

# Targa Tasmania 2015

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

## Leg Three: East Coast (Launceston – St Helen's – Launceston)

Leg Three, a loop over to the East Coast of Tasmania and back comprises eight competitive stages, finishing with a town stage through the streets of Longford. At the end of Leg Two, we were placed 17th outright, six seconds back from the Morris/Molocznyk Alfa GTV6 and 22 seconds up on the Banks/Douglas Porsche 914/6. On the Performance Index (PI) we were sitting 3rd in Early Classic, some 12 seconds back from the Ulrich's Jensen and just one second back from the Freestone's Holden. The day ahead looked fine and sunny, something that in other circumstances we'd be pleased about. Hence we needed to play a strategy of going as hard as we could without breaking anything or falling off the black bit and keep fingers crossed for just a little bit of damp on the course somewhere sometime over the next four days.

First up was The Sideling, a 15km stage of magnificent road running tightly up the end of a valley, dashing along a ridge and winding down the other side through rainforest before opening out into rolling farmland. This was the stage on which many years ago we chased down a Lotus Exige S, unsettling it so much that it left the road, tore through a fence and slid on its roof along a farmer's paddock until stopped by a large chicken shed. Which then collapsed on top of the remains of the Lotus.





On this occasion, it was us who were caught by another competitor in an R32 Golf, and at about the same point in the stage as the infamous farmer's chicken shed incident. At the lunch break later that morning the crew made mention of how many others had told them of the YouTube of the Lotus' demise (Google Volvo Lotus Targa and go to about 6:00 mark), and how they applied some caution in overtaking us lest the Volvo be some form of automotive Siren.

Our performance on The Sideling set a pattern for the Early Classic rankings that would apply for most of the day – Ulrich's Jensen in 1st, the Freestone's Holden 12 seconds back in 2nd, and ourselves another eight seconds back in 3rd. On outright placing, we nested in 21st just behind Banks/Douglas 914/6. Much the same pattern followed on the Legerwood, Moornina and Weldborough, stages where, despite our little car running to 7,000 rpm in overdrive top (which equates to a speed of 205kph – quite an experience in a 53 year old Volvo!) we held off the Woodward/Gibson Monaro GTS who were right on our tail. Our times compare well to more modern machinery, catching a Subaru WRX Sti in the closing corners of that 13.22km

Weldborough Pass stage. Our pace was a match to our fastest we've ever gone on these sections of road in previous years – actually, on Pyengana, the last stage before lunch we've done the exact same time over the last four years which suggests we've achieved the terminal velocity of how fast a 53 year old Volvo can be thrown down that road.

After the lunch break at St Helens, we headed over to Elephant Pass, is a 13km largely uphill run from the coast to the central plateau. All well bar a moment about a kilometre from the end where our pace was a little too much for our grip and the width of the tarmac, putting a few wheels in the dirt after we crested a tightening corner at about 140km/h. Andy's experience from his dirt-rallying days



Heading out on a frosty morning to The Sideling



Catching a Subaru WRX Sti on Weldborough



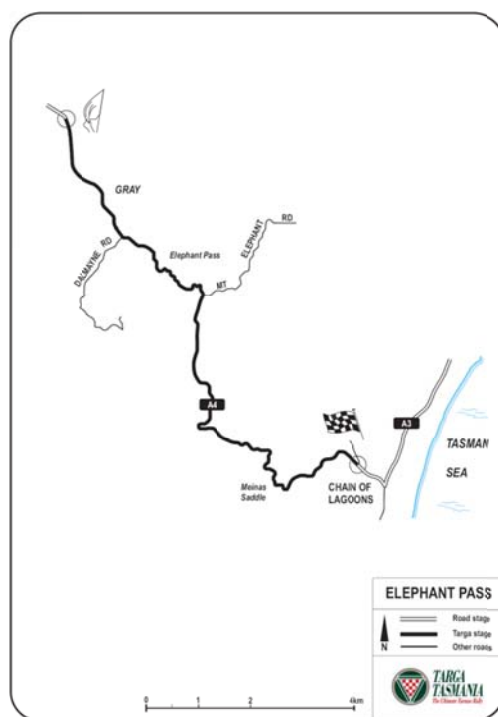
Subaru's now look worryingly in their mirrors for an old Volvo approaching

were called upon to keep it all straight and we flew across the finishing line holding our 3rd place. Off then to the small mountain hamlet of Rossarden, a fading township that could easily be the setting for one of those slightly disturbing mass murderer hideout movies. The road itself is very tight run down off a ragged ridge featuring big drops off the roadside and many rough and fast but tight corners.

Last of the day was the (more civilized) township stage of Longford, where driver and co-driver change seats and each see who can scare the other the most, Ashley putting on a bit of a show for the kiddies hooning round the houses and down past the church, Andy, who's not a good passenger, trying to slow him down by inventing a new set of Pace Note numbers suggesting every corner is an absolute and narrow hairpin.

Launceston servicing included and oil change and brake fluid flush, and a change of front brake pads. Our harder tyres are wearing well, any scrubbing on the fronts being matched by the sliding tail so no need to rotate positions to even things out. A quick wash and the car was locked away for the evening in the Silverdome ahead of Leg Four, which includes a run over the mighty Cethana stage and then down to Strahan on the West Coast.

On Outright (non-Handicap) times we'd started the day in 17th place, and by day's end moved up a notch to 16th, 58 seconds off the Woodward / Gibson Monaro in 13th and with the Morris/Molocznyk Alfa GTV6 and the Banks/Douglas Porsche 914/ also still ahead. Not far behind us are the Clair/Greaves and Taylor/Haprer Porsche 911 Carrera's and the Shellshear/Gulliver Ferrari 308 GT and the Reynolds/Reynolds HoldenVH Commodore Grp 3 SS.



Early Classic - Overall at end of Leg 3					
Pos	No	Crew	Vehicle	Total Penalty	Gap to Prev/First
1	383	Ullrich Ullrich	Jensen CV8	07:25	
2	215	Freestone Freestone	Holden 215	08:53	01:28 01:28
3	222	<b>White Yelds</b>	<b>Volvo 122S</b>	<b>10:42</b>	<b>01:49 03:17</b>
4	449	Woodward Gibson	Holden Monaro GTS	14:06	03:24 06:41
5	361	Steuart Steuart	Ford Anglia 105e	15:27	01:21 08:02
6	421	Lowe Lowe	Datsun 240Z	15:40	00:13 08:15
7	439	Banks Douglas	Porsche 916	16:38	00:58 09:13
8	255	Priddle Priddle	Ford Zephyr	17:01	00:23 09:36
9	311	Chugg Williams	MG B GT	18:24	01:23 10:59
10	259	Rochester Rochester	Triumph TR3A	18:52	00:28 11:27