



# Porsche Club

Tasmania



## *FLAT CHAT*

**April 2017**



***Porsche 924 Carrera GTS – How Porsche has changed in 36 years but the principles remain the same...***

***Issue No. 57/2017***

# *FLAT CHAT*

**Quarterly Newsletter of the Porsche Club of Tasmania  
A CAMS Affiliated Club**

**Club Patron (and Honorary Life Member) – Klaus Bischof**

**Month - April 2017**

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*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*

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### Meeting Venues:

**Hobart:** At 7:00 pm (Committee) and 8.00 pm (Members) on the 3<sup>rd</sup> Tuesday of every month at the Civic Club, 134 Davey Street, Hobart

**Launceston:** At 9.00 am on the 3<sup>rd</sup> Sunday of every second month at the Blue Cafe, Invermay Road, Inveresk

## JANUARY EDITORIAL

Oh boy! First quarter of the year has passed us in the blink of an eye. Plenty has been happening with a successful Richmond Classic Sports Car Show and the annual pilgrimage to the Davis' property on the East coast. There are reports on those events as well our own President's pilgrimage to the Bathurst 12-hour. Sounds amazing.

This edition is smaller than one would hope, but it is my view (and that of your committee) that quality takes precedence of quantity. On that front I encourage and call on members to forward tit-bits, anecdotes or information on anything Porsche for inclusion in our magazine.

This year we have our premier event, the bi-annual Circumnavigation Tour of Tasmania. It is a 5-day/4-night tour commencing on 8 June 2017. Please put it in your diary but more importantly contact Michael Borch, Kevin Lyons or myself to express your interest. It truly is a fantastic event. Interstate Porsche people have expressed an interest in joining us, and there are only 15 guaranteed places available on the tour. Kevin Lyons has already sent out an email to members asking for expressions of interest. If you missed it please contact the PCT Events Director.

We have also booked in a track day at the newly resurfaced Baskerville track. This also promised to be a great day. Let's pray we have some suitable weather.

I also thank El Presidente for his kind words. Taking on the role as editor has been a learning experience. As is with life generally, I will never stop learning. Last issue I source a ripper competition question. I should have known better than that to be so vague as to ask "what is the significance" of this vehicle. I had a certain answer in mind, but I did receive at least one other that I could not say was wrong. There are many significant aspects to this unique car. I will not make that mistake again. I have determined the only way to decide on a winner of the January quarter's competition is to give to the quickest response. Congratulations. Instead of inserting the answer I had intended<sup>1</sup>, I have included some additional facts that some of you may find interesting *and significant*...

I hope you all enjoy this issue.

**Todd Kovacic, Editor**

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<sup>1</sup> I cite Wikipedia as my source.

## THE CHAIR SQUEAKS

### **John Pooley, President**

Welcome to another edition of Flat Chat.

I must say a big thanks to our New Editor Todd, who is facing his second edition; no mean feat but the more under the belt the easier it gets. So, thanks to many of you who contribute articles for the interest and pleasure of other members to enjoy. This edition is no exception with more interesting contributions, and they will earn Clubman points for their efforts. Keep them coming. It is your Newsletter.

Last month I was invited to have the first fast drive on the newly resurfaced Baskerville race circuit of which I humbly accepted. My first race was back in 1959 in my fathers Karmann Ghia and the new track then was sealed with a two-coat seal and 12mm blue metal topping. Terrible on the paintwork! It was also very painful in an open-top Sports Car. Drivers had to wear a mask! But now with \$900,000 special high grip rubber compound hot mix for the whole track, the bumps and rough sections have gone, and the grip amazing. Lap times will tumble and new records set. Well done to the Hobart Sporting Car Club and Motor Sports Tas and all the people, corporations and clubs that have made it happen in three short years to raise the money.

Your Club is planning a day at Baskerville as soon as we can get a booking. We will let you know when.

Our faithful and long standing treasurer, Keith Ridgers will be retiring in June and on behalf of us all, thank you and congratulations Keith. You have done an amazing job. Enjoy your camper holiday on the Mainland and come home safety to join us on events in your valuable 911 993 S .

Congratulations go to Vice President Kevin Lyons who has also retired from work and will be able to spend more time bush walking with the equally hard working Mary. You both deserve rest and recreation and to look forward to more time to spare with your 911 Turbo and Mecan.

