

TARGA

MOTORSPORT AUSTRALIA TARGA CHAMPIONSHIP® SPORTING REGULATIONS VERSION 4.3

Changes from VERSION 4.2, highlighted in grey

Released 14 April 2022



#TARGA #TARGAtasmania #TARGAgreatbarrierreef #TARGAhighcountry

TARGA



**TARGA
TASMANIA 30**



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PREAMBLE

Each event in the Motorsport Australia TARGA Championship (the Championship) shall be held under the FIA International Sporting Code including Appendices, the National Competition Rules (NCR) of Motorsport Australia, the Motorsport Australia Tarmac Rally Standing Regulations including Appendices, the Sporting and Technical Regulations published for the championship and the Supplementary Regulations approved by Motorsport Australia and published by TARGA for each event. Where there is any conflict between these regulations and any other applicable regulations these shall take precedence.

SECTION A – ALCOHOL AND DRUGS

1. ALCOHOL, DRUGS AND OTHER SUBSTANCES

Any holder of a Motorsport Australia 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 Australian National Anti-Doping Policy and/or the Motorsport Australia Illicit Drugs in Sport (Safety Testing) Policy as published on the Motorsport Australia 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 Motorsport Australia licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a Motorsport Australia Certified and Accredited Testing Official (CATO) in accordance with the Motorsport Australia Alcohol Testing Policy.

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 disqualification from the event.

3. ALCOHOL BREATH TESTING

Breath testing of both competitors/crew members will take place throughout the event. Any competitor/crew member (including TARGA Tour) with a positive reading above 0.01mg/100ml may be retested after 15 minutes. During this time, the competitor must not consume any substance by mouth until after the second test. If, after the second test, the competitor 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 competitor returned a positive reading and a further penalty as high as disqualification may be imposed by the stewards. Initial testing will be carried out by a TARGA appointed official and if a retest is required, this will be carried out by local Police or a Motorsport Australia Certified and Accredited Testing Officer (CATO) appointed by TARGA.

SECTION B – MOTORSPORT AUSTRALIA TARGA CHAMPIONSHIP

1. ELIGIBILITY

Each competing crew 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 number of points over the three rounds with all three rounds counting towards the total points;

- **TSD Trophy**
- **Thoroughbred Trophy**
- **GT Sports Trophy**
- **Classic**
- **Classic GT**
- **Early Modern 2**
- **Early Modern 4**
- **GT Production (GTP)**
- **GT Outright (GTO)**

Refer to the 2020/2023 TARGA Technical Regulations Version 2.0 for detailed information on all competitions.

3. OVERALL CHAMPIONS

In addition to the above (B.2), two crews (based on the driver) will be acknowledged as the Motorsport Australia TARGA 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 number of points over the three rounds with all three rounds counting towards the total points;

- **Motorsport Australia TARGA Champions: GT Production & GT Outright**
- **Motorsport Australia TARGA Classic Champions: Classic & Classic GT**

4. ROUNDS

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

- **TARGA Great Barrier Reef 2021**
- **TARGA High Country 2022**
- **TARGA Tasmania 2022**

5. POINTS TABLE

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

2022 MOTORSPORT AUSTRALIA TARGA CHAMPIONSHIP POINTS TABLE			
POSITION	TARGA TASMANIA	TARGA GREAT BARRIER REEF	TARGA HIGH COUNTRY
1st	100	70	70
2nd	90	63	63
3rd	85	59	59
4th	80	56	56
5th	75	53	53
6th	70	49	49
7th	65	45	45
8th	60	41	41
9th	55	38	38
10th	50	35	35
11th	48	33	33
12th	46	31	31
13th	44	30	30
14th	42	29	29
15th	40	28	28
16th	38	27	27
17th	36	26	26
18th	34	25	25
19th	32	24	24
20th	30	23	23
All Other Finishers	30	21	21

6. POINT TIES

In the case of any 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 where none of the tied competitors have competed in this event (TARGA Tasmania), the highest points scored at TARGA High Country will be used to break the tie.

7. NAVIGATOR

Only one navigator will be listed and acknowledged in the final championship results. In the case where a driver has used two or more navigators 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.

1.1 Driver

A person holding a licence acceptable to Motorsport Australia and intending to be either the sole or the primary driver in the vehicle during the event.

1.2 Co-Driver

A person holding a licence acceptable to Motorsport Australia 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.

1.3 Navigator

A person holding a licence acceptable to Motorsport Australia 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 not permitted to drive on any TARGA Stage and is only permitted to drive on touring stages (subject to holding the necessary civil licence).

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:

- (i) Green Wristband: drivers (eligible to drive on TARGA stages)
- (ii) Yellow Wristband: co-drivers (eligible to drive on TARGA stages)
- (iii) Red Wristband: navigators (not eligible to drive on TARGA stages)

Failure of a competitor to wear a wristband issued by TARGA 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;

- (i) A crew member may only be changed in exceptional circumstances; a payment of \$1,000 per additional crew member will apply on the approval of TARGA. The replacement competitor must meet the driving or co-driving/navigating and licencing requirements of Motorsport Australia.
- (ii) 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 1 will render the crew ineligible for all awards other than a finisher's medallion and the relevant TARGA Trophy for any crew member that completes the entire course under the trophy time on every stage.

4. LICENCE AND AGE REQUIREMENTS

Any entrant who holds a current Motorsport Australia Licence (relevant to their entry) is eligible to compete in the event, subject to the entrant having applied for an invitation to compete. The application will state the nominated driver and co-driver or navigator, the vehicle with which they will compete, the competition of the event in which they will compete and having received an official invitation from TARGA to do so, will have paid the prescribed fees.

4.1 Competition Licence – 200km/h Competitions

- (i) Both driver and co-driver shall hold, as a minimum, a current Motorsport Australia National Rally Licence. The minimum age for a driver and a co-driver is 18 years old at the time of the event.
- (ii) A navigator shall hold, as a minimum, a current Motorsport Australia Rally Licence- navigator only endorsement, refer the NCR's. The minimum age for a navigator is 18 years old at the time of the event.

Crew members who hold only a circuit racing licence shall be required to successfully obtain a rally endorsement for their licence from Motorsport Australia before the event.

4.2 Competition Licence – 130km/h Competitions

- (i) Both driver and co-driver shall hold, as a minimum, a current Motorsport Australia Speed Licence. The minimum age for a driver and a co-driver is 18 years old at the time of the event.
- (ii) A navigator shall hold, as a minimum, a current Motorsport Australia Speed Licence. The minimum navigator age is 15 years old for TSD Trophy and 16 years old for Thoroughbred Trophy and GT Sports Trophy at the time of the event.

