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TARGA TASMANIA
The Ultimate Tarmac Rally

6th-11th May 2014

Official Program

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COPELAND TO DRIVE McMULLIN’S FORD V8 INDY SPECIAL FLAG CAR

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TEMCO PROLOGUE

GEORGE TOWN PUTS ON A SHOW FOR TARGA 2014!

Tuesday 6 May
Regent Square, George Town
Catch all the sound, colour & festivities as George Town hosts the Targa Tasmania 2014 Prologue.

Come and see the wonderful display of touring and racing cars in action & on display after completing the Prologue course (1st car due 11.30am).

Enjoy family activities from 10.30am to 4.00pm

- Food & Refreshment Stalls
- Live Music
- Children’s entertainment
- Slot Cars
- Jumping Castle
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EXPO
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TUESDAY 6 MAY - 6.30PM – 9.30PM
YOUR CHANCE TO SEE THE TARGA CARS UP CLOSE IN ALL THEIR GLORY!
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Welcome to Targa Tasmania, Australia’s longest running tarmac rally, and still it’s biggest and best.

Over the past 23 years the event has built a rich history, and we still see the annual return of so many competitors who were around in the very early days, unable to stay away from the magic that this event exudes.

Targa Tasmania has done so much to change the landscape of motorsport in Australia. The event that started Targa racing in this country is now the pinnacle of a series that takes in three states, and is the final round of the four-event CAMS Australian Targa Championship.

The enduring appeal of Targa comes from the breadth of cars that come to this beautiful island every year.

Again, we will see cars from so many eras, from the majestic 1934 Ford Indy Special of Graham Copeland, this year’s Flag Car, through to the very latest of the modern sports tourers.

Targa Tasmania continues to have a major economic impact on the state, and brings joy to many of its residents who, in turn, make our interstate guests feel so welcome.

Of course, it does bring some disruption to residents as well, and we thank those affected for their understanding and patience that allows this great event to continue.

Such a major event could not take place without all the volunteers that help to put Targa on, and we are enormously grateful for their good work.

To our sponsors and supporters, and in particular to Events Tasmania, thank you for your ongoing support.

And finally, to the competitors - thank you for coming again, and putting on this wonderful show called Targa Tasmania.

Andrew Papadopoulos
President
Confederation of Australian Motor Sport (CAMS)

A very warm welcome to Targa Tasmania, and for those of you from interstate and overseas, an even warmer welcome to this very special island.

Those of you back here for your 10th, perhaps even 20th visit, are probably not surprised that Targa is celebrating it’s 23rd anniversary and that the State Government, through Events Tasmania, is delighted to once again be a major sponsor of this great, dare I say legendary, tarmac rally.

A massive commitment by organisers, our co-sponsors, and of course the many volunteers involved, Targa Tasmania has been a catalyst for extensive car touring as a result of the exposure of our spectacular scenery and ease of driving experiences. Much of that exposure is through you, our participants in the event, and I thank you most deeply for your support.

Whether here just for the event, or an extended holiday, competitors, teams and fans not only see how stunning Tasmania is, but we know you also enjoy experiencing a lot of what the state has to offer – like our great produce, natural attractions and top class tours and experiences. It’s fantastic to have you here.

In addition to the promotion of Tasmania as a top place for touring, Targa gives locals the chance to see a world-class motorsport event in their back yard. While the state invests in a wide portfolio of major events to generate economic benefits through the ability to draw visitors from interstate and overseas, it’s also about giving Tasmanians the opportunity to be part of something bigger and for them to experience new and exciting things around the state.

Thank you for your contribution to the competitive yet social atmosphere at this event and don’t forget to use the hashtag #discovertasmania when sharing your favourite Targa Tasmania moments and Tasmanian travel highlights.

Adam Sproule
Director Events Tasmania
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Across the past two decades, since its first running in 1992, Targa Tasmania has become a household name across the country. People know it’s a motorsport event run in our southern-most state, and one that attracts a host of magnificent machines from around Australia, and even from overseas, and a posse of the country’s top tarmac rally drivers. Many however don’t know the intricate workings of the event, or even, the origins of the word “Targa.” 

Targa Tasmania’s heritage comes from a passionate history dating back to 1905 in Sicily, where the inaugural “Targa Florio” was unveiled. That event took its name from organiser Vincenzo Florio and each winner was presented with a plate bearing the Florio family crest. The Italian word for plate is “Targa”, hence the name. Each year there is, understandably, great focus on the overall fastest, and the winners of each category. But for the majority of competitors, the goal is to win a Targa Plate (see p18 & 19 for past winners), meaning they have completed each of the 40 stages across the six grueling days of competition under a pre-set time for their class.

For those at the front of the field, chasing outright or class honours, the goal is not necessarily to be the fastest, but rather it is to accumulate the minimum number of penalties along the way. Organisers set a base time for each stage and if you beat it you attract no penalties – the ultimate aim. Some times are set to ensure they are easily “cleaned” (i.e. completed under that base time), in this case there is no reward for how much you beat it by.

However, if you are slower than that base time, those seconds accumulated for each stage are added together across the competition. Those competitors with the smallest total penalty time when they reach Wrest Point on the Sunday afternoon are declared the winners. Organisers set a base time for each stage and if you beat it you attract no penalties – the ultimate aim. Some times are set to ensure they are easily “cleaned” (i.e. completed under that base time), in this case there is no reward for how much you beat it by.

But each Targa is really a series of competitions happening simultaneously. There’s Regularity, Early Classic Handicap, Classic Outright, Early Modern, Modern, Showroom 2WD, Showroom 4WD, Showroom Sports and Modern Muscle Car. It puts like cars of like vintages against each other. It’s hard for a 1974 Porsche 911 to beat a 2013 Nissan GT-R, but with one in Classic and the other in Modern, it doesn’t have to if the goal is to take class honours.

So as well as pace, strategy is also vital - knowing when to attack and when to hold back. This is particularly important as each car is only able to use eight tyres for the 2000-plus kilometre journey, and any extras used attract a big penalty that ends any hope of Sunday glory.

It is an event format that has something for everyone, and it’s not just the competitors who are the winners. Whether your thing is a 1970s Holden Torana or Ford Capri, the latest Lamborghini or a 1954 Fiat Abarth, there is something for you to cheer on in this incredible cavalcade of motoring history that is Targa Tasmania.
Targa Tasmania is the final round of the 2013/14 CAMS Australian Targa Championship.

Round one was Targa Adelaide back in August, after which cars tackled Targa High Country in November, before heading to Tasmania for Targa Wrest Point in February.

Now it’s time for the mother of all Targas - Targa Tasmania. With double points on offer this round, and with drivers being able to drop their worst result much can change, and in most classes the season title is still wide open.

MODERN

When Jason White went into February’s Targa Wrest Point as the overwhelming favourite, he didn’t quite have the CAMS Australian Targa Championship sewn up, but he appeared to have one hand on the trophy.

But motorsport is never that easy, and when the local hero’s $600,000 Lamborghini Gallardo went up in flames mid-way through the first day, it threw the championship wide open.

It’s another from Tasmania’s north coast, Burnie’s Jamie Vandenberg, who now holds a commanding 33-point lead. White remains equal second, and is back for the final round in a Mitsubishi Lancer Evo, but it looks like a tough assignment to come back from here, even for the reigning titleholders. Steve Glenney is considered Vandenberg’s biggest threat in his Nissan GT-R, having won Targa Adelaide and finishing second in Targa Wrest Point.

MODERN POINTSCORE AFTER 3 OF 4 ROUNDS:
1. Vandenberg / Sims, 2009 Nissan GT-R, 163 points
2. White / White, 2011 Lamborghini Gallardo, 130 points
4. Quinn / Lehmann, 2011 Nissan GT-R, 120 points

EARLY MODERN

Just two points separate the series leading Early Modern contenders, Robert Balint (2001 Mitsubishi Lancer Evo TME 6.5) and Robert Cowman (1990 Holden VN Group A SS), and both drivers will be determined to push hard from the outset.

However, any of the top six drivers in the championship standings are still well and truly in the running for the title, including third placed Charles Nott and his rare 1998 TVR Chimaera.

EARLY MODERN POINTSCORE AFTER 3 OF 4 ROUNDS:
1. Balint / Lane (2001 Mitsubishi Lancer Evo TME 6.5), 122 points
2. Cowman / Cowman (1990 Holden VN Group A SS), 120 points
3. Nott / Nott (1998 TVR Chimaera) 106 points
4. Holland / Holland (2002 Porsche 996), 105 points
Launceston Subaru dealer, Ben Newman, is on the verge of his first CAMS Australian Targa Championship title with a convincing 58-point lead heading into Targa Tasmania.

The Subaru WRX STI driver has taken the RDA Brakes Showroom 4WD victory at Targa Adelaide and Targa Wrest Point, and finished third at Targa High Country, to lead the Mitsubishi Lancer Evo X of Clinton Arentz, and another Subaru, driven by Ralph Norton.

With double points on offer at Targa Tasmania, even third placed Stewart Liddle (Mitsubishi) is still in the running.

