

TARGA NORTH WEST

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**TARGA NORTH WEST
18th February 2017**

SUPPLEMENTARY REGULATIONS ©

Version Three Issued 6th February 2017

Changes in Yellow

CAMS PERMIT No. 817/1802/01

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SECTION A - ADMINISTRATION

1. Authority

Targa North West 2017 (hereinafter referred to as the 'event') will be an invitational National Targa Rally, conducted under the provisions of the International Sporting Code of the FIA, the National Competition Rules (hereinafter referred to as NCR) of the Confederation of Australian Motor Sport (hereinafter referred to as CAMS), the CAMS Tarmac Rally Standing Regulations, the Targa Australia Technical Regulations 2016 & 2017 Version 2 Update and these Supplementary Regulations, together with any bulletins containing further regulations that may be issued by the organisers, and the route instructions, all of which will have the same force as these regulations. The event consists of one leg of competition commencing and finishing at Burnie on 18th February 2017. It will be conducted over approximately 250 kilometres and all Targa stages will be entirely on roads with a bitumen surface. This Event will be conducted under and in accordance with CAMS OH&S and Risk Management Policies, which can be found on the CAMS website at www.cams.com.au. Event Organisers reserve the right to cancel, abandon or postpone the event in accordance with NCR 59 of the current CAMS Manual.

2. Competitions

The Event will comprise of seven competitions and one Demonstration Category:

- Discover Burnie TSD Trophy
- Discover Burnie GT Sports Trophy
- Shannons Classic
- Shannons Classic GT
- Duttons Garage Early Modern
- Discover Burnie GT4
- Discover Burnie GT2

Participants may enter only one of these competitions.

Refer to the Targa Australia Technical Regulations Version 2 Update for detailed information on all competitions.

3. General Program - 2017 Targa North West General Program

1 February Applications Close 5.00pm
17 February Documentation and Pre Start Scrutiny- 12.00pm to 3.00pm
17 February Compulsory Crew Briefing -5.00pm Burnie Arts & Function Centre- Burnie
17 February Welcome Drinks – 6.00pm Burnie Arts & Function Centre- Burnie
18 February Targa North West Competition
18 February Official Finish- Burnie Arts & Function Centre- From 3.00pm
18 February Post-event Scrutiny
18 February Final Classifications posted
20 February Headquarters returns to Targa Australia Hobart

4. Officials of the Event

The CAMS Officials of the Event will be advised in Bulletin

5. Event Management

Event Director	Mark Perry	Media Manager	Ian Chesterman
Clerk of Course	Hamish Marquis	Chief Competitor Relations Officer	Pam Von Stieglitz
Competitors Manager	Alice Mckenzie	Results Manager	Garry Searle
Operations Manager	Carly Zmendak	Finance Manager	Brittany Smith
Technical Commissioner	Scott McGrath		

6. Promoter

The event is promoted by Targa Australia Pty Ltd.

7. Secretariat

Targa Australia Pty Ltd
3/46 Mornington Rd
MORNINGTON TASMANIA 7018
Telephone 03 6221 8800
Email: enquires@targa.com.au Web: www.targa.com.au

8. Correspondence

The organisers accept no responsibility for correspondence forwarded to any address other than that indicated above.

9. Event Headquarters

The Event Headquarters and Official Noticeboards will be located at Burnie Arts & Function Centre in Burnie from **11.00am on Friday 17th February to 5.00pm Saturday 18th February**. All official communication between the organisers and crews will be via these notice boards. It is each crew's responsibility to check the notice board for any posted communications, such as bulletins and notices. Claims and/or protests relating to a crew not being aware of any such communications being distributed via the Official Notice Board will not be investigated

10. Currency

All reference to monies in these Supplementary Regulations is to Australian Dollars (AUD).

11. 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 the paddock, pits or 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.

12. Consumption of and Carrying of Alcohol

During any event, consumption of alcoholic beverages in the paddock, pits or any other portion 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.

13. Alcohol Breath Testing

Breath testing of both crew members will take place throughout the event. Any crew member 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 Tasmania Police or CAMS Accredited Testing Officer (CATO) appointed by the organisers.

SECTION B – ENTRANTS / CREWS / ENTRIES

1. Crews

A crew is made up of two persons on board each vehicle.

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 1st February 2017 (Close of Applications). 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. 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 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 GT Sports Trophy.