4.3 Nationality

A competitor or crew member who has obtained a licence from Motorsport Australia is deemed to be an Australian national for the period of validity of that licence, refer the NCR's.

4.4 Civil Drivers Licence

Each driver and co-driver/navigator who intend to be driving at any time during the event shall possess current and valid civil driving licences issued by the appropriate state government authority or overseas country. 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. A learner licence or permit is not accepted. A provisional licence or permit may be accepted on application to the organisers provided that person meets the minimum age requirements and can prove a suitable level of driving experience.

5. DRIVER, CO-DRIVER AND NAVIGATOR EXPERIENCE

Each driver and co-driver/navigator must satisfy TARGA that they have an acceptable level of motorsport driving and/or navigating experience and competence in the past five years to participate in the event and/or can provide proof of having successfully participated in a recognised advanced driver and/or navigating training course within the past twelve months:

- (i) **Except TARGA Tasmania:** Each first-time driver and co-driver/ navigator entered into a TARGA event, along with a returning competitor who has not competed in the last five years, wishing to compete in any competition except TSD Trophy, will automatically be entered into a 130km/h speed-limited competition, based on their entered vehicle, and will be required to successfully complete a TARGA event without incident or penalty in either Thoroughbred Trophy or GT Sports Trophy before being allowed to compete in the Classic, Classic GT, Early Modern 2/4 or GTP/GTO competitions at a future event.
- (ii) **For TARGA Tasmania:** Regardless of competition history in other TARGA events and/or motorsport events, each first-time driver and, co-driver /navigator entered into TARGA Tasmania, along with a returning competitor who has not competed in the last five years, wishing to compete in any competition except TSD Trophy, will automatically be entered into a 130km/h speed-limited competition, based on their entered vehicle, and will be required to successfully complete this event without incident or penalty in either Thoroughbred Trophy or GT Sports Trophy before being allowed to compete in the Classic, Classic GT, Early Modern 2/4 or GTP/GTO competitions at a future TARGA Tasmania event.

TARGA may grant an exemption to any of the above requirements on the grounds of extensive international and/or national level rally, off-road and/or circuit racing competition history.

It is mandatory that each driver and co-driver/navigator experience their vehicle before their first TARGA event, if possible, under conditions at least similar to TARGA style stages or at least at speed on a racing circuit. The fundamental requirement is experience in handling a vehicle at speed and overtaking at speed.

6. TERMS AND CONDITIONS

The terms and conditions are shown in Section K. They are also listed in the event online entry system and in each event's supplementary regulations.

7. INSURANCE

7.1 Public Risk Insurance

The event is covered by Public Risk Insurance arranged and paid for by TARGA as part of the Motorsport Australia Public Risk Insurance Policy. Details of this cover are available on the Motorsport Australia website. Each competitor/crew is liable for all damage which they cause, however they may make a claim under Motorsport Australia insurance to compensate them for the cost of that damage. An excess of \$10,000 is payable where a claim is made. If the cost is less than this excess, the competitor/crew is required to pay only the actual cost of rectification. (Note: It is the competitor/crew 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 Motorsport Australia with a strong request for disciplinary action to be taken against the competitor/crew by that organisation.)

7.2 Motorsport Australia Personal Accident Insurance

Personal accident insurance for each driver, co-driver/navigator, service crew member and authorised official in this event will be provided in accordance with Motorsport Australia's personal accident insurance policy. Details of this cover is available on the Motorsport Australia website. Each competitor/crew member is responsible for paying all costs relating to any medical expenses resulting from an accident in the event. A claim may be made through the provision of the insurance as provided by Motorsport Australia. (Note: competitors are strongly advised to ensure that they are covered by an Ambulance Fund).

7.3 Vehicle Compulsory Third Party Insurance

All vehicles must carry any compulsory third-party insurance, which is normally issued with; or as a requirement of the vehicle registration. 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 Motorsport Australia Public Liability Policy is inoperative to the extent of such compulsory third-party insurance. The issue of TARGA Tasmania identification number 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 compulsory 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 Motorsport Australia Public Liability Policy (subject at all times to the Motorsport Australia Public Liability Policy's conditions, limitations, disqualifications and deductibles where applicable).

7.4 Vehicle Third Party Property / Comprehensive Insurance

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

7.5 Other Compulsory Insurance

Each competitor/crew is responsible for paying the cost of any other compulsory insurance required by Motorsport Australia or the relevant State Government authorities. If any such cover is required, competitor/crew will be advised in a bulletin.

SECTION D – DOCUMENTATION AND SCRUTINY

1. DOCUMENTATION

Documentation will be held pre-event at a nominated venue, on dates and times, as shown in the event's supplementary regulations.

Documents relating to each entrant and their vehicle will be checked pre-event via electronic means along with being checked at the event. Items to be checked, as a minimum, include the following:

- (i) Motorsport Australia Competition Licence
- (ii) Civil Drivers Licence
- (iii) Motorsport Australia Vehicle Log Book (excluding TSD Trophy)
- (iv) Full registration papers or recognised Rally Permit/Special Interest registration from the state of residence

Some states do not allow vehicles with full rollover protection to be fully registered. These vehicles must have a current Rally Permit/Special Interest registration or the correct Temporary Vehicle Permit. A vehicle that does not hold a valid road registration must be approved by TARGA to participate whilst covered by an Unregistered Vehicle Permit or other approval issued by the relevant State Authority in which the event is to be held. Approval must be provided by TARGA prior to any application to a State Authority. Each entrant is responsible for the registration of the vehicle they have entered and that the registration is valid for that vehicle including any modifications that have been made to it.

Competitor packs will include door panels, windscreen banner, metal number plates (TARGA Tasmania only), a road book, RallySafe unit, wristbands, identification cards plus lanyards and any other material, promotional or otherwise that TARGA choose to include.

2. COMPETITOR BRIEFINGS

Compulsory briefings for all competitors/crews will be held pre-event at a nominated venue, on dates and times, as shown in the event's supplementary regulations. Competitors/crews not attending their assigned briefing shall be referred to the stewards who will impose a penalty as high as disqualification unless extraordinary circumstances are found to exist. Where such penalties are applied and TARGA are required to provide an in person briefing, an additional fee of \$250 per person shall apply.

