

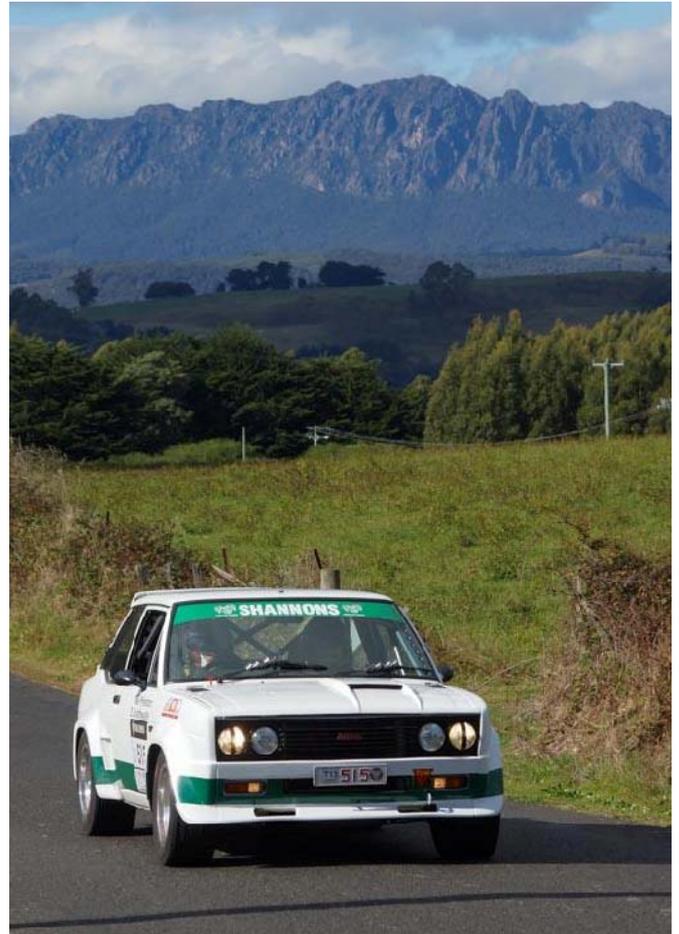
Targa Tasmania 2014

Leg One: Launceston / Mt Roland / Launceston

The first full day of competition comprised eight competitive stages in a loop to the north and west from Launceston, culminating in a 26km run over Mt Roland. As with previous years, the first two stages, Westwood and High Plains are set up to “warm up” cars and teams and get them assimilated to the above ordinary speeds we’ll be competing at on public roads. As such, the Base Times (the time beyond which crews accrue time penalties) are set quite high so that they are easily “cleaned” (zero penalty time). The next six stages are significantly tougher and require full attention and commitment to achieve a good result.

The competition intensifies as the day progresses and teams tune in to the task at hand. Stage 3, Sheffield, was the first of the high speed stages, and on handicap, we placed 4th, just eight seconds behind the Ulrich’s Jensen, seven seconds ahead of the Byrne/Stoopman Alfa and eight ahead of the Freestone Holden. Popping up impressively ahead of us in third place was a little Datsun 1200, running on the “standard” specification (SS) handicap. Some debate might had as to how “standard” it is, but impressive effort nonetheless.

The next stage, Nook, saw us placed well down in the field as we came across a fresh accident with a car blocking the road. We will ask for a “derived time” (a time equal to what we would have likely taken to complete the stage) to account for us stopping for the accident but until that is adjudicated our overall placing will be heavily impacted by the resultantly slow time on this stage. Moriarty saw us in equal 4th with the Woodward/Gibson Monaro GTS, fifteen seconds off of the Miedecke Perana in 1st. Stage 6 (Merseylea), a favourite of ours from previous years, runs in open country along a river valley before crossing a bridge and climbing a rough, steep road to a ridge with a fantastic sequence of



