



# SCHEDULE TR

## Targa NZ Seria Campione Tarmac Rally Championship Technical Regulations – 2024

### PREAMBLE

To encourage a diverse range of cars and drivers to compete against each other in a friendly yet competitive environment in the spirit of 'Targa Rallying'.

To provide a unique tarmac road rally Championship that gives competitors the chance to tour the country and give back to the community.

### 1.0 GENERAL INFORMATION RELATIVE TO THIS SCHEDULE

- 1.1 These regulations shall be read in conjunction with the AASA National Competition Rules.
- 1.2 The AASA Standing Regulations for Tarmac Rallies, and the Supplementary Regulations issued by the Organiser for each Round of the Series. Additionally, any subsequent amendments / bulletins as issued by AASA from time to time shall be respected.
- 1.3 All vehicles shall comply with the AASA safety schedules as outlined in regulation 7 of the AASA Standing Regulations for Tarmac Rallies and G5 of the AASA NCR.
- 1.4 Technical Eligibility and Safety Equipment Enquiry: Where any doubt may exist in understanding any regulation contained within this Schedule it will be understood that it is the Competitors obligation to enquire as to the correct interpretation. All technical eligibility and/or safety equipment enquiry shall be submitted in writing to:
  - (1) The Tarmac Rally Championship Scrutineer, as detailed in the Tarmac Rally Championship Regulations, in the first instance, and then to
  - (2) The AASA Technical Department
  - All enquiries should detail the article in question and the specific subject matter.
  - A written reply will always be given to a written enquiry.
  - On matters of technical eligibility and/or safety compliance, a verbal statement will have no validity.

## 2.0 DEFINITIONS

2.1 Definition of terms used within this Schedule shall be referenced from the AASA National Competition Rules, and as detailed below:

**'Aftermarket'** means component/s sourced from another manufacturer to that of the original car, which can be fitted without making any additional modification to the original car; and

**'Crew'** means the Driver and Co-driver of a competing vehicle; and

**'Direct Replacement'** means a component sourced from another manufacturer to that of the original car, that is a direct replacement part in level of duty, function and design to the component it replaces, and can be fitted without making any additional modifications; and

**'Free'** (part) means that the original part as well as its function may be removed or replaced with a new part on condition that the new part adds no additional function relative to the original part; and

**'Modification'** is defined as any change authorised within these Technical Regulations; and

**'National Competition Rules'** or **"NCR"** means the National Competition Rules issued by AASA from time to time; and

**'NZTA'** means the New Zealand Transport Agency; and

**'Organising and Eligibility Committee'** or **'The Committee'** shall mean the representatives appointed by Club Targa Inc to organise the Championship, and

**'Original'** means as fitted by the car manufacturer and includes all devices, equipment, accessories and/or components as fitted to the model represented; and

**'Championship Production Car'** means a car that has been manufactured in a certain number of identical units within a specified time frame by the same manufacturer, and intended for general sale to the public through a dealer network; and

**'Standard'** means the component/s as originally fitted to the car by the original manufacturer at the time of the initial sale.

## 3.0 ELIGIBLE VEHICLES

3.1 Eligibility shall be for either Championship Production vehicles or LVVTA approved vehicles of either Open or closed construction.

3.2 All vehicles nominated shall be approved by the Committee.

3.3 Competition: There are two (2) Competitions as follows:

(a) **Retro Targa:** Introducing the Retro Targa, which harks back to the original Targa Florio started in 1906. The development of this competition is to cater to competition vehicles and/or drivers who wish to exercise their vehicle while preserving its longevity and quality. The rationale behind this is to encourage older past competitors to bring their vehicles back and drive within the car's limits.

(b) **Targa Competition:** This is the current Targa Competition as has been run for many years. Classic 2WD vehicles will be recognised separately from the modern 2WD vehicles in the results and will be Cat 1, Cat 2 & Cat 3. Classic 2WD are defined as first year of manufacture prior to 1/1/1990.

3.3.1 **Retro Targa** shall be divided into the following categories:

Cat 1r: 2WD vehicles 0 - 2000cc first manufactured prior to 1/1/2000.

Cat 2r: 2WD vehicles over 2001cc first manufactures prior to 1/1/2000.

Cat 3r: 2WD first registered after 1/1/2000 and production 4WD vehicles.