3. FIRST-TIMERS BRIEFING

A compulsory briefing will be held for all first-time competitors/crews at the event they are attending, regardless of the competition they are entered into or if they have competed in other TARGA events previously. This briefing will be held at a nominated venue, date and time as shown in the event's supplementary regulations. First-time competitor/crew members not attending this briefing shall be referred to the stewards who will impose a penalty as high as disqualification unless extraordinary circumstances are found to exist. Where such penalties are applied and TARGA are required to provide an in person briefing, an additional fee of \$250 per person shall apply.

4. ENTRY

An entrant will not be permitted to start the event until all fees are paid to the satisfaction of TARGA.

5. RALLYSAFE

All RallySafe units are hired at Documentation for the duration of the event only. The hire fee will be in the entry fee. In order to fit the unit a pre-purchased Installation kit is required, which can be purchased from RallySafe via their website www.rallysafe.com.au. 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. Installation instructions, specifications and a training video can also be found on the RallySafe website. The RallySafe technicians will be the judge of fact in regard 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. When fitting the RallySafe wiring (including the wiring for the antenna units) must not be wrapped or secured outside the safety cage or in an area that may cause damage to the wiring if impacted in an incident. 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 vehicle must be presented to a RallySafe nominated location. Faulty or non-current fitting kit parts will be checked at scrutiny. Any installed kits that do not comply for the duration of the event with the fitting kit instructions will result in a failure to pass scrutiny and the vehicle will need to be re-presented once the issues have been rectified.

It is mandatory that the RallySafe unit be wired directly to a constant 12V feed, either via 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/crew to fuse this supply with a 5-amp fuse if they choose. The unit has its own internal circuit protection. 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 contact the competitor to have any issues rectified. 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/crew 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 competitor's/crew's 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. RallySafe offer a damage waiver fee which covers the unit for fire and/or damage. Please contact RallySafe for further information. The loss or theft of unit will not be covered and the damaged unit must be presented to avoid a cost.

6. PRE-EVENT VEHICLE INSPECTION

A pre-event vehicle inspection is compulsory. Entrants will be contacted by TARGA to arrange a date, time and location for this inspection to be carried out. Failure to undertake this inspection will deem the vehicle ineligible to compete in the entered event.

7. PRE-START SCRUTINY

Pre-start scrutiny is compulsory and will be carried out at a nominated venue, on dates and times, as shown in the event's supplementary regulations. Each vehicle must be presented ready to start with all compulsory equipment on board, including all required apparel. Failure to report on time will result in an additional fee of \$150, unless alternative arrangements are made with TARGA. If a vehicle is found not to correspond with details provided by the entrant on the entry form 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. The Motorsport Australia log book is to be retained within each vehicle whilst it is placed in a security park or parc ferme (except TSD Trophy). This log book must be in a location acceptable and visible to a scrutineer or technical delegate.

8. TECHNICAL AND SCRUTINY CHECK

A technical and scrutiny check may be carried out at any time during the event. The technical conformity of the vehicle is the responsibility of the entrant. The competitor/crew is responsible for the technical conformity of the vehicle at all times during the event. The fact of presenting a vehicle for scrutiny 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 Motorsport Australia TARGA Championship Technical Regulations 2020-2023- Version 2.0. Any direction for work to be carried out on the vehicle will be advised by the Scrutineer. Any such work must be completed to the satisfaction of the Scrutineer/Technical Delegate. The vehicle may then be allowed to continue.

9. INELIGIBLE VEHICLES

If at pre-start scrutiny or at any other scrutiny check, the vehicle is found not to conform to the technical regulations, one of the following will occur:

- (i) The vehicle is to be altered to conform; or
- (ii) The vehicle will be reclassified into another class, category and/or competition, where possible, or moved into the Demonstration Category; or
- (iii) The vehicle will not receive permission to start or continue in the event.

Upon advice of the Technical Delegate/Chief Scrutineer, the stewards will issue a warning to the competitor and set a deadline by which the vehicle must be made to conform, or:

- (I) The competitor may be disqualified or subject to other action taken by the stewards; or
- (II) If the Technical Delegate/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.

10. MARKING OR STAMPING

Any components on any vehicle 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 competitor/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 disqualification from the event.

11. 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 Technical Delegate and/or Chief Scrutineer.

12. INAPPROPRIATE APPEARANCE OR CONDITION

If a vehicle is deemed by TARGA 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.

13. RE-START CHECK

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

14. VEHICLE DOCUMENTS

Entrants are required to produce the appropriate vehicle documents (e.g., homologation/recognition 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 disqualification being applied by the stewards.

15. POST-EVENT SCRUTINY

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, the competitor/crew may be disqualified. Entrants 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.

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SECTION E – VEHICLE SIGNS AND ADVERTISING

1. VEHICLE SIGNAGE

1.1 Standard

Advertising and other signs are permitted on a vehicle 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 TARGA, sponsors and entrants are protected.

1.2 Lettering

Lettering of all signs must be carried out in a neat, regular and professional manner. TARGA 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. TARGA 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 TARGA to be offensive.

1.3 Organisers Decals

At documentation, TARGA 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 TARGA.

1.4 Commercial Competition

Each vehicle and entrant 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 TARGA pre-event and placement must then not be in conflict with TARGA 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.

1.5 Names

The names of the driver and the co-driver/navigator together must appear either on both front guards or on the rear side windows of the car. National flags may be displayed next to the names. Failure to comply with this regulation may result in the vehicle not being permitted to start the event and referred to the stewards who may consider a penalty.

1.6 Vehicle Number Plates

TARGA Tasmania: TARGA will provide each crew with two metal vehicle number plates for their vehicle. These plates are to be displayed in place of the usual vehicle registration plate and in the same location under the respective state laws covering number plate location. A failure to display these number plates at any time will result in the vehicle not being able to start their next TARGA stage.

1.7 Tobacco Advertising

Sign's advertising tobacco products are prohibited under Commonwealth Government legislation.

