



Porsche Club

Tasmania



FLAT CHAT

JULY 2019



‘Winners Are Grinners’ - The Victorious PCT Club Team



Quarterly Newsletter of the Porsche Club of Tasmania

A CAMS Affiliated Club

Honorary Life Member – Klaus Bischof (2010)

Life Member - Leon Joubert (2013)

Club Honours - John Pooley (2016) Rob Sheers (2016)

CONTENTS

Committee.....	3
Editorial.....	4
The Inside Line.....	5
Vale: Pamela Ward.....	6
Preliminary Notice of Annual General Meeting.....	7
Events Calendar.....	8
New Members.....	9
Motorkhana/Driver Training Day.....	10
PCT Club Awards Points 2019.....	11
Club Awards Points Scoring.....	12
Cover Story: PCT Team Wins CAMS Club Challenge.....	13
Targa Tasmania 2019.....	15
Northern EMR.....	22
North/Northwest EMR	23
Drive Day and Lunch: Stefiano Lubiana.....	25
Coffee Run With Autoclassica.....	26
Circumnavigation of Tasmania.....	27
Can You Live With A Cayenne?.....	32
2018/19 FIA WEC Championship.....	34
What Butzi Thinks.....	36
Membership Application Form	37

Opinions expressed in this Newsletter do not necessarily represent the opinions of the Editor, Chairman and Committee members of the Porsche Club of Tasmania, or Dr.Ing.h.c.f.Porsche AG or any of its authorised representatives



2018/19 Executive Committee of the Porsche Club of Tasmania

President	Kevin Lyons	Tel 0418 125 820 (m) kevdlyons@gmail.com
Vice-President	John Davis	Tel 0417 144 490 (m) hbtdavis@bigpond.net.au
Secretary	Leon Joubert	Tel (03) 6223 6461 (h) 0409 236 461 (m) joubertaus@gmail.com
Treasurer (Acting)	Chris McGregor	Tel, 0407 421 177 mcgregorfn.onmicrosoft.com
Assistant Secretary and Public Officer	Todd Kovacic	Tel (03) 6239 1666 (h) 0409 214 005 (m) tkovacic@netspace.net.au
Events Directors Social	Bob White Dimity White	Tel (03) 6225 0660 (m) 0407 502 300 bob.white@outlook.com.au dimitywhite@hotmail.com.au
Motorsport Director	John Pooley	Tel (03) 6260 2895 (bus) 0418 120 055 (m) jrdpooley@gmail.com
Membership	Joe Hand	Tel (03) 6227 8381 (h) 0468 348 968 (m) jghand@internode.on.net
Club Awards	Colin Denny	Tel. (03) 6243 8940 0418 127 907 (m) colindenny@netspace.net.au
Website	Paul Tucker	Tel (03) 6229 9244 (h) 0417 557 527 (m) tasgirevik@gmail.com
CAMS Official	Andrew Forbes	Tel 0418 763 787 (m) andrew.forbes.911@gmail.com
Northern Members	Kerry Luck	Tel 0417 518 660 (m) lucky2@bigpond.net.au
	Graeme Pitt	Tel (03) 6331 1269 0418 132 070 (m) grashe70@oulook.com
	Peter Haworth	Tel (03) 6327 3634 0418 130 375 (m) phaworth@bigpond.net.au
Newsletter Editor	Leon Joubert	Tel (03) 6223 6461 (h) 0409 236 461 (m) joubertaus@gmail.com

Postal Address: Porsche Club Tasmania, PO Box 910, Sandy Bay, TAS 7006

Meeting Venues:

Hobart: At 7.00 pm (Committee) and 8.00 pm (Members) on the 3rd Tuesday of every month at the Civic Club, 134 Davey Street, Hobart.

Launceston: At 9.00 am on the 3rd Sunday of every month at the Blue Cafe, Invermay Road, Inveresk.

JULY EDITORIAL

Next month it will be a year since founder President of the Porsche Club of Tasmania, John Pooley, stepped back to hand over the reigns to “young” Kevin Lyons as our new Club President.

John, who has now applied his considerable experience as a motor sportsman to the role of Motorsport Director, will no doubt be very pleased at how our Club has grown in membership and activities under the excellent guidance of Kevin and his team.

A notable part of that growth has been the success of members using their sports cars for motor sport enjoyment, the very essence of their original design and purpose.

Last year Mike Pritchard, co-driven by Gary Mourant, drove their GT3 to an outstanding 3rd overall in Targa Tasmania, superbly backed up by Peter Nunn and Keith Johnstone in 9th place overall in their Cayman GTS.

Our PCT members could not compete in all the rounds of the 2018 Australian Targa Championship yet Peter and Keith still ended the year in 6th position overall, with Michael and Gary 16th overall, the highest placed, and only Porsches among the top 25 in the entire series.

As most of us know, 400 bhp on wide, road spec tyres on wet roads are not for the faint hearted and this year's Targa Tasmania made life very treacherous for our best Club participants, though Chris Wilson and Megan Spurr kept their enthusiasm and skills sufficiently within bounds to record an excellent finish in their 1974 911 RS.

You can read their terrific report in this issue.

In the meantime our “Launceston Lightning” team struck at the Interclub Hill Climb Championship at Baskerville last year, and were then faced with the demanding challenge of having to increase their team performance by a margin of at least 3% to repeat their winning performance in 2019.

Lightning indeed strikes twice. Which is why Peter Nunn, Kerry Luck, Keith Johnstone, Peter Haworth and team captain Andrew Forbes feature on this month's cover.

In the meantime our friends at Porsche have proved to be as consistent and reliable as ever to wrap up a hotly contested 2018/19 FIA WEC GT Championship in both the Manufacturer's and Pro-Am categories against stiff competition from Ferrari, BMW, Aston-martin, Ford, and Corvette.

We also report on that very exciting and challenging series outcome.

Now get out there, and also enjoy your Porsche in some club sport events. That's what old Ferdinand and his family originally made them for.

Leon Joubert

Editor

joubertaus@gmail.com

THE INSIDE LINE - PRESIDENT'S PERSPECTIVE

This article provides Members with an insight as to some of the internal issues dealt with by your Committee, over the past 3 months.

As we approach the end of another financial year, we can reflect on what has been a huge year for PCT, with the Porsche 70th Anniversary Functions being memorable highlights. Our membership base is increasing steadily; approaching 200 & both Male & Female Members now have "Full Membership" status. This is significant milestone in the Club's history.

Our monthly events throughout the State, continue to appeal all round & attract very good support. Our Events Team will continue to offer functions to cater for the broad base we have & ranging from Coffee Runs, BBQ's, Motorsport, through to the popular Lunches & Dinners. If you have a particular function or event you would like us to consider, please contact our Events Team as we welcome your input.

Last week, 18 members participated in the Tour of Tassie (Circumnavigation) & this was a wonderful time for all involved. A full report is provided later in this publication.