Mt Roland





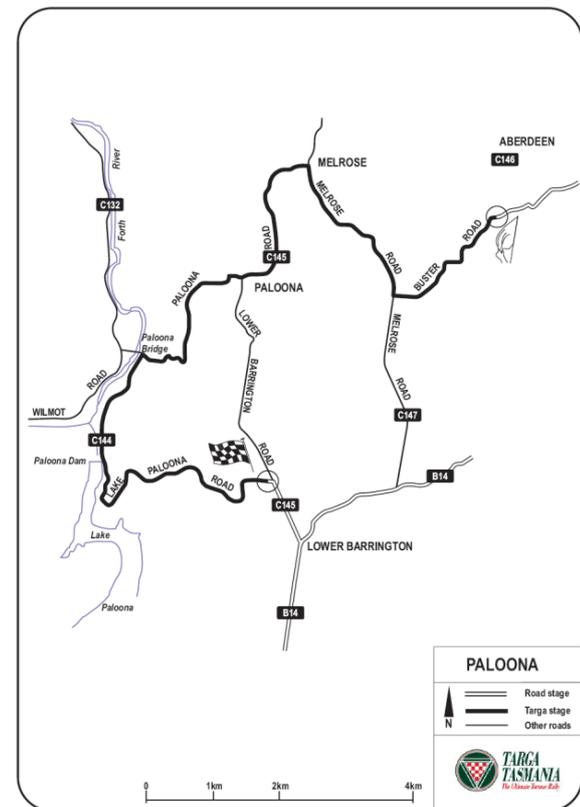
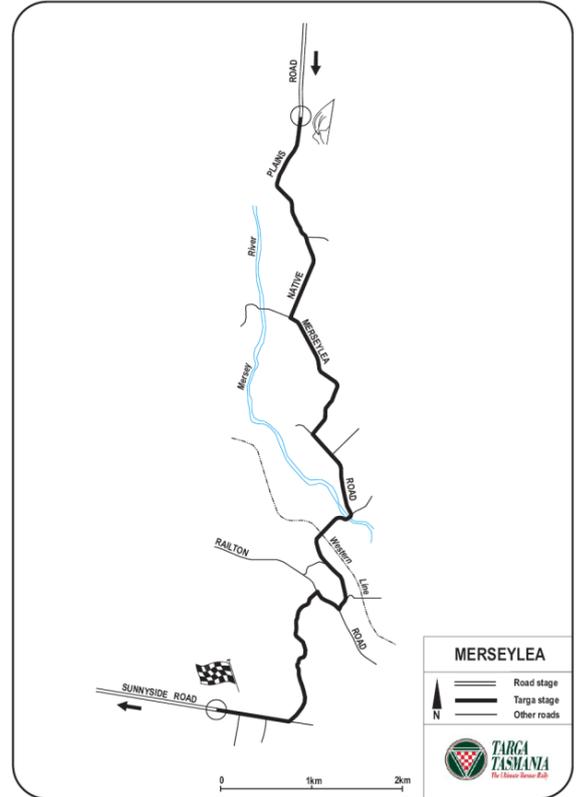
corners through the middle of the 10 km stage. We and four other teams (the Freestone's Holden, the Ulrich's' Jensen, the Miedecke Perana and the little Datsun) "cleaned" the stage – none of us accrued any penalty time so in effect were all equal. In outright time (non handicap) we placed equal 21st, one second slower than a 308 GTB Ferrari, and equal to a Porsche Carrera RS and a 1984 Nissan Skyline

RS Turbo. Missing though was the Byrne/Stoopman Alfa Romeo – out with a blown head gasket!

We had begun to notice however a misfire at the upper rev' band. Although we could short shift in the lower gears (change up before the misfire occurred) it was affecting our times, especially when in overdrive 4th gear as we headed over the 160km/h mark (100 mph in old school language). Prior to the lunch break we did some roadside diagnostics, swapping to our spare coil (mounted in the car), installing a spare distributor and changing the spark plugs.

Heading out to Palooona, the misfire persisted at the upper end of the rev range, however we still managed a 4th place five seconds ahead of the Freestone's Holden. We closed out the day with the Mt Roland stage, Having fallen back in the running order a bit due to the misfire investigations, we were rounded up by one of the Corvettes and a Subaru WRX through the 25km stage – the top end speed difference of those cars is quite amazing; it's quite humbling to be overtaken when you're travelling at 170km/h and it feels like you're doing 50km/h! We finished on Handicap in 5th, 14 sec's behind the Freestone Holden and just ahead of the Stuart's Anglia and the mighty Woodward/Gibson ex-London to Sydney Monaro GTS.

On Handicap, the Jensen finished the day in 2nd overall, 29 seconds off of the Miedecke Perana, and 27 seconds ahead of the Caudo/Noble Datsun (someone's gotta take a close look at how "Standard" that little thing is!) with the Freestones a further 43 seconds behind. We're sitting 50 seconds back in fifth, and hopeful we'll be given some grace on our time on Nook for stopping for the accident which will pull us closer to the Freestones.



We're pleased with the day's results, albeit very aware of the strength of the competition around us. Looking at Outright (non-Handicap) times, we're sitting reasonably well for the end of Leg One in 24th place out of a field of 50 Classic entrants, four positions down from this time last year. We're ahead of the Dermott's Torana GTR by 11 seconds, with another 11 seconds back to the Caudo/Noble Datsun. Top three for the Outright are the Miedecke Perana, a fantastic sounding Triumph TR8 and the very consistently rapid Mazda RX-7 of Barry Faux and Theresa Mihajlovic.



Lining up for the Mt Roland Stage

Service at the end of the day involved checking for underbody damage which was relatively little this year given our redesigned exhaust and modifications to our suspension arms. Last year we'd landed quite hard on a number of jumps and seemed to have used the underside of the car as a grader as the car bottomed out on a number of occasions. We also continued to pursue the source of the misfire – our current theory is that we need to isolate the coil to a “pure” power source as we're suspecting that there is further undiscovered damage to the wiring system from last year's electrical fire (for those of you along for last year's ride you'll recall that in the fourth last stage on the last day we had a wire to the taillights cut through it's insulation creating a short circuit whilst we were running in the 56km long Mt Arrowsmith stage. Thrilling.)

