# VOLUME 2
# 2026-2028
# MASTER TARGA RULES AND REGULATIONS MANUAL
# Issue 2

**"A Newfoundland International Motorsports Limited Trademarked Document"**
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**1. GENERAL**

**1.1** Targa Newfoundland has published these regulations for the years 2026 to 2028 inclusive. This event is governed by the following regulations:

- Volume 1 General Competition Rules
- Volume 2 Rules and Regulations (this document)

Modifications, amendments, or changes to these regulations will be made only by numbered and dated bulletins issued by the Organizer, the Clerk of the Course or the Stewards.

**1.2** Targa Newfoundland is owned and organized by **Newfoundland International Motorsports Limited (NIML)**. The name "Targa Newfoundland" (TN) and the words "Targa" "Rotoura" and "Bambina" are the trade names of this event. All rights to the names and their use are held solely and exclusively by NIML whose offices are located at Suite A, 15 Lawton Crescent, St. John's, NL, A1A 4T6, Canada. Contact can be made by calling: toll free +1 877 332-2413 in North America or phone +1 709 722-2413 or by emailing info@targanfld.com.

**Every person who participates in Targa Newfoundland shall be deemed to have made themselves acquainted with the rules and regulations contained in Volumes 1, 2 and any other related documents issued by the event organizers.**

**1.3** Targa Newfoundland is a world class motorsport event, operating under the auspices of the Government of Canada, Government of Newfoundland and Labrador, and the communities through which it runs.

It is the expressed policy and commitment of Newfoundland International Motorsports Limited, to be implemented by its staff, that the event will be planned, organized and run in such a way as to protect the health, safety and welfare of all those who participate in or who are in any way involved. These standards are constantly reviewed, evaluated and updated with the objective of protecting the safety of:

- The residents of the communities and the public who attend the event,
- The volunteers and officials who operate the event,
- The participants and crews who compete in the event,
- The communities through which the event runs.

As part of its commitment to operate a safe and enjoyable event, Newfoundland International Motorsports undertakes to ensure that all of its officials, organizers, volunteers, and competitors are properly instructed, trained, equipped and motivated prior to their being employed, tasked or allowed to participate in any activities associated with the Targa Newfoundland motorsport competition.

**1.4 Tracking Devices**

All entries will be supplied with an EZTrak device that will be mounted in the vehicle by an event representative during scrutineering.

**To be teched… Every entrant must provide a 12v electrical plug for the EZTrak. The plug must be a DTM06-25 or ATM06-25 with the ground on pin 1. The current must be constant-direct to the battery, and not switched, with an 5A fuse, using a 20AWG wire. The plug must be placed on the co-drivers side at the A-pillar near the bottom of the windscreen.**

ATM06-25 Kits can be purchased at: https://octopart.com/search?q-ATM06-25KIT01&currency-CAD&specs-0. A limited number of connector kits will be available from the Technical Inspector but must be installed in the vehicle and working for the vehicle before it is presented to tech.

Once the device is installed, it is the competitor's responsibility to ensure that it remains in place and working during the event and to return it to the Targa technical staff after the event. Lost or damaged devices will be the accountability of the competitor. **The Trackers will be removed by the competitor and returned to the Event Timer at the end of the event. Competitors not returning their timers within two days of the end of the event will be subject to a $200 fine. Teams that are assigned trackers that are lost, destroyed or not returned will be subject to a fine of $1000**

## 2. THE TARGA NEWFOUNDLAND EVENT

Entrants in Targa Newfoundland may choose to enter in one of four Divisions which run concurrently:

- **Targa Tour Division** – a non-competitive untimed event for which any street legal vehicle is eligible
- **Targa Grand Touring –** a distance, time and speed competition for vehicles with a roll bar installed
- **Targa 1 Division** - a timed competitive event for vehicles with a roll bar installed (*under review beyond 2027*)
- **Targa 2 Division** - a timed competitive event for vehicles with a full roll cage installed

These regulations are colour coded by Division as follows: **black** text applies to **all Divisions**; **green** to **Targa Tour Division**, Blue to Grand Touring Division and **red** to **Targa 1** and **Targa 2 Divisions**.

**2.1 Targa Events**

Targa events are named based on the number of days ("Legs") they include as follows:

- **Targa Bambina two-day competition (Gold)**
- **Targa Rotoura a four-day competition (Light Blue)**
- **Targa Duemila a six-day competition (Red)**

Targa Bambina or Rotoura events can run within a Targa Duemila event.

**2.2 Targa Tour Division**

The Targa Tour Division is not a competition. It is a tour within Targa that is designed to allow the owners of exotic, sports and classic cars to drive them briskly on closed roads, the way they were built to be driven, within the limits prescribed by the event, but without the stress of competition.

**2.3 Targa Grand Touring Division**

Grand Touring is a distance, speed, and time competition run in the traditional rally format. It will follow the same course and be run under the same vehicle preparation rules as Targa 1 Division.

**2.4 Targa 1 and 2 Division Classes**

These two Divisions are subdivided into the following classes:

- **Classic 2WD** for pre-2000 two-wheel drive vehicles
- **Classic AWD** for pre-2000 all-wheel drive vehicles
- **Modern 2WD** for 2000 to present two-wheel drive vehicles
- **Modern AWD** for 2000 to present all-wheel drive vehicles

**2.5 Format of Targa**

All Targa divisions follow the same route, which is conducted on the province's paved roads. Targa courses are made up of scheduled **Targa stages** where the roads are closed to public traffic and where the Targa entrants are timed. Stages are linked by **Transit sections** that are **not** closed to public traffic where all provincial vehicle traffic laws apply. During the event, the organizers recognize that certain scheduled stages may be cancelled due to force majeure and/or for safety reasons and/or reasons beyond the organizers' reasonable control.

**2.6 Reconnaissance**

Driving designated stages under the normal rules of the road is permitted before the event's official start and during the evenings of the event. **However, for reasons of community and event safety, it is not permitted to drive a stage prior to the start time on the day on which it is scheduled to run.**

**2.7 General Program**

There are two days of Course Familiarization including Registration and Scrutineering, one day of Prologue, and up to five days of scored competition.

**2.8 Prologue Stages**

Prologue stages (usually in Leg 1) are not scored. They are run as a crew/car warm-up, familiarization of route book following and control procedures, and event promotion. Results are used in setting the start order for Leg 2.

**2.9 Start Order**

The official start order for every stage of a Leg will be posted online and on the Official Notice Board the evening before that Leg. Vehicle start positions are set on the general principle of slowest car first, fastest car last. The Targa Tour will start first unless posted otherwise (Tour entrants may place themselves in whatever order they wish). Targa Grand Touring Division will follow. Targa 1 Division will start next. Targa 2 Division will start last.

The Clerk of the Course may alter the starting order in these three Divisions.

**2.10 Overtaking**

On Targa stages, overtaking vehicles have the absolute right of way, providing there is sufficient room. Overtaking drivers shall indicate their desire to pass by flashing their lights. The overtaken driver must allow the pass immediately by signaling a right turn, moving to the right, and, if necessary, slowing down.

**2.11 Transit Sections and Traffic**

Transit sections are part of the Targa experience. They are the sections that connect competition stages where the normal rules of the road apply. They must be driven in the registered competition car unless written permission to do otherwise is granted by the Clerk of the Course. Towns are considered "quiet zones" unless part of a Targa stage. Competitor and crew vehicles must be driven within the posted speed limits so as not to annoy residents. Service crewmembers found to have broken the law may subject their entrants to discipline by the Stewards up to exclusion from the event.

**2.12 Missing a Control or Withdrawal or Retirement**

Competing teams who miss or do not complete a Targa Stage may rejoin the competition at a later stage. Rejoining competitors will be given a penalty equivalent to the highest competitor penalty in their Division on each stage that they did not complete plus a 5 minute per Leg penalty. If a team withdraws and does not intend to rejoin, they shall return their Stage Access Card to an official.

