



VOLUME 2
2010-2014
RULES AND REGULATIONS
MANUAL Issue 5

"A Targa Newfoundland Trademarked Document"

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Amendment Log

Issue	Rev	Date	Description of Changes	Author	Approval
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03	01	20 January 10	Second version 2010-2014 Rules	Rules Com	R. Giannou
04	02	15 December 10	Third version 2010-2014 Rules	Rules Com	R. Giannou
05	03	16 March 11	Fourth version 2010-2014 Rules (removal requirement for crew photographs and addition of NGC)	Rules Com., R. Giannou	R. Giannou
06	01	3 Dec 11	Fifth version 2010 – 2014 Rules (addition of Fast Tour and 2011 Bulletins	Rules Committee	R. Giannou

Table of Contents

1. GENERAL	3
2. THE TARGA COMPETITION	4
3. ENTRIES	6
4. AWARDS	8
5. TECHNICAL AND SAFETY REQUIREMENTS	11
5.1 Road Worthiness	11
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	14
5.13 Interior (passenger compartment and trunk)	14
5.14 Windows	15
5.15 Nitrous Oxide	15
5.16 Fuel, Fuel Handling, and Fuel Cells.....	15
6 VEHICLE TECHNICAL REQUIREMENTS	16
6.2 Vehicle Classifications	17
6.3 Identification and Required Decals	19
6.4 Exhaust Systems	19
6.5 Tires and Wheels.....	19

6.6	Wheels	20
6.7	Weight.....	21
6.8	Targa Level 1 Preparation – Permitted Modifications	21
6.9	Targa Level 2 Preparation – Permitted Modifications	23
6.10	Targa Level 3 Preparation – Permitted Modifications	26
6.11	Permitted Modifications – Open Division	29
7.	SCRUTINEERING AND ADMINISTRATIVE CHECKS.....	30
8.	SAFETY PROCEDURES	31
9.	SERVICE CREWS.....	32
10.	TIMING, SCORING, PENALTIES AND FINES	33
10.1	Routebooks.....	33
10.2	Stage Access Cards	33
10.3	Master Base Time, Base Time and Trophy Time	33
10.4	Controls and Control Procedures.....	33
10.5	Interim Timing Controls (ITC) – Grand Touring Only	35
10.6	Maximum Speeds and Penalties.....	Error! Bookmark not defined.
10.7	Stage Start Times and Penalties	35
10.8	Targa Stage Penalties	Error! Bookmark not defined.
10.9	Grand Touring Stage penalties	Error! Bookmark not defined.
11.	EVENT SERVICES	37
12.	RESULTS.....	38

1. GENERAL

1.1 Targa Newfoundland has published these regulations for the years 2012 to 2014 inclusive. The event reserves the right to adjust these regulations from time to time to reflect the growth and evolution of the event.

1.2 Targa Newfoundland is 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 2A, 39 Pippy Place, St. John’s, NL. A1B 3X2 Canada. Contact can be made by calling: toll free +1 877 332-2413 in North America or phone +1 709 722-2413, facsimile +1 709 754-8784, or by e-mailing at info@targanewfoundland.com.

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 Newfoundland and Labrador, and conducted in cooperation with Newfoundland communities and the Newfoundland public.

As the owner and organizer of Targa Newfoundland, 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 properties 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

- 1.4 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. **<NOTE this is probably best moved to Volume 1>**

2. THE TARGA NEWFOUNDLAND EVENT

Targa Newfoundland is made up of six events all concurrently run. There is one unscored non-competitive tour

- Fast Tour Division

and five individually scored competitions.

- Grand Touring Unequipped Division
- Grand Touring Equipped Division
- Targa Classic Division
- Targa Modern Division
- Targa Open Division

2.1 Fast Tour Division

The Fast 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.

2.2 Grand Touring Divisions

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

- **Unequipped Division** does not permit integrated distance, time and speed computing aids.
- **Equipped Division** permits integrated distance, time and speed computing aids.

2.3 Targa Divisions

For competition prepared, rollover-protected vehicles:

- **Classic Division for pre-1981 vehicles.**
 - Level 1 Preparation (Stock): Only limited, approved modifications are allowed;
 - Level 2 Preparation (Improved): Suspension, engine, drive-train modifications are allowed;
 - Level 3 Preparation (Modified): Suspension, engine, drive-train modifications are allowed.
- **Targa Modern Division for 1982 to present vehicles.**
 - Level 1 Preparation (Stock): Only limited, approved 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. Hybrid vehicles are not permitted in Levels 2 or Level 3.
 - Level 2 Preparation (Improved): Suspension, engine, drive-train modifications are allowed;
 - Level 3 Preparation (Modified): Suspension, engine, drive-train modifications are allowed.
- **Targa Open Division**
 - The Open Division has been created for vehicles that do not conform to the technical requirements for Level 1, Level 2 or Level 3. 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, Red to Targa Regs.