SECTION F - THE COMPETITION

1. SAFETY PROCEDURES

1.1 Flags/Lights/Safety Triangles

- (i) 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 competitor/crews are required to slow down immediately to a speed of no more than 60km/h (and may need to be less depending on the incident/conditions), and proceed past the incident. Once past the incident, competitors may resume at 'competition speed'. Competitors/crews observing this requirement can request a derived time for this stage in line with stopping at an actual incident.
- (ii) No overtaking is permitted in the area between the flashing light and the incident. Competitor/crews not complying with this regulation as observed by the appointed Judges of Fact will receive a penalty of **1 minute** in the first instance and **2 minutes** for each subsequent offence.
- (iii) The RED flag is a signal of danger and if shown you **MUST** slow down immediately to a speed of no more than 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 RED flag, you must follow the instructions of any marshals or course car drivers encountered. 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.
- (iv) When safety triangles are displayed, it is the following competitor/crews' 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/crew being penalised by the stewards.
- (v) If a competitor/crew 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/crew must proceed past the incident with care and once passed can resume at 'competition speed'. Competitors/crews who correctly observe this procedure will be eligible to apply for a derived time. Competitors/crews observed not complying with this regulation will be brought before the stewards who may impose a penalty as high as disqualification.
- (vi) If a competitor/crew 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.

1.2 Sweep Vehicles

200km/h Competitions: The last competition vehicle on each TARGA 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 road open vehicle unless instructed to do so by a TARGA official such as the recovery crew. The road open vehicle will leave the control after the competition sweep (999) at a time to be determined by TARGA. Failure to wait until the road open vehicle passes will result in a 1 minute penalty.

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 Trophy Sweep vehicle. If a TSD vehicle also misses this sweep vehicle, it will be required to wait until after the passage of the last 200km/h 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 road open vehicle unless instructed to do so by a TARGA official such as the recovery crew.

Thoroughbred Trophy & GT Sports Trophy: The last Thoroughbred Trophy 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 200km/h 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 road open vehicle unless instructed to do so by a TARGA official such as the recovery crew.

Any competitor/crews who move after the passage of the road open vehicle must abide by all road regulations for that road, including speed limits, and may not under any circumstances overtake the road open vehicle.

1.3 Falling Behind the Competition Sweep (999)

Competitor/crews who stop in a TARGA stage, for whatever reason, and fall behind the competition sweep can apply for a derived time for the stage, as outlined in Section F 5.10, 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 leg. 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.

Competitor/crews who arrive at the start of a particular stage after the competition 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, without penalty, in the instance of it being the first stage that they are behind the competition sweep. Provided the competitor/crew remain within their late limit at each subsequent start control of a TARGA stage, that the competitor/crew remain behind the competition sweep, a derived time can be applied for and a **2 minute** penalty will be applied to this time. Once the crew has completed a TARGA stage under its own motive power, after being behind the competition sweep on a stage, the application of this rule will reset if the crew again fall behind the competition sweep at another time during the event.

2. ROAD BOOK

- (i) The road book will provide details of the competition course and will be issued to competitor/crews at Documentation. Any change may be made by TARGA to a road book in which case this will be advised to each competitor/crew via a bulletin, or other specific notice delivered during the event.
- (ii) Please note that all distances are measured using a Terratrip device to ensure measurement to the metre of the route as it is physically traversed. GPS based measuring equipment can, and will, at times give a different measurement each time they are used on a particular section of road.
- (iii) Competitors/crews are reminded that the road book also provides the details of any measures used by TARGA to reduce hazards or risks on the course. Competitors/crews must pay particular attention to any Care, Caution or Extreme Caution noted in the road book and these warnings **MUST** be included in their own safety/pace notes. Any competitor found to not have these warnings in their own safety/pace notes will be referred to the Clerk of the Course for disciplinary action up to and including disqualification.

3. STAGES

3.1 TARGA Stage

A competition section between two successive time controls on roads closed for the event utilising an elapsed time as the basis for scoring each TARGA stage. Timing will be to the second.

3.2 Touring Stage

A non-competition section between two successive time controls on roads that are open (to the general public). Elapsed time will also apply to a Touring Stage for the purpose of determining Late Time. Timing will be to the second.

4. COURSE

Each competitor/crew is required to follow the course in accordance with the road books as issued (or as otherwise amended by TARGA). If a judge of fact determines that a crew has left or not followed the course, the matter will be referred to the Clerk of the Course and a penalty may be applied by the stewards.

5. TIME

5.1 Elapsed Times

All TARGA stages will be timed using the total elapsed time to travel a TARGA stage as outlined in F.3. The competitors/crews with the least elapsed time at the conclusion of the event will be declared the winners of each competition, category and class, as listed in the event's supplementary regulations.

Classic & Thoroughbred Trophy: A handicap time based on seconds per kilometre, as shown in the event's supplementary regulations, will be used, with the time applying to all crews in a given class or specifically applied to a particular type of vehicle. The final elapsed time for each stage is determined by subtracting the Vehicle Performance Table (VPT) total handicap time from the competitors elapsed time. As timing will be scored in full seconds, times that fall above .50 of a second will be rounded up to the next full second and times up to and including .50 of a second will be rounded down to the previous full second, in order to establish how many penalty points are applied.

Example: If a class (or vehicle) is shown as 2.0 (seconds per kilometre) in the VPT and the distance for the stage is 5.00 kilometres and the competitor completes the stage in 5 minutes and 20 seconds; the stage time is recorded as 5 minutes and 10 seconds. (i.e. the competitor gets $2.0 \text{ secs} \times 5.00 \text{ kms} = 10 \text{ seconds}$ subtracted from their actual elapsed time).

5.2 Minimum Time Shakedown Stage

A minimum elapsed time for the first TARGA stage (TS1) will be shown in the road book and this stage will not be counted in the overall results. Any breach of the minimum time on this stage will result in a **30 second** penalty being applied. At no time can a vehicle slow to below 30km/h 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.

5.3 TARGA Tasmania Trophy Time

The trophy time is the target time set for a competitor/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 event's supplementary regulations and road book.

5.4 Changes to Trophy Times

These will be set for dry and wet weather conditions at TARGA Tasmania. 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.

5.5 Late Time

Time in excess of the defined touring time is late time and competitor/crews have a late time limit (set for each leg, see below for description) in which to complete the competition. Once a competitor/crew has exceeded the late time limit for a leg, it is deemed to have missed controls (even though they 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.

5.6 Late Time Limits

The late time limit for each leg will be:

- | | | |
|-------|---|---|
| (i) | TSD, Thoroughbred & GT Sports Trophy: | Must remain in front of the 999 vehicle |
| (ii) | Classic: | 70 minutes |
| (iii) | Classic GT, Early Modern 2 & Early Modern 4: | 50 minutes |
| (iv) | GT Production & GT Outright: | 50 minutes |

5.7 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 leg, competitors/crews will be notified via SMS text message where possible or via the start control notice board.