**2.13 Rejoining the Competition**

Competitors may rejoin the competition by reporting to a Competitor Relations Officer (CRO) or the Technical Advisor prior to the start of a Leg or stage. Their start position will be decided by the Clerk of the Course. In the case of an off-road incident or in the case of vehicle damage, the vehicle must be re-inspected and approved by the Technical Advisor before the vehicle may rejoin the event. Competitors who are not running at the end of a Leg (who did not finish the last stage of a Leg) will **NOT be placed on the Start List of the subsequent Leg** unless they inform their CRO or the Clerk of the Course by 8:00 p.m. of their intention to restart the next morning. Competitors who are not on the Start List and DO wish to restart must place themselves **AT THE END of the start order**. Such competitors will be spaced by the Stage Start Control after the last scheduled competitor on the Start List. Such competitors should arrive at each stage start prior to the Road Open Vehicle which will enter the stage after the last scheduled competitor.

**2.14 Vehicle Displays**

Vehicle Displays that serve as "meet and greet" opportunities are scheduled. Vehicles should be in the published display location by the times posted. All vehicles, when being serviced or placed on display in an indoor facility, **must** be placed on a groundsheet or tarp that will collect any fluids or material dropping from the vehicle. Teams must also carry disposable waste bags for refuse created when they are finished servicing or storing their vehicle. **Any damages resulting from material or fluid spills during servicing or storage will be the accountability of the competitor.**

**2.15 Finish of All Competitions**

The event finish will take place at the end of the final transit after which competitors will proceed to the finishing ceremonies. The parking area for the finishing ceremonies is considered to be the Parc Fermé. Only cleaning the vehicle or emergency repairs can be done when approved by the Technical Advisor.

The top finishing vehicles of GT and the two Targa Divisions may be impounded at a designated and restricted area. Additional vehicles may be selected for impound.

- The selection of vehicles (one taken from GT, Targa 1 & 2) will be done after the Final Leg.
- Vehicles will be identified by the Scorer or Technical Advisor to a CRO who will notify the team.
- The CRO will inform the competitors at the finish line if they have been so selected.
- The vehicles may be impounded and sent to the inspection area.
- An accountable member of the crew (as per clause 7.5) must go to the impound area with the vehicle.
- The results of the technical inspection process will be confirmed to the scorer.

**3. ENTRIES**

**3.1 Competitors' Licenses and Certifications**

**Crews** are comprised of a **driver** who operates the vehicle and **co-driver** who navigates. The co-driver may also drive if so registered. All first-time participants in any of the Divisions must attend day one of the Course Familiarization Program that is operated or licensed by Targa Newfoundland.

**3.1.1** All participants who drive on Targa Stages or transits must hold **a valid** civilian **driver's licence** issued by the appropriate jurisdiction within their country of residence. Co-drivers who will not drive at any time during the event will not require a valid civilian driver's license. Both crew members (Driver, Co-Driver or Navigator) will require a competition licence acceptable to Targa Newfoundland. Licenses currently acceptable are:

- An international FIA race or rally licence issued by any ASN of the FIA; all regional/national race or national rally licences from ASN Canada FIA affiliates (ARMS, FSAQ, CASC-OR, WCMA, CACC, CARS);
- An ACCUS sanctioned regional/national race or rally licences (Indy Car, Grand AM, IMSA, NASCAR, NHRA, SCCA, USAC), Porsche Club of America, BMW Club of America, Rally America or NASA.

Competitors not in possession of an acceptable competition licence may apply for a Targa Licence**.** Licenses are available by submitting the Licence Application form, and proof of competition experience or of attending an acceptable competition driver's school. A form is available. Competitors who apply for a Targa licence must submit a medical disclosure. A medical examination may also be required. Forms are available from the website.

### 3.2 Event Entry

Motorsports may be dangerous, and accidents causing death, bodily injury, disability and property damage can and do happen. Targa makes every effort to provide a safe environment for everyone involved. Despite strict rule adherence, all participants must be aware that their mere presence presents a chance of becoming critically or fatally injured, even through no fault of their own. These regulations do not imply that injuries or death cannot occur. If there are any questions about these regulations, it is the participant's responsibility to contact the Targa office prior to participating in the event.

Entries can be from individuals, groups, or corporations but must be submitted on the official form. If full team or vehicle details are not available at time of application, they may be submitted later but full details of the crew, vehicle, and its modifications must be provided by August 1. Information submitted will be used for publicity and to determine class eligibility. Entrants must submit two current good-quality colour photographs of the vehicle or high-resolution digital images by e-mail to Targa; transparencies are not acceptable. Competitors and entrants agree to the use of their names and photographs in publicity material, written, film or video material issued by the event or by its sponsors. Targa will bear no liability for the use in promotion of a vehicle that is withdrawn and may choose not to use the replacement vehicle for promotion purposes.

### 3.3 Vehicle Selection

Details of all modifications that influence the performance or handling of the vehicle entered are to be declared in the Application Form no later than August 1. Any subsequent changes must be submitted to the registrar before registration. The registrar reserves the right to reclassify the vehicle.

### 3.4 Changing Vehicle or Entrants

#### 3.4.1 Changing Vehicles before the Event

Entrants wishing to change a vehicle, or vary its specifications after they are submitted, must notify the organizers who may reclassify the vehicle.

#### 3.4.2 Changing Vehicles after the Event has started

The classification of an entered vehicle cannot be changed after the start of Leg One. If before the start of Leg One a reclassification is sought, it must be submitted, in writing, together with reasons to the Clerk of the Course, who in conjunction with the event Steward will decide upon the request. Competitors in Targa 1 or Targa 2 Divisions who do not finish (DNF) before the start of the last Leg can opt to continue to enjoy the closed stages in the Targa Tour Division in any vehicle approved by the Organizer. Should they continue in their Targa Division they may do so, but will be scored as missing the stages prior to re-entering.

#### 3.4.3 Changing Crew

Substitution of a team's driver or co-driver may be done prior to the start of the event provided the organizer is notified. Substitutions after the event has started must be approved by the Steward before the change is made. A time penalty handicap, not to exceed 5 minutes, may be imposed if a competitive advantage is anticipated.

**3.5 Insurance**

Targa Newfoundland carries Public Liability and Property Damage Insurance (public risk insurance) which has a five-thousand-dollar ($5,000) deductible which competitors are required to pay in the event of a claim. Competing vehicles must carry third party insurance for use on transits as required by Newfoundland provincial law. Proof of $1 million CDN Public Liability & Property Damage coverage must be presented at registration.

**3.6 Course Familiarization Program (CFP) (included in entry fee)**

**3.6.1 Mandatory First-Time Entry Course Familiarization Program (CFP first day)**

Targa Newfoundland operates a 2-day CFP that serves to familiarize new crews with the characteristics of the event. Day 1 is mandatory for first-time entrants. The CFP is the best insurance policy that a crew can obtain before entering Targa Newfoundland. Details of this school can be obtained from the registrar's office.

**3.6.2 Mandatory Course Familiarization Program (CFP second day)**

There will be a mandatory Course, Leg and Stage review followed by a mandatory competitor briefing. Details of times and locations of these meetings will be posted on the official noticeboard. Competitors failing to attend the mandatory meetings will risk exclusion from the event and forfeiture of entry fee.

**3.7 Deposit, Refunds & Terms of Payment**

A deposit is required with ALL registrations. The remaining balance is due by August 1. Payment options are available with Registrar's approval. Late entry fee of an additional 10% will be applied after August 1. If the event should not go ahead or be canceled before August 1st of any year, the organizers will refund all who have registered less their deposit. Should the event be cancelled due to a force majeure (clause 9.8) after the August deadline, the competitors will be refunded the net proceeds of the event at the time of cancellation. Once formal registration at the event has commenced there will be no refunds.

**Entry Fees and Clothing**

Competitors who register after August 1st may be:

- **a)** Subject to an entry surcharge of ten (10%) on top of the posted entry fee.
- **b)** Supplied with their clothing package on an "as available" basis due to ordering schedules. If clothing is not available or the incorrect size, then it may be ordered and paid for at registration.
- **c)** A competitor taking advantage of a promotion must pay in full by the promotion deadline.

