



# Porsche Club

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T a s m a n i a



## FLAT CHAT

April 2015



*It says, NO UNAUTHORISED LANDING, (except Porsches)*

# *FLAT CHAT*

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

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

**APRIL - JUNE 2015**

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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*

## Executive Committee of the Porsche Club Tasmania

<i>President</i>	John Pooley	Tel (03) 6260 2895 (bus) 0418 120 055 (m) jrdpooley@hotmail.com
<i>Vice-President</i>	John Davis	Tel (03) 6223 2751 0488 142 033 (m) hbtdavis@bigpond.net.au
<i>Secretary</i>	Kevin Lyons	Tel (03) 6234 8687 (bus) 0418 125 820 (m) kevin@salters.com.au
<i>Treasurer</i>	Keith Ridgers	Tel (03) 6228 3384 (bus) 0408 127 998 (m) kridgers2@bigpond.com
<i>Events Director</i>	Bob White	Tel (03) 6225 0660 0407 502 300 (m) bobwhite@wmca.com.au
<i>Membership Officer</i>	Joe Hand	Tel (03) 6227 8381 (h) 0468 348 968 (m) jghand@internode.on.net
<i>Committee Member</i>	Paul Tucker	Tel (03) 6229 9244 0417 557 527 (m) tasgirevik@gmail.com
<i>Committee Member</i>	Rob Sheers	Tel (03) 6229 2556 (h) rsheers@iinet.net.au

*Northern Representative Position Vacant*

<i>Newsletter Editor</i>	Andrew Forbes	Tel (03) 6278 9978 (h) 0418 763 787 (m) andrew.forbes.911@gmail.com
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**Postal Address:** Porsche Club Tasmania, PO Box 910, Sandy Bay, TAS 7006

### 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*

## **JANUARY EDITORIAL**

Easter is upon us and the long weekend holiday gives us a chance to take our Porsches for a drive, preferably with someone in the passenger seat to share the enjoyment. Not that we haven't had some of that enjoyment already this year, as the PCT has held a drive to Orford for a Club barbeque and a drive to Strathgordon with lunch overlooking Lake Pedder. Both events were really well attended, and you can read all about them in this issue.

For the competitive spirits in the Club, a core group of capable drivers and their quick Porsches participated in the Longford Revival Festival. I received an unprecedented number of reports of their weekend, and they are included back to back in this issue. Read with envy if you didn't attend! There is very likely to be a repeat of this popular festival of speed (and agility) in 2016, so you should seriously consider entering next year.

Speaking of speed and agility, it would be hard to top President Pooley's experience at the Philip Island Circuit, in conjunction with the Australian Grand Prix. John signed up for the Porsche High Flyers Driving Program at Philip Island, whisked there from downtown Melbourne in a helicopter, which landed him and a handful of lucky fellows at the track for a few hours of exhilarating driving in new GT3s and Turbos, ably coached by Tomas Mezera and Steven Richards. John's report makes you feel as though you are in the passenger seat being piloted at speed around the circuit, complete with eye popping acceleration and cornering G-forces. Another must-read!

Club Secretary Kevin Lyons and members David Catchpole & Phil Frith, competed on a different, but equally tricky course, the Royal Melbourne Golf Course for the Porsche Cars Australia Golf Challenge. They acquitted themselves very well indeed, just missing out on the top prize of being flown to Majorca to compete in the Porsche World Golf Cup. Kevin's report is another winner!

Editor Emeritus Leon Joubert casts his mind back ten years and reminds us what was happening in the Porsche Club of Tasmania in 2005, and what the early Boxsters looked like. He also unintentionally reminded us, during the Strathgordon Drive Day, that even the best-maintained Porsche can suffer a component failure and require a little assistance to get re-started for the drive home. It was gratifying to see the response of several technically minded members push their lunch aside and lend a hand to help Leon get his lovely 924S going again. That's what I call real Club spirit!