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

All drivers and co-drivers who intend on driving shall possess a current civil driving licences 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 Tasmania, may drive a vehicle in the event.

4. Driver Experience

a. Driver and Co – Driver Training

All drivers and co-drivers (competitors who intend to drive on any Targa stages) are required to satisfy the organisers that they have 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

5. Entries

Terms and Conditions

The terms and conditions are set down in Section K of these Supplementary Regulations.

6. 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

All vehicles 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. 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 Tasmanian Government. If any such cover is required, competitors will be advised in a bulletin.

7. Compulsory Crew Briefing

a. All Competitors

The Official Crew Briefing for all competitions will be held on Friday 17th February at the Burnie Arts & Function Centre in Burnie at 5.00pm. It is compulsory for all crew members to attend the briefing.

- **Please note that Service Crews are not required to attend these briefings and won't be given admission**

8. Non-attendance at Briefing

Crews must sign in at each briefing they attend. 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 C – DOCUMENTATION AND SCRUTINY

1. Documentation

Documentation will be carried out at the Burnie Arts & Function Centre from **12.00pm to 3.00pm on Friday 17th February 2017. 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, Road Books and Function Tickets. 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 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 (Contactable on 03 6221 8888) 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 safety helmets, driving suits and all other apparel at the Marine Terrace Car Park in Burnie from **12.15pm to 3.15pm on Friday 17th February 2017**. 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 technical specification, or otherwise fails to meet the eligibility requirements, the vehicle may be transferred to another class and/or category, or denied permission to start in the event.

6. Technical Check

The technical check may be carried out 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 2016 & 2017 Targa Australia Technical Regulations- Version 2 Update.

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.
- Upon advice of the 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 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. 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 pre-start and post-event scrutiny. Failure to produce these documents may lead to a penalty as high as exclusion being applied by the Stewards.

13. 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 D – VEHICLE SIGNS AND ADVERTISING

Refer to the 2016 & 2017 Targa Australia Technical Regulations Version 2 Update for detailed information on vehicle signage and advertising requirements.

SECTION E - 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'. No overtaking is permitted in the area between the flashing light and the incident. Competitors observed not complying with this regulation will be charged and brought before the Stewards who may impose a penalty up to exclusion. 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.

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 as outlined in Section E 5i). 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.

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.

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 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.

GT Sports Trophy- The last GT Sports Trophy competition vehicle in each stage will be followed from the start by the GT Sports 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.

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 in line with Section E 5i IV).

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.

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).

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 min x 11.5 sec = 58 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 min 34 sec – 5 min 58 sec = 1 min 36 sec
- The crew with the least penalty time is the winner of the various classes and categories. 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. Changes to Base Times

The Clerk of 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.

d. 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.

e. Late Time Limits

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

- TSD and GT Sports Trophy: Must remain in front of the 999 Sweep
- 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.

f. Change of Limit

The late time limit may be increased by the Clerk of 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.

g. 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.

h. Compassionate Time

Crews are advised that if they are required to stop to assist at an accident (refer to Section L), 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, number of vehicle involved, number of other vehicles stopped at the scene).

i. Derived Times

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

- I. In the instance of having to stop at an incident or being required to stop in a Targa stage by an official, a derived time will be allocated based on the crew's finishing position within its competition on the last completed stage less two positions.
- II. In the instance of a vehicle that has had to stop on consecutive stages due to an incident or being required to stop by an official, the last completed stage without stopping at an incident will be used for the purpose of calculating the derived time on all subsequent stages where the vehicle stopped.
- III. In the instance of the competition leading vehicle being prevented from completing a Targa Stage due to having to stop at an incident or being required to stop in a Targa stage by an official, the time of the competitions 2nd placed vehicle will be used as the derived time.
- IV. In the instance of falling behind the 999 vehicle on a touring stage and starting the next Targa Stage after the 999 vehicle has departed, regardless of the reasons, providing the crew are within their late time, a derived time will be allocated based on the crews finishing position within its competition on the previous Targa stage to falling behind the 999. This finishing position will then be used for all subsequent stages that the crew remain behind the 999 providing they are within their late time.