Classic Handicap – end of Leg One

Pos	No	Crew	Vehicle	Cat	Penalty
				Class	Time
1	434	Miedecke - Willson	1970 Ford Perana	4MSH	02:10
2	383	Ullrich - Ullrich	1963 Jensen CV8	3LMSF	02:39
3	584	Caudo - Copeland	1973 Datsun 1200	4SSA	03:06
4	215	Freestone - Freestone	1948 Holden 215	2MSF	03:49
5	222	White - Yelds	1961 Volvo 122S	2LMSD	04:39
6	449	Woodward - Gibson	1969 Holden Monaro GTS	4LMSH	05:19
7	361	Steuart - Steuart	1962 Ford Anglia 105e	3LMSB	05:40
8	403	Dermott - Dermott	1971 Holden Torana GTR X	4LMSE	06:00
9	439	Banks - Douglas	1971 Porsche 916	4MSD	06:20
10	303	Moylan - Behets	1964 Ford Galaxie Factory L	3MSF	07:15
11	210	Waldron - Gregory	1955 FIAT Abarth 750	2LMSA	07:16
12	255	Priddle - Priddle	1961 Ford Zephyr	2LMSE	07:17
13	408	Pfingst - Loth	1971 Holden Torana LC GT	4LMSE	07:27
14	486	Byrne - Newbold	1971 Alfa Romeo GTV 2000	4LMSB	07:51
15	472	Meyer - Redgrove	1971 Holden HQ	4MSE	07:59
16	317	Ponting - Reynolds	1964 MG B	3SSD	08:12
17	407	Goodwin - Brookhouse	1973 Datsun 240Z	4MSC	08:21
18	473	Osborn - King	1971 Holden HQ	4MSE	09:01
19	259	Rochester - Rochester	1959 Triumph TR3A	2LMSD	10:20
20	438	Ogg - Farrell	1970 Alfa Romeo Giulia GT	4MSB	10:24



Tomorrow offers another great day along the east coast, circling back to Launceston via Longford, where the final stage is a blast through the township itself, always entertaining and typically good for photo opportunities. With just 1/8 of the competition's distance gone after Leg One, the real challenge lays ahead in keeping the car together, and of course on the black bits. Forecast is for dry weather, so we'll need to stay in a tyre preservation mode – the “soft” tyres are fantastic in the wet but can be easily destroyed in just a few kilometers in hot and dry conditions.

Classic Outright – end of Leg One

Pos	No	Crew	Vehicle	Cat	Penalty
				Class	Time
1	434	Miedecke - Willson	1970 Ford Perana	4MSH	03:30
2	682	Haysman - Branum	1981 Triumph TR7 V8	6MSH	04:54
3	607	Faux - Mihajlovic	1985 Mazda RX-7	6LMSB	05:48
4	643	Ireland - Ribot	1984 Porsche 911 Carrera	6LMSD	06:01
5	616	McClintock - Skinner	1985 Mazda RX-7	6MSB	06:14
6	383	Ullrich - Ullrich	1963 Jensen CV8	3LMSF	06:23
7	511	Paterson - Geue	1974 Porsche 911 Carrera	5MSD	07:01
8	515	Prieston - Braithwaite	1975 FIAT 131 Abarth Rally	5MSB	07:11
9	215	Freestone - Freestone	1948 Holden 215	2MSF	07:20
10	625	Power - Baker	1979 Mazda RX-7 GSL-SE	6LMSB	07:33
11	611	McAuley - Etienne	1985 Porsche 911 Carrera	6MSB	07:36
12	626	Hammond - Lennox	1980 Jaguar XJS	6LMSG	07:38
13	635	Achterberg - Fitzgerald	1982 Porsche 944	6SSB	07:43
14	508	Gambino - Hughes	1976 Ferrari 308 GTB	5SSD	08:09
15	551	Cook - Cooper	1973 Porsche 911 Carrera	5LMSD	08:11
16	449	Woodward - Gibson	1969 Holden Monaro GTS	4LMSH	08:17
17	653	Reynolds - Witteveen	1981 Holden HDT Commod	6MSG	08:33
18	439	Banks - Douglas	1971 Porsche 916	4MSD	08:40
19	630	Bergmann - Lee	1984 Nissan Skyline RS Tur	6LMSD	08:51
20	590	Mckenzie - Mckenzie	1974 Mitsubishi GC Galant	5MSD	08:52
21	555	Taylor - Harper	1974 Porsche 911 Carrera	5LMSD	08:58
22	620	Sutton - Smart	1979 Mazda RX7	6LMSB	09:06
23	688	Edwards - Morris	1977 Datsun 260z	6MSC	09:11
24	222	White - Yelds	1961 Volvo 122S	2LMSD	09:39
25	403	Dermott - Dermott	1971 Holden Torana GTR X	4LMSE	09:49

