski Memorial Award; is 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.

Rational: This change is made in order to separate the Spirit of Targa competitor award from the Rick Stryski service crew award.

Addendum 1.3 Fuel, Fuel Handling, and Fuel Cells

In Article 5.16 Fuel Type and Acceptable Fuel Suppliers

first bullet:

- Delete word “designated” from first and second sentences.

Rational: Competitors are allowed to purchase fuel or refuel wherever they wish

replace the second bullet with the following:

- For 2010 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 stage time of every stage that they complete will be increased by half (0.5) percent, rounded up to the next whole second.

Rational: This change is made to bring the penalty application (approximately equivalent to 10 sec/per day) in line with the way the event is scored ie: on a stage by stage basis vs on an cumulative daily

basis.

In Article 5.16 Fueling Service Areas

- *Delete the first four bullets*

Rational: Competitors are allowed to purchase fuel or refuel wherever they wish

Addendum 1.4 Penalty for Tire Exemption.

In Article 6.7.1 replace the second bullet with the following:

- Competitors entering vehicles using OES 14 inch or smaller diameter wheels may apply to the organizer for a specific tire exemption to this regulation which would permit the vehicle to compete with a non-UTQG rated tire or a tire with a rating less than 140, provided that the nominated tire(s) is approved for highway use in a recognized jurisdiction and meets all of the other requirements of these regulations. Note: To qualify for this exemption, the vehicle's OES tire diameter shall not exceed the exemption diameter limit. Vehicles with larger OES tire diameters, may not apply for the exemption even if they are currently fitted with a smaller tire. If an exemption is granted, then the elapsed stage time of every stage that is scored under road conditions 1 or 2 and is completed by the team will be increased by half (0.5) percent, rounded up to the next whole second.

Rational: This change is made to bring the penalty application (approximately equivalent to 10 sec/per day) in line with the way the event is scored ie: on a stage by stage basis vs on an cumulative daily basis.

Addendum 1.5 Hand Signals

In Article 8.3 add words "TURN OFF ENGINE SIGNAL: Point at competitor with one hand and draw the other across your throat in a cutting movement".

Rational: This change is made to add the Stop Signal described in the Safety Marshals guide to the Rules and Regulations.

Addendum 1.6 Trophy Times.

In Article 10.3.3 replace "thirty-five per cent (35%)" with "forty per cent (40%)".

Rational: This change is made to compensate for the adjustment of factors in the modern division and Open divisions.

Addendum 1.7 Maximum Speeds.

In Article 10.6 Maximum Speeds, delete “Average Speeds

- Targa maximum average speed in any stage 135kph”

Rational: The maximum target Base Time for any stage will never require an average speed greater than 130Kph.