Our Events Calendar is reproduced herein & we are delighted with the support to date for our annual President's Dinner, in October. We have 40 registrations already & there are only a handful of Cabins remaining. If you are intending to participate, I suggest you confirm through PCT Events as soon as possible.

By the time you read this, there will be six of us from Tasmania (Denny, Pooley, Lyons) meeting in Scotland for the International Porsche Tour of Scotland. This is one of many "Porsche Experience" Tours conducted by Porsche Germany, in most major countries worldwide. A current model Porsche, from the complete range (except for the high end GT cars), is provided & each day all international participants swap vehicles to ensure everyone experiences the different cars.

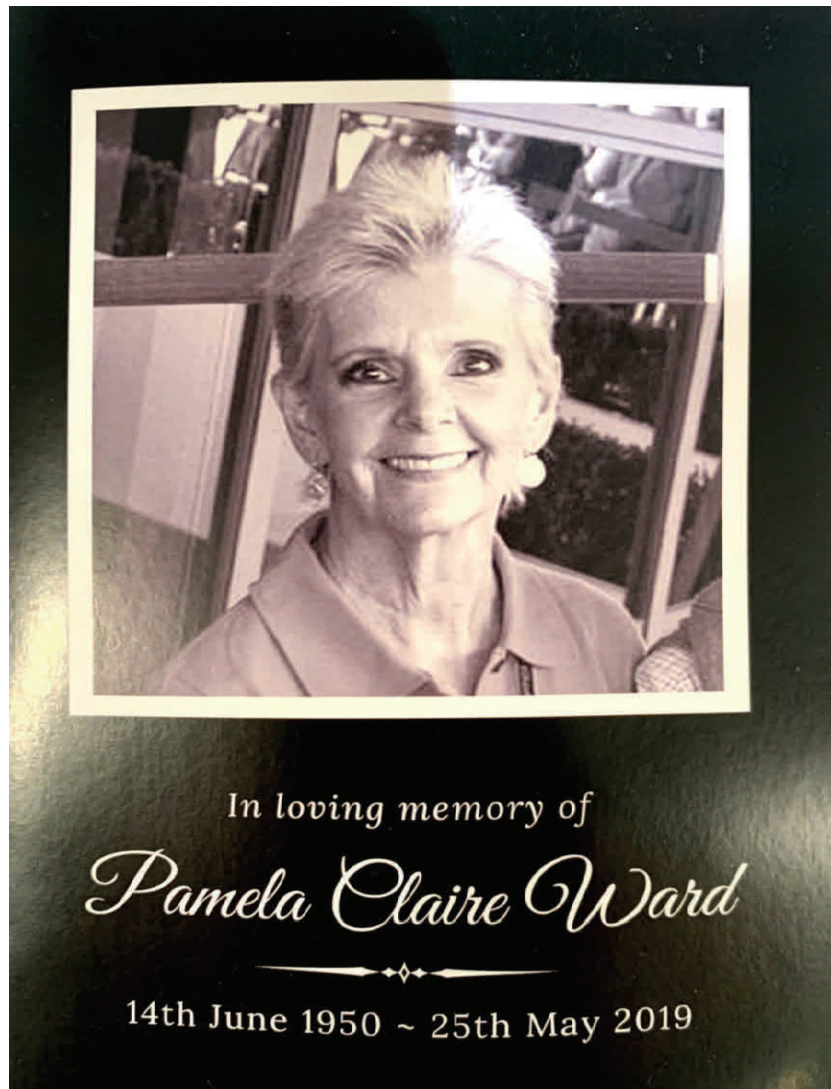
Another significant event for Porsche recently was the recent release of the stunning new 911 model. The improvements continue to amaze all & sundry & particularly the motoring journalists who rave about the car. A big thank you is extended to Adrian Brown & his team at Porsche Cars Hobart ("PCH") for hosting our Club at the dealership, for a close up look at the new model & for providing accompanying drinks & nibbles, compliments of PCH.

Kevin Lyons

President PCT



VALE – Pamela Ward



I am very saddened to convey to Members the recent passing of Pamela Ward. This beautiful Lady was well known to Porsche Club Members throughout Australia. Unfortunately, she succumbed to her long term health issues.

Pamela was employed by Porsche Cars Australia (“PCA”) for around 27 years and was the Marketing & Events Manager for Australia.

She conducted many events in Tasmania & was known to most through the Porsche Targa Tours of Tasmania & the Victorian High Country Tours. She was the face of Porsche at all major events, including the Melbourne Grand Prix.

She will be sadly missed in the Porsche Community.

Kevin Lyons

PCT President

PRELIMINARY NOTICE OF ANNUAL GENERAL MEETING

The 2019/20 Annual General Meeting of the Porsche Club of Tasmania will be held at the Poatina Chalet, at 65 Gordon Street, Poatina TAS 7302 at 14h00 on 25 August 2019.

In terms of the constitution of the Club all members of the Committee shall retire but be eligible for re-election.

In terms of the constitution of the Club the Committee shall consist of:

President;

Vice-President

Secretary

Treasurer

Motorsport Director

Committee Person(s).

Nominations for the 2018/19 Committee , and Agenda Items for discussion can be forwarded to the Club President at kevdyons@gmail.com , or the Club Secretary at joubertaus@gmail.com.

PORSCHE CLUB OF TASMANIA 2019/20 ELECTION OF OFFICE BEARERS

Nominations: (Only Financial Members may nominate)

I (Name)

Nominate (Name)

For the position of

Signature of nominator

Signature of nominee

Date/...../.....



Porsche Club
Tasmania



CALENDAR OF EVENTS

2019

- June** Bi-Annual Circumnavigation of Tasmania: Thursday 6th – Monday 10th
Northern Group, EMR, Sunday 16th
- July** Southern Group, EMR, Sunday 14th
Symmons Plains, PCT Driver Training & Motorkhana, 28th
PCT Club Championship Event
Northern Group, EMR, Sunday 21st
- August** Northern Group, EMR, Sunday 18th
AGM, Drive Day & Lunch, Poatina Chalet, Sunday 25th
- September** Northern Group, EMR, Sunday 15th
Drive Day and Lunch, Sunday 22nd
- October** Motorsport Event, Barrington Hill Climb (NWCC), Saturday 5th
PCT Club Championship Event
President's Dinner, Stewart's Bay Lodge, Saturday 19th
Northern Group, EMR, Sunday 20th
- November** Southern Group, EMR, Sunday 3rd
PNSW Dinner, Ball & Chain Restaurant, Saturday 9th
Motorsport Event, Hill Climb (PCT), Baskerville Raceway, Sunday 10th
PCT Club Championship Event
PCT Tour – Grampians/Barossa Valley/ Great Ocean Road, Friday 15th – 24th TBC
Northern Group, EMR, Sunday 17th

2019 CALENDAR OF EVENTS

December PCT Christmas Lunch, Red Feather Inn, Hadspen, Sunday 1st
Northern Group, EMR, Sunday 15th

2020

April PCV - Drive Day/PW1 Display/Dinner, Saturday 18th TBC

Compiled by Bob and Dimity White: pct.events@outlook.com

NEW MEMBERS

The Club extends a very warm welcome to the following new members.

