

Targa Tasmania 2014

Leg Two: Launceston – St Helens - Launceston

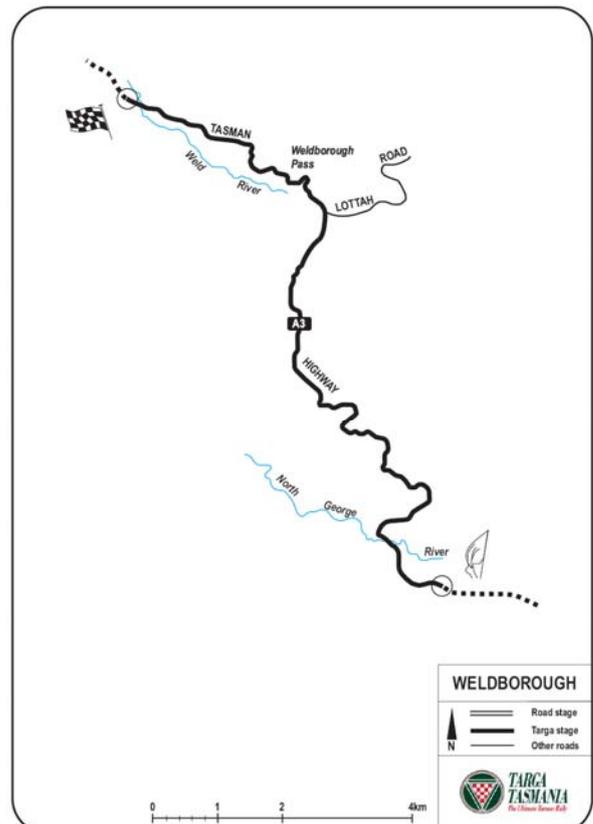
Leg Two comprises a loop over to the East Coast of Tasmania involving eight competitive stages, finishing with a town stage through the streets of Longford. As reported yesterday, we closed out Leg One in 5th place in the Classic Handicap completion, 43 seconds behind the Freestone's Holden in 4th, with the Miedecke Perana, the Ulrich's Jensen CV8 and the Caudo/Copeland Datsun 4200 in 1st, 2nd, 3rd respectively. Holding that position let alone improving it would be hard with clear and dry weather being to our disadvantage.



The first stage for the day was at Rossarden. Rossarden was a tin mine until the 1980's when failure of the ore body led to rapid closure, leaving behind just a few dozen unusual looking people living in unusual looking houses along with many hundred deer. Obviously this makes it an ideal Targa stage. The roads were built originally for ore trucks, and are now slowly returning to nature. The road itself features big drops off the roadside and many rough and fast but tight corners spearing over crests of billowing ridges before hurtling downhill in a treacherous roller coaster.

Our high-rev' misfire problem continued, despite us changing the spark plugs and leads, coil, distributor and hard wiring (in effect "hot wiring" power to) the coil. This mainly curtails our very high speed (for us) performance. Still, we managed 5th, just ahead of the Freestone Holden, with the Woodward Monaro squeezing in ahead of us by four seconds, the now-repaired Byrne/Stoopman Alfa blitzing us by over a minute!

The next stage, Elephant Pass, is a 13km largely downhill run from central plateau to the coast. The Freestones got ahead of us by six seconds, pushing us back to 6th, and then after an early lunch break at the seaside in St Helens, we tackled Pyengana, where we equaled them in 5th place on Pyengana. And so the theme of the Perana and the Datsun swapping 1st





that in this year's "random" inspection the Caudo/Copeland Datsun 1200 was included in the inspector's list. We'll see what comes of that.

On Outright (non-Handicap) times we'd started the day in 19th place, and fell back a bit to 22nd with the Taylor/Harper Porsche 911 Carrera 35 seconds ahead in 20th and the Prieston/Braithwaite Fiat 131 Abarth Rallye, the only other four cylinder car in the Top 20, 3 1/2 minutes ahead. The rest are a mix of hi-po V8's, rotary engine Mazdas and a good smattering of Porsches.



For Leg Three today, the field starts its journey to Strahan, where we will spend two nights before heading to Hobart on Sunday, with stages at Mole Creek, Cethana, a new stage Isandula, Castra, and then lunch-stop at Ulverstone. After lunch are stages at Oldina, Hellyer Gorge, Plimsoll and Rinadeena.

Hopefully no new dramas! Our service crew is primed to chase us with fuel and support.

Classic Handicap – end of Leg Two

Pos	No	Crew	Vehicle	Cat	Penalty
				Class	Time
1	584	Caudo - Copeland	1973 Datsun 1200	4SSA	07:04
2	383	Ullrich - Ullrich	1963 Jensen CV8	3LMSF	07:32
3	215	Freestone - Freestone	1948 Holden 215	2MSF	10:15
4	222	White - Yelds	1961 Volvo 122S	2LMSD	10:41
5	449	Woodward - Gibson	1969 Holden Monaro GTS	4LMSH	12:44
6	361	Steuart - Steuart	1962 Ford Anglia 105e	3LMSB	13:15
7	403	Dermott - Dermott	1971 Holden Torana GTR X	4LMSE	13:54
8	439	Banks - Douglas	1971 Porsche 916	4MSD	14:01
9	440	Gainer - St George	1971 Datsun 240Z	4MSE	15:20
10	255	Priddle - Priddle	1961 Ford Zephyr	2LMSE	15:26