Finally I am pleased to announce that member Club nights will resume on a bi-monthly meeting, open to all members. Starting on 16th of May at 8 pm at Porsche Centre, in Argyle Street, Hobart. We hope to have a guest speaker and have special informative sessions during these Club nights. Mark it in your diaries.

Love your Porsche

## NEW MEMBERS

A very warm welcome to this quarter's new members

Wayne & Anne-Marie Lambert	1997 Boxster (Silver)
Adam Foxton	1983 928 S (Ruby Red)
John & Nikki Elkerton	2015 Boxster (Black)
Mark & Robin Ballard	2005 Boxster (Silver)

See you soon at a PCT event!

## Events Calendar Update

April: Sunday 23<sup>rd</sup> – Drive and Luncheon. Save the date. More information will follow...

May: Tuesday 15<sup>th</sup> – Club night (post meeting), 8pm at Porsche Centre, Argyle Street, Hobart.

Sunday 28<sup>th</sup> – Track Day - Baskerville.

June: Thursday 8<sup>th</sup> – Monday 12<sup>th</sup> Circumnavigation Tour of Tasmania

We are working to map the rest of the year's events out at present so we can involve all club members (north and south) and will email you an update very soon.

## **RICHMOND CLASSIC SPORTS CAR SHOW – 22/01/2017**

*by John Pooley*

I am pleased to report the event was a complete success.

About 1500 to 2000 people came to Richmond and inspected the cars on show. Many stayed until after 2.00 pm enjoying the glorious weather and waiting for the lucky draw of 6 bottles of Pooley Sparkling wine. Many people and kids played on the Scaletric racing competition. Prizes were given for all winners, \$2 to race. Gold coin donations were collected from most people attending. Many stayed and had lunch and attended the other businesses in Richmond and the Monthly Market.



Forty-five display cars were on the village green ranging from a 1958 Porsche to Austin Healeys of the 1960s, MGs and Alfa Romeos, many Porsches, a Ferrari, Aston Martin, Fords and Mercedes Benz, early and late model Sports Cars. Some quite rare cars were on display. Classes were: pre 1970, pre 1985, pre 2000 and Modern. A donation of \$30 was the entry fee, many gave \$50 and all went to the Cancer Council fund raising appeal to help people suffering from this terrible disease. In total, \$1641.00 was raised.

Champion Show winner was a 1974 Mercedes Benz cabriolet owned by Michael Clark of Hobart, who received the perpetual Trophy, sponsored by Pooley Wines, from President John Pooley.

**Costs for the event were covered by the sponsors. The CEO of Cancer Council, Penny Egan attended on the day.**



**Kind Sponsors were:**

**Shannons Insurance, Performance Automobiles, Pooley Wines, Commercial broadcasters P/L, Southern Cross TV and The Mercury Newspaper, Dynamic signs of Richmond and Clarence Council.**

Thanks to **the Porsche Club of Tasmania** for providing the staff to organise and run the event which received much publicity for Richmond. It is proposed to hold this event annually.

John Pooley  
Richmond and Coal River Valley Promotions Inc.

**PCT Perspective on the Richmond Classic Sports Car Show  
by Andrew Forbes**

In his informative report above, John Pooley thanks PCT Members who helped set up and run the Richmond Classic Sports Car Show, among them Rob Sheers, Yogi Burghart, David Catchpole, Paul Tucker and Andrew Forbes. John certainly did the lion's share of organising the event and Pooley Wines provided some great prizes for the raffle and the category winners. From a Club perspective we were very happy to help, and also very pleased with the amount raised for the Cancer Council.

The day was blessed with sunny skies and dry weather, although recent rains had created what looked like a small lake in the entrance lane to the Village Green. We had all washed and polished our cars in preparation for the Show so were not keen to drive through the brown water, but it had to be crossed to enter the Green, so it was interesting to see the various techniques of braving the water. Most drove through the middle, and some tried to skirt around the edges, but none came through unscathed. Several participants were seen with bucket and sponge cleaning wheels and tyres to restore their shine. However, there was no cause to worry about losing points in the "show & shine" judging carried out later. Spotty wheel or tyres were exempt from "points deduction".





