

**CAMS**  
**AUSTRALIAN TARGA CHAMPIONSHIP**  
**SPORTING REGULATIONS<sup>©</sup>**  
**2018 & 2019**



**VERSION 1**

**Released – 4<sup>th</sup> January 2018**  
**Valid from 1<sup>st</sup> February 2018 until 31<sup>st</sup> December 2019**

**TARGA**  
NORTH WEST

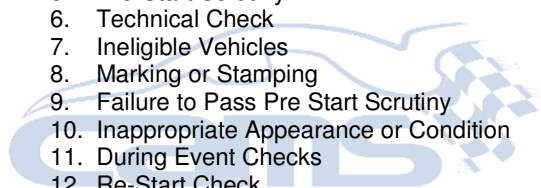


**TARGA**  
GREAT BARRIER REEF  
Tropical North Queensland

**Targa**  
HighCountry

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## SECTION A – ALCOHOL AND DRUGS

### 1. Alcohol, Drugs and Other Substances

Any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ies) for a breach in accordance with the CAMS Anti-Doping Policy and/or the CAMS Illicit Drugs in Sport (Safety Testing) Policy as published on the CAMS website. Consumption of alcohol in any section of the competition venue/course under the control of the Officials is forbidden until all competition is concluded each day. Accordingly, any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a CAMS Accredited Testing Official (CATO) in accordance with the CAMS Standard Operating Procedure for Breath Alcohol Testing.

### 2. Consumption of and Carrying of Alcohol

During any event, consumption of alcoholic beverages in any section of the competition venue under the control of the officials is expressly forbidden until all practice or competition activity is concluded for each day. Any driver or crew member who is found to be affected by alcohol on the day of the event or practice therefore shall not be permitted to participate. The carrying of intoxicating liquor in a competing vehicle is strictly forbidden and offenders will be liable to a penalty including exclusion from the event.

### 3. Alcohol Breath Testing

Breath testing of both crew members will take place throughout the event. Any crew member (including Tour) with a positive reading above 0.01mg/100ml may be retested after 15 minutes. During this time, the crew member must not consume any substance by mouth until after the second test. If, after the second test, the crew member is still found to have a reading above 0.01, the crew will not be allowed to take part in any competition on the leg in which the crew member returned a positive reading and a further penalty as high as exclusion may be imposed by the Stewards. Testing will be carried out by local Police or CAMS Accredited Testing Officer (CATO) appointed by the organisers.



## SECTION B – CAMS AUSTRALIAN TARGA CHAMPIONSHIP

### 1. Eligibility

All competing crews will receive points in their respective competition as listed in B.2, as per the points table in B.5, for finishing each round. A DNF (Did Not Finish) will receive no points.

### 2. Competitions

The Championship competitions will be as follows and the winning teams (based on the driver) will be determined by the team who scores the highest amount of points over the four rounds with all four rounds counting towards the total points;

- TSD Trophy
- Thoroughbred Trophy
- GT Sports Trophy
- Classic
- Classic GT
- Early Modern
- GT4
- GT2

Refer to the 2018/2019 Targa Australia Technical Regulations Version 1 for detailed information all competitions.

### 3. Overall Champions

In addition to the above (B.2), two teams (based on the driver) will be acknowledged as the CAMS Australian Targa National Champions in the following combined competitions based on the **overall results split into two combined competitions** from each round with the winning teams being determined by the team who scores the highest amount of points over the four rounds with all four rounds counting towards the total points;

- CAMS Australian Targa National Champions- Early Modern, GT4 & GT2
- CAMS Australian Targa National Classic Champions- Classic & Classic GT

### 4. Rounds



The Championship will be made up of **FOUR** rounds as follows with points counting from each round;

- Targa North West
- Targa Tasmania
- Targa Great Barrier Reef
- Targa High Country



## 5. Points

The following points table will be used for all competitions and overall results at each round;

<b>2018 CAMS Australian Targa Championship Points Table</b>				
				
<b>Position</b>	<b>Targa North West</b>	<b>Targa Tasmania</b>	<b>Targa Great Barrier Reef</b>	<b>Targa High Country</b>
1st	70	100	70	70
2nd	63	90	63	63
3rd	59	85	59	59
4th	56	80	56	56
5th	53	75	53	53
6th	49	70	49	49
7th	45	65	45	45
8th	41	60	41	41
9th	38	55	38	38
10th	35	50	35	35
11th	33	48	33	33
12th	31	46	31	31
13th	30	44	30	30
14th	29	42	29	29
15th	28	40	28	28
16th	27	38	27	27
17th	26	36	26	26
18th	25	34	25	25
19th	24	32	24	24
20th	23	30	23	23
All Other Finishers	21	30	21	21

## 6. Point Ties

In the case of all point ties at the conclusion of the Championship, the highest points scored at Targa Tasmania will determine the final finishing order regardless of position. In the case of neither or none of the tied competitors having competed in this event, the highest points scored at Targa High Country will be used to break the tie.

## 7. Navigator and/or Co-Driver

Only one Navigator/Co-Driver will be listed and acknowledged in the final Championship results. In the case where a driver has used two or more navigator/co-drivers during the championship, the winning person will be the one who has competed in the most rounds. In the case of a tie, the person who competed in Targa Tasmania will be recognised in the final results regardless of finishing position.

## SECTION C – ENTRANTS / CREWS / ENTRIES

### 1. Crews

A crew is made up of two persons on board each vehicle and each vehicle must carry at least and no more than two people at all times, including in the Targa Tour.

#### a) Driver

A person holding a licence acceptable to CAMS and intending to be either the sole or the primary driver in the vehicle during the event. Minimum age of a driver is 18 years of age.

#### b) Co-Driver

A person holding a licence acceptable to CAMS and whose primary role is to convey to the driver the information in the road book to enable the driver to follow the correct route. A co-driver may also drive at any time during the event. Co-drivers must be nominated by the close of applications date. Nomination of a co-driver after this date will incur an additional fee of \$150. Minimum age of a co-driver is 18 years of age.

#### c) Navigator

A person holding a licence acceptable to CAMS and whose primary role is to convey to the driver the information in the road book to enable the driver to follow the correct route. A navigator is permitted to drive only on touring stages where vehicles are constrained by public road regulations. Minimum age of a navigator is 16 years of age.

### 2. Identification

For the purpose of identifying who is eligible to drive on Targa stages, competitors will be issued with wristbands colour coded as follows:

- Green wristband – drivers (eligible to drive on Targa stages)
- Yellow wristband – co-drivers (eligible to drive on Targa stages)
- Red wristbands – navigators (not eligible to drive on Targa stages)

Failure of a competitor to wear a wristband issued by the organisers throughout a Leg may incur a penalty of 10 minutes per occasion.

### 3. Crew Changes

The same crew is required to compete in the nominated vehicle throughout the event with the following exemptions;

- A crew member may only be changed in exceptional circumstances on the mandatory payment of \$900 per additional crew member and with the express approval of the organisers. The replacement competitor must meet the driving or co-driving/navigating and licencing requirements of CAMS.
- The original nominated vehicle cannot be changed.

All competing crew remain eligible for all awards if the crew changes occur before the start of Leg 2, except the overall competition result in the competition the vehicle is competing in. Any crew changes after the completion of Leg 2 will render the crew ineligible for all awards other than a finisher's medallion and the relevant Targa Plate for any crew member that completes the entire course under the trophy time on every stage.

### 4. Licence Requirements

Any entrant who is a minimum of 18 years old and holds a current CAMS National Rally Licence is eligible to compete in the event (see below for navigator age exemptions in Trophy competitions), subject to the entrant having applied for an invitation to compete, having nominated the driver and co-driver or navigator, having nominated the vehicle with which they will compete, having nominated the competition of the event in which they will compete, having received an official invitation from the organisers to do so, and having paid the prescribed fees.

#### a. Competition Licence

Both driver and co-driver shall hold, as a minimum, a current CAMS National Rally Licence. Navigators shall hold, as a minimum, a current CAMS National Rally Navigator Only Licence, Refer NCR 47. Crew members who hold only a Circuit Racing Licence shall be required to successfully complete a Rally Lecture and then obtain a Rally Endorsement for their licence from CAMS before the event.

- For TSD Trophy, Thoroughbred Trophy and GT Sports Trophy the minimum requirement is a CAMS level 2 Speed Licence for both the driver and the co-driver/navigator. The minimum navigator age is 15 years old for TSD Trophy and 16 years old for Thoroughbred Trophy and GT Sports Trophy.
- For the Targa Tour the minimum requirement is a CAMS level 2 Non-Speed Licence for both the driver and the co-driver/navigator. The minimum navigator age is 14 years old.

#### b. Nationality

A competitor or driver who has obtained a licence from CAMS is deemed to be an Australian national for the period of validity of that licence, Refer NCR 52.

### **c. Civil Drivers Licence**

Each driver and co-driver who will be driving at any time during the event shall possess a current and valid civil driving licence issued by the appropriate State Government authority. Only holders of a current Australian civil driver's licence or equivalent licence issued overseas and valid for driving in the state of where the event is being held, may drive a vehicle in the event.

### **5. Driver and Co- Driver Experience**

Each driver and co-driver (competitors who intend to drive on any Targa stages) are required to satisfy the organisers that they have an acceptable motor sport driving experience and competence to participate in the event, or to provide proof of having successfully participated in a recognised advanced driver training course. It is strongly recommended that drivers and co-drivers experience the vehicle before the event, if possible, under conditions similar to Targa style stages. The fundamental requirement is experience in handling a vehicle at speed and overtaking at speed. The criterion for acceptance is experience gained from:

- Circuit Racing
- Rallying
- Driver Training

### **6. Terms and Conditions**

The terms and conditions are listed and shown in each events Supplementary Regulations.

### **7. Insurance**

#### **a. Public Risk Insurance**

The event is covered by Public Risk Insurance arranged and paid for by the organisers as part of the CAMS Public Risk Insurance Policy. Details of this cover are available on the CAMS website. Crews are liable for all damage which they cause, however they may make a claim under CAMS' insurance to compensate them for the cost of that damage. An excess is payable where a claim is made. If the cost is less than the excess, crews are required to pay only the actual cost of rectification. (Note: It is the competitor's responsibility to report any property damage they cause – no matter how minor – by filling in the property damage form which is included in the road books. Any failure to report or pay for damage as required under these regulations will be referred to CAMS with a strong request for disciplinary action to be taken against the competitor by that organisation.

