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COMPETITION FACTORS 2010 – 2014

The timing factors for 2010 to 2014 have been set.

Classic Competition

- The Targa Newfoundland Classic competition will offer four categories of competition. To create a level field for competition each category, displacement and preparation level is assigned a performance adjustment factor.
- The base level 1 factors for each competition are derived from the former Standard Specification factors of previous years which in turn were derived from years of accumulated data.

The Level 2 and Level 3 factors are based on an analysis of the estimated performance increases that potentially can be gained by modifying the cars to the extent allowed by the rules at either level 1 or 2.

- Level 2 = 60% of the amount level 1 is above the baseline of 1.0 and Level 3 = 30% of the amount level 2 is above the baseline of 1.0.

Example: If Category 1-Level 1-Small displacement is 1.2003, then Category 1-Level 2-Small displacement is $0.2003 \times 0.60 = 0.1202$ above the baseline. Therefore Category 1-Level 2-Small displacement factor is 1.1202. Category 1-Level 3-Small displacement is $0.1202 \times 0.30 = 0.0361$ above the baseline. Therefore Category 1-Level 3-Small factor is 1.0361.

Note: The Classic factors are may be subject to annual adjustment as additional data becomes available

Classic Trophy Times

- The Classic Category Trophy times will be set at 40% of the base time for the class on a given stage. This Trophy time will apply no matter what the road condition.

Modern Competition

- The Targa Newfoundland Modern competition will offer awards in five categories of competition. The factor for each of these competitions will be the same.
- The single factor approach is due to competitor demand, the small difference (delta) in times between the fastest and slowest cars in the Modern competition and because it is virtually impossible to police changes to the electronic engine and power-train management systems of these vehicles.

Note: To verify this philosophy the event relied on the experience of other similar events. Each of the events reviewed had decided that all Modern cars, regardless of level of preparation should run under the same handicap.

- The Hybrid class will run on a factor that is different from the balance of the Modern classes as it is felt that not enough background and data exists to completely judge the performance potential of these cars.

Note: The Modern factors are may be subject to annual adjustment as additional data becomes available

Modern Trophy Times

- The Modern Category Trophy times will be set 40% of the base time for the given stage. This Trophy time will apply no matter what the road condition.

Open Competition

- The Targa Newfoundland Open competition offers a place for "one off" or "experimental" cars to compete. The factors for Open will be the same as the modern factors but the competition is not part of the Modern competition.

The Open Category Trophy Times

- The Open Category Trophy times will be set at 40% of the base time for the given stage. This Trophy time will apply no matter what the road condition.

Road Condition Factors

Classic Category

- For Road Condition 2 Classic Master Base Times will be increased by six (6) percent over Road Condition 1.
- For Road Condition 3 Classic Master Base Times will be increased by six (6) percent over Road Condition 2.

Modern Category

- For Road Condition 2 Modern Master Base Times will be increased by six (6) percent over Road Condition 1.
- For Road Condition 3 Modern Master Base Times will be increased by eight (8) percent over Road Condition 2.

[Click here for 2010 Factors and 2010 Factor Example.](#)

TARGA NEWFOUNDLAND SPOTLIGHT

I first met Ross Wood over the phone in early 2002. We argued, but reached agreement, and we are still arguing today. Ross is larger than life; he is fun, opinionated, and surprisingly gregarious. He is an adventurer! I discovered most of this when I had the pleasure of driving with him from Toronto to Sarnia later in 2002, where I had some business. In a typical way, Ross offered to drive me there, he is very generous. We got to know each other, but our relationship did not come easy. We did not become friends then - that came much later when we actually honed our friendship through arguing, debating, agreeing, and disagreeing. The basic difference between us was that I have always been in business and Ross was an educator (He retired from a position of school councillor in the Ontario school system). To make matters even more tenuous, I enjoy a drink; Ross chooses softer beverages. I am a Coke fan, him Pepsi. But as we talked, we discovered we had a mutual love for motorsport and that passion formed the all important base link between us as we discovered that we both love a thick steak and junk food. So it evolved, on the Friday evening before each event we now have one "swally" and toast the event. As I write this, I realize I could fill pages and pages with stories of some of the fun we have had, but I'm getting ahead of myself.



Ross Wood, Targa Newfoundlands Clerk of the Course

When I had met Ross (introduced by Doug Mephem) he had rallied for years, winning the North American and Canadian Rally championships on a number of occasions. He is a very accomplished motorsport aficionado, competitor and organizer. As said before, it was not all smooth sailing; Ross is strong minded with very strong, well-supported opinions. He believed in his sport and would defend the way it operated to the last breath. I am a racer at heart and he a ralliest, so that provided more than enough food for discussion. Then, as we got to know each other, we realized that our respective pasts had given us a great advantage; we could look at things from two sides. But don't doubt, Ross is at his best when challenged. He is a 4:00am thinker but, that is offset by

that rare kind of mischief that became the core from which our bond started to form.