Rob and Devonne Jones

Dale Ridgers

Alister McCrae

Darren and Ella Dixon

Michael Hutchinson and Cassandra Olive

As of 30 June 2019 total primary membership was 103 members.

Including partners and eligible dependants, membership stands at 190 members.

(There is nothing in the constitution of the Porsche Club of Tasmania that requires members or prospective members to own a Porsche car. Enthusiasts and friends of the Porsche brand are equally welcome.).

Motorkhana/Driver Training Day

Sunday 28th July at Symmons Plains Raceway

- Scrutineering from 8:00, Briefing 9:15, Start 10:00
- Pre event car discussion, tyre pressures, Q & A and more
- Observation laps
- Driver education + laps
- Grouped laps
- Drive laps
- BBQ lunch
- Inspect purpose built motorkhana 5200m² concrete pad
- Competitors briefing for those wishing to participate in the Motorkhana
- o Supplementary regulation on PCT website
- o CAMS L2S license required
- o Car to minimum CAMS regs
- o Helmet to minimum CAMS regs
- Cost for day \$50.00
- More details to come
- And - VOLUNTEERS NEEDED

For more information:

Kerry Luck

0417 518 660

lucky2@bigpond.net.au

Andrew Forbes

0418 763 787

andrew.forbes.911@gmail.com

PCT Club Award Points to end April 2019

PCT Southern Points

JOUBERT	Leon	95
WHITE	Bob	80
WHITE	Dimity	80
DENNY	Colin	55
SMART	Bruce	55
FORBES	Andrew	50
KOVACIC	Todd	50
DAVIS	John	45
LYONS	Kevin	45
MOODY	Milton	40
RIDGERS	Keith	35
POWE	Michael	30
VAN EMMERIK	Andy	30
BERRY	Paul	20
FINLAY	Bruce	20
FREE	Brett	20
HAND	Joe	20
HOBDEN	Michael	20
McGREGOR	Chris	20
MORRISBY	Cam	20
POOLEY	John	20
SHEERS	Rob	20
TUCKER	Paul	20
WHITE	Farrel	20
JUBB	Paul	15
ARNOLD	Mick	10
BARR	Hamish	10
BEHRAKIS	Dennis	10
BORCH	Michael	10
BURGHART	Yogi	10
CATCHPOLE	David	10
CLARK	Nick	10
ELKERTON	John	10
GEORGE	Kathy	10
JOHNS	Vicki	10
POOLE	Ivan	10
SHEARER	Brian	10
SKINNER	Marcus	10
STOVE	Keith	10
WALPOLE	Chris	10
WANG	Sijia	10
WILSON	Chris	10

PCT Northern Points

HAWORTH	Peter	80
LUCK	Kerry	50
PITT	Graeme	25
CABALZAR	Erica	20
HAWORTH	Dianne	20
LAVERACK	Martin	20
ZEUSCHNER	Greg	20
ZEUSCHNER	Michael	20
ALLISON	Bruce	10
BOWEN	Mathew	10
BROWN	Gavin	10
DIXON	Darren	10
FRITH	Philip	10
FROUDE	Simon	10
LEE	Ian	10
McCRAE	Alister	10
NORTON	Ralph, Sue	10
OLIVER	Tony	10
REEMAN	Nick	10
SPINKS	Anthony	10
VERDEGAAL	John	10
WELSH	Stephen	10

There had not been any club sport events up to the end of April and hence no Club Championship scores had yet been compiled.

Compiled by Colin Denny

Porsche Club of Tasmania Club Award Scoring

Event Type	Examples	Points
Competing in a PCT event (Note that all competitors must have full membership to obtain these points).	Events vary in length but all will attract the same Club Award points unless otherwise advised.	15 pts - full participation 10 pts- half day attendance 5 pts - attending, not competing
Organising or running a major event (without a <i>Flat Chat</i> report)	Major events that last a full day and take considerable time to set up	30 points
Organising or running a minor event (without a <i>Flat Chat</i> report)	Smaller events such as a BBQ or social drive that may only go for a few hours	20 points
Assisting with running an event	Assistance either prior, during or after the event	15 points
Committee meetings & club room get-togethers	Open to all members	5 points
Editorial work, submitting articles more than 250 words or photographs for <i>Flat Chat</i>	Editorial Work First article Second article Third article More than 3 photos Input from President, VP and editor	30 Points 10 points 15 points 10 points 10 points Nil points
Competitor Award (Club Champion)	Placegetters based on CLASS Placegetters based on entire FIELD Competitive event organisers who are unable to compete	1 st place 15 points 2 nd place 10 points 3 rd place 5 points 1 st place 5 points 2 nd place 3 points 3 rd place 1 points 5 points

PCT CLUB TEAM WINS CAMS CLUB CHALLENGE - AGAIN

Report by CAMS

The Porsche Club of Tasmania have won its second consecutive CAMS Club Challenge – Tasmania after an action packed event at Baskerville Raceway.

As 28 drivers battled across six teams in the hill climb challenge, it was the defending title holders made up of Keith Johnstone, Kerry Luck, Peter Haworth and Peter Nunn who were too strong for the rest of the competition.



Team Captain Andrew Forbes checks the times.



Lined up and ready to go. Jeans and sweaters are all the gear you need in a car as good as a Porsche.

With the aim of the event to beat the track record for each driver's respective class, all four of the one-make club's drivers beat their class record - Haworth crossing the line more than three seconds ahead of the record.

Just as impressive was the fact that all four drivers also finishing in the top five outright individual positions, with outright third place going to the North West Car Club's Leigh Ford.

Unfortunately the Honda Civic pilot's effort wasn't good enough to help his team get past the Porsches.



Made up of Aaron Bugeja, Adrian Hodgetts, Hamish Ferguson and Gary van der Drift, the team ended up in third place behind eventual runner-ups, CMI.

In fourth place outright, it was the Light Car Club of Tasmania with its fastest driver, Holden Gemini pilot Ashley Board falling just short of the class record and placing eighth outright.

Finishing above the Gemini driver in the individual scores was CMI non-Italian team leader Scott Wyman with his Honda Integra Type R DCS, his seventh outright helping his team to a fifth place finish.



The final CMI team, CMI Italian, rounded out the six-crew standings with its best driver in Geoff Storr placing 18th outright.

The next CAMS Club Challenge will be in South Australia at the Collingrove Hillclimb on 22 June.

Unfortunately we did not receive any detailed results for the event. Ed.



PAST EVENTS

TARGA TASMANIA 2019

by Chris Wilson

My fascination with Targa Tasmania started at the inaugural running of the event in 1992. I was a 19 year old 1st year university student, who had skipped class to head into the city to get a close up glimpse of the competing vehicles, which were on display in the Launceston mall. I was particularly taken by the brand new bright red Ferrari F40 owned by local businessman Chas Kelly.



