

Andy Bryson's Targa Tasmania Rally Imp – Part Two

Ian Scott, Fremantle and Andy Bryson, Sorrento, Western Australia

Picking up from where we left off in Part One in May's *Impressions*, the truck delivered the car to Adelaide in good time – and now over to Andy to tell the *Tale of the Targa*...

Targa Tasmania has been running since 1992 and consists of about 500 km of special closed road stages and of 1500 km touring. The event is open to most type of vehicles and this year's total entry was around 250 cars. For all those interested they have an excellent website targa.com.au/tc which has all the details.

This was my twentieth entry. My regular navigator, Roger Anders, who's also from Scotland but now lives in Malaysia, did a four-day recce to update our pace notes and overnight stops (governed by our traditional Scottish dietary requirements: pubs, bakeries and pie shops).

Our service crew, John and Michelle, had picked up the car from the truck depot and trailered it from Adelaide to Melbourne. As the ferry cost of the car and trailer combo was outrageous John drove the car through Melbourne to the ferry and then drove the 180 kilometres to the start point in Launceston to meet up with Roger and me. Once the pre-event documentation had been dealt with and the car had passed scrutineering we added the final touch: the ubiquitous Scottish saltire to the roof.

The Classic section of Targa is run on a handicap basis. A day-by-day account:

Day 1 consisted of three stages; the first had a minimum time where we had to slow to get over

the time! Then came the two competitive stages.

On Stage 1 the fuel mixture had proved very weak (AFR permanently installed) and so I went back to my old settings over the event. Why it changed I don't know though Tasmania is 15°C cooler than Perth.

On Stage 2 we tried a bit harder and the car filled up with so much dust the service crew had to buy a car vacuum cleaner. Stage 3 is round the streets of Georgetown on the north-east of the island. The Imp is not good on 90-degree junctions and missing one didn't help but it got me on the party tape. We ended up 22nd outright.

At the service halt we removed over 1 kg of sand and dust (the former was residue from the sandblasting process, the latter from Day 1 of the rally!)

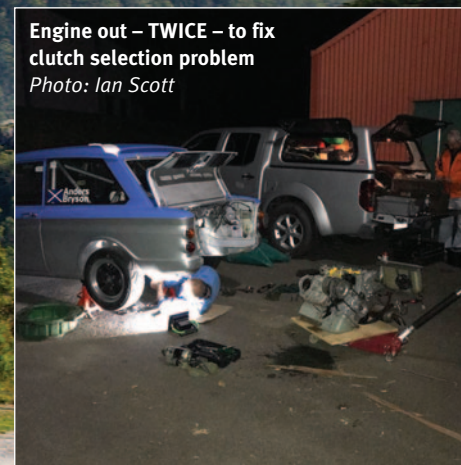
Day 2 consisted of six competitive stages run in the north-central part of the island. Due to the accident I never managed to get any track time to set up the suspension and brake bias, so I was taking it easy. We ran the day with no problems hitting max revs (8250) several times at 165 kph. The car's handling and brakes felt so good I left them alone for the entire event.

All went well until after lunch when the clutch started making noises and eventually wouldn't disengage. I managed to get through the last two stages but starting was very slow. Our stage times lifted us from 22nd on the first to 16th on the last Mount Rowland which would be an excellent stage if so much of it wasn't uphill! We moved up to 19th overall.

That evening's service went on till 3 a.m. and involved taking the engine out twice before we

Engine out – TWICE – to fix clutch selection problem

Photo: Ian Scott



Mount Roland

Photo: Angryman Photography

found the release arm had cracked. Fortunately I had a spare though once fitted it we still didn't have much clutch. More sand removed.

Day 3 was run down the east coast with lunch at St Helens. The stages went over several passes and were tight with a lot of uphill. The clutch survived okay but on the last two stages we started the stage on the starter (NOT Lucas). Stage times for the day were not good, not sure why as I don't use the clutch in stage as the gearbox is a dog box. That said, we'd moved up to 17th.

