
Delta **dh** News

The monthly newsletter of Delta Hydraulics Pty Ltd

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TARGA EDITION

Delta Hydraulics And White Hot Motorsport



A Winning Combination

Welcome to the 2005 Targa Tasmania edition of the Delta News. Once again Tasmania has been invaded by a cavalcade of very fast and very expensive machines here to compete in one of the worlds greatest tarmac rallies. A lot of interest this year will be centred around the entry of two Lamborghini Gallardos valued at over \$400,000 each. These are factory backed entries and the car is making its world motor sport debut. The lead car is being driven by Tasmanian motor racing identity and duel Nations Cup champion Paul Stokell the other by champion Australian golfer Stuart Appleby.



year. Another high profile driver this year is V8 Supercar driver Tony Longhurst who will be making his Targa Tasmania debut driving a Subaru WRX Sti

The White Hot Motorsport team of John and Jason White will start this years race as favourites after victories in Rallye Burnie last year and more recently in Rally Tasmania. In both events they beat Jim Richards in his Porsche proving that they not only

have the car but also the skill and the team to win this event.

Ed.

Jim Richards is back again driving a Porsche GT3 to try and reclaim the crown he lost last

The car

The team have entered the same car as last year, a 2001 model Nissan Skyline GT-R Vspec II N1. A great deal of development has gone into the car in the last 12 months both on and off the track. The car is now reliable and extremely quick in both wet and dry conditions and should be a strong package for this years event.

Right: John and Jason on the way to victory in last years Rallye Burnie



Engine and Transmission

Layout	Front-engine / AWD
Drag Coefficient [cd]	NA
Curb Weight [lb (kg)]	3395 (1540)
Overall Length [in. (mm)]	181.1 (4600)
Overall Width [in. (mm)]	70.3 (1785)
Overall Height [in. (mm)]	53.5 (1360)
Wheelbase [in. (mm)]	104.9 (2665)
Track Front [in. (mm)]	58.3 (1480)
Track Rear [in. (mm)]	58.7 (1490)
Steering	Rack & Pinion; Speed Sensitive Power Ass. "HICAS" 4WS.
Type	RB26DETT - Inline-6; Twin-Turbo Charged
Valve train	dohc 4-valve/cyl
Displacement [cc]	2568
Bore & Stroke [mm]	86.0 x 73.7
Compression Ratio	8.5:1
Red line [rpm]	9000
Gearbox	Getrag 6 speed
1st	3.827
2nd	2.360
3rd	1.685
4th	1.312
5th	1.000
6th	0.793
Final drive	3.545

Suspension

Front	MacPherson struts with an additional link, Lower A-Arms, Coil Springs
Rear	Multilink Setup with Coil Springs, Tube Shocks, Anti-Roll Bar

Brakes & Tyres

Front - Brakes	370mm ventilated discs fitted with 8 piston White Hot calipers
Rear - Brakes	330mm ventilated discs fitted with 4 piston White Hot calipers
Front Wheels	18"
Rear Wheels	18"
Tyres front	265/35 ZR18
Tyres rear	265/35 ZR18

The Event

Georgetown Temco Prologue

Perfect conditions awaited the competitors for the start of the Temco Prologue at Georgetown. The Prologue is held to determine starting positions for the event proper. The cars posting the fastest times are the last away on the first day of the event. The White Hot team put in a solid performance to clock fourth fastest time of 3:15.07 which was 4.6 seconds faster than their 2004 time. Jim Richards & Barry Oliver were fastest with a time of 3:11.67, second fastest was the Porsche of Quinn & Wenn 3:12.96 with the Nissan Skyline of Beable & Beable placing third in a time of 3:13.81.

The much anticipated appearance of the Lamborghinis did not produce the results expected with them posting the 17th and 48th fastest times.



Left: Paul Stokell's Lamborghini Gallardo takes a nose dive during the Prologue

Day 1 – The Northern Loop

Eight competitive stages were held today. Starting in Launceston then heading to Devonport for a lunch break and back down to Launceston. The three stages before lunch were relatively easy and most of the top teams used them as a warm up for the afternoon session. After the lunch break stages were run through Devonport, Nook, Sheffield, Quamby Brook and Longford.

The White Hot team pushed hard from the outset and cleaned every stage of the day except for Nook where they dropped just 1 second. Jim Richards chased hard in his Porsche but had no answer for the speed shown by John and Jason's Skyline. *"We lost time on Nook and Sheffield stages - we were just too slow compared to Jason (White),"* Richards said.



At the end of the day the official score board showed Richards in the lead closely followed by Paul Stokell and then the White Hot team in third. However after the times were queried by several competitors all times were investigated and several errors were found and then corrected. This now put John and Jason in the lead 16 seconds ahead of Richards and Oliver with Quinn and Wenn, in another Porsche, in third place.