As a young teenager, I recall having a framed picture of this car on my bedroom wall, and as such, was very familiar with the vehicle's unique shape and its proliferation of NACA ducts. Unfortunately for Chas and his wife Robyn, they had the misfortune to hit a tree on Day 3 on the Oyster Cove stage, requiring the vehicle to be shipped back to the Ferrari factory to be repaired.



Also on my bedroom wall was a poster of a silver Porsche 959; which at the time, was the world's fastest street-legal production car. I'm speculating that whilst this poster adorned my wall for a couple of years,

I had subconsciously absorbed the quintessential essence of the Porsche silhouette, and found myself drawn to

the Porsche 911RS of Brunninghausen/Horsley, which was on display alongside the Ferrari (and went on to win the Classic category that year).

The 1992 Targa Tasmania included two former world champions in Sir Jack Brabham in a Honda NSX and Denny Hulme in a BMW M5, as well as Sir Stirling Moss in a Ford Shelby Mustang. Being able to get up close to these legends of the motorsport world, only heightened my experience of this iconic event. I had heard stories and been shown many photos from my father, who grew up in Cressy, of watching these three gentlemen race around the Longford circuit as part of the Australian Grand Prix and later in the Tasman Series. Over subsequent years, I watched and photographed Targa Tasmania from the sidelines; always harbouring a desire to one day compete.

Whilst working in Antarctica during the 2012 season, an opportunity presented itself to purchase a tarmac rally prepared 1974 Porsche 911RS from Adelaide. Upon my return to Australia, I flew over to see the vehicle and consequentially bought it home to Tasmania. A few years were spent getting to know the vehicle and how to handle a Porsche at high speed. I initially competed in hill climb events, and then dabbled in a little circuit racing; but tarmac rallying was where I wanted to be.



PAST EVENTS

Tarmac rallying requires both a driver and navigator to compete. My search for the right navigator took me a couple of years, but in the end it was an off the cuff comment from my then fiancé that made me look closer to home. My now wife, Meegan; who as a child suffered from bad car sickness, thought that she could give navigating a try. The first event that we entered together was the 2016 Targa Hellyer Gorge. A 16km stretch of the Murchinson Highway that winds through a canopy of rainforest, making the roads a little slippery at times. On our first run of the day, the engine blew oil out of the catch can breather, which then made its way onto the hot exhaust, causing the cabin to fill with smoke. The oil also dripped onto the brakes whilst we were on a twisty downhill section of road, making stopping slightly more challenging. These actions (rightly so) distressed my new navigator, and I remember her getting out of the car at the end of the stage and bursting into tears. What a way to start our targa campaign!

It was after this race, that I went in search of a mechanic with whom I could work with to develop our car. A fellow Porsche Club of Tasmania (PCT) member introduced me to David Ringsgwandl. David is motorsport mechanic based in Launceston and had a reputation for undertaking exceptional work preparing race cars. From our first meeting at his workshop, we knew that we'd found our mechanic. As with most race cars, what usually starts out as small list of jobs, grows exponentially once you get a knowledgeable mechanic involved. David made several great suggestions to improve the vehicle, and over the next 6 months, these works were undertaken.

In November of 2016, we drove to Mt. Buller in order to compete in Targa High Country, alongside a couple of other PCT members. This three day event was held in the Victorian high country, and included a stage around the streets of Mansfield.

Meegan and I were still learning our respective roles within the vehicle and understanding how to work together to get the car flowing around the corners. We were offered great advice by our PCT companions, along with other people competing in the event. This was greatly appreciated and helped us integrate into the targa community. We succeeded in finishing this event with no mechanical issues and drove the car safely back to Hobart.



A couple of months later we entered the 2017 Targa North West event. This was a new two day event, replacing Targa Hellyer Gorge. It still included the iconic Hellyer Gorge stage, but added Calder and Savage River. By now, Meegan and I were beginning to feel a little more confident in our respective abilities, and after the first few stages, we were more comfortable in the car. But the wet weather and slippery roads heading into and out of Savage River dampened our enthusiasm, as we struggled to carry any real speed around the corners.

More wet weather driving would be necessary in the future!

PAST EVENTS

Whilst preparing for our upcoming wedding, the vehicle sat under a cover in the garage, just waiting for its next outing. During which, decision was then made to have the transmission fully rebuilt and a top-end engine refresh, along with a multitude of smaller jobs. Once again, David Ringsgwandl applied his skills to the vehicle, and over the next 12 months our car was transformed into a bullet-proof targa race car.

Two months prior to the commencement of Targa Tasmanian 2019, Meegan and I spent three days undertaking our recce. This vital part of rallying involves driving the course at road speed in your daily driver, whilst reading and adjusting (if required) the pace notes. We also took this opportunity to try our new GoPro action camera setup. The captured footage, would later prove invaluable as we reviewed it each night during Targa Tasmania, prior to next day's racing.

Preparation of the car had taken a little longer than anticipated, due mainly to the supplier of our new transmission gearing having a couple of manufacturing hold-ups. When the engine and transmission were finally put back together and mounted in the car, dyno testing and tuning gave us some idea as to the power and torque that we could expect.

An underrated, but none the less important part of tarmac rallying, is the application of event stickers on the car. In past years we have attempted this tedious task ourselves, with varying degrees of success. But this year, we arranged for all the stickers to be sent to our mechanic prior to the event, so that a signage professionally could apply them. And what a difference that made, not only to the presentation of the vehicle, but to our level of frustration!

The most important task that needs to be undertaken prior to participating in Targa Tasmania, is documentation and vehicle scrutineering. At documentation, which was conducted at the Launceston Silverdome, you're required to present your Confederation of Australian Motorsport (CAMS) licence along with your normal drivers licence, vehicle registration and read/sign several waivers. You're also given wrist bands to wear (red for drivers and green for navigators), which must be shown to the marshals at the beginning of every stage. You finish the documentation process by collecting your RallySafe unit which is mounted on the navigator's side of the vehicle. RallySafe is an all-in-one safety, timing and tracking device that provides vehicle-to-vehicle/race control safety warnings and global tracking coverage via a mobile app or the internet.

We then proceeded through to vehicle scrutineering, which is where your car must pass a large number of checks to ensure that it complies with the rules and regulations of the event. This can be somewhat of a nervous time, as you're not entirely sure what little items might prevent you from competing. For us, we needed to make a slight adjustment the way our driver's harness (seat-belt) was mounted on the roll cage. With this successfully completed, our vehicle was given the OK and then carefully parked inside the Silverdome ready for TargaFest that was occurring on Sunday night. Whilst inside the Silverdome, the vehicles are said to be in Parc Fermé (French for 'closed park'), which means that you're not allowed to do any work on your car other than check/adjust tyre pressures and wheel nut torque settings, plus cleaning your windows.

PAST EVENTS

For our first Targa Tasmania we decided to have an experienced service crew follow us throughout the event. This consisted of David Ringsgwandl, his brother Andrew and their father Craig; all mechanics with impeccable skills. This team were also supporting four other Porsches - GT4, Cayman, 968 and a GT3; which was subsequently swapped for an Aston Martin in the week prior to the event.