#### **b. CAMS Personal Accident Insurance**

Personal accident insurance for drivers, co-drivers, navigators, service crew members and authorised officials in this event will be provided in accordance with CAMS' personal accident insurance policy. Details of this cover are available on the CAMS website. The total cost of the mandatory CAMS insurance cover/permit fee and the Person to Person Insurance levy, which is required under law by the Transport Accident Commission (TAC) for the driver, co-driver or navigator (and any additional competitor), is included in the entry fee. Competitors are responsible for paying all costs relating to any medical expenses resulting from an accident in the event. Under some circumstances some of these expenses may be reimbursed and competitors should forward details (including receipts) to CAMS Office. (Note: competitors are strongly advised to ensure that they are covered by an Ambulance Fund).

#### **c. Vehicle Third Party Insurance**

Each vehicle must carry third party insurance, which is normally issued with the vehicle registration papers. Proof of cover is required to be presented at documentation (registration papers or temporary permit). Where a participant is required by law to carry compulsory third party insurance, the CAMS Public Liability Policy is inoperative to the extent of such compulsory third party insurance. The issue of Targa Tasmania identification plates does not include the provision of vehicle third party insurance during this event. Owners of vehicles registered in the State of Queensland are required to obtain a special extension of their third party insurance for the period of the event from their third party insurer. Proof of this third party insurance extension must be presented at documentation. Where state law either does not address or specifically excludes compulsory third party insurance, then the individual liability of the participant is covered by the CAMS Public Liability Policy (subject at all times to the CAMS Public Liability Policy's conditions, limitations, exclusions and deductibles where applicable).

#### **d. Vehicle Third Party Property / Comprehensive Insurance**

Vehicle third party property insurance and / or comprehensive insurance is the sole responsibility of the entrant.

#### **e. Other Compulsory Insurance**

Competitors are responsible for paying the cost of any other compulsory insurance required by CAMS or the relevant State Government. If any such cover is required, competitors will be advised in a bulletin.

### **8. Non-attendance at Briefings**

Crews not attending a required briefing shall be referred to the Stewards who will impose a penalty as high as exclusion unless extraordinary circumstances are found to exist. Where such penalties are applied and the organisers are required to provide an additional briefing, an additional fee of \$150 per competitor shall apply.



## SECTION D – DOCUMENTATION AND SCRUTINY

### 1. Documentation

Documentation will be carried out at the venue, date and time as listed in the events Supplementary Regulations. Crews **MUST** attend documentation before their vehicle can attend scrutiny.

Documents relating to competitors and vehicles will be checked at this location as well as issue of Door Panels, Number Plates, Vinyl Number Plates (if pre-ordered), Road Books, Function Tickets and Service Crew Packs. Ensure you bring your CAMS Competition Licence, Civil Drivers Licence, CAMS Vehicle Log Book and Registration Papers, Rally Permit or Temporary Vehicle Permit. Competitors are urged to check that their registration status is correct as some states do not allow vehicles with full rollover protection to be fully registered. These vehicles must have a Special Interest Registration, Rally Permit or Temporary Vehicle Permit depending on the state of origin.

### 2. Entry

A crew will not pass documentation until all fees are paid to the satisfaction of the organisers and will be denied permission to start the event or any subsequent leg of the event until full payment is made.

### 3. RallySafe

All RallySafe units are **hired** at Documentation for the duration of the event only. The hire fee will be added to the relevant competitor console. In order to fit the unit a pre-purchased Installation Kit is required. RallySafe Installation Kits (including Antenna, Roll cage or Diamond Mount & Power Wiring Loom) **MUST be purchased prior to your first event**, with adequate lead time (2 weeks) for postage and handling. RallySafe antennas and mounting kits are to be purchased directly from the RallySafe online store – <http://rallysafe.com.au/shop/> or the Targa Competitor Console. (If purchasing through the console, competitors are redirected to the RallySafe online store and must complete the transaction to process the order; options for different installation types or cable lengths are available). Installation instructions and specifications are available on [www.rallysafe.com.au/resources](http://www.rallysafe.com.au/resources) and a competitor Training Video showing all aspects of the system can be found here, <http://rallysafe.com.au/2013/02/competitors/>

The RallySafe technicians will be the judge of fact in regards to the correct installation of the RallySafe Installation Kit and the RallySafe unit. The RallySafe unit and the Installation Kit must be fitted correctly prior to the vehicle passing Pre-Start Scrutiny. If the competitor wishes to have a licensed RallySafe Auto Electrician install their kit at the event; it must be arranged and purchased prior to the event by contacting RallySafe. The cost will be \$100+GST and the vehicle must be presented to a RallySafe nominated location. Correct installation of the fitting kit including wiring polarity and permanent power connection. Faulty or Non-Current fitting kit parts will be checked at scrutineering. Any installed kits that do not comply for the duration of the event with the Fitting Kit Instructions (<http://rallysafe.com.au/wp-content/uploads/2015/09/Rallysafe-Fitting-Kit-Instructions-2015-V5.1.pdf>) will result in failure to pass scrutineering and will result in a re-present.

It is mandatory that the RallySafe unit be wired directly to a constant 12V feed, either the battery or the battery side of the isolator switch as per the RallySafe fitting instructions; connection to an accessories feed or cigarette lighter is not acceptable. It is up to the competitor to fuse this supply with a 5 amp fuse if they choose. The unit has its own internal circuit protection. RallySafe units will be available for collection from the RallySafe table at Documentation. The units must be signed for, and the vehicle logbook left with appropriate officials as security. RallySafe Unit user guide/installation instructions will be provided with the unit handout. Should a competitor experience a problem with their RallySafe unit during the event, they should notify a CRO at the next lunch break or end of leg control of the problem. A RallySafe representative will then make contact with the competitor to have any issues rectified.

A RallySafe service number will also be provided at Documentation. Any attempt to tamper with the unit will result in a message transmitted to race control as well as logged internally to the unit; and will be dealt with appropriately by event officials. Should a competitor retire from the event, they must return the tracking unit to the RallySafe team (only return to a RallySafe representative or CRO) in the Service Park or as soon as practical. It is the competitors' responsibility to return the RallySafe unit. Failure to do so will result in the competitor being liable for the cost of the unit. If due to medical or situational reasons this is not possible, a CRO must be notified prior to 3.00pm on the night of event completion so alternative collection can be arranged. The RallySafe units must be removed from the rally cars at the end of the event and returned to a RallySafe representative at the finish location.

It is the competitors' responsibility to return the RallySafe unit. Failure to do so will result in the competitor being liable for the cost of the unit. If this is not achievable notification must be given to a CRO of your intention to return at a later date.

RallySafe offer a damage waiver fee which covers the unit for fire and/or damage for \$15 +GST per event, or an annual fee for multiple events of \$50 + GST. The loss or theft of unit will not be covered and the damaged unit must be presented to avoid a cost. The damage waiver fee must be purchased on line at <http://rallysafe.com.au/shop/damage-waiver> prior to the start of the event.

#### **4. Pre-Event Safety Inspection**

A Pre-Event Safety Inspection is not compulsory. Competitors who wish to have their vehicle checked before the event should contact the Competitors Manager (03 6221 8800) to arrange a time for this to be done. The cost of this inspection is to be paid by the competitor directly to the inspecting Scrutineer.

#### **5. Pre-Start Scrutiny**

Vehicles must be presented ready to start with all compulsory equipment on board, including all required apparel at the venue, on the date as listed in the Supplementary Regulations. Crews are required to report to pre-start Scrutiny at their allocated scrutiny time as communicated. Failure to report on time will result in an additional fee of \$150, unless alternative arrangements are made with the organisers. If a vehicle is found not to correspond with details provided by the entrant on the entry form and/or the Vehicle Identification Form (VIF) or otherwise fails to meet the eligibility requirements, the vehicle may be transferred to another class, category and/or competition, or denied permission to start in the event.

#### **6. Technical Check**

A technical check may be carried out at any time. The technical conformity of the vehicle is the responsibility of the entrant. The competitor is responsible for the technical conformity of the vehicle at all times during the event. The fact of presenting a vehicle for scrutineering in a particular group or class is an implicit statement of conformity. If during a technical examination, an anomaly is detected, the competitor will be advised of the outcome. All technical regulations can be found in the CAMS Australian Targa Championship Technical Regulations 2018-2019: V1.

#### **7. Ineligible Vehicles**

If at pre-start scrutiny, the vehicle is found not to conform to the technical specifications on the application form, or does not conform to the relevant eligibility regulations, one of the following will occur:

- The vehicle is to be altered to conform.
- The vehicle will be reclassified into another class where possible or moved into the Demonstration Category.
- Upon advice of the Technical Commissioner / Chief Scrutineer, the Stewards will issue a warning to the competitor and set a deadline by which the vehicle must be made to conform.
- The competitor may be excluded or subject to other action taken by the Stewards.
- If the Technical Commissioner / Chief Scrutineer determines that a minor deficiency will not affect safety and will not provide the competitor with a significant competitive advantage over the other competitors, the vehicle may be issued with a minor ineligibility and permitted to compete in the most suitable category and remain eligible for awards, but will be prohibited from competing in future events if the deficiency has not been corrected.

#### **8. Marking or Stamping**

Components may be marked, stamped or sealed at scrutiny and may be checked at any time during the event or at the end of the event. It is the responsibility of the crew of the vehicle to ensure that all identifying marks remain intact. In the absence of such marks, or if they have been tampered with or retouched, the crew is liable to a penalty as high as exclusion from the event.

#### **9. Failure to Pass Pre-Start Scrutiny**

Should a vehicle fail to pass pre-start scrutiny when presented it must be re-presented at a time decided by the Chief Scrutineer.

#### **10. Inappropriate Appearance or Condition**

If a vehicle is deemed by the organisers to be of an appearance or condition inappropriate to the standards of the event, the entrant will be denied permission to start in the event unless the deficiencies are rectified.

#### **11. During Event Checks**

Scrutiny of vehicles for conformity to these regulations may be carried out at any time at the discretion of the organisers. Scrutineers may inspect vehicles for technical compliance, weight, tyre condition and safety at any time. Any direction for work to be carried out on the vehicle will be in writing from the Scrutineer. Any such work must be completed to the satisfaction of the Scrutineer. The vehicle may then be allowed to continue.

#### **12. Re-Start Check**

If a vehicle foregoes the competition for the remainder of any leg it must be checked by the Chief Scrutineer before restarting in the competition.

### 13. Recognition Papers

Competitors are required to produce the appropriate vehicle recognition documents (e.g. homologation papers, workshop manuals, sales brochures, etc.) to be checked against the vehicle should this be necessary at any stage during the event, or when requested to do so. Failure to produce these documents may lead to a penalty as high as exclusion being applied by the Stewards.