**Targa Competition** shall be further sub-divided into the following categories:

**Classic 2WD: Production 2WDs first manufactured prior to 1/1/1990**

Cat 1: Classic 2WD vehicles 0 – 2000cc aftermarket sequential gearboxes are prohibited

Cat 2: Classic 2WD vehicles 2001 – 3400cc aftermarket sequential gearboxes prohibited

Cat 3: Classic 2WD vehicles over 3401cc aftermarket sequential gearboxes are prohibited

**Modern 2WD: For all other vehicles not qualifying for the Classic 2WD.**

Cat 4: Modern 2WD vehicles 0 – 2000cc aftermarket sequential gearboxes are prohibited

Cat 5: Modern 2WD vehicles 2001 – 3400cc aftermarket sequential gearboxes prohibited

Cat 6: Modern 2WD vehicles over 3401cc aftermarket sequential gearboxes are prohibited

**Production 4WD: For all Production 4WD vehicles**

Cat 8: Production 4WD vehicles aftermarket sequential gearboxes are prohibited

**Allcomers: For all open 2WD & 4WD vehicles**

Cat 7: 2WD Open for all 2WD vehicles not eligible for categories 4-6

Cat 9: Open 4WD for all 4WD vehicles not eligible for category 8

- 3.4 In all instances the final categorization of any entered vehicle shall be determined by the Committee. The categorization of a competing vehicle, shall be determined by (but not limited to) the following:
- (a) Whether the vehicle has been substantially modified from the standard series production vehicle, or
  - (b) The vehicle employs modern mechanical components and / or materials outside of the period that the vehicle represents. Such vehicles shall be placed in the Competition and/or category that represents the most modern component of the vehicle, or
  - (c) If in the opinion of the Committee, the vehicle would have a detrimental effect on the competition within the Competition and/or category.
- 3.5 **Vehicle categorization:** Vehicles shall be entered in the Category that corresponds to the age, capacity and level of modification of the vehicle. The age of the vehicle shall be determined by the year of first production of the specific model of the entered vehicle and will allow for run-ons of that model.
- 3.6.1 In all instances the final categorization of any entered vehicle shall be determined by the Organising Committee.
- 3.6.2 In determining whether any car is eligible to compete in any Round (even if such car has been registered for the Championship), the Committee shall take into account its appearance and the standard of its presentation and may declare any car ineligible on the basis of its appearance or presentation if it is considered the same contravenes the spirit of the Championship or may prejudice the reputation of the Championship.

## 4.0 GENERAL CONDITIONS

- 4.1 **Passport:** All cars competing in Events to which these regulations apply shall have a valid AASA passport.
- 4.2 All Vehicles shall comply as outlined in regulation 7 of the AASA Standing Regulations for Tarmac Rallies and G5 of the NCRs.
- 4.3 **Entrants Declaration:** All Entrants must submit a "Vehicle Specifications" form when submitting the Entry. Vehicles may be checked at any time during the Round for compliance and any variation from the submitted form may be penalised.

- 4.3.1 It shall be the Entrant's responsibility to provide proof for all specifications detailed on the Vehicle Specifications form.
- 4.4 Any competing vehicle suffering accident damage and/or leaking oil or fluids must be repaired to the satisfaction of the Championship Scrutineer prior to re-joining the competition.
- 4.5 All bodywork including any subsequent repair of accident damage shall be to a tradesman-like standard. Repairs to competition damage shall permit the vehicle to be presented in as near to original condition as possible.

**5.0 DATA LOGGING / GPS TRACKING DEVICES**

- 5.1 All competing vehicles shall be fitted with tracking equipment and/or data logging equipment as detailed by the Committee.
- 5.2 It is the competitor's responsibility to purchase or hire and install the required tracking equipment and/or data logging equipment. Failure to install the equipment, or tampering with the unit (or data) once installed shall be penalised.

**6.0 COMPETING CAR WEIGHTS**

- 6.1 **Minimum Weight:** The minimum weight of the competing vehicle including crew shall be as listed below:

<u>CC Rating</u>	<u>Retro &amp; Classic 2WD Targa (Kgs)</u>	<u>Targa Modern 2WD &amp; 4WD Competition (Kgs)</u>
0 – 1299	900	1000
1300 - 1999	1000	1100
2000 - 2499	1100	1200
2500 - 2999	1200	1300
3000 - 3399	1250	1350
3400 - 3999	1300	1400
4000 - 4999	1350	1450
5000 - 5999	1450	1550
6000 +	1550	1650

- 6.2 The minimum competing car weight shall include all fluids and any ballast necessary to maintain weight compliance, including the crew and their safety apparel.
- 6.3 The **competing car weight** may be measured at any time during the competition, on the official weigh scales of the event. The scales supplied by the Organisers will be considered definitive, and the weight of a car established during the event will be a finding of fact.