The Showroom 2WD competition also sees a dominant leader, with Adam Spence clearly in a class of his own after three victories on the trot in his 2013 Renault Megane RS 265.

Targa’s newest class is Showroom Sports, and seven-time Targa Tasmania winner, Jim Richards, joins the competition for this event. However Glenn Crimp is the man to beat for the championship.

RDA BRAKES 4WD SHOWROOM POINTSCORES AFTER 3 OF 4 ROUNDS:
1. Newman / Lewis (2010 Subaru WRX STi), 183 points
2. Arentz / Burrey (2009 Mitsubishi Lancer Evo X), 125 points
3. Norton / Norton (2010 Subaru WRX STi), 118 points
4. Liddle / Lloyd (2009 Mitsubishi Lancer Evo X RS), 96 points

RDA BRAKES SHOWROOM 2WD POINTSCORES AFTER 3 OF 4 ROUNDS:
1. Spence / Kelly (2013 Renault Megane RS 265), 190 points
2. Bolton / Challoner-Miles (2011 Renault Megane RS 250), 125 points
3. Hallett / Harrick (2005 Holden HSV Clubsport DTS), 96 points

RDA BRAKES SHOWROOM SPORTS POINTSCORES AFTER 3 OF 4 ROUNDS:
1. Crimp / van der Mey (2012 BMW 1 Series M), 130 points
2. Minshall / Gentleman (2011 Audi TT RS), 110 points
3. Bather / Bather (2011 Subaru WRX STi), 107 points
4. Drury / Drury (2011 HSV W427), 96 points

CLASSIC
Consistency is a key element of sport, and Targa’s Classic Outright competition is a prime example of accumulating points to win a championship.

Zac Caudo (1973 Datsun 1200) and Peter Ullrich (1963 Jensen CV8) certainly don’t have the fastest cars in the competition, but they lead the series with just the final event to run.

The favourite to lift the championship crown is still Port Macquarie’s Andrew Miedecke in his 1970 Ford Capri Perana VB, and while he missed the first round, victory in the past two has him in fine form.

The Early Classic Handicap battle is also a close-fought affair, with veterans Jack Walordon and Vin Gregory leading all comers in their 1955 Fiat Abarth 750. They sit a solitary point ahead of Brian Ponting’s 1964 MG B, with Wayne Pfiengst a further nine points back in his 1971 Holden Torana GTR XU1.

Michael Reynolds has put his 1981 Holden Commodore on top of the Late Classic Handicap standings, with a five point lead over three drivers: Michael Edwards (1977 Datsun 260Z), Simon Hoff (1975 Ford Escort RS2000), and Bruce Power (1979 Mazda RX7). With the top eight drivers separated by just 23 points, the fight will go right down to the final day.

CLASSIC OUTRIGHT POINTSCORES AFTER 3 OF 4 ROUNDS:
1. Caudo / Copeland (1973 Datsun 1200), 121 points
2. Ullrich / Ulrich (1963 Jensen CV8), 121 points
3. Hoff / Hoff (1975 Ford Escort RS2000), 119 points
4. Reynolds / Witteveen (1981 Holden HDT Commodore), 116 points
5. Miedecke / Willson (1970 Ford Capri Perana), 110 points
6. Power/Baker (1979 Mazda RX-7), 110 points

EARLY CLASSIC HANDICAP POINTSCORES AFTER 3 OF 4 ROUNDS:
1. Walordon / Gregory (1955 Fiat Abarth 750), 156 points
2. Ponting / Reynolds (1964 MG B), 155 points
3. Pfiengst / Loth, (1971 Holden Torana XU1), 146 points
4. Ullrich / Ulrich (1963 Jensen CV8), 135 points

LATE CLASSIC HANDICAP POINTSCORES AFTER 3 OF 4 ROUNDS:
1. Reynolds / Witteveen (1981 Holden HDT Commodore), 126 points
2. Edwards / Morris (1977 Datsun 260Z), 121 points
3. Hoff / Hoff (1975 Ford Escort RS2000), 121 points
4. Power / Baker (1979 Mazda RX7), 121 points

REGULARITY
Only eight points separate the leading two Regularity crews in the Australian Targa Championship.

South Australian, Richard Davis, and his co-driver, Victorian Bill Best, have been the most consistent so far in their 2008 Holden HSV W427.

The 2012 Jaguar XKRS of Chris Waldock and Christine Kirby, both from South Australia is not far behind, and they will be hoping that the double points on offer at Targa Tasmania enable them to take the championship win.

Then there’s a 38-point gap back to third placed Bill and Kathy Gill (2003 Porsche 911 Carrera) who, despite missing Targa West Point in February, are still well within striking distance of victory.

REGULARITY POINTSCORE AFTER 3 OF 4 ROUNDS:
1. Davis / Best (2008 Holden HSV W427), 153 points
2. Waldock / Kirby (2012 Jaguar XKRS), 145 points
3. Gill / Gill (2003 Porsche 911 Carrera), 107 points
4. Stables / Stables (2010 Renault Clio Cup), 98 points

MODERN MUSCLE CARS
It’s a two-way battle for the Modern Muscle Cars championship. Neill Ford, in his 2011 Chevrolet Corvette ZR1, has a buffer over Craig Dean’s 2013 Ford Mustang Shelby GT500 but it could still go either way.

MODERN MUSCLE POINTSCORE AFTER 3 OF 4 ROUNDS:
1. Ford/Fernie (2011 Chevrolet Corvette ZR1), 173 points
2. Dean/Cole (2013 Ford Mustang Shelby GT 500), 110 points
3. Gill/Tapping (2009 HSV Marloo), 80 points
4. Ford/Ford (2007 Chevrolet Corvette Z06), 50 points
On paper, Andrew Miedecke looks like a sure thing to win the Classic Outright competition at Targa Tasmania, but the Tasmanian (now residing in Port Macquarie), knows full well that it won’t be that easy.

Miedecke’s 1970 Ford Capri Perana V8 has won the past two Targa events it has entered and, on outright speed, it seems only Craig Haysman’s 1981 Triumph TR7 V8 will be a match for it.

Yet the six-day, 2000km plus event is certain to have many ups and downs for all competitors, something Miedecke knows only too well.

"With the event in May, you would think it will almost certainly mean wetter weather, so that may or may not suit my car. We’ll have to see, but it will certainly be a challenge," Miedecke said.

"There are two reasons I love to do Targa Tasmania. One, because I’m a Tasmanian, and two, because I really think it is one of the great motorsport challenges in the world.

"The car has been fantastic since the rebuild. It’s won two events from two starts. It’s a great car, well prepared by Les Walkden and his team in Launceston.

"It’s always day four that is the decider at Targa. Stages like Cethana are a huge test and really seem to sort everyone out."

Along with Haysman, the normally reliable Porsche 911s of John Ireland and Roger Paterson will be right on the pace, as will the Mazda RX7s of Canberra’s Bruce Power and Greg Sutton.

Whilst Targa Adelaide winner, Simon Hoff, will be hoping to maintain his championship lead and give his 1975 Ford Escort RS2000 a double celebration – the event and the title.

Classic Florio is another fascinating section of the rally, where entrants complete days one to three, and then day five, reducing some of the burden on car and driver.

However, it is still highly competitive and it’s hard to pick a winner for 2014. Last year Philip and John Blake were victorious in their 1964 Fiat Abarth but look out for Mac Russell (in his 22nd Targa Tasmania), and also Drew Kent, Wayne Gerlach or David Carrow in an eclectic group of cars from across the years.

CLASS INFO

SHANNONS EARLY CLASSIC HANDICAP
- For vehicles manufactured from January 1, 1947 up to December 31, 1971.
- Potential performance variations are neutralised by individually setting base times for each category and class.

SHANNONS LATE CLASSIC HANDICAP
- For vehicles manufactured from January 1, 1972 up to December 31, 1985.
- Potential performance variations are neutralised by individually setting base times for each category and class.

SHANNONS CLASSIC OUTRIGHT
- For vehicles manufactured from January 1, 1947 up to December 31, 1985.
- No handicap system used. All vehicles have same base time.

SHANNONS CLASSIC FLORIO
- Complete days 1,2,3 and 5
One of the growing classes in Targa Tasmania is Regularity, which sees crews driving to a pre-determined average speed over the event’s closed road stages.

With cars ranging from the 1970 Triumph Stag of Western Australia’s Bruce Pollock, through to Victoria’s Greg Leech in a 2013 Ford Mustang, Regularity offers something for everyone.

Each stage is assigned a target average speed - based on its condition - of between 70 kilometres per hour and 100 kilometres per hour. Drivers are restricted to 130 kilometres per hour maximum speed and the winner is the team with the fewest penalties by consistently matching the target average speeds.

Unlike regular competition vehicles, Regularity vehicles do not need to be equipped with roll cages but driver and co-driver must wear a helmet.

All cars in the class are fitted with monitors that relay speeds back to the event command centre, and penalties are applied to those going outside the specified rules.

It all makes for an intriguing competition, and picking a winner won’t be easy.