Spectacular Mount Roland again

Right: Cethana. Corning ability impressed

Far right: Cygnet, having just overtaken a

Dodge special

Photos: Angryman Photography



We got to the start of the next stage which was unfortunately very uphill, and we got stuck 50 metres from the start. We watched jealously as the rest of the field went by. Towing is included in the entry and the tow truck driver generously took us to his son's workshop in Burnie on the north coast. Out with the engine again! We found



the braided hose to the concentric slave cylinder had rubbed through on the ring gear. This was a relief as it was our last release bearing mechanism. We also changed the gearbox to a higher ratio as the remaining stages were fast. Another full vacuum bag of sand extracted. We left Burnie at 6 p.m. to drive to Strahan. All went well until I tried the lights, nothing. We drove the 200 km on the flasher switch as the original light switch was faulty, but it worked fine the next morning! We arrived at 8.15 p.m. just in time for a quick pub dinner.

Day 5 ran from Strahan to Hobart and the 3rd stage, Mt Arrowsmith, at 55.5 km, was the most enjoyable. We overtook six cars, and nothing went past us. We ended up 10th and averaged 110 kph. The car felt great. We were just outside the top ten for the next three stages.

Service in Hobart was almost straightforward. However, the exhaust had been damaged going on and off the tow truck. Our 3rd crew member, Grant, performed the necessary welding – not pretty but it worked! Yet more sand.

Day 6 was run south of Hobart in the Houn Valley around Cygnet. The first two stages are not particular favorites of mine, so I took it easy resulting in us dropping to 20th. The next stages I



To the podium ahead of a Holden Torana, Datsun 300 and Porsche 911
Photo: Ian Scott



knew well as they were run in Targa West Point. The Gardner Bay stage was cancelled as the the Tour leader had rolled severely. On Oyster Cove we lifted to 15th. On the Cygnet Stage I was still trying to beat my 1994 time which I just managed despite there being lots of loose gravel and we made it up to 8th. The last stage was Longley, where I beat my previous best by ten seconds and we remained in 8th position for the day. On the short drive to the finish the water temp rose to nearly 100°C which meant a slow drive to the line and the free bar!

I was very impressed by the new car. Both the navigator and I could sense how much more rigid this car felt to the last one. The experimental engine gave no problems and really pulled well from 4000 to 8250 rpm. No overheating of water or oil at 80°C/90°C, even on the 53 km stage. Oil pressure remained a healthy 58 psi, same as at the start. Gearbox temperature was over 100°C on the long stage but most of the time it sat on 80°C.

We ended up winning our Class and were second in Category.

Having completed 20 Targa Tasmanias, Andy qualifies for a free entry to his 21st Rally. Guess who'll be back next year!



Above: Class winners Andy Bryson and Roger Anders
Photo: Ian Scott

Below: Sideling. Pure symmetry
Photo: Angryman Photography



SPECIFICATION OF THE BRYSON RALLY IMP

BODYSHELL

- Bodyshell was sandblasted, fully rally prepared as recommended in the 1976 Dawson article in *Cars and Car Conversions*.
- Fully strengthened to works Rally specs.
- Modern 6-point FIA Full Roll Cage with 50mm central hoop.
- Laminated Windscreen, rally dash and auxiliary instrument panel.
- Front mounted radiator, Davis Craig electric water pump.

SUSPENSION

- Competition Department front and rear suspension arms.
- Large Gaz adjustable dampers front and rear.
- Rear springs: Monte Carlo, Front: 250 lb.

BRAKES

- Front Davrian (Alfa) discs 10.2" with Wildwood 4-pot callipers.
- Rear Davrian (Alfa) discs 10.2" with Hi spec 4-pot callipers with mechanical handbrake.
- Dual master cylinders with all braided lines.

WHEELS & TYRES

- 6 x 13" Revolution.
- 175/60x13 Dunlop DZ03G soft.

ENGINE

- 1085 cc, 74/63 mm bore/stroke. With steel rods and crank.
- Head modified with motor bike valves 1.4" inlet, 1.13" exhaust. 5mm stem.
- All valve gear from bike engine.
- Newman 410 (steel) cam on solid carrier.

CARBURETTORS

- Twin 40 Dellortos on Competition Department manifold

TRANSAXLE

- Straight-cut dog Jack Knight and Quaife limited slip differential.
- Strengthened gearbox casing.