### 14. Post-Event Scrutineering

Post-event scrutiny will commence from the time the first vehicle has been placed in Parc Ferme. If, at post-event scrutiny or as the result of a protest from another competitor, the vehicle is found not to conform to the relevant eligibility regulations, or to the Vehicle Identification Form supplied on the application form, the competitor may be excluded. Competitors are required to be present at post-event scrutiny and have a person with the appropriate equipment who is capable of dismantling and re-assembling the vehicle.



# SECTION E – VEHICLE SIGNS AND ADVERTISING

## 1. Vehicle Signage

### a) Standard

Advertising and other signs are permitted on vehicles provided the location of the sign/s does not conflict with these regulations. Signs are required to be of a high standard of presentation to ensure that the interests of the organisers, sponsors and entrants are protected.

### b) Lettering

Lettering of all signs must be carried out in a neat, regular and professional manner. The organisers may order the re-lettering of any sign or part of sign which, in their opinion, fails to comply with the requirements of this regulation. The organisers will be the sole judge as to the suitability of any sign, and may direct the removal of any sign at any time. A crew will be directed to remove any sign considered by the organisers to be offensive.

### c) Organisers Decals

At Documentation the organisers will supply event front door decals and compulsory event sponsor decals. These must be attached to the vehicle as issued and **MUST NOT** be cut and/or altered in any way and are to be maintained in good order and condition throughout the event. Deliberate alteration or removal of the decals from the vehicle before or during the event will render the entrant unable to start the next day until rectified to the satisfaction of the organisers.

### d) Commercial Competition

Vehicles and competitors can only carry signage and/or display branding on any attire, who may be in commercial competition with the event and its sponsors, with the express written permission of the organiser's pre event and placement must then not be in conflict with the organiser's requirements outlined above. At no time can an approved conflicting business and/or sponsor promote, trade or sell any product before, during or immediately after the event.

### e) Names

The names of the driver and the co-driver together with their national flags **must** appear either on both front guards or on the rear side windows of the car. Failure to comply with this regulation may result in the vehicle not being permitted to start the leg, and referred to the Stewards.

### f) Vehicle Number Plates

**Targa Tasmania-** The organisers will provide each crew with two metal vehicle number plates. These plates are to be displayed in place of the usual vehicle registration plate and in the same location. Vinyl vehicle number plates can be used on request and purchased from the organisers. If a written instruction from the Clerk of the Course, or his nominee, is issued to a competitor to relocate a number plate, that instruction must be carried out to the satisfaction of that official. Failure to comply with this regulation may result in the vehicle not being permitted to start the leg, and referred to the Stewards.

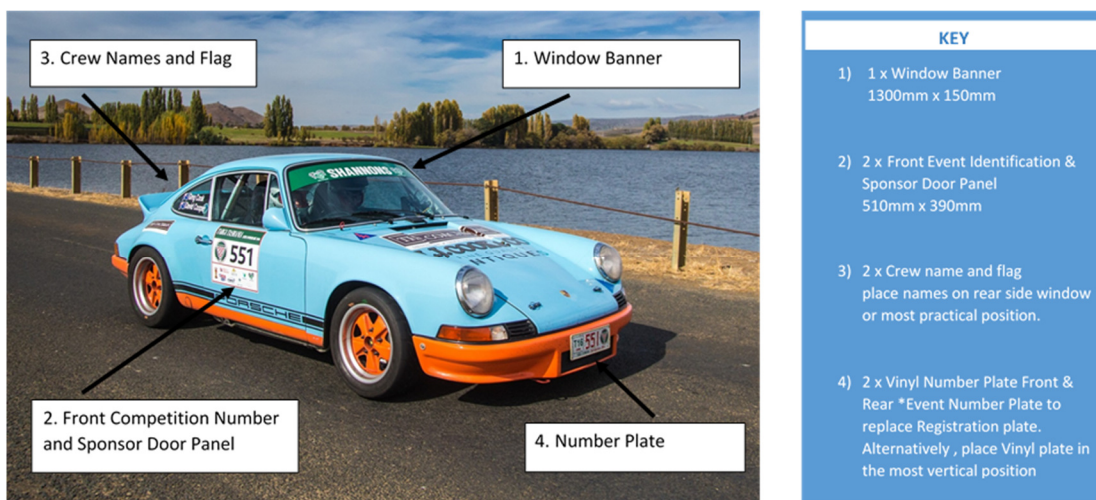
**Other Targa Events-** The organisers will provide each crew with two vinyl vehicle number plates. These plates must be attached to the vehicle above or beside the position which would normally be occupied by the usual vehicle registration plates (not over), which must remain in their normal location and be visible at all times during the event.

### g) Tobacco Advertising

Signs advertising tobacco products are prohibited under Commonwealth Government legislation.

### h) Organiser Decals Placement

Organiser's event identification decals and compulsory event sponsor decals (supplied at Documentation along with placement instructions) must be placed on the vehicle as follows:



**The above sizes are maximum sizes.**

Competitors are required to apply to the organiser's for any variation to these placement instructions. A photograph or sketch is to accompany any application. Failure to obtain permission to amend the placement of decals may cause a crew to be denied permission to start.



## SECTION F - THE COMPETITION

### 1. Safety Procedures

#### a) Flags/Lights/Safety Triangles

The display of a white flag at the start or SOS Point means that a Medical Intervention Vehicle (MIV), fire rescue or ambulance vehicle is on the Targa stage. When a yellow/orange light is displayed before the scene of an incident competitors are required to slow down immediately to 60km/h, and proceed past the incident. Once past the incident, competitors may resume at 'competition speed'. **Competitors observing this requirement can request a derived time for this stage in line with stopping at an actual incident.**

No overtaking is permitted in the area between the flashing light and the incident. Competitors not complying with this regulation as observed by the appointed Judges of Fact will receive a penalty of one minute in the first instance and two minutes for each subsequent offence. The yellow flag is a signal of danger and if shown you **MUST** slow down immediately to 60km/h. Do not overtake and be prepared to stop or change direction. There is a hazard beside or partly on the stage and/or officials may be working on or beside the stage. On passing a displayed yellow flag, you must follow the instructions of any marshals or course car drivers he/she encounters. Flags will be displayed at all SOS points on the Stage. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.

When safety triangles are displayed it is the following competitors' responsibility to reduce their speed until they are past the incident for which the safety triangles have been displayed. Failure to do so will result in a penalty being applied by the Stewards. Failure to remove safety triangles after an incident has been cleared will result in the offending competitor being penalised by the Stewards.

If a competitor catches an MIV on a Targa stage and its red flashing lights are turned **on**, the competitor **CANNOT** pass under any circumstance and must slow and fall behind the MIV until such time that it stops at the incident. The competitor must proceed past the incident with care and once passed can resume at 'competition speed'. Competitors who correctly observe this procedure will be eligible to apply for a derived time. Competitors observed not complying with this regulation will be charged and brought before the Stewards who may impose a penalty up to exclusion.

If a competitor catches an MIV on a Targa stage and its red flashing lights are turned **off**, the competitor may pass on the right using the normal passing procedures to overtake a slower vehicle.

#### b) Sweep Vehicles

**Full Competitions-** The last competition vehicle in each stage will be followed from the start by the Competition Sweep (999) vehicle, which indicates that the competition on the Targa stage has ceased. The horn of the Competition Sweep (999) will be sounded three times at cars stopped in the stage to indicate the Competition Sweep's passage. Thereafter, competition vehicles are prohibited from driving on to, or along the stage until after the passage of the Police Sweep vehicle unless instructed to do so by a Targa Official such as the Recovery crew. The Police Sweep will leave the control after the Competition Sweep (999) at a time to be determined by the organisers. Competitors who move after the passage of the Police Sweep must abide by all road regulations for that road, including speed limits, and may not under any circumstances overtake the Police Sweep.

**TSD Trophy-** The last TSD Trophy competition vehicle in each stage will be followed from the start by the TSD Sweep vehicle, which indicates that the TSD competition on the Targa stage has ceased. Thereafter, TSD competition vehicles are prohibited from starting the stage until after the passage of the last Thoroughbred or GT Sports Trophy vehicle and will be started in front of the GT Sports Sweep vehicle. If a TSD vehicle also misses this sweep vehicle, it will be required to wait until after the passage of the last full competition vehicle and will be started in front of the 999 vehicle. If stopped in a stage the vehicle is prohibited from driving along the stage until after the passage of the Police Sweep vehicle unless instructed to do so by a Targa Official such as the Recovery crew.

**Thoroughbred & GT Sports Trophy-** The last Thoroughbred or GT Sports Trophy competition vehicle in each stage will be followed from the start by the Trophy Sweep vehicle, which indicates that the speed limited competition on the Targa stage has ceased. Thereafter, speed limited competition vehicles are prohibited from starting the stage until after the passage of the last full competition vehicle and will be started in front of the 999 vehicle. If stopped in a stage the vehicle is prohibited from driving along the stage until after the passage of the Police Sweep vehicle unless instructed to do so by a Targa Official such as the Recovery crew.

#### c) Falling Behind the Competition Sweep (999)

Competitors who stop in a Targa stage and fall behind the 999 Sweep can apply for a derived time for the stage provided they started the stage within their accumulated late time up to this control. To be eligible for this derived time, the crew must also report to the end of the section. If a vehicle is unable to reach the finish control of the stage they have stopped in, or any following control, under its own motive power, a derived time will not be calculated from that point on and missed control penalties will be applied in line with Section E 5g). Competitors who arrive at the start of a particular stage after the 999 Sweep has left the start line will not be able to contest the Targa stage. Provided the crew is within its late time limit at the start control of the stage a derived time can be applied for.

## 2. Road Books

Road books which provide comprehensive details of the competition course will be issued to crews at Documentation. **Please note that all distances are measured using a Terratrip device to ensure measurement to the metre. GPS based measuring equipment can and will at times give a different measurement each time they are used on a particular piece of road.**

## 3. Targa Stage

A competition section between two successive time controls on roads closed for the rally utilising a base time as the basis for scoring closed road stages.

## 4. Course

Crews are required to follow the course in accordance with the road books. If a Judge of Fact determines that a crew has left the course, the matter will be referred to the Clerk of the Course and a penalty may be applied by the Stewards.

## 5. Time

### a. Base Times

The base time is the target time set for a crew to complete a Targa stage without incurring a time penalty. Time achieved under the base time does not count, and no advantage is gained by being under this time.

#### i. All Competitions except Classic and TSD Trophy

All vehicles have the same base time (and is called the Standard Base Time) irrespective of category and class.