**Andrew Forbes, Editor**

## THE CHAIR SQUEAKS

Owning a Porsche is something not everyone wants to do, or is able to do, so those who do are different to those who don't. Porsche is an aspirational brand, a brand that one needs to experience in some way, whether as a young person seeing their first Porsche in a magazine, in the street or on the race track. May be a friend or a family member owns one. As a mature person, the introduction can be in many different ways.

Porsche-philia is infectious and enthusiasm grows whatever the introduction. Ownership aspiration becomes a goal in one's life and eventually a meeting and a relationship develops and evolves. Porsche can satisfy all five human senses, sight, sound, feel, smell and if you kiss your car good night, perhaps taste! It goes even further than that when you meet like-minded Porsche people; friendships develop and this is where the Porsche family comes in and why it is important to feed those natural desires and nurture those friendships. Porsche Clubs and dealer groups provide the ongoing grounds for satisfaction and excitement; both natural, essential ingredients for a balanced healthy life.

If you agree with this psychology then that's why our Porsche brand is so strong and our Clubs and events are well attended, why the Porsche driving school and Porsche Travel events are typically over-subscribed, and why participants come away excited and satisfied, looking for the next event.

Your Club committee recognise this and endeavour to provide events with the maximum satisfaction for members but are limited by public laws and regulations as to the amount of excitement that can be packed into an event on public roads.

There is good news for those who want more: Porsche Sports Driving School. We have one of the best schools in the world at Mt Cotton in Queensland and I encourage members to enrol for the ultimate Porsche experience and the most fun you will ever have. At least put it on your bucket list, but do it sooner than later, for you will go onto greater experiences as a result!

Thanks to all members for strong attendance at PCT recent events as our Club grows statewide.

**John Pooley**  
**President**

## ADVERTISE IN *FLAT CHAT*

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**Half Page** \$400 for a year (four issues)

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### NEW MEMBERS

We always warmly welcome new members to the Club, and this quarter there have been three (five including partners)

Jeff Gilbert & Matt Aylen	Derby	928S	1986
Brett Woolcott	Newstead	911	1985
Louise & Paul Daniels	Hobart	Boxster	2007

See you soon at a PCT event!



# Porsche Club

T a s m a n i a



## CALENDAR OF EVENTS

### 2015

**April**

#### **Clarendon Classic Car Day: Sunday 12<sup>th</sup>**

The National Trust has invited Porsche Car Club to join, along with the other select car clubs, to the Clarendon Classic Car day on April 12<sup>th</sup>.

They will have food stalls including a Barbecue, Sally's Kitchen, Gryphonwood wines, Leaning Church wines, Pagan cider, a coffee bar & their own Conservatory Cafe.

Entry fee is \$5 - this is a fund raiser for Clarendon's maintenance.

Time - 10am until 3pm. Address - 234 Clarendon Station Road,

Nile via Evandale.

RSVP's to PCT Northern Co-ordinator Alex Atwell -

[alex.atwell@pacificaluminium.com.au](mailto:alex.atwell@pacificaluminium.com.au)

**April**

#### **Baskerville Raceway: Sunday 26<sup>th</sup>**

The Committee always strives to provide a diverse range of events and has received feedback that there are not enough track days.

Accordingly, on 26 April 2015, Baskerville Raceway has been **tentatively booked** for the day, for driver training and free practice. We are waiting on confirmation of any requirements from CAMS, but these will probably be the same as we had at Symmons Plains last year, whereby as a minimum, a CAMS L2 license will most likely be required.

The cost of hiring the Track is the major expense, so we need to have **confirmation for those wishing to attend, by 31 March 2015**, so the track booking may be confirmed. The Track cost is usually around \$1,500, so we need say 10 – 15 attendees, preferably more, to cover this cost, which would equate to \$100 - \$150, depending on the numbers. The greater the number of participants, the less the cost is on a per head.

More details to follow, but your interest would be appreciated sooner, rather than later, to ensure we have sufficient numbers to determine **if the event is viable.**

This is why the cut-off is 31 March, which will then enable sufficient time to arrange CAMS documentation.

