

Andrew White / Ashley Yelds
1961 Volvo 122s

Targa Tasmania 2014 Leg Zero – Prologue

Welcome to our annual attempt at motorsport glory with the 2014 Targa Tasmania, a world class international motorsport event about to enter its 23rd consecutive year. This is a tarmac rally that travels over 2,000kms with over 40 competitive stages on closed roads for the true motoring enthusiast, catering for up to 300 selected cars approved by invitation.

This year is the tenth time Andy and Ashley have teamed up, and it's hard to believe the sixth year in the "new" car, a 1961 Volvo 122s built up to contest the rally in 2009. This is the first of this year's "updates" – Leg 0 ahead of another five days of racing finishing in Hobart next Sunday.



For those new to our annual Tasmanian pilgrimage, the concept of Targa Tasmania draws from classic European rallies such as the Targa Florio, Mille Miglia, Coupe des Alpes and the Tour de Corse. Targa Tasmania's heritage comes from a passionate history dating back to 1905 in Sicily, where the inaugural "Targa Florio" was unveiled. Targa Florio took its name from organizer Vincenzo Florio. Each winner was presented with a plate bearing the Florio family crest. The Italian word for plate is "Targa", hence the name, "Targa". Those rallies were last held in the early 'seventies as they were deemed too dangerous and a logistical nightmare, run as they were on public roads and through towns and villages over many days. Recreations of those events are held now only in the spirit of those heady days, with much restricted speeds and more of a social rather than competitive element as the core.

However, we're in Australia, and we're in Tasmania, both key factors that mean we have the incredible fortune of being able to drive for six days against the clock on public roads closed off specifically for competition. This is a genuine "red-blooded" motorsport competition. Lamborghinis, Porsches, Nissan Skyline GTR's, Evo's and WRX's, and us in our 1961 Volvo 122s. For those who've joined us before, you'll understand why. For





the newbies, we'll try to explain as the week progresses.

The rally will be held over the next six days across northern and western Tasmania. We'll travel a total of 2,200kms as we drive from closed road section (a "stage" where we race), to the next closed road section. In full racing mode we'll do almost 700kms, with some stages as short as 6kms, and others almost 60kms. Each car is sent into a Stage at 30 second intervals.

There are two main competitions; the Moderns (the aforementioned Lambo's, GT3 Porsches, Evo's etc), and the Classics; Alfa's, Escorts, Mustangs, etc and Volvos (!) Our car will run in the "Classic Competition" for 1947 - 1985 cars. Within the Classic Competition, teams compete for Outright time (the quickest time across all the stages for the week) as well as on a Handicap basis. Handicaps are applied dependent upon age, engine size and modification, the idea being that cars driven to its full performance potential with handicap should all take an equal time to finish each of the competitive stages. But with the many variables of performance, road condition, weather and team skills it's somewhat theoretical. We'll be chasing top honours in the Classic Handicap Competition (2nd last year!) and looking closely at

where we sit in the field overall in Outright / non-handicap times, where last year we missed out on a Top 10 Outright placing by just six seconds.

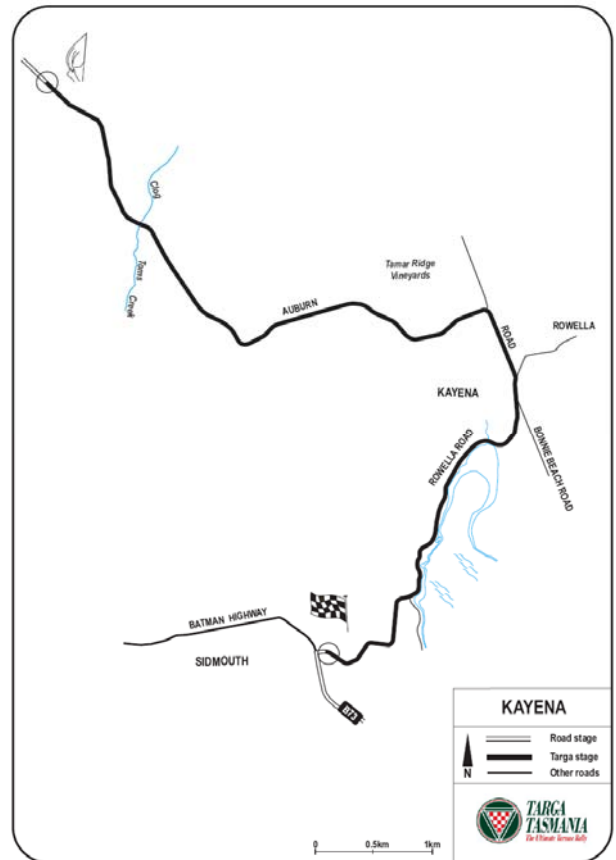
Our competition this year will be mixed and varied – four, six and eight cylinders. There's a return of the Ford Perana's (a South African Capri with a 302 Windsor V8 stuffed in the engine bay) the quickest being piloted by Touring Car Masters driver Andrew Miedecke, the lovely Brian and Linda Dermott's Torana GTR XU-1, and various others including Falcon GTs, almost a dozen Porsches, the deceptively quick Ford Anglia of Ross and Jill Steuart, and the fantastic Freestone (1948 Holden 48-215 aka "FX") hotrod and the unassuming but hard



