



# Porsche Club

T a s m a n i a



## *FLAT CHAT*

April 2014



Members enjoying a Club BBQ at Orford

*Issue No. 45/2014*

# *FLAT CHAT*

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

**APRIL - JUNE 2014**

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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 8.00pm 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

*An email confirmation will be sent to members a week before every meeting*

## APRIL EDITORIAL

This issue of Flat Chat contains articles from some fresh faces; Mark Dewey, Kingsley Wallman and Mick Arnold. It is very pleasing to have received these contributions without any nudging, arm twisting or bribery. I'm sure you will agree after reading their articles that they are talented writers, and they all display a passion for Porsche that we can easily identify with. So, don't be shy – follow their fine example and send me your thoughts and reports on any future Club event or Porsche-related topic. It's always great to receive an article "out of the blue", and I promise to publish it in the next issue.

There also articles by our stalwart contributors, Rob Sheers and Leon Joubert, without whom this issue would be considerably thinner. It's great to have such dependable writers reporting on PCT events and researches into various models of the Porsche marque. Thanks guys!

The relatively casual nature of private practice at Motor Sports Tasmania's two racetracks, Baskerville and Symmons Plains, has (perhaps inevitably) changed. The following explanation of the new requirements is provided by the Hobart Sporting Car Club in their current newsletter:

*Hopefully by now our club members have got their heads around the Private Practice requirements at both Symmons Plains and Baskerville? For those that don't know, persons hiring each of the tracks for private practice must hold a minimum of a CAMS L2S competition license, be a member of a CAMS Affiliated Car Club and will be required to have a CAMS Bronze level official supervising the relevant activities. If organizing your own CAMS official is too difficult, MST will be conducting several designated practice days at each race track per month, both weekend and midweek where the CAMS official will be put in place for you. If you have any queries as to private practice, please contact MST General Manager Dick Caplice on 62 244 134 or 0418 140 001.*

I contacted Dick Caplice, who confirmed that these details are correct and added *"Most times we will be able to supply the required official but there may be times where the hirer will need to supply an official."*

This creates a good incentive for two or three PCT members to become accredited CAMS officials, to help out members who want to have a test run on either of the MST tracks. The CAMS website has more details: <http://www.cams.com.au/get-involved/officials/become-an-official>

The variety and number of PCT activities reported on in this issue in the first quarter of 2014 is amazing, and there are many more to come. Reason enough to renew your membership for another year! Subs are due April 30, so please fill in the form on the last page of this issue and return it promptly to the Treasurer.

**Andrew Forbes, Editor**

## THE CHAIR SQUEAKS

Dear Porsche Family,

Since our last Flat Chat we have had a very successful summer BBQ at John and Sue Davis Orford Beach house and I thank them on behalf of Libby and I and the members who greatly enjoyed the day. It is very important that we share as many different events together and this is one well worth sharing.

Funkana; what a morning at Pooley's paddock; a well-attended event and organised by Leon Joubert and assisted by Dave Eve. Great fun and lots of laughs, especially during the slalom driving test - Blindfolded drivers! Well done to Chris White who drove with a level head to power his Holden to a comfortable victory overall and luckily did NOT follow in his Father's wheel tracks! A BBQ followed with prize-giving , topping off a fun filled day for all.

Drive to Nant whiskey lunch and tour; another very well attended event, taking the drive to Bothwell to see one of Tasmania's heritage properties being restored from a flour mill to a whiskey distillery, restaurant and tours. Great drive there and back too.

My thanks to Event Director Bob who does a great job organising all of our events, and I am sure all members are grateful too.

The Victorian Porsche Club is coming to Tasmania to help raise funds for the Dunalley Bush Fire Appeal during April. We should all support the many and varied events and show the Vic's we have big hearts and love our Porsches too.

Friday 11th April is the morning tea at the Dunalley Primary school.

Saturday 12th is the Show and shine on the Parliament House Lawns.

Sunday 13th is Symmons Plains Raceway where you can get to drive on the track in a non-competitive event, as part of the Light Car Club of Tasmania's Club Day Championship.

These events will attract 15 points each towards the PCT Club Championships , so get to them all . Please attend also the Auction Dinner at Salamanca Inn on the Saturday night where you can bid on some great items at bargain prices and enjoy great food and fellowship.

I was lucky enough to meet Porsches newest official factory race driver, Mark Webber, at the Australian Grand Prix, looking very relaxed. I wished him success in the 24 Hour Race at Le Mans in June from the Club Members. He says the 919 is a fantastic sports car and when fully developed will be unbeatable, with him driving of course!



Just a quick reminder again to get behind the April events with the Porsche Club Victoria in April; all details have been sent out to you in the Calendar of Events.

A big welcome to new members. I look forward to meeting you all very soon and checking out your Porsche at the next event.

**Cheers**  
**John Pooley**  
**President**

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### NEW MEMBERS

We warmly welcome new members to the Club,

Bruce and Susan Smart, 911 Carrera (89), White  
 Randall Trethewie, 911 Carrera S, 50th Ann. Edition, Graphite Grey  
 David Warren, Boxster (14), Guards Red  
 Sharyn Polley, Cayenne, Jet Black  
 Arvind Dubey, Cayman (13), Black  
 Stuart Brinsmead, 928 (87), Silver & white

We look forward to seeing you at future Club events.



# Porsche Club

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## Tasmania



# CALENDAR OF EVENTS

## 2014

**April**

### **Porsche Club Victoria – Tasmanian Bush Fire Appeal: Around weekend of 12<sup>th</sup>**

PCT have been invited to be part of this event. It comprises PCV members arriving in Devonport, travelling down the west coast with two nights in Strahan, a show and shine at Salamanca, a charity dinner function, visit to Dunalley School to support the Bush Fire Appeal, a luncheon at Home Hill Winery, and some laps at Symmons Plains Raceway.

The program that PCT is involved in;

- Thursday 10<sup>th</sup> – Lunch at Derwent Bridge Hotel. Pay on the day, but need to confirm attendance \$20.00 pp
- Friday 11<sup>th</sup> – Drive to Dunalley School for morning tea and distribute Porsche drinking bottles to all students. Pay on the day, but need to confirm attendance approx \$10.00 pp  
Optional drive to Port Arthur for Lunch \$70.00 pp
- Saturday 12<sup>th</sup> – Show & Shine on Parliament House lawns from 8:30 to 12:30.  
Drive to Home Hill Winery for lunch (2 courses) \$65.00 pp  
Fire Appeal Auction/3 course Dinner at Salamanca Inn \$80.00 pp
- Sunday 13<sup>th</sup> – Drive to Oatlands via Bushy Park & Bothwell for morning tea. \$15.00 pp  
Symmons Plains Raceway. The opportunity to drive the track in a non-competitive mode. We will be coordinating Porsche groups to utilise the track in conjunction with the Light Car Club Tasmania who are running the Tasmanian Club Day Championship – Round 2. Minimum of 2 x 15 minute sessions. All drivers having an approved helmet, fire extinguisher and minimum CAMS L2 license. For those who do not have a license there will be “Day Licenses” available at the track \$50.00 pp  
Luncheon at JJ’s Longford Bakery, approximately 1:30. Pay on

the day, but need to confirm attendance \$15.00  
 pp  
 Drive from Symmons Plains/Longford to Devonport via a  
 number of Targa Tasmania Stages

PCT Club points will be awarded for participation at Dunalley, Show & Shine and Symmons Plains. Should you want to compete in the Tasmanian Club Day Championship – Round 2 please refer to the following link.  
<http://www.lcct.org.au/Club%20Events/20140413%20Championship%20Entry%20Form%20and%20Supplementary%20Regulations.pdf>

**May Picnic at Ross: Sunday 18<sup>th</sup>**  
**Preliminary Notice** More details to follow.

**Clarendon House: Sunday 25<sup>th</sup>**  
 Please refer to the invitation below from National Trust Tasmania to participate in the Clarendon Classic Car Day. Please contact Bruce Allison (bhallison@bigpond.com) who is coordinating PCT members for this event.