2.4 Format of Targa

The route is for all six divisions. It is made up of 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.

2.5 General Program

There is one day of Registration and Scrutineering, one day of familiarization (Prologue), and five days of scored competition (Leg 1 through Leg 5).

2.6 Prologue Stages

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

2.7 Start Order

The official start order and the start times 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 vehicles will start first unless posted otherwise. Fast Tour Division entrants are free to place themselves in whatever order they like within their Division.

The Grand Touring Division vehicles will start 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 Division vehicle start positions are set on the general principal of slowest car first, fastest car last. The Clerk of the Course may from time to time alter the starting order.

2.8 Overtaking

On Targa stages overtaking vehicles have the absolute right of way. 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 or stopping. The overtaking vehicle will only pass on the left.

2.9 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.

2.10 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 and does not intend to rejoin, they shall return their Stage Access Card to an official.

2.11 Rejoining the Competition

Crews 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 crew must be cleared by an Ambulance crew. 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.

2.12 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 to place any and all refuse in 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.

2.13 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 Technical Advisor, in each division will be impounded at a Parc Fermé. The Technical Advisor may also select any vehicle(s) for impound at his/her discretion.

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 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) will require a competition licence acceptable to Targa Newfoundland.

Fast Tour Division Licenses (**stamped FT**) 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 Fast 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.

Both the driver and co-driver must have a current (expiry within 30 days of the event) Targa Newfoundland (course available at the event), Red Cross, St. John Ambulance or equivalent "Emergency First Aid Certificate".

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 1st. Entry fees are set out on the Official form. No entry will be complete unless it includes the 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-mailable 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 performance or handling of the vehicle entered are to be declared in the Application Form by no later than August 1.

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 the replacement vehicle will be re-entered in. The event'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 C\$2,500 per incident. If the incident is judged by the Incident Response Manager and the Steward, in consultation with the Clerk of the Course, to be caused as a direct result of imprudent driving, the competitor may be charged with the total cost of the damages even if they exceed C\$2,500.

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

3.6 Competitor Safety Briefing

There is a compulsory new competitor safety briefing on the Saturday afternoon prior to the official start and a general competitor briefing on Sunday morning prior to the start of the event. Details of times and locations will be posted on the official notice board. Competitors failing to attend this briefing will risk exclusion from the event.

3.7 Refunds

Entrants unable to compete may cancel by written notification to the organizers.

Cancellations 6 months prior to the event will incur a fee of C\$350.00. The balance will be returned within 30 days however the entrant may apply their entire entry fee towards entering the next year's event.

Cancellations between 6 months and 2 months prior to the event will incur a fee of C\$700.00. The balance will be returned following the event however the entrant may also convert all but C\$350 towards entering the next year's event.

Cancellations within 2 months prior to the event will incur a fee equal to 50% of the entry fee paid by the entrant. The balance will be returned following the event however the entrant may convert all but C\$1000 towards entering the next year's event.

Entrants who fail to appear or withdraw after registration will forfeit their entry fee.

Force Majeure - Notwithstanding the foregoing, Newfoundland International Motorsports Limited (NIML) and Targa Newfoundland (TN) take no responsibility for refunding pre-paid expenses as a result of the event being cancelled completely or in part, due to the occurrence of a Force Majeure (any event such as flood, extreme weather, war, riot, insurrection or any other such event that places the running of TN beyond the reasonable control of NIML.).

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 **crew** must arrive at the official finish of the event (the last numbered instruction in the Leg 5 routebook) with the vehicle (or parts thereof).

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 must complete the final stage of the event and must arrive at the official finish of the event under his own power. Note: Re-joining is allowed during the event, but the competitor must be running at the end to achieve a position in the final results.

4.3 Targa Newfoundland Fast Tour Division Award

- Community Spirit Award: First place; trophy, Second and Third places: certificates

4.4 Targa Newfoundland Grand Touring Division Equipped Awards

- First, Second and Third places: Trophies

4.5 Targa Division Trophy Plates

Targa Trophy Plates will be awarded to the crewmember 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 and Targa Modern Division Awards

4.6.1 Division Winners – The Christos Targa Newfoundland Awards

- Modern, including Hybrid
 - First: Trophies plus recognition on the Christos Modern Permanent Trophy
 - Second and Third places: Trophies
- Classic
 - First: Trophies plus recognition on the Christos Classic Permanent Trophy
 - Second and Third places: Trophies

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

- First: Trophies
- Second and Third: Certificates

4.7 Targa Open Division Awards

- First: Trophies plus recognition on the Permanent trophy
- Second and Third: Trophies

4.8 Other Awards

4.8.1 Spirit of Targa Award;

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.

4.8.2 The Sirius President's Cup, Manufacturer's Challenge

Presented to the manufacturer which 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.