It’s a true test of driver, co-driver and car. The leading competitors over the past few events have been Philip and David Frith (2012 Porsche Boxster S), Martin Duursma/Marc Sobbel (2013 Lotus Exige S), Richard Davis/Bill Best (2008 Holden HSV W427), and Alan and Heather Gluyas in a 2012 Toyota 86 GTS.

South Australian, Richard Davis, is the championship leader going into the final event, and says he’s looking forward to driving his big Holden on Tasmania’s brilliant roads.

“Regularity gives us the chance to compete against cars like Porsches with a good chance of winning, but the events are about more than just competition,” he says.

“There’s a real camaraderie among the competitors, and while we all want to win, we’ve become great friends, so the social side is just as important to us.

“The car is all ready to go. I’ve done a few events in it now and getting back into it feels like an old pair of shoes – it’s comfortable and fun to drive.”

Davis would prefer dry weather, but says that if it rains, it’s just a matter of adjusting to the conditions and getting to the finish.

There are no age restrictions on cars in the Regularity category, which sees a wide range of motoring history on display, and has made it one of the fastest growing Targa classes and a great first step into the Targa competition experience with a lesser price tag.
Targa Tasmania might be classified as an endurance event over six long days, but for the leading Early Modern contenders, this will be of little consequence when they start the first stage.

The turbocharged, four-wheel drive Mitsubishi Lancers and Nissan Skylines have regularly been the cars to catch in Early Modern, however an event like Targa Tasmania brings reliability to the fore, and well and truly events up the competition.

One of the favourites will be West Launceston’s Ben Manion, whose 1990 Nissan Skyline GTS will be well suited to the stages. It will be Manion’s eighth Targa Tasmania and his fourth in this car.

“I’ve had a pretty good lead up to the event, which is a nice change,” he said. “I’ve usually had engine issues to get sorted but this year I’ve been able to do a heap of events leading up to Targa, including some club days.”

Manion is expecting Tim Hendy in a Nissan GT-R, and Pete Nunn in a Porsche 944 S2, to be his strongest competition.

“Both those guys have cars that are really suited to the wet weather, so it will be a challenge for us if it rains.

“I’m hoping for dry weather, because we’ll drop plenty of time coming out of the hairpins on the east coast roads if it’s wet. However, we go well on the sweeping, high grip roads on the west coast, so hopefully we can make up some time there.”

Along with Hendy and Nunn, Robert Balint (2001 Mitsubishi Lancer Evo TME 6.5) and Robert Cowman (1990 Holden VN Group A SS) will be engrossed in a battle of their own, with only two points separating them in the fight for the CAMS Australian Targa Championship.

Stephen Thatcher is another to watch. He’s has been a regular in Early Modern and maybe this year he can take a class win. He was sixth in 2012 and up to third in 2013, so is heading in the right direction. The New South Welshman is behind the wheel of a 1994 Nissan ATTKD Select R SP.

One of the most popular classes in Targa events with over 20 entries, Early Modern will also feature BMW M3s, Mazda RX7s and MX5s, and even a 2000 Ferrari 360 Challenge, driven by Victorian Con Whitlock.

**CLASS INFO**

- **RDA BRAKES EARLY MODERN**
  - For vehicles manufactured from January 1, 1986 up to December 31, 2002
  - For modern performance vehicles.
  - Runs over the full six days of Targa Tasmania
Targa Tasmania legends, Jim Richards and Barry Oliver, won’t be contesting the modern competition Targa crown this year after eight previous wins, but they are instead excited to be debuting a brand new Porsche Cayman S in the event’s Showroom Sports competition.

“This move to the Porsche Cayman S really recognises that you can take a car off the showroom floor, add some safety requirements and go out and enjoy yourself,” says Richards.

“Driving the Cayman S will be a total departure from what I’ve ever driven and require a different style of driving to that of the GT2 RS.

“The first time we take out the new car will be at George Town. The Prologue will be our warm up.

“It will be slower than what we have been used to but probably a bit better over the bumps.

“We’d like to finish and get a result, but we’re not going to be upset if we don’t.

“We are really looking forward to it.”

Richards’ Porsche features a 3.4-litre six-cylinder engine, 239kW of power, and a six-speed gearbox. His main rivals will be Glyn Crimp in a 2012 BMW 1 Series M, and the 2011 Audi TT RS of Michael Minshall.

In Showroom 4WD, Launceston Subaru dealer, Ben Newman, is on the verge of his first championship title after a brilliant season in his Subaru WRX.

Newman will come under intense pressure for Targa glory from the similar Subaru of Ralph Norton, and from the Mitsubishi Lancers of Clinton Arentz and Stewart Liddle.

“Of course we’d like to win our home event,” Newman said.

“Last year we were looking good and a 50 cent part ruined our run on day four.

“But the car is super reliable and Crichton (Lewis) and I are working well together. It really would be unbelievable for us to take the class win but we know the competition is going to be fierce.”

“The added bonus to a class win would be that would also give us the Championship, which would be a massive thrill for everyone involved with the team.

The Showroom 2WD competition has been completely dominated this season by Adam Spence, who has clearly been in a class of his own after three victories on the trot.

Driving a 2013 Renault Megane RS 265, Spence will be pushed hard by Andrew Bollom in a similar Renault.

CLASS INFO

**RDA BRAKES 4WD SHOWROOM**
- Reserved for vehicles manufactured between January 1, 2003 and May 6, 2014, and is designed for performance modern vehicles as supplied by the manufacturer.
- The maximum new car recommended retail price ceiling for an eligible model is AUD$100,000. Vehicles must be 4WD and over 1,000 kilograms.

**RDA BRAKES SHOWROOM**
- For vehicles manufactured between January 1, 2003 and May 6, 2014, and designed for performance modern vehicles as supplied by the manufacturer.
- The maximum new car recommended retail price ceiling for an eligible model is AUD$100,000. Vehicles must be 2WD and over 1,000 kilograms.

**RDA BRAKES SHOWROOM SPORTS**
- For vehicles manufactured between January 1, 2003 and May 2014 and is designed for performance modern vehicles as supplied by the manufacturer.
- Vehicles should be in the price range of $AUD100,000 and $AUD200,000 when new, have a 0-100kph of not less than 3.5 seconds for two-wheel drive vehicles and not less than 4.0 seconds for four wheel drive vehicles.
The Vintage cars may well be the slowest in the Targa Tasmania field, but they continue to be rated as some of the most popular by the fans that stand on the side of the road and cheer them on.

Open to cars manufactured before the end of 1946, this category's cars, and the colourful characters who choose to drive them, represent so much of what a Targa event is all about.

While old and slow is probably an apt description of the cars in the Vintage competition, it's also fair to say that these cars are being driven at much greater speeds than their makers ever intended.

Most of the cars are open top, meaning that Tasmania's fickle May weather can make driving these classic machines challenging, not to mention freezing cold.

Yet the competitors don't seem to mind, pointing out that driving their cars on Tasmania's brilliant "drivers' roads" is what makes it all worthwhile.

Stage times may be inconsequential for most crews in the class, particularly when the challenge of keeping cars of this age in good working order is taken into account.

Queenslanders Graham Copeland and Josh Herbert will drive the oldest car in the event, a 1934 Ford Indy Car Special, although their machine is only four years older than the 1938 Dodge Speedster Special of Tasmanians Wayne Clark and Trevor Berriman.

The 1934 Ford, owned by Rod McMullin, will also be the flag car this year being the first away from the start line each day.

"Rod rang me and asked if I would run his 1934 Ford Indy special," said Graham Copeland. "I have watched this car for years and jumped at the opportunity."

"I love the Vintage comp and the cars. They really are 'seat of the pants' driving and with their drum brakes, basic side valve motors, three-speed non-synchro gearboxes and leaf springs. They can really test the size of your resolve!"

"You drive a car that is made from parts that were manufactured before most of our parents were born. It's awesome if all the bits stay where they where meant to stay and do what they were made to do!"

"I love Targa. It's my annual sabbatical. I have met and made so many great friends at Targa, and they can come from classic, modern or vintage. It really doesn't matter as Targa crosses all categories."

Both crews are Targa Vintage competition regulars, and will be eyeing the finish in Hobart on Sunday afternoon.

Andrew Clingeleffler will be there in a 2013 Daytona Sports coupe, Craig Dean in 2013 Ford Mustang Shelby GT500, Barry Cuneo in a 2011 Holden Commodore SS Ute, Neil Ford in a 2011 Chevrolet Corvette ZR1 while Daniel Ford will drive a 2007 Chevrolet Corvette Z06.

The motto of Modern Muscle Cars may well be "look good, sound good". They do both. Craig Dean looks like the man to beat.
In recent years, the focus at the start of each Targa Tasmania is around who might be able to challenge local Lamborghini driver, Jason White, for modern honours.

Unquestionably, White has been the man to beat. But when the local hero's $600,000 Lamborghini Gallardo went up in flames mid-way through the first day at Targa Wrest Point in February, it threw this Targa Tasmania battle wide open.