#### ii. Classic

Base times are set for each class, with the time applying to all crews in a given class. The base time is determined by adding the Vehicle Performance Table (VPT) time to the Standard Base Time. **The VPT is expressed in seconds per minute, and is added to the Standard Base Time to give the base time for a given class.** The handicap is calculated by applying a factor to each age (category), degree of modification (specification), and power (engine capacity). eg: If a class is shown as 11.5 (seconds per minute) in the VPT and the Standard Base Time for a stage is 5.00 minutes; therefore the calculation is determined as follows:

- The Index = Standard Base Time x Handicap
  - $5 \text{ min} \times 11.5 \text{ sec} = 58 \text{ sec}$  (rounded up)
  - The stage base time for this vehicle class = the Standard Base Time + the handicap time or 5 min 58 sec
- This is the time then deducted off the crew's elapsed time (assume this was 7 min 34 sec) to give the penalty time for the stage:  $7 \text{ min } 34 \text{ sec} - 5 \text{ min } 58 \text{ sec} = 1 \text{ min } 36 \text{ sec}$
- The crew with the least penalty time is the winner of the various classes and championships. Other penalties, if incurred, are to be added to the penalty time.

### b. Shakedown Minimum Time Stage

A minimum elapsed time for the first stage (TS1) will be shown in the Roadbook. Any breach of this time on this stage will result in a 30 second penalty being applied. At no time can a vehicle slow to below 30kph or stop, unless being passed by another vehicle, in order to record a time greater than the minimum time. If a vehicle is found to have breached this requirement on this stage this will result in a 30 second penalty being applied.

### c. Targa Tasmania Trophy Time

The trophy time is the target time set for a crew to complete a Targa stage in order to qualify for a Targa Tasmania Trophy. These times are set individually for each category and class and are listed in the road books.

### d. Changes to Base & Trophy Times

- i. **Base Times-** The Clerk of the Course may change the standard base time for any targa stage before the first crew starts the stage. This will be communicated to crews via sms text message where possible and/or via the start control Notice Board.
- ii. **Trophy Times-** These will be set for dry and wet weather conditions at Targa Tasmania and Targa High Country. The Clerk of the Course may alter the trophy time from dry to wet or vice versa for any Targa stage at any time as a result of deteriorating or improving weather conditions during the running of a stage and this will be communicated to crews via the start control Notice Board.

### e. Late Time

Time in excess of the defined touring time is Late Time and crews have a Late Time Limit (set for each Section, see below for description) in which to complete the competition. Once a crew has exceeded the Late Time Limit for a Section, it is deemed to have missed controls (even though the crew may have passed through them) and is penalised accordingly. 'Time Allowed' is the time listed in the road book to complete a touring stage. If this time is exceeded there is no penalty, but the time in excess of the allowed time counts towards late time.

#### **f. Late Time Limits**

The late time limit for each section of a leg will be:

- TSD, Thoroughbred & GT Sports Trophy: Must remain in front of the 999 Vehicle
- Classic: 45 minutes
- Classic GT, Early Modern, GT2 & GT4: 20 minutes

**Sections-** That part of a leg that commences at the start of Leg Control to the Lunchbreak will be Section One and that part of a leg that commences from the Lunchbreak to the End of Leg Control will be Section Two.

#### **g. Change of Limit**

The late time limit may be increased by the Clerk of the Course at any time if the circumstances warrant such an increase. If it is changed after the start of a section, competitors will be notified via sms text message where possible or via the start control Notice Board.

#### **h. Time Controls & Late Time Penalty**

A time control is a start control of any touring stage (Flying Finish and Start of each Section), a finish control of any touring stage, the start line of any Targa stage or the Flying Finish point of any Targa stage. Touring stage times have been calculated to allow for the time taken to travel from the flying finish to the start line of the next Targa stage. Late Time is calculated between start and finish of touring stages. The penalty for not reporting to any of these time controls within the prescribed late time limit is 10 minutes per time control (maximum 100 minutes per leg) or a penalty of 100 points for TSD Trophy competitors (maximum 1,000 points per leg). Controls will close with the passage of the 999 Sweep vehicle and once closed, Rally Safe will be used to determine the time of arrival at the control point.

#### **i. Compassionate Time**

Crews are advised that if they are required to stop to assist at an accident, a derived stage time will be calculated and applied in response to losing time for having to stop. Such claims must be made to a CRO no later than one hour after booking in to the end of Leg control. It is the crew's responsibility to provide full details of the accident (time arrived, time departed, car numbers of vehicles involved, other vehicles stopped at the scene).

#### **j. Derived Times**

This is a time awarded by the Clerk of the Course to a crew which has been prevented from contesting or completing a Targa Stage under its own motive power.

- In the instance of a vehicle having to stop at an incident, slow down to 60km/h whilst passing an incident with orange flashing lights, falling behind the 999 vehicle, providing the crew are within their late time, or being required to stop in a Targa stage by an official; a derived time will be allocated based on the crew's average finishing position within the Overall Competition field on the previous three stages. This overall position will then be used on the stage where the derived time is being applied and the time allocated will be determined by using a 50/50 split between the car in front and the car behind this allocated position. Elapsed times will be used in these calculations.
- In the instance of a vehicle that has had to slow or stop on consecutive stages for any of the reasons noted in point 1, the last three completed stages without stopping at an incident will be used for the purposes of calculating the derived time on all subsequent stages where the vehicle stopped.
- In the instance of a vehicle that has had to slow or stop on a Targa Stage for any of the reasons noted in point 1, and where its allocated position would be first, the time of the actual overall leading vehicle on the stage will be used as the derived time on all stages where the initial overall leading vehicle had to slow or stop.
- In the instance of a vehicle having to slow or stop on one or more of the first three Targa Stages for any of the reasons noted in point 1, a derived time will be allocated based on the crew's finishing position within the Overall Competition field on Targa Stage 2 or Targa Stage 3 in the case of having to slow or stop on Targa Stage 2.

#### **k. Official Clocks**

Timing will be by officials clocks issued by the organisers and set to GPS Time. No protest will lie against the alleged inaccuracy of any clock. For the purposes of accuracy competitors should refer to the GPS time on their Rally Safe device to set any clock or timepiece against.

### **6. Changes**

The organisers may neutralise any stage or stages of the competition, re-group the field in regard to running order, re-schedule any part of the course, or terminate the competition at any time. If the competition is terminated when partly run, placing's will be determined and the relevant awards made to those crews that have traversed the course in accordance with these regulations up to the time control immediately preceding termination. Any alteration to the schedules or route instructions will be in writing. At no time will oral advice take precedence over written instructions.

## 7. Tyres (except TSD Trophy and Targa Tour)

### In accordance with the 2018/2019 CAMS Australian Targa Championship Technical Regulations - Version 1

A maximum of **six tyres** are permitted for use during each event. The following time penalties will be applied by the Stewards in regards to tyre usage, per tyre:

- 5 minutes – for the use of an additional tyre, marked and approved for use by the Chief Scrutineer over the maximum allowance of six tyres for the event.
- 5 minutes – for the use of a replacement tyre due to unsafe tyre condition as determined by a scrutineer
- 20 minutes – for the use of or the carrying of any unmarked tyre at any time during the event.

## 8. Overtaking

### a) Signal

The signal advising the need to overtake will be the sounding of the vehicle horn, the flashing of headlamps and/or using the 'push to pass' feature on the RallySafe device.

### b) Right of Way

The vehicle being overtaken, must give way. Should a driver indicate to overtake, as outlined in E9a) above, the driver being overtaken **MUST** turn on their left side indicator and must allow the overtaking vehicle to pass immediately by slowing and moving to the left side of the roadway and, if necessary, stopping. The failure of the yielding vehicle to put on the left side indicator will not be deemed a reason to prevent overtaking and the overtaking vehicle DOES NOT need to wait for it to be turned on to overtake; it is merely an additional indication to the overtaking vehicle that the vehicle being overtaken has acknowledged that they are aware of their intention to overtake. **The overtaking vehicle must only pass on the right side of the overtaken vehicle.**

### c) Failure to Permit Overtaking

Should the driver of a vehicle being overtaken hinder the overtaking vehicle at all and the overtaking driver reports such a breach to the organisers, the organisers will view any evidence provided and the Stewards will impose the following penalty, which will be final:

- First offence for failure to permit overtaking **1 minute penalty**
- Second and each subsequent offence for failure to permit overtaking **2 minute penalty**

Overtaking complaints **must include video evidence** and be lodged with a Competitor Relations Officer at event headquarters within 30 minutes of the claimant's actual time of booking in at the end of the leg to be investigated. Lack of video evidence will result in any such claim being dismissed

## 9. Security Parks & Targafests

### a) Security Park (Except Tours)

A security park is an area in which the vehicles will be parked overnight after each leg in a secure environment. Vehicles must be parked in the overnight security park within their allocated time plus any available late time. Mechanical work of any nature that requires the removal of **any** component of the vehicle, including wheels, is not allowed within a security park, Targafest or Parc Ferme. Following **pre-event Scrutiny** the initial Security Park will be declared a **Parc Ferme** until the vehicle is released for the Start of Leg 1.

### b) Arrival at and Removal of Vehicle from a Security Park (Except Tours)

Once through the final end of leg control all vehicles **MUST** enter the security park, either directly or via the car wash. Any vehicle who has passed through the final end of leg control not listed as having entered the security park within their allocated time will receive a penalty of 5 minutes. On the submission of the appropriate form to a CRO no later than 6.45pm, vehicles may be removed from the security park after 7.00pm; except when an Expo or Targafest is being held, where the time of removal is after 9.00pm or as advised in a bulletin. **On the first occasion no penalty will apply.** Penalties as follow will apply to each subsequent occasion a vehicle is removed from the security park regardless of the reason for removal:

- **2<sup>nd</sup> Occasion**
  - **Classic, Thoroughbred & GT Sports Trophy- No Penalty**
  - **Classic GT - 2 Minutes**
  - **Early Modern, GT2 & GT4- 5 Minutes**
- **All Subsequent Occasions**
  - **Classic, Thoroughbred & GT Sports Trophy- 2 Minutes**
  - **Classic GT, Early Modern, GT2 & GT4- 5 Minutes**

### c) Removal of Vehicle from the Security Park for Publicity Purposes

A vehicle may only be removed from the Security Park without penalty for publicity or promotion purposes arranged by the organisers. A vehicle may also be removed, without penalty, for such purposes arranged by an entrant or by a crew, but only with the approval of the organisers.