The Judging... the two judges started at one end of the displayed cars and worked their way methodically along the rows, awarding points for originality, interior condition, paint finish and overall appearance. An age handicap system was applied to level the playing field so that new cars (which after all should be near-perfect) did not have an unfair advantage over older cars. It was just as well that the judges started early because as they progressed, many owners were keen to chat about their car, pointing out the best features (of course) and giving the judges a brief run through. All very interesting and informative. It was not easy to decide the category winners, but here they are:



**Outright Winner:** Mercedes 230SL – Michael Clark

**Pre-1970:** 1<sup>st</sup> Mercedes 230 SL – Michael Clark

2<sup>nd</sup> Alfa Giulietta – Michael Clark

3<sup>rd</sup> E-type Jaguar – Gavin Burgess

**Pre 1985:** 1<sup>st</sup> Porsche 911SC – Rob Sheers

2<sup>nd</sup> MGB GT – Michael Reid

3<sup>rd</sup> Porsche 911 Carrera 3.2 – Andrew Forbes

**Pre 2000:** 1<sup>st</sup> Porsche 911 Carrera – Yogi Burghart  
(no 2<sup>nd</sup> or 3<sup>rd</sup> as only one entrant in this age group)

**Modern:** 1<sup>st</sup> Aston Martin – David Green

2<sup>nd</sup> Porsche GT3 and Boxster S – John Pooley & Andrew Forbes (jointly)

3<sup>rd</sup> Porsche GT3 RS – Andrew Forbes

One spectacular car arrived that, although it wasn't strictly a classic sports car, turned many heads as its ¼ acre roof neatly opened and disappeared towards the gaping trunk (boot). With good humour the judges declared the huge American Ford

Skyline eligible, as indeed it met the broad definition of a sports car, a “two-door convertible”.

Farrel White from Porsche Centre Hobart manned the slot car race stand all day, and the competition was especially keen among the younger visitors to the show. Farrel did a splendid job of keeping the races going despite many off track excursions, but with admirable patience he kept a whiteboard tally, to decide the slot car champ of the show. I’m sure many youngsters enjoyed their moments of imagining themselves to be Mark Webber or Daniel Ricciardo racing for the finish line.



The public turned out in droves and strolled around the cars on display admiring the wide variety of models on display and chatting to their owners. Many bought raffle tickets or made an outright donation to the Cancer Council which helped boost the total raised for the day.

**Footnote:** a couple of weeks later I was in Richmond for a cycling event and was very pleased to see a council roadworks crew installing drainage and resurfacing the stretch of laneway that was formerly a water hazard for Classic Sports Cars.



## ORFORD BAR-B-QUE

*by Todd Kovacic*

The weather gods were kinder to us this year with perfect driving weather. For most of the attendees the day started at a café in Richmond. Coffee and cake under the summer sun is the perfect way to start a Sunday. If one is blessed with low traffic volume, the roads that wind up the East coast of this wonderful state offer some of the best driving anywhere. Unfortunately it finished all too-quickly when we entered Orford.



***Cheers!***

As is usual the Davis clan welcomed us all. Their hospitality truly knows no bounds – salads, desert. Wow! Thank you John and Sue!



***Yeah, life's pretty good...***

Our leader was not present so the ever-ready Kevin Lyons deputised as MC.

The event was well attended, including some Northern members, which was outstanding. For those in the club who have yet to attend the Orford bar-b-que, do try and get along next time. This of course assumes that John and Sue continue to have us. I for one hope this event continues well into the future...



## POLE POSITION: BATHURST 12-HOUR RACE – FEB 2017

*By John Pooley*

I have been very fortunate to experience “ Pole Position “ at the Australian Grand Prix last year and this year at the Bathurst 12 Hour race for production GT cars held in February.



### ***What is the collective noun for Porsches?***

I wrote an article last year of my experience at Albert Park driving a 911 991 GT3 on the race ready track on the Wednesday before the Grand Prix with the Porsche Sports Driving School who let us loose to test our skills with 49 other Porsches . After this amazing experience, once in a lifetime, I had the opportunity to join the team at the Bathurst 12 hour race. I was not going to miss this one! I borrowed a 911 GT3 991/1 from the very generous Dealer Principal at Porsche Centre Hobart and took the chance to do some promotional work for the Porsche Brand and the Dealership in Hobart.

There was some mild pain though. Drive the car there and back which is not a Sunday afternoon drive! My wife Libby was pleased to accompany me on the ferry so long as she could stay in Melbourne for the weekend. Ok, but I did not want to drive all the way to Bathurst and back on my own! So I rang my dear friend John Emery, who lives in Ballarat, to see if he would take her place on the trip and share

the long drive. I picked him up on the Western Ring road and we took off with an overnight stop in Cootamundra and then a short drive to Bathurst the next morning, feeling fresh.