There were 10 competitive categories in Targa Tasmania this year - TSD Trophy, GT Sports Trophy, Thoroughbred Trophy, Rookie Rallye, Vintage, Classic, Classic GT, Early Modern, GT4 and GT2. As this was our first time competing in the event, we had chosen to enter the Rookie Rallye. In this category we competed against a diverse range of 15 other vehicles; as such Ford Mustang, Porsche GT3, Nissan GTR, Subaru WRX, Mini Cooper S, BMW M3, Mazda MX5, Renault Megane and a Rover SD1.

Day 1 – (all dry)

We began the day with a ceremonial start at the Country Club Casino, before moving on to stages at Holwell, Kayena and Georgetown. The Holwell stage was a warm-up for all teams, and was given a generous base time in which to complete the stage.

The first real stage of the day was Kayena; a 7.00km sprint through scenic winery country. Meegan and I took this relatively easy, as we were still adapting to the mechanical changes that had been made to the car. We finished the day with a 4.80km blast around the streets of Georgetown. We enjoy these types of stages, and it was great to see so many spectators lining the streets and cheering on the vehicles. By the end of the day we were sitting in 11th position.

Day 2 – (½ wet & ½ dry)

Today we competed over five stages - High Plains, Sheffield, Moriarty, Paloona and Mt Rowland. Overnight showers caused the first stage at High Plains to be declared 'Wet'. We tip-toed our way through this greasy 5.80km stage before having a solid run through the Sheffield stage. The Nook stage was downgraded to a transport stage due to recent road works. Our lunch stop was at the Latrobe Football Club. We recorded good times on the next two stages, before slowing a little on the wet 26.27km Mt Rowland Stage. We were sitting in 9th position by the end of today.

Day 3 – (all dry)

The event went via the East Coast today, with six stages – Sidling, Moorina, Weldborough Pass, Pyengana, Elephant Pass and Rossarden.

All stages were dry today, so it was a good opportunity to have some fun and see what the vehicle was capable of. The longest stage of the day was the iconic Sidling; a 13.96km twisty section of road that suited our vehicle. We started cautiously, as there were still damp patches of road on some of the corners. Just after the long straight that separates the climb from the decent, we managed to pass a Porsche Cayman that was also competing in the Rookie class. Soon thereafter, I caught a glimpse of fellow PCT member, Philip Leith's Aston Martin in my mirrors. We managed to let him pass us safely and then proceeded to chase him towards the finish of the stage.

Our best times for the day came on the Pyengana, Elephant Pass and Rossarden stages, where we were matching times from similar vehicles competing in the Classic category.

If we had to choose one, this was probably our favourite day competing.

Day 4 - (all wet)

This was the longest leg of the event, with 134 km of competitive stages throughout the day. The four longest being Cethana (37.71 km), Riana (35.98 km), Hellyer Gorge (20.98 km) and Reece Dam (27.18 km). The weather forecast today was for rain, and plenty of it. Driving from the overnight stop in Launceston towards Cethana, bands of ominous dark clouds sat on the horizon. By the time we arrived at time control, it was raining heavily.

As we were hunkered down inside our leaky race car, whilst trying to prevent our breath from fogging up the windows, several tow trucks made their way towards the start line; a sure sign organisers were expecting troubles. And so with our hearts in our mouths and our windscreen wipers flat out, we tried our best to stay on the 'black stuff'.



About 13kms in, we were shrouded in thick fog, giving us only 50m of visibility. Despite our lack of wet weather racing and the unpleasant weather conditions, we managed to finish the stage in one piece.

The next couple of wet stages saw us put in some good times (despite a few hairy moments!) and we moved into 7th position. The brief lunch stop at Burnie was a chance to have some hot food and take a break from the relentless rain. After lunch, we headed to one of our favourite stages – Hellyer Gorge; unfortunately for us, we weren't as fast as we would have liked and slipped down a couple of positions. After finishing the Reece Dam stage, we travelled to our overnight stop of Strahan; which just happened to be dry when we arrived, making servicing the vehicles a little more pleasant. According to the Bureau of Meteorology, they had 37.8mm of rain over the past 24 hours, despite this, we were sitting in 7th position by the end of today

Day 5 - (½ wet & ½ dry)

Another big day ahead, with 116 km of racing, including the longest stage of the event - Mt Arrowsmith (52.39 km).

Rain and slippery roads once again greeted us this morning as we awaited the start of the 33.45 km Strahan stage. Driving cautiously through this stage, we arrived at Queens-town to take on the iconic '99 bends'.

Feeling brave, we tried to attack this stage, but soon found that driving a 250 HP Porsche with its engine slung over the rear wheels in wet conditions around some very tight corners is a handful and required some very precise driving.

The next stage, Mt Arrowsmith, begins at the end of the Bradshaw Bridge which spans Lake Burbury. Whilst we were waiting to start, horizontal rain and blustery winds beat against the side of the car. This stage claimed several vehicles, with one ending up nose-first in a small road-side creek. As the day progressed, the roads dried out and our confidence grew.



The final three stages, Tarraleah, Molesworth and Grasstree Hill were fast and twisty; a perfect blend for our vehicle, allowing us to move up to 6th position by the end of the day.

Day 6 - (½ wet & ½ dry)

We starting the final day in dry conditions on the Tinderbox stage, which is only 500m from our house. We know this road well and managed to put in a solid run. Showers then arrived and made the next three stages, Pelverata, Gardeners Bay and Oyster Cove, wet and slippery. On the penultimate Cygnet stage, we again pushed hard on a drying road and passed another car on a long straight. The final stage at Longley was taken at an easy pace, as we knew the finish line was in sight and didn't want to jeopardise finishing this race.



Most team take the time to stop at the end of Longley stage; initially to remove their helmets, gloves and HANS device in preparation for the drive back into Hobart for the ceremonial finish at Mac 02. But secondly, and more importantly, to congratulate each other on surviving the gruelling physical and mental challenge of racing for six days over some of the best driving roads in the country

Results – Firstly we finished the event!! This is a fantastic achievement in itself and we were happy just to reach the end of Longley in one piece. We were also the first 'Classic' car in our category, and managed to finish 6th overall in the Rookie class. Also, as we'd been able to finish all stages within the maximum allocated time we were awarded a Targa Plate; which is much coveted by those entering this event.

We had an absolute blast during this event and look forward to the next time we line up..

Chris Wilson.

stuart benson
driving the
best results...
quicker!

stuart benson
PROPERTY CONSULTANT

0412 868 979

sbenson@petrusma.com.au

15 Shoreline Drive, Howrah 6247-7877



Northern Early Morning Run 28/4/19**Peter Haworth**

11 cars (including 2 x 914's!!) started at our usual meeting point of Goodyear carpark bright and early, with an overcast day, but sunshine was threatening!! We headed off through Riverside, picking up another couple of cars along the way, and up Ecclestone Road through to Birrallee Road where we met up with 2 cars from NW Coast, to continue through Westbury and out to Cluan, Bracknell etc.