#### d) **End of Event Parc Ferme**

After crossing the official finish line, those vehicles nominated by the Technical Commissioner or Chief Scrutineer will be placed in Parc Ferme and will remain in this area until released by the Clerk of the Course.

#### **10. Re-fuelling**

Refuelling is not restricted except on suburban streets and all built up areas. **All** Targa Officials are judges of fact. A two minute penalty will apply for each offence.

#### **11. Running Order**

The running order can be partially altered before starting the last stage at a location to be notified in the Road Book. The organisers reserve the right to alter the running order of award winning crews before the final Targa stage on leg six in order to allow the crews to arrive at the finish earlier than their normal time to meet media commitments.

#### **12. Start Order**

All crews will run the competition in an order that will be determined by the organisers taking into consideration past performances of the crew or in the case of new competitors, the potential performance of the vehicle. The start order will be established with the slowest vehicle leaving first, the second slowest leaving second, and so on. The competition start order, times to report and start times for Leg One will be posted on the Official Notice Board by 9.30pm on the evening before the Official Start of the event. Report times will be sent via SMS text to crews by 10:30pm who supplied a mobile number at Documentation. Crews are required to report to the security park no later than the time specified.

#### **13. Restart Order**

The Clerk of the Course will have the right to change the starting order of any vehicle whose performance differs significantly from those in its immediate vicinity. The official restart order for each leg will be posted on the Official Notice Board by 9.30pm on the preceding day. Crews are required to report to the security park 20 minutes before their due time of departure and this Report Time will be sent via SMS each evening by 10.30pm. Crews are then to report to their vehicle and prepare to leave when instructed to do so. A request for a start order adjustment must be made with a CRO no later than 5.30pm at the end of each leg. Vehicles will start at 30 second intervals. The start order for section two of each Leg shall be the order of arrival at the lunch break at the end of section one. A crew which starts section two before their scheduled time, unless directed to do so by the Clerk of the Course or his nominee, will be liable to a penalty, applied by the Stewards, of 30 seconds for each 30 seconds or part thereof leaving early.

#### **14. Crews Withdrawing From Competition and Retirement**

Should a crew not complete a leg, it is that crew's responsibility to advise a CRO of their intention regarding future participation in the competition (e.g. forgoing the remainder of the current leg but intending to start the following leg, withdrawal or retirement from the competition due to an inability to restart; etc.). Failure to notify the organiser in this manner could result in the organisers deeming that the crew has withdrawn or retired completely from the competition. In this case, the crew may not be included in the start order for the following leg and may be denied permission to continue in the competition. Any crew who withdraws from the event and does not intend to re-join at any future time, must complete the 'Notification of Withdrawal' form supplied with the Road Book and hand this to a control official, recovery official, or another competitor, for submitting to a CRO or email this form to [cro@targa.com.au](mailto:cro@targa.com.au)

#### **15. Re-joining**

If a crew has satisfied the conditions necessary of the Chief Scrutineer to re-join the competition, having not completed the whole course to date, they may do so providing that they report as follows:

- To a CRO advising their intention no later than 7.00pm on the leg concerned, or
- To a CRO on a following leg no later than 30 minutes before the due time of departure of the vehicle. In this case the vehicle may start in such position as determined by the Clerk of the Course

#### **16. Stage Starts**

The start of a competition vehicle may only be delayed in relation to the scheduled starting time by the appropriate official. A false start, particularly one made before the electronic start or official has given the signal, shall be penalised by 1 minute. If, through the fault of the crew, a crew does not move into the start area when summoned to do so by the official a penalty of 1 minute will be applied for every 30 seconds they delay the start. Competitors are to start a Targa stage in the order that they arrive at the time control. Competitors are not to start out of order unless instructed to do so by the line-up officials or Stage Director. Failure to comply: 1 minute penalty. The Stage Director and line-up officials will be deemed to be judges of fact. **Category 2 competitors may move forward at a section or stage start if they have fallen back through the field.**

## 17. Controls

### a) Speeding in Control

Any vehicle reported as being driven into a stop point, after passing the 'Stop 200' sign, at a speed which is regarded as dangerous to the control officials, may face a penalty as high as exclusion.

### b) Working on a Vehicle

Working on vehicles in the control area is forbidden, except for cleaning of windscreens; however if a scrutineer considers that the state of a car has become so defective that the safety of normal road traffic might be affected, this car must be repaired in the presence of a scrutineer before continuing.

## 18. Vehicle Weight Checkpoint

A Scrutineer may undertake the weighing of any vehicle at any time during an event. It is compulsory to stop at a Vehicle Weight Checkpoint (VWC) when requested to do so by a Scrutineer. It is compulsory to follow the instructions of a Scrutineer/Targa Official at any VWC. The event scales to be used for the event will be available for use by competitors at Pre-Start Scrutiny. The event scales will be used by the Scrutineer who will be the judge of fact in relation to the weight of the vehicle. A competitor may request that their vehicle is weighed or re-weighed at any time, it will be at the discretion of the Scrutineer if this can be carried out at the time of the request.

Vehicles found to be underweight will have the following penalties applied:

- 1<sup>st</sup> Offence: 2 minutes
- 2<sup>nd</sup> Offence: 5 minutes
- 3<sup>rd</sup> Offence: Referred to Stewards

The penalty for failure to stop at a VWC, and/or failure to follow the instructions of the VWC scrutineer/officials, shall be the same as that for the vehicle being underweight.

## 19. Restricted Time Zones (RTZ)- EXCEPT TOURS

Restricted Time Zones will be located on various stages on the course. Competitors are required to remain within these zones for the minimum amount of time as outlined in the Road Book. This time will be calculated based on 5 seconds per 100 metres of zone. i.e. a 300 metre zone will require the competitor to remain within the zone for a minimum of 15 seconds before exiting the zone. The Rally Safe device is the judge of fact in all instances where a competitor fails to remain within the zone for the minimum amount of time. A 30 second penalty will be added to the competitors overall penalty time for each offence on the stage where the breach occurred. At no time can a vehicle slow to below 30kph whilst in the zone, in order to record a time greater than the minimum time. If a vehicle is found to have breached this requirement within the zone this will result in a 30 second penalty being applied for each offence on the stage where the breach occurred. Overtaking rules as outlined in these regulations apply to all Restricted Time Zones.

## 20. Stage Finishes

The Targa stage will end at the flying finish; stopping between the yellow warning sign and the stop sign is forbidden and may result in a penalty up to exclusion.

## 21. Stop Points

Crews are required to come to a complete stop at each Stop Point. Crews must leave helmet straps done up and seat harnesses tightened until after they leave the Stop Point. Failure to stop at a Stop Point and/or have helmets and harnesses tightened will result in a penalty of 30 seconds for each occurrence. All Stop Point Official are deemed to be Judges of Fact.

## 22. Interruption of a Targa Stage

When a Targa stage has to be definitively stopped for any reason whatsoever before the last crew has covered it, a classification for the stage may be established by allocating a derived time to each crew which was unable to complete the stage because of the interruption. However, no crew which is totally or partially responsible for stopping a stage may benefit from this measure.

## 23. Direction of Travel

When driving on a Targa stage crews are bound to drive only in the direction prescribed in the road book and are forbidden to drive in the opposite direction. The penalty for a crew whose vehicle is detected travelling in the wrong direction is 20 minutes per incident.

## 24. Motive Power

The penalty for a crew whose vehicle does not travel under the motive power of its engine during any section of any leg of the event is 5 minutes per incident.

## **25. Cutting Corners**

Any competitor who is observed by an official, taking a line that results in a complete tyre (front and/or rear) passing beyond the sealed surface will receive a penalty of 1 minute per offence.

## **26. Touring Stages & Traffic**

### **a) Quiet Zones**

All towns on the route are considered to be Quiet Zones (unless they are part of a Targa stage). Vehicles must be driven within the posted speed limit and with a minimum level of noise. Failure to observe quiet zone restrictions will render the offending crew liable to a penalty of 20 minutes per infringement.

### **b) Early or Late Arrival**

Early or late arrival at the end of a touring stage will not involve a time penalty. However, late time will accrue at the rate of 1 second for each second of time taken in excess of the time allowed for the touring stage. Late time cannot be regained by early arrival at any time control.

## **27. Traffic Infringements**

Throughout the entire rally, crews must strictly observe the traffic laws of the state the event is being held. Any crew which does not comply with these traffic laws shall be subject to the penalties set out below:

- Each infringement : a 5 minute time penalty plus a cash penalty equal to that of the penalty issued by authorities

Competitors will be issued with an infringement detail sheet and payment details via a CRO. Payment must be made before the start of the next leg of the event. In the case of the final leg, payment must be made by 5.00pm on this day. Any delay in making payment shall entail suspension from the event or withholding of prizes (if offence occurred on final leg) for the period during which a fine remains unpaid. Payments can be made via a CRO. Note: Fines and penalties applied by the Police will be in addition to the above.

## **28. Reconnaissance**

### **a) Recce Notes**

Recce Notes will be available to competitors.

### **b) Traffic Regulations**

Reconnaissance must be conducted within the designated speed limits and respecting all other road traffic laws. Speed limits in each state are clearly signposted and must be respected at all times other than when competing on a Targa stage. A member of the Police is a Judge of Fact in relation to breaches of traffic laws.

### **c) Vehicles**

Reconnaissance must be conducted only in normal road-registered vehicles (not competition vehicles) which do not carry any sign-writing relating to the event or signage that could be deemed as giving the public the impression that it could be a Targa car. Any breach of this will result in a \$500 fine for each offence, payable at or before documentation.

### **d) Limited**

During the three-week period before the event, reconnaissance is limited to a maximum of three passes over any Targa stage on any one day. Competitors found to be in breach of this will be fined \$500 for each offence, payable at or before documentation. This fine will need to be paid before the competitor will be allowed to start on Leg One of the event.

### **e) Forbidden**

In the interests of community relations, the organisers reserve the right to forbid reconnaissance on certain Targa stages during the week before the event. Any such restrictions will be advised in a bulletin.

### **f) Practising**

Any violation of road traffic laws arising from 'practising' in any vehicle at any time before the event may lead to the competitor/s concerned being denied permission to participate in the event, and being investigated by the organisers for an act prejudicial to motor sport and referred to the Stewards.

### **g) Breaches**

Any breach of these regulations relating to reconnaissance, shall be referred to the Stewards for consideration, who may apply a penalty as high as exclusion from the event and forfeiture of all entry fees paid.

### **h) Accidents**

Any competitor at fault of a traffic accident on a Targa stage before the event may be excluded from the event following an investigation and forfeit all monies paid.