All derived times are calculated using a 50/50 split between the time of the vehicle one position in front and the vehicle one position behind the allocated position on the stage in question. Any subsequent stages will use the same position as allocated on the initial derived time stage and the vehicles used to calculate the derived time may vary on these stages. Elapsed times will be used in these calculations and a revised penalty time will be applied and in the case of the Classic competition, handicap will be taken into account.

j. Completed Targa Stages

Crews as outlined in Section B 1. & 3. must start and finish a minimum of 4 Targa Stages in front of the 999 Sweep to be deemed an Official Finisher in the final results and therefore be eligible for any Competition Awards. Any stage in which a crew has been required to stop at an incident or been required to stop by an official will be deemed a completed stage. Any crew who does not complete the minimum amount of stages will be shown as a 'Did Not Finish' (DNF) in these final results but crews remain eligible to receive a Finishers Medallion as outlined in Section J 1b)

6. 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.

7. 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.

8. Tyres (except TSD Trophy)

In accordance with the Targa Australia Technical Regulations 2016 & 2017- Version 2 Update

A maximum of four tyres are permitted for use during this 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 four 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.

9. 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.

10. Security Parks

a) Security Park / Parc Ferme

A security park is an area in which the vehicles will be parked overnight before leg one in a secure environment. Vehicles must be parked in the overnight security park within their allocated time plus any available late time.

b) End of Event Parc Ferme

After crossing the official finish line at the Burnie Arts & Function Centre, 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 Course.

11. Re-fuelling

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

12. Start and Finish of Event

The start of the event will take place on Saturday 18th February 2017 from approximately 8:00am where the start procedure will be advised in Road Book. The finish of the competition will take place on Saturday 18th February 2017 upon vehicles arriving at the final time in control at the end of Leg One, as listed in the road book, and competitors are to report to this control and failure to do so will result in a penalty for missing a control. The finish of the event will be at Burnie Arts & Function Centre, Burnie.

13. 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 to the Marine Terrace Car Park and start times for Leg One will be posted on the Official Online Notice Board by 9.30pm on Friday 17th February 2017. 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 Marine Terrace Car Park security park no later than the time specified.

14. Crews Withdrawing From Competition and Retirement

Should a crew not complete the event, 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

15. 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.**

16. 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.

17. 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:

- 1st Offence: 2 minutes
- 2nd Offence: 10minutes
- 3rd Offence: Exclusion from the event

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.

18. Speed Reduction Zones (SRZ)

Speed Reduction Zones (SRZ) will be located on various stages on the course. Competitors are required to slow to 80km/h (or less) **BEFORE** crossing the start line of the SRZ and **MUST** stay below 80km/h for the duration of the zone, which may vary in length, as instructed by the Rally Safe device located in the vehicle, and can only accelerate again once leaving the SRZ. The Rally Safe device is the judge of fact in all instances where a competitor fails to slow to, or stay under, 80km/h within the zone. A 30 second penalty will be added to the competitors overall penalty time for each offence on the stage where the breach occurred. TSD – a 15 point penalty will be added to the competitors overall penalty for each offence on the stage where the breach occurred.

19. 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.

20. Stop Point Cards

A Stop Point Card will be located in the Roadbook. Crews will be required to stop at each Stop Point while the official places a stamp on the card. The card is to be handed in at the End of Event control. Failure to stop at a Stop Point and collect a Stop Point Stamp during the running of the Stage will result in a penalty of 30 seconds for each occurrence unless the competitor is Out of Late Time when the Late Time Penalty will be applied. Those competitors who arrive at a Stop Point after 999 are to hand their Stop Point cards to a CRO at the Official Finish.

21. 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.

22. 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.

23. 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 20 minutes per incident.

24. 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 2 minutes per offence.

25. 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.

26. Traffic Infringements

Throughout the entire rally, crews must strictly observe the traffic laws of Tasmania. 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. Note: Fines and penalties applied by Tasmania Police will be in addition to the above.

27. 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 Tasmania are clearly signposted and must be respected at all times other than when competing on a Targa stage. A member of the Tasmania 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. Residents will be advised of this in their resident letters and encouraged to report breaches to the organisers.

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.

28. 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 of \$35 per person. This fee includes service crew instructions, vehicle window decal, one ticket to the Welcome Drinks, 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 at Burnie. 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 Tasmania. The organisers may receive advice of speeding from the Tasmania Police. Entrants of offending service crews will be charged by the Stewards as follows:

- First offence: \$250
- Second subsequent offence: \$500

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. Payments can be made via the Competitors Manager. Note: Fines and penalties applied by Tasmania Police will be in addition to the above.

f) Further Requirements for Service Crews

Any further requirements relating to service crews will be advised in a bulletin.