Now, with the Italian supercar out of action, White has had to revert to a Mitsubishi Lancer Evo 9 to contest the event – a car that he crashed in another tarmac rally early in March.

However, it does at least keep the local favourite in the game with the recently rebuilt Mitsubishi expected to be a reliable package over six tough days. If he can pull this title out of the box (or should we say flames), his legend as a driver will grow even further.

Hobart-based South Australian, Steve Glenney, will be White’s biggest threat, and should even have a speed and performance advantage in his Nissan GT-R.

At Targa Wrest Point, Glenney looked like the man to beat early on the Sunday, but gearbox troubles ruined his run. He managed to bring the car home in second place by driving around the problem, testimony to his skill behind the wheel.

“The car is all fixed up. It was the last thing we really had to refresh in the car so we will be good to go,” Glenney said.

While holding on kept his championship hopes alive, when it comes to Targa Tasmania, Glenney will be focusing on the win.

“We want to win every event we enter. If you keep winning events then the championships look after themselves. But we’ll be trying our hardest to win both.”

Glenney is wary of the weather as well, given the event will take place in May.

“May events in the past have thrown up plenty of challenges – they can be quite wet and even with snow. But we know with Tasmanian weather it might be perfect blue skies as well, so we’ll just take it as it comes.

“Certainly there will be plenty to beat to take the title. Matty Rickards is super quick, Jason White will be a bit of a revelation in his Evo 9, and Jamie Vandenberg is getting quicker and quicker in that GT-R. Matt Close will be tough to beat as well.”

Burnie’s Jamie Vandenberg and past winner Tony Quinn are both behind the wheel of a Nissan GT-R. Both will be quietly confident of a podium finish in this event, a rally each has done many times.

As will Rickards, who took his first tarmac rally win at Targa Wrest Point and will be full of confidence behind the wheel of his Mitsubishi Lancer.

And, as Glenney predicts, Matt Close will be another front-runner in his 2010 Audi TT RS Plus, although reliability problems have hampered his progress in previous events.

With at least four drivers in with a real show of victory, the Modern competition at Targa Tasmania will be one to savour.

**CLASS INFO**

**RDA BRAKES MODERN**

- For vehicles manufactured from January 1, 2003 up to May 6, 2014
- Designed for high performance modern vehicles.
- Only vehicles commercially sold by the manufacturer with a manufacturer’s warranty are allowed.

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Drivers to Watch

Circuit racer Clinton Arentz is now a force in Targa competition as well, and a real threat to Ben Newman in the Showroom 4WD category. Arentz gets the maximum possible out of his Mitsubishi Lancer Evo X. He was second in Adelaide and at High Country and will take it right up to the Subarus in the field.

Stephen Thatcher has been a regular in Early Modern, and maybe this year he can take a class win. Sixth in 2012, up to third in 2013, on that curve could take the title in 2014. The New South Welshman is behind the wheel of a 1994 Nissan ATTKD Select R SP. Compared to many in the field, Ben Newman, with his co-driver Crichton Lewis, are both novices in the sport. But in three years they have shown marked improvement. Now, having won two rounds already, they would love to take a Targa Tasmania and, in doing so, secure a class Championship win as well.

Adam Spence is a raging favourite to take the 2WD Showroom title at Targa Tasmania this year, having already taken his Renault Megane RS 265 to wins at the first three rounds of the Championship this season.

Matt Close grew up in Penguin and knows the roads of Targa well. He's always quick and just needs to get the reliability of the Audi TT RS sorted in order to be a major contender. He's always on the mark, but still looking for a breakthrough win at one of the Targa events.

Jack Waldron, along with his co-driver, Vin Gregory, have done 21 Targas together, and show no sign of stopping, or slowing down! Their 1955 Fiat Abarth 750 is one of the true classics in the field, and a very realistic chance of taking Early Classic Handicap honours this time out.

John Ireland is a Targa veteran and will be a player in both Classic Outright and Late Classic Handicap. His 1984 Porsche 911 Carrera is well prepared and he knows the roads well. He'll keep pressure on Miedecke.

Matt Rickards is certainly the biggest name in Targa Tasmania history – he's taken outright honours eight times with fellow legend, Barry Oliver, calling the notes. Now Gentleman Jim has moved to a new category, out of Modern and into Showroom Sports in a brand new Porsche Cayman S.

Ben Manion is another local, with heaps of experience (eight Targa Tasmania's) and a trouble free preparation for his Nissan Skyline. He won the Early Modern title in 2013 and wants to keep the title in Launceston in 2014.

Now Hobart-based, Steve Glenney learnt his craft on the dirt and tarmac roads of South Australia. Regarded as one of the most gifted rally drivers in the country, Glenney will be out to add to his Targa Tasmania title that he won back in 2008. Then he was in Mitsubishi, now he's in a well-campaigned Nissan GT-R.

Andrew Miedecke is one of the legends of Tasmanian motorsport. He grew up in the north, making his name in touring cars. Now he is back behind the wheel of his beautifully restored and rebuilt 1970 Ford Capri Perana. He has two wins from his last two starts in Classic Outright and has the form and skills to win again.

Jason White is the reigning Targa Tasmania champion. His hopes of back-to-back wins looked to have gone up in smoke when his $600,000 Lamborghini went up in flames at Targa West Point but he's back, now in a Mitsubishi Lancer Evo 9. A victory in this lesser machine, compared to his normal Italian supercar, would only add to his legend status.
Targa Tasmania will be held for the 23rd consecutive time this year, and just one man has been at the start line of every one, Victorian Geoff Taylor.

It is a remarkable record, and the Mt Eliza Porsche driver has no intention of stopping his record run anytime soon. While Geoff’s is a remarkable record, there are seven others in the field who have missed just one Targa, also representing a phenomenal commitment to the event.

Seven-time Bathurst winner Jim Richards, along with his trusty co-driver Barry Oliver, missed the very first one right back in 1992. But their record since is unbroken, and along the way the pair have taken modern honours on eight occasions - every time competing in a Porsche.

“Barry and I just really enjoy the event and still love being part of it all,” Jim said. Other members of the exclusive “Club 22” are Victorians Greg Cook and Glenn Ridge, and the only local amongst them, Devonport’s Mac Russell.

Greg is another Porsche man, and will tackle the 2014 event in his 1973 Porsche Carrera RS. Glenn Ridge has been a pivotal part of Targa Tasmania both on and off the road, regularly helping out with hosting dinners and events that have helped build the profile of the rally. Look out for Glenn in his 1995 Mazda RX-7 SP.

Mac is back again, along with his wife Marjorie calling the notes and driving a beautiful 1976 Morgan Plus 8. It’s an open top classic, but for this Tasmanian pair the local weather conditions hold no fear. The rush of wind in the hair on the good days makes up for the wet ones.

Another pair that have sat, and competed, side-by-side 22 times is Jack Waldron and Vin Gregory. Together with their trusty 1955 Fiat Abarth they have competed in a total of 33 Targa events. They missed Targa Tasmania back in 1996 when Jack was recovering from a leg injury.

The combination of men and machine remain an enduring part of the competition, and the pair still regularly push for Early Classic Handicap honours, showing they are not just there making up the numbers.

“1996 was a no go because I was still doing physiotherapy on my leg after it had spent a couple of months in plaster at the end of 1995,” Jack said.

“Neither of us were happy people while the 1996 event was being run!”

So, what keeps the pair coming back for so many events across so many years?

“Tarmac rallies are thrilling, unique events, as each stage is so different and the conditions unpredictable,” Waldron said.
The main goal for most competitors who take on the mighty six-day challenge of Targa Tasmania is to be awarded a Targa Trophy.

A trophy is presented to the driver and co-driver of each crew that completes each and every Targa stage within the specified “trophy time” for their vehicle class.

More desirable is the achievement of a GOLD Targa Trophy, which is presented to any crew member (driver or co-driver) who is awarded a Targa Trophy in three successive years of the event.

Next stop is the PLATINUM Targa Trophy, presented to a crew member who has already won a Golden Targa Trophy and gone on to be awarded a Targa Trophy in another three successive years.

Only elite competitors achieve the triumph of the DIAMOND Targa Trophy, which is presented to any crew member who has already won a Platinum Targa Trophy and, since winning that trophy, has again been awarded a Targa Trophy in three successive years.

The ultimate achievement is the PLATINUM DIAMOND Targa Trophy, which is presented to any crew member who has already won a Gold Diamond Targa Trophy and, since winning that trophy, has again been awarded a Targa Trophy in three successive years.

Once a Platinum Diamond Targa Trophy has been won, the competitor will be inducted into the Targa Hall of Fame Legends.

At each level from Platinum up, it is not necessary for each group of three to follow on immediately from the last. For example, it is not necessary to achieve fifteen successive trophies to score a Platinum Diamond, just five sets of three.

## HALL OF FAME

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<td>2013</td>
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<td>David Kaplan</td>
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<td>Rhonda Burrowes</td>
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<td>Wayne Pfingst</td>
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## HALL OF FAME LEGENDS

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## PLATINUM DIAMOND

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## GOLD DIAMOND

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## DIAMOND

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<td>Andrew White</td>
<td>Paul Stuart</td>
<td>Richard Bullard</td>
<td>Tony Robertson</td>
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Come see the cars!