## **29. Service Crews**

### **a) Registration**

Service crew members may be registered with the organisers by completing the appropriate registration form and lodging it along with a registration fee as advised on Targa Australia website. This fee includes service crew instructions, vehicle window decal, event cap, one ticket to the Welcome Party, identification swing tag and wrist band, which must be worn at all times.

**CAMS Personal Accident Insurance is provided for registered service crew members ONLY.**

Service crew kits may be collected from the service crew registration desk during documentation. All service crew members must be over 16 years of age at the commencement of the event. All service crew members will need to have signed the relevant form before the service crew kit will be released - (parts of kits will not be issued.)

### **b) Identification and Instructions**

Service crews will be issued with personal identification and service crew instructions at documentation, together with service vehicle identification decals. These decals must be placed on the vehicle so registered in the specified location.

### **c) Instructions of Officials**

As service crews are acknowledged participants in the event, they are required to obey the instructions of the officials of the event and ensure that during the event the personal identification provided is displayed at all times.

### **d) Restricted Areas**

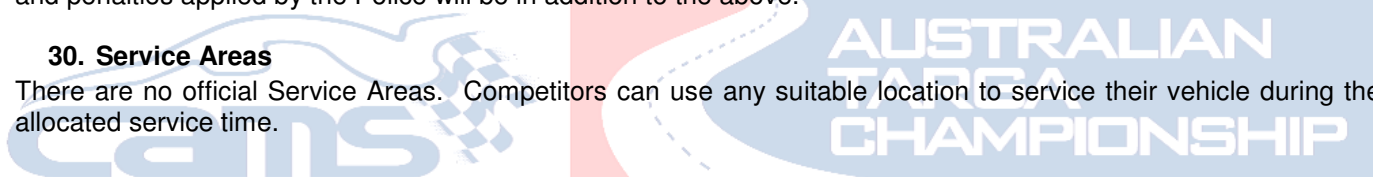
Service crews may not enter Parc Ferme without the approval of the Technical Commissioner. Service vehicles are not permitted in any Security Park (at overnight stops) or lunchbreak locations. The area reserved for extensive repairs near the security park can only be utilised with the express permission of the Technical Commissioner.

### **e) Traffic**

Service crews are required to observe all traffic regulations and respect the traffic laws of the state. The organisers may receive advice of speeding from the local Police. Entrants of offending service crews will be charged \$300 by the Stewards for each offence. The entrant or competitor, for whom the service crew is registered or aligned to, will be responsible for the payment of fines imposed by the organisers on that service crew. Payment must be made before the start of the next leg of the event. In the case of final leg, payment must be made by 5.00pm on this day. Any delay in making payment shall entail suspension from the event or withholding of prizes (if offence occurred on the final leg) for the period during which a fine remains unpaid. Payments can be made via the Competitors Manager. Note: Fines and penalties applied by the Police will be in addition to the above.

## **30. Service Areas**

There are no official Service Areas. Competitors can use any suitable location to service their vehicle during their allocated service time.



# SECTION G – TSD TROPHY

## 1. Road Books

Road books which provide comprehensive details of the course will be issued to crews at documentation. The use of Pace Notes is permitted. **Please note that all distances are measured using a Terratrip device to ensure measurement to the metre. GPS based measuring equipment can and will likely give a different measurement each time they are used on a particular piece of road**

## 2. Scoring

One penalty point will be awarded for competitors finishing slower or faster than the allocated average speed for the stage. For example for a 5 km stage set at an average speed of 90 km/h, the loss of 1 point would be incurred for finishing the stage at an average speed between 89.9 km/h and 90.1 km/h. In time, this would be between 3m 19.8s and 3m 20.2s a difference of 0.4 seconds. Similarly to incur a penalty of two points this time window would be between 3m 19.6s and 3m 20.4s, a difference of 0.8 seconds over a 5 km/h stage. For a 10 km stage, at the same average speed, the loss of points would be on the same basis as above but the time difference would be 0.8 seconds. Stages will vary in length and using the formula outlined above penalty points will be awarded accordingly in recognition of average speed. The penalty for not reporting to any time control within the prescribed late time limit is 100 points per time control.

## 3. Stage Time

A stage time will be required to be calculated for each TSD Trophy stage based on an average speed set by the organisers prior to the event. The competition is designed for competitors to accurately gauge when they will need to reach the flying finish line. Organisers also reserve the right to vary this average speed by issuing wet and dry times before the day's competition starts or at any time throughout a competition leg.

## 4. RallySafe Equipment

The fitment of RallySafe equipment to each competition vehicle is mandatory in order to monitor the speed and track vehicle positioning during the event.

## 5. Navigation Instruments

Electronic (i.e. Monit, Terratrip etc.) or mechanically driven navigation instruments may be fitted provided that their sole function is to only provide distance and speed measurements of the vehicle. The fitment or carrying of any laptop PC, tablet PC and/or any smart technology device that can calculate the relevant position of the vehicle on the stage is forbidden. A mobile telephone may be carried in the vehicle provided it is secured in such a way as to not be visible or usable by the crew on a stage, save for when required for emergency purposes. If this type of equipment is found to have been used for the purpose of calculating the relevant position of the vehicle on a stage or other purpose deemed to be an advantage to the crew to maintain the average speed for any time on any part of the course, for the duration of the event, a penalty of up to exclusion can be applied by the Stewards.

## 6. Maximum and Minimum Speed

The maximum speed that any TSD Trophy competitor can reach is 130km/h. A one point penalty will be applied per second that they are above 130 km/h as monitored via the RallySafe equipment. Any TSD Trophy competitor who exceeds 140km/h will have a 100 point penalty applied to their overall score for each offence on a particular leg. Any subsequent offence on a following leg will receive the penalty of exclusion at the end of this leg and the competitors will be given the option to complete the course in the Targa Tour. In the case of a second offence on the final leg, a fine of \$750 will be applied and be payable before any further Invitations to Compete will be issued to the crew for future Targa events.

If a competitor completes any stage with an average speed of more than 10% over the allocated average speed for the stage, they will receive the penalty of exclusion at the end of this leg and the competitors will be given the option to complete the course in the Targa Tour. In the case of the offence occurring on the final leg, a fine of \$750 will be applied and be payable before any further Invitations to Compete will be issued to the crew for future Targa events.

Except where required by road conditions or other extenuating circumstances, competitors are also required to maintain a minimum speed of 30 km/h while on a Targa stage. If a competitor falls below 30 km/h, a one penalty point per second where the vehicle is below this speed as monitored via RallySafe equipment will be applied in the first instance. Any subsequent offence on a following leg will receive the penalty of exclusion at the end of this leg and the competitors will be given the option to complete the course in the Targa Tour. In the case of a second offence on the final leg, a fine of \$750 will be applied and be payable before any further Invitations to Compete will be issued to the crew for future Targa events.

## 7. Apparel

Race suits and race boots are recommended but are not a requirement of competition. Competitors must wear neck-to-ankle clothing cover and closed shoes while competing. Clothing of synthetic materials are not permitted.

## 8. Helmet

Competitors are required to wear a helmet while competing that complies with CAMS Manual Schedule D Apparel for a Level B Helmet. Competitors in open vehicles must wear eye protection at all times while the vehicle is competing.

## 9. Vehicle Requirements (refer to Targa Australia Technical Regulations)

A vehicle wishing to compete in TSD Trophy must be equipped with the following:

- Safety Triangles
- Blue triangle – to show the location of the vehicle's battery point
- Correctly maintained hand-held fire extinguishers with a total capacity of not less than 2.0kg effectively secured to the vehicle
- First aid kit
- Oil spill kit or a sufficient quantity of 'kitty litter'
- Suitable Tow points
- **Vehicles do not require a roll cage, race seats or harnesses in this competition.**





## SECTION H – THOROUGHbred & GT SPORTS TROPHY

### 1. RallySafe Equipment

The fitment of RallySafe equipment to each Thoroughbred & GT Sports Trophy competition vehicle is compulsory in order to monitor the speed and track vehicle positioning during the event.

### 2. Maximum Speed

The maximum speed that any Thoroughbred or GT Sports Trophy competitor can reach is 130km/h. A 5 second penalty will be applied per second that the competitor is above 130 km/h as monitored via the RallySafe equipment. Any competitor who exceeds 140kph will have a 5 minute penalty added to their overall time for each offence on a particular leg. Any subsequent offence on a following leg will receive the penalty of exclusion at the end of this leg and the competitors will be given the option to complete the course in the Targa Tour. In the case of a second offence on the final leg, a fine of \$750 will be applied and be payable before any further Invitations to Compete will be issued to the crew for future Targa events.

### 3. Apparel

Race suits and race boots are recommended but are not a requirement of competition. Competitors must wear neck-to-ankle clothing cover and closed shoes while competing. Clothing of synthetic materials are not permitted. Where possible the use of a Frontal Head Restraint is highly recommended.

### 4. Helmet

Competitors are required to wear a helmet while competing that complies with CAMS Manual Schedule D Apparel for a Level B Helmet. Where a Frontal Head Restraint is worn the Helmet must comply with the CAMS Level A requirements. Competitors in open vehicles must wear eye protection at all times while the vehicle is competing.

### 5. Vehicle Requirements (refer to Targa Australia Technical Regulations)

A vehicle wishing to compete in Thoroughbred or GT Sports Trophy must be equipped with the following:

- A minimum of a CAMS approved Type 2 Half Safety Cage Structure or approved manufacturer fitted half safety cage, and padding, that must comply with the requirements of the CAMS Manual of Motor Sport – General Requirements, Schedule J. This Safety Cage Structure may be of a bolt-in design.
- Safety Triangles
- Blue triangle – to show the location of the vehicle's battery point
- Correctly maintained hand-held fire extinguishers with a total capacity of not less than 2.0kg effectively secured to the vehicle
- First aid kit
- Oil spill kit or a sufficient quantity of 'kitty litter'
- Suitable Tow points at front and rear of vehicle
- **Vehicles do not require race seats or harnesses in this competition.**

# SECTION I – THE TARGA TOUR

## 1. Licence Requirements

Both driver and co-driver shall hold, as a minimum, a current CAMS Level 2 Non- Speed Licence. Except for navigator-only licences, either crew member may drive the vehicle during the course of The Event. A crew member who does not hold a Civil Driver's Licence shall not be eligible to drive the vehicle at any stage during the event.

## 2. Clothing Requirements

Participants must wear neck to wrist to ankle cover and closed flat shoes whilst driving through Targa Stages. Clothing of synthetic materials are not permitted.

