TABLE OF CONTENTS

SECTION A – PREAMBLE

SECTION B – COMPETITIONS

SECTION C – DEFINITIONS

SECTION D – TECHNICAL REGULATIONS FOR ALL VEHICLES

1. Vehicle Logbooks & Passports
2. Authority to Enter Vehicle
3. Eligible Vehicles
4. Technical Regulations
5. Roadworthiness and Eligibility of Vehicle
6. Recognition Papers
7. Modifications
8. Safety Cage Structure
9. Safety Cage Specifications- All Vehicles
10. Safety Cage Specifications - Cup and Supercup Competitions
11. Safety Cage Specifications- Trophy Competitions (Except TSD Trophy fixed roof vehicles)
12. Apparel
13. Helmet
14. Safety Harnesses (Except TSD Trophy)
15. Safety Harness Belt Cutter
16. Supplementary Restraint System (SRS) - Air Bags
17. Seats
18. Fire Extinguishers
19. First Aid Kits
20. OK/SOS Signs
21. Reflective Warning Triangles
22. Oil Absorbent Material
23. Bonnet Restraints
24. Battery Isolation Switch
25. Exhaust Noise
26. Fuel Samples
27. RallySafe Equipment
28. Towing Points
29. Headlamps
30. Windscreen
31. Rear View Mirrors
32. Vehicle Weight
33. TSD Trophy Navigational Instruments

SECTION E – PERMITTED MODIFICATIONS

1. Manufacturer Replacement and Superseded Parts
2. Modifications During the Event
3. Addition of Material and Parts
4. Chassis / Sub-Frame / Monocoque
5. Fasteners
6. Interior
7. Steering Wheel
8. Left Hand Drive
9. Pedals
10. Brakes
11. Anti-Lock Brakes, Traction Control and Stability Control Systems

12. Bodywork / Spoilers / Skirts
13. Cameras
14. Engine Changes
15. Rotary (Wankel) Engine Port Modifications
16. Engine and Exhaust Insulation
17. Pistons, Connecting Rods and Camshafts
18. Spark Plugs
19. Engine Mounts
20. Oil Filter
21. Oil Breather
22. Additional Oil / Brake Cooling
23. Steering
24. Engine Cooling System
25. Battery Location
26. Throttle Return
27. Fluid Lines Inside Cabin
28. Fuel
29. Fuel Tanks
30. Cables, Lines and Electrical Protection
31. Electrical System
32. Tyres
33. Tyre Standards and Load Ratings
34. Wheels
35. Wheel Valve Caps
36. Carriage of Spare Wheels / Tyres
37. Wheel Spacers
38. Tinted Windows
39. Recommended Equipment

SECTION F – VEHICLE SPECIFIC REGULATIONS

All Vehicles Manufactured From 1948 to 1988

1. General Requirements
2. Fuel System and Hoses
3. Exhaust
4. Hydraulic Handbrake
5. Engine

Limited Modified Specification (LMS)

1. Capacity Increase
2. Minimum Weight
3. Crankshaft
4. Camshaft
5. Rotary Engines
6. Ignition
7. Cylinder Head
8. Carburetted Vehicles
9. Fuel Injected Vehicles
10. Turbo and Superchargers
11. Forced Induction Pipes / Air Box, Hoses, and Intercooler
12. Engine Cooling System
13. Air Cooled
14. Internal Modifications
15. Gearbox / Transmission / Final Drive
16. Chassis
17. Suspension

18. Steering
19. Bodywork
20. Windscreen Replacement
21. Bumper Bars

Modified Specification (MS)

1. Engine
2. Capacity Increase
3. Minimum Weight
4. Cylinder Heads
5. Ignition
6. Fuel Injection
7. Rotary Engines
8. Sump
9. Gearbox / Transmission / Final Drive
10. Suspension
11. Bodywork

All Vehicles Manufactured From 1989 to 2025

1. General Requirements
2. Air Conditioning
3. Gearbox / Transmission / Differential
4. Air Filters and Intercoolers
5. Turbo Chargers & Superchargers
6. Engine Lubrication, Fuel Pumps and Fuel Injectors
7. Rotary Vehicles
8. Bodywork / Spoilers / Skirts / Under Trays
9. Ride Height
10. Suspension
11. Exhaust
12. Electronic Control Unit (ECU) and Associated Wiring Loom
13. Minimum Weight
14. Electrical System
15. Driver's Seat Location

SECTION A - PREAMBLE

1. **Regulations:** These regulations are based on the principle that modifications to the automobile or its components other than those specified below are forbidden. For clarity, unless a modification or freedom is clearly outlined in these regulations then it is NOT allowed.

2. **Valid Dates:** These regulations will remain valid for the duration of the event. Targa reserves the right to make changes to the regulations at any time and issue a new version of these regulations up to 16 November 2025. Any changes made after this date will be issued to competition crews in the form of a bulletin.

3. **Roadworthiness and Eligibility of Vehicle:** These regulations do not supersede any civil requirements/regulations, and compliance with any such provisions is the responsibility of the entrant. It is the responsibility of the competition crew to always ensure that the vehicle conforms to these regulations, including eligibility requirements, and maintains roadworthiness for use in the state of Tasmania.

4. **Vehicle Classification/Specification:** It is the responsibility of the entrant to ensure that their vehicle is presented in conformance with these regulations and the classification/specification for which the vehicle has been entered. The entrant must provide when requested any valid documents, other details, or evidence to support the classification/specification of the vehicle as entered.

5. **Valid Documents:** National and International motor sport bodies may produce recognition or homologation documents which define the specification of a given model. Vehicle manufacturer produced workshop manuals, specification literature or other manufacturer validated documents may also define the specification of a given model. These such valid documents may be used to define certain specifications of components for use either as the standard specification or where such freedoms existing for modification or use of such a component.

6. **Mechanical Parts:** Irrespective of the parts for which the present regulations lays down freedom of modification, the original mechanical parts necessary for the propulsion as well as all accessories necessary for their normal functioning, having undergone the normal machining operations laid down by the manufacturer for production, may be subjected to all tuning operations (e.g. finishing, scraping) but not replacement; provided that the origin of the series production part may always be established, its shape may be ground, balanced, adjusted, reduced or modified through machining. However, the modifications permitted by the above paragraph are allowed on condition that the weights and dimensions respect the specifications as detailed in the valid documents for that make/model.

7. **Road Registration:** Each vehicle must be presented with a valid registration for that vehicle as issued by an Australian State/Territory Authority. A vehicle which has been modified as a competition vehicle to suit Targa events may not be eligible for normal road registration and may require a type of registration or permit through a scheme approved by a state or territory authority for such a competition vehicle.

8. **Unregistered Vehicles:** 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 state of Tasmania.

SECTION B – COMPETITIONS

The event will comprise ten competition categories of various names plus an Outright category:

- **TSD TROPHY - SPEED LIMITED TO 130KM/H**
- **TROPHY - SPEED LIMITED TO 130KM/H**
  - Classic Trophy
  - Early Modern Trophy
  - Modern Trophy
- **CUP - SPEED LIMITED TO 160KM/H**
  - Classic Cup
  - Early Modern Cup
  - Modern Cup
- **SUPERCUP - SPEED LIMITED TO 190KM/H**
  - Classic Supercup
  - Early Modern Supercup
  - Modern Supercup
- **OUTRIGHT**
  - Overall results across all competitions, except TSD Trophy, based on total elapsed penalty time without handicap

Competition crews can only enter one of these competitions, as outlined below and all competition crews, except those in TSD Trophy, will be automatically entered in the Outright competition.

Please Note: The maximum number of competition vehicles allowed in the event is 100 (ten in each of the ten competition categories). Once each competition is full, the competition will be closed for application and remaining applications will be placed on a waiting list in the order they were received, for inclusion in the competition if there is a withdrawal. Targa reserves the right to increase a particular competition's total number of vehicles by moving vacant spots remaining in other competitions, based on demand and maintaining a maximum of **100 vehicles** across all ten competitions.

Please Note: If a competition has less than five competition crews as at the conclusion of documentation, Targa reserves the right to merge this competition with another to create a competitive field. If this merger occurs, the winners of the removed competition will still be recognised as such at the trophy presentations and awarded the 1st place trophies for the competition originally entered.

Competition Descriptions

The years shown for each competition are based on the start year being from 1 January and the final year being up to 31 December. There are no provisions or allowances for model run on's to be included in an earlier competition with the vehicle allocation to a specific competition being based on the actual build date of the vehicle being entered, as per its vehicle identification number (VIN) or similar identity plate. It remains the responsibility of the entrant to provide proof to Targa of the actual build date of their vehicle. Replica vehicles will be allocated to a competition as per it's build date, not the era of the vehicle it has replicated.

TSD Trophy
This competition is reserved for all vehicles manufactured from 1948 up to 2025. It will allow speed limited (130km/h) time, speed, distance (regularity style) competition between vehicles of many ages and engine sizes with crew skill, mechanical performance and reliability determining the outcome. Vehicles must be compliant for normal road registration and road usage including any modifications that have been made to the vehicle. Trophies will be awarded to 1st, 2nd & 3rd.

Classic Trophy
This competition is reserved for all vehicles manufactured from 1948 up to 1988. It will allow speed limited (130km/h) competition between vehicles of many ages and engine sizes with crew skill, mechanical performance and reliability determining the outcome. Performance variations will be neutralised by a handicap scoring system based on engine capacity and modification level. Trophies will be awarded to 1st, 2nd & 3rd.