Visit www.targa.com.au
For all the up to date spectator information!

COMPETITION LUNCH STOPS

Day 1 – Railton
When: Wednesday 7 May
Where: Main Road, Town Centre

Day 2 – St Helens
When: Thursday 8 May
Where: Marina Parade

Day 3 – Ulverstone
When: Friday 9 May
Where: Wharf Road

Day 4 – Burnie
When: Saturday 10 May
Where: Marine Terrace

Day 5 – Tarraleah
When: Sunday 11 May
Where: Tarraleah Village Chalet

TEMCO prologue
When: Tuesday 6 May. Activities for the kids from 10.30am
(Cars arrive from approx. 11.30am)
Where: Regent Square, George Town

Country Club Tasmania Official Start
When: Tuesday 6 May
(Cars commence 10.15am)
Where: Country Club Tasmania

Targa Expo
When: Tuesday 6 May, 6.30pm – 9.30pm
Where: Launceston Silverdome

Wrest Point Official Finish
When: Sunday 11 May
(Cars commence approx. 1pm)
Where: Wrest Point Casino, Hobart

Celebrations
When: Sunday 11 May, 5pm til late
Where: Targa Bar (“Onyx” Bar, Wrest Point Casino)

Want to see the competition cars in action? See “Recommended Spectator Points” - p 43 of this guide

Visit www.targa.com.au
**1934 Ford 1934 Indy car special**

Driver: Graham Copeland
Navigator: Josh Herbert

**2012 Volkswagen Polo GTI**

Driver: David Salter
Navigator: Craig Salter

**2006 Subaru WRX STi Spec C**

Driver: Tim O’Connor
Navigator: Gareth Sutcliffe

**2001 Mazda RX-7 FG35 RZ**

Driver: Patrick Kearon
Navigator: Tyson Kearon

**1972 Holden Torana**

Driver: Sam Livesley
Navigator: James Goodchap

**2012 Porsche Boxster S**

Driver: Philip Frith
Navigator: David Frith

**1986 Porsche 944 Turbo**

Driver: Shane Navin
Navigator: Ashley Navin

**2013 Lotus Exige S**

Driver: Martin Duursma
Navigator: Marc Sobbel

**2008 HSV W427**

Driver: Richard Davis
Navigator: Bill Best

**2005 Alfa Romeo GT**

Driver: Gerard Knapp
Navigator: Roger Campbell

**2012 Toyota 86 GTS**

Driver: Alan Gluyas
Navigator: Heather Gluyas

**2009 BMW 135i**

Driver: Rod King
Navigator: Brian Marshall

**2012 Jaguar XJR5**

Driver: Christopher Waldock
Navigator: Christine Kirby

**1998 Puma Clubman**

Driver: Alastair Dow
Navigator: Rolly May

**2008 Nissan R35**

Driver: Jeff Beable
Navigator: Nerida Beable

**1986 Porsche 944 Turbo**

Driver: Chris Hope
Navigator: Warwick Hope
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<td>Alfa Romeo GTV 2000</td>
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<td>Alfa Spider</td>
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<td>John Keating</td>
<td>Peter O’Reilly</td>
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Driver: John Roberts  
Navigator: Doug Corben

Driver: Robert Gambino  
Navigator: Mary Hughes

Driver: Roger Paterson  
Navigator: Richard Geue

Driver: Nik Prieston  
Navigator: Dylan Braithwaite

Driver: Mac Russell  
Navigator: Marjorie Russell

Driver: Wayne Gerlach  
Navigator: Dianne Gerlach

Driver: Neville Stewart  
Navigator: 

Driver: John Hoff  
Navigator: Peter Hoff

Driver: Greg Cook  
Navigator: David K Cooper

Driver: Geoff Taylor  
Navigator: Lee Harper

Driver: Kingsley Wallman  
Navigator: Lee Harper

Driver: Zac Cauda  
Navigator: Matthew Copeland

Driver: Michael Bray  
Navigator: Daniel Bray

Driver: Daniel Mckenzie  
Navigator: James Mckenzie

Driver: Barry Faux  
Navigator: Therezia Mihajlovic

Driver: Stewart McAuley  
Navigator: Philippe Etienne
1981 Porsche 911 SC 615
Driver: Rod McCray
Navigator: Geoff Briffa

1985 Mazda RX-7 616
Driver: Steve McClintock
Navigator: Jann Skinner

1979 Mazda RX-7 620
Driver: Greg Sutton
Navigator: Tony Smart

1979 Mazda RX-7 GSL-SE 625
Driver: Bruce Power
Navigator: Ray Baker

1980 Jaguar XJS 626
Driver: Mark Hammond
Navigator: Gordon Lennox

1984 Nissan Skyline RS Turbo 630
Driver: Paul Bergmann
Navigator: Fook Seung Lee

1985 Mazda RX-7 634
Driver: Damian O’Halloran
Navigator: Simon Winter

1982 Porsche 944 635
Driver: Leigh Achterberg
Navigator: Greg Fitzgerald

1984 Porsche 911 Carrera 643
Driver: John Ireland
Navigator: Michael Ribot

1982 Mitsubishi Starion 649
Driver: John Paine
Navigator: Andrew Crowley

1981 Holden HDT Commodore 653
Driver: Michael Reynolds
Navigator: Dirk Witteveen

1985 Porsche 944 654
Driver: Glenn Rees
Navigator: Richard Bullard

1981 Triumph TR7 V8 682
Driver: Craig Haysman
Navigator: Neil Branum

1977 Datsun 260Z 688
Driver: Michael Edwards
Navigator: Justin Morris

1990 Porsche 944 SE 701
Driver: Peter Nunn
Navigator: Keith Johnstone
1987 BMW M3  704
Driver: David Harris
Navigator: Dennis Neale

1988 Porsche 911 Carrera CS  715
Driver: Mark Clair
Navigator: Stuart Greaves

1988 HSV Group A 55  717
Driver: Adam Kaplan
Navigator: David Kaplan

1990 Nissan Skyline GTS-t  723
Driver: Ben Manion
Navigator: Julie Winton-Monet

1995 Mazda RX-7 SP  726
Driver: Mark Balcombe
Navigator: Brian Foster

1993 Porsche 968 CS  737
Driver: Paul Henry
Navigator: Kathy Henry

1989 Porsche 944 S2  746
Driver: Simon Wilson
Navigator: Jonathan Seddon

1995 Mazda RX-7  751
Driver: Phillip Blunden
Navigator: Darren Fogarty

1990 Holden VN Group A 55  771
Driver: Robert Cowman
Navigator: Christopher Cowman

1995 Mazda RX-7 SP  798
Driver: Carey Fraser
Navigator: John Collins

1994 Nissan ATTKD Select R SP  803
Driver: Stephen Thatcher
Navigator: Kelly Handley

1999 Mazda MX-5  805
Driver: John Provan
Navigator: Nicole Bryan

1999 Nissan Skyline GT-R V-Spec N1  807
Driver: Tim Hendy
Navigator: Joanne Sibley

2000 Porsche 911 Turbo  821
Driver: Rob Slater
Navigator: Richard Harbron

2001 Porsche 911 Turbo  823
Driver: John Potter
Navigator: Zac Potter

2000 Mitsubishi Lancer Evolution VI TME  832
Driver: Melinda Bergmann
Navigator: Matthew Van Tuinen
2000 Porsche 911 GT3 835  
**Driver:** Richard Perini  
**Navigator:** Chris Perini

1995 Nissan Skyline GT-R R33 838  
**Driver:** Geoffrey Bott  
**Navigator:** Alistair Humphrey

1995 Nissan Skyline GT-R V-Spec 847  
**Driver:** Liam Howarth  
**Navigator:** Larry Howarth

2000 Ferrari 360 Challenge 874  
**Driver:** Con Whitlock  
**Navigator:** Mandy Whitlock

1998 TVR Chimaera 882  
**Driver:** Charles Nott  
**Navigator:** Nicole O’Neill

2001 Mitsubishi Evolution TME 6.5 886  
**Driver:** Robert Balint  
**Navigator:** Peter Lane

2007 Porsche 911 GT3 RS 907  
**Driver:** Peter Mayer  
**Navigator:** John Caldicott

2010 Mitsubishi Lancer Evolution X 908  
**Driver:** David Mathias  
**Navigator:** Kajeera Jenkins

2001 Mitsubishi Evolution TME 6.5 886  
**Driver:** Robert Balint  
**Navigator:** Peter Lane

2007 Porsche 911 GT3 RS 907  
**Driver:** Peter Mayer  
**Navigator:** John Caldicott

2010 Mitsubishi Lancer Evolution X 908  
**Driver:** David Mathias  
**Navigator:** Kajeera Jenkins

2008 Aston Martin V8 Vantage N24 909  
**Driver:** Philip Leith  
**Navigator:** Kim Taylor

2010 Audi TT RS Plus 913  
**Driver:** Matt Close  
**Navigator:** Gary Mourant

2007 Chevrolet Corvette Z06 914  
**Driver:** Daniel Ford  
**Navigator:** Nathalie Ford

2009 Mitsubishi Lancer Evolution X 915  
**Driver:** Clinton Arentz  
**Navigator:** Pete Burrey

2011 Mitsubishi Lancer Evolution X 918  
**Driver:** Brendan Winterbourn  
**Navigator:** Anthony Chudleigh

2014 Porsche Cayman S 919  
**Driver:** Jim Richards  
**Navigator:** Barry Oliver

2013 Renault Megane RS 265 922  
**Driver:** Adam Spence  
**Navigator:** Erin Kelly

2013 Mini John Cooper Works GP 923  
**Driver:** Andrew Robinson  
**Navigator:** Thomas Browell
**2008 Mitsubishi Lancer Evolution X**