**3.7.1 Withdrawal Penalties**

Competitors who withdraw or are unable to compete may cancel by written notification to the organizers subject to the following conditions.

- **a)** They shall do so in writing to the Event Registrar.
- **b)** Those withdrawing after May 1st will incur a fee equal to their deposit.
- **c)** Those withdrawing after July 1st will incur a fee equal to 50% of the entry fee.
- **d)** Those withdrawing at the event or failing to appear at registration will forfeit their entry fee.

**3.7.2 Refunds**

- **a)** The balance paid by the competitor (subject to those conditions set out in clause 3.7.1) will be refunded.
- **b)** **An entrant may apply their entire entry fee towards entering the following year's event.**
- **c)** Should the event be cancelled, the entry fee paid will be refunded.

**4. AWARDS**

**4.1 General**

Awards will be presented to both drivers and co-drivers/navigators unless otherwise specified.

**4.2 Finishing**

**4.2.1 Finisher's Medallion**

To be awarded a finishers medallion a member of the driver/co-driver/navigator **crew** must arrive at the official finish of the event (the last numbered instruction in the last Leg of the route book).

**4.2.2 Scored as a Grand Touring or Targa Division Finisher**

To be scored as a finisher and be ranked in the final results a competitor's vehicle must complete the final stage

of the event and must arrive at the finish of the event under its own power.

**4.3 Targa Trophy Plates**

Targa Trophy Plates will be awarded to the crewmember (driver, navigator or co-driver) completing all Targa stages in the Grand Touring, Targa 1 and Targa 2 Divisions within the Trophy Time specified for their class. (Refer to section 6 for class definitions)

- Silver – each year
- Gold – third consecutive year
- Platinum – six consecutive years (four of which are silver)
- Diamond – nine consecutive years (six of which are silver)

**4.4 The Christos Targa Newfoundland Awards**

- Classic Targa 1 and Targa 2 Division (combined 2WD and AWD Classes)
  - First: Trophies plus recognition on the Christos Classic Permanent Trophy
  - Crew awarded title of Targa Master
  - Second and Third places: Trophies
- Modern Targa 1 and Targa 2 Division (combined 2WD and AWD Classes)
  - First: Trophies plus recognition on the Christos Modern Permanent Trophy
  - Crew awarded title of Targa Master
  - Second and Third places: Trophies

**4.5 Grand Touring Division Touring Awards**

- **First, Second and Third Place**

**4.6 The Grace Cup Novice Award.**

Presented by Reverends Edison and Marg-o Wiltshire to the driver and co-driver/navigator in the Targa Divisions with the least experience, the most spirit, and an excellent placing.

**4.7 Other Awards**

**4.7.1 Spirit of Targa Awards:**

Presented by Newfoundland International Motorsports Limited

- **to the team** in any of the competitions, which in the opinion of the rest of the competitors and the organizers, has undergone the most trials and tribulations to get to the finish or remain in the competition.
- **to the service crew** which, in the opinion of the rest of the competitors, crews and organizers, has done the most to assist theirs and / or other teams to remain in the competition.
- **to the volunteer** who, in the opinion of the rest of the organizers, has done the most to assist the event and/or their volunteers.

**4.8 Additional Awards**

From time-to-time additional team and individual awards may be set up. They will be posted on the Official Notice Board.

**5. VEHICLE TECHNICAL REQUIREMENTS**

**If the Regulations do not specifically permit a modification to the OES, the modification is not authorized.**

**5.1 Crew Exiting Provisions**

Each member of the crew must be able to demonstrate to the tech crew that they can exit the vehicle from normal strapped in seating position with in 40 seconds (30 sec to “burn time” plus10 seconds) of being given a signal to do so.

**5.2 Road Worthiness**

It is the responsibility of the competitor to ensure that their vehicle complies with all applicable laws and requirements when operated on public roads.

**5.3 Rollover Protection**

**5.3.1 General Considerations**

- Targa Tour vehicles with Hard or Fixed Tops are not required to have Safety Cages or Roll Bars, however they are recommended. If installed, they shall be installed as per Targa Newfoundland Regulations.
- Targa Tour vehicles with Convertible, Soft Tops or Removeable Hard Tops will require a minimum of a Roll Bar as per Targa 1 Roll Bar Regulations Volume 2c.
- Targa-type or removable top vehicles shall, at-all-times, have the removable top(s) in closed and locked position.
- Grand Touring cars must have at a minimum, a single continuous rollover hoop, supported by suitable back or fore-stays that will provide equal protection for the driver and navigator as per Targa 1 Roll Bar Regulations Volume 2c. Safety Cages are recommended.
- Targa 1 cars must have at a minimum, a single continuous rollover hoop, supported by suitable back or fore-stays that will provide equal protection for the driver and navigator as per Targa 1 Roll Bar Regulations Volume 2c. Safety Cages are recommended.
- Targa 2 vehicles are required to have Safety Cages built under the general proscriptions of FIA Appendix R. as modified by these Targa Rules and Regulations.
- Safety Cages shall provide equal protection for driver and co-driver.
- Newly prepared vehicles or vehicles without suitable evidence of a prior competition history shall comply with the minimum Targa Safety Cage Configuration outlined below.
- All crew members shall, when in normal seating position, have a minimum of 4 cm clearance between their helmet and the top of the car or cage structure whatever is lower or applicable.
- The organizers reserve the right to amend the Safety Cage regulations at any time in the pursuit of competitor safety.

**5.3.2 Other Jurisdictions**

- Vehicles equipped with Safety Cages approved by other recognized sanctioning bodies may be accepted provided the entrant produces documentation demonstrating compliance with that body's regulations.
- Acceptable documentation consists of:
    - Log book showing compliance with recognized sanctioning body's safety cage requirements; and
    - Safety regulations for the sanctioning body; or
    - FIA homologation papers.

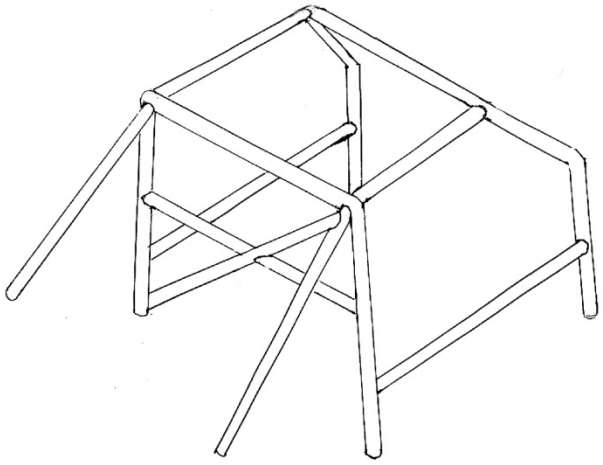
**5.3.3 Bolt in Roll Bars or Cages**

Bolt in Roll Bars Volume 2c or Safety Cages Volume 2d or part cages may be accepted if they meet the requirements stated for "Other Jurisdictions" 5.2.2 or "Minimum Targa Safety Cage Configuration" 5.3.5 (below). Bolts used must be grade 8 strength or higher.

**5.3.4 Minimum Targa Safety Cage Config. (as shown)**
**All cages will be as required Volume 2 d and /or by FIA Appendix R appendix "R"**

The minimum basic safety cage structure shall consist of the following components:

- 1 Main roll bar behind crew seats with
    - Main roll bar brace (X, diagonal (shown) or V-design).
    - Harness bar across main roll bar where occupant safety-harness shoulder straps can be mounted.
    - 2 back stays
- 1 Front roll bar in front of crew
- 2 top side longitudinal members joining front and rear hoops.
- 1 Door bar on each side (can be removable)



Note:

- Depending on the angles made by the vertical supports to the forward hoop where they pass the dash an additional vertical brace may be required on each leg.
- An X-brace across the cage at the top is recommended.
- Entrants are requested to refer to "FIA Appendix R, Roll Cage Construction and Installation" for minimum material requirements, bracing, gussets, and welding requirements. This document is available from the event Technical Advisor.
- Entrants are encouraged to have their cage pre-approved or examined by the event Technical Advisor,

**5.4 Safety Harness Regulations**

Targa Tour and Grand Touring Vehicles

- Standard OES manufacturer installed seatbelts may be used.
- Where standard belts have been replaced, belts shall conform to the Targa seatbelt requirements set out below.
- All occupants of open cockpit cars and T-tops (when open) must wear SFI or FIA approved arm restraints or have approved safety netting.