29. Service Areas

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

SECTION F – 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 (maximum 1,000 points per day).

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 during the event.

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.

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.

7. Apparel

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

8. Helmet

Competitors are required to wear a helmet while competing. Competitors in open vehicles must wear eye protection at all times while the vehicle is competing.

9. Vehicle Requirements

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'
- **Vehicles do not require a roll cage, race seats or harnesses in this competition.**

SECTION G – GT SPORTS TROPHY

1. RallySafe Equipment

The fitment of RallySafe equipment to each GT Sports Trophy competition vehicle is compulsory in order to monitor the speed and track vehicle positioning during the event. **See Section C - Documentation and Scrutiny, 3. RallySafe.**

2. Maximum Speed

The maximum speed that any 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 during the event.

3. Apparel

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

4. Helmet

Competitors are required to wear a helmet while competing. Competitors in open vehicles must wear eye protection at all times while the vehicle is competing.

5. Vehicle Requirements

A vehicle wishing to compete in 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'
- **Vehicles do not require race seats or harnesses in this competition.**

SECTION H- PROTESTS AND 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. In such cases, if a competitor disagrees with the application of the penalty, that competitor may protest to the Stewards of the event.
- 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 Course with the Stewards as to the appropriate penalty) the Infringement Notice will be emailed to the crew and the CRO. A summary of all penalties will be posted at the end of the event 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 Course and the Stewards have consulted and the exclusion penalty is being applied on the Stewards behalf by the Clerk of 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 Stewards 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 Part XII, subject to the following exceptions:

- a) For the purposes of determining the time limit for protests as to the validity of an entry, qualification of a scrutiny will be deemed to have been completed at 4:30pm on 17th February 2017 to which the protest is applicable, or such later time as will be notified on the Official Notice Board. Any protest 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 competition. The competition will be deemed to finish at 4.00pm.
 - 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 the competition.
- c) A protest against any decision of the organisers contained in the start order must be lodged within 1 hour of the posting of the list. Postings on the Official Notice Board will be as follows:
 - Starting Order – 6.00pm Friday 17th February 2017
 - Provisional Final Classifications – 4.00pm Saturday 18th February 2017

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's 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												✓

A – Event Director and Stage Directors

B- Control Officials

C- Control, Road Closure & Spectator Officials

D- Start line Officials

E- Emergency Services Officials

F- Scrutineers/ Technical Commissioner

G- Speed Monitoring Control Officials

H- Officials Appointed to Monitor Corner Cutting

I- Officials Appointed to Monitor Fuel

J- Recovery Manager

K- Crew of 999 Course Car

L- Clerk of 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 Tasmanian Police is a Judge of Fact in relation to traffic regulations infringement.

5. Summary of Mandatory Penalties

- a) Page 7- Non- attendance at Briefing- \$150
- b) Page 11- Shakedown Minimum Time- 30 seconds
- c) Page 11- Late Time Limits- Classic- 45 minutes; all others 20 minutes. Speed Limited- Front of 999
- d) Page 12- Late Time Penalty- 10 minutes per control
- e) Page 12- Tyres- Maximum **Four**- 5 minute penalty per additional tyre
- f) Page 13- Overtaking- 1 minute for blocking
- g) Page 14- Speeding in Control- Up to Exclusion
- h) Page 15- Speeding- 5 minute minimum plus cash penalty
- i) Page 16- Service Crew Speeding- From \$250

SECTION I - RESULTS

1. Classification

Crews will be classified within their allocated competition as follows:

- a) 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
- b) Such other classifications as are necessary to determine results for other awards and trophies

2. Outright Winners

There are no official outright or overall winners of the event but for the purposes of media reporting and a common public expectation to declare a single outright winner; the organisers will acknowledge the crew, within the following competitions, with the lowest amount of Total Penalty Time at the finish of the event as the 'Outright Winners of Targa North West 2017;

- o GT2
- o GT4
- o Early Modern
- o Classic GT
- o Classic- handicap not included

No further reporting beyond this will take place, but an overall results list using Total Penalty Time (including Classic without handicaps shown and excluding TSD and GT Sports Trophy) will be issued at the end of the event to enable all interested competitors to see where they finished in the full field of unrestricted competition cars.