## **May Picnic at Ross: Sunday 17<sup>th</sup>**

Come along and join us at the “Picnic at Ross” – a great day out for car & motorcycle enthusiasts. For more info - <http://www.postvintage.org.au/picnic-at-ross/>

We are trying to arrange a dedicated area for PCT members, so will need to know numbers early May.

We will aim to arrive as a club group and meet at the Northern Entrance to Ross at 9:00am sharp.

**RSVP** – if you intend joining us please confirm by Thursday 14<sup>th</sup> May. [bobwhite@wmca.com.au](mailto:bobwhite@wmca.com.au)

## **June Bi-Annual Circumnavigation of Tasmania: Friday 5<sup>th</sup>**

Please refer to the accompanying details for this event, indicating a start point at either Hobart or Devonport. We have received interest from Porsche Club Victoria & the two starting points allow for any Victorian visitors to rendezvous with us at Cradle Mountain.

The accommodation details have been provided by TasVacations and prices are not fixed at this stage & we can make changes to dinners/functions if required. Any Member feedback is welcome.

Please indicate your intention to participate to [bobwhite@wmca.com.au](mailto:bobwhite@wmca.com.au)  
The bookings will need to be sorted through TasVacations & further details will be provided.

We currently have expressions of interest from 3 PCT and 1 from PCV

## **July Ausmas or Alternative: - Preliminary Notice**

## **August Average Speed/Economy Run Drive Day: – Preliminary Notice**

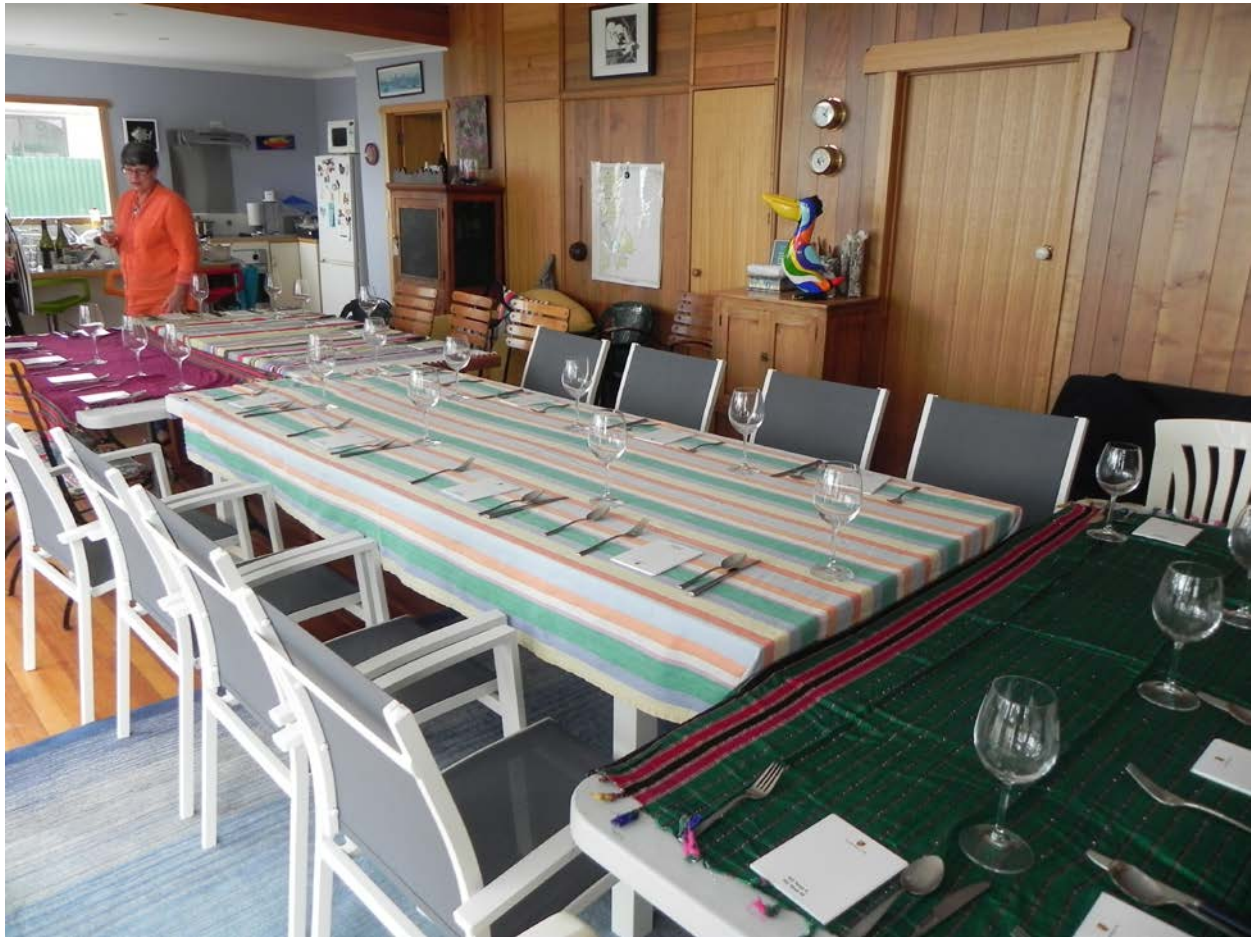
## **November Hill Climb: Sunday 22<sup>nd</sup> – Preliminary Notice**