We were in time for qualifying and had a great spot in the corporate box above the pits where lunch was served in the very perfect Porsche Style. Our accommodation was in a specially erected tent village on the turn one, Hell Corner. See photo. Talk about “Glamping” this was five star with all you could want in a Hyatt Hotel, and a separate marquee for breakfast, dinner and drinks in the evening.



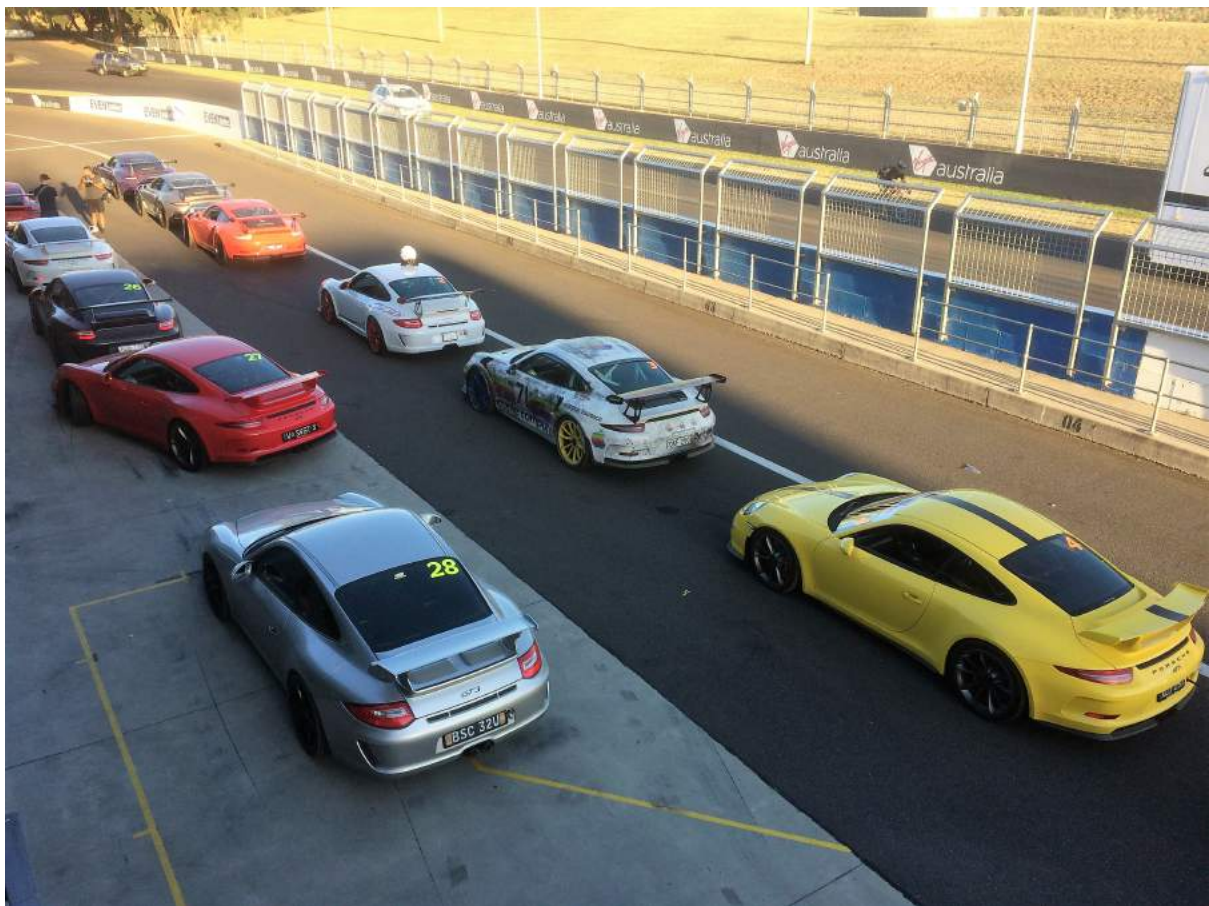
***Said tent village.***

Race morning, up at 5 am and across to the start at 5.45 am with the sun just about to pop above the nearby hills. The 12 hour was underway, head lights blazing, as they all raced to the first corner right in front of us and up the Mountain straight. What a spectacle! The 12 hours were some of the most exciting I have seen, with an atmosphere as good as that of the 24 hour race at Nurburgring in 2014.