There were 8 stages held on Day 1

Stage	Penalty Time
1. Legana -----	0:00 (= fastest)
2. Hollwell-----	0:00 (= fastest)
3. Moriarty-----	0:00 (= fastest)
4. Devonport-----	0:00 (= fastest)
5. Nook -----	0:01 (fastest)
6. Sheffield -----	0:00 (fastest)
7. Quamby Brook-----	0:00 (= fastest)
8. Longford -----	0:00 (= fastest)

Top 10 positions at the end of Day 1

Pos	Crew	Vehicle	Margin
1	John White, TAS- Jason White, TAS	Nissan Skyline GT-R V-spec II	0:00:00
2	Jim Richards, VIC- Barry Oliver, TAS	Porsche 911 GT3 CS	0:00:16
3	Tony Quinn, QLD- Keith Wenn, QLD	Porsche 911 Turbo	0:00:17
4	Paul Stokell, VIC- Peter Roberts, TAS	Lamborghini Gallardo	0:00:18
5	Warwick Rooklyn, NSW- Linda Long, NSW	Mitsubishi Evolution Lancer VII	0:00:24
6	Greg Garwood, TAS- John Allen, QLD	Porsche 911 Turbo	0:00:50
7	Ray Lintott, NSW-Fred Gocentas, Lithuania	Porsche 911 GT3 CS	0:01:05
7	Russell Kempnich, QLD-Greg McWhinney, QLD	Porsche 911 GT3	0:01:05
7	Kevin Weeks, SA-Jahmeil Taylor SA	Porsche 911 GT2	0:01:05
10	Scott Juniper, QLD-Dan Bowden, QLD	Porsche 911 Turbo	0:01:08

Day 2 – The East Coast Trundle

Today saw the competitors head down the East Coast of Tasmania to Hobart. First competitive stage for the day was the infamous Sideling, which for the first time in recent history failed to claim a victim



with all cars making it through unscathed. The White Hot team started the day in first place with a 16 second lead and pushed as hard as they could but were overtaken for the lead by the Lamborghini of fellow Tasmanian Paul Stokell on the Winnaleah stage. Stokell's Lamborghini revelled in today's perfect conditions and showed just how quick it could be. By the end of the day the White Hot team of John and Jason White had been pushed back to fourth position 39 seconds behind the leader.

"We're trying as hard as we can," said White. "I don't think there were many places today for us to make up time. We did as much as we could yesterday and there wasn't much room for improvement today."

After nine competitive stages today Paul Stokell held 24 second lead over Richards and Oliver in second and a further 3 seconds back to Quinn and Wenn in third position.



There were 9 stages held on Day 2

Stage	Penalty Time
9. The Sideling -----	0:59 (6 th fastest)
10. Derby -----	0:29 (4 th fastest)
11. Winnaleah -----	0:33 (4 th fastest)
12. Weldborough Pass ----	0:46 (4 th fastest)
13. St Marys Pass -----	0:28 (=4 th fastest)
14. Elephant Pass-----	0:47 (6 th fastest)
15. Cranbrook-----	0:00 (= fastest)
16. Triabunna -----	0:00 (= fastest)
17. Grasstree Hill-----	0:17 (2 nd fastest)

Top 10 positions at the end of Day 2

Pos	Crew	Vehicle	Margin
1	Paul Stokell, VIC- Peter Roberts, TAS	Lamborghini Gallardo	0:00:00
2	Jim Richards, VIC- Barry Oliver, TAS	Porsche 911 GT3 CS	0:00:24
3	Tony Quinn, QLD- Keith Wenn, QLD	Porsche 911 Turbo	0:00:27
4	John White, TAS- Jason White, TAS	Nissan Skyline GT-R V-spec II	0:00:39
5	Warwick Rooklyn, NSW- Linda Long, NSW	Mitsubishi Evolution Lancer VII	0:01:10
6	Greg Garwood, TAS- John Allen, QLD	Porsche 911 Turbo	0:01:35
=7	Rex Broadbent, VIC-Michael Goedheer, VIC	Daytona Coupe	0:02:52
=7	Kevin Weeks, SA-Jahmeil Taylor SA	Porsche 911 GT2	0:02:52
9	Scott Juniper, QLD – Dan Bowden, QLD	Porsche 911 Turbo	0:02:54
10	Jeff Beable, VIC-Nerida Beable, VIC	Nissan Skyline GT-R V-Spec II	0:03:13

Day 3 – The Southern Loop

Day three dawned cold and wet, ideal conditions for the White Hot Motorsport Skyline. With a 39 second deficit to make up John and Jason would need to drive their car to the limit today to try and catch Stokell. The day started well with the team putting the fastest times on the first four competitive stages, overtaking Quinn and Wenn then soon after Richards and Oliver. They were taking great chunks of time out of Stokell's lead and forcing him to drive harder to maintain his front position. Then on the Cygnet stage disaster for Stokell when he got out of shape and put his Lamborghini into a bank causing \$40,000 worth of damage to his car ending his race. This incident combined with the wet conditions played right into the White Hot team's hands and gave them a 27 second lead at the end of day three.