Targa Vehicles

- Five, six or seven-point point safety harnesses of unmodified proprietary manufacture shall be fitted for both crewmembers. (Note: Only complete sets may be used).
- It is recommended that the belts be homologated by the FIA and comply with FIA standard No. 8853/98.
- FIA certified safety harnesses designed for use with the HANS or similar device are acceptable.
- All safety harness systems shall be no more than five years old or not exceed the expiration date indicated on the manufacturer's label. All harness systems shall either have a date of manufacture or date of expiry label or stamp.
- If the harness is not homologated by the FIA, the following minimum widths apply:
    - The width of the crotch and pelvic straps shall not be less than 44 mm;
    - The parts of the crotch straps which are not in contact with the user's thighs shall have a minimum width of 25 mm;
    - The width of the shoulder straps shall not be less than 70 mm.
- The material of all straps shall be in perfect condition.
- The belts shall be equipped with turnbuckle or push button release systems.
- Safety harnesses shall be installed in accordance with manufacturer's instructions.
- In all cases, it is preferable that safety harnesses be installed on the original seat belt anchorage points of the vehicle.
- The shoulder harness shall be a two-strap over-the-shoulder type ("H" type configuration is permitted, "Y" type configuration is not permitted). Shoulder straps shall be directed towards the rear and shall be installed in such a way that they do not make an angle of more than 45 degrees to the horizontal from the upper rim of the backrest (preferred angle should not exceed 10 degrees). The maximum angles in relation to the center-line of the seat are 20 degrees divergent or convergent.
- Belts shall be replaced after every severe collision, and whenever the webbing is cut, frayed, or weakened due to the actions of chemicals or sunlight. Any harness that does not function perfectly shall be replaced.
- Belts will be subject to a detailed examination and approval at the Targa technical inspection held before the event.

Arm restraints

- All occupants of open cockpit cars and T tops (when open) competing in a Targa Division must wear SFI or FIA approved arm restraints or safety netting.

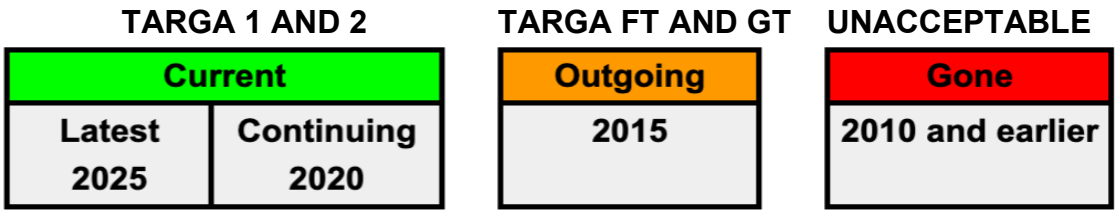
**5.5 Replacement Seats**

- Replacement seats and mountings may be used.
- All fastenings of seats must be as per FIA requirements with suitable backing plates.
- It is highly recommended that replacement seats meet current FIA regulations and be provided with side head wings to protect and restrain the crew's heads.
- Replacement seats shall be installed so they are securely attached to the floor of the vehicle by proper support plates and grade eight or higher bolts in such a manner as to prevent the movement of the seat in case of an accident.

- It is strongly recommended that a barrier or crossbar be installed in the cage structure that limits the rearward movement of the seat back or crewmembers head in the case of an impact from the rear.

**5.6 Helmets & HANS devices**

- HANS devices (or other head and neck restraint devices) are required in vehicles that have competition harnesses. Devices must have valid certification sticker for the event year or beyond.
- **GT and Fast Tour Divisions** will require Snell 2015 helmets (outgoing with either SA or M ratings) or equivalent from other manufacturers, for the competition year 2026 providing it is presented in showroom condition.
- **Targa 1 and 2 Divisions** will require Snell 2020 and 2025 current rated (SA) helmets or equivalent from other manufacturers, for the competition year 2026. No exceptions.




- No helmet shall be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer.
- Hardware may be mounted on a helmet for HANS devices (or other head and neck restraint devices) provided it is installed in accordance with recommendations provided by the manufacturer of the helmet and/or the devices.
- HANS devices (or other head and neck restraint devices) are required. Devices must have valid certification sticker for the event year or beyond.
- Helmet intercoms may be installed in accordance with recommendations provided by the manufacturer of the helmet and/or the devices.
- Competitors assume the risk of any modifications to their helmets.
- Helmets shall be presented at pre-start scrutiny and must have visible certification labels affixed.
- Helmets that are subject to impact during the event shall be replaced.

**5.7 Fire Resistant Clothing**

- **Targa Tour entrants must wear fire-resistant coveralls during all stages. Grand Touring and Targa competitors shall wear a fire-resistant driving suit during competitive stages. FIA homologated driving suits conforming to the 8856-2000 or the FIA 1986 standards or SFI 3-2A/5 are strongly recommended. SFA 3-2A/1 suit with approved fire-resistant underwear is acceptable. Suits shall be presented clean and presentable and bear appropriate certification label. One-piece suits are recommended.**

**5.8 Fire Systems/ Extinguishers**

- As a minimum, each vehicle shall carry one E100 Element extinguisher or a 10BC fire extinguisher, or two E50 Element extinguishers or two 5BC fire extinguishers. Element extinguishers are highly recommended for effectiveness, ease of use, mounting and storage. In the case of Targa Tour, one 5BC fire extinguisher or one E50 element type is sufficient.
- Extinguishers shall be securely mounted. One extinguisher shall be located within easy reach of the crew while seated. Ideally between the driver and co-driver.
- Gas propelled extinguishers shall have a pressure and proof of purchase or service within the prior 24 months.
- An automatic fire system is highly recommended but will not replace the required extinguishers.

**5.9 First Aid Kit**

- Each vehicle shall be equipped with a clearly identified, and easily removable first aid kit securely mounted inside the passenger compartment and accessible from both sides of the vehicle. It must contain: Gloves, Tourniquet, Bandages/gauze, Seatbelt cutter or shears.

**5.10 Reflective Triangles**

- Three self-supporting, light reflecting, daylight visible warning triangles 30 cm per side shall be carried in the vehicle and within easy reach of the crew. Triangles should have weighted bases. In the case of Targa Tour, two warning triangles are sufficient.

**5.11 Towing**

- All vehicles shall carry a tow strap/rope.
- All Targa Division vehicles shall be equipped with clearly identified towing points front and rear.

**5.12 Batteries**

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

**5.13 Bodywork**

- Bodywork must be in good repair and must not detract from the vehicle's appearance.
- Paintwork must be finished and of a high standard.
- External mounts for cameras must be presented at the time of technical inspection and must be approved by the Technical Advisor.
- Body protection and skid plates are permitted.

**5.14 Interior (passenger compartment and trunk)**

- Computers, video cameras, tools and other items inside the passenger compartment shall be secured to the satisfaction of the scrutineer.
- Elastic type tie-downs (bungee cords) are prohibited.
- Airbags and passive restraint systems may be disabled or removed.
- Power door locks may be replaced with manual door locks.
- The steering locks and security systems may be disabled.
- Interior door panels may be modified or removed to accommodate safety cage construction. If original door panels are removed, alternate panels shall be installed to protect the occupants from sharp metal edges.
- Sharp edges of any interior area shall be covered.
- Competitors shall be able to demonstrate that they can exit the vehicle quickly as per clause 5.1.