**June Economy Run – East Coast**  
**Preliminary Notice** More details to follow

**July Ausmas: Saturday 19<sup>th</sup>**  
**Preliminary Notice** More details to follow

**November Hill Climb: Sunday 23<sup>rd</sup>**  
**Preliminary Notice** More details to follow



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27 February 2014

Dear Members of the Porsche Club of Tasmania

We cordially invite you to join other superior motor cars – Rolls Royce, Jaguar, MG, Post Vintage Car Club, Vintage Motor Bikes and Horses & Carriages to the Clarendon Classic Car Day on Sunday 25 May 2014 from 10.00 a.m. to 2.00 p.m.

There will be a prize for the people's choice, many delicious food & wine venues, a brass band, hot air balloon and much more.

For those wishing to participate please fill in the Survey Monkey form by following the link listed below so that we have an idea of quantities for catering.

The admission fee of \$5 goes towards the upkeep of Clarendon, Tasmania's finest Georgian mansion. Clarendon is at 234 Clarendon Station Road, Nile via Evandale.

For further information please ring Carney Cox on 0400 098 197;  
or Hilary Keeley on 6344 6233

<https://www.surveymonkey.com/s/W6TJ2FT>

#### SPECIAL EVENT ANNOUNCEMENT

The following event, although not organised by the Porsche Club, is certain to be of interest to members. Note that it is in support of the Baskerville Foundation, so if you want to help secure the future of our southern racetrack, please consider attending.



**CAR CLUB TAS**

**HOBART SPORTING CAR CLUB**

**RACING CAR SHOW**

**OLD DUNLOP TYRE FACTORY**

**75 - 79 WELLINGTON STREET, LONGFORD**

**SATURDAY APRIL 12<sup>th</sup> 10:30AM TO 8:00PM**

**SUNDAY APRIL 13<sup>th</sup>, 9:00AM TO 4:00PM**

**ADULTS \$10 UNDER 14'S \$5**

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**CONTACT TONY GURNHILL PH:64272648 [acgurnhill@bigpond.com](mailto:acgurnhill@bigpond.com)**

## PCT ORFORD BBQ

*by The Editor*

John and Sue Davis again hosted the PCT's annual summer BBQ at their wonderful beach-side "shack" (quaint Tasmanian term for a summer house) at Orford in early February. The weather was perfect and since Orford is an easy hour's drive from Hobart, a good number of Club members attended the event. Plenty of grassy parking was available, and the assembled Porsches made a fine display as their owners gathered on the ocean side of the house to socialise, prepare lunch and admire the stunning views of Great Oyster Bay.



*Note the high proportion of soft-top Porsches – ideal for a sunny drive to Orford*

The Davis's provided two barbeques this year so there was plenty of grilling space for the outdoor "chefs" who gathered around to cook lunch. There was a fair bit of chat about best marinades (the night before) and basting sauces (on the day). Delicious scents soon rose from the barbeques, which Jamie Oliver, Luke Nguyen or Maggie Beer would have been happy to attribute to their own recipes. Lunch was arranged at the long table on the timber deck, and the entire party was able to take their places against a backdrop of the sparkling ocean.



*80% of guests wore a hat and sunnies!*

Responsible consumption of some excellent wines accompanied the al-fresco lunch, rounded out with some delicious desserts provided by Sue Davis. Many members stayed on for coffee and tea, as the weather continued to smile on the gathering, but eventually, somewhat reluctantly, we all had to make our way home.



*It's tough saying goodbye while the sun is still shining*

We all must thank John and Sue for so generously sharing their beach shack with Club members as it again proved to be a lively, enjoyable social occasion and an excellent start to the PCT's events for 2014.

**Andrew Forbes**

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## WREST POINT SOUTH EAST RALLY 2014

*by Mark Dewy*

The Porsche marque has added another competition success to its already illustrious history together with 16 24 Hours of Le Mans, 18 12 Hours of Sebring, 22 Daytona 24 Hours, 11 Targa Florio, 4 Rallye Monte Carlo and 2 Paris Dakar, to name just a few.

To this tally can now be added the Tasmanian Wrest Point South East Rally of 2014.



This is the story of how it was achieved.

My co-owner and I had conspired to enter the 924S in the event with me driving, and he would enter his BMW 2800 CS. My mate Warwick Lee was to enter his newly acquired Rover 80, but this was not ready in time to enter, so he came with me as navigator and our wives followed in the 'support car' that carried the usual rally items, thermos, wine, sandwiches, fold up chairs, kitchen sinks etc etc. Leon had a mutual mate Andrew McMaster as his navigator and Leon's son Pieter as a somewhat willing observer?!

Warwick and I had competed in this event on some previous years in a Triumph Herald, and we had always enjoyed the friendliness of the other competitors and the quality of the event organisation. It is well organised and efficient without being officious, with clear instructions without being overly complicated.

This years' event had more than 100 competitors entered, with 98 cars competing on the day. The 924S was car 56 with Leon entered at position 60, these being allocated in order of entry being received and thence being the starting order.

The event is a time trial, with each competitor nominating an average speed as the target. On Leon's advice, I nominated 35MPH as against the other option of 40MPH. This was good advice.

I tend to turn up at any event or function with a sense of uncertainty as to how the event will be run and the level of competition. This was certainly the case on the morning of the rally as we were directed to our allocated start position. We noticed almost immediately, that some competitors were taking the whole event very seriously indeed. One guy even had a clip board and TWO stop watches. This was serious as I had left my wrist watch at home and I had not adjusted the clock in the car. Never the less we ignored the guy with the clip board (who had a remarkable likeness to my co-owner) and we wandered around enjoying chatting with people about their cars, and some really nice cars there were.

This event is organised by the Post Vintage Car Club but is open to all members of car clubs, and as such enjoys a wide range of makes of all ages with the oldest cars being a 1927 Dodge as well as a Chevrolet Capital Roadster, with the most recent being a 2003 Mercedes SL 500. These bookended a field that included MG, Healey, Rolls Royce, Triumph, Rover, Maserati, Ford, Holden, Hillman, Jaguar, BMW etc as well as three Porsches, a 1970 911T driven by Christopher Berry, the beautifully presented 356 owned by Michael Hobden and the Jubert/Dewey owned 924S.

I would really like to write about the level of effort that went into preparing the 924S for this event, with the weeks of midnight oil being burnt in meticulous rebuilding of the car to the highest of engineering standards, the flying in of special parts to enhance the performance and reliability, the strict exercise regime and the mental toughening programmes the driver and navigator were subjected to in preparation.

But sadly, none of that really happened, if you ignore the bottle of good red wine with a malt whiskey night cap that Warwick and I shared the night before the event!