Jason White - "Today was good, we had a great day on the wet stages but we lost time again on the dry ones. We've been giving our tyres a hiding, so we're hoping for more rain. If it stays dry, we'll be in trouble and Jim (Richards) and Tony Quinn will come and get us."

Paul Stokell surveys the damage to his car after putting it into a bank.
There were 8 stages held on Day 3

Stage	Penalty Time
18. Bonnet Hill -----	0:02 (fastest)
19. Howden -----	0:14 (fastest)
20. Oyster Cove -----	0:20 (fastest)
21. Woodbridge Rev -----	0:17 (fastest)
22. Flowerpot Rev -----	0:04 (2 nd fastest)
23. Cygnet Short -----	0:50 (= fastest)
24. Longley -----	1:06 (5 th fastest)
25. Ridgeway Park -----	0:21 (=2 nd fastest)

Top 10 positions at the end of Day 3

Pos	Crew	Vehicle	Margin
1	John White, TAS- Jason White, TAS	Nissan Skyline GT-R V-spec II	0:00:00
2	Tony Quinn, QLD- Keith Wenn, QLD	Porsche 911 Turbo	0:00:27
3	Jim Richards, VIC- Barry Oliver, TAS	Porsche 911 GT3 CS	0:00:43
4	Greg Garwood, TAS- John Allen, QLD	Porsche 911 Turbo	0:01:43
5	Warwick Rooklyn, NSW- Linda Long, NSW	Mitsubishi Evolution Lancer VII	0:02:42
6	Kevin Weeks, SA- Jahmeil Taylor SA	Porsche 911 GT2	0:04:36
7	Rex Broadbent, VIC- Michael Goedheer, VIC	Daytona Coupe	0:04:59
8	Scott Juniper, QLD- Dan Bowden, QLD	Porsche 911 Turbo	0:05:09
9	Jeff Beable, VIC- Nerida Beable, VIC	Nissan Skyline GT-R V-Spec II	0:05:10
10	Tony Longhurst, NSW- Michael De Vere, QLD	Subaru Impreza WRX Sti	0:06:16

Day 4 – The North West Challenge



The team's prayers for rain on day four fell on deaf ears with all the stages in the morning session being dry. This did not deter John and Jason as they pressed on and protected their lead. The afternoon stages from Mole Creek through to Burnie were wet, however the team ran into some mechanical difficulties, first losing their ABS then hydraulics problems causing a failure in the centre differential. This saw the car going from four wheel drive to one wheel drive for about half of the Cethana stage and costing the team their lead. Jim Richards came out of Cethana with a one second lead, but this was to be short lived as the White Hot team

sorted some of their problems and took advantage of the wet conditions to charge ahead with some good time on the final stages of the day to take back a slender lead. Tony Quinn and Greg Garwood, both in 4wd Porsches, put in strong performances to keep in touch with the leaders.

"I'm surprised we're still in front," said White. "We had a hydraulic problem with our centre diff in Cethana and Jim (Richards) caught us. It's going to be hard to defend any lead we've got unless it rains tomorrow."



There were 10 stages held on Day 4

Stage	Penalty Time
26. Hobart (Domain)-----	0:00 (= fastest)
27. Colebrook-----	0:00 (= fastest)
28. Ross -----	0:00 (= fastest)
29. Symmons Plains -----	0:03 (= 8 th fastest)
30. Mole Creek -----	0:19 (= 6 th fastest)
31. Cethana-----	2:18 (5 th fastest)
32. Wilmot -----	0:14 (3 rd fastest)
33. Gunns Plains -----	0:51 (3 rd fastest)
34. South Riana-----	1:03 (3 rd fastest)
35. Natone -----	0:23 (3 rd fastest)