## 3. Road Books

Road books which provide comprehensive details of the course will be issued to crews at documentation. **The use of Pace Notes is prohibited.** Crews found using Pace Notes will be excluded from the Targa Tour immediately. It is important that at least one crew member be able to read a road book, particularly on touring stages.

## 4. Course

Crews are required to follow the course in packets of up to 15 vehicles, led by an organiser's course vehicle.

## 5. Start Order

Tour Packets and packet order may be adjusted after each Leg. The Tour Leader may change the order of, and/or within, a tour packet at any time. Refusal to follow the instructions of the Tour Leader will see the participant not start the next or any proceeding stages.

## 6. Reporting for the Day's Activities

Crews are required to report to the first time control 20 minutes before their time of departure and prepare to leave when instructed to do so by the Tour Leader.

## 7. Targa Stages

### a. At start of stages:

Participants are to queue behind the Targa Tour Leader vehicle on the side of the road (not in the middle) as directed. The Targa Tour Leader vehicle will give two minutes warning before departure and participants are then required to be in their vehicles, with seat belts done up. If a vehicle is not ready to start in its proper order, it may be directed to pull to the side of the road and miss touring through the stage. No departure time will be recorded. Failure to move forward in convoy when instructed to do so will be reported to the Clerk of the Course, which may be referred to the Stewards who may impose a penalty, including exclusion from the Targa Tour. Proceeding through the start line at more than 10km/h is not allowed and all instances will be reported to the Clerk of the Course, which may be referred to the Stewards who may impose a penalty, including exclusion from the Targa Tour.

### b. Through Stages:

Participants are to follow the Targa Tour Leader car through the stage in convoy and normal safe driving practices are to be adopted at all times. **Speed will be limited to the posted limits, irrespective of the road being closed to public traffic. Participants are not permitted to 'drop back' and then accelerate at high speed.** Observers, who will be Judges of Fact, will be located around the course to make judgments on the following:

- Speeding
- Participants not maintaining formation
- Sliding or drifting
- Locked wheels while braking
- Driving off the edges of the sealed surface
- Body damage

Violations will be reported to the Clerk of the Course and the following action taken:

- First offence: participant required to appear before the Clerk of the Course, who will consider the nature of the infringement and may refer the matter to the Stewards who will apply a monetary penalty as deemed appropriate
- Second offence: denied permission to continue in the Tour
- Travelling along a stage in the wrong direction will lead to exclusion from the Targa Tour

## 8. At the Finish

At the finish of stages, participants must slow down and be prepared to stop, and then continue to follow the Targa Tour Leader vehicle into the next transport stage. No arrival time is recorded.



## 9. Overtaking

Overtaking is **NOT** permitted, unless a vehicle in front has mechanical problems and has slowed down perceptibly and a clear signal is given by the overtaken driver. The penalty for overtaking is \$250 per offence.

## 10. Vehicle Requirements

A vehicle wishing to participate in a Targa Tour must be equipped with the following:

- **Two** Safety Triangles
- First Aid Kit
- At least **One** tow point- either front and/or rear
- Full-Face FIA Approved helmets must be worn by both participants on Targa Stages in convertible cars, if the roof is down or removed, and all open top vehicles
- Full-Face Helmets are NOT to be worn in all closed top vehicles to avoid increased risk of neck injuries through the possible deployment of on board Air Bags and/or sudden movement of the head in the absence of full race harnesses.
- Tyres must be road legal (no slicks allowed) and maintain a tread depth above the wear indicators at all times. Any vehicle found to have unsuitable tyres at any time will not be allowed to proceed through the next stage until the tyre/s are changed to the satisfaction of the organisers
- It is highly recommended but **not compulsory** to securely fit a correctly maintained hand-held fire extinguisher with a total capacity of not less than 1.0kg
- **Vehicles do not require a roll cage, race seats or harnesses in the Targa Tour**



## SECTION J – PROTESTS & PENALTIES

### 1. Penalties and Breaches

Penalties for breaches of these regulations will be applied as follows:

- i. Where a mandatory penalty is specified in these regulations, which must be imposed for the relevant offence, the penalty may be imposed without prior consultation with the competitor.
- ii. Where a penalty is specified in these regulations and the penalty is to be determined by the Stewards the competitor will be notified and the matter will be investigated by the Stewards and the appropriate penalty will be applied.
- iii. Where a penalty is specified in these regulations and the offence is determined by a judge of fact, the penalty may be imposed without consultation with the competitor.

The CAMS Infringement Notice process will be used at this event. For penalties issued under subparagraphs (i) and (iii) above, the Infringement Notice will be emailed to the email addresses for the crew that have been supplied to the organisers. For penalties applied under subparagraph (ii) above (such penalties being applied after consultation by the Clerk of the Course with the Stewards as to the appropriate penalty) the Infringement Notice will be emailed to the crew and the CRO. A request may be issued by the Clerk of the Course for the crew to collect the Infringement Notice from a CRO or from the Event HQ. A summary of all penalties will be posted each day on the Official Notice Board.

- It is imperative that an email address be supplied to the organisers that allows for these communications with the crew.
- Any references to a penalty of exclusion in these Supplementary Regulations means that the Clerk of the Course and the Stewards have consulted and the exclusion penalty is being applied on the Stewards behalf by the Clerk of the Course (refer NCR 191)

### 2. Protests

All protests concerning the application of the regulations must be lodged in writing and handed to the Chief Competitor Relations Officer to be forwarded on to the Clerk of the Course together with the protest fee which is non-refundable if the protest is judged unfounded. For this event the time limit for the lodgement of protests will be in accordance with CAMS NCR XII - Protests, subject to the following exceptions:

- a) For the purposes of determining the time limit for protests as to the validity or eligibility of an entry scrutiny will be deemed to have been completed at 4.00pm on the final day of scrutineering, as listed in the events Supplementary Regulations, or such later time as will be notified on the Official Notice Board. Any protest in this regard should be lodged forthwith, but not later than 30 minutes after the completion of scrutiny.
- b) A protest against any mistake, irregularity or act to the prejudice of the competition occurring, or becoming apparent while the competition is taking place, must be lodged:
  - Not later than 30 minutes after the finish of all legs of the competition. The competition will be deemed to finish at 5.30pm.
  - Notwithstanding the above, if an enquiry lodged with the organisers is not answered until a later time, any protest must be lodged no later than 30 minutes after the finish of competition at the end of the Leg during which the answer is provided. The leg will be deemed finished at 5.30pm each day.
- c) A protest against any decision of the organisers contained in any class list or start order must be lodged within 1 hour of the posting of the list as outlined in the events Supplementary Regulations.
- d) Protests relating to the due and proper compilation, assessment or publication of results must be lodged within 30 minutes of the Provisional Final Classifications being placed on the Official Notice Board.

### 3. Appeals

Appeals must be lodged in accordance with CAMS NCR XIII and accompanied by the prescribed fee.

#### 4. Judges of Fact

Any official appointed by the organisers will be a Judge of Fact in regard to:

	A	B	C	D	E	F	G	H	I	J	K	L
Vehicle not under own motive power	✓	✓	✓			✓				✓	✓	
Cutting corners	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
Opposite direction on Targa stage	✓	✓	✓		✓	✓	✓	✓		✓	✓	✓
Not wearing a safety belt	✓		✓		✓	✓	✓					
Not wearing safety apparel	✓		✓		✓	✓						
Speed of a vehicle												✓
Weight of a vehicle						✓						
Working on a vehicle in control		✓				✓				✓	✓	
False start at Targa stage start line				✓								✓
Headlamps not turned on		✓	✓	✓		✓						
Not wearing wristband	✓	✓		✓	✓	✓	✓					
Using incorrect fuel						✓			✓			
Tyre condition / replacement	✓	✓		✓		✓						
Failure to stop at Stop Point	✓	✓										✓
Speed Reduction Zones												✓
Removal of Vehicle from Security Park						✓						
Not following course in accordance with road book	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓
Not slowing down for orange flashing light prior to scene of incident					✓						✓	
Not remaining behind MIV with flashing lights					✓						✓	
Not slowing down on display of yellow flag			✓									
Not slowing down on display of triangles	✓	✓	✓		✓	✓		✓	✓			
Failure to remove safety triangles	✓	✓	✓	✓	✓	✓				✓	✓	

A – Event Director and Stage Directors

C- Control, Road Closure, SOS & Spectator Officials

E- Emergency Services Officials

G- Tour Leaders & Observers

I- Officials Appointed to Monitor Fuel

K- Crew of 999 Course Car

B- Control Officials

D- Start line Officials

F- Scrutineers/ Technical Commissioner

H- Any Photographer or Film Crew

J- Recovery Manager

L- Clerk of the Course using RallySafe System

- Any Medical Officer appointed by the organisers is a Judge of Fact as to the medical condition of a competitor.
- Any member of the local Police is a Judge of Fact in relation to traffic regulations infringement.

## SECTION K - RESULTS

### 1. Classification- CAMS Australian Targa Championship

Crews will be classified within their allocated competition as follows:

- i. General Competition Classification in which the crews will be listed in ascending order of aggregate penalty time or point penalties within their competition. In the case of the Classic Competition, allocated handicaps will be added to determine these classifications. These classifications will be used to determine points awarded in each competition for the CAMS Australian Targa Championship.
- ii. Overall Competition Classification in which the crews will be listed in ascending order of aggregate penalty time within their combined competitions. These classifications will be used to determine points awarded in both overall competitions for the CAMS Australian Targa Championship.
- iii. Vehicle Category Classification in which the crews will be listed in ascending order of aggregate time penalties within each category (if applicable).
- iv. Vehicle Class Classification in which the crews will be listed in ascending order of aggregate time penalties within each class (if applicable).
- v. Finishers Classification for each crew which reports with its vehicle, or parts thereof, to the finish control at the Official Finish Line before the commencement of the Champagne Shower presentations.
- vi. Such other classifications as are necessary to determine results for other awards and trophies.

### 2. Overall Winners- CAMS Australian Targa Championships

In addition to the winners of each listed competition, there will be two Overall based competitions covering the following competitions;

- Overall- Early Modern, GT2 & GT4
- Overall Classic- Classic & Classic GT

Separate points will be awarded based on the overall results from these combined competitions for the awarding of the CAMS Australian Targa Championship Overall Champions and Overall Classic Champions.

### 3. Results Media Reporting

For the purposes of media reporting, social and/or traditional, the organisers reserve the right to report the results of any and/or all competitions as it feels necessary to ensure the highest level of media coverage

### 4. Provisional and Final Classifications

Provisional Final Classifications for each competition will be posted on the Official Notice Board by **5.00pm on the final day of the event**. If, for any reason, it is not possible to post these classifications at this time 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. Protests against any error or irregularity occurring during a competition, referring to the non-compliance of vehicles with the regulations and concerning the classification established at the end of the event shall, except in circumstances which the stewards of the meeting consider as physically impossible, be made within thirty minutes of the official publication of the results. The unofficial scores will be removed from the official notice board at 5.00pm on this day.