- **Driver:** Barrie Smith
- **Navigator:** Jan Smith

**2011 Audi TTRS**

- **Driver:** Michael Minshall
- **Navigator:** Kirrilee Gentleman

**2008 Subaru Impreza S1I**

- **Driver:** Angus Kennard
- **Navigator:** Ian Wheeler

**2007 BMW Z4 M**

- **Driver:** Brad Robinson
- **Navigator:** Brian Robinson

**2013 Ford Mustang Shelby GT300**

- **Driver:** Craig Dean
- **Navigator:** Jenny Cole

**2009 Mitsubishi Lancer Evolution X**

- **Driver:** Roy Davis
- **Navigator:** Colleen Davis

**2005 Porsche 911 Turbo**

- **Driver:** Geoffrey Hewitt
- **Navigator:** Colleen Davis

**2013 Daytona Sports Cars Daytona Coupe**

- **Driver:** Andrew Clingeleffer
- **Navigator:** David Rust

**2009 Nissan GT-R**

- **Driver:** Frank Purdey
- **Navigator:** Cameron Reeves

**2013 Nissan GT-R**

- **Driver:** David Ayers
- **Navigator:** Robbie Bolton

**2008 Mitsubishi Evo 10 RS**

- **Driver:** Toby Gill
- **Navigator:** Sam Tapping

**2010 Audi R8 V10**

- **Driver:** Laurence Kalnin
- **Navigator:** Geoffrey Floyd

**2005 Mitsubishi Lancer Evolution 9 RS**

- **Driver:** Matthew Rickards
- **Navigator:** Michael Potter

**2008 Mitsubishi Lancer Evolution X**

- **Driver:** Max Williams
- **Navigator:** Bruce Bush

**2011 Nissan GT-R**

- **Driver:** Tony Quinn
- **Navigator:** Kat Catford

**2009 Nissan GT-R**

- **Driver:** Jamie Vandenberg
- **Navigator:** Dennis Sims

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A Jaguar feels deliberately different. It’s full of technology, yet full of emotion. Technology such as Adaptive Dynamics perfectly configures the car 500 times a second. And Jaguar Sequential Shift™ intuitively selects gear changes in the blink of an eye. It all goes into creating legendary sports cars that feel breathtakingly alive.

Discover more about what makes every Jaguar feel so alive.

JAGUAR.COM.AU

How alive are you?

*Recommended retail price for XF 2.0L TURBOCHARGED PETROL and the 2.2L TURBOCHARGED DIESEL Luxury versions. Car shown XF 2.0L TURBOCHARGED PETROL.
You deserve a sea change.

Those cheap airfares you see advertised are often anything but plain sailing especially when you add up all the costly extras and stress. That’s why Spirit of Tasmania is the only way to travel.

Confined to a seat or free to play?
There’s fun for kids of all ages with a playroom for the little ones and a games arcade and cinema for the bigger kids.

We dim the lights a little differently on departure.
Sail by night and you can experience a breathtaking sunset and all the wonders of the ocean by moonlight.

Your only luggage restriction is your car’s capacity.
Enjoy stress-free packing and take as much as you like. Fill your car with suitcases, golf clubs and fishing gear, as well as all the souvenirs from your trip.

Meals served fresh, not packaged in foil.
Great food and beverage options including à la carte dining at The Leatherwood Restaurant, family friendly meals at The Captain’s Table or a light snack at Lavender Cafe.

Exploring on board, not restless and bored.
You can take a stroll on deck, catch a movie, enjoy a meal or plan your trip at the info centre, there’s always something to do on board.

The first night of your holiday is on us.
With a range of accommodation options you will spend your first night relaxing at sea, arriving refreshed and ready to start the day.

spiritoftasmania.com.au/SeaTheDifference
2014 STAGE MAPS

SEE PAGES 40 & 41 FOR ROAD CLOSURES

KAYENA

Road stage
Targa stage
Other roads

LEG 0 TUESDAY
ROAD CLOSURE: 10:30 - 14:00

GEORGE TOWN

Road stage
Targa stage
Other roads

LEG 0 TUESDAY
ROAD CLOSURE: 11:00 - 15:30

LEG 1 WEDNESDAY
ROAD CLOSURE: 07:17 - 11:47

WESTWOOD

Road stage
Targa stage
Other roads

LEG 1 WEDNESDAY
ROAD CLOSURE: 08:01 - 12:31

HIGH PLAINS

Road stage
Targa stage
Other roads

FOLLOW: TARGA.COM.AU /TARGANEWS @TARGANEWS @TARGAAUS & #TARGATAS

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**ROAD CLOSURE**

**TUESDAY 6 MAY 2014**

**MUNICIPALITY OF WEST TARMAR**

**KAYENA**

Closure: 10:30 - 14:00

Road Closed: Between following roads:
- Auburn Road: Battery Road and Rowella Road
- Rowella Road: Auburn Road and Ballarat Highway

**MUNICIPALITY OF GEORGE TOWN**

**PROLOGUE**

Closure: 11:00 – 15:30

Road Closed: Between following roads:
- Edie Street: North End to Porter Street

**MUNICIPALITY OF LATROBE**

**MORIARTY**

Closure: 09.54 - 14.24

Road Closed: Between following roads:
- Bonnieys Lane: Moristry Road and Hermitage Road
- Hermitage Road: Bonnieys Lane and Oppenheimers Road
- Oppenheimers Road: Hermitage Road and Valley Field Road
- Valley Field Road: Oppenheimers Road and Chaple Road

**MUNICIPALITY OF KENTISH**

**MERSEYLEA**

Closure: 10.21 - 14.51

Road Closed: Between following roads:
- Native Plains Road: Lovett Flat Road and Merseylea Road
- Merseylea Road: Native Plains Road and Railton Road
- Railton Road: Merseylea Road and Sunnyside Road
- Sunnyside Road: Railton Road and Stockley Road

**MUNICIPALITY OF NORTHERN MINDS**

**LONGFORD**

Closure: 13.06 – 17.36

Road Closed: Between following roads:
- Catherine Street: Buwer Street and Hobbhouse Street
- Pakenham Street: Hobbhouse Street and Lackenby Street
- Malcomby Street: Pakenham Street and Catherine Street
- Catherine Street: Lackenby Street and Putney Street
- Putney Street: Catherine Street and Burnett Street
- Burnett Street: Putney Street and High Street
- High Street: Burnett Street and Pakenham Street
- Pakenham Street: High Street and William Street
- William Street: Pakenham Street and George Street
- George Street: William Street and Archer Street
- Archer Street: George Street and Godberich Street
- Godberich Street: Archer Street and Smith Street
- Smith Street: Godberich Street and Hockman Street
- Hockman Street: Smith Street and Park Street
- Park Street: Hockman Street and George Street
- Union Street: George Street and Cains Street

**WEDNESDAY 7 MAY 2014**

**MUNICIPALITY OF MEANDER VALLEY**

**WESTWOOD**

Closure: 07.17 - 11.47

Road Closed: Between following roads:
- Meander Road: Valley Hwy & Bridge North Road

**HIGH PLAINS**

Closure: 08.01 - 12.31

Road Closed: Between following roads:
- Wenterah Road: Mitchells Road and East Parkham Road

**MUNICIPALITY OF KENTISH**

**SHEFFIELD**

Closure: 08.58 - 13.28

Road Closed: Between following roads:
- Union Bridge Road: Lane Road and Paradise Road
- Paradise Road: Union Bridge Road and Clade Road

**MUNICIPALITY OF BURNHAM**

**NOK**

Closure: 09.25 - 13.55

Road Closed: Between following roads:
- West Nook Road: Dalwood Road and Nook Road
- Nook Road: West Nook Road and Sheffield Road

**MUNICIPALITY OF LATROBE**

**PALODONA**

Closure: 11.49 - 16.19

Road Closed: Between following roads:
- Bussel Road: Meroose Road and Meroose Road
- Meroose Road: Bussel Road and Paloma Road
- Paloma Road: Meroose Road and Paloma Dam Road
- Paloma Dam Road: Paloma Road and Lake Paloma Road
- Lake Paloma Road: Paloma Dam Road and Lower Barrington Road