## PCT ORFORD BBQ

*by the Editor*

February 1<sup>st</sup> was the date for the PCT's annual drive and barbeque, kindly hosted once again by John and Sue Davis. The previous two days had been rainy, so in case that pattern of weather continued, preparations were made to accommodate everyone indoors. Several tables were cleverly arranged in the front room, still affording spectacular views of Great Oyster Bay and Maria Island.



After a brisk hour's drive from Hobart, arriving Club members enjoyed conversation and aperitifs on the deck, while several "expert" BBQ chefs cooked lunch.



Cool weather justified the precaution of setting up tables and chairs indoors, so after an hour or so, the whole group moved inside to enjoy lunch.



What a lively group it was! Conversations rippled around the room, President Pooley warmly thanked our hosts, and Sue was prompted to respond on behalf of the Davis family.





With the weather discouraging outdoor activities, a very pleasant time was spent in good “chatty” company, before venturing outside for the relatively short drive home.

This event has become a PCT tradition, and as long as John and Sue can put up with 15 or so Porsches parking on their grass, and 30 or so members sharing their view, their furniture and their lunch, we will continue to appreciate their kind hospitality annually (no pressure John!).





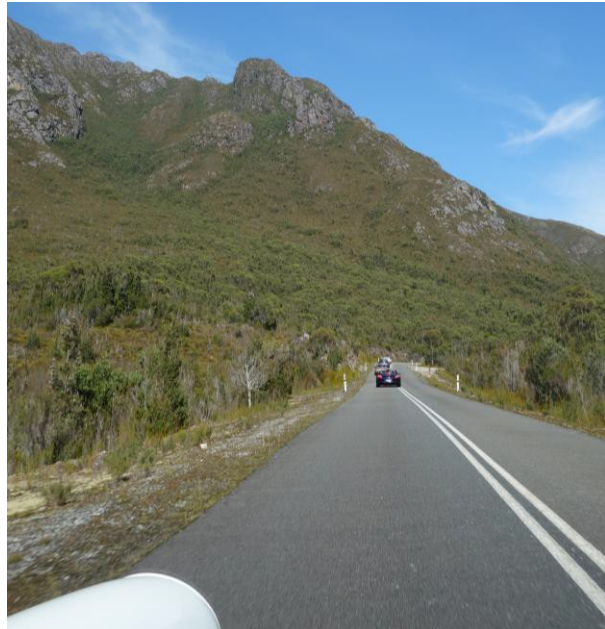
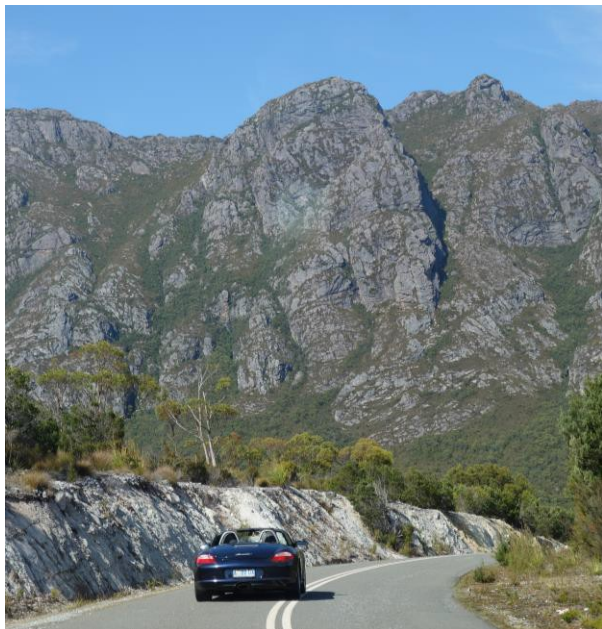
## PCT DRIVE INTO THE WILD WEST! – MARCH 2015

*by Rob Sheers*

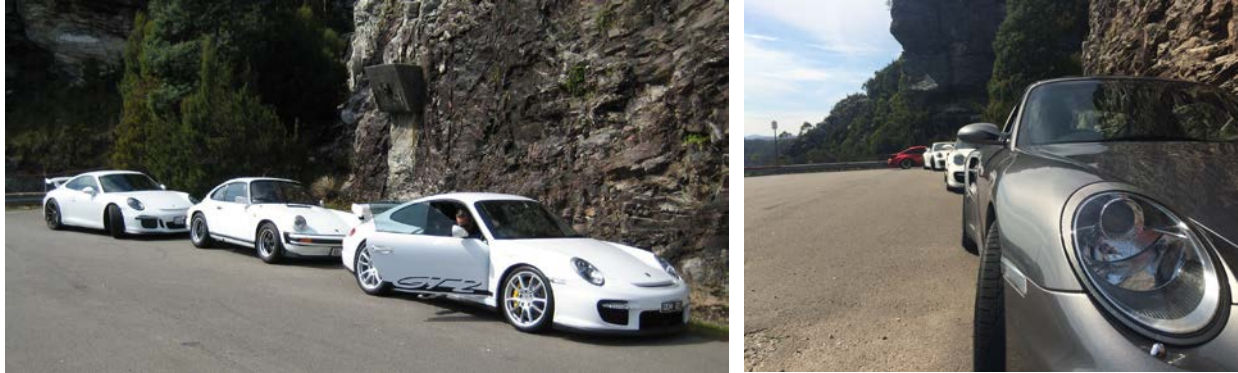


On Sunday 22<sup>nd</sup> of March a group of keen PCT members met in Westerway for a run up to Strathgordon. After a very enjoyable morning tea and catch up with friends at the Possum Shed we headed off in a Porsche conga line into the unknown (for some of us).

Once we had passed through Maydena we had the road pretty much to ourselves as we headed into the “Wild West”. From here it was a spirited, enjoyable Sunday drive with some great scenery along the way. The road was originally built by the Hydro Electricity Commission and is mostly still in surprisingly good condition.



We arrived in Strathgordon a little early for lunch so it was off a bit further up the road to the Lake Pedder dam wall. The dam is a huge structure and the views onto the South West from there were pretty interesting.



Those in our group who like a challenge took the many steps down to the dam wall for an even better look around.

On the return our fearless leader made light work of the hundreds of steps back up to the car park – well done JP!