5.8 Time Controls & Late Time Penalty

A time control is a start line, flying finish and stop point of any TARGA stage, a start and finish of any touring 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. Controls will close with the passage of the competition sweep vehicle (999) and once closed, RallySafe will be used to determine the time of arrival at the control point.

5.9 Compassionate Time

Crews are advised that if they are required to stop to assist at an accident and/or search for a vehicle as directed by the Clerk of the Course, a derived stage time will be calculated and applied in response to losing time for having to stop and/or search. Such claims must be made to a CRO no later than one hour after booking into the end of Leg control. It is the competitor/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).

5.10 Derived Times

This is a time awarded by the Clerk of the Course to a competitor/crew which has been prevented by the event organisers and/or an incident as outlined in Section F 1 from contesting or completing a TARGA stage under its own motive power. In the case of TSD Trophy, the allocated derived time will be converted into points as normally applied.

- (i) In the instance of a vehicle having to stop at an incident, slow down to no more than 60km/h whilst passing an incident with orange flashing lights, catching the 0 vehicle or being required to stop in a TARGA stage by an official; a derived time will be allocated based on the competitor/crews average finishing position on the previous three stages, within the overall full competition field in the case of the crew competing in a full 200km/h competition, within the overall speed limited competition field in the case of the crew competing in a 130km/h speed limited competition or within the overall TSD Trophy competition field in the case of a TSD Trophy crew. 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.
- (ii) In the instance of a vehicle that has had to slow or stop, as outlined in a), on consecutive stages for any of the reasons noted in Section F 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.
- (iii) In the instance of a vehicle that has had to slow or stop, as outlined in a), 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.
- (iv) In the instance of a vehicle having to slow or stop, as outlined in a), on one or more of the first three TARGA Stages for any of the reasons noted in Section F 1, a derived time will be allocated based on the competitor/crews 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.
- (v) In the instance of a vehicle stopping in a TARGA stage for any other reason whatsoever, and the vehicle falls behind the 999 vehicle, as outlined in Section F 1.3, providing the competitor/crew are within their late time at the end of leg control, they will be awarded a derived time in line with the above rules a) to e), plus a **2 minute** time penalty for the stage in which they stopped plus a further **2 minute** penalty for each subsequent stage that they have remained behind the 999 vehicle, whilst remaining within their late time.

5.11 Official Clocks

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

6. CHANGES

TARGA 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, placings will be determined, and the relevant awards made to those competitors/crew's that have traversed the course in accordance with these regulations up to the time control immediately preceding termination. Any alteration to the schedules or road books will be in writing. At no time will oral advice take precedence over written instructions.

7. MAXIMUM SPEED

The maximum speed that any Classic, Classic GT, Early Modern 2, Early Modern 4, GT Production, GT Outright competitor can reach is 200km/h. A **5 second** penalty will be applied per second that the competitor is above 200 km/h, as monitored via the RallySafe equipment. Any competitor who exceeds 210km/h 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 disqualification at the end of this leg and the competitors/crews will be given the option to compete in either Thoroughbred Trophy or GT Sports Trophy (depending on their vehicle) for the remainder of the event. In the case of a second offence on the final leg, a fine of \$1,000 will be applied and be payable before any further invitations to compete will be issued to the competitor for future TARGA events.

8. TYRES

Each Automobile is permitted up to:

- (i) A maximum of six tyres compliant with the Motorsport Australia TARGA Championship Technical Regulations (refer to Article 32, 33 of the Technical Regulations); and
- (ii) An additional four wet weather tyres that comply with the Motorsport Australia Tarmac (TARGA) Rally Wet Tyre Definition, which if used, must be used as a set of 4 tyres.

All tyres must be presented and marked at each event in accordance with the Technical Regulations. The following time penalties will be applied by the stewards in regard to tyre usage, per tyre:

- (iii) **10 minutes:** for the use of any tyre that was not marked and registered at pre-event scrutiny, regardless of the reason for its use, as determined by an appointed judge of fact.
- (iv) **20 minutes:** for the carrying of any unmarked or falsely marked tyres in the competition vehicle at any time during the event.

9. OVERTAKING

9.1 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.

9.2 Right of Way

The vehicle being overtaken, must give way. Should a driver indicate to overtake, as outlined above, the driver being overtaken must turn on their left side indicator and must allow the overtaking vehicle to pass immediately on the right 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. Failure to carry out the prescribed instructions by either vehicle may result in the matter being referred to the stewards who may apply a penalty up to disqualification.

9.3 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 competitor relations officer (CRO, the Clerk of the Course will view any evidence provided and will impose the following penalty in conjunction with the stewards, which will be final:

- (i) First offence for failure to permit overtaking: **1 minute**
- (ii) Each subsequent offence for failure to permit overtaking: **3 minutes**

Overtaking complaints must include video evidence and be lodged with a CRO 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 & TARGAFEST

10.1 Security Park

A security park is an area in which each vehicle will be parked overnight after each leg. Each vehicle 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 (except TARGA High Country), Expo, 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. Vehicles are required to enter the security park immediately after completing pre-start scrutiny.

10.2 Arrival at and Removal of Vehicle from a Security Park

Once through the final end of leg control all competition vehicles must enter the security park. 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. Penalties as follow will apply to each occasion a vehicle is removed from the security park regardless of the reason for removal:

- (i) **1st Occasion:**
 - TSD & Thoroughbred Trophy, Classic & Classic GT: **1 minute**
 - Early Modern 2 & Early Modern 4: **2 minutes**
 - GT Sports Trophy, GT Production & GT Outright: **3 minutes**
- (ii) **All Subsequent Occasions:**
 - TSD & Thoroughbred Trophy, Classic & Classic GT: **3 minutes**
 - Early Modern 2 & Early Modern 4: **5 minutes**
 - GT Sports Trophy, GT Production & GT Outright: **10 minutes**

10.3 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 TARGA.

10.4 End of Event Parc Ferme

After crossing the official finish line, each vehicle nominated by the Technical Delegate or Chief Scrutineer will be placed in parc ferme and will remain in this area until released by the Chief Scrutineer or Technical Delegate.

11. RE-FUELLING AND ROADSIDE WORK

Refuelling and Roadside work is not restricted except on suburban streets and all built up areas. Any refuelling action or any other action undertaken roadside on the course must not impede, disrupt or otherwise affect normal traffic movements in any way – it must be conducted off the normal road surface. All TARGA officials are judges of fact. Any competitor/crew who has been observed or otherwise determined, be it themselves or their service crew, to have not complied with these requirements will have a **5 minute** penalty applied for each offence in conjunction with the stewards.