Early Modern Trophy
This competition is reserved for all vehicles manufactured from 1989 up to 2007. It will allow speed limited (130km/h) competition between vehicles of many ages and engine sizes with crew skill, mechanical performance and reliability determining the outcome. Trophies will be awarded to 1st, 2nd & 3rd.

Modern Trophy
This competition is reserved for all vehicles manufactured from 2008 up to 2025. It will allow speed limited (130km/h) competition between vehicles of many ages and engine sizes with crew skill, mechanical performance and reliability determining the outcome. Trophies will be awarded to 1st, 2nd & 3rd.

Classic Cup
This competition is reserved for all vehicles manufactured from 1948 up to 1988. It will allow speed limited (160km/h) competition between vehicles of many ages and engine sizes with crew skill, mechanical performance and reliability determining the outcome. Performance variations will be neutralised by a handicap scoring system based on engine capacity and modification level. Trophies will be awarded to 1st, 2nd & 3rd.

Early Modern Cup
This competition is reserved for all vehicles manufactured from 1989 up to 2007. It will allow speed limited (160km/h) competition between vehicles of many ages and engine sizes with crew skill, mechanical performance and reliability determining the outcome. Trophies will be awarded to 1st, 2nd & 3rd.

Modern Cup
This competition is reserved for all vehicles manufactured from 2008 up to 2025. It will allow speed limited (160km/h) competition between vehicles of many ages and engine sizes with crew skill, mechanical performance and reliability determining the outcome. Trophies will be awarded to 1st, 2nd & 3rd.

Classic Supercup
This competition is reserved for all vehicles manufactured from 1948 up to 1988. It will allow speed limited (190km/h) competition between vehicles of many ages and engine sizes with crew skill, mechanical performance and reliability determining the outcome. Performance variations will be neutralised by a handicap scoring system based on engine capacity and modification level. Trophies will be awarded to 1st, 2nd & 3rd.

Early Modern Supercup
This competition is reserved for all vehicles manufactured from 1989 up to 2007. It will allow speed limited (190km/h) competition between vehicles of many ages and engine sizes with crew skill, mechanical performance and reliability determining the outcome. Trophies will be awarded to 1st, 2nd & 3rd.

Modern Supercup
This competition is reserved for all vehicles manufactured from 2008 up to 2025. It will allow speed limited (190km/h) competition between vehicles of many ages and engine sizes with crew skill, mechanical performance and reliability determining the outcome. Trophies will be awarded to 1st, 2nd & 3rd.

Outright
This competition is reserved for all vehicles entered in all competitions except TSD Trophy. It will be based on the total scratch penalty times for each vehicle across these competitions and won't include any handicap scoring in place for the Classic competitions. Outright trophies will be awarded to 1st, 2nd & 3rd and 1st place will be recognised as the event's outright winner for media purposes.

SECTION C - DEFINITIONS

1. Ancillary Item (Engine): Ancillary items are deemed to be as follows: starter motor, alternator/generator, power steering pump, air conditioning compressor and emissions air pump.

2. Engine Performance Equalisation Calculations: These calculations are applied to the actual engine cubic capacity to result in the final classing of an engine: Supercharged/Turbocharged x 1.7, Rotary x 1.8, Diesel x 1.5. Example: a) 2000cc + Turbo (x1.7) = 3400cc. b) 1300cc Rotary (x1.8) + Turbo (x1.7) = 3978cc. These calculations will be used to determine the class in which each vehicle is entered.

3. Elastomeric Bushing: A flexible coupling between two rigid structures that provides limited radial and axial freedom of movement. Bushings with less than 4.0mm of elastomer between the rigid structures shall not be regarded as elastomeric.

4. Free: means that the original part, as well as its function(s), may be removed or replaced with a new part, on condition that the new part has no additional function relative to the original part.

5. Identical: A component will be considered as being 'mechanically identical' if it performs exclusively the original function/s in the same manner as foreseen by the manufacturer and it permits the attachment of any secondary components in the original manner and without modification of those components. In addition, for the purposes of these regulations, the material and dimensions of the component must be equivalent to the original.

6. Convertible Style Vehicles: Vehicles with no manufacturer hard top panel option may only compete in TSD Trophy and must be fitted with a minimum of a half safety cage in line with other 130km/h speed limited competitions and retain all side glass. Vehicles with a manufacturer hard top panel option that completely closes the roof and allows for all side window glass to be fully closed may compete in any competition on the provision of correct fitment of the required safety cage.

7. Original: A component or specification of which is the one originally fitted by the manufacturer for the make/model of vehicle.

8. Recognised Model: A model which Targa, at their sole discretion, recognise as a model of vehicle produced by a manufacturer to a given specification.

9. Reconditioning: To repair or restore to good or close to original condition, with no mechanical or performance advantage over its original condition.

10. Reproduction: A vehicle constructed at any time in the likeness of another vehicle replicating the period specification and appearance of the original model aside from modifications permitted within these regulations.

11. Standard Specification: As originally supplied from the manufacturer for the make/model of vehicle, including allowable production tolerances.

12. Spherical Bearing: Otherwise known as a Heim or Rose joint is a mechanical articulating joint which itself has no flexibility in its coupling.

13. Suspension Pick-Up/Pivot Point: A bracket, lug or similar mechanical component attached to, or integral with, the fully sprung part of a vehicle, to which is attached a partially unsprung suspension component, and about which such suspension component moves through an arc or solid angle consequential to normal suspension travel.

14. Vehicle: A land vehicle propelled by its own means, running on at least four wheels not aligned, which are designed to be in contact with the ground. The steering must be controlled by at least two of the wheels, and the propulsion by at least two of the wheels.

SECTION D – TECHNICAL REGULATIONS FOR ALL VEHICLES

1. Vehicle Logbooks & Passports

Targa recognises the provision of a valid logbook or passport from a recognised national motorsport body to assist in the pre-start vehicle approval process. Likewise, the provision of this document does not assume that the entered vehicle will pass the pre-start vehicle check, nor is it mandatory for a vehicle to have a logbook or passport. All vehicles will be checked by a Targa Australia appointed official at the pre-start vehicle check and competition crews must attend.

2. Authority to Enter Vehicle

Vehicles may only be entered by the registered owner of the vehicle, the entrant.

3. Eligible Vehicles

All vehicles must have at least two seats and have been capable of achieving road registration when first released or be a vehicle of significance and/or distinction, as determined by Targa.

All vehicles must meet the safety requirements outlined in these Technical Regulations relevant to the competition in which the vehicle is entered, regardless of when the vehicle was built or was issued with a logbook and/or passport. Targa does not provide any scope for `grandfathering' of safety items fitted to any vehicle.

4. Technical Regulations

These Technical Regulations are based on the principle that modifications to the vehicle or its components other than those specified are strictly forbidden and will be deemed a breach of these regulations punishable up to disqualification from the event.

5. Roadworthiness and Eligibility of Vehicle

It is the responsibility of the crew to always ensure that the vehicle conforms to eligibility requirements and is always in a roadworthy condition in line with the laws of Tasmania.

6. Recognition Papers

Manufacturers and/or motorsport bodies may produce recognition papers which will define the specification of a given model, and if such papers have been produced, they must be presented at the pre-start vehicle check by the competition crew. Irrespective of the parts for which the present article lays down freedom of modification, the original mechanical parts necessary for the propulsion as well as all accessories necessary for their normal functioning, having undergone the normal machining operations laid down by the manufacturer for production may be subjected to all tuning operations through finishing, scraping but not replacement; provided that the origin of the series production part may always be established, its shape may be ground, balanced, adjusted, reduced or modified through machining. However, the modifications permitted are allowed on condition that the weights and dimensions mentioned on the homologation form, recognition documents, manufacturers manual &/or published specifications and workshop manuals are respected.

Unregistered vehicles which are invited to compete in the event, may be road registered for the required period by applying to Transport Tasmania.

7. Modifications

The limits of the modifications allowed are specified hereinafter. Apart from these, any part worn through use or damage can only be replaced by an original part identical to the damaged one, and then only in accordance with the definition of reconditioning. All vehicles must be identifiable by the homologation form data inclusive of the manufacturers published specifications.

8. Safety Cage Structure

All competition vehicles require some form of safety cage structure, except fixed roof vehicles competing in TSD Trophy. The minimum requirement for each competition is as follows and, in all instances, Targa strongly recommends the fitment of a full safety cage structure regardless of the competition entered.

A. TSD Trophy

Vehicles with fixed closed roofs or a manufacturer built removable hard top roof (including those with fixed roof panels) do not require a safety cage. Open top vehicles that do not have a roof or only have a soft top roof can compete but must have a minimum of a half safety cage and retain all side glass. Open top vehicles with no side glass are ineligible for any competition.

B. Trophy Competitions

Vehicles with fixed closed roofs or a manufacturer built removable hard top roof (including those with fixed roof panels) require a half safety cage. Open top vehicles that do not have a roof or only have a soft top roof are ineligible for these competitions.

C. Cup and Supercup Competitions

Vehicles with fixed closed roofs or a manufacturer built removable hard top roof (including those with fixed roof panels) require a full safety cage. Open top vehicles that do not have a roof or only have a soft top roof are ineligible for these competitions.

9. Safety Cage Specifications- All Vehicles

A. Safety cage structures may be bolted or welded into the vehicle, or a combination of both, and must meet the SFI Foundation standard (or higher).

B. Safety cage structures, which meet different standards or may be different in structure to the guidelines and rules shown may be approved for use at Targa's sole discretion. Entrants who seek approval for a safety cage that is different to the rules shown within must submit a proposal clearly showing their cage structure before attending the pre-event safety inspection, where the safety cage will be inspected for possible approval for use in this event.