4.8.3 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.

4.8.4 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.

4.8.5 The Baldhead Racing Novice Award

Presented by Jim Morrow and Craig Seko to the driver and co-driver in the Classic, Modern or Open Divisions with the least experience, the most spirit, and an excellent placing.

4.8.6 The Grace Cup Novice Award

Presented by Reverend Edison Wiltshire and Margo Wiltshire to the driver and navigator in the Grand Touring Divisions with the least experience, the most spirit, and an excellent placing.

4.8.7 The Rick Stryski Memorial Award

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.

4.8.8 Next Generation Challenge

- a. The Targa Newfoundland **Next Generation Challenge** is a competition-within-a-competition for late model cars of up to 1.6-litres displacement. The competition is intended to be:
 - i) A distinct competition for these sporty, fun-to-drive cars that are becoming a major factor in the market.
 - ii) A platform for manufacturers to demonstrate the performance attributes of these new generation models.
 - iii) An opportunity for their owners to share the spotlight with the great sporting cars that annually come to Targa,
- b. The **Next Generation Challenge** was introduced at the 10th annual Targa competition in September 2011 and will be included in the TN 2012 competition. At the end of TN 2012 an announcement will be made regarding the continuance for TN 2013.
- c. The **Next Generation Challenge** two-year trial will be:
 - i) A competition-within-a-competition which runs concurrently with the Targa Division for production cars sold in North America and displacing 1.6-litres or less. The displacement limit will not be subject to the adjustment factors applied to regular Targa classes. Cars that meet the 1.6-litre displacement limit but that are not sold in North America are not eligible.
 - ii) Cars from model year 2009 and newer will be eligible. Vehicles produced prior to the 2009 model year may be eligible if their Original Equipment Specifications (OES) are identical to the same vehicle produced for the 2009 model year and later.
 - iii) Currently, this competition will include numerous manufacturers' products, including:
 - Chevrolet Cruze 1.4 turbo and derivatives
 - Fiat 500 and Fiat Abarth 500 and derivatives
 - Ford Fiesta and derivatives
 - Honda Fit and derivatives
 - Hyundai Accent and derivatives
 - Kia Rio and derivatives
 - Mazda2 and derivatives
 - MINI Cooper and derivatives
 - Nissan Juke turbo and Nissan Versa sedans and their derivatives
 - Suzuki Swift and derivatives (incl. GM badge clones)
 - Toyota Yaris and derivatives.
 - v) Eligible new cars will be added to this list as they become available in the North American market.
- d. Entrants must enter either the Modern or Open Division competition and comply with the rules of either Modern or Open Divisions within Targa. Eligible entries in Modern or Open must indicate they also wish to enter the NGC competition.
- e. Vehicles entered in the Open Division will be required to use the same engine as the make and model entered.
- f. The competition factor for NGC will be the same as in the Modern and Open competitions.
- g. NGC entries will score within their respective Divisions as well as in the NG Challenge.

- h. There is no additional charge to enter NGC.
- i. A separate **Next Generation Challenge** award will be offered for the competition. Certain other rules may also apply.
- j. Targa reserves the right to change or modify the terms of this competition after the initial year.

4.8.8 Fast Tour Awards – The Zahir Rana Fast Tour Award

Presented by Zahir Rana in recognition of the creation of the Fast Tour and to commemorate his role in its creation. It is awarded to the Fast Tour entrant whose car is, in the opinion of their co-Fast Tour entrants and spectators, most representative of the essence of the exotic car and that is driven in a manner so as to promote the Fast Tour and to encourage the positive effect of exotic automobiles on the event, its communities and the people of Newfoundland.

4.8.9 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 AND SAFETY REQUIREMENTS

Safety regulations are subject to annual review

5.1 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.

5.2 Rollover Protection

- **5.2.1 General Considerations** Safety Cages are not required for Fast Tour vehicles.
- Safety Cages are not required for fixed roof Grand Touring vehicles (bolt-on hard tops are not considered as fixed roofs).
- It is strongly recommended and encouraged that open, or non-fixed roof Grand Touring cars, have a roll over cage or, 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.
- If so equipped, Grand Touring safety cages or rollover bars (hoops) shall be installed according to the same requirements as for Targa competitors.
- The event reserves the right to require a Grand Touring competitor in a specific open car to install a minimum of a supported rollover hoop.
- Safety Cages are compulsory for all Targa vehicles.
- 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.
- The organizers reserve the right to amend the Safety Cage regulations at any time in the pursuit of competitor safety.

5.2.2 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.