**5.15 Windows**

- Windshields shall be laminated safety glass.
- Competitors using non-original equipment side window materials (i.e., Lexan) shall be able to demonstrate the ability to escape from the car with the doors closed to the satisfaction of the Scrutineers at Pre-Start Scrutiny.
- Vehicles that are equipped with "T" tops are permitted to retain the original removable panels provided that the materials used are made of laminated safety glass. If not, both sides must be covered with a satisfactory adhesive plastic material that will prevent shattering or replaced entirely by a shatterproof material.
- FIA or SFI-certified window safety nets are highly recommended.
- In cars without window nets, windows in the driver and co-driver doors shall be rolled up to at least two inches (2") of fully closed during competitive stages.

**5.16 Nitrous Oxide**

- Nitrous oxide, Methyl Hydrate, water injection or any other such injection is not permitted.

**5.17 Fuel, Fuel Handling, and Fuel Suppliers**

- Only commercially available gasoline, diesel and E85 fuel, purchased from retail fuel outlets in Newfoundland, is permitted.

- Competitors that wish to compete in vehicles that use fuels with octane ratings higher than permitted by these rules may apply for an exemption. If they are granted such an exemption, then the elapsed time of every stage in which they compete will be increased by half (0.5) percent, rounded up to the next second.
- Alcohol, Propane, Natural Gas and Hydrogen fuels are not permitted unless accepted by the organizers under a hybrid classification
- Leaded fuel is not permitted.
- Octane Booster (such as those produced by Lucas Oil Products Inc.™) may be added to gasoline.

**Fueling and Service Areas**

- Service areas may be located at approved retail fuel outlets; however, **in all cases where a competition vehicle is being refueled from a source other than a regulated pump at a retail outlet, the crew shall exit the vehicle and have at least one member in attendance with an approved fire extinguisher.**
- The organizer reserves the right to take fuel samples from any container used to refuel competition vehicles at any time during the event.

**Fuel System**

- A fuel-resistant and fire-retardant plate or shield is required between the passenger compartment and the compartment or area where the fuel tank is located. (No additional work is generally required for OE fuel tanks unless a removed rear seat forms part of the OE shield.)
- Where utilized, fuel cells shall be installed per to the manufacturer's instructions.
- Electric fuel pumps shall shut off when the primary electrical circuit of the vehicle is in the off position.
- If fuel lines are routed through the passenger compartment, then fuel lines shall incorporate a metallic casing. (If a metallic casing is used, a verifiable sample of the material shall be presented at scrutineering).

**5.18 Exhaust Systems**

- Exhaust pipe(s) shall exit behind the driver and co-driver and external to the body as viewed from above.
- Open exhausts are permitted on Targa Stages.
- Outside of stages, competitors are requested to drive their vehicles in a manner which minimizes noise.
- Turbo Charged Engines in Targa 1 and 2 Divisions:
    - A single continuous pipe shall connect the turbo exit and the Catalytic Converter. All exhaust flow must pass through this pipe. If the vehicle is not equipped with a catalytic converter, the pipe diameter will extend to the muffler or to the end of the tail pipe, whichever occurs first.
    - The pipe shall not be welded to the turbo exhaust port. The pipe shall be bolted to the turbo exhaust port.
    - Open waste gates are not permitted; gases must be reentered into the exhaust system.

**5.19 Tires and Wheels**

All tires to be used in the Targa 1 and Targa 2 Divisions competition, except the Temporary Spare, must have an aspect ratio no less than 40 (or equivalent side wall height) and a speed rating applicable to the division in which the car is entered.

**5.19.1 Tread Wear and Markings**

Tires shall have the following markings molded on the sidewall: manufacturer's name, tire model, size, speed rating, load index, USA 'D.O.T' approval and serial number.

**5.19.2 Minimum Tread Depth**

- Provisions of the Highway Traffic Act, RSNL 1990 CHAPTER H-3, as amended, and Regulations made thereunder apply to all vehicles and equipment. These requirements include a minimum tire tread depth of not less than 3/32" be present at two consecutive or adjacent tread depth indicators. The location of these indicators is molded on the tire sidewall with a small triangle.
- Tires shall be required to comply with the above criteria throughout the event. Tread depth as 3/32" and wear bar proximity may be measured by officials during the event. Tires failing must be replaced with a tire that conforms before continuing, and appropriate penalties shall apply.

**5.19.3 Targa 1 and Targa 2 Division Tire Quantities**

- A maximum of six (6) competition tires are permitted: four (4) tires fitted to the vehicle and up to two (2) spare competition tires.

- All six (6) competition tires shall meet the requirements of this section.
- Additionally, vehicles are permitted to carry one (1) "Compact Temporary Spare" tire. The "Compact Temporary Spare" is intended to be used by vehicles that lack sufficient internal space to carry a full-size spare. The temporary spare is not permitted to be the same specification as the competition tires nor should it be used on a live stage.
- A vehicle starting a Targa stage on a Temporary Spare or on a tire in "run-flat" condition shall be assigned the slowest scored time for that stage.

**5.19.4 Targa Division Tire Identification**

- All tires to be used in competition shall be presented at pre-start scrutiny, where they will be inspected and marked by a scrutineer. If tires are reversed, they must be presented to tech for restamping on the outside at the time when the change is made.

**5.19.5 Targa Division Tire Carriage**

- A vehicle shall not use or carry unmarked tires at any time.
- Carriage or use of an unmarked tire at any time during the event, for any reason, will result in 120 points (two minutes) per tire added to the competitor's score for each observed occurrence.
- Tires carried in or on the vehicle shall be secured to the scrutineer's satisfaction. Rearward vision must not be obstructed.
- Spare competition wheels may be carried aboard a support vehicle.

**5.20 Wheels**

**5.20.1 General**

- Wheels may be replaced.
- Wood wheel rims or wood spokes are not acceptable.
- Offset may be varied, and properly engineered spacers may be used, provided the wheel is bolted directly to the hub may be added where such change is authorized by these regulations.
- Studs and nuts may be substituted for tire mounting bolts.

**5.20.2 Rim Size Restrictions:**

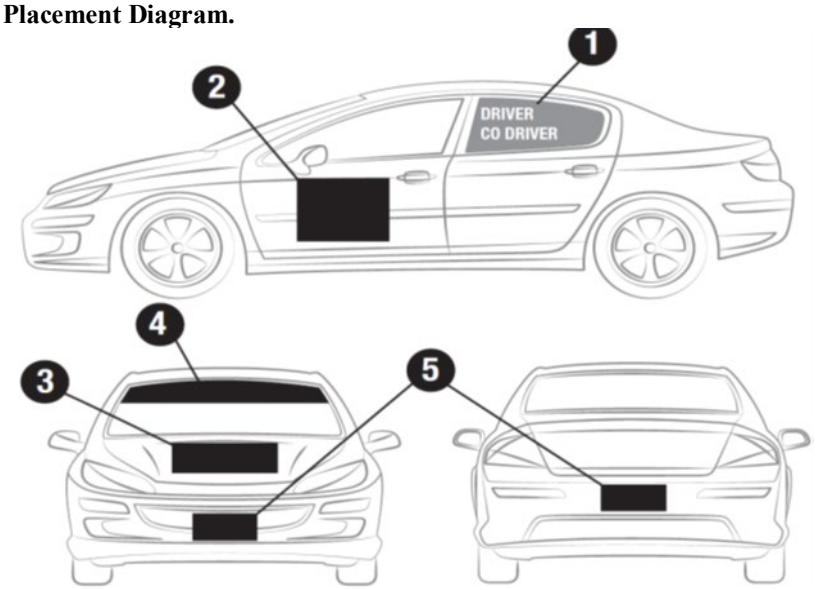
- Targa Tour, **1 & 2:** Wheel diameters and widths are unrestricted provided they are inside the fenders when viewed from above.