C. Localised modification (e.g., by cutting, distorting, minor relocation) to the following is permitted for the fitment of safety cage structures:
   1. Interior trim and dashboard
   2. Relocation of a fuse box
   3. Modification of heater box – demisting of the windscreen must still be possible.

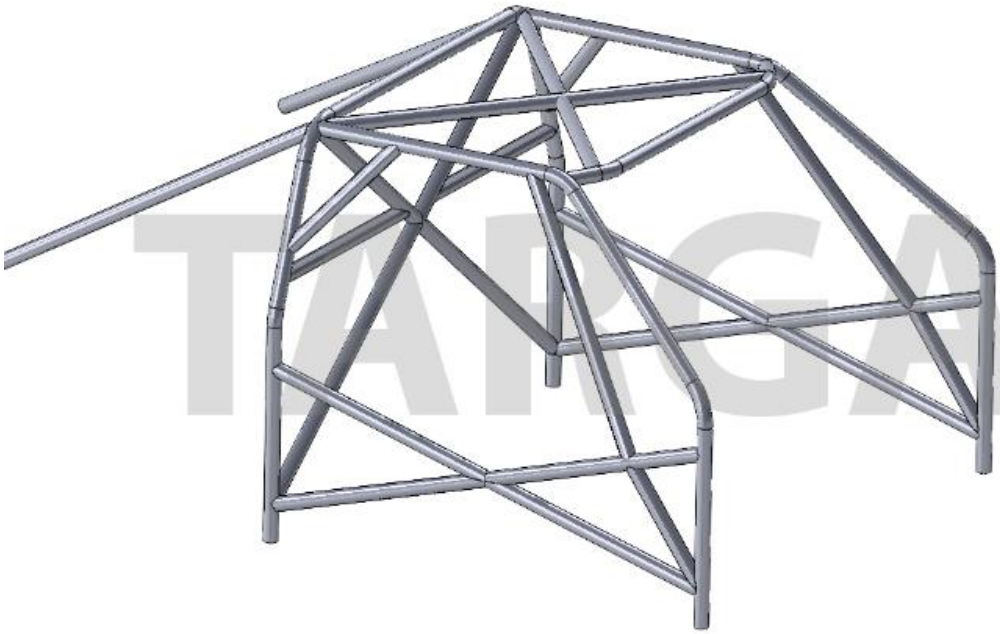
D. Safety cage padding must be fitted to each roof and roof reinforcement member of the safety structure which can be potentially struck by a competitor's helmet. Other padding fitted must be of a flame-retardant material.

E. Side protection foam is highly recommended in all competition vehicles, which can physically have this foam fitted. If fitted, original doors may be retained or replaced with aftermarket doors of free material, providing it retains the original shape, to enable the fitment of the foam. If fitted, foam must be an internationally recognised motorsport approved foam. For fitting foam only, it is permitted to.
   1. Modify the interior part of the door or the aperture for the fitment of foam, provided that the structural and safety integrity of the door is not compromised. This may include the removal of window mechanisms and other door hardware.
   2. Modify the internal door opening mechanism. It is not permitted to modify the original door latch mechanism.
   3. Additional foam may be fitted in the space between the inner door panel and each seat.
   4. Where the winged race seat is fitted, additional foam may be fitted to fill the void that exists between the side of the seat head protection and the side window or B-Pillar. In this case the foam shall be fixed to the seat side with Velcro® or similar, hook and loop fastener.
   5. Each door or aperture fitted with foam shall have a trim panel fitted that consists of a minimum of six ply carbon fibre and/or Kevlar reinforced composite material.
   6. It is the responsibility of the entrant to provide prove that the foam used is compliant with Targa requirements.
   7. To allow for the fitment of foam only, it is permitted to replace each side window based on the following.
      A. The original shape of the original window is retained.
      B. The minimum thickness of the polycarbonate replacement is 3.8mm
      C. Can be removed both internally and externally without tools in an emergency.
      D. It is permitted to fit a closable aperture, of the same polycarbonate material, using a sliding mechanism, within the replacement window.

F. Unless approved by Targa as part of a pre-event safety inspection, no part of a crew member's helmet can be less than 50mm below a line drawn between the highest point of the main safety cage hoop and the highest part of the front roll bar or less than 50mm from any roof bar lateral member ignoring any foam padding.

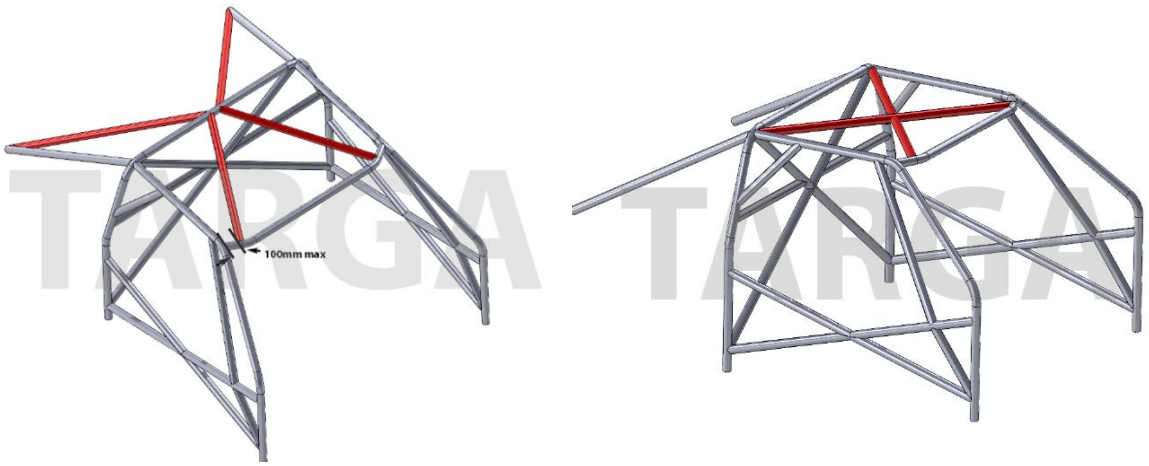
10. Safety Cage Specifications - Cup and Supercup Competitions

A. Each competition vehicle must be fitted with a full specification safety cage, as shown in the various diagrams and instructions below.



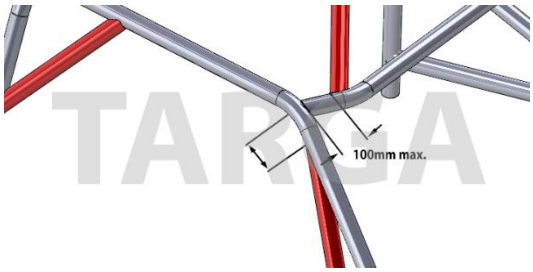
B. Roof Reinforcement

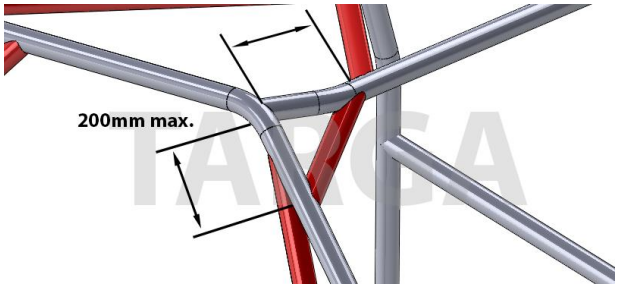
The safety cage must contain a reinforcement to brace the roof area above the occupants. This may take the form of a “V” or “X”. At the forward end, each roof reinforcement member must be attached to the header bar either within 100mm of the junction of the front leg or within 200mm if a reinforcement is fitted.



C. A-Pillar Reinforcement

The purpose of the A-Pillar reinforcement is to triangulate the forward edge of the cage. At its lower end, it must be mounted to either the same mounting foot or reinforcement plate as the front leg, or to a separate mounting foot or chassis reinforcement to the same specification. At the upper end it must be attached to the front leg either within 100mm of the junction of the header bar, or within 200mm if a reinforcement is fitted.



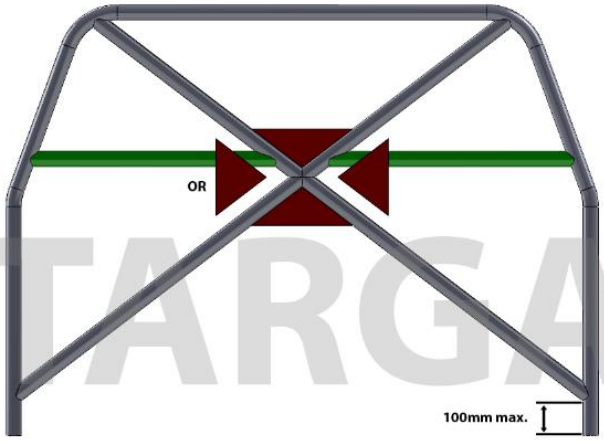


D. Main Hoop Cross

The main hoop shall be reinforced by at least two diagonal members forming a cross. The junction between the two members shall be reinforced by a pair of opposed gussets. The diagonal braces must terminate within 100mm of the mountings of the main hoop at the bottom and the junction of the rear braces at the top.

