

# Targa Tasmania 2015

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

## Leg Six: Hobart

After Leg Five's long haul down to Hobart out from Strahan, and the 100 bends of Queenstown, *and* the magnificent 56km long Mt Arrowsmith stage, the final day's four stages totalling a little under 50 competitive kilometres were to be approached prudently unless the gap to a higher placing was in the order of 30 seconds. For us, prudence was the prescription – we'd closed out Leg Five in 14<sup>th</sup> Outright and 3<sup>rd</sup> in Early Classic, the gap back to 4<sup>th</sup> over seven minutes, and the gap ahead to the Freestone's in 2<sup>nd</sup> some 2min's 11 sec's. Although we'd taken over a minute from them on that last Leg, with dry weather the last four stages were unlikely to deliver any higher placing. The Ulrich's Jensen however was in that danger zone for Outright podium, as last year's Classic Outright winner Barry Faux and Therezia Mihajlovic's Mazda RX-7 was just 32 seconds back.

Overnight though, talk had continued around the eligibility of some of the higher placed Classic entrants, engine size (illegally large) being the most discussed non-compliant issue amongst the event's governing body, CAMS. For Outright placing this was of little concern - run what ya' brung - but for the Performance Index (handicap) it plays a much bigger factor. Of note was that prior to the event, we'd agreed to take a less advantageous handicap – our win last year created quite a stir and there were concerns we'd run away once again in 2015. Hence, our lesser handicap would “keep things interesting” notwithstanding such a lead would only be realised with at least three days of wet weather. For the week so far, we'd not used the wipers once, and this meant the thundering





580 horsepower 6.2 litre Jensen CV-8 was comfortably heading the field, followed by the Freestone's 390 horsepower hot-rod Holden; a purpose built outright contender reputedly built at a cost of over \$300,000. More modest entries made up the rest of the Early Classic top ten, including the ex London to Sydney 350 GTS Monaro, appropriately steered by an ex-Top Gun Qantas pilot, and the incomprehensibly tenacious 1962 Ford Anglia of Ross and Jill Steuart. With the Ulrichs and the Freestones chasing Outright honours, there was a slim chance that any of us could move up a notch should one of them slip.



The last day of the competition dawned bright and sunny, a podium placing for us in Early Classic a good chance. Surprisingly few teams had dropped out, and so far nobody was in hospital despite a number of rather extreme incidents. The hard charging Priddle team in the mighty 1961 Ford Zephyr, having matched and beaten some of our times on Leg Four, had blown their engine and were out of contention – however, they had a spare on hand which they installed on the Friday night, fronting for the final day bleary eyed and grimy but with a never say die grin.

Oyster Cove was first up, where we dropped seven seconds to the Freestones and finished in 3rd only four seconds up from the Steuart's Anglia. Woodbridge saw us beaten into 3rd by the Kent/Snell Falcon GT by one second, the V8 flavour of the stage being reflected by the Woodward/Gibson Monaro just two seconds behind us. The Cygnet stage involved a very rapid sprint down a hillside to the Huon River, with an almost 1km mostly straight roller coaster run to a hard right. If you don't make the turn there's a soft but wet landing in the



bay. The last of the crests got us well airborne. Exciting when you can't see land. Tearing back up the hill again on a parallel road involved a good amount of twistiness, our time matching that of the Monaro in equal 3rd. The final stage, Cygnet, saw us in 4th place four seconds off the Freestones, and only one second ahead of the Steuarts and five up from the recharged Priddle Zephyr. The margin we'd built though on previous days meant we'd held our

3rd place in Early Classic, although giving back almost a half-minute to the Freestones 2nd placing but staying well clear of the Woodward /Gibson Monaro in 4th.

We also held on to our 14th Outright placing, better than we could have imagined in an all-dry event, beaten there by the Morris/Molocnyk Alfa GTV6 (Classic Winners in 2006) and a minute ahead of the Gulliver/Shellshear Ferrari 308 GTB and the Banks/Douglas Porsche 914/6. We were the first four cylinder car home, and the oldest (not counting the beautiful V8 SuperCar based silhouette hot-rod Holden 48-215 of the Freestones)

So Targa Tas' 2015 is a wrap – **3rd in Early Classic**, and **14th Outright** ! Ahead of us on top of the podium were Peter and Sari Ulrich in their 1963 Jensen CV-8, apparently the last year they'll run this car. For next year they're preparing something else: Chev' V8, with a supercharger, fiberglass body. Sounds like a Studebaker Avanti to us....should be interesting to see what an Ulrich interpretation of that is given their treatment of the Jensen.



The Ulrichs also snagged 3rd place in Outright, bumped from 2nd on the very last stage by the Faux/Mihajlovic Mazda RX-7 by just six seconds. 2nd in Early Classic was the Freestone Holden 48-215, bridesmaids yet again. Apparently they too will pack this car away returning for the 25th Anniversary event in their big bore works+ replica Austin Healey.



**Mt Arrowsmith – 6,000 rpm in overdrive top, 172 km/h, blind crest, fog.....**

Highlights for the week again come from the challenging Mt Arrowsmith stage; an event unto itself and icing on the cake in being caught by flame-throwing Faux/Mihajlovic RX-7 at about the 42km mark and tagging along with them for the next five kms. Frustrations were mostly around our overdrive (the only non-Volvo part on the car) not being able to keep up with us and thereby limiting our top speed, the car though at the end of the event running and sounding as strong as ever. It's seven years now we've run the "new" car (built as a

brand new 1961 Volvo over 18 months and launched in the 2009 event), so we'll pull out the engine and send it up to Volpro for a thorough check over.

Getting here, getting through and achieving another podium was the result of much generous support – Heather and Sherrin as indulgent prime sponsors, Andrew Williamson of Pacific Motors, Barry Brookes of Topperformance (Koni's) and Gary Comerford of Volpro helping us achieve the pace, and Rick Williams and Phil Watts providing the vital Service Crew backup chasing us the long way around the island for the week. Many thanks to all.



We'll be back for the 25th Anniversary event next year – which promises to have another Mt Arrowsmith scale stage the same full six day format and a greater number of international entries. Thanks for joining us for the ride,

Cheers, Ashley and Andrew

Targa Tasmania 2015 - Early Classic					
Pos	No	Crew	Vehicle	Total	Gap to Prev / First
1	383	Ullrich Ullrich	Jensen CV8	19:44	
2	215	Freestone Freestone	Holden 215	25:59	06:15 06:15
3	222	White Yelds	Volvo 122 S	28:1	02:42 08:57
4	449	Woodward Gibson	Holden Monaro GTS	36:17	07:36 16:33
5	361	Steuart Steuart	Ford Anglia 105e	40:50	04:33 21:06
6	311	Chugg Williams	MG B GT	46:54	06:04 27:10
7	439	Banks Douglas	Porsche 916	47:28	00:34 27:44
8	367	Appelgren Prendergast	Volvo 122 S	50:33	03:05 30:49
9	303	Moylan Behets	Ford Galaxie Factory Lightweight	58:13	07:40 38:29
10	407	Goodwin Smith	Datsun 240Z	1:00:27	02:14 40:43