5.2.3 Historically Significant Vehicles

- The organizer may, at his 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

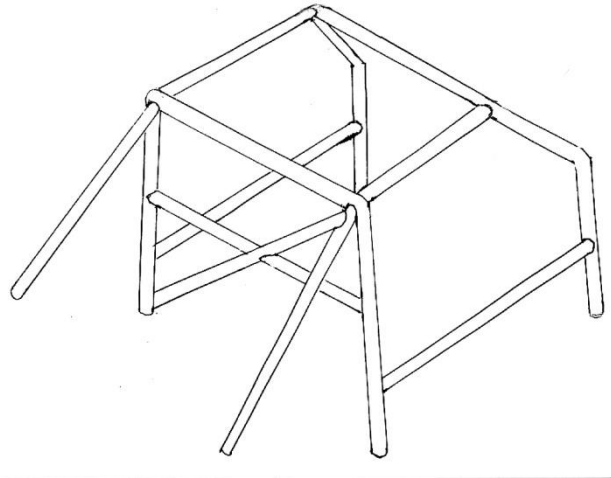
shall comply with Targa's minimum Safety Cage requirements.

5.2.4 Bolt In Cages

- Bolt in Safety Cages may be accepted provided that they meet the requirements stated for "Other Jurisdictions" 5.2.2 or "Minimum Targa Safety Cage Configuration" 5.2.5 (below)

5.2.5 Minimum Targa Safety Cage 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.

5.3 Safety Harness Regulations

Fast 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.

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.

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 new or 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 centre-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 competing in Targa classes must wear SFI- or FIA-approved arm restraints.

5.4 Replacement Seats

- Replacement seats and mountings may be used.
- It is highly recommended that replacement seats meet current FIA regulations.
- Replacement seats shall be installed so they are securely attached to the floor of the vehicle 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 in the case of an impact from the rear.

5.5 Helmets

Fast Tour

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

Grand Touring

- All helmets approved for Targa competition are permitted in Grand Touring.
- Motorcycle "M" class helmets are permitted in Grand Touring.

Targa

- Only helmets meeting one of the following standards shall be accepted for competition and shall be worn by competitors on all competitive stages:
 - Snell Foundation: 2005 SA or newer
 - British Standards (BSI): BS 6658-85 type A/FR with all amendments.
 - SFI Foundation: SFI spec 31.1 or 31.2
 - FIA Homologation FIA 8860-2004
- 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 very strongly recommended.
- 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. Any other modifications will render the helmet unacceptable.
- 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.

5.6 Fire Resistant Clothing

Fast 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 during competition.

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.

5.7 Fire Systems / Extinguishers

- As a minimum, each vehicle shall carry one 10BC fire extinguisher, or two 5BC fire extinguishers.
- 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 gage and have proof of purchase or service within the prior 24 months.
- An automatic fire suppression system is highly recommended.

5.8 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.

5.9 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.

5.10 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, Fast Tour, Grand Touring and Targa, shall carry a tow strap/rope.

5.11 Batteries

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

5.12 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.

5.13 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 strongly discouraged.
- 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.

5.14 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 they must be covered with an 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.

5.15 Nitrous Oxide

- Nitrous oxide injection is not permitted.

5.16 Fuel, Fuel Handling, and Fuel Suppliers

Fuel Type and Acceptable Fuel Suppliers

- 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.
- For 2012 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 that they compete will be increased by half (0.5) percent, rounded up to the next whole second.
- Propane, Natural Gas and Hydrogen fuels are not permitted.
- Leaded fuel is not permitted.
- Lucas Oil Products Inc. [™] Octane Booster is the only approved product that may be added to gasoline. No other product may be added to gasoline unless written permission is provided by the organizer.
- Water 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.

Fuelling and Service Areas

- Service areas may be located at approved retail fuel outlets.
- 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 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 according 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).

6 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 is 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 general public.
- The manufacturer must meet or exceed the production volumes outlined in the Level 1, Level 2 and Level 3 specifications.
- Fabricators who produce prototype cars or race cars with limited volumes are not recognized manufacturers.

6.1.5 Modification

- Authorized modifications for the appropriate vehicle division and class (Classic: Level 1, Level 2 and Level 3, Modern: Level 1, Level 2 and Level 3, plus Open and Hybrid) are the only permitted modifications.
- If these Regulations do not specifically permit a modification to the OES, then the modification is not authorized.
- 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 Original 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

6.2.1 Divisions, Groups and Preparation Levels

- Each vehicle competing in the Targa event will be placed in one of five Divisions:
 - Grand Touring Unequipped Division
 - Grand Touring Equipped Division
 - Targa Classic Division
 - Targa Modern Division
 - Targa Open Division
- Each vehicle competing in the Targa Modern or Classic 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: Modern (production year is after 1981)
 - Group: 5 (produced between 1982 and 1990)
 - 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 Unequipped Division

- A vehicle that meets the eligibility of the Grand Touring Unequipped Division may run in the Grand Touring Equipped Division if the crew so desires.
- Vehicles running in the Grand Touring Unequipped Division are limited to the following equipment:
 - Distance Measuring. A non-stock odometer mounted within easy view of the Co-driver, with no average speed function, is permitted.
 - Time Measuring. Any clock or stopwatch that is not 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 not 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 not permitted in Grand Touring Unequipped. This includes most GPS units, virtually all rally computers and many standard in-car computers.