E. Safety Harness Bar

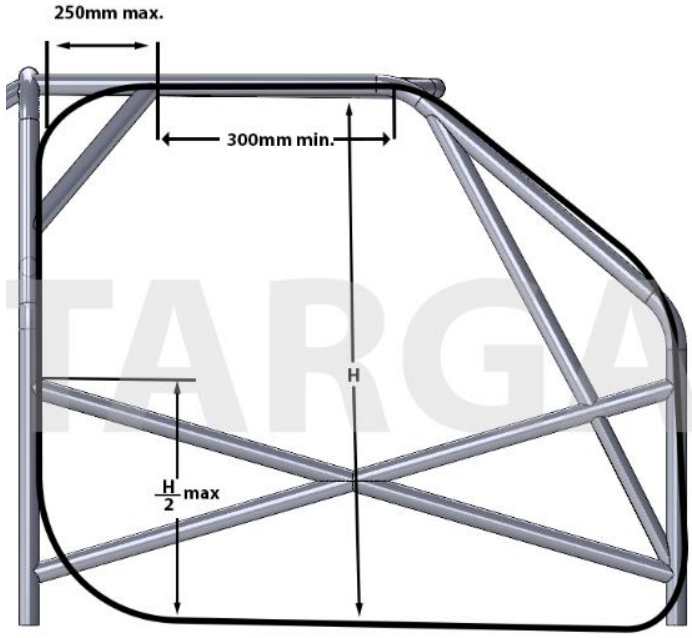
1. A safety harness bar, where fitted, must extend the full width of the main hoop.
2. Where the harness bar is intersected by a diagonal member in the plane of the main hoop, each section of the harness bar shall be co-linear.
3. Threaded ferrules (7/16”-20 or M11 x 1.25) may be added to the harness bar. Where fitted these shall extend through the tube and be fully welded.
4. Guides may be added to the harness bar to limit lateral movement of the harness where the harness is attached by wrapping.
5. Where foreseen by the seat manufacturer, the seat backrest may be attached to the harness bar.



F. Anti-Intrusion Bars and Windscreen Pillar Reinforcement

The fitting of two anti-intrusion door bars is required. It is preferred that each such bar be one continuous tube. In cases where the two bars intersect, resulting in a total vertical cross section less than that of the two separate bars, the junction must be reinforced by a pair of opposed gussets fitted to the top and bottom of the join in each instance.

Each anti-intrusion bar shall extend from the main hoop to the front leg and be made of a single tube. If practical, it should be bent out towards the exterior of the vehicle, but otherwise straight. Each anti-intrusion bar must be as high as possible, but not above a point halfway up the door opening at either end



11. Safety Cage Specifications- Trophy Competitions (Except TSD Trophy fixed roof vehicles)

Each competition vehicle must have a minimum of a half safety cage structure in line with the full specification safety cage requirements shown above.

12. Apparel

13.1 All competition categories- except TSD Trophy

All clothing must be made of flame-retardant material. All apparel and equipment must comply with the SFI Foundation standard (or higher) for all items listed below.

- Helmet
- Frontal Head Restraint
- Driving Suit
- Underwear
- Balaclava
- Footwear
- Socks
- Gloves- Co-drivers are exempt from wearing gloves

13.2 TSD Trophy

Apparel must comply with following requirements:

- A Helmet compliant with SFI Foundation standard (or higher). Where FHR is used the helmet must be approved for the use of FHR.
- Clothing from ankles to neck to wrists. Clothing of flammable synthetic material, such as nylon, is not acceptable. The wearing of driving suits to the SFI Foundation standard (or higher) is highly recommended.
- Shoes with leather uppers that cover the foot. The wearing of driving boots to the SFI Foundation standard (or higher) is highly recommended.

13. Helmet

Helmets must comply with the SFI Foundation standard (or higher).

- A helmet must be worn by each crew member throughout all TARGA stages.
- Safety helmets must be in good condition (e.g. no deep scratches, chips or incorrect painting) at all times. If a helmet is considered at pre–start vehicle check, or at any time during the event, to be unsuitable or unsafe, the helmet will be rejected and must be replaced before the crew member can continue in the event.
- Modifications to the helmet are not allowed.
- Full face helmets fitted with a suitable visor must be worn in all convertible vehicles competing in TSD Trophy.

14. Safety Harnesses (Except TSD Trophy)

Each competition vehicle shall have a SFI Foundation standard (or higher) six-point safety harness fitted for both crew members. Each vehicle must carry at least two devices that are designed for the cutting of the belt material of a safety harness. Each belt cutter must be sufficiently mounted within easy access of both crew members.

TSD Trophy

Each TSD Trophy competition vehicle shall maintain a safety harness compliant as a minimum with the requirements for a 3-point lap sash seat belt of AS 2596, ECE R16 or AS E35 standard. Standard seat belts must be retained in the vehicle. The use of a 4 or more-point safety harness is not recommended in TSD Trophy unless the vehicle is fitted with a safety cage structure which in the event of roll over will support the roof structure of the vehicle.

15. Safety Harness Belt Cutter

Each vehicle must carry at least two devices that are designed for the cutting of the belt material of a safety harness. Each belt cutter must be sufficiently mounted within easy access of the driver and the co-driver/navigator, respectively.

16. Supplementary Restraint System (SRS) - Air Bags

Vehicles fitted with SRS/Airbags may have these disconnected, deactivated or removed. If equipment is fitted in front of an airbag's deployment area, then it must be deactivated or that equipment relocated. A label stating that the SRS/Airbag has been deactivated must be placed nearby to advise of this. For vehicles not fitted with a full safety cage, it is recommended to not modify the SRS/Airbags systems supplied by the manufacturer of the vehicle. Care must be taken with the fitment of additional equipment, such as navigational devices, to ensure this equipment does not impede the path of deployment of an airbag.

17. Seats

Both seats must be made by a recognised motorsport seat manufacturer and meet the SFI Foundation standard (or higher). Each seat must be of a fixed back (or squab) design and ensure that the required safety harness can be fitted in accordance with the requirements for a safety harness. The material from which seats are manufactured is free. It is the responsibility of the entrant to ensure seat mountings are engineered with adequate strength to withstand the forces that can be experienced during competition. Only high tensile bolts will be acceptable for the mounting of seats.

Winged race seats are highly recommended for both crew members in all competition vehicles based on retaining ease of access and regress in all situations. Where a vehicle does not have a cockpit of suitable size or heavily restricted access, which precludes the appropriate fitment of a winged race seat, the competition crew (or crew member in the case of only one seat not being winged style) must wear a head restraint system to SFI Foundation standard (or higher) that provides increased lateral neck support such as the Simpson Hybrid brace shown below.

18. Fire Extinguishers

Each competition vehicle must carry a minimum of 4kg of portable fire suppression material either via Australian Standard fire extinguishers over and above the fitment of any approved plumbed-in fire suppression system. Extinguishers must be fitted in a secure location as low as practical, to a metal surface, using metal brackets and at least two metal fixtures that is easily and quickly accessible by both crew members.

19. First Aid Kits

Each competition vehicle must carry on board a weatherproof emergency first aid kit, which can be easily accessed by both crew members. It is highly recommended that all competitors undertake a first aid training course.

Each kit must contain at least the following;

- 2 x extra–large universal accident dressings
- 6 x safety pins
- 2 x large open weave bandages
- 2 x sterile eye pads
- 2 x medium open weave bandages
- 1 x thermo accident blanket
- 1 x pair dressing scissors
- 6 x adhesive plaster strips
- 1 x roll adhesive tape
- 1 x triangular bandage
- 1 x large burn dressing with a non–adhesive surface
- 1 x first aid manual

20. OK/SOS Signs

Each competition vehicle must carry on board an OK/SOS sign. This will be supplied in the road book.

21. Reflective Warning Triangles

Each competition vehicle must carry on board at least two red/orange reflective triangles, with sides at least 300mm in length. Each triangle must be fitted securely within the cockpit and easily accessible by both crew members. Immediately after the vehicle has stopped in a Targa stage, for any reason (including a minor breakdown), the triangles must be placed approximately 100 and 200 metres before the location of the vehicle. If this cannot be practically achieved the triangles should be safely placed as far as possible before the vehicle to provide suitable warning to other competition vehicles.

22. Oil Absorbent Material

Each competition vehicle must carry on board a 1kg bag of environmentally friendly, 100% organic, non–leaching, biodegradable oil absorbent material or 500g of specialist absorbent material. Oil absorbent blankets or material sheets are not permitted.

23. Bonnet Restraints

Each competition vehicle must have at least two independent fastening systems, of adequate strength and limited extensibility, which simultaneously hold the bonnet closed. Original manufacturer fitted bonnet catch, including secondary latch, may be used provided they are in their original standard specification.

24. Battery Isolation Switch

It is highly recommended that all competition vehicles be equipped with a battery isolation (master) switch, which effectively isolates all electrical circuits from the battery and stops the engine. It should be capable of being operated by the seated crew members. If a battery isolation switch is fitted, there should also be a second switch, or a remote means of operating the main switch which can be operated from outside the vehicle. This shall be in the vicinity of the A pillar on the driver's side. This external switch, or remote activation, must be clearly marked by a symbol showing a red spark in a white edged blue triangle of 150mm sides. Where fitted this external switch, or remote activation, must work effectively.

25. Exhaust Noise

The maximum noise emission permissible is 90dB as tested by the normal Tasmanian vehicle inspection method.

26. Fuel Samples

Each competition vehicle must be able to provide a fuel sample on request of Targa. When asked for a fuel sample the vehicle will be parked as directed and is not permitted to be moved or be started from that point until the sample is taken.

27. RallySafe Equipment

The fitment of RallySafe equipment to each competition vehicle is mandatory and must always remain in operation during the event.

28. Towing Points

Towing points must be fitted to the front and rear of each competition vehicle complying with the following specifications.