Monday morning was our chance to drive the world famous road circuit and one of only a few left in the world. We met at 6am in our cars at the Pit Lane and were grouped as per our car's performance and driver experience. I managed the second group at number 10 of 47 cars. The usual driver briefing, by head instructor Thomas, and introductions to the lead drivers, including Alex Davidson, concluded and we were away.



Four groups of five cars behind an instructor to lead the way; show us the lines and apexes and to set the pace. Only two groups on the track at a time. By now I am getting excited with the first two runs for familiarisation and then... as fast as we could push the instructor up front for the last two runs. It is 10 years since I drove my 911 GT3 RS at this track when a group of us came up for a National Porsche Clubs Regularity event. Would I remember those first corners at the end of mountain straight? Then over the top to skyline and down through the cutting, left right, left and right again and then onto Conrod Straight, accelerator flat to the floor. Hold it down through the chase at 265kph and then when the car is straight hit the brakes as hard as I can for the left and down to the lefthander and onto the Pit Straight. A few laps and it all came back. This is amazing fun and this PDK is like nothing I have ever experienced. In sport and track suspension and 9000 revs (red- line) every gear change, up and down, controlled by the onboard computer. Amazing! What a great technology Porsche have put into these cars. The driver has not to think about changing gears and can concentrate on steering, placing, accelerating and stopping! At these speeds you do not have time to do anything else anyway!



***Could there be a better sight...***

Last run and I have been moved into group 1 and 3<sup>rd</sup> behind Alex Davidson with two GT3RS in front. Will I be able to keep up? I must not come off the track trying. I have to drive back in the car and not on a tow truck. Green light and we're off, out of the pit lane and up the mountain. Foot flat, revs climbing over the hump and I am still with them. First right then straight and over to the right for the hard uphill left, I am right on his tail. Over the top oh I have to brake. Too close! Foot down again

and over skyline through the cutting and onto Conrod, still keeping up! And so it was for the last amazing 10 laps of the very challenging circuit, in an even more amazing Porsche.

“What you got done to your car mate to keep up with my RS?”

ME: “ Nothing, its straight off the showroom floor,” I replied.

Make Pole Position the top of your bucket list, it’s STILL on the top of mine !!!

## **PORSCHE CLUB TASMANIA – 2016 AWARD**

An apology to members and especially those who received Club Awards for 2016 – the awards are usually an important part of the end of year event but due to the logistics of last year’s event the awards were held off and somehow were overlooked as we moved into the New Year.

There are three annual club awards – “Clubman” Awards for north & south and the “Club Champion” award.

### **The Club Awards for 2016 are:**

#### **Clubman North** - Keith Johnstone

Keith has been a very active member in the north. His efforts organising northern drive days have been very much appreciated.

#### **Clubman South** – Michael Borch

Michael worked very hard last year as the club Event Director. Some of his efforts were well and truly above & beyond the call of duty.

#### **Club Champion** – Rob Sheers

Rob was lucky enough to score enough points from competition events entered to achieve the Club Champion award.



### CAPTION COMPETITION

The winner of January's Caption Competition is Keith Ridgers, **"5, 4, 3, 2, 1, lift off"**  
But I think Keith has the wrong superhero though...





Put your creative brain into gear and send your caption for this month's Porsche photo to [tkovacic@netspace.net.au](mailto:tkovacic@netspace.net.au)