Top 10 positions at the end of Day 4

Pos	Crew	Vehicle	Margin
1	John White, TAS- Jason White, TAS	Nissan Skyline GT-R V-spec II	0:00:00
2	Jim Richards, VIC- Barry Oliver, TAS	Porsche 911 GT3 CS	0:00:04
3	Tony Quinn, QLD- Keith Wenn, QLD	Porsche 911 Turbo	0:00:18
4	Greg Garwood, TAS- John Allen, QLD	Porsche 911 Turbo	0:00:31
5	Warwick Rooklyn, NSW- Linda Long, NSW	Mitsubishi Evolution Lancer VII	0:02:44
6	Rex Broadbent, VIC-Michael Goedheer, VIC	Daytona Coupe	0:06:30
7	Kevin Weeks,SA-Jahmeil Taylor SA	Porsche 911 GT2	0:07:41
8	Scott Juniper,QLD-Dan Bowden, QLD	Porsche 911 Turbo	0:07:45
9	Jeff Beable, VIC-Nerida Beable, VIC	Nissan Skyline GT-R V-Spec II	0:08:16
10	Ric Shaw, NSW-James Parish, NSW	Mazda RX7 Series 8 RS	0:09:25

Day 5 – The West Coast Enduro

After an all night session in the workshop to fix the problems suffered on day four the White Hot team were confident they had a competitive car again. The first stage of the day through Hellyer Gorge soon had them worried when the ABS failed again, it was going to be a long hard day. Wet weather all day and snow on the Mt Arrowsmith stage helped them extend their advantage over Jim Richards, but the weather also helped the other four wheel drive teams and the John and Jason soon had Tony Quinn and Greg Garwood both nipping at their heels.

Quinn's challenge ended when he went off the road on the Queenstown stage. Garwood pressed on and continued to eat away at the Whites lead. The closest they could get was 6 seconds and that is where they stayed with John and Jason White holding on for the first all Tasmanian victory in 12 years. Greg Garwood and John Allen came home in second with Jim Richards and Barry Oliver third.





The win completed a trifecta for the White Hot team who also won the inaugural Rallye Burnie last year and earlier this year beat Jim Richards to take out Rally Tasmania..

There were 9 stages held on Day 5

Stage	Penalty Time
36. Hellyer Gorge -----	1:10 (fastest)
37. Mount Black-----	0:29 (3 rd fastest)
38. Rosebery -----	0:16 (3 rd fastest)
39. Strahan -----	0:51 (3 rd fastest)
40. Queenstown -----	1:11 (5 th fastest)
41. Mt Arrowsmith-----	0:00 (= fastest)
42. Tarraleah -----	0:32 (3 rd fastest)
43. Ellendale -----	0:00 (= fastest)
44. New Norfolk -----	0:00 (= fastest)

Top 10 positions at completion of Targa Tasmania 2004

Pos	Crew	Vehicle	Margin
1	John White, TAS- Jason White, TAS	Nissan Skyline GT-R V-spec II	0:00:00
2	Greg Garwood, TAS- John Allen, QLD	Porsche 911 Turbo	0:00:06
3	Jim Richards, VIC- Barry Oliver, TAS	Porsche 911 GT3 CS	0:00:39
4	Rex Broadbent, VIC-Michael Goedheer, VIC	Daytona Coupe	0:09:10
5	Kevin Weeks,SA-Jahmeil Taylor SA	Porsche 911 GT2	0:10:29
6	Scott Juniper,QLD-Dan Bowden, QLD	Porsche 911 Turbo	0:11:25
7	Jeff Beable, VIC-Nerida Beable, VIC	Nissan Skyline GT-R V-Spec II	0:12:11
8	Ric Shaw, NSW-James Parish, NSW	Mazda RX7 Series 8 RS	0:12:19
9	Tony Longhurst, NSW-Michael De Vere, QLD	Subaru Impreza WRX Sti	0:12:22
10	Stuart Appleby, VIC-Peter Burrey, NSW	Lamborghini Gallardo	0:13:23



Winners Jason and John White

"It was a sweet relief and I am all out of adrenalin. We knew we couldn't relax too much today but we had enough of a lead not to take any risks and let the others eat into it a bit," said White.

"The crew is ecstatic; they have worked as hard as we have. Had it been a dry last day, the results would have been different- that's why we trust our Nissan to do the job. There is no other car you'd rather be in, in conditions like today."



Second place Greg Garwood and John Allen

"It's great to finish behind Jason and in front of Jim," said Garwood. "We left our dash a bit late - we thought we might be quicker in the rain. We're a new team and it's a new car, but we worked together, particularly in the last two days when we had the quickest times on quite a few stages."



Third place Jim Richards and Barry Oliver

"We are very happy. Over 45 stages, our losing margin only equates to a second a stage. We knew if it was wet we would struggle, but to be only four seconds off the lead at the start of the last stage was terrific," said Richards.

"If it was dry we would have been a chance. You definitely need a 4WD, we've tried two years in a row with a 2WD and we've been close. Conditions vary so much and we've never had a completely dry Targa Tasmania."

All photos are courtesy of Perfect Prints.