**MUNICIPALITY OF BURNSHOT**

**ROSSARDEN**

Closure: 07.18 - 11.48

Road Closed: Between following roads:
- Stoney Creek Road: Shanty Road and Rossarden Road
- Rossarden Road: Stoney Creek Road and Rossarden

**MUNICIPALITY OF BREAK O’DAY**

**LEGERWOOD**

Closure: 11.16 - 15.46

Road Closed: Between following roads:
- Legerwood Lane: Tasman Highway and Flinders Road

**THE SIDELING**

Closure: 11:58 – 16:28 *11:30 from Launceston end

Road Closed: Between following roads:
- Tasman Highway: South Springfield Road and Cakenby’s Road

**MUNICIPALITY OF NORTHERN MINDS**

**LONGFORD**

Closure: 13.06 – 17.36

Road Closed: Between following roads:
- Catherine Street: Buwer Street and Hobbhouse Street
- Pakenham Street: Hobbhouse Street and Lackenby Street
- Malcomby Street: Pakenham Street and Catherine Street
- Catherine Street: Lackenby Street and Putney Street
- Putney Street: Catherine Street and Burnett Street
- Burnett Street: Putney Street and High Street
- High Street: Burnett Street and Pakenham Street
- Pakenham Street: High Street and William Street
- William Street: Pakenham Street and George Street
- George Street: William Street and Archer Street
- Archer Street: George Street and Godberich Street
- Godberich Street: Archer Street and Smith Street
- Smith Street: Godberich Street and Hockman Street
- Hockman Street: Smith Street and Park Street
- Park Street: Hockman Street and George Street
- Union Street: George Street and Cains Street

**THURSDAY 8 MAY 2014**

**MUNICIPALITY OF BURNSHOT**

**ROSSARDEN**

Closure: 07.18 - 11.48

Road Closed: Between following roads:
- Stoney Creek Road: Shanty Road and Rossarden Road
- Rossarden Road: Stoney Creek Road and Rossarden

**MUNICIPALITY OF BREAK O’DAY**

**LEGERWOOD**

Closure: 08.17 - 12.47

Road Closed: Between following roads:
- Legerwood Lane: Tasman Highway and Flinders Road

**WELDBOROUGH PASS**

Closure: 10.30 - 15.00

Road Closed: Between following roads:
- Tasman Highway: Pyengana and Welnborough

**MUNICIPALITIES OF DORSET**

**MOORINA**

Closure: 10.45 - 15.15

Road Closed: Between following roads:
- Tasman Highway: Pyengana and Welnborough

**MUNICIPALITIES OF DORSET**

**LONGFORD**

Closure: 13.06 – 17.36

Road Closed: Between following roads:
- Catherine Street: Buwer Street and Hobbhouse Street
- Pakenham Street: Hobbhouse Street and Lackenby Street
- Malcomby Street: Pakenham Street and Catherine Street
- Catherine Street: Lackenby Street and Putney Street
- Putney Street: Catherine Street and Burnett Street
- Burnett Street: Putney Street and High Street
- High Street: Burnett Street and Pakenham Street
- Pakenham Street: High Street and William Street
- William Street: Pakenham Street and George Street
- George Street: William Street and Archer Street
- Archer Street: George Street and Godberich Street
- Godberich Street: Archer Street and Smith Street
- Smith Street: Godberich Street and Hockman Street
- Hockman Street: Smith Street and Park Street
- Park Street: Hockman Street and George Street
- Union Street: George Street and Cains Street
**INFORMATION**

**FRIDAY 9 MAY 2014**

**MUNICIPALITY OF MEANDER VALLEY**

*MILE CREEK*  
Closure: 08.00 - 12.30

Road Closed: Between following roads:
- Pool Road
- Caveside Road
- Pool Road and Shalstone Road

**MUNICIPALITY OF KENTISH**

*CETHANA*  
Closure: 08.25 - 12.55

Road Closed: Between following roads:
- Mersay Forest Road
- Liena Road and Olivers Road
- Olivers Road
- Mersay Forest Road and Claude Road
- Claude Road
- Olivers Road and Cethana Road
- Cethana Road
- Claude Road and Cudgel Mountain Road

**MUNICIPALITY OF KENTISH AND CENTRAL COAST**

*CASTRA*  
Closure: 09.00 - 13.30

Road Closed: Between following roads:
- Back Road
- Wilmot Road and Spellmans Road
- Spellmans Road
- Back Road and Castra Road

**MUNICIPALITY OF CENTRAL COAST**

*SANDULA*  
Closure: 10.29 - 14.59

Road Closed: Between following roads:
- Tasandula Road
- Preston Road and Liena Road
- Liena Road
- Tasandula Road and Preston Road

**MUNICIPALITY OF WARATAH WYNYARD**

*OLDINA*  
Closure: 11.29 - 15.59

Road Closed: Between following roads:
- Oldina Road
- Timothy Drive and Johnsons Road
- Johnsons Road
- Oldina Road and Mount Hicks Road

**MUNICIPALITY OF WARATAH WYNYARD**

*HELLEY GORGE*  
Closure: 11.54 - 16.24

Road Closed: Between following roads:
- Murchison Highway
- Choveaux Road and North Goderich Road

**MUNICIPALITY OF WEST COAST**

*PLIMSOLE*  
Closure: 12.52 - 17.22

Road Closed: Between following roads:
- Anthony Main Road
- Murchison Highway and Zeehan Highway

*RINGADEENA*  
Closure: 13.34 - 18.04

Road Closed: Between following roads:
- Lyell Highway
- Zeehan Highway and Strahan

**SATURDAY 10 MAY 2014**

**MUNICIPALITY OF WEST COAST**

*REECE DAM*  
Closure: 07.00 - 11.30

Road Closed: Between following roads:
- Pieman Road
- Wian Road and Murchison Highway

*PIEMAN*  
Closure: 07.00 - 11.57

Road Closed: Between following roads:
- Pieman Road
- Wian Road and Murchison Highway

**MUNICIPALITY OF WARATAH WYNYARD**

*MURCHISON*  
Closure: 08.14 - 12.44

Road Closed: Between following roads:
- Murchison Highway
- North Goderich Road and Choveaux Road

**MUNICIPALITY OF CENTRAL COAST**

*NATIVE*  
Closure: 09.54 - 14.24

Road Closed: Between following roads:
- Camena Road
- Upper Natone Road and Stotts Roads
- Stotts Road
- Camena Road to Wilmot Road

**MUNICIPALITY OF CENTRAL COAST AND CITY OF BURNIE**

*RANNA*  
Closure: 11.00 - 15.30

Road Closed: Between following roads:
- South Riana Road
- Pin Road and Upper Natone Road
- Upper Natone Road
- South Riana Road and Ridgley Highway

**MUNICIPALITY OF WEST COAST**

*MOUNT BLACK*  
Closure: 12.05 - 16.35

Road Closed: Between following roads:
- Murchison Highway
- Anthony Road and Rosebery

*ROSEBERY*  
Closure: 12.32 - 17.02

Road Closed: Between following roads:
- Murchison Highway
- Rosebery and Melba Flats

**MUNICIPALITY OF WEST COAST**

*STRAHAN*  
Closure: 06.43 - 11.13

Road Closed: Between following roads:
- Lyell Highway
- Strahan and Zeehan Highway

*QUEENSTOWN*  
Closure: 07.17 - 11.47

Road Closed: Between following roads:
- Lyell Highway
- Lake Road (Queenstown) and Linda

*MOUNT ARROWSMITH*  
Closure: 07.39 - 12.09

Road Closed: Between following roads:
- Lyell Highway
- Bradshaw Bridge and Derwent Bridge

**MUNICIPALITY OF CENTRAL HIGHLANDS**

*TARRALEAH*  
Closure: 08.54 - 13.24

Road Closed: Between following roads:
- Lyell Highway
- Tangatina Road and Oldina Drive (South)

**MUNICIPALITY OF DERWENT VALLEY**

*ELLENDALE*  
Closure: 10.30 - 15.00

Road Closed: Between following roads:
- Dawson Road
- Lyell Hwy and Ellendale Road
- Ellendale Road
- Dawson Road and Dillons Road

**CITY OF CLARENCE**

*GRASSTREE HILL*  
Closure: 12.01 - 16.35

Road Closed: Between following roads:
- Grasstree Hill Road
- Malcoms Hut Road and Sugarloaf Road

Further details relating to road closures and alternative routes may be obtained by contacting Targa Australia on (03) 6221 8800 or online at www.targa.com.au
ALWAYS

• STAY ALERT! The unexpected may happen.
• WAIT until the police car with the flashing lights and siren passes your location before moving onto or across the road. Some racecars may have been delayed in the passage of competition.
• STAND where you can see the competing cars coming and going.
• LEAVE yourself room to move away quickly.
• SPECTATE from behind the ‘green and white’ or ‘orange’ (town stages) tapes.
• KEEP CHILDREN under constant and close supervision.
• KEEP ANIMALS on a lead. Spectator marshals and senior officials have been trained in safe spectating procedures. Please obey their instructions. A Targa Stage will not start, or continue, until an official’s instructions are obeyed!