The winner will be announced in the next issue of *Flat Chat*

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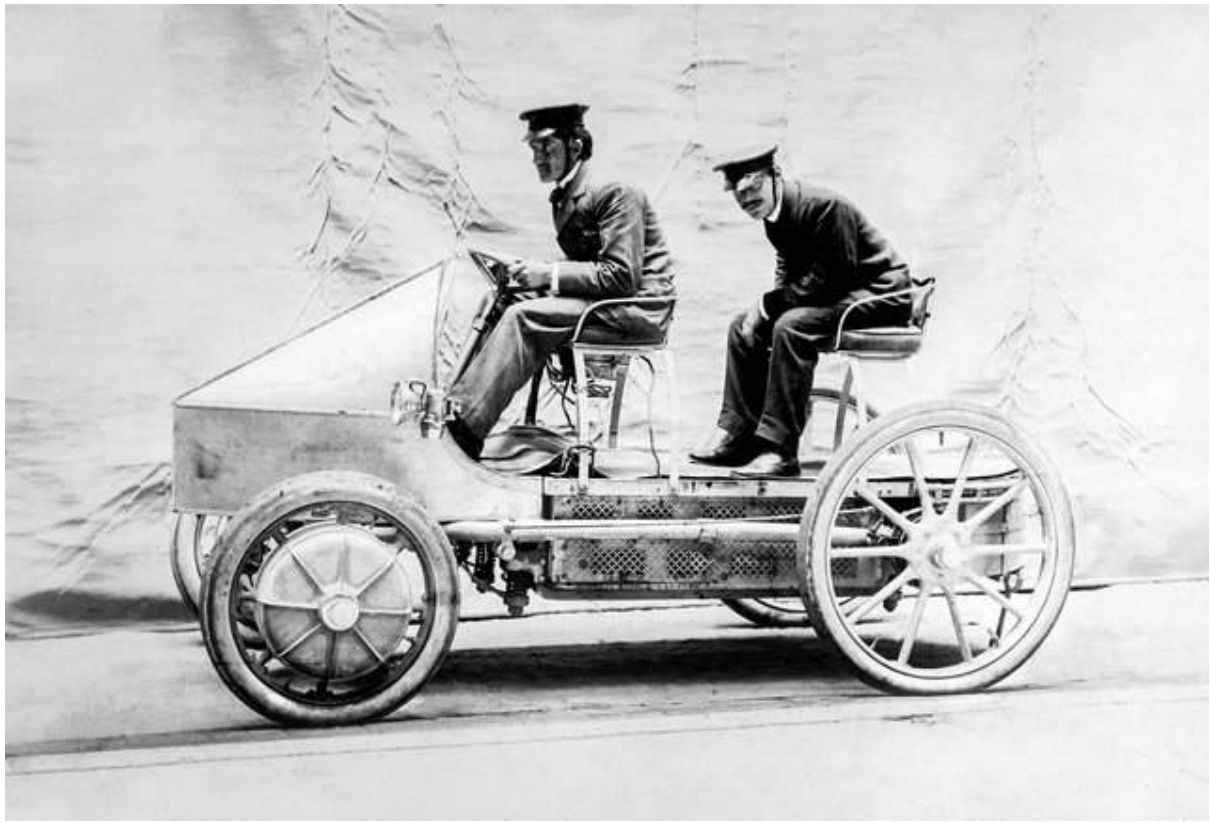
*Flat Chat*

POOLEY WINES "KNOW YOUR PORSCHE

COMPETITION"

**COMPETITION No. 18 RESULT**

- Questions:**
- (a) What is this vehicle?
  - (b) When was it made?
  - (c) What is the significance of this vehicle?



**Answer: Keith Ridgers - provided the quickest answer**

The **Lohner-Porsche Mixte Hybrid** (sometimes wrongly referred to as *Löhner-Porsche*) was the first hybrid vehicle developed by Ferdinand Porsche. First prototypes were two-wheel drive, batter-powered electric vehicles with two front wheel hub-mounted motors. A later version was a series using hub-mounted electric motors in each wheel, powered by batteries and gasoline-engine generator

**COMPETITION No. 19**

Boster Matt/ SIPA/ Rex

- Questions:**
- (a) What car is this?
  - (b) Who did it belong to?
  - (c) What is the irony of said ownership?

Email your entry to [tkovacic@netspace.net.au](mailto:tkovacic@netspace.net.au)

The winner will be announced in the April 2017 issue of *Flat Chat* and will receive a bottle of Pooley wine.



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### CLASSIFIED ADVERTISEMENTS

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Contact: John Pooley on 0418120055. Wheels available to inspect at Richmond Tas.





# 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 and (optionally) your spouse's/partner's/children's names)

**Postal Address:** .....

.....**PostCode:**.....

**HomePhone:**.....**WorkPhone:**.....**Fax:**.....

**MobilePhone:**.....**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 club secretary.

**Porsche –Type:** .....**Year:** ..... **Colour:** ..... **Reg No:** .....

**Joining Fee (1<sup>st</sup> year only):** \$10

**Annual Membership Fee:** \$110

or..... **Pro-rata 1<sup>st</sup> year Membership Fee\*:** \$.....

**TOTAL: \$.....**

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

#### Membership payment:

☐ Cheque - payable to **Porsche Club Tasmania**, ☐ Direct Debit (internet banking or via bank deposit)

☐ 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 (PCTmember) 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.