**7.0 SAFETY EQUIPMENT REQUIREMENTS**

- 7.1 **All safety equipment shall comply with regulation 7 of the AASA Standing Regulations for Tarmac Rallies and G5 of the NCR, except where specifically detailed within this Schedule otherwise.**
- 7.2 **Safety Cage:** A safety cage is mandatory and shall be fitted as per regulation 7(g) of the AASA Standing Regulations for Tarmac Rallies and Appendix 1 Safety Cage regulations (Class 3) of the AASA NCR. These safety cages must be certified, excepting overseas vehicles which must have certification from their country of origin. Alloy or aluminium safety cages are specifically prohibited.
- 7.3 **Safety harness:** shall be installed in full compliance with regulation 7(f) of the AASA Standing Regulations for Tarmac Rallies and G5 and Appendix 5 of the NCR.

- 7.4 **Seats:** shall be Competition type seats as detailed in and in full compliance with regulation 7(h) of the AASA Standing Regulations for Tarmac Rallies
- 7.5 **Fire extinguishers:** shall comply with regulation 7(k) of the AASA Standing Regulations for Tarmac Rallies.
- 7.6 **Ignition / Circuit Breaker:** shall be fitted.
- 7.7 **Protective padding:** shall be fitted where the occupant's bodies could come into contact with the safety cage. It shall be non-flammable, high density, energy absorbing, closed cell foam with a minimum wall thickness facing the occupant of 15mm. Where the occupants crash helmet could come into contact with the safety cage.
- 7.8 **First aid kit:** shall be carried in each competing vehicle to comply with regulation 7(l) of the AASA Standing Regulations for Tarmac Rallies.
- 7.9 **Safety Triangle:** A minimum of one safety triangle shall be carried in the competing car.
- 7.10 **Tow rope:** All competing vehicles shall carry a tow rope.
- 7.11 The following optional safety equipment **may** be fitted to the competing car:
  - 7.11.1 A **window net** may be installed on the drivers' side in compliance with NCR G5.
  - 7.11.2 **Brake, fuel, oil and coolant lines** may be upgraded to aftermarket lines of a higher specification in compliance with NCR G5.
- 7.12 The following safety equipment **shall** be worn by the Crew:
  - 7.12.1 A **Helmet** shall be worn in all special stages. All helmets shall be FHR compatible and comply with the standards detailed in NCR G5.6(a), refer to Appendix 4 – Apparel Requirements (Tarmac Rallies) of the AASA NCRs.
  - 7.12.2 **Frontal Head Restraint (HANS type device):** shall be worn in all Special Stages comply with regulation 8.2 of the AASA Standing Regulations for Tarmac Rallies.
  - 7.12.3 **Protective Clothing:** shall be worn in compliance with regulation 8.1 of the AASA Standing Regulations for Tarmac Rallies and Appendix 4 – Apparel Requirements of the AASA NCRs. It is highly recommended that all protective clothing is compliant with SFI3.2A and above.
  - 7.12.4 **Gloves:** in compliance with regulation 8.1 of the AASA Standing Regulations for Tarmac Rallies and Appendix 4 of the AASA NCR shall be worn by the Driver in all special stages. The wearing of gloves for co-drivers is optional.

## 8.0 FUEL

- 8.1 Fuel: The only fuels available from commercial retail outlets are authorised for use in competing vehicles at any Round of this Series.
- 8.2 The carriage of fuel in competing vehicles in containers that are not part of the piped fuel systems is prohibited.

## 9.0 BODYSHELL & VEHICLE EXTERIOR

- 9.1 **External appearance:** The silhouette of the Championship Production Car should not be altered, excepting where homologated parts are fitted and/or the guards are modified for road wheel clearance.
- 9.2 **Body panels:** must be of original design, materials and construction. The boot, bonnet or doors may be replaced by body panels of alternative construction, subject to approval by the Committee.
- 9.3 **Seam welding:** Is authorised to the body shell and sub frames.
- 9.3.1 **Strengthening:** Localised strengthening of the body shell is authorised provided the additional material completely follows the shape of the original part and is in contact with it.
- 9.4 **Sump guards:** Are authorised, provided that their sole function is to protect the underside of the car from damage.
- 9.5 **Mudguards:** Plastic guard liners may be removed and/or replaced with alternative material.
- 9.6 **Mud-flaps:** Where fitted, mud-flaps shall not protrude beyond the body of the vehicle.

