

Targa Tasmania 2015

Team 222: Andrew White / Ashley Yelds
1961 Volvo 122s

Leg One: Legana/Holwell/Kayena/Georgetown

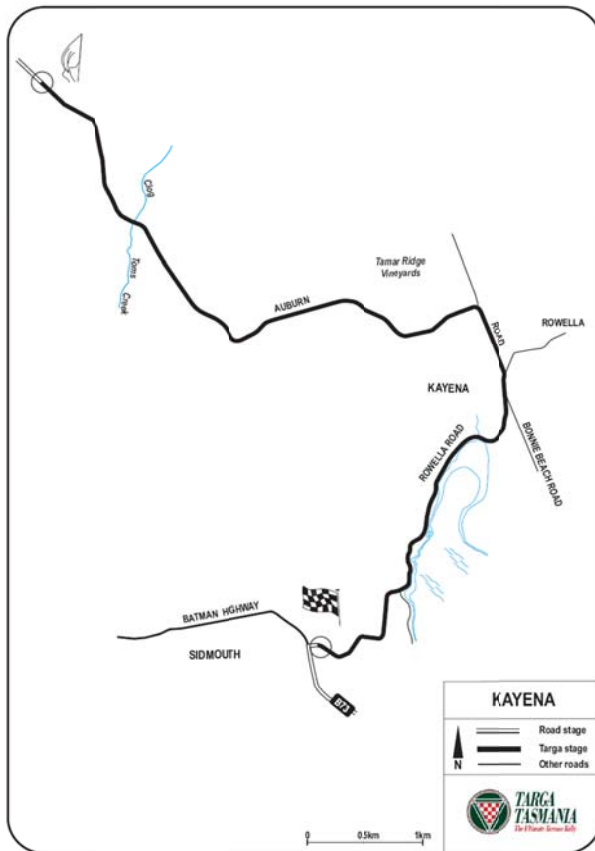
Today's four competitive stages served two purposes; first to get crews acclimated to race-speed driving on public roads, and to also "seed" the field (set the running order for the rest of the week). Seeding the field on absolute speed means the organisers can minimise road closure duration by having the fastest cars run last, and the slower first. Given that the teams are released onto the competitive stages at 30-second intervals, there is the potential that on the longer sections there will be some overtaking – quite a challenge on oftentimes twisting narrow country roads. But it makes for good in-car video and there are strict protocols about letting faster cars through (noting that such protocols are often at odds to pride when a 53 year old Volvo catches and rounds up five year old Porsches!)

In years past just the one stage, the 5.1km run through the streets of George Town sets that order. This year the times from the Kayena stage also counted. For the competitors the seeding also provides a baseline measure of absolute and relative performance which is applied as either bragging rights or pity-parties depending on where in the pecking order they find themselves.



The "warm up" stages though had an added twist. Two years ago one crew crashed hard on the first day of the event, tragically killing the driver. This highlighted the need for teams to progressively step up their pace from road-legal to race-speed in the absence of runoff areas and sand traps as would be found on a racetrack. Accordingly for this year, the first two stages had minimum times to be achieved, with any time under the minimum incurring a flat five minute penalty. There was also a minimum speed requirement which meant a team couldn't just blast through the

stage at warp speed and then park just before the finish line until the minimum time lapsed. And, given that the roads are twisty and hilly, it wasn't as easy as one might think. This proved the case with over 70 competitors incurring the five minute penalty. We're clear, as are the Ulrich's Jensen CV-8, Ian Morris' Alfa GTV-6 and the Priddle's Ford Zephyr. However, the Woodward Monaro and the Freestone's Holden 48-215 tripped the wire too soon and have copped the penalty. We'll not gloat in any way on their misfortune, but just note for now that whilst a five minute advantage is a nice leg up for us over those rather powerful and blindingly fast hot rods, it's gonna be long and dry weather week and they'll be able to use all of what they've got.



On Kayena, there was also a minimum time, but that was set so low that none of us bar perhaps the Lamborghini, Gallardo Superlegarra Squadra Corse and some of the Nissan Skyline GTRs had a chance of beating. So this was now getting right into it - we placed 9th, some 25 seconds off the fastest in our category (the Gainer / St George Datsun 240 Z, who by the way kindly brought over on the boat our medium-compound tyres we're using this week in place of the "softs" we'd been hoping we might be able to use) and 15 sec's down on the Jensen C-V8. On Georgetown, we can now look at the Handicap times where the Ulrich's Jensen took line honours eleven seconds ahead of the Freestone's Holden, with us placed just one second behind in equal 3rd to the Gainer 240Z. In Outright times, the Jensen also took the honours, equal with a 1984 Porsche 944 turbo – great battle of very different technologies (or perhaps more correctly a battle of Porsche technology vs. 600HP Nascar-

spec V8). The Gainer / St George 240 Z was just one second back. We placed equal 22nd amongst a batch of turbo Mazda RX-7's and various Porsche Carrera's.

As mentioned in yesterday's note, we're entered in the Early Classic competition and hence we'll be tracking our times on the Handicap tables. But for bragging rights, which a humble little old Volvo shouldn't be doing when against V8 muscle cars and turbo rotaries and fuel inject weapons from Weissach, we'll also track ourselves on the Outright (non-handicap) table. If you'd like to join that chase, you can find the results, stage by stage in almost real time (results are posted within a minute or two of us completing a stage) you can go to the Targa Tasmania Results link here: http://targa.com.au/tc/page_full.asp?asset_id=24212

Look for Early Classic Competition. For the end of Day One then we're equal 11th Outright (with a 911 Porsche Carrera RS) and on Handicap we're 2nd, 12 seconds back for the Ulrich's and none seconds up on 3rd. This of course for now is largely courtesy of the penalties the Freestones and many others incurred.

Overall at end of George Town					
Pos	No	Crew	Vehicle	Total	Gap to Prev/First
↔ 1	383	Ullrich Ullrich	Jensen CV8	0:28	
↔ 1	601	Nunn Johnstone	Porsche 944 turbo	0:28	
▼ 3	682	Haysman Hughes	Triumph TR7 V8	0:33	0:05 0:05
▼ 4	551	Cook Cooper	Porsche 911 Carrera RS	0:40	0:07 0:12
▼ 4	611	McAuley Etienne	Porsche 911 Carrera	0:40	0:12
▼ 4	625	Power Baker	Mazda RX-7 GSL-SE	0:40	0:12
▼ 7	616	McClintock Skinner	Mazda RX-7	0:42	0:02 0:14
▼ 8	607	Faux Mihajlovic	Mazda RX-7	0:44	0:02 0:16
▼ 9	635	Achterberg Fitzgerald	Porsche 944	0:45	0:01 0:17
▲ 10	515	Prieston Braithwaite	FIAT 131 Abarth Rallye	0:46	0:01 0:18
▼ 11	222	White Yelds	Volvo 122S	0:47	0:01 0:19
▼ 11	510	Young Reed	Porsche 911 Carrera RS	0:47	0:19
▼ 13	421	Lowe Lowe	Datsun 240Z	0:49	0:02 0:21
▼ 14	681	Morris Molocznysk	Alfa Romeo GTV6	0:53	0:04 0:25
▲ 15	555	Taylor Harper	Porsche 911 Carrera	1:11	0:18 0:43

Tuesday will see us heading off northwest of Launceston for Leg Two across to Deloraine and over Mt Roland.

