

ANICC Targa Rally Protocol

Last updated: March 2016

PROTOCOL FOR THE PROMOTION OF TARGA RALLIES ON THE ANICC FIXTURE LIST

These notes are for the guidance of organisers of Clubman permit Targa Rallies on the ANICC calendar.

1) ADMINISTRATION

- (i) The ANICC established a Targa Rally Monitoring Panel in 2013/14 following a meeting to which all Clubs organising Targa Rallies were invited.
- (ii) In February 2016 the ANICC confirmed a number of decisions:
 - i. An ad hoc Targa Rallies Sub Committee was appointed, chaired by Malcolm McQueen.
 - ii. MSA/ANICC Observers would be appointed to all Targa Rallies. These Observers would provide written reports on each event to the sub-committee and pay particular attention to observations on whether the special tests were on surfaces compatible with standard road cars, whether any part of any test would be perceived as requiring a gear above second gear, if stop lines were on sealed surfaces and apparent compliance of competing vehicles with R18.
 - iii. The panel would provide a 'check list' of observation points of interest to the Observers and sub-committee. The intention was initially to gather information from a credible and consistent source.
 - iv. Vehicle compliance checking is seen as inconsistent and haphazard. The panel suggested that a single ANICC funded 'eligibility' scrutineer should be appointed to all Targa Rallies run in 2016 by the ANICC.

ANICC Council approved all of the above and the panel was instructed to proceed to an implementation stage as directed by the ANICC Officers
- (iii) The aims and purpose of the ANICC Targa Rallies Sub Committee are:
 - i. To reflect views on promoting sustainable events in the light of continuing competitor support, respect for continuing venue availability and the perceived direction the MSA is heading for this type of event.
 - ii. To introduce guidelines which should introduce more consistency and uniformity between Targa Rallies promoted within the ANICC jurisdiction, without impinging on each Club's right to individuality. This should benefit both Clubs and Competitors.
 - iii. To look at how the coordination and husbandry of Targa Rallies should be taken forward.
 - iv. This sub-committee would follow the development of, and encourage compliance with the protocol, compliance with the Year Book, promote and maintain a standardised Regulations template, check that Targa Rallies are easily identified as such in the ANICC calendar on the website, and monitor competitor grading / class identification.

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2) EVENT ORGANISATION

- (i) It is anticipated that 'lanes' rallies will be promoted as Targa Rallies as R.7.1.9. The events will comply with the MSA Yearbook in all respects, with minimal additional regulation and subject to the sections below.
- (ii) Special Test set up.
 - (i) Surfaces. Special tests should be on surfaces compatible with standard road cars, stop lines should ideally be on sealed surfaces
 - (ii) Code Boards (Route Boards) are intended by regulation to verify that the correct route was taken (R11.3). In Targa Rallies the purpose has often been to slow competitors down. The Panel consulted with the MSA and has been advised that manoeuvrability manoeuvres are a more appropriate way to slow competitors down. These can include slaloms or 360° turns and Stop or "Stop and Collect" lines or boxes.
 - (iii) Unless and until R.11.3 is revised by the MSA events shall not use Code Boards on Special Tests.
 - (iv) Clubs are encouraged to use a Stop and Collect system as part of a Special Test. The competitor must stop in a 'stop box' (location identified in the instructions) and collect an event specific item from the Official. This item must be handed over at the finish of the Special Test. Failure to present and hand over the item should incur a penalty of a Test Maximum.
 - (v) It was also discussed that on several events competitors, mostly through inexperience and not quite understanding the nature of a 'Special Test' as against a 'Special Stage' were getting the route wrong. This had at times resulted in two way traffic on tests; this must be addressed. The Panel suggest that even an excess of tape is desirable if that is what it takes to define the intended route. This can be attached from cone to cone or from a cone to an adjacent structure.
 - (vi) A Targa Rally is not an autotest. Drivers do not get the pre-competition opportunity to 'walk' a 'Special test'. Therefore some conditions which minimise confusion and create immediate visual clarity should apply. These are :
 - i. 'Special Tests' should be set out as simply as possible with as few pylons as necessary.
 - ii. Pylons must be set out to accurately reflect the diagram, none can be missing and none can be added. Spare pylons should be available.
 - iii. Make it simple, make it clear, and make it consistent.
 - (vii) Timing: Recent events have suffered from clocks 'drifting' and illegible entries on time cards. Three suggestions were made.
 - i. It is recognised that clocks do drift. The suggestion is that if possible a Chief Timekeeper is designated. That person should 'set' the clocks a few days before the event and monitor them for a rogue clock. The clocks should then be re-set as close as possible to the event, say the night before.