A. Internal diameter of at least 40mm.
B. Fitted forward of the front axle and rearwards of the rear axle.
C. Clearly visible in yellow, orange, or red, the chosen colour contrasting with the bodywork.
D. Tow hooks provided by the manufacturer of the car as a standard specification fitment may be used, which must be fitted to the vehicle in the tow locations for the duration of the event.

29. Headlamps

Effective headlamps must be fitted to each competition vehicle. Two identical headlamps must be constantly illuminated on all Targa stages. Vehicles with standard retractable headlamps may be fitted with at least two auxiliary lamps, which must be fitted securely and to a standard approved by Targa.

All headlamps must comply with the government regulations in the state or territory of registration. Existing lamps may be removed or replaced by other units provided their position remains unchanged and that they meet the original standard specifications save for the type of light emitting device. Manufacturer fitted daytime running lights cannot be used in place of full headlamps on Targa Stages.

30. Windscreen

A laminated windscreen must be fitted to each competition vehicle.

31. Rear View Mirrors

A rear-view mirror must be fitted on each side of the vehicle and one internally. Rear-view mirrors must be fitted to provide both crew members with a clear view to the rear of the vehicle. Mirrors used must be similar in design and no smaller in size to those originally fitted to the vehicle.

32. Vehicle Weight

The minimum allowed weight for each vehicle will be the total weight of the manufacturers published kerb weight (not dry weight) plus 150kg, to allow for the fitment of all safety equipment, fluids and the competition crew to enable during event weighing checks without the crew needing to exit the vehicle. The minimum weight must be maintained at all times.

33. TSD Trophy Navigational 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 smart technology device that can calculate the relevant position of the vehicle on the stage is forbidden. A mobile telephone may be carried in the vehicle provided it is secured in such a way as to not be visible or usable by the crew on a stage, save for when required for emergency purposes.

SECTION E - PERMITTED MODIFICATIONS

1. Manufacturer Replacement and Superseded Parts

Consumable service parts may only be replaced with genuine parts, or non–genuine parts that are identical. If a suitable part is not available, application may be made to Targa for substitution of that part.

2. Modifications During the Event

If during the event, running repairs are made to a vehicle the effect of which may render the vehicle ineligible for the competition in which it started, the vehicle shall be presented to Targa for inspection prior to recommencing. If the vehicle is found to be ineligible it must be made eligible, or it will be removed from all classifications.

3. Addition of Material and Parts

Any addition of material or parts is forbidden unless it is specified or required by an article in these regulations. Any material removed is not to be reused. Restoration of body shape and chassis geometry, following accidental damage, is permissible by the addition of the materials necessary to affect the repairs (body filler, weld, metal, tape etc.); other parts which are worn or damaged are not to be repaired by the addition or attaching of material unless an article in these regulations allows appropriate freedom.

4. Chassis / Sub-Frame / Monocoque

General modifications to the chassis, sub-frame, monocoque to facilitate the fitment of mandatory equipment and for the fitment of any other items permitted where specified freedoms within these regulations are provided.

5. Fasteners

Any nut, bolt, clamp, or screw may be replaced by any other nut, any other bolt, any other clamp, or any other screw and have any kind of locking device (washer, lock nut etc.) and clamps.

6. Interior

The following items are free on the basis that they do not influence, even in a secondary manner, the efficiency of the engine, steering, strength, transmission, braking, or road holding.

A. The addition of navigation instruments, measuring instruments, lights, and fittings.
B. Modifications required to comply with safety requirements.
C. Door trims must be fitted which effectively cover the interior surface of the original door as per the original door trim.
D. Additional interior brackets, panels and switches are free.
E. The rear seat may be modified or removed.
F. Carpets and roof lining may be removed.
G. The luggage compartment cover in hatchback design vehicles may be removed.
H. An additional horn and horn buttons may be added.
I. Additional compartments may be added.
J. Centre consoles may be removed or modified.

7. Steering Wheel

The steering wheel and steering wheel attachment mechanism may be replaced by another, providing that it is not made of wood and complies with all relevant civil regulations.

8. Left Hand Drive

Left hand drive vehicles are permitted. Reversal of the driving side is permitted, on the condition that the modified vehicle is accompanied by an engineer's certificate signed by an accredited engineer accepted by an Australian road authority and approved by Targa.

9. Pedals

Brake, clutch, and accelerator pedals are free. Pedal boxes are free and may be floor mounted.

10. Brakes

A. Front and rear calipers including mounting are free.
B. Rotor diameter, width and material are free but must fit within the permitted wheel sizes.
C. Original handbrake mechanisms, including electrically activated handbrakes, may be replaced with a cable-actuated handbrake using a separate caliper or drum mechanism.
D. The make and compound of brake pads are free.
E. Hydraulic brake hoses may be replaced with brake hoses compliant for road use and otherwise of free design. Brake hose couplings are free.
F. Rotor dust shields/backing plates may be removed or adjusted.
G. Cooling ducts may be added, and the material of a duct is free.
H. Brake master cylinders are free and multiple cylinders may be used in place of a single cylinder. Brake fluid reservoirs are free and must be sealed from the cockpit.
I. Brake boosters are free and may be removed.

11. Anti-Lock Brakes, Traction Control and Stability Control Systems

Anti-Lock Brake (ABS), Traction Control (TCS) and Stability Control (SCS) Systems are free and can be retrofitted to competition vehicles which did not have these systems fitted originally by the manufacturer, but all replacement or retrofitted systems must be approved by Targa before fitment.

12. Bodywork / Spoilers / Skirts

All bodywork, spoilers and skirts must be as originally fitted to the vehicle by the manufacturer. Replacement spoilers and skirts only may be made from alternative materials but must retain the exact original shape and dimensions, utilising original fittings and mounting points.

13. Cameras

Forward facing video cameras, which can store at least one day of competition vision and audio recording data on removable storage card/s to a minimum quality of 720 at 30hz must be fitted to each competition vehicle. All vision captured by these, and any other camera fitted to the competition vehicle, must be provided within one hour on request from the Clerk of the Course. A failure to do so may see a penalty applied at Targa's discretion, up to disqualification. All vision, regardless of its use during the event, remains the property of Targa in perpetuity and cannot be used for commercial purposes without the express written permission of Targa.

14. Engine Changes

An engine may be changed during the event, on application and approval of Targa. The replacement engine must be identical in every way.

15. Rotary (Wankel) Engine Port Modifications

Mild/extended porting will be defined as the manufacturer's original induction port(s) per end/intermediate plate, per rotor, extended beyond the original induction port size and shape; save that it may not extend beyond the region traversed by the original rotor seal, the size and shape of such a port is free. Peripheral porting is defined as a port on a rotary engine allowing the passage of gases through the periphery of the rotor housing. Bridge porting shall be defined as where the induction is accomplished using an additional induction port per end/intermediate plate, per rotor, but not extending beyond the original outer edge of the inner water seal. Any bridged induction port that is extended radially beyond the original outer edge of the inner water seal is, for the purposes of these regulations, considered to be a peripheral port.

16. Engine and Exhaust Insulation

Insulation materials may be used to cover wires, mechanical parts, exhaust systems, supercharger/turbocharger components, tanks, and the crew's cabin area. This material must not be visible when the vehicle is in a normal stationary position. The insulation must not add to the structural strength of the vehicle in any way.

17. Pistons, Connecting Rods and Camshafts

Pistons are free and a 1mm overbore is permitted to allow for engine block repair. Connecting rods and camshafts are free.

18. Spark Plugs

The make and type of spark plugs and high–tension ignition leads are free.

19. Engine Mounts

The material of the elastomeric part of the engine mountings is free.

20. Oil Filter

The oil filter element/cartridge/s is free, providing the cartridge fits without modification and does not perform any function other than filtering the oil.

21. Oil Breather

If the vehicle is fitted with a crankcase breather discharging to the atmosphere, such breather must be fitted with an oil catch tank with a capacity of at least two litres for vehicle of a swept volume of less than 2001cc and three litres for a swept volume over 2001cc. On vehicles with a closed crankcase ventilation system, it is permitted to disconnect or disable the breather system provided that any open breather outlets on the engine are connected to an oil catch tank, as specified. If there is no discharging to the atmosphere (i.e., the engine is totally closed) a catch tank is not required to be fitted.

22. Additional Oil / Brake Cooling

Additional air only intakes for oil or brake cooling (apart from those fitted outside the bodywork) may only be fitted using original apertures in the bodywork. It is permitted to remove auxiliary lights or blanking plates and use these apertures for cooling ducts. Fitment must be visually acceptable to Targa.

23. Steering

A. A power steering fluid cooling system is permitted.
B. Four Wheel Steering systems may be disabled.

24. Engine Cooling System

The radiator and associated pipes, hoses, clamps, and thermostats are free in material and size. Replacement radiators must be fitted in the same location as the original.

25. Battery Location

The battery may be replaced and/or relocated to any position if it is in an appropriate battery box and securely mounted as low as practical, to a metal surface, using metal brackets and at least two metal fixtures. If mounted in the cockpit, it must be behind the front seat and of dry cell construction. A blue triangle of sides 150mm indicating the location of the battery must be placed on the outside of the vehicle to indicate the battery location.

26. Throttle Return

On each throttle (except for fly-by-wire systems) whether butterfly, slide or other type, there must be fitted a return mechanism which, in the event of the driver operated throttle mechanism (cable, rod etc.) becoming detached, will in all cases return each throttle to the closed position.

27. Fluid Lines Inside Cabin

All fluid lines passing through the cabin area must be protected, covered by a metal shield, or enclosed in a metal tube.

28. Fuel

Only readily available unleaded pump fuel up to 98 RON with a maximum ethanol rating of E10 is allowed during the event.