6.2.3 Grand Touring Equipped Division

- Vehicles that exceed any of the equipment limits of the Grand Touring Unequipped Division must run in the Grand Touring Equipped Division.

6.2.4 Targa Classic Division

- Targa Classic Division vehicles will be placed in one of four 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 1965.
Group 2. Classic	Classic Division from 1966 through 1971.
Group 3. Late Classic	Classic Division from 1972 through 1976.
Group 4. Post Classic	Classic Division from 1977 through 1981.

- 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 Modern Division

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

Modern Division:

Group 5. Early Modern	Modern Division from 1982 through 1990.
Group 6. Modern	Modern Division from 1991 through 1997.
Group 7. Late Modern	Modern Division from 1998 through 2004.
Group 8. Contemporary	Modern Division from 2005 through present.
Group 9. 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 Open Division

- Targa Vehicles that do not meet the permitted modification limitations for Level 1 or Level 2 or Level 3 preparation in Classic or Modern Divisions may compete in the Open Division.

Open Division:

Group 0. All years

6.2.7 Preparation Level

- Each Targa Classic or Modern Division Vehicle will be placed in one of 3 preparation levels.
 - Level 1 Preparation (section 6.10)
 - Level 2 Preparation (section 6.11)
 - Level 3 Preparation (section 6.12)
- 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 2 (6.11.3) and Level 3 (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: 1999cc or smaller
 - Large Displacement: 2000cc or greater
- Level 2:
 - Small Displacement: 2199cc or smaller
 - Large Displacement: 2200cc or greater
- Level 3:
 - 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 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 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 the side view 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 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.

6.3 Exhaust Systems

- Exhaust pipe(s) shall exit behind the driver and co-driver and external to the body.
- 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, and must have a UTQG Treadwear rating of 140 or numerically higher.
- 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 time of every sage that is scored under road conditions 1 and 2 and is completed by the team will be increased by one and a half (1.5) percent, rounded to the next whole second. Application of this exemption may be reviewed after the 2012 event.

6.5.2 Minimum Tread Depth

- The Newfoundland Highway Traffic Act requirements 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 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.
- 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, including the Temporary Spare tire, shall be presented at pre-start scrutiny, where they will be inspected and marked by a scrutineer.
- A Temporary Spare tire shall be marked as "Temporary".

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.
- All tires carried in or on the vehicle shall be secured to the scrutineer's satisfaction. Rearward vision must not be obstructed.
- Spare competition tires 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:

- **Fast Tour, Grand Touring: Free**
- **Level 1 preparation:**
 - Wheel diameters can be changed by no more than +/-1" (plus/minus one inch) and width can be changed by no more than +/-1" (plus/minus one inch) from the manufacturer's published recommended width specifications. Vehicles originally equipped with 12" diameter or smaller wheels may apply for an exemption.
 - Body panels shall not be modified to permit the fitting of larger wheels and tires, however, fender lips may be rolled to allow tire clearance.
 - Hybrid Class:
 - OES wheel and tire sizes are required.

- **Level 2 and Level 3 preparation:**
 - Wheel diameters and widths are unrestricted.
- **Open**
 - Wheel diameters and widths are unrestricted.

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 Classic and Modern Divisions is manufacturer's original curb weight + 100 lbs.
- The minimum weight for Level 2 preparation vehicles in the Classic and Modern Divisions is manufacturer's original curb weight
- The minimum weight for Level 3 preparation in Classic and Modern vehicles is manufacturer's original curb weight minus 100lbs.
- Open Division weight is free.

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 pound.

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 Level 1 Preparation – Permitted Modifications

6.8.1 Policy Statement – Level 1 Preparation

- Level 1 classes are created to provide competition for vehicles in their standard production specification.
- Competitors are allowed minimum modifications: It is intended that the Level 1 vehicle remain in what is essentially stock condition.
- Only those modifications permitted under these regulations are permitted.
- Hybrid entrants are restricted to Level 1 Preparation requirements.

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 1500 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 not permitted
- Entrants are responsible for providing documentation confirming the vehicle's production numbers, curb weight and Original Equipment Specification.
- Replica vehicles are not eligible for Level 1.

6.8.3 Engine

- Engine Block
 - Engines may be overhauled using OES procedures.
 - A maximum 0.040" overbore is permitted.
 - A vehicle eligible for Small Displacement classification under these rules may employ the maximum 0.40" overbore without being re-classified as Large Displacement.
- Cylinder Heads
 - OES heads may be overhauled using manufacturers' OES procedures.