NEVER

• STAND in prohibited areas or sit close to the edge of the road (study the spectator viewing diagrams).
• STAND BELOW the level of the road in gutters, culverts or run-off (escape) routes for the competing cars.
• SIT at a location on the same level as the cars. Standing will allow for a quick escape if required.
• STAND BEHIND the red and white striped tape, in front of arrows or signs relevant to the running of the event.
• BE DISTRACTED. Always face the competing cars.
• STAND OR CROSS the road while it is official closed.
• PLAY GAMES with your safety, or with that of the competitors.

ROAD CLOSURES

The road will be officially closed with the passage of a police car with red flashing lights and a siren approximately one hour before the first car is due. After closure, do not move onto or across the road, as cars will pass at approximately 30 second intervals. The road will be closed up to 4.5 hours.

Exact road closure times will be published in the local press, one week before the event. The road will be officially opened with the passage of a marked police car with flashing bar lights and a siren soon after the last car has passed. Do not move onto the road until after the police car has passed.

SPECTATORS AND RESIDENTS

Targa Tasmania is unique for many reasons, but one of the most important is that it provides an unparalleled opportunity to see some great motorsport action.

Whether from your front doorstep or the recommended spectator points, everyone can take part in the excitement of Targa Tasmania. The action can be viewed from the special spectator points recommended by the organisers for safety and excellent view of the cars. Please ensure you read the spectator safety information before heading to a live Targa Stage.

Official spectator points are indicated on the special stage maps within this guide. Some stages go into ‘lock down’, which means that no one can enter or leave the stage within the prescribed time; some spectator points are viewable from access roads. Please be sure to check when your chosen stage closes and reopens.

Road closure times are listed within this guide. The maximum road closure time is four and a half hours.

SAFE SPECTATING

The easy and safe way to enjoy watching Targa Tasmania.

WARNING! MOTOR SPORT CAN BE DANGEROUS – PLEASE OBSERVE THE FOLLOWING GUIDE

SPECTATOR EXCLUSION ZONES

Tight Left or Right Corner

Keep Left or Right

Left or Right Sweeping Bend

Turn Left or Right at Cross Road

Left or Right Hairpin

Turn Left or Right at T Junction

DISCLAIMER - Exclusion of liability, release and assumption of risk:

MOTOR RACING IS DANGEROUS

Persons are reminded that motorsport is dangerous and accidents do happen. All care is taken to protect the public but you are warned that there is a possibility of an accident causing property damage, injury, or death. In exchange for being able to attend or participate in the event, you hereby acknowledge that the entry to the event has a degree of danger and agree to release Octagon Australia, Targa Tasmania, Confederation of Australian Motorsport, clubs, corporations, organisations and persons having any connections with the promoting, organising or conduct with the event shall have no liability to you except in regard to any rights you may have arising under the Trade Practice Act 1974.
BEST SPECTATING

LEG ZERO – TUESDAY 6 MAY
TEMCO GEORGE TOWN PROLOGUE

Being the first day of the event, this is your best chance to see the entire field in action! See the quick cars jump over Low Head Main Road on William Street, negotiate the complex chicane on Macquarie Street or mingle with the teams in Regent Square after their run.

LEG ONE – WEDNESDAY 7 MAY
SHANNONS PALOONA TARGA STAGE

A favorite stage of home town hero Jason White and within easy drive of Devonport, the junction of Buster Road and Melrose Road is a great location to check out his form in the Mitsubishi Lancer Evo 9, his replacement for the ill-fated Lamborghini.

LEG THREE – FRIDAY 9 MAY
COUNTRY CLUB CETHANA TARGA STAGE

Described by those who might know, as the best rally stage in the world! Drive in from Sheffield on Claude Road to the junction of Olivers Road.

LEG FOUR – SATURDAY 10 MAY
TAS VACATIONS NATONE TARGA STAGE

A stage that has a long history under varying names, the junction of Camena Road and Stotts Road has it all with a quick approach, bridge crossing then hard turn into an uphill sprint. Great viewing close to Burnie.

LEG TWO – THURSDAY 8 MAY
SHANNONS LONGFORD TARGA STAGE

Famed as home of the Australia Grand Prix in the 50's and 60's, motorsport is still alive and well in the township of Longford with more than two decades of history hosting a Targa Tasmania town stage. Best viewing is had on George Street, between William and Archer Streets.

LEG FIVE – SUNDAY 11 MAY
FUJI XEROX QUEENSTOWN TARGA STAGE

For the committed spectator getting in prior to road closure, the 99 bends and moonscape elevating up out of Queenstown provide spectacular viewing of both the targa field and media helicopters!

FOR MAPS OR MORE INFORMATION VISIT WWW.TARGA.COM.AU

FOLLOW: TARGA.COM.AU  /TARGANEWS  @TARGANEWS  @TARGAAUS  &  #TARGATAS
Zoom into Country Club Tasmania, the best location in town to access all of the action from Targa Tasmania 2014. Located minutes from Launceston's CBD, Country Club Tasmania is nestled amongst 300 acres of parkland, lakes and rolling paddocks. It is a perfect platform for guests to explore the Tamar Valley wine region and the rugged beauty of Northern Tasmania.

We offer the best in dining, luxury accommodation, relaxation and recreational facilities including a variety of accommodation choices from hotel rooms and 3-star luxury suites, to the pub style Loft Bistro, we offer a range of options to suit everyone's taste. Relax and enjoy a great selection of drinks in one of our unique bars, from the modern Onyx Targa Bar, specialising in Tasmanian beers to the historic Birdcage cocktail bar where you can get into the live local music scene seven nights a week.

And at the end of a long day, retreat to one of our guest rooms or suites which Mount Wellington and River Derwent views come as naturally as our great service. As Hobart's entertainment hub, Wrest Point hosts a variety of world class performers and entertainers every year. Check out tutas.com.au for upcoming shows.

For more information visit our website or phone Guest Services on 03 6221 1700.

www.countryclubtasmania.com.au
www.wrestpoint.com.au
www.rdabrakes.com.au

RDA-EBC BRAKES is a long time sponsor of many motoring events around Australia with both individual teams, events and race series. Current involvements cover road tarmac with Targa Australia, track racing with Aussie Race Cars / Commodore Cup / Saloon cars / Various Owners Clubs, drifting entrants and rallying competitors. Rotor & Drums Australia (RDA) have the largest range of disc rotors and brake drums in Australia.

Complimenting this is an array of matching brake pads and shoes in both RDA brand and from the World's largest brake pad manufacturer, EBC Brakes from the UK.

With a range of 7 different types of brake pads which cover the different driving styles, vehicle types and environmental conditions around Australia, we have the correct brake pad to suit all situations.

With nine warehouses around Australia and an Australia wide product warranty, offered through 980 distributors and 8,000 registered fitters, RDA-EBC Brakes have you covered. RDA-EBC Brakes have been supplying braking products for your cars for 20 years throughout Australia, the industry knows who we are and now its time you did too - 8,000 brake specialists around Australia can’t be wrong!

RDA-EBC Brakes - the brakes that stop a nation - what’s stopping you?
As part of Tasmania’s economic and community landscape for the past 51 years, TEMCO has been associated with TARGA since 1994. Bringing TARGA to George Town through the TEMCO Prologue (Day Zero) has been part of TEMCO’s continuous support for the community in which we operate. As well as a range of community sponsorships and partnerships, TEMCO contributes $150M Gross State Product (GSP) to the Tasmanian economy through employment and purchase of goods and services. Established in 1962, TEMCO is part of the global resources company BHP Billiton. As Australia’s only manganese alloy producer, TEMCO (the Tasmanian Electro Metallurgical Company) exports to 57 customers in 15 countries. TEMCO’s product, manganese alloys, is an essential additive in the manufacture of steel – increasing its strength, impact resistance and resistance to wear. TEMCO’s 350 direct and indirect employees and contractors are among the 100,000 people who live in the picturesque Tamar Valley. The TEMCO Prologue day brings significant economic benefits and international profile to George Town and the surrounding area, as well as an enjoyable and entertaining day for all ages. Our involvement reflects our commitment to bring value to an exciting, vibrant community, as part of our BHP Billiton charter.

Tasmania’s finest produce in the contemporary restaurant or watch a movie in the on board cinema – the choice is yours! Why not begin this exciting adventure with your family and friends and arrive relaxed, refreshed and ready for this premium motoring event? Make your next holiday a trip to see how we can help you.
Welcome to ONYX
Official Targa Bar for Targa Tasmania 2014

- Stunning location with waterfront views
- 12 beers on tap
- Major sport action on the mega-screen
- Delicious bar food – including pizzas from midday to 9pm
Shannons insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer
- Agreed value
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- Laid up cover
- One excess free windscreen claim per year
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- Pay by the month premiums at no extra cost

Call Shannons on 13 46 46 for a quote on your special car, daily drive, bike or your home, and speak with a genuine enthusiast.