**5.21 Identification and Required Decals**

- Event issued vehicle identification and sponsor decals must be affixed to the vehicle before it can be presented for technical inspection. Vehicles will not be accepted at technical inspection unless all the issued vehicle decals are affixed in accordance with the Vehicle Decal Placement Diagram. The event reserves the right to require missing decals be replaced. Decals cannot be altered in any way and must stay in their original shape, color or sizes unless instructed by the Scrutineer or if a request to do so (such as trimming windshield banners) is approved by the Scrutineer.
- Event identification decals and sponsor decals will be supplied and are compulsory to attach. They shall be attached to the vehicle in the manner and locations directed or approved by the organizers and they must be maintained in good order throughout the event.
- Where vehicles carry sponsors' decals that are in commercial competition with the event sponsors, the organizers reserve the right to choose the location of the event sponsor's decals.
- Lettering on vehicles must be carried out in a neat and professional manner.
- The organizers reserve the right to require any competitor to change or remove a sign, emblem, graphic or photo they deem to be offensive or in bad taste.
- Signs or advertising will be permitted on any rear side or rear window provided they do not restrict the crew's vision.
- No signs or advertising shall appear along the top of the windshield unless authorized in writing by the organizers.
- The names of the crew together with their national flags shall be clearly displayed so they are visible on both side views of the car, preferably on the rear side windows.
- Targa Newfoundland Number Plates will be provided and must be attached to the front and rear in the normal license plate position. They must be removed immediately following the event. Vinyl decal-style versions of

the Targa license plate are available for a fee to competitors. Orders for these optional plates must be placed with the organizers at least 30 days in advance of the event.

**Vehicle Decal Placement Diagram.**




- Driver and Co-Driver names must be set out in clear script at least 1 ½" high, on both sides of the vehicle, together with their national flag.
- The front doors of a four-door sedan and the front sections of both doors of a two-door coupe are reserved for event issued decals.
- The center front mid-section of the bonnet/hood is reserved for event issued decals.
- The windshield banner space is reserved for event issued decals.
- Vehicle must carry issued Targa plates front and rear or an issued Vinyl replacement plate.

## 6 EMERGENCY PROCEDURES

### 6.1 Emergency Response Vehicles (vehicles staffed by a Doctor, Emergency Medical Tech or Rescue Staff)

- An Emergency Response Vehicle will be positioned at the start of every stage. **If an Ambulance transport is required, the cost will be borne by the competitor.** Fully equipped hospitals with emergency medical capability are close to all stages and are in each community where there is an overnight stop.
- **Note:** Entrants who are involved in any incident resulting in physical damage to the vehicle must be checked by the event Doctor and cleared before re-entering the competition.

### 6.2 Crew Responsibilities and Actions

If a vehicle stops on a stage for any reason, it must not interfere with the vehicles following. A warning triangle is to be immediately placed on the same side of the road as the stopped vehicle a minimum of 10 paces behind the vehicle or a distance sufficient to give adequate warning to oncoming vehicles. If the car will not complete the stage, then a triangle must be placed on the roof or top of the vehicle. Competitors continuing after stopping must remove all warning triangles.

**SOS** If no sign, or an SOS sign, is displayed, then the following process must be followed:

**The first vehicle o**n the scene must stop and its crew must render assistance to the injured crew, provided it is safe to do so, and if necessary, display the **SOS sign** and triangles.

The **second vehicle** will stop, get and communicate any information pertaining to Route Book location, injuries or the need for medical help and then proceed to the next radio point which will be noted by a blue "RADIO" sign on the side of the road.

The **third vehicle** will stop, and its crew will direct traffic if required.

**Following vehicles** will slow, pass the incident with caution, and proceed to the Finish of the stage.

On arrival at the stage finish control, vehicles must stop, and its crew informs the staff of the specific location and status of the incident. This reporting will continue until the competitor is waved on by the Control staff.

The crew of any vehicle involved in an accident resulting in personal injury or property damage must immediately report it to the Clerk of the Course and fill out an Incident Report Form.

If a crew has stopped on a stage for any reason and does not require medical assistance, they must place their "**OK" sign** (Stage Access Card) so that it is visible to the cars following.

### 6.3 Marshals' Hand Signals

When necessary, a safety marshal wearing a bright green or orange vest will communicate critical safety actions to you through the following hand signals: Failure to comply with these emergency procedures will result in disciplinary action by the Steward.

**SLOW DOWN:** both hands directly in front of the marshal with palms down, moving up and down.

**CHANGE DIRECTION:** one of the marshal's hands pointing at you, the other hand pointing at the direction they want you to go.

**STOP:** One hand clasps the wrist of the other hand which is pointing at the place to stop.

**TURN OFF ENGINE SIGNAL:** one hand pointing at you and the other across the marshal's throat in a cutting movement.

## 7. SCRUTINEERING AND ADMINISTRATIVE CHECKS

### 7.1 Pre-event Inspection

Pre-event vehicle inspection locations have been set up to assist competitors, so they will not travel to St. John's and find problems with their vehicle that can't be rectified. The inspections will concentrate on safety and other mandatory equipment required to pass scrutiny. Any charges or fees charged for these inspections will be the responsibility of the entrant. Call the Targa office 1 877-332-2413 for directions.

### 7.2 Document Verification

Entrants and crews are required to present all documentation in final form BEFORE registration. Certain original documents such as insurance will be checked at registration. Competitors must be able to produce the appropriate vehicle documents (i.e., ownership, insurance certificate, licenses, logbooks, workshop manuals, brochures, manufacturer's specifications, etc.) at technical inspection as required.

### 7.3 Pre-start Vehicle Scrutiny

Vehicles must be presented for **Scrutiny** at the event in a ready-to-start condition with **a fully completed, up-to-date Vehicle Information Form.** All compulsory equipment and identification must be on board, including competitor fire resistant clothing and safety helmets. During scrutiny, the Chief Vehicle Scrutineer will have a copy of the completed Vehicle Information form for every vehicle entered. Competitors wishing to examine the Vehicle Information form for another entrant may do so by asking the Chief Vehicle Scrutineer.

Vehicles judged to be in an unsafe condition will be denied permission to start the event until all noted deficiencies have been corrected to the satisfaction of the Scrutineer. Components may be marked, stamped, or sealed by scrutineers and may be checked at any time during or at the end of the event.

If an entry is found not to conform to the specifications set out on the Vehicle Information Form or otherwise is found ineligible for the declared class, the entry may be transferred to a more suitable class at the discretion of the Clerk of the Course.

### 7.4 Vehicle Scrutiny During the Event

Vehicles may be examined at any time during the event. If a vehicle is damaged, **it must be checked by a Scrutineer** before rejoining the competition.

**7.5 Post-event Vehicle Scrutiny**

The top finishing Targa Division vehicles, as determined by event officials, may be impounded immediately after the finishing ceremonies and will be kept in impound until the Final Official Results are posted. As set out in clause 2.15, teams cannot work on impounded vehicles. Competitors are required, upon request, to have a person present at impound who can dismantle the vehicle if necessary.

## 8. SERVICE CREWS

### 8.1 Registration

Service crews and vehicles must register at Registration. Each entry may register up to eight service crewmembers. ALL members of a service crew MUST sign an event waiver at Registration. A signed parent/guardian consent form must be presented for any crewmember who is less than 19 years of age.

### 8.2 Identification and Instructions

Service crews are issued with personal identification and instructions at registration along with service vehicle identification decals for one vehicle which must be placed on the registered vehicle. Service Crews are encouraged to travel to designated service areas by the most direct highway routes possible. Servicing of competitor's vehicles is permitted during lunch breaks and parking for service vehicles will be available. After a stage, Service Crews will be allowed to follow behind the Road Open Vehicle (ROV) when the stage is open to public traffic.

### 8.3 Restrictions

In the interest of competitor, crew and public safety, the following general procedures must be observed:

- A fire extinguisher must be at hand during re-fueling not done at a gas station pump.
- Jack stands must be in place under the vehicle whenever a vehicle is elevated.
- Cordon off the work area you are to keep the public away from the work.
- A hazardous materials groundsheet must be used under the vehicle when it is being worked upon.