Unfortunately a navigation error on my behalf (caused by not being able to scout the route properly during the week before) saw us come back on to the Bass Highway for the run through to the finish at JJ's Bakery in Longford, rather than continuing with more country roads and coming into Longford from the south. Apologies everyone!!

We had the upstairs area at JJs to ourselves, so we enjoyed some great coffee, tempting treats and some great banter and conversation.

Some chose to continue on to Symmons Plains where we just missed the Targa Tour cars having a fang, and were there just as the Porsche Experience Targa Tour cars were arriving, but they took forever to get their briefings etc organised, so most of us left before they started their laps. We did, however, get the chance to check out a good collection of late model GT3s, GT3RSs, GT4s etc (but no 992s!!), as well as the 1978 911SC that Shannons has done as a tribute car to Jim Richards with his livery from last year's Targa Tasmania.

Thanks to Phil Parsons for co-ordinating things from the NW end.

Cheers

Peter

North / North West Run, Sunday 19th May**By Peter Haworth**

Another fantastic turnout for today's run, 17 cars all up, 1 off our current record attendance. The route selection by Graeme Pitt was for a relatively short run enabling a catch up with North West members part way in, finishing for coffee and nibbles at 10.30. Bruce led us off down the West Tamar to Legana, up though Bridgenorth then along Long Plains Road to the Frankford Highway, and on to meet our NW contingent at Glengarry shop.



A nice little stop for a chat and catchup, and to meet a couple of hopefully new NW members Rob and Devone Jones with their Speed Yellow 986S Boxster, and Wayne Clark, a keen collector who drove his black 996 GT3 for the run. At 10.00 we departed for the 2nd leg of the run, going through Winkleigh and Flowery Gully to Beaconsfield. This road, although known to a few, is only a recent discovery for me (thanks to Bruce A on a run a year or so back) and is a fantastic drive, and I've managed to do it in both directions a number of times since. Judging by comments at morning tea it was also unknown to a number of others, and there'll be a few more people driving it more often!!



From Beaconsfield Graeme led us along Auburn Road to the Kayena Targa stage, up to and over the Batman Bridge and on the Hillwood Berry Farm for cuppa and treats. Lots of whipped cream and fruit was had by most, and an enjoyable coffee, tea or chai.

As I've said before, we are very fortunate to have some fantastic driving roads so close to where we live. In fact, if I leave 20 minutes early, I can basically drive 4 current or former Targa stages on my way to work.

Looking forward to the run next month, again to be organised by Graeme Pitt

Cheers

Peter Haworth

Honni Pitt	914/6	Greg & Jane Zeuschner	914 V8
Dianne Haworth	981 Boxster	Peter Haworth	996 Carrera 2
Martin & Leanne Laverack	986 Boxster	Graeme & Cheryl Pitt	911 SC
Bruce Allison	73 911E	Erica Cabalzar	Macan S
Jennifer Brunacci	987 Cayman	Keith & Sonya Johnston	996 GT3RS
Matthew & Tammie Bowen	928	Phil Parsons	987 Cayman
Anthony Spinks	987 Cayman	Karen & Stephen Welsh	718 Boxster
Rob & Devone Jones	986 S Boxster	Wayne Clark	996 GT3
Phil McCafferty	930		



PAST EVENTS

DRIVE DAY WITH LUNCH AT STEFANO LUBIANA - 14 APRIL



Pre-luncheon drinks and chats. Lubiano produces some good wines on the banks of the River Derwent.



Nothing wrong with the quality of the food or the company.

A remarkably composed Todd Kovacic (white T-shirt) and partner Ali after a nasty accident which wrecked their Porsche Cayenne on the way to the luncheon. (See page 32).



PAST EVENTS

COFFEE RUN WITH AUTOCLASSICA ON 19 MAY

A relaxed “celebratory run” (after the likely election outcome suggested that 50% of us will not have to move into electric cars just yet) with a few classic Euro sporting car owners from the informal Autoclassica group joining as well.

The drive from New Norfolk ended at a well known winery in the Coal Valley where the owner, his wife and their sheepdog arrived (belatedly!) in their pickup truck and joined the car group for pizzas and fine wine.



An interesting line-up of front engine classics that just happened to park together. Stuart Brinsmeads' 928S4 unfortunately not in the picture.



PAST EVENTS

Porsche Club Tasmania Circumnavigation of Tasmania 2019

By David Catchpole

Having heard so much about the 2017 PCT Tour of Tasmania through Flat Chat and from those who participated, Di and I decided that we would abandon our winter home in Queensland for a week and join the 2019 Tour. What a great experience it was, and Tassie turned on its best early winter weather for us.

Day 1

We gathered at Richmond Bridge around 11am and were equipped with a very professional, bound folder of our itinerary, contact numbers and daily route maps.

Leaving there in weak sunshine we began the "Great Eastern Drive" through Orford, Swansea and on to the lunch stop at Devils Corner Cellar Door which I had only previously seen from the road. What a great place this is with two different food "stalls", a lookout tower and the opportunity to purchase some excellent wines for later.



Our President, who left Richmond after the main group, was delayed only a little by having to explain to the local constabulary that he would never use the full potential of his GT3 on Tasmanian roads.



Fortified by excellent seafood and pizzas we continued our comfortably brisk drive through more beautiful coastal scenery to the overnight stop at Beachfront Bicheno.

Many crews took the opportunity to go for a walk around Bicheno and its waterfront. Those of us who went to the fishing boat dock known to locals as "The Gulch" were treated to the sight of an adult fur seal cruising around in the clear water not more than a few metres from us.

PAST EVENTS

Day 2

Another fine clear day saw us depart along the coast to Chain of Lagoons where we headed inland onto the very windy “Elephant Pass” to St Marys where Peter and Dianne Haworth planned to join our group.



Everybody was tiptoeing through the occasional damp, moss covered corners of Elephant Pass and we were very appreciative of the ability of our Porsches to keep us out of trouble. As usual tourists were quite good about pulling over to let a posse of Porsches pass.

After making a few purchases in St Marys we set off back to the coast at Scamander and on to St Helens for a top up of BP 98 Ultimate. Once again, on the way down St Marys Pass, I noticed that tour guide Bob managed to find a place to overtake a B-Double truck while the rest of us were left languishing. Over the entire tour it became clear that Bob's ability to find overtaking opportunities was uncanny.

St Helens to Pyengana for lunch at the famous Dairy was another brisk drive that had plenty of corners, but the roads were a little less damp and mossy with clearly defined wheel tracks for us to gain good traction.

Lunch was an impressive range of fresh local produce which particularly emphasised the cheeses from the organic dairy located within sniffing distance of our outdoor table.



PAST EVENTS

After lunch we were given a guided tour of the fully automated dairy where the cows voluntarily enter 3 times a day to be milked without the touch of human hands. Production averaged 38 litres per cow per day compared to the manual twice a day milking average of 22 litres per day.