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- ii. Check sheets should contain a double depth panel of boxes at the top. The top row would contain printed digits 0 to 9 and below that another row of empty boxes where the timekeeper would be invited to write in the same numbers. Where necessary this would assist results staff in deciphering the timekeeper's writing elsewhere if it was not evident what a digit was meant to be.
- iii. Time Cards should have large boxes for timekeepers to write in. Interpretation issues are being experienced where small writing has been squeezed into a small box.
- (viii) The Panel discussed how best to create a pool of uniform information and knowledge.
 - i. The Panel suggests that each Club running Targa Rallies could invite Clerks of the Course from other Club's Targa Rallies to be at least one, maybe two of their three Stewards. Noting that 'Club Stewards' does not mean members of their Club but means Stewards appointed by the Club rather than the MSA. It is good practice in any case to invite Stewards from outside the organising Club.
 - ii. Note MSA Blue Book section G2.1 on Event Stewards.

3) CREWS

- (i) The inexperience of crews, particularly navigators, in relation to procedures, rules, scheduled timing, stop astride lines and interim results has been evident on several events.
- (ii) The Panel suggests that 'schools' for crews could be run by the promoting Clubs, perhaps about two weeks before each Targa Rally. The Panel suggests that 'Notes' for such 'schools' and for general information could be created and placed on the ANICC website.
- (iii) The Panel suggests the following Classes based on the Driver and vehicle:
 - 1. Master and Experts combined, Front Wheel Drive.
 - 2. Masters and Experts combined, Rear Wheel Drive
This class qualification is: Finishing in the first three overall in a Targa Rally in the previous 12 months, or winning any event, except a Navigation Rally, promoted under an MSA or MI Permit.
 - 3. Semi Experts, Front Wheel Drive
 - 4. Semi Experts, Rear Wheel Drive
This class qualification is: All competitors not eligible for Classes 1, 2, 5 or 6
 - 5. Novices, Front Wheel Drive
 - 6. Novices, Rear Wheel Drive
This class qualification is: No class wins in any event promoted under an MSA or MI Permit.
- (iv) In so far as 'crew swapping' within the car is permitted by the current MSA Yearbook the Club and the Competitor must be totally aware of the insurance requirements and obligations.
- (v) A seeding guide based on performance in the most recent Targa Rallies run in Northern Ireland is available on the ANICC website.

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4) TECHNICAL (VEHICLE) REGULATIONS.

- (i) The Targa Rallies Sub Committee advise that MSA Year Book technical regulations must be respected as the consequences in not doing so could have serious consequences for the event organisers, both the Club and personally for Officials.
- (ii) Eligibility will be as R.10.6.5 and R.18. The eligibility requirements will be enforced and the ANICC funded 'eligibility' scrutineer will arbitrate on the interpretation of Blue Book regulations.
- (iii) R.19 vehicles are not currently eligible in Targa Rallies promoted in Northern Ireland.
- (iv) Miscellaneous.
 - i. Particular attention is also drawn to un-permitted activity such as that defined in R.7.2.3 (intercoms); R.7.2.4 (organised assistance) and R7.2.9 (in car cameras)
 - ii. Seat belts must be worn on all Special Tests when fitted to the vehicle.

ENDS