The preparation of the car was limited to me taking the cover off, refitting the battery and checking the oil and coolant levels as well as checking tyre pressures.

That some parts being flown in, was correct, except that they amounted to a new ignition switch after some sod tried to relieve us of the ownership of the car. Luckily a nice little part of the ignition switch design stopped them from getting away with it.

So we find ourselves at the start of the event and are flagged away in order. Warwick had been studying the route and said 'I know where they are taking us, I travel these roads every week', he being a resident of Woodbridge.

Warwick and I have always found it interesting to see how other competitors interpret the instructions given. After leaving the Wrest Point top car park, turning onto Sandy Bay road then Byron Street, Davey Street, Huon Road to Longley, the instructions

stated 'Pass through Fern Tree and go onto Longley, and at the 'T' intersection, turn right.' This obviously caught out a number of competitors who were looking for a trick and possibly, 'which right' as when we were approaching the intersection, one particular car was doing stop/start 360 degree turns in the road way trying to determine 'which right' to take. They went left with a gaggle of others grinning and following them.

We stupidly, arrived at the intersection and where the instruction said to turn right, we turned right. This was a key to our winning strategy, just do as the instructions said. At the Huon Highway intersection, we were instructed to 'turn left' but just before that, a time check was on the side, and we ensured that they had recorded our number before proceeding. This was another key to our eventual success, ensuring that our time was recorded. A cunning plan that worked!

As we proceeded down the Huon Highway before turning right to Sandfly and Margate (as per the instructions), we observed some competitors coming in the opposite direction being led by the 360 degree car, the driver of which looked 'anxious'. Not sure why?

On the way down the hill before heading to Sandfly, some shifty characters who looked like they were out of a 1970s crime thriller, roared past in their BMW 2800 CS. The 924S just let them go initially, but on a suitable straight (and not exceeding the speed limit officer) the Porsche dispatched the BMW and left it as a diminishing spot in the rear view mirror.

It was at about this point that Warwick and I remembered that we were in fact competing in a 'time trial' and we had probably just blown it when we blew off the BMW. We continued along the allotted route while Warwick rang the support car and advised that we thought it would be a good idea to call in on Warwick's daughter along the way. This was agreed to by the support team (our wives) and a flurry of phone calls made the arrangements for the 'pit stop'.

You will be familiar with the pit stops in F1 racing. Ours was nothing like that. We pulled into said daughters house, admired the garden, sat and chatted whilst the coffee brewed and enjoyed some home-made cake whilst wives fussed after grandchildren.

It should be said that as part of the event, the organisers had allowed a 30 minute period that was added to each cars time, that allowed for coffee breaks, toilet stops etc and can be used to make up for any time that was needed to be added/subtracted from your accrued time. We didn't do that. We pulled up when we got there and left precisely when we had completed our second piece of cake! I didn't even have a watch with me.

The next time check was nearing Cygnet and again our strategy was to pull up beside them and ensure they had recorded our number and time. This again was a good strategy as at least one competitor in front of us flashed past the time check at nearing terminal velocity and I really doubt that there was any possibility for the time keepers to even see what make of car, let alone an individual number.



The remainder of the event was spent travelling through the magnificent scenery of that part of the world and after following the instructions all competitors arrived at the finish at the park behind Centrelink in Huonville where groups were laying out picnic rugs and opening baskets of food. One group set up chairs/tables/wine glasses and had some 'fine dining' going on. I went looking for where the final time was taken on arrival, but it seemed that the check prior to Cygnet was the second and final one.

The event over all was very pleasant with a great group of fellow car enthusiasts out for a pleasant outing. I was most surprised when I received an email later that week advising me that I not only taken out Group 'G' (Modern car 1980-1994), but also the outright win.



These trophies are offered to the club to hold as a memento of this historic win for the Porsche competition family.

## MY OWNERSHIP OF THE DUTTON SILVER BULLET

*by Mick Arnold*

I first saw the Silver Bullet when Jeff Dutton and Pat Coram ran it in the 1993 Targa Tasmania Rally. It was the first event they did in it and it drew a lot of attention. A few years later I was selling my Daytona Ferrari and Jeff made me an offer of cash and the Silver Bullet for it, I think it was in 1997. I accepted his offer. It had become a bit run down, nothing serious, a few mechanical things and I had it repainted. I used the car as a promotional vehicle and ran it in some local events, mainly car shows and a few speed events.



I ran the car in the Porsche 50<sup>th</sup> Anniversary Rally in Victoria in 1998. We had a great time. The Porsche factory had sent out some cars from the Porsche Museum and displayed them in a separate section. I was invited by Klaus Bischof to display the car with the Museum cars. I had got to know Klaus over the years at Targa Tas. I had been living in Queensland from 1986 to 2007 and had been running a Targa team out of Qld for John Potter.

The weather for the rally was terrible and we had a lot of heavy rain and the Bullet leaked quite badly and had no demister system. I drove with one hand on the steering wheel, the other wiping the windscreen with a chamois. My navigator for the rally was an old friend of mine from Devonport, Roger Richardson. We still have a laugh at how wet we were.

The Bullet was a fast car, similar performance to an early 80's 930 Turbo without the lag. It was very noisy and had very poor vision along with being left hand drive. It was a challenge to drive fast on public roads, but was a lot easier on race tracks.

When I decided to sell the car I sent it to America to be auctioned at Pebble Beach in 2002. It did not sell at auction so I sent it to Fantasy Junction, owned by Bruce Trenery and he sold it for me to a fellow called Dink Farmer who I think still owns it.

A Google search of Silver Bullet will get you a lot of information. Some of the info is correct and some is not. It was never a car for the purist, but it is known world-wide in the Outlaw Porsche scene as one of the best.

My involvement with Porsches has been great over the years from my first '77 SC Coupe to the beautiful wide body 2005 3.2 Carrera Coupe which I bought new from John Pooley's Performance Automobiles and the '89 wide body speedster which I bought new on the Gold Coast, to the numerous other 911's, 944's, 968's, 928 and 928 S4, not to forget a few 924's and 356's which I bought and sold through my business, Mick Arnold Classic, over the last 35 years.

Of all the cars I have owned, the Silver Bullet is the one I should never have sold.

The following (pretty accurate) description and photos are how the car was advertised for sale at Bruce Trenery's Fantasy Junction, Emeryville, California

---

## 1955 Porsche 356 A `Silver Bullet` Custom Hot Rod

Wildly Modified 356A with Hot Rod 3.0L 6-Cylinder

### Comments

1955 Porsche Silver Bullett Hot Rod

s/n 54156

Silver with Bare Aluminum and Green Leather Interior

This car is a stunning and totally unique one-off that subscribes loosely to the 356 Outlaw philosophy. Based on a 914-6 chassis, this car has been fitted with a mid-mounted 3-litre 911 engine with Weber carburetors, as well as a 915 5-speed gearbox. It was built by Australian Jeff Dutton in 1992. The body is based on a 356 Continental from 1955, and is recognizably such up to the B-pillar. The roof has been chopped several inches, as is fairly standard for an `Outlaw`, but thanks to the mid engine placement and 914-6 chassis, the wheelbase is longer than that of a 356. Consequently, the car displays a dramatic and striking `fastback` rear treatment, which is beautifully set off by a number of very neat and extraordinary details. The philosophy throughout the car is one of lightness and strength, and much of the car is structurally composed of a tube frame. There is an integral roll bar, which is in keeping with the general interior aesthetic of Spartan functionality.