Competitors are responsible for the actions of their service crews and vehicles. Speeding by a service crew may incur penalties to their competition vehicle as though it were the competition vehicle itself.

### 8.4 Fuel Availability

Premium unleaded, unleaded plus, regular unleaded, and diesel fuels are available at most roadside pumps on main roads around the route. In many areas, only unleaded "plus," regular unleaded, and diesel fuels are available. In remote areas, the fuels are restricted to regular unleaded and diesel. Leaded fuel is illegal.

## 9. ROUTE BOOKS, TIMING, SCORING, PENALTIES AND FINES

### 9.1 Route books

Competitors are required to follow the entire course as set out in the route books. Route books will be available online before the registration and issued at registration. They will include sufficient information for an entrant to follow the route and to locate the stages as well as detailed information on the stages. All distances will be stated in kilometers. Information provided in the route books takes precedence over any other printed or displayed materials. Examples: (1) if a course arrow points one way but the corresponding route book instruction indicates a different direction, you should follow the direction shown in the route book; (2) if a control signboard indicated in the route book is not there, you should act as if it were there.

### 9.1.2 Route Book Disclaimer

The route books provided to all competitors by Newfoundland International Motorsports Limited give distance-referenced instructions that instruct the competitors on how to follow the intended route of the event. For the competitive stages they also include descriptions of selected features of the road that, in the judgement of the course setters, the competitors should know about. Such features are either (a) out of character to the road features that precede it (e.g., a tighter corner) or (b) represent a potential hazard. **NOT ALL ROAD FEATURES ARE INCLUDED IN THE ROUTE BOOK. THE INSTRUCTIONS PROVIDED ALSO DO NOT SUGGEST THE SPEED AT WHICH TO DRIVE THE ROAD.** Competitors must realize that the information contained in the route books is subjective matter, which cannot fully take into account the capabilities of the individual cars, the competitors driving them, or the prevailing conditions at the time of competition. The responsibility rests solely and completely with competitors to drive safely within their capabilities at all times. By acceptance and use of the official route books, competitors agree to indemnify and hold harmless any other party involved in the administration of an event or any

stage thereof as specifically set out in the General Competition Rules Volume 1 and in the event Waivers. Pace notes of any kind are not permitted whether copied into the Route Books or not.

**9.2 Stage Access Cards**
Competitors will not be allowed to start a Targa Stage without their official Stage Access Card which will be given out after pre-event scrutiny. Stage access card may be revoked for mechanical, medical, speed or breathalyzer infractions and will be returned to the competitor only upon resolution of the issue in question.

**9.3 Base Time and Trophy Time for Targa Divisions**

**9.3.1 Base Time** is the **target time set for each class** to complete a Targa Stage **without incurring a penalty**. Competitors are penalized for being slower than the Base Time for their Class, and there is no advantage in being faster than the Base Time.

As a generality the Base Times for Classic (older) car classes are greater (i.e., slower) than those for Modern (newer) car classes, and 2WD class Base Times are greater than those for AWD classes.

The Base Times are adjusted for adverse road and weather conditions to give an additional amount of time to complete the stage when the condition is anything but "Clear and Dry". Any condition other than "Clear and Dry" will be indicated on a board positioned at the start of a Targa Stage.

It is the competitor's responsibility to check the board at the start of the stage for road condition information. Condition 1: "clear and dry" is the default if there is no indication otherwise. For safety reasons the organizers may increase the condition designation during the running of the stage. In such a situation, ALL competitors will be scored to the higher numbered (slower speed) condition. Such decisions are not subject to inquiry.

The Base Times for each of three road conditions and the Trophy Time for each different car class on every Targa Stage of the event will be published online prior to Registration and in a document provided at Registration.

**9.4 Controls and Control Procedures**
Competitors must **follow the instructions of the officials** at any Control. Failure to observe this may lead to **a 5-minute penalty**, or exclusion from the event.

**9.4.1 Control at the Start of a Targa Stage**
All participants proceed to the Start Ahead sign and wait there until a couple of minutes prior to your assigned Start Time for the stage, then move up to the Start sign at the stage start line. Cars may reorder themselves into their assigned start order at any time before moving up past the Start Ahead sign.

Participants are responsible for being in place and ready to start each Targa stage at or before their assigned start times that appear on the daily Start List available on the Official Notice Board the evening before each Leg and in hardcopy during the morning breathalyzer. You may be penalized if you are more than 5 minutes either side of your assigned running position. The penalty will be **3 seconds per position.** Show your **Stage Access Card** to the Start Line control marshal.

Cars in the Targa Tour Division are started as a "loose convoy" with an interval of a few seconds between each car.

All cars in the Grand Touring, Targa 1 and Targa 2 Divisions are started at either 30 second or a 1-minute interval depending on the combined number of Targa 1 and Targa 2 Division starters.

A false start shall be penalized by a 10 second penalty. The starting official is the judge of fact of a false start.

Once a Road Open Vehicle has entered the stage, the stage is finished. Competitors who arrive at a Control after the finish will be considered to have missed that control, subjecting them to the "forgoing a Time Control" regulations.

**9.4.2 "Transit" Stages**
Stages where there are significant distances between competition stages or overnight stops may be classed as "Transit" Stages. The start and finish of Transit Stages will be located at a visible physical location noted in the route book and

electronically marked for scoring purposes. These stages will be set on roads where the regular rules of the road apply. Competitors will be given a specific time to cover a specific distance). Grand Touring competitors will be penalized for being early or late and the penalty points will be calculated as part of their event score. Targa competitors will be penalized for being late, and their accumulated penalty points will only be used to break a tie in their Division.

**9.4.3 "Turnaround" Stages**
Many of Targa's stages are "turnaround" stages — the inbound stage runs from near a highway junction to a dead end; then the outbound stage runs in the opposite direction from the dead end. Start times for each car will not be pre-assigned for the outbound run of turnaround stages, unless there is a planned break (e.g., lunch) between the inbound and the outbound runs. All cars must start the outbound stage in the same order as the inbound stage, subject to penalty per section 9.4.1. Competitors must be ready to start the return/outbound run as soon as the inbound stage is completed.

**9.4.4 "Multi Run" Stages**
Selected stages may be run several times in succession, in the same direction. Such stages will be clearly labeled as "multi" stages. Each car will have a pre-assigned start time only for their 1st run of such stages. After completion of a run the marshals at the Finish control will inform you if there will be a subsequent run of the stage. If there is to be another run then you must transit from the Finish back to the Start of the stage and wait to start a subsequent run of the stage in the same order as the previous run, subject to penalty per section 9.6.1. No servicing is allowed between runs of the stage. If there will not be another run then you are to transit from the Finish control to the next location indicated in the route book.

For Targa 1 and Targa 2 Divisions, target times and speeds will be assigned for the 1st and 2nd run of a multi-stage. For the 3rd or more runs the target times and speeds will be the same as those for the 2nd run. If there are more than 2 runs of a multi-stage then the best of the 2 additional runs (only) will be scored. This will enable competitors to make only 2 runs if they choose.

**9.4.5 Control at the End of a Targa Stage -** A **Finish Ahead** sign will indicate the finish of a stage is approaching. The **Flying Finish** sign will indicate the finish, **DO NOT STOP HERE, CROSS AT SPEED**. The elapsed stage time for the Targa Divisions stops when you cross this line. Sufficient distance is allowed to shut down before the **Stop** sign where timed competitors can get their finish time from the control marshal. **ALL VEHICLES MUST STOP AT THE STOP SIGN. THE ROAD IS OPEN TO PUBLIC TRAFFIC PAST THE STOP SIGN. COMPETITORS WILL BE GIVEN PENALTIES AS PER 9.6.1**

**9.4.6 Control Etiquette** - When waiting in line at a Start try and be aware of which cars are ahead of you and leave room for those that you know are due to start ahead of you based upon the published start order.