12. COMPETITION ORDER

12.1 Running Order

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

12.2 Start Order

Each competitor/crew will run the competition in an order that will be determined by TARGA taking into consideration past performances of the competitor/crew or in the case of new competitors, the potential performance of the vehicle. A Prologue may be used to determine start order. 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 1 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 pre-event. Competitor/crews are required to report to the security park no later than the time specified.

12.3 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 9.00pm on the preceding day. Competitor/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 9.00pm. 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 re- start order for the section after the lunch break will be the same order in which vehicles arrived at the lunch break. A competitor/crew which departs the lunch break 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.

12.4 Competitor/Crews Withdrawing from Competition and Retirement

Should a competitor/crew not complete a leg, it is that competitor/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 TARGA deeming that the competitor/crew has withdrawn or retired completely from the competition. In this case, the competitor/crew may not be included in the start order for the following leg and may be denied permission to continue in the competition. Any competitor/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/crew, for submitting to a CRO or email this form to cro@targa.com.au

12.5 Re-joining

If a competitor/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:

- (i) To a CRO advising their intention no later than 7.00pm on the leg concerned, or
- (ii) 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 will start in a position, as determined by the Clerk of the Course.

12.6 Stage Starts

- (i) The start of a competition vehicle may only be delayed in relation to the scheduled starting time by the appropriate official.
- (ii) A false start, particularly one made before the electronic start or official has given the signal, shall be penalised by **1 minute**.
- (iii) On completion of a touring stage and once checked into a time control for the next stage a competition vehicle will be deemed ready to start a TARGA stage. Through the fault of the competitor/crew, a competitor/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.
- (iv) Competitor/crews are to start a TARGA stage in the order that they arrive at the time control. Competitors/crews are not to start out of order unless instructed to do so by the line-up officials or Stage Director. Failure to comply will incur a **1 minute** penalty. Classic competition competitors may move forward at a stage start if they have fallen back through the field. The Stage Director and line-up officials will be deemed to be judges of fact.

12.7 Controls

12.7.1 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 disqualification.

12.7.2 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.

12.8 Restricted Time Zones (RTZ)

Restricted Time Zones will be located on various stages on the course. Competitors/crews 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 400-metre zone will require the competitor/crew to remain within the zone for a minimum of 20 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/crew's overall elapsed time for each offence on the stage where the breach occurred. Any offence may be further reviewed by the Clerk of the Course based on any relevant data such as RallySafe – further penalties may be considered by the Clerk of the Course in conjunction with the stewards based off any investigation (i.e. judged to have made no attempt to slow within the zone). At no time can a vehicle slow to below 30km/h 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.

12.9 Restricted Speed Zones (RSZ)

Restricted Speed Zones will be located on various stages on the course. Competitors/crews are required to reduce their maximum speed to below a pre-advised speed before entering these zones and must maintain a speed at or below the posted maximum speed for the duration of the zone until exiting the zone. The maximum speed for the zone can vary from zone to zone in increments of 10km/h, and will be advised in the event's reconnaissance notes and road book. The length of the restricted speed zone can vary, in increments of 100 metres, and will also be advised in the events reconnaissance notes and road book. The RallySafe device will be used as a judge of fact in all instances where a competitor fails to remain below the posted speed for the entirety of the zone.

A **30 second** penalty will be added to the competitors/crews overall elapsed time for each offence on the stage where the breach occurred. Any offence may be further reviewed by the Clerk of the Course based on any relevant data and further penalties may be considered by the Clerk of the Course in conjunction with the stewards. (i.e. judged to have made no attempt to slow within the zone).

Overtaking rules as outlined in these regulations apply to all restricted speed zones, providing the competitors/crews do not exceed the maximum speed for the zone to complete a successful overtake. In this case, the penalty for breaching the maximum speed will still apply.

12.10 Stage Finishes

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

12.11 Stop Points

Competitor/crews are required to come to a complete stop at each stop point. Crews must leave helmet straps done up, gloves on 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 officials are deemed to be judges of fact.

Competitor/crews **MUST** ensure they notify the stop control of any matters related to an incident and as per those details provided in the event safety procedures, specifically where required in the case of an incident. Failure to notify the stop point as required will result in a review by the Clerk of the Course in conjunction with the stewards and penalties may be considered based on any further investigation.

12.12 Interruption of a TARGA Stage

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

12.13 Direction of Travel

When driving on a TARGA stage each crew is 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.

12.14 Motive Power

A penalty of **5 minutes** per incident will apply for a competitor/crew whose vehicle does not travel under the motive power of its engine or receives any other assistance to move or travel during any section of any leg of the event, regardless of how short this distance is. This includes being towed or moved in any way.

12.15 Touring Stages & Traffic

12.15.1 Quiet Zones

All towns on the route are considered to be quiet zones (unless they are part of a TARGA stage). Each vehicle 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 competitor/crew liable to a penalty of **20 minutes** per infringement.

12.15.2 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.

12.16 Traffic Infringements

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

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

Competitor/crews will be issued with a steward's decision 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. Fines and penalties applied by the Police will be in addition to the above.

12.16 Speeding on Touring Stages

Throughout the touring sections of the rally, each competitor/crew must strictly observe all posted speed limits. RallySafe units will be the judge of fact in all cases of a competitor/crew travelling above the posted speed limit and penalties will be applied as follows to any competitor/crew who exceed the posted speed limit, regardless of the competition:

- (i) First Offence: **1 minute**
- (ii) Each Subsequent Offence: **2 minutes**

If multiple offences occur on the same day as the first offence, these will all be penalised the same as the first offence. i.e., **1 minute** for each offence. Subsequent to this all offences will be penalised **3 minutes**.

13. 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 will be used by the Scrutineer who will be the judge of fact in relation to the weight of the vehicle. A competitor/crew 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:

- | | | |
|------|--------------------------|-------------------|
| (i) | 1st Offence: | 5 minutes |
| (ii) | Each Subsequent Offence: | 10 minutes |

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.

14. RECONNAISSANCE

14.1 Reconnaissance Notes

Reconnaissance notes will be available to competitors/crews. Competitors/crews must pay particular attention to any Care, Caution or Extreme Caution noted in the reconnaissance notes. All notes of this nature **must** be included in the safety/pace notes to be used by the competitors/crews in the event.