The disc wheels are 17 inches in diameter and are highly polished to match a number of other accents on the car, including the 718 RSK style side vents, driver's side mirror, as well as the engine and transmission access covers. The panels themselves have been extensively louvred to allow heat to escape. The beehive tail lamps from the 1955 Continental have been retained, and no fewer than six polished exhaust tips fitted, to hint at the 6-cylinder powerplant. A racing style through-hood fuel filler has been fitted at the front, while the rear view and passenger side mirror both operate on the 'periscope' principle through view windows that have been let into the body panels. The result is very coherent and nothing short of incredible. The exterior has been recently repainted to a nice standard and shows only a handful of small blemishes. The metal trim is very nice, including the highly polished accent panels. The lights and lenses are excellent, including Hella H4 headlamps.

The interior is quite Spartan but still feels very special. The green leather bucket seats are attractive and comfortable, while the dished wood-rimmed steering wheel with Porsche crest is very much in keeping the 1950's racer feel of the car. The dashboard provides a similar effect and has been carried over from the Continental, complete with large 'Telefunken' radio speaker aperture. The instrumentation is by timeless VDO instruments, some of which have been sourced from a 911. There is no carpeting or other upholstery to speak of, while the door panels are nothing more than polished stamped aluminum panels. The windscreen and side windows are Plexiglas, as is the rear porthole, which provides a great view of the engine, and an okay view of the scenery behind the car through the louvers. Also of note is an access panel between the seat backs on the rear firewall, cheekily labeled as an emergency exit using a sticker from an airliner. Between the seats is the exposed shifter for the 915 gearbox, as well as the ignition panel, complete with protective red switch cover for ignition, starter button, and an ominous red indicator light. The general condition is tidy, with no significant wear. The leather is excellent, as is the upholstered headliner.

The engine compartment is clean and looks like any backwards 911 engine should. It is not detailed for show but is satisfyingly clean, and brightened up by chromed air filter rain guards and polished trim. The engine itself has been built to RS specifications topped with Weber carburetors and is claimed to make 279hp. The front compartment reveals a fuel cell, as well as more evidence of the tubular frame components. The brakes are hugely impressive fully ventilated and drilled discs from a 934(!), which capably slow this extremely rapid car.

Perhaps the most unique and creative of the 356 Outlaw breed, this car is stunning in every respect, and totally unique. Combining the balance of the 914-6 chassis, reliability and potency of the 911SC driveline, aesthetic feel of the 356, and development and rigidity of a tube-frame car, this car really represents the best of all worlds. The level of detail is remarkable and its construction was an uncompromising and hugely expensive endeavor. This is a completely unrepeatable car that has had hundreds of thousands invested and is truly a one of a kind, head turning, tire burning Porsche hot rod that can be enjoyed on the street.

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## **PORSCHE 924S. ONE OF THE 'PROPER PORSCHEs'.**

*by Mark Dewey*

Front engined, water cooled Porsches, namely types 924/944/968/928 have been denigrated as not being 'Proper Porsches'.

As owners of front engined cars know, these cars are perfectly balanced with optimal weight distribution front to rear, giving a powerful and sure footed handling ability. The engineering design, by having the engine in the front and the transaxle in the rear is just outstanding. This feature was considered appropriate to live up to the Porsche engineering philosophy of making every new model having interesting engineering innovation built in. Coupled with the undeniable Porsche heritage that is included in every Porsche, these cars are fabulous.

My part ownership of this particular car was not planned. I had intended at some stage to find a suitable project car that I could immerse myself into, now that kids are gone and some spare hours are available. The brand didn't really matter to me and that was part of the joy of life that I knew that at some stage, something would just present itself to me. It could have even been a Triumph TR of some sort or a Mercedes or maybe even a Mazda MX5, but the anticipation of not knowing was really nice.

The car did present its self at a time and place unexpected.

At a significant birthday, after lots of wine and the mood and conversations were relaxed and enjoyable, this unnamed person, announced that he owned a couple of classic cars and that he was interested in someone taking a half share in one of them. This conversation focused my attention as I wondered if the project car was about to present itself.

It did. The car in question was a rare (for Australia) Porsche 924S, a UK delivered 1986 build car.

Now is there such a thing as 'fate' or 'destiny'? Who knows, but during the ensuing conversation regarding the car, and being told that the 924S was in reality 944 mechanicals under a 924 body, I showed the seller (half seller??) a few books I had accumulated in my study over some time. '911 and Porsche World' magazines, the 'Original Porsche 924/944/968' book by Peter Morgan, a complete digital 944 service manual and parts manual, printed out and compiled in folders so that I can sit and study them when I had nothing better to do (what sort of fruitcake does that? -one like me I guess!) and a folder of past selling prices for 944's as well as a listing of all the option codes for 924/944/968. I had certainly been attracted to the concept of these cars due to the interesting design features.

I think the car actually found me via a very unlikely source, the shadowy figure of 'the ex-farmer with the fat fingers and the Mount Nelson accent'. How spooky is that. The thought process then moves onto the possible condition of the car. The owner described it as needing 'a bit if spit and polish and a fair bit of 'fettling'. This can

mean almost anything, but when presented with a mystery with the anticipation of a challenge attached, this sounded interesting and demanded a test drive. My imagination went from the 'car' shown below, to the one below that.



Luckily it was the car below.



When I picked up the car for a test run, said owner just tossed me the keys and said keep it for a few days. Not being one to take the borrowing of anything lightly, I decided that a one day outing would be sufficient.

My first thoughts and impressions of the car were along the lines of, where is the battery, how do I get to the spare wheel and does it have a wheel nut spanner, what do all these switches do, and boy, I need both hands and strong arms to drive this as the car did not have option M657 (power assisted steering). I add this fact to show my growing Porsche knowledge. Useless to most people, but knowledge never the less.

The steering was direct and at road speed (as against parking speed) the steering is direct and precise and reminds me of earlier sports cars I have driven. Where you point it, is where it goes, no fuss, no drama.

The brakes did exactly as requested, they pulled the car up without hesitation, firmly and dead straight.

There is some mechanical noise in the car, but as it has done in excess of 140,000 miles (as it is a UK spec car) some imperfections are inevitable. I will deal with these imperfections with my co-owner over time. The cars imperfections that is, not my co-owners, they are too numerous and I fear impossible to correct.

The surprises to me were as follows:

1. The body felt tight and firm, no rattles or bangs from anywhere, a pleasant discovery.
2. The driving position is made for .....drivers. The seat hugs you in the right places and when cornering, holds you in place without any conscious effort on the part of the driver.
3. The handling and ride. This really was the area I struggled with. Having grown up with home built road, bitumen track and dirt track cars, mainly from Australian and British parts or hand built special parts, with one exception which was VW based, my understanding of suspension systems was that you could have firm and fast and hence brutally harsh suspension, or soft and slushy and handling like a bucket of custard. You had one or the other, it was impossible to have both.

The 924S took me completely by surprise. How does a car deliver smooth ride, taking the bumps and potholes with no fuss or back braking harshness, and then on deliciously winding roads, hold flat and firm and begs to be driven harder and faster with sharp and direct steering response! How do you design something like that with a seemingly impossible combination?? This needs to be examined further.