charging Ford Zephyr of Bob and Jon Priddle. Our long-time opponents, Peter and Sari Ulrich in the mighty Jensen CV-8, who took the top of the podium ahead of us last year, are back too, this year with their "full-house" NASCAR-spec engine. Others we will watch for are a very sharp pair of Holden HQ SS sedans – looking very stock but sounding very sweet. Unfortunately, our mates the Paul and Mike Batten in their rocket ship red Volvo 544 will not be running, as a result of Mike suffering an injury in another rally last year and ex-Prodive Paul now having landed a role with McLaren as a Development Engineer in their road car division in Europe. Paul used to show us all up with his

incredible skill and pace. His outpacing of Walter Röhrl's works Porsche Carrera over the 56km Mt Arrowsmith stage two years ago, in the wet, surely had something to do with McLaren's hiring of the star. But we've a feeling of déjà vu with what could be an Alfa whitewash: we'll have tough competition from some very quick, very well driven Alfa Romeos – the quickest (Colin Byrne / Paul Stoopman) being a team comprising a long-time Alfisti and a Paul Batten-esq Bosch Vehicle Control Systems development driver (his day job is driving cars "beyond the limits"). Just when we thought this might return to an old man's sport.

Today was the Prologue, with two stages northeast of Launceston that are used to "seed" the field - one a warm-up stage at Kayena in the countryside, another the regular town stage in Georgetown. The times over these two stages gives us our running order for the week, and are a good measure of absolute speed. On Kayena, we placed 8th, some 15 seconds off the fastest in our category (the Miedecke Perana) and 8 sec's down on the Jensen C-V8. But our time of 3:41.90 secs was enough to best the Byrne/Stoopman Alfa, albeit by just 0.03 sec's! On Georgetown the Ulrich's Jensen took line honours with us placed in 7th, just 0.66 sec's ahead of the Alfa. Overall (in all the classics) we are placed 20th which is slightly better than other years albeit some of that relative improvement comes from the missing Siddins' 240 Z (winner in 2012) and Batten's Volvo.



TS – 00 Kayena

Prologue I - Kayena						
Pos	No	Crew	Vehicle	Cat	Pen Time	Gap to Prev
1	434	Miedecke Willson	1970 Ford Perana	4MSH	03:26.8	
2	383	Ullrich Ullrich	1963 Jensen CV8	3LMSF	03:34.0	00:07.2
3	215	Freestone Freestone	1948 Holden 215	2MSF	03:34.1	00:00.1
4	440	Gainer St George	1971 Datsun 240Z	4MSE	03:34.2	00:00.1
5	403	Dermott Dermott	1971 Holden Torana GTR XU-1	4LMSE	03:37.0	00:02.8
6	449	Woodward Gibson	1969 Holden Monaro GTS	4LMSH	03:37.0	00:00.0
7	439	Banks Douglas	1971 Porsche 916	4MSD	03:40.8	00:03.8
8	222	White Yelds	1961 Volvo 122S	2LMS D	03:41.9	00:01.1
9	487	Byrne Stoopman	1971 Alfa Romeo GTV 2000	4LMSB	03:41.9	00:00.0
10	407	Goodwin Brookhouse	1973 Datsun 240Z	4MSC	03:47.0	00:05.1

TS – 0 Georgetown

Prologue II - Georgetown						
Pos	No	Crew	Vehicle	Cat	Pen Time	Gap to Prev
1	383	Ullrich Ullrich	1963 Jensen CV8	3LMSF	03:29.1	
2	439	Banks Douglas	1971 Porsche 916	4MSD	03:33.9	00:04.8
3	215	Freestone Freestone	1948 Holden 215	2MSF	03:37.9	00:04.0
4	440	Gainer St George	1971 Datsun 240Z	4MSE	03:41.8	00:03.9
5	449	Woodward Gibson	1969 Holden Monaro GTS	4LMSH	03:41.9	00:00.2
6	472	Meyer Redgrove	1971 Holden HQ	5SSE	03:44.2	00:02.3
7	222	White Yelds	1961 Volvo 122S	2LMS D	03:45.0	00:00.7
8	487	Byrne Stoopman	1971 Alfa Romeo GTV 2000	4LMSB	03:45.6	00:00.7
9	403	Dermott Dermott	1971 Holden Torana GTR XU-1	4LMSE	03:45.8	00:00.2
10	408	Pfingst Loth	1971 Holden Torana LC GTR XU-1	4LMSE	03:46.8	00:01.0



The rally kicks off in earnest tomorrow, heading in a northwest loop from Launceston up to Devonport and back, starting at a new stage, Western Creek, then High Plains and Nook before lunch, then Moriarty, Merseylea (one of favourites), Palooa and then the 26km long Mt Roland stage to finish the day.

As with previous years, we'll provide updates as 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 startline, especially our primary sponsors (Heather and Sherrin), and also to our quite extensive Service Crew for this year – we're without longtime team member Terry, but have Phil Watts, Rick Williams as well as team sponsor Barry and Barb Brookes from Topperformance (Koni) out on the course providing fuels, spares, tools and smarts as needed. Trust you'll enjoy the ride through the week.