Back on the road we headed through the infamous Sidling where many Targa cars have come unstuck in wet and icy conditions. We weren't pressing on as hard as race cars and the roads were mostly dry, so it was a pleasingly rapid drive to Scottsdale and on through the beautiful farming districts of North East Tasmania to Pepper's Silos Hotel in Launceston.

That evening we were joined by a contingent of Launceston based PCT members for a fine degustation dinner.

Day 3

Todd, Alli, Milton and Ann left us after breakfast to head back to Hobart for work and family commitments. Erica Cabalzar in her Macan S joined us for the rest of the tour and proved just how much fun a Macan can be.

The group headed out into a foggy Launceston morning along the East Tamar Highway. Di and Peter led us through an amazing array of back roads and by-ways coming back to the highway at Beaconsfield before a morning pitstop at the Riviera Hotel at Beauty Point. Excellent coffee, baked treats and log fires are some of the features of this newly renovated property.

With the fog now gone we set out on a brisk drive through the usually quiet farming communities around Exeter and on to East Devonport to join the Bass Highway for a quiet run to Pedro's Fish Restaurant in Ulverstone. I did feel sorry for the poor teenage girl learning to drive on the quiet back roads who was passed twice by our posse after we all failed to take the correct turn and had to double back. Must have been a little unsettling to say the least but a good 'hare and tortoise' lesson for the learner.

Pedro's is a great choice for lunch with excellent local seafood and a sunny deck right over the river. It was only the promise of driving some Targa Tasmania roads around Gunn's Plains and Riana that got us back to the schedule for the day. This beautiful farming country south east of Burnie has some outstanding B and C roads that have been specifically surfaced for Targa stages and provided us a great run finishing in Burnie. Here we were joined by Chris and Julie MacGregor for the final two days of the tour.



Day 4

Burnie was mild and clear as we headed for the “Western Wilds” via the infamous Hellyer Gorge which has seen the end of the race for many Targa Tasmania competitors in wet conditions. Apart from a few damp corners the gorge was at its kindest as we wound down through amazing rain forest for a photo stop at the bottom.



Then back up the other side and out onto the button grass plains with their long sweeping bends and good quality road surface. With little traffic it was a quick trip to our morning rest stop right beside Lake Roseberry at Tullah Lodge.

Leaving Tullah our intrepid guides took us on the longer run to Zeehan with its better road conditions and less traffic than the more direct route. This was an excellent run with dry roads and some open as well as tight corners. Smiles all round as we gathered for the final run through Zeehan and on to our overnight stop at Risby Cove in Strahan.



PAST EVENTS

Strahan produced a magic early winter afternoon encouraging many to wander and explore its tourist sights.

After an excellent dinner at Risby Cove Ivan and Jenny Poole hosted a gathering of our group late into the evening and beyond. Given the general hilarity and disagreements occurring over a game of Trivia it was probably a good thing that their apartment was well separated from the rest of the complex.



Day 5

The forecast rain had arrived during the night and was falling steadily as the crews gathered for the final day's run back home.

The run to Queenstown was damp but most tourists were kind and let us through as we pressed on within safe limits for our Porsches. The climb out of Queenstown was very wet and slippery but negotiated by all with occasional quiet help from our highly capable vehicles.

The first scheduled stop was "The Wall in The Wilderness" at Derwent Bridge. This amazing sculpture of 3-metre-high wooden panels by Greg Duncan commemorates those who helped shape Tasmania's central highlands.

Once we got to The Wall the weather had deteriorated further with heavy rain falling and the café was closed for winter so, after inspecting the sculpture, members of the group headed for their various home bases having had a very memorable touring experience.

Events like this don't happen without a lot of work and we wish to thank Bob and Dimity for the thought and effort that went into the planning and execution of this tour. The route selection was excellent, with comfortable good value accommodation and we were very well fed and watered.

I particularly wish to recognise the way they played the "mother hen" role, ensuring nobody was left behind or missed a turnoff.



David Catchpole

Can you live with a Cayenne – Epilogue: Black Pepper

My last discussion piece about the joys of owning a fiscal black-hole aka a Porsche Cayenne, was going to be just that.

For starters Porsche Hobart complained.

Apparently I wasn't pro-Porsche enough.

A curious observation given that I have purchased another. Yep, a new(er) Cayenne - '*Black Pepper*.'

You may well ask: What madness overcame me this time?

The answer is quite simple – necessity.

One a fine Sunday morning, Alli and I were on the way to a meeting point for a Porsche Club drive and lunch. We never made it. (*They still arrived albeit in another car, Ed*).

Travelling along the Brooker Highway, a small sedan travelling in the opposite direction did an experiment as to the stopping distance required of a 2.25 tonne Porsche. She discovered the hard way that with even those massive 12" rotors and 4 square feet of Conti-Contact Sport 3 rubber, that 3 inches was simply not enough room to avoid her Nissan Pulsar being turned into a discarded Coke can.

Importantly all occupants of both cars walked away from the crash.

Initially I thought that the airbags had busted my thumbs (my left thumb was lacerated). The pain in my thumbs was excruciating yet numb (if that makes sense?) and Alli had a bruise down the side of her face. A low-speed impact to be sure, but save for the four exploding sticks of dynamite that set off those life saving balloons in the cabin, the impact, was rather uneventful. My full coffee cup was still in its holder when the car stopped moving.

In addition to bruising Alli's face, her air bag smashed the windscreen. Cooling fluid came out from underneath the car. But we were unhurt.

Pepper was a complete write-off, so I needed a replacement.

Given how well Pepper had protected her occupants in their time of need, the decision as to what I would replace her with was neither lengthy, nor controversial. The family decision was unanimous - "We are getting another Porsche".

So off I went for a replacement. I found her in Victoria. She is a much newer model, though not the S variant. As to performance, the main difference between the S and the base model is *Black Pepper* has a 3.6 litre, V-6 powerplant – straight from the VW Touareg. Pepper was a V-8.

The power difference is easily noticeable, but she still has plenty. The transmission is amazingly smooth.

So far there have been no major repairs required (cross-fingers), and my mechanic has given her a clear bill of health.

Todd Kovacic

Keep the reports of interesting Cayenne times coming - and no more accidents ! (Ed.).

ADVERTISE IN **FLAT CHAT**

AND REACH THE RIGHT MARKET !

ADVERTISING RATES

For supplied “ready to print” ads

HALF PAGE for a year (four issues) \$120

FULL PAGE for a year (four issues) \$240

Advertisements can be accepted for shorter periods at pro-rata rates.

Advertisements by members for Club related items are free.

POOLEY WINES FLAT CHAT CONTRIBUTOR AWARD

We are very pleased to announce that Pooley Wines has offered to provide a prize of a bottle of Award Winning Pooley wine to the “Flat Chat” contributor whose letter, article or photograph is regarded as the best contribution received in every issue of “Flat Chat”.

Adjudication will be done by the Club President and the Editor.

Our winner in the April 2019 issue was Todd Kovacic for his highly enjoyable tale of life with a Porsche Cayenne - which car has sadly since been put to permanent rest in an accident not of its making, yet protected its occupants to the end.