### 5. Results Enquiries

Competition results enquiries must be submitted in writing to a CRO using the form provided by the CRO, or emailed to the CRO email address by 6.30pm each night in relation to the leg that day. Any results enquiry submitted after this time or on a subsequent day will not be investigated or processed. Text messages will not be deemed an official enquiry and will not be processed.

### 6. Results

#### i. Advertising of Results

All advertising, sales promotion and publicity material produced by competitors or their agents must refer prominently to the correct competition. By entering the event, all competitors specifically agree to abide by this regulation. The official event logo and associated words must be used, and approval for such use provided in writing by the organisers. Artwork is available from the organisers.

#### ii. Use of Results


Advertising, publicity and all other statements made by competitors and their agencies referring to the results of the competition must be in accordance with the official results announced by the organisers. Any competitor or firm advertising the results of the event must state the exact conditions of the performance referred to, the nature of the competition, the category, the class, etc., of the vehicle and the position of the result obtained. Any omission or addition calculated to raise doubts in the public mind may result in a penalty being imposed on the person responsible for publishing the advertising. No advertising regarding the winning of any of the above competitions may be made before the declaration of the final official classification, unless it includes the words 'subject to the official publication of the results', or 'these results are provisional subject to confirmation'. Once published, the final official classifications may be used in advertising without qualification as listed above.

## SECTION L- SAFETY PROCEDURES

Crews are required to report any incident involving a member of the public, injury to a competitor, official or spectator, and any damage to private or public property or damage to a competing vehicle. Such reports are to be made on the appropriate form in the Road Book, and must be lodged with a Competitor Relations Officer at the overnight security park or event headquarters, no later than two hours after the involved crew's actual time of booking in at the end of the Leg in which the incident occurred. Failure to report an incident as outlined above could result in the crew involved being liable to a penalty of up to 60 minutes per infringement. Where Safety Points are established crews are required to stop at these points to report incidents where medical assistance is required or where a serious hazard exists.

### Symbols and Their Meaning

- The SOS and OK signs are part of the road book; the triangles are carried by competitors

		<b>PUT OUT TO WARN FOLLOWING CREWS TO SLOW DOWN, TAKE CARE AND BE PREPARED TO STOP</b>
SOS	RED	<b>STOP AND RENDER ASSISTANCE</b>
OK	GREEN	<b>NO NEED TO STOP; REPORT SEEING CAR AT STOP POINT</b>

### Procedure to be followed by Competitors

#### **Situation 1: Vehicle off the road and is not a hazard: NO HELP REQUIRED**

The crew of the vehicle involved at an incident, or if the vehicle is stopped for any reason (including breakdown) is to put the triangles out at approximately 100m and 50m; display the **OK** sign at the vehicle to following crews until the 999 goes past and switch their RallySafe unit to **OK**. If the vehicle is well off the road the **OK** sign is to be placed on a fence, a tree, etc. near the roadway. All following crews are to report the sighting of the **OK** sign at the Stop Point. These crews are not required to stop at a Safety Point.

#### **Situation 2: Vehicle stopped and is a serious hazard: MEDICAL ASSISTANCE REQUIRED**

The crew involved at the incident is to put the triangles out at approximately 100m and 50m; the Red **SOS** sign to be held up to oncoming crews and switch their RallySafe unit to **SOS**. The first **TWO** crews on the scene are to stop. The first crew is to stay at the incident; the second crew is then to immediately proceed to report to the next Safety Point or the Stop Point at the end of the stage. Once the second crew has been stopped and departed, the first crew is to switch the RallySafe unit in the damaged vehicle to **OK** and display the **OK** sign to following crews, until the 999 goes past, who must observe the requirement of slowing down when they see triangles, but then can continue without stopping at the scene of the incident. The first crew is to stay until the Medical Intervention Vehicle (MIV) arrives and the crew of that vehicle gives the all clear for the first crew to leave.

#### **Situation 3: Vehicle stopped: NO SIGNS ON DISPLAY**

The first crew is to stop at the scene and one crew member is to immediately put triangles out at approximately 100m and 50m, while the other crew member holds up the **SOS** sign to oncoming crews and switch the RallySafe unit of the crashed vehicle to **SOS**. If this unit is damaged then the unit in the stopped vehicle is to be switched to **SOS**. The next crew is to stop. The second crew is then to immediately proceed to report to the next Safety Point or Stop Point at the end of the stage. Once the second crew has been stopped and then departed, the first crew is to display the **OK** sign to the following crews, until the 999 goes past, who must observe the requirement of slowing down when they see triangles, but then can continue without stopping at the scene of the incident. The first crew is to stop at the scene of the accident until the Medical Intervention Vehicle (MIV) arrives and the crew of that vehicle gives the all-clear to leave.

### **SAFETY POINTS**

- A Safety Point is an intermediate point where a competitor can stop and report a serious incident that has occurred prior to that point.
- A Safety Point will be visible for at least 200m.

# COMPETITOR HOT LINE 03 6221 8825

# CAM S Australian Targa Championship 2018-2019

## Category & Class Listings- V1

<b>Category 1</b>	<b>1900 - 1946</b>
<b>Vintage</b>	
Class A	All Capacities

<b>Category 2</b>	<b>1947 - 1961</b>
<b>Classic</b>	
Class A	Up to 1500cc
Class B	1500cc to 2000cc
Class C	2001cc to 3000cc
Class D	3001cc to 4000cc
Class E	Over 4000cc

<b>Category 3</b>	<b>1962 - 1965</b>
<b>Classic</b>	
Class A	Up to 1500cc
Class B	1500cc to 2000cc
Class C	2001cc to 3000cc
Class D	3001cc to 4000cc
Class E	Over 4000cc

<b>Category 4</b>	<b>1966 - 1971</b>
<b>Classic</b>	
Class A	Up to 1500cc
Class B	1500cc to 2000cc
Class C	2001cc to 3000cc
Class D	3001cc to 4000cc
Class E	Over 4000cc

<b>Category 5</b>	<b>1972 - 1976</b>
<b>Classic</b>	
Class A	Up to 1500cc
Class B	1500cc to 2000cc
Class C	2001cc to 3000cc
Class D	3001cc to 4000cc
Class E	Over 4000cc

<b>Category 6</b>	<b>1977 - 1985</b>
<b>Classic</b>	
Class A	Up to 1500cc
Class B	1500cc to 2000cc
Class C	2001cc to 3000cc
Class D	3001cc to 4000cc
Class E	Over 4000cc

<b>Category 7</b>	<b>1986 - 1999</b>
<b>Early Modern</b>	
Class A	Up to 2500cc
Class B	2501cc to 3500cc
Class C	3501cc to 4500cc
Class D	Over 4500cc

<b>Category 8</b>	<b>2000 - 2007</b>
<b>Early Modern</b>	
Class A	Up to 2500cc
Class B	2501cc to 3500cc
Class C	3501cc to 4500cc
Class D	Over 4500cc

<b>Category 9</b>	<b>2008 - Current</b>
<b>GT2 &amp; GT4</b>	
<b>Petrol</b>	
Class A	Up to 2500cc
Class B	2501cc to 3500cc
Class C	3501cc to 4500cc
Class D	Over 4500cc
<b>Diesel</b>	
Class E	All Capacities
<b>Hybrid - Electric</b>	
Class F	All Capacities

Competitions	Classic Specifications
TSD Trophy	SS
GT Sports Trophy	LMS
Thoroughbred Trophy	MS
Classic	
Classic GT	
Early Modern	
GT2 & GT4	
<b>Engine Equalisation Calculations</b>	
Supercharged/Turbo x 1.7	Rotary x 1.8 Diesel x 1.5

# 2018/2019 CLASSIC VEHICLE PERFORMANCE TABLE

## VERSION ONE

Category 1 (1901-1946)				Category 5 (1972-1976)			
1	SS	LMS	MS	5	SS	LMS	MS
A	31.0	27.5	24.1	A	10.8	8.1	5.5
B	29.7	26.3	23.0	B	9.8	7.2	4.6
C	27.2	23.8	20.6	C	7.8	5.2	2.7
D	25.9	22.6	19.4	D	6.9	4.3	1.8
E	25.4	22.2	19.0	E	6.5	4.0	1.5
Category 2 (1947-1961)				Category 6 (1977-1985)			
2	SS	LMS	MS	5	SS	LMS	MS
A	13.7	10.9	8.2	A	10.3	7.6	5.0
B	12.7	9.9	7.2	B	9.3	6.6	4.1
C	10.6	7.9	5.3	C	7.3	4.7	2.2
D	9.6	6.9	4.3	D	6.3	3.8	1.3
E	9.2	6.6	4.0	E	6.0	3.4	1.0
Category 3 (1962-1965)				Specific Vehicles			
3	SS	LMS	MS	Type	SS	LMS	MS
A	12.6	9.8	7.1	Alfa Romeo GTV 2000	9.9	7.2	4.6
B	11.5	8.8	6.2	Aston Martin DB4	8.9	6.2	3.7
C	9.5	6.8	4.3	Austin A30/35	20.3	17.2	14.2
D	8.5	5.8	3.3	Datsun 240Z	7.4	4.8	2.3
E	8.1	5.5	3.0	Datsun 240Z (over 3 litre)	NA	NA	1.6
Category 4 (1966-1971)				Ford Perana	5.6	3.1	0.6
4	SS	LMS	MS	Fiat 600-750	21	17.9	14.9
A	11.4	8.7	6.0	Hillman Imp	15	12.1	9.3
B	10.4	7.7	5.1	Holden Torana LC/LJ	7.9	5.6	2.9
C	8.4	5.8	3.2	Jaguar XJS V12	7.1	4.5	2.0
D	7.4	4.8	2.3	Jensen CV8	6.7	4.3	2.1
E	7.1	4.5	2.0	Mazda RX7 Turbo	5.6	3.1	0.6
				Mazda RX7 NA	8.3	5.7	3.1
				Porsche 944 NA	6.6	4.1	1.6
				Porsche 944 Turbo	5.6	3.1	0.6
				Triumph TR7	5.6	3.1	0.6
				Porsche 911 G Series Larger than 2.9 Litre	5.6	3.1	0.6
				Volvo 122S	11.9	9.2	6.5



## CONTACT DETAILS

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