4. The engine. I had been doing a little bit of reading about these cars and so was aware that the engine in the 924S was one half of the 928 V8 and that it was a 2.5 litre single overhead cam direct injected inline 4 cylinder of 150 HP when new. I also had read about these engines having 'balance shafts' to deliver smooth power without the harshness and vibration that some 4 cylinder engines can experience.

The power delivery was smooth and full, feeling like it wanted to deliver more and more. Whilst I was still in a 'borrowed' car, I certainly didn't rev the engine out to its tachometer redline, but the revs and throttle settings that I did use were

impressive. (I was also very aware of the folk law around these M44 engines and the catastrophic outcomes of broken cam belts with an interference type engine). I kept the revs and power settings moderate, as the history of belt changes with this car was not well known.

5. The car generally. I had a preconceived notion that exotic sports cars were delicate and need to be handled carefully so as not to break them. This was certainly my experience with performance cars of the past. The 924S is not delicate, nor is it rough. It is a refined car that is robust, not clumsy, but well and carefully designed and built.

When the day with the car was over and I returned it to the owner, I commented about my impressions, particularly regarding the ride and handling.

In a moment that could have been the closing shot of a car movie or even an advertisement, the owner looked at me with an enigmatic smile and said, 'that's the magic of a Porsche'.

## “MY HEMMINGWAY MOMENT”

### ***Extracts from a Mainlander's Porsche Blog (David Bowie, Sydney)***

**Editor's intro:** *Back in February, Bruce Allison had organised an EMR (Early Morning Run) as he does regularly, with the idea of doing a reccie of the Poatina Mountain Road, which was to be the course for an inaugural race the following weekend. Unknown to him and his fellow EMR participants, Sydneysider, David Bowie, had been touring Tasmania in his pretty blue 911 for a week or so, trying on various Targa stages for size. As they left Launceston heading for Cressy and Poatina, Bruce & Co. happened upon David and his blue Porsche and after a brief introduction, he joined them on their trial run. He was incredibly impressed by the friendly PCT members, and he featured them in his Blog for all his Porsche mates to read back in Sydney.. Bruce thought you might like to read what he had to say about our Club, its members, their cars and the great Tassie roads (as if you didn't know already how lucky we are!)*

**Day 9: The Sideling** lives up to its reputation and more. Steep. Uphill. Downhill. Hairpins. Sweepers. Straights.

I'm just starting to explore the changes made to the car. There has been a fair bit of camber put into the front wheels, so much so that spacers are required to keep them away from the struts. This gives superb turn in. Matched with the rears there is a prodigious amount of grip through corners. Oddly enough, it's stable in high speed straights, too.



*The top of The Sideling. All go. No show.*

**Day 10: Departed Launceston for Deloraine.**

Was just about to commence cruising on the A1 on the outskirts of Launceston, looking for some 98, when I saw a flash of silver in the 935 mirrors.

Then this little beauty rumbles up beside me:



*G'Day. The name's Bruce!*

And I thought there were no Porsches in Tassie. I ask Bruce to pull over, which we promptly do on the side of the freeway, then another 5 Porsches (six including Bruce) and a Mini Cooper S promptly pull in behind. I had stumbled upon a contingent of the Porsche Club of Tasmania.

In the lineup were:

- Bruce's gorgeous 911S;
- David's cabriolet Carrera (80's vintage I think);
- A red 993;
- A white 356C (apparently a national concourse winner);
- Phil's white 930; and
- A 928S (In manual!!).

So I take back all I said about Tassie being empty of Porsches. I really did think I'd see Tassieman's green frog but it wasn't to be.

It turns out these ladies and gents were heading out to Poatina to check out a hill climb course that was set to run next weekend.

I'd never heard of Poatina (it sounded Kiwi to me) but it is an old hydro town of years gone by - apparently the whole town was purchased by a Church group at one point.

Apart from the usual hydro cookie-cutter houses, Poatina is also home to a fairly

awesome piece of tarmac heading straight up to the Central Plateau and the Great Lake beyond. Look at it on Google maps and you'll see those squiggly lines that makes drivers go all juvenile.

The real regret is that I didn't switch the Go-Pro on for this one. For if I did you would have seen me start from second last. Walter in the 356 (I'll call him Walter because he is a spitting image of Walter Rohrl) was cautiously, and justifiably, last. You then would have seen me go past a gracious David who waved me through past him and the 928S. There would have been a great Tango between me and the Mini, with the Mini giving way on a short straight. Then the best was last: A hot Mambo between myself and the 930, with Bruce out in front. Typically I was all over the back of Phil, almost kissing his bumper with my tow hook, only to see the boost come on in the straights. I got out beside him on one occassion with about a half car overlap. Then he had the boost come in but, to my great delight, I hardly lost any ground on him. The next corner roared up way too quick and I had to drop back in behind. Phil wasn't letting me through and made me work for my supper. He was dropping his rear tyres off into the gravel, sliding those glorious 930 hips around, and doing everything he could but concede.

The hidden story was Bruce up front in the 911S. He was unworried by all our shenanigans and led a remarkable charge up the hill.

Gents, had there been a long enough straight, or a big enough gap on a corner, I would have eaten you up 😊. I know, maybe I'm suffering from woulda, shoulda, coulda.

But a hoot nonetheless.

At the top there were quite a few brakes smoking. The red 993 had hubs that were glowing orange. Spectacular.



*What a way to spend the last day of the Tour of Tassie: The top of Poatina Road*

We had a similar mad dash back down the hill, but none of the craziness of the way up.

At the bottom was "Chalet Poatina" where the Club shouted coffees all round - A big thanks to Bruce.



*Much murmuring of all things Porsche and plenty of tyre kicking over coffee, just as it should be.*

So a big thank you to the ladies and gentlemen of the Porsche Club of Tasmania. You were friendly and welcoming to a complete stranger. No wonder Klaus Bischoff is an honorary member. You helped make this day one of the best.

## WHAT PRICE MY PORSCHE? PART 2: 928 AND 914.

*by Leon Joubert*

### **The Ultimate GT: The Porsche 928.**

My first experience of a Porsche 928 was somewhere in the late 1970's in a curious orange-beige coloured car with even more curious brown and orange check patterned upholstery.

I tested around 80 new cars a year at the time but the Porsche's colouring fixed it firmly in my memory along with its sublime touring ability.

I drove that 928 on a trans-continental European trip and it lapped up countries like some cars can only do with kilometres. It was the ultimate GT (grand touring) car.



The 928 had a longer lifespan than many people realise.

First introduced in 1978, it was in production for 17 years until 1995. A total of just over 60 000 were made.

Some similarities with the 924/944 series are obvious.

The styling shows similarities from the pop-up headlights to the large rear hatch (rear quarter windows were a necessity for the hatch on the bigger 928) and the front engine/rear transaxle layout is also common to both models.