When Ross came to work with Targa he, and the rest of us, had little idea of what we were setting out to do, but he learned. He is an absolute vacuum for knowledge. When the late Kenny Roddam and Rob McGuire came to Newfoundland from Targa Tasmania in 2002, he literally exhausted them with his questions. He took that knowledge, combined it with what he already knew, and created the first Targa Newfoundland course with the assistance of John Bellefleur. That first course has, with few exceptions, been the core of all the years that have followed. Ross was our first, and only, Clerk of the Course. In that position, he is responsible for running the entire event - a job he has done for eight years. Unknown to most, before each event he annually traveled to each community involved with Targa. During those journeys, he has formed many deep and lasting relationships in the communities that comprise Targa Newfoundland. If Ross had one skill that I would single out above all of the others, and one I admire the most, it would be his instant ability to relate to the people who run Targa in our communities. Time after time, when on the road together checking a stage, he would simply stop and ask a person walking down the proposed stage road whether or not they had heard of Targa. The answer, of course, would lead him in one of two directions, and sure enough off he would go.... If they had heard about Targa, then we went through the when, where, and how they knew and then were they involved or not, and if not, why not....? But if they hadn't heard of it, well, they sure had by the time he took their telephone number and said good-bye. The number went into the book. The book - that is another story. If you are to know Ross, then you know he writes everything down. According to Janet, his wife, he has stacks and stacks of event notebooks.

We were working on a stage one day; early in the event, when Ross phoned quite upset advising us we had a problem and that we had to pay more attention to a particular community. We were shocked as we had just left that community and told him so. There was a big silence and then he said, "Did you make notes?" We said yes. We then met and compared. That exchange resulted in a short discussion and the creation of a new policy - sharing notes. Now every time a Targa person goes to a community they make notes of what has been done or agreed and post them to others involved. By doing so, we closed the loop with each other and with the communities. This simple procedure has so changed things for the better and coordinated our relationships within Targa.

Since he retired from the teaching profession Ross and

Janet have moved to a beautiful home in central Ontario, in his spare time he has created and operates a car moving business which specializes in moving rare, restored or partially restored vehicles for their owners. He is an invited member of the Canadian Association of Rally Sport Board of Directors representing the championship events they sanction. He is also Clerk of the Course for The Tall Pines Rally, an event which could arguably be called the crown jewel of the Canadian Rally Championship.

Yes, Ross is a true giant in the sport, he was a competitor and earned many awards and is now an organizer also with awards. He is in this role returning to the sport that has given him so much. Thank you Ross from all of us here for all you have done so far for Targa Newfoundland.

- Robert Giannou

INNOVATORS IN NORTH AMERICAN RALLYING

In the May 16th, 2010 edition of "General BS" Steve McKelvie lists his top Innovators in North American Rallying. It's a great honour that Robert Giannou, President of Targa Newfoundland, received such recognition from an experienced and knowledgeable source. Thank you Steve!

"While thinking about the positive foreign influence on North American rallying, it caused me to reflect on who are the current innovators in North American rallying. The following list, in no particular order (in fact, I deliberately tried to mix them up), is some of the people who I think are the innovators:

Ivan Orisek - Many innovations in stage rallying such as recce and timing.

Rick Beattie - Figured out how to run a 24 hour TSD rally by running two consecutive 12 hour rallies on different days.

Mike Kamm - Reviving interest in "economy run" events.

Craig Hamm - Brought Time Allowances to Canadian rallies and managed to convert a great TSD rally in to a growing stage rally with the complete support of the local community.

Jerry Hines - Integrating/developing an excellent motorcycle rally/event into a major multiday TSD event – the Alcan 5000.

Robert Giannou - Developed a major multi-day rally while winning, nurturing, and maintaining the support of many communities involved.

Jeff Dungen - Developing/integrating electronic timing methods into TSD rally events and combining a fuel economy criteria with a car rally.

Anders Green - Integrating motorcycles into a stage performance car rally.

John Buffum - For not changing the Vermont Winter Rally while many similar rallies have been neutered."

RACING FOR A GOOD CAUSE

The Racing for Autism team was featured in the July 2010 edition of Mustang Enthusiast. The article is titled "Racing for a good cause" by Larry Jewett.

"In 2009, a new team arrived on the scene, becoming the only Ford Mustang to be part of the varied roster of cars. Driver Ray Halleran of Paradise, Newfoundland along with co-driver Justin Gibbons, presented the 'Racing for Autism' entry last year."

'We chose to use this opportunity to bring more awareness to autism'

said Julie Halleran. 'We covered the car in multi-coloured puzzle pieces and inside each puzzle is a name of a person living with an autism spectrum disorder (ASD). This was our way of giving these children an opportunity to be involved in something just for them.'



The Racing for Autism team presented The Autism Society of Newfoundland and Labrador with an \$11,000 donation last year. " 'This will help us make the biggest impact for autism awareness, said Julie 'we are truly blessed to have people with autism in our lives and honoured to have their names racing along with us as we teach the world to be more accepting and knowledgeable about autism.' "

The Racing for Autism team has set up a website, www.racing4autism.ca, where they received 526 names of autism heroes. These names will be featured on one of the two Targa cars. Yes, that's right ..cars! This years Targa Newfoundland will see two entries under the Racing for Autism name. Check out the full article, which can be found on the racing for autism site, to read more about their incredible story.