29. Fuel Tanks

Fuel tanks may be modified or replaced but must be of safe design. A replacement tank may be fitted and located in the same area of the standard tank's location. FT3 fuel tanks are recommended. If an FT3 fuel tank is being used, a minimum amount of local modification may be made to the boot space interior to ensure an appropriate fit. An additional fuel pump may be installed, and fuel lines may be modified to suit. Where a replacement tank or any fuel system components has been fitted with access to the cabin space it must be fully sealed from the cabin space occupied by the crew. The shield must fit neatly to the contour of the interior surface of the vehicle. Alternatively, a fireproof and liquid–proof case can be made to surround the fuel tank and its filler holes. An auxiliary fuel pump, to enable transfer of fuel to a swirl pot if required, is permitted. Replacement or additional fuel lines must be changed for aviation type lines if an FT3 tank is used with the route of these lines being free. Should a series production tank be used, the use of such lines is optional. The filler holes must not be in any window or boot lid panels. Fuel lines must be effectively sealed at each bulkhead (Forward or rear firewall) using bulkhead fittings or penetration grommets. The total capacity allowed for any tank is 120 litres.

30. Cables, Lines and Electrical Protection

Fuel, oil, electrical and brake lines/cables must be protected externally against any risk of deterioration (stones, corrosion, mechanical breakages, etc.). Such protection shall not add to the structural strength of the vehicle. If the production fitting is retained, no additional protection is necessary. It is highly recommended that all lines/cables within the cockpit are fitted within the confines of the safety cage structure to avoid any line/cable being cut in any incident.

31. Electrical System

The wiring harness (loom) and electrical connectors, switches, fuses, and circuit breakers, starting, ignition and generating systems are free. A panel incorporating additional/replacement switches and/or circuit breakers may be added. It is highly recommended that wiring within the cockpit is fitted within the confines of the safety cage structure to avoid any wiring being cut in any incident.

32. Tyres

Only tyres listed on the Targa Tyre List shown in the Addendum (Section G) may be used in this event. All tyres must have a minimum tread depth of 1.5mm at any point on the tread normally in contact with the road other than at tread depth indicators. It is the responsibility of the competition crew to ensure that tyres remain in conformance with any civil regulations during touring stages. In all cases, the correctly inflated tyre, shall not foul the body, suspension or steering at any point in full movement of these components.

A. Tyres must be marked at the pre-event vehicle check or before the event start. It is the responsibility of the competition crew to ensure their tyres are marked before the start and remain marked as so during the event.
B. All tyres can be used as required and spare tyres (and rims) do not need to be carried in the competition vehicle.
C. Although it is the responsibility of the competition crew to ensure that the tyres are always safe for use during the competition, Targa may, at any time, require the competition crew to change tyres.

Each wheel and tyre must be fitted so that the upper part of the tyre, down to the flange over the wheel hub centre must be within the perimeter of the automobile when viewed vertically from above with the steered wheels in the straight-ahead position as shown below.

33. Tyre Standards and Load Ratings

Tyre fitment shall be in accordance with the relevant Tyre and Rim Association Manual published annually or vehicle manufacturer's tyre recommendations or with Targa's approval. Tread wear indicators as provided by the tyre manufacturer shall be the definitive indicator of tread depth. Each tyre must comply with the load ratings applied to the standard tyre for that vehicle.

34. Wheels

Wheel make and construction are free provided they meet the load carrying capabilities of the vehicle. Wheel diameters and widths up to a maximum size of 18" diameter and 10" wide unless the original wheel is larger in diameter and/or width in which case the original wheel size shall be the maximum size. The wheel and tyre fitment chosen must meet regulation E31.

35. Wheel Valve Caps

Each tyre valve shall be fitted with a cap which effectively prevents rapid leakage in use. Caps with a data acquisition facility may be used.

36. Carriage of Spare Wheels / Tyres

The spare wheels and tyres fitted may be secured in the boot space or inside the driving compartment on the following conditions.

A. They are firmly secured.
B. They must not protrude into the space reserved for either crew member.
C. The rearward vision must not be obstructed.
D. The fitting devices must satisfy Targa as to safety and suitability.

37. Wheel Spacers

A maximum of one metallic spacer may be used behind each wheel. The use of these must not affect the fitment of the tyre outside the wheel arch. Consideration must be given to wheel stud length when fitting spacers.

38. Tinted Windows

Tinted windows are permitted in accordance with Tasmanian state authority vehicle regulations.

39. Recommended Equipment

A. Protection from Stone Chips

It is recommended that entrant's attach a layer of rubber to the underside of the vehicle's wheel arches to prevent "reverse pitting" from loose stones. Wetsuit material is ideal for this purpose.

B. Under Body Protection

It is recommended that undertrays of free material be fitted for the sole purpose of protecting the vehicle and must be fitted to the satisfaction of Targa.

C. Protective Headlamps Covers

Protective headlamp covers may be fitted provided that their only function is to cover the glass and they have no influence on the vehicle's aerodynamics.

SECTION F - VEHICLE SPECIFIC REGULATIONS

The following regulations are to be read in conjunction with the general regulations. In any case of written duplication, the competition specific regulations will supersede the general regulations.

All Vehicles Manufactured From 1948 to 1988

1. General Requirements

A. Each eligible vehicle will be placed into one of two modification groups: Limited Modified Specification (LMS) or Modified Specification (MS). The specific requirements for these two modification groups are listed below. Each vehicle will be placed in a class according to its actual engine capacity, inclusive of any permitted capacity increase and the relevant supercharging and/or rotary equivalence factors.
B. On Targa approved application only, vehicles may use substitute engines, gearboxes and/or differentials due to the lack of suitable original parts. Approval will only be granted after detailed information has been supplied by the entrant. Applications for approval need to be submitted to info@targa.com.au a minimum of 90 days before the start of this event.

2. Fuel System and Hoses

Fuel pumps, fuel rail, fuel filter, fuel line diameter and hoses are free.

3. Exhaust

The original exhaust in normally aspirated vehicles may be replaced from the engine block. The original exhaust in forced induction vehicles may be replaced from the turbo outlet. The outside diameter of all downstream pipes may be increased by 50% of the standard size.

4. Hydraulic Handbrake

It is permitted to fit a hydraulic handbrake.

5. Engine

The following engine modifications are permitted. The cylinder block shall be:

A. Original.
B. A mechanically identical substitute block, dimensionally interchangeable, or
C. A replacement block permitted by Targa for that vehicle. Substitute cylinder blocks shall be of the same type, configuration, number of cylinders and material as the original. Specification of substitute engine blocks may be set by Targa with variants permitted for LMS and MS.

Limited Modified Specification (LMS)

The regulations below allow for modifications to be made which enable classic style vehicles to reliably compete in a Targa event.

1. Capacity Increase

A maximum capacity increase of 10% above the original capacity of the engine is permitted. The vehicle will be classified according to its actual capacity, inclusive of the relevant supercharging and rotary equivalence factors.

2. Minimum Weight

The minimum weight allowed is no more than 5% less than the manufacturers specified kerb weight plus 150kg to allow for the crew when being weighed. The onus of proof in determining the actual manufacturer kerb weight is the entrant's responsibility.

3. Crankshaft

The crankshaft and connecting rods are free, save that the material must be ferrous or original. Crankshaft torsional dampers are free.

4. Camshaft

Camshaft and valve train actuation components are free.

5. Rotary Engines

Modifications to rotary engine housings and end plates may be affected only by the removal of metal. Rotary engines may be modified using the porting techniques 'extend', 'mild' or 'bridge'.

6. Ignition

The ignition system is free save that the original configuration (e.g., single coil with distributor, multi-coil pack) must be retained. Electronic engine management and/or programmable ignition systems are not permitted unless fitted as original equipment. If fitted, the electronic engine management and or programmable ignition system may be modified or replaced, provided the replacement system is from the same period as the original system.

7. Cylinder Head

The cylinder head may be modified only by the removal of metal. Valve size is free. The original number of valves and method of operation must be retained.

8. Carburetted Vehicles

For carburetted naturally aspirated vehicles the complete induction system, including carburettor is free. Additional air ducting, which does not involve modifications of the bodywork, is permitted.

9. Fuel Injected Vehicles

Fuel Injection can only be used when originally fitted by the manufacturer to the model/series of vehicle. All items must be from the same period as the vehicles manufactured date and as fitted by the vehicle manufacturer. This includes as fitted by only the vehicle manufacturer in period specific competition. Electronic Fuel Injection (EFI) may not replace Mechanical Fuel Injection systems. EFI ECU's may be replaced along with the wiring harness, and additional sensors may be used. Air boxes and air intakes are free upstream of the throttle plate.

10. Turbo and Superchargers

If fitted as original equipment, the turbo and waste gate or supercharger may be replaced by another from the same period, fitted in the same positions as the original part, or a turbo charger approved by Targa. Induction boost level is free.

11. Forced Induction Pipes / Air Box, Hoses, and Intercooler

The pipes and hoses between the air box, charging device, intercooler and the manifold are free providing that the diameter does not exceed 80mm, unless the standard size is greater, and their only purpose is to channel air unless using a carburettor fed turbocharger/supercharger system in which case metered fuel may also be channelled. The size and material of the intercooler is free but must fit within the front bar/bodywork without alteration and use existing mounting points.

12. Engine Cooling System

The water pump and fans are free, save for the radiator support panel which may be modified to accommodate fans.

13. Air Cooled

Air cooled engine cooling systems are free.

14. Internal Modifications

All other internal engine modifications, other than those specifically addressed or limited in this section are free.