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 will be posted on the Official Notice Board by **3.00pm Saturday 18th February 2017**

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.

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 2.30pm on the 18th February. Any results enquiry submitted after this time will not be investigated or processed. Text messages will not be deemed an official enquiry and will not be processed. The unofficial scores will be removed from the Official Noticeboard at 2.30pm on this day.

SECTION J- AWARDS

1. General

All awards will be presented to the nominated drivers and co-drivers or navigators unless otherwise specified in the details of awards. It is a condition of receiving an award that the driver and co-driver or navigator (or their nominee) is present at the official prize giving, unless prior advice of inability to attend has been given to and accepted by the Competitors Manager.

a) ALL COMPETITIONS

- First: Targa Salvors
- Second: Targa Salvors
- Third: Targa Salvors

SECTION K

TERMS AND CONDITIONS FOR THE INVITATION PROCESS

Applications for Invitations to Compete in Targa North West 2017 close at 5.00pm on Friday 5th February 2017.

Applications are to be lodged with the organisers via the entry console on the Targa website; specifying the vehicle in which the applicant has nominated to compete; listing the exact year the vehicle was built; plus **full details of ALL modifications made to the original specifications of the vehicle**; and be accompanied by an application fee of AUD\$250, which is non-refundable but any additional fees paid are transferrable to another Targa event within one year of the original event entered. If not utilised during this period, all paid fees will be forfeited. An Invitation to Compete is issued by the Organisers at their sole discretion. Any such invitation applies only to the nominated entrant, the nominated driver and the nominated vehicle as described in the "Vehicle Specifications" section of the application. An entrant wishing to change the vehicle originally nominated or to vary its specifications in any way after an invitation to compete has been issued, must notify the Organisers who, at their sole discretion, reserve the right to withdraw the original invitation and consider the proposed replacement vehicle as a new application. The Organisers reserve the right to decline an Invitation to Compete in Targa North West 2017 without giving a reason. An entrant invited to compete will be notified of our decision to issue an invitation. The maximum number of starters is limited by road closure arrangements, and under current circumstances will not exceed 120 vehicles for the Competition. Notwithstanding the lodgement of an application and the issue of an invitation to compete, the entrant, driver and navigator will be required to complete the Online Entry Form provided by the organisers, upon invitation. Subject to the approval of CAMS issuing the permit to conduct the event, an entry may be substituted for one lodged prior to the stated closing date of entries and in respect of which the original entrant has advised of an inability to compete. It is a condition of entry that, from the completion of each vehicles pre-event scrutiny, the vehicle is subject to Security Park conditions as set down in the Supplementary Regulations.

The entrant agrees all digital video and film rights for the event is the property of the Organisers, Targa Australia Pty Ltd.

Competitors are permitted to carry video cameras in their vehicles for the purpose of making moving or still picture records for their private viewing, but the Organisers retain copyright of all film/video footage associated with the event. No movie, film or video taping of any part of the event shall be carried out by entrant or crew member other than with the express approval, in writing, of the Organisers. Any commercial arrangements made by the entrants and crew members for the sale of film or video/still footage, or viewing of such footage in a public place, must be approved in writing by the Organisers. Entrants and crew members are advised to contact the Organisers prior to making commitments for any such commercial arrangement.

The entrant agrees all data obtained by the Rally Safe device for the event is the property of the Organisers, Targa Australia Pty Ltd and competitors can only obtain and use this data with the written permission of the Organisers.

Failure to observe these regulations may lead to legal action by the Organisers for a breach of copyright. All crew members agree to the use in perpetuity of their names and photographs, and photographs of their vehicles, in publicity material issued by the Organisers or the event sponsors and to comply with the film and video regulations. All crew members agree that their names and contact details may be made available to and be used by sponsors and licensees of the event. The Organisers have the right in perpetuity to authorise the production, distribution and sale of models, photographs or other forms of reproduction of any vehicle participating in the event, in competition livery (including drivers, co-drivers and navigator names) for event-related promotions. Applications may be submitted post close of applications, but will incur an additional fee of \$250.

Entry Fees (Including GST)

Applications requesting an invitation to compete must be accompanied by the following appropriate fee;

	Manufacturer Period	Early Bird Entry (Up to 30 th Sep 2016)	Regular Entry
All Competitions	1900 – 2017	\$895	\$1,195
		Application & Deposit paid by 30 th September 2016	Application & Deposit paid by 1 st February 2017

The Entry Fee will include the following items in all sections:

- Tickets for two crew members to the Welcome Drinks.

