

URG Info

From: 125429@ontramaail.com on behalf of Peter Martin <peter@urg.co.nz>
Sent: Wednesday, 17 October 2018 1:09 p.m.
To: URG Info
Subject: Production 4WD Clarification



Production 4WD Clarification

We have had a number of queries regarding what defines a vehicle eligible for the 4WD Production Competition versus the All Comers Competition so here is the basis understanding of what we consider Production 4WD vehicles need to comply to.

The concept is to provide a cost effective competition that stays close to the 'Group N' rally concept. The minimum Targa Race Weight including crew is the production weight of the vehicle plus 160kgs to allow for the roll cage and the crew members, so there is no advantage in trying to lighten the car by adding Perspex windows and light weight doors etc. The production weight will be based off the lightest production model made for the specific vehicle model. So as an example the Mitsubishi Lancer Evo 6 was available in the lightweight RS version as well as the standard GSR version, so the Targa Race Weight will be determined from the RS model regardless of whether you have the GSR or RS body as a starting point, thus you don't have to find the light weight body shell to start with or to re-shell if required. The same applies to the Type-C Subaru Impreza WRX's.

The car should be ostensibly a road registered car minus the carpet and seats etc but with roll cage, race seats, harnesses and other normal safety devises such as brakes and suspension but not modifications based on performance enhancements.

The Production 4WD Competition is divided into two categories, Category 8 for production model 4WD vehicle first manufactured before 2000 and Category 9 for production model 4WD vehicles first manufactured after 2000.

So here we go:

- Brakes are free provided they fit inside the wheels.
- Wheel size can be increased by no more than 1 inch over the production size wheel.
- Suspension is free providing the pickup points are in the same place.
- Production size inlet and exhaust manifolds, i.e. no increase in these size but exchange of cast iron manifolds for free flowing extractors are allowed.
- Production Turbo for that model.
- Production ECU's, no aftermarket Motec or the like are allowed.
- Fuel is restricted to pump gas only, i.e. fuel that can be purchased at a retail facility, yes this includes 100 plus octane and Gulf E85 fuels even if they are not available in the area of the rally route.
- No Turbo restrictors are required.
- No fitment of later model engines i.e. an Evo X engine into an Evo 6 or change of manufactures engines i.e. a Nissan engine fitted to a Ford Chassis.
- No wide body modifications or aftermarket body parts such as spoilers that change the profile of the car.
- No aftermarket Sequential Gear boxes but you can change the gearbox ratio's and run a dog box if you wish. Vehicles with factory fitted sequential transmissions are allowed.
- Final drive differential ratios can however be altered at your discretion.

Any derogation from these will automatically put you into the All Comers Competition so if you are considering any of them think twice, as once you are in the All Comers Competition the sky is the limit and the costs can quickly spiral out of control.

So if you think you have made modifications beyond those allowed, then please call or email the office for clarification as you may be reclassified into the All Comers Category 10 and as always the eligibility committee has the final say in what category your vehicle will be entered into. No correspondence will be entered into after the decision has been made.

The nature of Targa is to play fair and we ask entrants to self-regulate, respect your fellow competitor and play by the rules, no one like the cheaters and at the end of the day you are only cheating yourself.

See you all in Invercargill.

Regards

Peter Martin & the Targa Team.





If you require more information, please contact the Ultimate Rally Group office.



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