15. Gearbox / Transmission / Final Drive

A. The internal gearbox gears and final drive assembly, including ratios, are free, save that the original number of forward gears must be retained. Original gearshift principle must be retained (i.e., H pattern must be retained).
B. Localised modifications for gearbox/transmission mounts are permitted utilising existing chassis mounting points.
C. Localised modifications to transmission tunnel to facilitate an alternate gear shift location are permitted.
D. Tailshaft/s and driveshafts are free.
E. Shortened or 'quick' shifters are permitted.
F. Additional transmission and/or differential coolers are permitted provided no body work modifications are required to fit them.

16. Chassis

Seam welding is permitted. Further strengthening is permitted provided the added material follows the contour of the original component.

17. Suspension

A. Hubs and stub axles may be replaced by others of the same working principle, providing that other suspension components that are required to be retained and remain unmodified are not changed or modified as a result.
B. The elastomeric material used in suspension bushes is free. The original design of the bush must be retained, save that the position of the hole for the locating bolt within the bush is free. Rose or heim type joints and/or spherical bearings are not permitted in the suspension unless fitted as original or unless permitted elsewhere by these regulations.
C. Springs, torsion bars and dampers are free provided their original design (e.g., coil, leaf, tubular, lever arm), number and location of mounting points are retained.
D. Coil spring mounting platforms may be made adjustable.
E. The mounting bushes for dampers which do not have a guiding function are free.
F. Notwithstanding, lever arm dampers not forming part of the main suspension components (i.e., do not have a suspension locating function) may be replaced by telescopic dampers.
G. Front lever arm dampers forming part of the main suspension components may be disabled, but not removed or replaced, and telescopic dampers may be added to provide the damping action. In doing so, none of the original suspension components or sub–frames may be modified, other than to provide the necessary mountings for the new dampers.
H. The location of live axles is permitted only by the addition of a maximum of two fore and aft locating arms and one transverse locating arm/rod. The design, position and mounting method of these arms are free, provided no modifications to the body shell are made, other than the addition of suitable brackets bolted or welded to the outside of the body shell. The locating arms are explicitly not permitted to be mounted inside the original cockpit, and modifications enabling this such as adding a box mounting will render the vehicle ineligible.
I. Full floating hubs may be fitted on vehicles with a live rear axle. A modification to axle housings only to fit such hubs is permitted.
J. Adjustable strut tops which may have the effect of altering the camber and/or caster are permitted (where applicable – i.e., on McPherson strut equipped vehicles). However, no modifications are permitted to the bodywork at the point where the strut top is mounted. Spherical bearings are permitted in front strut tops.
K. The addition of braces for strut/damper towers is permitted, provided they are only connected to each suspension tower, and are not connected at any other point of the chassis or bodywork. Attachment of such a brace must be only by bolts. The design of the brace is otherwise free. Safety cage members may be fitted to suspension points in compliance with the Targa safety cage regulations.
L. It is permitted to relocate the front control arm pivot point radially by up to 25mm within the confines of the existing cross member or body panels. No metal may be removed save that directly associated with the actual pivot point relocation.
M. Adjustable front suspension upper arms may be fitted on double wishbone equipped vehicles, if rose or heim type joints and/or spherical bearings are not used, and that elastomeric bushing material is retained in accordance with Section HB17B.
N. Independent rear suspension differential and/or suspension mounting subframes may be modified and/or replaced provided the original mounting points on the chassis/bodywork are retained without modification.

18. Steering

A. Power steering may be fitted.
B. The steering ratio is free. Rack and pinion may replace steering box.

19. Bodywork

A. The use of any under-trays, fairings, scoops, louvers, spoilers, side skirts, air intakes or exits are permitted only if supplied by the vehicle manufacturer as standard equipment in original production or the entrant can prove their legitimate use in national or international competition during the period in which the vehicle was manufactured.
B. Roof vents may be added, provided they are of a period style evident in competition before 1989.

20. Windscreen Replacement

Easily demountable windscreens may be replaced by another screen of a period type. Safety straps or clips on front and rear windows are permitted.

21. Bumper Bars

Bumper bars and over–riders may be removed or replaced by ones of identical shape. Alternate material may be used but the exact shape and size must be retained.

Modified Specification (MS)

The regulations below are in addition to the freedoms allowed under the LMS regulations. MS vehicles can be modified to a greater degree than LMS vehicles. However, the modification level of such vehicles is controlled to a level deemed compatible with the environment within which these vehicles will compete. Vehicles modified beyond the limits specified for LMS will be required to run in MS subject to the limitations of the MS regulations. The use of individual parts (e.g., cylinder heads) from homologated vehicles is prohibited unless otherwise permitted by the following regulations.

1. Engine

Other than turbo/supercharged vehicles where replacement is not permitted, the cylinder block shall be standard, or a replacement cylinder block is permitted subject to the following requirements.

A. The replacement must be a production cylinder block of the same configuration, with more than 2,500 units sold for road use, which upon application may be approved for the event by Targa as a suitable replacement engine, or
B. Be a documented recognised replacement or substitute for use with the approval of Targa, in which case the approved item shall be used in its entirety.

Regarding Section HB5, HB6, HB7 and HB8, references to ‘original’ shall mean the original engine fitted to that model, and not the replacement.

2. Capacity Increase

A maximum capacity increase of 20% above the original capacity of the engine is permitted. The vehicle will be classified according to its actual capacity, inclusive of the relevant supercharging and rotary equivalence factors.

3. Minimum Weight

The minimum weight allowed is no more than 10% less than the manufacturers specified kerb weight plus 150kg to allow for the crew when being weighed. The onus of proof in determining the actual manufacturer kerb weight is the entrant's responsibility.

4. Cylinder Heads

Cylinder heads are free.

5. Ignition

Ignition system is free.

6. Fuel Injection

Electronic Fuel Injection system is free and can be used to replace the originally fitted carburettor system.

7. Rotary Engines

Modifications to rotary engines rotors, housings and end plates may be affected only by the removal of metal. Rotary engines may be modified using the porting techniques extend, mild, bridge or peripheral.

8. Sump

Dry sump oil systems are permitted. Oil filters are free.

9. Gearbox / Transmission / Final Drive

Gearboxes or transaxles may be replaced by another of free design, provided they have no more than six forward gears and one reverse gear. Sequential change systems are permitted. Transmission tunnel modifications necessary to allow the fitment of a transmission are permitted. The bell housing is free. Gearbox and differential oil coolers are permitted provided these are mounted without any modifications to the outside bodywork.

10. Suspension

The suspension type/configuration as fitted to front (except that McPherson strut may replace double wishbone when the strut can occupy the original spring/shock tower upper location) and rear must remain original (e.g., McPherson strut, dual wishbone, live rear axle, de Dion rear axle etc.), but may be modified only in accordance with the following regulations.

A. All sprung and semi–sprung suspension components may be replaced, and/or modified.
B. Suspensions sub–frames are free, providing they are attached exclusively at the original mounting points.
C. The material used in suspension bushes is free.
D. Rose joints, spherical bearings or heim joints may replace elastomeric bushings.
E. Springs, torsion bars, McPherson struts and dampers and their mountings are free.
F. Differential housing is free.
G. Sway bars are free including adjustment.

For live rear axles:

H. The body shell may be modified to allow the fitment of brackets to mount locating arms. To that end, the minimum required amount of metal may be removed from the standard body shell to allow the construction of a forward mount for the suspension arms inside the cockpit space.
I. It is permitted to make the appropriate modifications (such as removal of metal and welding in replacement panels of the necessary shape) to construct a ‘turret’ in the rear wheel arch, inner guard and/or boot area, the purpose of which is to accommodate and mount the top of a damper or combined spring/damper unit. The cockpit space must be effectively sealed from the outside of the vehicle in the area where such modifications are made.
J. Suspension pivot points are free.
K. Adjustable strut tops which may have the effect of altering the camber and/or caster are permitted (where applicable, i.e., on McPherson strut equipped vehicles). Modifications are permitted to the bodywork where the strut top is mounted to allow clearance for it.
L. The addition of braces for strut/damper towers is permitted.

For independent rear suspension:

M. Independent rear suspension differential and/or suspension mounting subframes may be modified and/or replaced provided the original mounting points on the chassis/bodywork are retained without modification.
N. It is permitted to make the appropriate modifications (such as removal of metal and welding in replacement panels of the necessary shape) to construct a ‘turret’ in the rear wheel arch, inner guard and/or boot area, the purpose of which is to accommodate and mount the top of a damper or combined spring/damper unit. The cockpit space must be effectively sealed from the outside of the vehicle in the area where such modifications are made.
O. Rear suspension control arms are free including suspension pivot points.
P. Rear uprights, hubs and driveshafts are free.
Q. Rear differential housing is free.

11. Bodywork

The bodywork and body fittings in their entirety must be as supplied by the manufacturer, including materials, save that:

A. Front mudguards, bonnet, nose panel, boot lid or rear hatch of alternative material are permitted, provided they are of the same external shape as the original panel. The following minimum specifications of alternative materials shall be respected: aluminum – 1.25mm thick; glass, fibre glass, fibre reinforced plastic – 3mm thick.
B. Where a vehicle does not have access to such components, wheel arch flares may be added by bolt on-means only, provided that the increase in the total width of the bodywork is less than 100mm and that the flare may not exceed the radius of the original wheel arch opening by more than 200mm. In this case, the maximum track increase allowed is 100mm and for the purpose of wheel and tyre clearance, it is permitted to remove up to 75mm of original bodywork measured radially from the edge of the wheel arch outwards. Any cavity exposed in a door or wheel arch through the removal of metal must be covered by the addition of a metal closing panel. Any body joint protrusions must be rendered safe. The operation of any door must not be affected.
C. Bumper bars and over-riders may be removed, or replaced by others of the same shape, but of alternate material.
D. Roof vents may be added, provided they are of a style evident in competition before 1990.
E. The material from which additional interior brackets, switch panels and other similar fitments are made is free, including the use of carbon fibre or kevlar.
F. The removal of heating and air conditioning systems is permitted, providing adequate provision is made for windscreen demisting.
G. Other glass in all windows except for the windscreen may be replaced by any transparent material of adequate strength and not less than 3mm in thickness.