6.8.4 Exhaust System

- The exhaust system may only be modified after the exit of the OES exhaust manifold, or after the exit of the OES turbocharger (if so fitted), or after the OES catalytic converter (if so fitted), whichever is farthest downstream from the engine.
- Functioning catalytic converter(s) shall be retained in their OES location.

6.8.5 Ignition

- Spark plugs and spark plug wires are free.
- Points may be replaced with an electronic or optical trigger system.

6.8.6 Engine Management

- OES engine management systems may be reprogrammed
- Modifications to boost pressure or control air charge temperature on forced induction systems are not permitted except by reprogramming the OES Engine Management System.

6.8.7 Engine Support Systems

- Filters, fluids and their cooling systems (except fuel) and wires are free. The air filter element must be located in the OES location.
- Radiators, fans, alternators, starters and generators are free.
- Antifreeze should be replaced with water and a water pump lubricant.
- Air conditioning compressor may be disabled or removed.

6.8.8 Transmission, Transaxle, Differential, Axles

- Electronic driver aids
 - Only OES electronic driver aids (traction control, ABS, yaw control, etc) are permitted.

6.8.9 Chassis

- Construction
 - Seam welding is not permitted.
- Body
 - The body shall not be altered from OES with the exception of 6.8.2 which permits fender lips to be rolled for tire clearance.
 - Auxiliary lights and mirrors may be added.
- Interior (passenger compartment and trunk)
 - Interior panels, carpeting and headliners may be removed.
 - The OES dash shall be retained.
 - Front door panels shall be retained but may be modified to accommodate the roll cage.
 - Audio and navigation systems may be removed.
 - Steering wheel and instruments are free.

6.8.10 Suspension

- OES components may be strengthened.
- Suspension component mounting point locations shall be OES but may be strengthened with the addition of brackets or bracing.
- Strut braces may be added.
- Springs and torsion bars rates are free.
- Spring style, number, location and attachment points shall be OES.
- Spring perches shall not be adjustable.
- Shock absorbers are free, but their number, their type (telescopic, lever action, etc.) their working principle (hydraulic, friction, mixed, etc.; gas-filled will be considered hydraulic) and their attachment location shall be OES.
- Shock absorber attachment points may be reinforced with the addition of brackets or bracing.
- Remote reservoir or electronically controlled shock valving is not permitted unless OES. If it is necessary to replace a MacPherson strut to replace the shock absorber, the replacement parts shall be mechanically equivalent to the OES model and mount in the same location.
- Coil over style shock/spring assemblies including adjustable spring collars are not permitted unless OES.
- Ride height and alignment is free (caster, camber, toe)

6.8.11 Brakes

- Calipers and Rotors/Drums must be OES.
- Brake hoses, pads and fluid are free.
- Cooling ducts may be added.
- Vehicles originally equipped with front drum brakes may convert to front disc brakes using calipers with no more than two (2) pistons per caliper. Rear drum brakes shall remain drum brakes.
- Vehicles which had mechanical brakes as OES shall replace the same with hydraulic brakes and shall be prepared to submit details of the conversion to the organizer with application for entry.

6.9 Targa Level 2 Preparation – Permitted Modifications

6.9.1 Policy Statement – Level 2 Preparation

- Level 2 classes are created to provide a higher 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.

6.9.2 Definition of a Level 2 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. Note: all modifications approved for level 1 are permitted in level 2.
- 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.
- Replica vehicles are not eligible for Level 2.
- Tube frame or 'silhouette' cars are not permitted in Level 2.

6.9.3 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 casings² 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.

6.9.4 Exhaust System

- The exhaust system may be modified provided it meets section 6.6.
- Vehicles originally equipped with Catalytic Converters shall retain functioning Catalytic Converter(s) in their OES location.
- 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. 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.

6.9.5 Ignition

- Ignition systems are free

6.9.6 Fuel Systems

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

6.9.7 Engine Management

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

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 should 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.

6.9.9 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.
 - Synchronesh 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.

6.9.10 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.

6.9.11 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.

6.9.12 Steering

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

6.9.13 Brakes

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

6.10 Targa Level 3 Preparation – Permitted Modifications

6.10.1 Policy Statement – Level 3 Preparation

- Level 3 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.

6.10.2 Definition of a Level 3 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 3.

- 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 3.
- 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 3.
- Entrants are responsible for providing documentation confirming the vehicle's production numbers, curb weight and Original Equipment Specification.

6.10.3 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.

6.10.4 Exhaust System

- The exhaust system is free provided it meets 6.6.

- Vehicles originally equipped with Catalytic Converters shall retain functioning Catalytic Converter(s) in their OES location.
- 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.

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

- Modifications of other engine components and ancillary items are free.
- Cooling systems for all engine fluids are free.
- Antifreeze should be replaced with water and a water lubricant.
- Engine mounts are free. The engine position in the chassis is free, subject to 6.12.12 (below).
- 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.