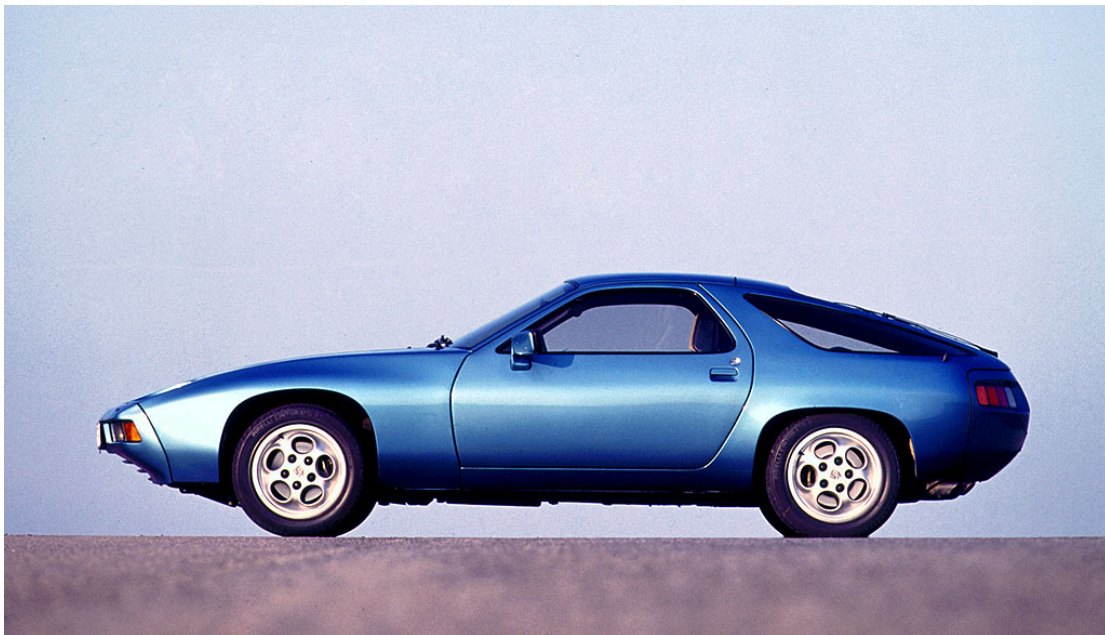
However other than its V8 engine (double the capacity of the four cylinder 924/44 models) the heavier 928 also has aluminium doors, front fenders and bonnet.

A 5-speed manual gearbox was available, but the vast majority of 928's used a 3-speed auto from the Mercedes-Benz 350/450 SL/SLC, later updated to a 4-speed auto from 1983.

The V8 engine of the earlier models was a 4.5 litre SOHC unit with electro-mechanical Bosch K-Jetronic fuel injection (also used by Mercedes-Benz at the time). Owner groups tend to regard these cars as simpler and easier to maintain.

In time Porsche (like most German luxury car makers) switched to fully electronic injection and the 928's V8 engines also grew in size and (from 1985) acquired 32-valve complexity. The final engine capacity was 5.4 litres.

In my own experience the 928 was one of the best-built cars I ever drove. The doors shut like those of the proverbial bank vault and every control and switch operated with scientific precision.



Thus 928's should be very long lasting but it is also important to recognise that it is a very sophisticated, high performance luxury car and will never be cheap or easy to maintain. Spare parts are not cheap either.

The lesser sophisticated or complex models will be easier for the home mechanic to fettle. However when you get into 32-valve, electronic fuel injected, catalytic convertor territory you will probably need outside assistance.

In which respect it is also important to note that several Australian specification models (model year 1985 for example) were built with low compression engines to cope with our poor fuel quality at the time.

Used 928's are in good supply in Australia and typical prices for cars with 200 000-plus mileage but with decent service histories will range between \$20 000 to \$25 000. The 928 S4 models will attract slightly higher prices, and an occasional very low mileage GTS (the last of the breed) may top \$50 000.

One of the potential best buys that I saw was a 1982 928S with full service history and 150 000km for only \$13 000.00.

A 928 will outrun most 911's of the same era, go around corners with less fuss, and take you from Melbourne to Perth more comfortably than Jetstar.

The only caveat may be that its upkeep (like that of your computer printer) may soon outstrip its purchase price.

#### The Most Underrated Porsche: The 914/4 and 914/6.

If you ever owned a 914, or had an opportunity to own one, and let it go cheap, you can now kick yourself.

The mid-engine, Targa-topped 914/4 and 914/6 models date from 1969 and lasted in production until 1976 during which time 119 000 units rolled off Porsche and Karmann's production lines in Germany.

The four cylinder 914/4 used Volkswagen or Porsche-sourced engines of 1.7, 1.8 and 2.0 litre capacity and made up the bulk (115 600 units) of production.

The 914/6 used the 2.0 litre, six cylinder engine from the 911T as well as 911 suspension and brakes and only 3 300 were produced from 1969 to 1972.

Since the 914/6 did not cost much less than a 911, it never succeeded in the market place despite the excellence of its mid-engine layout – much later revived by the Boxster.

By far the vast majority of 914's went to the US market where the 914/4 was sometimes also sold through Volkswagen dealerships. (In Europe it was even known as the Volkswagen-Porsche).

With a price tag around \$3 500 (about \$20 000 in today's money) the 914/4 was a popular choice as a graduation gift for the children of wealthy parents as well as retirees wanting a "Sunday driver" in sunny climates.

It did not quite make the grade as a weekend track car.

However the 914/6 could hold its own against a 911T (being both lighter and mid-engine) and a fair number eventually benefited from after market engine upgrades to 2.2, 2.7 and even 3.2 litres.



So where is the often underrated 914 now?

They are hard to come by in Australia, and if you can find a good one you can expect to pay north of \$30 000. The few cars that come available have usually been nicely restored as mechanicals are affordable and easy to maintain.

US prices, given the much larger numbers of 914/4's sold there, are in the region of \$10-\$20 000 for cars that are in quite good condition.

I have yet to see a 914/6 for sale in Australia (though there was one on a PCT economy run a few years ago) but in England the 914/6 prices are climbing steadily and now hover around the \$40-\$50 000 mark.

A former South-African friend (now sadly passed away) began collecting 914/4 and 914/6 models about 15 years ago and at that time was paying as little as \$2000 for a car in good running order.

I have often wondered what happened to his collection after his death, or whether he had already disposed of it, but have little doubt that it would have been a very profitable investment.



The 914's are not difficult or expensive to maintain, have a unique position in Porsche history, and are clearly becoming more and more collectable.

If you find a cheap one – grab it and hang on to it!

## PORSCHE CENTRE HOBART NEWS

*by Adrian Brown*

A lot has been happening in the world of Porsche. The brand continues to grow at rapid rates worldwide. This growth has been achieved by various new model introductions, pricing and specification changes and entry to emerging markets.

At the time of writing there is 768 authorised Porsche centres worldwide, that delivered in 2013 162,000 units worldwide, a 100% increase in sales since 2010. Porsche AG has plans, big plans to continue this growth, perhaps not at the same rate, but none the less the Zuffenhausen based Management has explained that sensible growth will be maintained. With this growth more Porsche Centres will open in key locations to deliver and service this growth expectation.