14.2 Compulsory Safety/Pace Notes Check

All competitors/crews using any form of safety/pace notes at the event, must declare that they have conducted a minimum of a single reconnaissance of each TARGA stage included in the event reconnaissance notes for the event. All competitors using safety/pace notes will be required to sign and submit a Safety/Pace Notes in Use disclaimer form before they will be granted final permission to start the event.

14.3 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 during reconnaissance. Any member of the Police is a judge of fact in relation to breaches of traffic laws.

14.4 Vehicles

Reconnaissance must be conducted only in normal road-registered vehicles (not competition vehicles) which do not carry any signwriting 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.

14.5 Reconnaissance Limit

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. A competitor/crew 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/crew will be allowed to start on Leg 1 of the event.

14.6 Forbidden

In the interests of community relations, TARGA 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.

14.7 Practising

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

14.8 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 disqualification from the event and forfeiture of all entry fees paid.

14.9 Accidents

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

15. SERVICE CREWS

15.1 Registration

Up to six service crew members may be registered with TARGA, at no charge, by completing the appropriate registration form and lodging it pre-event. Registered service crew will receive service crew instructions and a wrist band which must be worn at all times.

Motorsport Australia Personal Accident Insurance is provided for registered service crew members ONLY.

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.)

15.2 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.

15.3 Restricted Areas

Service crews may not enter parc ferme without the approval of the Technical Delegate. Service vehicles are not permitted in any security park (at overnight stops) or lunchbreak locations.

15.4 Traffic

Service crews are required to observe all traffic regulations and respect the traffic laws of the state. TARGA may receive advice of speeding from the local Police. Entrants of offending service crews will be issued a monetary penalty of \$300 by the stewards for each offence. The competitor/crew, for whom the service crew is registered or aligned to, will be responsible for the payment of fines imposed 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 CRO. Note: Fines and penalties applied by the Police will be in addition to the above.

15.5 Service Areas

There are no official service areas. Competitors/crews can use any suitable location to service their vehicle during their allocated service time.

SECTION G – TSD TROPHY

1. SCORING

One penalty point will be awarded to competitors/crews crossing the flying finish point on a TARGA stage for each second that they are slower or faster than the allocated time set for that TARGA stage, which will be listed in the event's supplementary regulations.

As timing will be scored in full seconds, times that fall above .50 of a second will be rounded up to the next full second and times up to and including .50 of a second will be rounded down to the previous full second, in order to establish how many penalty points are applied.

Example: A particular TARGA stage has been given a set time of 3 minutes and 22 seconds. Car A crosses the line in 3 minutes and 23.65 seconds. The penalty points applied will be 2. Car B crosses the line in 3 minutes and 21.55 seconds. The penalty points applied will be 0.

The penalty for not reporting to any time control within the prescribed late time limit is 100 points per time control.

2. STAGE TIMES

This competition is designed for competitors/crews to accurately gauge when they will need to cross the flying finish at the end of a TARGA.

3. 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 competitor/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 an average speed for any time on any part of the course, for the duration of the event, a penalty of up to disqualification can be applied by the stewards.

4. MAXIMUM AND MINIMUM SPEED

The maximum speed that any TSD Trophy competitor/crew can reach is 130km/h. A **5 point** penalty will be applied per second that they are above 130 km/h as monitored via the RallySafe equipment. Any TSD Trophy competitor/crew who exceeds 140km/h will have a **300 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 disqualification at the end of this leg. 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 competitor/crew for future TARGA events.

Except where required by road conditions or other extenuating circumstances, competitors/crews are also required to maintain a minimum speed of 30 km/h while on a TARGA stage. If a competitor/crew falls below 30 km/h, a **2 point** penalty per second where the vehicle is below this speed as monitored via RallySafe equipment will be applied in each instance.

SECTION H – THOROUGHbred TROPHY & GT SPORTS TROPHY

1. MAXIMUM SPEED

The maximum speed that any Thoroughbred Trophy and 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 140km/h 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 disqualification at the end of this leg. 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.

TARGA

SECTION I – PROTESTS & PENALTIES

1. PENALTIES AND BREACHES

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

- (i) Where a mandatory or prescribed 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/crew.
- (ii) Where a penalty is specified in these regulations and the penalty is to be determined by the stewards the competitor/crew will be notified and the matter will be investigated by the stewards and the appropriate penalty will be applied and advised by a steward's decision.
- (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/crew.

For any other penalty, other than those mandatory or prescribed within these regulations, the Motorsport Australia infringement notice process will be used at this event. 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 TARGA that allows for these and any other communications with the competitor/crew. Any references to a penalty of disqualification in these regulations means that the Clerk of the Course and the stewards have consulted, and the disqualification penalty is being applied by the stewards or on the steward's behalf by the Clerk of the Course (refer to the NCR's).

2. PROTESTS

Each protest concerning the application of the regulations must be lodged in writing and handed to the Chief CRO 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. Each event is a major national event for the determining of any protest fee. The time limit for the lodgement of a protest will be in accordance with Motorsport Australia NCR's, subject to the following exceptions:

- (i) For the purposes of determining the time limit for a protest 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 scrutiny, as listed in the event's 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.
- (ii) 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 no later than 30 minutes after the finish of all legs of the competition. The competition will be deemed to finish at 5.30pm.
- (iii) Notwithstanding the above, if an enquiry lodged with TARGA 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, which the answer is provided. The leg will be deemed finished at 5.30pm each day.
- (iv) A protest against any decision of TARGA contained in any class list or start order must be lodged within 1 hour of the posting of the list as outlined in the event's supplementary regulations.
- (v) 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 the Motorsport Australia NCR's and accompanied by the prescribed fee.