- 9.7 Window glass:** All glazing shall be safety glass as per standard fitment, excepting where specific exemption is granted by the appointed Series Scrutineer and detailed in the car's Passport.
- 9.8 Lights:** Vehicles with retractable headlamps may be fitted with auxiliary lights. Any auxiliary lights used in place of the headlamps must illuminate to the same extent as the vehicle's standard headlamps on low beam in daylight. Rally-type light pods are specifically prohibited.
- 9.9 Towing eyes;** must be fitted and clearly marked as per regulation 7.1(n) of the AASA Standing Regulations for Tarmac Rallies.
- 9.10 Spare Wheel/Tyre:** May be carried on the rear boot lid, the fitting device satisfies the Championship Scrutineer as to safety and suitability and that rear view vision is not obstructed.

## 10.0 VEHICLE INTERIOR

- 10.1 Supplementary Odometer:** A supplementary re-settable odometer which registers in kilometres and tenths of kilometres must be fitted.
- 10.2** The following is authorised;
- (1) Seats:** Competition seats shall be fitted for the Crew. (Head Restraint Seats are highly recommended). Refer AASA NCR Appendix 5 Occupant Restraint Systems. The rear seats may be removed.
  - (2) Interior trim:** Free, excepting that the standard dashboard assembly shall be retained in its original position and all doors shall have panels fitted.
  - (3) Instrumentation:** Free,
  - (4) Steering Wheel:** Aftermarket steering wheels are permitted.
  - (5) Brake, clutch and accelerator pedals:** May have pads added.
  - (6) Handbrake lever:** Free, respecting regulation 7 of the AASA Standing Regulations for Tarmac Rallies.
- 10.3 Airbag SRS systems (where fitted):** Shall be rendered inoperative during competition, either by complete removal of the system or by temporary disablement (removal of the power supply).
- 10.4 Speed Radar Detection Devices:** are not permitted to be in operational order during the Round.

## 11.0 CHASSIS

- 11.1** Free, respecting regulation 7 of the AASA Standing Regulations for Tarmac Rallies.

## 12.0 ENGINE SPECIFICATIONS

- 12.1** Engine type is free, in compliance with regulation 7 of the AASA Standing Regulations for Tarmac Rallies.

## 13.0 ENGINE INDUCTION SYSTEM

- 13.1 Induction system:** Free, in compliance with regulation 7 of the AASA Standing Regulations for Tarmac Rallies.
- 13.2 Anti-Lag Device:** Any turbo anti-lag device fitted must be immobilised to the satisfaction of the Series Scrutineer.

## 14.0 ENGINE EXHAUST SYSTEM

- 14.1 Exhaust system:** Free, in compliance with regulation 7 of the AASA Standing Regulations for Tarmac Rallies.

## 15.0 TRANSMISSION

- 15.1 The transmission, from the engine flywheel to the driven (road wheel) hub, is free provided regulation 7 of the AASA Standing Regulations for Tarmac Rallies compliance is maintained at all times.

## 16.0 SUSPENSION

- 16.1 The suspension system is free, respecting regulation 7 of the AASA Standing Regulations for Tarmac Rallies compliance is maintained at all times.
- 16.2 **Suspension modifications:** Vehicles must have suspension springs and/or shock absorbers mounted in the manufacturers original mounting locations (without modification). Vehicles with modified suspension locations shall automatically be placed in Category 7 or 9 as applicable.

## 17.0 BRAKING SYSTEM

- 17.1 The braking system is unrestricted provided regulation 7 of the AASA Standing Regulations for Tarmac Rallies compliance is maintained at all times.

## 18.0 ROAD WHEELS

- 18.1 Road wheels are free as to make or design, provided that compliance with regulation 7 of the AASA Standing Regulations for Tarmac Rallies is maintained at all times.
- 18.2 **Road wheel dimensions:**
- (a) **4WD vehicles** may increase the manufactures standard production wheel diameter by 2”.
  - (b) **2WD vehicles** may increase the manufactures standard production wheel diameter by a maximum of 3”.
  - (c) Vehicles in excess of these requirements will be placed in Category 7 or 9 as applicable.

**Note:** *Upon application to the Committee, limited or sports racing model variants of the Championship production car may be considered when determining the standard wheel dimension.*

## 19.0 TYRES

- 19.1 There are no restrictions as to the make and model or number of tyres used by Participants. However, any tyre must comply with current NZTA warrant of fitness regulations.
- 19.2 All tyres must:
- (a) Comply with the requirements of regulation 7 of the AASA Standing Regulations for Tarmac Rallies.
  - (b) Comply with a recognised NZTA standards mark (eg: DOT, NZS or ADR)
  - (c) Not have any of the original mouldings, marks or writing removed.
- 19.3 Specifically prohibited are:
- Tyre Chains
  - Studded or snow tyres
  - Tyres specifically marked for racing only

**Note:** *Refer to the Championship Scrutineer for compound clarifications.*

**END**