### 2013

PORSCHE Deliveries	AG	December			January - December		
		2013	2012	Variance (%)	2013	2012	Variance (%)
World		14,855	12,097	22.8	162,145	141,075	14.9
Europe		5,018	4,556	10.1	51,049	48,877	4.4
Germany		1,428	1,389	2.8	20,638	17,526	17.8
America		3,900	3,479	12.1	49,562	41,060	20.7
USA		3,246	2,952	10.0	42,323	35,043	20.8
Asia Pacific, Africa and Mideast		5,937	4,062	46.2	61,534	51,138	20.3
China		3,312	1,937	71.0	37,425	31,205	19.9

### 2014 YTD Feb.

PORSCHE Deliveries	AG	February			January - February		
		2014	2013	Variance (%)	2014	2013	Variance (%)
World		11,061	10,454	5.8	23,286	22,515	3.4
Europe		3,332	2,920	14.1	6,236	6,070	2.7
Germany		1,456	1,290	12.9	2,937	2,636	11.4
America		3,680	3,225	14.1	7,204	7,059	2.1
USA		3,232	2,805	15.2	6,328	6,163	2.7
Asia Pacific, Africa and Mideast		4,049	4,309	-6.0	9,846	9,386	4.9
China		2,387	2,689	-11.2	6,422	5,812	10.5

In Tasmania, Porsche Centre Hobart which is part of the Performance Automobiles group enters its 45<sup>th</sup> year representing the Porsche brand in 2014. This longevity is recorded as the longest serving Porsche Centre in Australia. As we enter our 45<sup>th</sup> year we remain as confident as PAG about growth with plans to record another record year with the brand.

For Quarter 1 Porsche Centre Hobart has achieved more sales than any other prior corresponding period with deliveries of various new 911, Cayenne, Cayman, Boxster, and a “significant” number of orders for the latest offering - Macan. There has also been activity in Pre-owned Porsche too.

### **Macan:**



On March 21<sup>st</sup> Nick Clark and I headed off to Barcelona Spain, to experience the latest offering from Porsche. The All New Macan. This new Porsche derives its name from the Indonesian Tiger.

Over the various days the team from Zuffenhausen took us on a journey into the creation of the Macan, its development and engineering, market opportunities and the competitor product. It was executed with the precision Porsche is famous for, structured, process driven with performance outcomes.

We enjoyed various drive programs on and off the track, tested the Macan against competitor product, some of which is available in Australia and had the opportunity to “chase” a Porsche 911 Turbo S around the race track in a Macan Turbo.

My personal view is that the Macan will become the highest selling Porsche model, just as the Cayenne did before it. The Macan offers the Porsche essentials of

sportiness, build quality, brand value and desirability. If early indications are any reflection of this, then my assumptions will be correct. The 2014 volumes have already been exceeded in orders and PAG are seeking greater build production for Australia.



Porsche Centre Hobart will hold a release occasion for the Macan in the lead up to its public release date of 14<sup>th</sup> June. Please look out for our forthcoming invitation. We look forward to seeing you again soon.

**Adrian Brown**  
**Dealer Principal | Managing Director**  
**Performance Automobiles | Porsche Centre Hobart.**

## 2014 PCT FUNKHANA

*by Rob Sheers*

On the 23rd of February a bunch of keen PCT members gathered at the Pooley's Vineyard in Richmond for what we thought would be a bit of fun in the paddock.



According to the event Supplementary Regulations – “ELIGIBLE VEHICLES: Excavators, fork lifts, steam tractors, electric milk floats and hovercraft are specifically excluded. Anything else (with wheels) is acceptable.”

So it wasn't surprising to see an interesting lot of machines gathered in the paddock. But sadly only one Porsche – my trusty 911SC.

Officials on the day were - Clerk of the Course Leon Joubert, Grounds Curator, John R.D Pooley, Judge of Fact The Hon. Dave Eve JP, FIA and Wine Steward John R.D Pooley.



*Officials Dave Eve and Leon Joubert – took no prisoners!*

Those who competed in the inaugural FunKhana held a couple of years ago would agree that it was a fairly loosely run event with the main focus on the fun part especially for the spectators and officials! This event was somewhat different as it turned out. The spectators were still well entertained but participants were subjected to some very tricky tests!!



*Paul Tucker giving his recently restored Land Rover a work out or is that the Land Rover giving Paul a work out?*



*Bob White's home built buggy was very entertaining*

As the Fun Khana was held in a paddock the Porsche entry was a bit low – only my 911SC! John Pooley tried to justify a Porsche connection with his Subaru Brumby ute – boxer engine and a set of 356 carbies on the passenger floor, good try JP!! Other interesting vehicles were Paul Tucker's very nicely restored Land Rover which Leon was seen admiring (must have bought back memories of his African days). And Bob White's self-built buggy which was shared with his sons.

There were four tests which as it turned out could be interpreted in various ways. If you were a budding mathematician it would have helped - a lot! The tests were:

May Pole - going in ever decreasing circles as fast as you could around a May Pole while holding a string and not letting a weight in the middle touch the ground. Sounds easy but it wasn't - if the sting broke or the May pole was pulled out you have to fix it all while the stop watch ticked on!

Parking – planning the best course and going as quickly as possible stopping in as many garages as possible. This one was a mathematician's delight!

The water carrier dash – competitors were given a bowl (round bottom!) with a carefully measured amount water and then had to race though a slalom and back. All timed to the second and any water lost was deducted from the score - this was Leon at his devilish best!

Blind fold slalom – a run through a slalom blind folded. Not so easy – a bit blind leading the blind for some!!



*At least Bob White didn't have to worry about spills!*



*The troops were suitably entertained!*



*Time for a bit of well-earned R & R!*

It was a different sort of event that was enjoyed by all those who came along. Thanks to Leon for using his devious mind to come up with the weird and wonderful tests that certainly got the attention of those who competed! Also to his main helper Dave Eve and to the Club President John Pooley for allowing us the use of his property. See test results next page.

PCT FUNKHANA RESULTSTEST 1

Chris White	81.2
Joe Hand	81.5
Rob Sheers	94.9
John Pooley	104.7
Pieter Joubert	120.7
Paul Tucker	125.7
Mark Dewey	133.9
Louis Cole	139.5
Keith Ridgers	197.1
Bob White	199.8

TEST 3

John Pooley	63.8
Joe Hand	66.7
Bob White	68.4
Chris White	72.7
Keith Ridgers	73.9
Louis Cole	81.5
Rob Sheers	100.5
Pieter Joubert	116.2
Mark Dewey	138.8
Paul Tucker	173.3

OVERALL

Chris White	267.7
Joe Hand	280.2
Rob Sheers	292.3
Louis Cole	363.1
Mark Dewey	372.8
Pieter Joubert	377.8
Keith Ridgers	379.2
Bob White	445.4
Paul Tucker	454.7
John Pooley	682.5

TEST 2

Rob Sheers	30.7
Bob White	37.2
Paul Tucker	37.7
Joe Hand	37.8
Keith Ridgers	38.4
Mark Dewey	41.6
Pieter Joubert	41.7
Chris White	44.7
Louis Cole	62.5
John Pooley (DNS)	180

TEST 4

Mark Dewey	58.5
Rob Sheers	66.2
Chris White	69.1
Keith Ridgers	69.9
Louis Cole	79.6
Pieter Joubert	93.2
Joe Hand	94.2
Paul Tucker	118
Bob White	140
John Pooley	334

## TARGA WREST POINT – THE VIEW FROM CAR 574

*by Kingsley Wallman*

As I'm sure you all know, Targa Wrest Point (TWP) is one of the siblings of the mother of all tarmac rallies, Targa Tasmania. It is a delightful summer's jaunt around the Huon at speed on its best and most challenging coastal and mountain roads.