4. JUDGES OF FACT

Any official appointed by TARGA 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 Usage & Unmarked Tyres	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Failure to stop at stop point	✓	✓										✓
Restricted Time Zones												✓
Removal of vehicle from security park						✓						
Not following course in accordance with road book	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓
Not slowing down for orange flashing light prior to the scene of incident					✓						✓	
Not remaining behind MIV with flashing lights					✓						✓	
Not slowing down on display of RED flag			✓									
Not slowing down on display of triangles	✓	✓	✓		✓	✓		✓	✓			
Failure to remove safety triangles	✓	✓	✓	✓	✓	✓				✓	✓	

A: Event Director and Stage Directors

B: Control Officials

C: Control, Road Closure, SOS & Spectator Officials

D: Start line Officials

E: Emergency Services Officials

F: Scrutineers/ Technical Delegate

G: Tour Leaders & Observers

H: Any Photographer or Film Crew

I: Officials Appointed to Monitor Fuel & Tyres

J: Recovery Manager

K: Crew of 999 Course Car

L: Clerk of the Course using RallySafe System

- Any medical officer appointed by TARGA 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 J - RESULTS

1. CLASSIFICATION

Each competitor/crew 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 elapsed time or point penalties within their competition. In the case of the Classic and Thoroughbred Trophy competitions, allocated handicaps will be added to determine these classifications. These classifications will be used to determine points awarded in each competition for the Motorsport Australia TARGA Championship.
- (ii) Vehicle category classification in which the competitors/crews will be listed in ascending order of aggregate time penalties within each category (if applicable).
- (iii) Vehicle class classification in which the competitors/crews will be listed in ascending order of aggregate time penalties within each class (if applicable).
- (iv) Finishers classification for each competitor/crew which reports with its vehicle, or parts thereof, to the finish control at the Official Finish before the commencement of the champagne shower presentations.
- (v) Such other classifications as are necessary to determine results for other awards and trophies.

2. RESULTS MEDIA REPORTING

For the purposes of media reporting, social and/or traditional, TARGA 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.

3. 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 and concerning the classification established at the end of the event shall, except in circumstances which the stewards consider as physically impossible, be made within 30 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.

4. 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.

5. RESULTS

5.1 Advertising of Results

All advertising, sales promotion and publicity material produced by competitors/crews 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 TARGA. Artwork is available from TARGA.

5.2 Use of Results

Advertising, publicity and all other statements made by the entrant or competitor/crew and their agencies referring to the results of the competition must be in accordance with the official results announced by TARGA. 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.

TARGA

SECTION K – TERMS AND CONDITIONS

1. APPLICATION, WITHDRAWAL AND REFUNDS

Applications are to be lodged with TARGA via the Motorsport Australia 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, and be accompanied by an **application fee of AUD\$500 inc GST, which is non-refundable or non-transferrable**. An applicant who applies to compete and who then withdraws up to seven days before the start of the event will receive a refund of all monies paid less the application fee of AUD\$500 including GST. Any withdrawal within seven days before the start of the event will not be entitled to a refund at the sole discretion of TARGA. Applications may be submitted after the close of applications date at the discretion of TARGA.

2. INVITATION TO COMPETE/PARTICIPATE

An Invitation to Compete is issued by TARGA at their sole discretion. Any such invitation applies only to the nominated entrant, the nominated driver and the nominated vehicle as shown in the application. An entrant wishing to change the vehicle originally nominated after an invitation to compete has been issued, must notify TARGA who, at their sole discretion, reserve the right to withdraw the original invitation and consider the proposed replacement vehicle as a new application. TARGA reserves the right to decline an Invitation to Compete in an event without giving a reason. An entrant invited to compete will be notified of our decision to issue an invitation. If any outstanding entry fee/s are not received in full by the Close of Entries date, TARGA reserve the right to withdraw the invitation and allocate the vehicle competition number to another invited applicant. TARGA owns all vehicle competition numbers and reserves the right to allocate any number to who it decides and can change any competitors allocated competition number without giving a reason.

Subject to the approval of Motorsport Australia issuing the permit to conduct the event, it is a condition of entry that from the completion of each vehicle's pre-event self-scrutiny form and pre-event tyre-marking, the vehicle is subject to Security Park conditions as set down in the TARGA Sporting Regulations. It is also a condition of the invitation that it is acknowledged that a \$10,000 excess is in place for all property damage caused by competitors and tour participants at all TARGA events. Please refer to the link for further information <https://motorsport.org.au/clubs/insurance>.

3. EVENT CANCELLATION & NON-ATTENDANCE

In the instance of an event cancellation due to decisions made by authorities beyond the control of TARGA, for whatever reason, all entrants will receive a **full transfer without penalty** to the next running of the cancelled TARGA event, which if the competitor cannot attend, the process as outlined in 1. will apply. Entry fees cannot be transferred to any other TARGA events.

In the instance of an entrant not being able to attend due to decisions made by authorities beyond their control, such as a border closure or quarantine requirements, these entrants will, at the discretion of TARGA, receive a **full refund without penalty**. Entry fees cannot be transferred to any TARGA events.

4. COPYRIGHT

The entrant agrees all photography, video and film rights for the event is the property of TARGA. 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 TARGA retain copyright of all photographic and/or 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 TARGA. 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 TARGA. Entrants and crew members are advised to contact TARGA prior to making commitments for any such commercial arrangement.

The entrant agrees all data obtained by the RallySafe device for the event is the property of TARGA and competitors can only obtain and use this data with the written permission of TARGA. Failure to observe these regulations may lead to legal action by TARGA 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 TARGA or the event sponsors and to comply with the film and video regulations.

By signing up for a TARGA event, you agree to subscribe to newsletters, marketing or promotional materials and other information we may send. However, you may opt out of receiving any, or all, of these communications from us by following the unsubscribe link on any TARGA promotional correspondence.

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. TARGA 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.

5. ADDITIONAL FEES

TARGA reserve the right to charge additional fees as required for third party providers. These fees will be listed on the website no less than 30 days before the commencement of the event.

6. ADDITIONAL CREW MEMBERS


Additional crew members may be nominated as replacements before or during the event, but the nomination must be submitted using the correct form. Acceptance of the nomination will be at the discretion of TARGA. A fee of AUD\$1,000 including GST will apply for each additional person nominated for each vehicle.

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, or other penalty as determined by the stewards. Where Safety (SOS) 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 Safety 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 safety triangles out at approximately 100m and 50m; display the **OK** sign at the vehicle to following crews 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 (SOS) Point.

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

The crew involved at the incident is to put the safety 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 (SOS) 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, who must observe the requirement of slowing down when they see safety 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 safety 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 (SOS) 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, who must observe the requirement of slowing down when they see safety 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 (SOS) POINT

A Safety (SOS) Point is an intermediate point within a TARGA stage where a competitor can stop and report a serious incident that has occurred prior to that point. A Safety (SOS) Point will be visible for at least 200m, and each location is identified in the Road Book instructions.

CONTACT DETAILS

For further enquiries in relation to these sporting regulations please contact:

Megan Creese – Competitions Manager

megan@targa.com.au

03 6144 9500

TARGA