**9.4.7 If a Stage Start is moved,** zero your tripmeter at the Start Line of the original stage start (at the Start Line signboard placed or at the "SL" painted on the right side of the road) and proceed along the stage following the route book instructions until you encounter to the new start as instructed.

**9.4.8 Interim Time Controls (GT Only)** are unpublished locations within a stage where the time of passage by a GT competitor is recorded. These controls are used to confirm that GT competitors are maintaining the assigned average speeds throughout the entirety of the stage.

**9.4.8 When a Targa Stage is Cancelled**, it will become a transit. The Controls at the start and finish of a cancelled stage may not be in place. Proceed to the next stage by following the route book instructions and arrive there at your assigned start time. You should zero your tripmeter at the Start Line of the cancelled stage (at the Start Line signboard placed or at the "SL" painted on the right side of the road).

**9.5 Targa Division Stage Penalties**

- For **Targa Divisions, 1 point** will be added to your score **for every second in excess of the BASE TIME** for your class and road condition. There is no penalty for completing a Targa stage in less than the BASE TIME in your class. In transit stages the penalty for Targa cars will be used to break a tie.
- Should a competitor miss or not finish a stage they will be given the slowest scored time for their Class as their elapsed time for the Targa stages missed plus a time penalty of 5 minutes per incomplete leg.
- Competitors may only re-enter the competition after their stage access pass has been returned by the event officials. In specific cases, as decided by the Clerk of the Course, a competitor whose stage time has been

significantly affected by a force majeure situation that is out of the competitors' control, that can be confirmed by an event official, will be assigned a stage time that gives them a finishing position consistent with their average running position on the previous 4 stages. If there are not 4 previous stages to review, then the average running position will be based upon all the previous stages plus however many subsequent stages are needed to make a total of 4 stages.

**9.6 Grand Touring Division Stage Penalties**

- The emphasis in GT competition is on precision timing. Competitors aim to stay within a specified Time Window of the ideal elapsed time at all points along a Targa stage. The ideal time is calculated using one or more assigned Average Speeds over the defined segments of the stage. Average Speeds will be provided in kilometers per hour to one decimal place. (e.g., 37.5 kph). Each Targa stage will have a single Time Window, given in whole seconds, which applies uniformly across the entire stage.
  The objective is for competitors to pass any point along the Targa stage within the Time Window of their ideal time to that point, which is calculated from the stage start using the assigned average speed(s) and segment distances.
- Competitors are penalized for being either early or late outside of the allowed Time Window at any intermediate Timing Control (ITC) or the Finish Line of the stage.
  Penalty = 1 second for every second you are outside the Time Window.
  The penalty is based on the difference between your actual elapsed time and the ideal time +/- the Time Window.
  Penalties at each ITC and the Finish are added together to calculate the total penalty for the stage.

**9.7 Maximum Speeds, Averages Speeds and Penalties**

- Targa Tour entrants must not exceed a top speed of **130 kph** or an average speed of 120 **kph.**
- Targa Grand Touring must not exceed a top speed of **130 kph** or an average speed of **120 kph.**
- Targa 1 competitors must not exceed a top speed of **155 kph** or an average speed of **130 kph.**
- Targa 2 competitors must not exceed a top speed of **180 kph** or an average speed of **140 kph.**

**9.8 Chart of Excessive Speed and other Penalties:**

The chart of excessive speed and other penalties applies to all FT, GT Targa 1 and 2 entries.

| Speed | 1st Offense | 2nd Offense | 3rd Offense |
|---|---|---|---|
| **0 – 10 kph over** | *Warning* | *3 sec per KPH over* | *Exclusion 2 Stages* |
| **11 – 20 kph over** | *3 sec per kph over* | *Exclusion 2 Stages* | *Exclusion 4 Stages* |
| **21 – 30 kph over** | *Exclusion 2 Stages* | *Exclusion 4 Stages* | *Exclusion for Event* |
| **31 - kph & over** | *Exclusion 4 Stages* | *Exclusion for event* | |

**Note:** The Event Steward can, based on the circumstances and seriousness of the reported infraction, advance or increase the above penalties from the above chart. Stage Access Card will be pulled immediately on implementation of penalty and returned when penalty is served.

**9.9 Cutting Corners**

Cutting non-curbed corners creates an unsafe condition for competitors and for spectators. It damages the road corners and shoulders, creating ill-will and repair costs for the host communities and may compromise the ability of following competitors to meet their times. Entrants observed by an official Judge of Fact* to be dropping wheels off the inside of a **DEFINED and VISIBLE** road surface will be penalized as cited in 9.6.

**9.10 Four Wheels Off the Road Surface/Collision**

Any competitor who has collided with any object must come to a complete stop and assess if there has been any damage or injury. If there is property damage, the crew shall notify the stop control of the location and instruction of the incident complete an incident report for presentation to their Competitor Relations Officer (CRO)**.** If there is personal injury, the crew shall institute the standard Targa protocol and attend to injured parties, display the SOS sign to the next competition car. They shall not leave the scene until directed by a Targa or law enforcement officer.

**9.11 Breach of Safety or Code of Conduct**

Competitors or their crews who are found by the Steward of the Event, based on a written report from an official,

safety marshal or civilian, to be in breach of either or both Doctrine of Safety, or the Code of Competition Conduct as set out in the General Competition Rules Volume 1 in either spirit or fact, will be subject to a penalty as per 9.6 including exclusion from the event and its results as well as the forfeiture of all entry fees.

**9.12 Road Open Vehicle (ROV) catches a competitor while opening a Targa stage.**
Any competitor who has not entered the stage or is stopped or moving slowly along the stage may be granted up to five minutes grace. If the competitor is unable to maintain a competitive speed, then the ROV will pass. At that point the competitor will no longer be on a closed stage and will be scored as having missed the stage.

**9.13 Official Notice and Scoring Boards**
All official communications will be posted electronically on the **Sportity-based online Notice and Scoring Board.** It is the competitor's responsibility to check for any information that may be issued. Posted on this board will be items such as:

- Schedule and schedule changes,
- Route books and route book changes,
- Base Times and Base Time changes,
- Regulation changes,
- Bulletins,
- Start Order & Times for the next Leg (as soon as available but no later than 9:00 p.m. each evening),
- Results for the completed day's competition,
- Inquiries and Protests and the organizer's responses,
- Clerk of the Course communications to the participants,
- Steward's decisions.

The official Notice Board for Targa Newfoundland 2026 is online only. It is accessed with the above-mentioned Sportity App, available for both Apple and Android devices. The password for the event is TargaNF2026. This can also be accessed via any web browser at https://webapp.sportity.com/event/TargaNF2026/fa63bd15-8094-46ac-9cc4-1dcca6fe44640

**9.14 Force Majeure**

- A Force Majeure is an event such as a government lockdown, natural disaster (hurricane or flood) or legal change that is beyond the organizers' reasonable ability to control thereby making it impossible to carry through with the event or portion thereof.
- Targa Newfoundland organizers strive, as far as is reasonable, to ensure every competitor encounters equal course conditions and equal likelihood of hazard.
- However, incidents do occur which are beyond the organizers' control. When a competitor encounters such a condition it is bad luck. This type of condition is called "Force Majeure." Scoring inquiries arising from conditions of Force Majeure will not be granted.

## 10. GRAND TOURING, TARGA 1 AND TARGA 2 DIVISION RESULTS

**10.1 Determination of Results**
Total penalty points accumulated by each entry will be posted at the end of each Leg and shown in ascending order of points for all the completed Legs. They will be published by Division. A list of those crews that earned a Targa Plate Trophy will be published at the finish.

**10.2 Provisional Results**
Provisional Final Results will be posted on the Official Notice Board no later than 10:00 a.m. on the day following the close of the final stage. If it is not possible to post results, a notice will be placed on the Official Notice Board indicating when they will be posted. This notice may be amended until the classifications are posted.

**10.3 Final Official Results**
Results are final 60 minutes after posting of the Provisional Final Classifications or the time of the last correction.