This year was my second appearance at the rally. Yes, I know I'd vowed two years ago never to return because, frankly, the condition of some of the roads is not of the standard we see in the other Targas: Tasmania, Adelaide and High Country. I was also very reluctant to take the car on the gravel roads that make up some of the transport stages of TWP. I'm a bit anal and protective of my darling you see (must be the German blood?). But there had been a decisive event since my last TWP that meant that I absolutely must compete: I had succumbed to the darling temptress Tassie, after a decades' long love affair that started when I competed in Targa 1993, and moved my family from Sydney to Hobart last July. So TWP was now my home event, with the start at Wrest Point within spitting distance of home.

And thus in late January, under glorious summer skies, I found myself preparing the car for TWP, not having left the garage since Targa in April 2013 except to obtain Tassie registration. The old girl is a 1974 911S rebuilt for tarmac rallying as a 1973 911 Carrera RS, competing in Late Classic LMS specification. Now nearly three years since I bought her to replace my 1987 BMW M3 (the first generation E30 and a truly brilliant car) she had been well and truly sorted with meticulous development and attention to detail. I was expecting that this event would finally be our first together without mechanical problems.



Apart from new Tassie plates, there was to be one other change to the usual rally formula for me: my wife, Genevieve who had shared the car with me since we first competed together in the 1999 Classic Marathon through France, had relinquished the left hand seat to our good friend Lee Harper, a navigator with nearly 20 Targa Tasmanias to his name in a 911. Then another first for me, Lee and I did “reccie” on the two days prior to the start, something I had never bothered with. And thus, we found ourselves suited, booted and at the start early Saturday morning, well and truly ready to go.



Fast forward two days later and we were back at Wrest Point sharing a cold beer in the sun recounting two fabulous days of driving on some sensational roads, just one “moment” – when I brought the car down sideways after a jump on Nicholls Rivulet. I suspect that I was bloody lucky to catch her, given the expletives from the passenger! And how was it? Well, I remain, as ever, totally disbelieving at how a 40 year old car can be so satisfying, so challenging, so communicative, so unforgiving, so simple, so beautiful and just SO RIGHT. It had taken me a couple of years to really love her, to learn how to drive her, to finally get the 911 thing. After a chassis like the M3, it was always going to be a task to go back a generation in automotive engineering and drive a car with 60% of its weight behind the rear wheels. Suffice to say, there is now no going back (or is that forward?). She is everything that the 911 disciples say and more, and she is nothing like that said by the critics and the envious. Truly, there is just nothing like a well sorted air-cooled Porsche motor with rorty pipes, lots of revs and tight uphill stages! (Aah, maybe a 12 cylinder Ferrari, but that’s another story!)



Ooh, just in case you are wondering, we finished without any mechanical issues, the car performing perfectly for every second of the event. And we finished somewhere in the middle of the Late Classic field - I'm afraid that pure pleasure and a safe finish, not results, has been the objective of my motorsport for at least the last thirty years, when I accepted that I was never to be the next Walter Röhrl. Nevertheless, we did finish the equivalent of 1 second per kilometer behind good mate and seasoned 911 pilot, Greg Cook, in his identical car. That was good enough for me and Lee and it certainly topped off a great weekend. And yes, same time next year, look out for the sky blue little 911. See you there!



## A DRIVE TO THE NANT DISTILLERY *by Rob Sheers*



On the 23<sup>rd</sup> of March members meet at Jam Packed for a coffee before heading off on a run to Bothwell and onto the Nant Distillery.



We had a nice run except for the new road works on parts of the Hollow Tree road. Just north of Bothwell we arrived at the turn off to Nant. The sign said "1km" to the Distillery; after 2km (!! ) on a rough track we finally arrived at a very nice country setting.



On the run we had a nice variety of Porsches - from a 356 to a 944S, some 911's and two 928's!

After a look around the grounds we gathered for lunch which was served in the "long room". After lunch those who enjoy a drop of hard liquor went on for the distillery tour and tasting.



It's so nice to have a run over some of Tassie's less travelled roads. It was a very enjoyable day.

**Rob Sheers**



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CLUBMAN SOUTH 2014		CLUBMAN NORTH 2014		CLUB CHAMPION 2014
NAME	TOTAL	NAME	TOTAL	NAME
JOUBERT Leon	110	ALLISON Bruce	40	TBA
RIDGERS Keith	85	KING John	30	
POOLEY John	75	LUCK Kerry	15	
SHEERS Rob	60	MCCAFFERTY Phil	15	
ARNOLD Mick	45	YOUNG David	15	
DAVIS John	40	BOWEN Mathew	15	
HAND Joe	40	ZEUSCHNER Greg	15	
WHITE Bob	40	WILSON Chris	15	
LYONS Kevin	35			
DENNY Colin	30			
SMITH Barry	30			
MOODY Milton	30			
BERRY Paul	30			
CATCHPOLE David	30			
EVE Dave	30			
FORBES Andrew	20			
TUCKER Paul	20			
HOBDEN Michael	15			
DEWY Mark	15			
BARROW Rob	15			

**Compiled by Keith Ridgers**

*Flat Chat* POOLEY WINES “KNOW YOUR PORSCHE COMPETITION”

**COMPETITION No. 6 RESULT**

We still have no winner in Competition No. 6, even after giving you a second chance. So, we shall cancel No. 6 and move on to No. 7

**COMPETITION No. 7 RESULT**

**The Answers:**

1. In which country was this Grand Prix held? ***South Africa***
2. Which year? ***1962***
3. Who is driving the lead car (hint, it's a Porsche) ***Jo Bonnier in the Porsche leading Jim Clark and Trevor Taylor's Lotus-Climax***



Michael Hobden's answer, "**Dutch Grand Prix of 1961 at Zandvoort and Joakim Bonnier is in the flat four Porsche**": came closest, so he is our winner! Please collect your prize at Pooley Wines cellar door.

**COMPETITION No. 8**

This one is simpler!

**Question:** Name the Country where this photo was taken

I expect a rush of answers, so be quick as the first correct answer will win!



Email your answer to [andrew.forbes.911@gmail.com.au](mailto:andrew.forbes.911@gmail.com.au)

The winner will be announced in the July issue of Flat Chat

# POOLEY



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## CLASSIFIEDS

### 1985 Porsche 911 Carrera Coupe 2dr Man 5sp 3.2i FOR SALE.

**Price:** \$39,500 O.N.O plus shipping/delivery **Odometer:** 314,000 km

Peter has owned the vehicle since 2006 when he purchased it from an owner in Melbourne. Prior to purchase, I understand the engine was rebuilt and since then the car has been lovingly maintained and restored with great attention to detail. It is an amazing vehicle for a collector or avid Porsche fan, owned by a Porsche enthusiast. The interior has been meticulously redone by Crawfords in East Perth with leather. It has been fully repainted and looks mint. Maintained by professional German mechanic, Walter Epple in Perth. Always garaged, suitable for track work. Full service history available as well as receipts for all work done. Two spare tyres with rims included. In great condition - drive it and be completely impressed.

All enquiries to myself as Peter is currently unwell and unable to attend to his affairs. Our son, Nathan Stanley who has Power of Attorney will be the final person who will manage any transaction on behalf of his father. Larger photo files can be supplied upon request.

**Dr Joanne Samer**

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# Porsche Club

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## T a s m a n i a



### MEMBERSHIP RENEWAL

1st April 2014 – 31<sup>st</sup> March 2015

Amount due 30<sup>th</sup> April 2014

Member - \$110.00

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Please advise via return email if you are paying Direct Debit - or  
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**NOTE:** Please include a reference to name/membership number on  
the transaction

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