All Vehicles Manufactured From 1989 to 2025

1. General Requirements

A. The philosophy of these regulations is to keep modifications to a minimum. These regulations are based on the principle that modifications to the automobile or its components other than those specified in the general regulations and below are forbidden. For clarity, unless a modification or freedom is clearly outlined in these regulations then it is to be assumed that it is NOT allowed.
B. Each vehicle must only use components of the actual manufacturer defined model, series, type, and body shape, unless otherwise approved by the Targa. Components from any other body shape are not permitted. The build and compliance plate for each vehicle will determine what the manufacturer defined body shape is.

2. Air Conditioning

The air conditioning core and all parts of the air conditioner may be removed.

3. Gearbox / Transmission / Differential

A. The gearbox/transmission must remain as per the standard specification.
B. The clutch friction plate/s is free, except that only the original number of friction plate/s is permitted.
C. The original flywheel may be replaced only by a flywheel of ferrous material except that the original dimensions must be retained.
D. The internal components of a differential may be modified in accordance with the following:
    1. Mechanical Differential: Mechanical differential actuation is free providing the original and standard specification differential ratio and housing is retained.
    2. External Control Differential: For a differential with any external control (i.e., DCCD or active type differential) only the standard specification differential is permitted, or it may be replaced with a mechanical differential.
E. One additional oil cooler may be fitted for the purposes of cooling the transmission oil. One additional oil cooler may be fitted for the purposes of cooling the differential oil. The fitment of any additional oil coolers must be to the satisfaction of Targa.

4. Air Filters and Intercoolers

A. Air filters and intercoolers are free providing they fit in a way that does not alter the external appearance of the vehicle.
B. The original intercooler hose/s size must remain as originally fitted but may be replaced with a different material.

5. Turbo Chargers & Superchargers

Turbo chargers and superchargers are free for vehicles originally fitted with this equipment by the manufacturer, provided they are mounted in the same location and maintain standard functionality. Manufacturer fitted twin turbocharged systems may be replaced with a substitute single turbocharger on approval by Targa.

6. Engine Lubrication, Fuel Pumps and Fuel Injectors

The lubrication system, fuel pumps and fuel injectors are free.

7. Rotary Vehicles

Modifications to rotary engines' rotors, housings and end plates may be affected only by the removal of metal. Naturally aspirated Rotary engines may be modified by porting techniques 'extend', 'bridge' and 'peripheral'. Forced Induction (Turbo/Supercharged) Rotary engines may be modified by porting techniques 'extend' and 'bridge'.

8. Bodywork / Spoilers / Skirts / Under Trays

All bodywork, spoilers, skirts and under trays must be as originally fitted to the vehicle by the manufacturer or be an aftermarket replacement which retains the same dimensions, shape, and mounting points as the original. The material of any replacement component is free. Additional undertrays of free material, fitted for the sole purpose of protecting the vehicle, are allowed, and must be fitted to the satisfaction Targa.

9. Ride Height

Each fully sprung part of the vehicle, except for the exhaust system, must be at least 100mm above the ground when measured at any point within the wheelbase. The vehicle ride height shall be measured with the crew, and all normal and necessary equipment fitted.

10. Suspension

A. Coil springs and torsion bar springs may be replaced with another of the same type (e.g., coil for coil, torsion bar for torsion bar).
B. A leaf spring may be replaced by a coil over spring and suspension damper provided the replacement coil over spring and damper is mounted using only the original existing chassis/monocoque and suspension control arm mounting points for the original damper. Where a leaf spring is replaced by a coil over suspension damper is not permitted to make any additional modification for the mounting of the coil over spring and damper. Spring platforms may be adjustable.
C. Dampers are free, but the number per car and attachment points must remain unchanged. Electronic in-car adjustment of dampers is only permitted if originally fitted by the manufacturer and must remain as fitted in every way.
D. Suspension bushings are free, provided that the design of the bushes is original and that they are all an elastomeric material. The bush offset of the hole in the bush is free.
E. The upper mount for a Macpherson Strut or damper may be adjustable and incorporate a spherical bearing.
F. Sway bars are free but must be the original design, shape and material and must mount in the original location using original mounting hardware. In car sway bar adjustment is not permitted.

11. Exhaust

A. The original exhaust in normally aspirated vehicles may be replaced from the engine block.
B. The original exhaust in forced induction vehicles may be replaced from the turbo outlet.
C. The outside diameter of all downstream pipes may be up to 90mm for a vehicle with a single exhaust as standard or a maximum of 75mm, for each pipe, for a vehicle with a twin exhaust system as standard unless original manufacturer fitment is larger, which will then become maximum size.
D. A single system may replace a twin system however it must respect the sizes for a single exhaust.

12. Electronic Control Unit (ECU) and Associated Wiring Loom

A. The electronic control unit/s (ECU) may be replaced, reflashed or intercepted (piggybacked).
B. All sensors including fuel injection and ignition system components are free.
C. Outputs from the ECU must retain the original functions in accordance with the manufacturer's specifications.
D. Boost levels on forced induction vehicles is free if boost control mechanisms are as per the standard specifications.
E. Additional sensors for the use of data logging are permitted.

13. Minimum Weight

The minimum weight will be established by the adding of the recognised kerb weight for the vehicle (not dry weight), as determined by Targa, plus 150kg to allow for the crew, safety equipment and all fluids, including fuel. The onus of proof in determining the actual manufacturer kerb weight is the entrant's responsibility.

14. Electrical System

Additional/replacement switches and/or circuit breakers, which may be a Power Distribution Module (PDM), may be added.

15. Driver's Seat Location

The driver's seat can be placed only as far back as to position the centre line of the driver's shoulders no further rearward than the rear most vertical plane of the B Pillar, except for a vehicle originally fitted with only two seats in which case the seat position is not restricted.

SECTION G – ADDENDUM GRIDS

1. Targa Tyre List

TARGA TASMANIA 2025 - TYRE LIST			
Competition crews can nominate to use a brand and type of tyre not on the below list, but only tyres that do not fit the broad description of being an `R-Spec' or motorsport use type of tyre. Any nominations for these types of tyres will be rejected.			
This nomination must be lodged no less than 90 days before the event and must approved by Targa in writing before use at which time Targa will advise all other comeptition crews of this approval in the interests of fair play.			
MANUFACTURER	**BRAND NAME AND TYPE**	**MANUFACTURER**	**BRAND NAME AND TYPE**
BF Goodrich	G-Force Phenom T/A	Hankook	Ion Evo A5
Bridgestone	Potenza Adrenalin RE003	Hankook	Vebtus S1 noble 2
Bridgestone	Potenza RE050A	Hankook	Ventus Prime 3
Bridgestone	Potenza RE070	Hankook	Ventus Prime 4
Bridgestone	Potenza S001	Hankook	Ventus S1 evo 2
Bridgestone	Potenza S005	Hankook	Ventus S1 evo 3
Bridgestone	Potenza S007	Hankook	Ventus V2 concept 2
Bridgestone	Potenza S007A	Maxxis	VS01 Victra Sport
Continental	eContact	Maxxis	VS5
Continental	MaxContact MC7	Michelin	Pilot Sport 2
Continental	SportContact 7	Michelin	Pilot Sport 3
Continental	Ultra Contact UC7	Michelin	Pilot Sport 4
Dunlop	SP Sport Maxx	Michelin	Pilot Sport 4S
Dunlop	SP Sport Maxx 050	Michelin	Pilot Sport 5
Dunlop	SP Sport Maxx 060	Michelin	Pilot Sport EV
Dunlop	SP Sport Maxx 060+	Michelin	Pilot Super Sport
Dunlop	SP Sport Maxx A	Pirelli	P Zero
Dunlop	SP Sport Maxx GT	Pirelli	P Zero (PZ4)
Dunlop	SP Sport Maxx GT600	Pirelli	P Zero E
Dunlop	SP Sport Maxx GT600A	Pirelli	P Zero MS
Dunlop	SP Sport Maxx RT 2	Pirelli	P Zero R
Dunlop	SP Sport Maxx TT	Pirelli	P Zero Rosso
Dunlop	Sport Maxx RT	Toyo	Proxes Sport
Falken	Azenis FK510	Toyo	Proxes Sport 2
Falken	Ziex ZE310R Ecorun	Yokohama	A349
Falken	Ziex ZE914 Ecorun	Yokohama	Advan A008
Firestone	Firehawk Sport 01	Yokohama	Advan A10
Goodyear	Eagle F1 Asymmetric	Yokohama	Advan A460
Goodyear	Eagle F1 Asymmetric 2	Yokohama	Advan AD07
Goodyear	Eagle F1 Asymmetric 3	Yokohama	Advan Apex V601
Goodyear	Eagle F1 Asymmetric 5	Yokohama	Advan Sport V103
Goodyear	Eagle F1 Asymmetric 6	Yokohama	Advan Sport V105
Goodyear	Eagle F1 Supercar	Yokohama	Advan Sport V107
Goodyear	Eagle Sport All-Season	Yokohama	E70 DB

Contact Details

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