6.10.9 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.

6.10.10 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 approximate 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.

6.11 Permitted Modifications – Open Division

6.11.1 Policy Statement – Open Division

- The Open Division has been created for vehicles that do not conform to the technical requirements for Level 1, Level 2 or Level 3.
- 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.

6.11.2 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.

6.11.3. Engine

- Engines are free.

6.11.4 Exhaust System

- The exhaust system is free provided it meets 6.6.
- Vehicles originally equipped with Catalytic Converters must retain functioning Catalytic Converter(s) in their OES location.

6.11.5 Ignition

- Ignition systems are free

6.11.6 Fuel Systems

- Fuel Systems are free.

6.11.7 Engine Management

- Engine Management is free.

6.11.8 Engine Support Systems

- Engine Support Systems are free.

- Antifreeze should be replaced with water and a water lubricant.

6.11.9 Transmission, Transaxle, Differential, Axles

- Drivetrain configuration and components are free.

6.11.10 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.

- **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.
- **Vermont Sports Car** www.vtrally.com located at 506 Hercules Drive in Colchester, Vermont, where the phone number is (802)655-3533.
- **Jon Nichols Motorsports** www.jonnichols.com located at 145 - 20th Avenue, Lachine, Quebec. Telephone (514)634-6330.
- **Car Fix** carfix@nf.sympatico.ca located at 651 Topsail Road, St. John's, Newfoundland. Telephone (709) 745-4200.
- **Mantis Racing Inc.** www.mantisracing.com located at 1029 Speers Road, Units 5&6, Oakville, ON - 905 844 6219.
- **Open Road Motorsports** www.openroadmotorsports.com located in Ottawa, Ontario. Telephone (613) 864-9706 Email: glen@openroadmotorsports.com
- **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 22:00 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 is capable of dismantling the vehicle if necessary.

8. SAFETY PROCEDURES

8.1 Emergency Response Vehicles

Ambulances 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.

8.2 Crew Responsibilities and Actions



If a vehicle stops on a stage for any reason, it must not interfere with the following vehicles. 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 adhered to:

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

The **second crew** will stop, get the 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 crew** will stop and direct traffic if required.

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

On arrival at the stage finish control crews must stop and inform 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 following cars

8.3 Marshals' Hand Signals

When necessary, a safety marshal wearing a bright yellow 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 Stewards up to and including exclusion from the event.

9. SERVICE CREWS

9.1 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.

9.2 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 competitors 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.

9.3 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 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 on.

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.

9.4 Fuel Availability

Premium unleaded, unleaded plus, regular unleaded, and diesel fuels are available at roadside pumps on main roads around the route. In 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.

10. TIMING, SCORING, PENALTIES AND FINES

10.1 Routebooks

Competitors are required to follow the entire course as it is set out in the routebooks. Routebooks 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 routebooks takes precedence over any other printed or displayed materials. Examples: (1) if a course arrow points one way but the corresponding routebook instruction indicates a different direction, you should follow the direction shown in the routebook; (2) if a control signboard indicated in the routebook is not there, you should act as if were there.

A sample routebook is available on the event's Web site at

<http://www.targanewfoundland.com/drivers/route/>

10.2 Stage Access Cards

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

10.3 Base Time and Trophy Time for Targa Divisions

10.3.1 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 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 Routebooks. 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.

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

10.4 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.

10.4.1 Control at the Start of a Targa Stage

10.4.1.1 Fast Tour Division participants

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

Fast 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.

Fast Tour participants are to enter the stage when directed by a Start Line official in a "loose convoy" – each separated by no more than 15 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 Fast Tour vehicle arrives at the start of a Targa stage after the designated lead Official Vehicle has entered the stage, that Fast Tour vehicle will **not** be allowed to enter the stage until after the stage has been re-opened to public traffic by the Road Open Vehicle (ROV). Such late arriving Fast 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 enter this stage.

Fast Tour Participants who miss running a stage may continue with the Fast 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.

10.4.1.2 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 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 closed. Competitors who arrive at a Control after closure will be considered to have missed that control, subjecting them to the 'forgoing a Time Control' regulations.

10.4.2 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. The road is **not** closed to public traffic past the Finish sign.

10.4.3 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.

10.4.4 Interim Timing Controls (ITC) – Grand Touring Only

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

10.4.4 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 routebook instructions to the new start as instructed.

10.4.5 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 routebook 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).

10.5 Stage Penalties

10.5.1 Fast Tour Division Stage Penalties

Fast Tour vehicles are prohibited from overtaking any Official vehicle within a Targa stage. If a Fast 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 behaviour they deem to be unsafe or reflect poorly on the event.