The only hiccup during the day was when Leon Joubert's 924S “failed to proceed” after the stop at the dam wall. A little help from a person in a 4X4 with a set of jumper leads and some power from Kevin Lyons’ Turbo, the little Porsche was running again.



We managed to arrive back at the Chalet just in time for lunch. The “roast” on offer turned into a three course affair. Spicy pumpkin soup for starters, then the main course was an extensive spread of roast beef, lamb & pork and a good variety of vegetables. Something for everybody, and dessert followed (the “cakewich” was a hit!). The Chalet staff looked after us very nicely.



After a crisp start it turned into a beautiful clear, warm day. The last time we did this run (2009) we had similar weather - someone in the club must have good connections with the weather Gods!



It was another memorable PCT run - on some not so travelled roads taking in some very impressive scenery. I'm sure all who came along had an enjoyable day.

**Rob Sheers**



## STRATHGORDON RUN – ANOTHER IMPRESSION

*by Bruce Smart*

**Editor's Note:** *Before we leave Strathgordon and Lake Pedder, here's another excellent report of that enjoyable day out in good company with our favourite Porsches*

The event started for me a full seven days beforehand. Scouring the weather forecast every day is an important ritual. Surely Porsche Club runs are only conducted in fine Tasmanian weather? Well, the organisers excelled once again, with a perfect autumn day.

We congregated at a little cafe by the Tyenna River at Westerway, and proving once again how small Tassie is, the first person I ran into in the cafe was a former industry colleague, out for a day of fly fishing.



Our convoy then set off for Strathgordon, on some of the best roads, and past some of the best scenery, surely, in the universe. The pre-lunch visit to the Gordon Dam left everyone awestruck with the scale of the site.





The more adventurous of the group proceeded to descend to the dam wall. Little did we know that the return journey UP the steps would actually involve some strenuous exercise. Could I suggest PCT invest in a defibrillator for future events.

Apart from the obvious, PCT events are also great for networking. For example, I learnt at lunchtime that if you buy a Boxster and park it outside your business premises, your business will double. Thanks Louise and Paul for that tip.

After lunch we took over the Helipad for a photo opportunity. It became known as the Porsche-pad for the afternoon. After arranging the cars, we all climbed a grassy mound for a better view.



I'm not exaggerating when I say that everyone was gob-smacked with the sight before them. Every possible device that could record an image was put to good use. We had the most magnificent backdrop imaginable, of the lake and the mountain ranges. And the foreground wasn't too bad either.



Time to leave, and to top off a great day, what better way than to do some extensive field-testing on the way home, of the design parameters provided to us by Mr. Porsche.





## TEN YEARS AGO

*by Leon Joubert*

April 2005 saw the debut of the new Porsche Boxster in the PCT, with a large “Show and Shine” event held in the Performance Automobiles Service Centre.



Including a few cars parked outside, which were not entered for Concourse adjudication, there was a total of 22 Porsches present at this event. A fine turn out.

The April 2005 Editorial floated the idea of that the PCT could consider joining hands from time to time with other like-minded car enthusiasts in joint events. The (then) fledgling BMW Club of Tasmania was approached as one possibility, but there was little response from the BMW side.

The Club President reported on Porsche's record 1974 sales of 76 827 cars in 1974. An amazing achievement for a family owned company. The intervening years have seen Porsche absorbed as just another brand in the huge Volkswagen empire but annual sales (albeit largely driven by SUV's) continue to flourish at a remarkable rate and reached a stunning 189 850 ten years later (2014).

That represents an increase of 147% over the last decade, or almost 15% per annum, which must surely be the envy of all other motor manufacturers and their dealer networks.

Vice-President Sheers remarked on the vagaries of owning an elderly Porsche (or any other old car!) when the CDI ignition on his 1982 911SC began playing games with him. I can now report similar mysterious Gremlins in the heater valve of my 1986 924S! No doubt 2015 Committee Member, Paul Tucker, will have plenty more to add from his fine collection of older Porsches.