All Entry Fees must be paid by 5th February 2017.

If any Entry Fee is not received within the specified time, the Organisers reserve the right to withdraw the invitation and allocate the vehicle competition number to another invited applicant. Entry fees are subject to variation depending upon insurance costs.

Targa Tasmania 2017 Competitors

- This offer is only applicable to Targa Tasmania 2017 entrants and can only be utilised if the same driver, navigator and/or co-driver and vehicle are entered in both events. This offer cannot be transferred and used at any other Targa Australia events.
- The full applicable entry fee for the Targa North West 2017 event remains payable within the normal terms and conditions.
- If a competitor has paid in full including all associated costs, levies and insurance and starts the 2017 Targa Tasmania, a credit of the applicable 2017 Targa North West entry fee will be refunded to the competitor during the running of Targa Tasmania 2017.
- All other associated costs, levies and insurance applicable to Targa North West 2017 are not refundable or transferable in any way.

Withdrawal and Refunds

An applicant whose application is rejected will have the amount of monies paid as a deposit refunded. An applicant who applies to compete and who then withdraws from the event will be able to transfer their paid funds less a \$250 administration fee to another Targa Australia event within one year of the date of the originally entered event. If not utilised in this period, all paid funds will be forfeited.

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

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

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

2017 TARGA NORTH WEST VEHICLE PERFORMANCE TABLE- CLASSIC

VERSION ONE- 14th June 2016

Category 2 (1947-1961)			
2	SS	LMS	MS
AA	22.6	17.0	12.4
A	19.1	14.3	10.5
B	17.4	13.1	9.6
C	14.1	10.6	7.8
D	13.4	10.0	7.4
E	11.5	8.6	6.3
F	10.6	7.5	5.2

Category 3 (1962-1965)			
3	SS	LMS	MS
AA	21.0	15.5	11.4
A	17.7	13.1	9.6
B	16.2	12.0	8.8
C	13.1	9.7	7.1
D	12.4	9.2	6.7
E	11.5	7.9	5.8
F	10.7	5.8	3.8
G	8.8	4.8	2.8

Category 4 (1966-1971)			
4	SS	LMS	MS
A	12.2	8.9	6.6
B	11.6	8.5	6.2
C	10.7	7.9	5.8
D	9.9	7.3	5.3
E	9.1	6.3	4.4
F	8.4	5.4	3.5
G	7.6	4.4	2.5
H	6.8	3.5	1.6

Category 5 (1972-1976)			
5	SS	LMS	MS
A	11.0	7.3	4.7
B	10.4	6.9	4.4
C	9.7	6.4	4.1
D	8.9	5.9	3.8
E	8.2	5.1	3.1
F	7.5	4.3	2.5
G	6.8	3.6	1.8
H	6.1	2.8	1.1

Category 6 (1977-1985)			
6	SS	LMS	MS
A	9.1	6.5	4.3
B	8.4	6.0	4.0
C	7.8	5.6	3.7
D	7.2	4.8	3.0
E	6.5	4.1	2.4
F	5.9	3.4	1.7
G	5.3	2.7	1.1

Specific Vehicles			
Type	SS	LMS	MS
Alfa Romeo GTV 2000	10.5	7.7	5.6
Aston Martin DB4	9.2	6.5	4.5
BMW 2002	10.5	7.7	5.6
Datsun 240Z- Class C	8.0	5.5	3.8
Datsun 240Z- Class D	7.4	5.1	3.4
Datsun 240Z- Class E	NA	NA	1.9
Ford Perana	5.2	2.5	1.0
Jaguar XJS V12	7.1	4.5	2.0
Jensen CV8	7.9	4.4	2.5
Mazda RX7 Turbo	5.3	3.1	1.1
Porsche 944 NA	6.7	4.5	2.8
Porsche 944 Turbo	5.3	3.1	0.5
Porsche 911 G Series Larger than 2.9 Litre	5.9	3.5	0.9
Triumph TR7	4.8	2.4	0.5
Volvo 122S	11.7	8.7	6.5

CONTACT DETAILS

For Further Enquiries in relation to these Supplementary Regulations please contact the following;

- Alice McKenzie- Targa Australia Competitors Manager

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03 6221 8888

0447 770 813

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NORTH WEST

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