Fast Tour entries who are found by the Steward of the Event, based on a report from an official, safety marshal or civilian, to be in breach of the 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 as well as the forfeiture of all entry fees.

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

10.5.2 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 aren't 4 previous stages to look at, then the average running position will be based upon all of the previous stages plus however many subsequent stages are needed to make a total of 4 stages.

10.5.1 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.

10.6 Maximum Speeds and Penalties

Top Speeds

- Fast Tour entrants must never exceed 130kph.
- Grand Touring competitors must never exceed 130kph.
- Targa competitors must never exceed 200kph or an average of 140 KPH

Penalties

- The penalties for exceeding these speeds are as follows:
 - 1st offense \$250 plus time penalty (assigned at the discretion of the steward).
 - 2nd offense \$500 plus time penalty (assigned at the discretion of the steward).
 - 3rd offense \$1000 plus time penalty and possible exclusion (assigned at the discretion of the steward). Fast Tour fines will be doubled

10.6 Other Penalties

10.6.1 Maximum Speeds and Penalties

Top Speeds

- Fast Tour entrants must never exceed 130kph.
- Grand Touring competitors must never exceed 130kph.
- Targa competitors must never exceed 200kph or an average of 140 KPH

Penalties

- The penalties for exceeding these speeds are as follows:
 - 1st offense \$250 plus time penalty (assigned at the discretion of the steward).

- 2nd offense \$500 plus time penalty (assigned at the discretion of the steward).
- 3rd offense \$1000 plus time penalty and possible exclusion (assigned at the discretion of the steward).
- Fast Tour penalties are double those shown above.

10.6.2 Cutting Corners

Entrants who are observed by an official Judge of Fact cutting a corner at the apex (leaving the paved road surface) will incur a 2 minute penalty for each observed instance which will be added to their stage score. This behavior not only creates an unsafe condition for the following competitors but it also tears up the road corners creating ill will and repair expenses to the communities that host the event.

10.6.3 Four Wheels Off The Road Surface/Collision

Competitors who put all four wheels of their vehicle off of the 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 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 any injured parties, display the red cross to the next competition car, etc. 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 will result in an immediate meeting with the Event Steward who may access a penalty up to an exclusion from the event and assign costs for damages if in the opinion of he, the Incident Response Manager and the Clerk of the Course it is warranted.

10.6.4 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 of the 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.

10.6.5 Road Open Vehicle (ROV) catches a Targa or Grand Touring Division Competitor while closing 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 competitor will no longer be on a closed Stage and will be scored as having missed the stage.

11. EVENT SERVICES

11.1 Merchandise

Competitors will receive their pre-ordered competitor clothing at registration. Targa Newfoundland holds the license for all event related clothing and event merchandise.

11.2 Competitor Relations Officers (CRO)

A Competitor Relations Officer will be assigned to each entrant. The CRO's role is to assist and inform the competitors and to provide local knowledge. They will be assigned to the competitors during the compulsory Crew Safety Briefing. CRO's will be at vehicle scrutiny, leg starts, lunch breaks, leg finishes and at the end of the event.

11.3 Towing and Vehicle Recovery

11.3.1 Removal

A vehicle involved in an incident represents a potential environmental and/or public safety hazard so it must be removed from the scene as expeditiously as possible but not until the stage is complete unless it represents a hazard. Vehicles stopped as a result of mechanical issues must be removed from any road or driveway surface as soon as is safe to do so.

11.3.2 Towing

If specific removal instructions are not received from the competitors, Targa will endeavour to contact the registered service crew, where there is no crew or where they cannot be contacted within the time frame required or if removal must be expedited, it will make decisions based on the information available at the time. In such a case Targa will use local recovery facilities to cover and remove the vehicle.

11.3.2 Covering

All vehicles involved in incidents must be completely covered before they are moved, during transportation and when they are stored. Vehicles transported under instructions of Targa will be moved to the nearest storage facility.

11.3.3 Costs

Targa will not be responsible for any costs howsoever incurred. Costs associated with the timely removal and handling any vehicle that is involved in an incident are the competitor's responsibility.

11.4 Competitor's Baggage Truck

A luggage truck and driver will be provided during the event. The following rules apply.

- All luggage is carried on an '*all care but no responsibility basis*'. Competitors are advised to take out normal travel insurance.
- A sign designating the owner's name and competition number should be placed on all luggage.
- Luggage is to be dropped off at a designated area in the morning's Car Park and can be picked up at the evening's Car Park.

11.5 Car Washes

Where practical, free car washes will be located at the end of each day. Competitors are asked to use this service as it prepares the cars for the evening arena car show. Where car washes are provided by local community service groups, competitors' donations are welcomed.

12. RESULTS

12.1 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 of 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.

12.2 Provisional Results

Provisional Final Results will be posted on the Official Notice Board at 10:00 am on Saturday at the Holiday Inn 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.

12.3 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.