In the Clubman contest, John Pooley was neck-and-neck with Keith Ridgers in the South while Neil Daly had a reasonable lead from Jack Bock in the north.

Where, one wonders, are some of the following members now: James Mundy, David Browne, Jurgen Burghart, Jacob George, Ken Panton, Leigh Mundy and Don McWilliam?

Editor-to-Be, Andrew Forbes, wrote his usual entertaining report from Vienna, which included a report on the Vienna Auto Show and a photograph of this accordion player that, somehow, also fitted in with the auto show report..... *(the caption was "latest in German surround sound stereo" Ed)*



Forthcoming events included the "annual" May Economy Run, two Cryptic Drives and luncheons, a "Lost Weekend" Trip, a Motorkhana, a Novice Trial and the Xmas BBQ.

Performance Automobiles already advertised two new Porsche Boxsters for sale, a Speed Yellow manual for \$118 750 and a Midnight Blue Tiptronic for \$125 550. My pick of the "For Sales" was probably a very nice looking 1968 911S for \$45 000.00. A 1989 944S2 Cabriolet was also being offered for \$36 000.00.

As usual (at the time) "Flat Chat" scooped the Porsche Cayman with photographs and reasonably extensive (and subsequently proven correct) details of the car prior to its planned launch in September 2005.

**Leon Joubert**

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## **PORSCHE AUSTRALIAN GOLF CHALLENGE: PRELUDE TO THE PORSCHE WORLD GOLF CUP**

*by Kevin Lyons*



Last November, Porsche Cars Australia (PCA) held its inaugural Australian Golf Challenge. An invitation was extended to 116 Porsche Owners, from around the Country, to play at the nation's premier golf course – Royal Melbourne.

In typical Porsche fashion, this extraordinary event was pitched at the highest level, with all expenses met by PCA. On Sunday 16 November 2014, all players & guests were flown into Melbourne; collected from the Airport & transported to the Park Hyatt Hotel for a welcome Cocktail Function. The next morning, a convoy of buses took the players to Royal Melbourne Golf Course for practice & then the Challenge was underway, over 18 holes.

Royal Melbourne is a very challenging sand belt course & the locals obviously had an advantage over the interstate players, but as always, the cream rises to the top. There were 5 Winners to be established – 3 Male & 2 Female, from their respective Handicap Divisions.

The prizes – all 5 Divisional Winners each won a Trip to Majorca, Spain, to play in the Porsche World Golf Championships. The venue - the privately owned Porsche Golf Course, which is reputed to be one of the best in Europe. A Porsche Golf Bag was also thrown in for good measure.

Three players represented PCT – Club Secretary Kevin Lyons and members David Catchpole & Phil Frith. All three acquitted themselves well, but could not take out the prizes.

Following the Golf, PCA hosted a dinner at Royal Melbourne, where the divisional winners were announced. The next morning, all guests were again taken to the airport to return to their respective States.

The Challenge was another example of how well Porsche does things when organising an event & Pam Ward & her team were outstanding as usual, in ensuring their customers experienced the highest standard in hospitality.



*David Catchpole – third from left & his team.*



*Phil Frith - far left & Kevin Lyons - far right.*

## SHANNON'S SHOW & SHINE

*by Paul Tucker*

Early March saw another Shannon's show and shine at Rosny Park in Hobart. I've been to quite a few of these and am quite familiar with the majority of the cars, ancient, middle aged and newer. Certainly there is a swag of Australian vehicles and no wonder; they are plentiful and reek of nostalgia for the sons and daughters of many of the original owners.

Of course some of the original owners remain with their vehicles, the most notorious being Frank and his green Monaro that God left teetering on the edge of the Tasman Bridge in 1975.

Whilst there were a handful of glorious Italian exotics, German makes were surprisingly scarce. I'm not sure why Mercedes Benz is so poorly represented at these car shows; there was one immaculate 220S from the late 50s, a dead ringer for the car my Jesuit priest great uncle bought new and drove 250,000 miles around Europe... I digress, back to Porsche! Apart from a couple of older 911s including Bruce Smart's Omo white coupe, this show was famous for a small frenzy of 928 sharks.