*The winner of a the Pooley Wines prize in this issue is **Chris Wilson** whose humble and insightful report on Targa Tasmania reveals little of the commitment and effort required from participants In major motor sport events.*

As Henry Manney III famously said: “Motor rallying, like sex, reveals only a fraction of its fascination and enjoyment to idle spectators”.

Please contact John Pooley to arrange to collect your prize.

SPA SEALS IT FOR PORSCHE - IN ATROCIOUS CONDITIONS



These were the conditions faced by competitors in the Spa 6-Hours on 4 May.

Changing conditions between sunshine, rain, hail and heavy snow presented teams with major challenges. With a total of 15 pit stops, the Porsche GT Team chose safe strategies in the battle for the manufacturers' championship.

After multiple safety car and full-course-yellow phases, the two driver crews Estre/Christensen and Lietz/Bruni never lost their cool and clinched the Manufacturers' World Championship title for Porsche

The Estre/Christensen Porsche GT team finished 3rd in the LM GTE Pro Class behind the Aston Martin of Lynn/Martin and Ferrari 488 GTE of Guidi/Calado, and with team mates Leitz and Bruni 8th overall in the GTE Pro Class that was enough to wrap up the 2018/19 Manufacturer's title.

In the GTE-AM category Australia's Matt Campbell and team mates Reid and Pera again triumphed in the Dempsey-Proton 911 RSR , ahead of Aston Martin and Ferrari.

Overall victory went (somewhat predictably) to the Toyota TS 050 of Alonso/Nakajima/Buemi.

It was one of the most extraordinary motor races of all time and anybody who has any interest in motor sport , or perhaps think themselves a better than average driver (!) will do well to watch it here: <https://www.fiawec.com/en/race/show/4602>.

I was personally blown away by how the drivers managed to control WEC sports racing cars on tar, in snow and hail, on the infamous Spa-Francorchamps circuit.

That left only one more round of the unusual split-season, the Le Mans 24-Hour on 10 June.

2019 24-HOURS OF LE MANS

This was the final round of the extended 2018/19 FIA World Endurance Championship and Porsche, despite having already clinched the GTE Manufacturer's Championship at the penultimate round at Spa, were determined to maintain the brand's superb record in this most demanding or all long distance sports car races.

In the end it boiled down to another historic battle between Porsche and Ferrari in GTE-Pro, with the Ferrari 488 GTE of Guido/Calado/Serra just edging out the No. 91 911 RSR of Leitz/Bruni/Makowiecki by a hair's breadth of 49 seconds after 24 hours and 342 laps of the 13.6 km le Sarthe race track.

That, incidentally, meant that the cars scorched around 12 996 corners for 24 hours!

To add pride to Porsche's achievements for the year, the No.93 car of Pilet/Bamber/Tandy finished only 18 seconds behind its second placed Porsche team mate.

Porsche had slightly better fortune in the GTE-AM category where the 911 RSR of the Project 1 Team in the hands of Bergmeister/Lindsey/Perfetti took the category victory from the Ferrari 488 GTE of Segal/Baptista/Lu by all of 44 seconds after 24 hours!

Aussie's Mike Campbell had to settle for 4th in the category, a lap behind the category leaders.

"As usual" outright victory went to the Toyota TS 050 of Buemi/Nakajima/Alonso, though they were fortunate that their team mates suffered some unexpected punctures which cost them a comfortable lead.

So after a long and demanding year, Porsche emerged with all the prizes it had aspired to gain:

FIA World Endurance GT Manufacturer's Championship.

- | | | |
|----|---------|------------|
| 1. | Porsche | 288 Points |
| 2. | Ferrari | 194 |
| 3. | Ford | 178 |

FIA World Endurance GT Driver's Championship

- | | | | |
|----|-----------------------|---------|------------|
| 1. | Kevin Estre | Porsche | 155 Points |
| 2. | Michael Chistensen | Porsche | 155 |
| 3. | Alessandro Pier Guidi | Ferrari | 136.5 |

FIA World Endurance Trophy For GT-AM Teams

- | | | | |
|----|----------------|--------------|-----|
| 1. | Team Project 1 | Porsche | 151 |
| 2. | Dempsey-Proton | Porsche | 110 |
| 3. | TF Sport | Aston Martin | 99 |

WHAT BUTZI (DOES NOT!) THINK



While Butzi is enjoying the annual European holidays we can show you this idea from Dutch illustrator Ruben Ooms who has compiled an amusing (and sometimes quite fascinating) portfolio of current popular models retro-styled on their original family products of a few decades ago.

Go figure...or find him on 'Google' and draw your own conclusions.

POOLEY



PREMIUM TASMANIAN WINES

2012 TASMANIAN VINEYARD OF THE YEAR
2012 TASMANIAN PINOT NOIR PRODUCER OF THE YEAR

Shop online at www.pooleywines.com.au

Belmont Vineyard and Cellar Door • 1431 Richmond Rd, Richmond, Tasmania

Phone: 61 3 6260 2895



Porsche Club

Tasmania



APPLICATION FOR MEMBERSHIP

I/We would like to become member/s of Porsche Club Tasmania.

Name/s:.....

(Please give your full name. If applying for family membership your spouse's/partner's name, and children's names and ages. 12 to 21yrs)

Postal Address:.....Post Code:

Home Phone: Work Phone:

Fax: Mobile Phone:

Occupation.....

Email Address:
(for newsletter, event notification, etc)

Note: - if you don't have internet access or require posted out club information, please advise the Membership Secretary.

Porsche – Type:Year: Colour:Reg No:

Joining Fee (1st year only):	\$ 25
Annual Membership Fee: Single	\$110
OR Family	\$130
or.....Pro-rata 1st year Membership Fee*:	\$
TOTAL:	\$.....

*Note: The membership year runs from 1st April to 31st March. Membership fees for new members joining during the membership year are calculated on a monthly pro-rata basis, \$10 per month, plus \$20 for family membership.

Membership payment:

Cheque - payable to Porsche Club Tasmania,

o Direct Credit (internet banking or via bank deposit)

O Cash paid in person Account Name Porsche Club Tasmania

BSB 037 001 Account Number 375727

(Please include your name as a reference for payment)

CAMS Licence – Porsche Club Tasmania is a CAMS affiliated car Club. If a CAMS Licence is required (for competition events) please request an application form. Membership allows spouse and children under 21 to apply for a CAMS licence and enter Competition events.

Porsche Club Tasmania may publish photos of members and their cars in club publications – if you have concerns regarding photos appearing in club publications please notify the club secretary in writing.

If accepted as a member I agree to abide by the constitution of Porsche Club Tasmania (available on line).

Signature:

Date.....Nominated by (PCT member)Name.....

Signature.....

Please mail this form together with payment to Porsche Club Tasmania, PO Box 910, Sandy Bay TAS 7006. Upon acceptance of membership by the committee you will be sent a membership card. This may take up to 4 weeks from receipt of your application.