

Targa Tasmania 2015

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

April 26th, 2015 Launceston, Tasmania

2015 marks our eleventh year of teaming to compete in Targa Tasmania. The rally this year runs six days around the northeast and northwest of the island, based largely around Launceston, with a loop down to and south of Hobart over the last two days. We've entered again in the Classic Competition (for cars built between 1948 and 1985) in our 1961 Volvo 122s, a car we prepared six years ago to Tarmac Rally spec' modelled off of Andy's ex-factory Volvo works car. We're competing against over 50 other classic entrants including Alfa Romeo's, BMW's, Fiats and Porsches, Mazda RX-7's, Datsun 1600's and 240Z's, Mitsubishi Starion turbos, and Aussie muscle such as Falcon GT's, Torana XU-1's and GTS Monaros, as well 100 "modern" competitors which we'll cover a bit as the week progresses.

As before, we'll be chasing the clock all week, contesting 38 timed "stages" racing along public roads specifically closed off for the event. Between the stages we'll travel along the beautiful country roads of the Apple Isle at legal road speeds, but with only limited time for repairs and re-fueling.



Our progress on the competitive stages will be measured to the 100th of a second, with time in excess of a “Base Time” accumulating as penalties. To keep things interesting, a Performance Index is applied dependent upon engine size, vehicle modifications and age (of car, not driver!). The least penalty time using the Performance Index at the end of the week wins, the theory being that driving hard and consistently puts any team in podium contention.

Those of you that followed us last year may recall we did rather well in 2014, but success was a long road. 3rd placings in 2009 and 2011, were followed by 2nd placings in 2012 (missing 1st place by just one second) and 2013. We’ll say no more about our only DNF in 2010 when a Mitsubishi Evo VIII parked itself in our boot. Our win in the 2014 Early Classic competition also saw us place 8th Outright across all the classics, facilitated by a good dose of rain across the last three days of the event and somehow not impeded by our exhaust disintegrating on the penultimate stage of the rally. Our glory is captured on video and posted on YouTube ([see Volvo Targa 2014](#) if you’ve 5 ½ minutes to waste!)

Targa Tasmania 2014 - Classic Outright - FINAL

Pos	No	Crew	Vehicle	Total	Gap to Prev / First
1	607	Faux Mihajlovic	Mazda RX-7	56:43:00	
2	511	Paterson Geue	Porsche 911 Carrera RS	01:00:47	04:04 04:04
3	616	McClintock Skinner	Mazda RX-7	01:01:14	00:27 04:31
4	449	Woodward Gibson	Holden Monaro GTS	01:09:15	08:01 12:32
5	626	Hammond Lennox	Jaguar XJS	01:09:31	00:16 12:48
6	215	Freestone Freestone	Holden 215	01:09:49	00:18 13:06
7	611	McAuley Etienne	Porsche 911 Carrera	01:11:29	01:40 14:46
8	222	White Yelds	Volvo 122S	01:13:40	02:11 16:57
9	440	Gainer St George	Datsun 240Z	01:13:54	00:14 17:11
10	439	Banks Douglas	Porsche 916	01:13:59	00:05 17:16

Targa Tasmania 2014 - Early Classic Handicap - FINAL

Pos	No	Crew	Vehicle	Total	Gap to Prev / First
1	222	White Yelds	Volvo 122S	41:15:00	
2	215	Freestone Freestone	Holden 215	46:23:00	05:08 05:08
3	361	Steuart Steuart	Ford Anglia 105e	46:32:00	00:09 05:17
4	449	Woodward Gibson	Holden Monaro GTS	49:53:00	03:21 08:38
5	439	Banks Douglas	Porsche 916	58:38:00	08:45 17:23
6	440	Gainer St George	Datsun 240Z	59:18:00	00:40 18:03
7	255	Priddle Priddle	Ford Zephyr	01:00:26	01:08 19:11
8	403	Dermott Dermott	Holden Torana GTR XU-1	01:01:23	00:57 20:08
9	407	Goodwin Brookhouse	Datsun 240Z	01:13:26	12:03 32:11
10	486	Byrne Newbold	Alfa Romeo GTV 2000	01:13:26	32:11:00

Tomorrow marks the first of the six days of competition, with today spent on final testing and tweaking at Symmons Plains, a race circuit local to Launceston. As in previous years, we “volunteered” to take event sponsors for “Hot Laps” around the circuit. Whilst the premise of the exercise is to thank and excite sponsors, for most of the teams that signed up for the session the primary purpose was a final shakedown and vehicle test ahead of the event itself. With some last minute complications around our newly prepared overdrive unit not operating as it should and our team’s pre-event logistics complicated by a co-driver (Ashley) in London,



getting to know each other and the car again at speed as a useful exercise. There we shared the track with a range of “modern” entrants such as Lamborghini Gallardo, Aston Martins, a squadron of Mitsu’ Evo’s and Subaru STI’s and a carbon-fibre chassis mid-mounted V8 twin-turbo 478kW McLaren 650S (!!)

Given it can accelerate to 100km/h in 3.3 seconds and go on to 333km/h all we saw was it’s active rear wing deploying as it blasted past us on a seemingly regular basis.

As with previous years, we’ll aim to provide what updates we can though the week at the end of each day, but if you don’t hear from us for a day or two, it’s likely we’ve spent the night working through a “problem” with the car to keep it in the competition. Thanks again to all our supporters for getting us to the start line, especially our primary sponsors (Heather and Sherrin), and also Topperformance (Koni distributors), Pacific Motors, Pymble and Volpro. The weather forecast is for dry conditions all week (the rain missing us by a day at each location) so we’ll not be able to deploy our main advantage of wet weather competence and speed.



We plan to send a brief account of the first day’s rallying later tomorrow,



Cheers,

Andrew and Ashley