I'm not sure if there has been a line-up of four local 928s before? These amazingly well engineered V8 vehicles are just becoming recognised for what they are – wingless Learjets.

Luxurious without being cossetting and dangerously rapid when provoked, and full of angry mechanical noises that evoke Thor's hammer Mjolnir. Owners Stuart, Stuart's brother Nick, myself and Rob hung about chatting up the passersby, many of whom were secret admirers of one of Stuttgart's true



classics and worthy supercars. In fact such was the degree of shark love that Rob & I didn't spend much time at all amongst the other brands, just walking in circles patting ourselves on the back at the fun we're having with these .



I am a relatively 928 newbie, having bought Stuart's iron horse of 12 years. Stuart's is only slightly older than Rob's, though Stuart was only just starting to shave when his rocketed out of the factory. The prize belongs to Rob, who is one of those esteemed original owners, having bought his vintage burgundy new in 1986. Cruising via the Nullarbor to Tas in '89, It has proved a reliable daily driver and cruiser since and that is testament to the artisans who put his car together by hand.

Porsche – there is no substitute – and despite the prevailing view that 928s are “Risky Business” to own, the current owners would vehemently disagree! For Rob, Stuart and myself these are still hugely capable, comfortable and powerful old school bruisers that make perfect daily drivers. Who's brave enough to join our next “frenzy”?

**Paul Tucker**

## THE ULTIMATE PORSCHE EXCITEMENT EVENT?

*by John Pooley*

In my President's Report this month I wrote about satisfying the Porsche desire in one's life. Well, I have just experienced one such event which has left me excited and more experienced of the Brand even after 45 years' close relationship.

This is my story to share and hope you all can do the same one day soon.

I booked a place on the Porsche high flyers Grand Prix event, which was oversubscribed, I booked early.



We had to meet at the helipad on the Yarra river in Melbourne and flew to Philip Island, about 30 minutes, and had the most amazing views of Melbourne, the Bay and Philip Island Race circuit.

On landing we were greeted by Tomas Mezera, past Bathurst Winner and accomplished Racing driver, and his team of instructors, all race drivers. In the corporate rooms above the Pits we had safety and driving instructions, a group introductory run in a Macan around the track, considered by some as one of the best circuits in the world, and one of the fastest.

Next, lined up in pit lane were three 991 GT3s and three 991Turbos. Choose your car and one of the instructors jumped into the passenger seat. I chose a GT3 just behind the lead car, a 991C2S, driven by one of the instructors. All cars were equipped with PDK. The circuit was in perfect condition a glorious day with markers at the apex's and brake points. Three laps with the instructor in the passenger seat helping with lines, acceleration and brake points, all the time encouraging me. Then we pull into the pits and he gets out! I wonder why? Helmets on now and off we go following the lead car which by now he considers we are more attuned to the cars and track, well almost, and he goes faster.

Consider this, new GT3 first fast drive, circuit experience, only driven around once before ten years ago and six similar cars behind me. Well make the most of it Pooley



I tell myself but don't come off or bend it. After 7 or 8 laps starting to get it right and relax a little. Then in and swap into the Turbos. Same scenario, 7 or 8 laps then in again and swap back into the GT3s.

By now the pace car is going faster as we are pushing him, lines are in memory and so are brake points, lap times coming down! Going deeper into corners and driving around the corners with power on earlier.



Grip amazing, keep your foot down, it won't let go I tell myself , and it didn't . How could Porsche continue to improve their already amazing cars, it's their engineering passion and drive to be the best that does it. That PDK transmission is like nothing I have ever experienced, no more manual gearboxes for me! And the sound, I thought my GT3RS was fantastic, wait until you experience the 991 GT3, fabulous and spine tingling. Near 40 laps in these state of the art sports cars and time was up.



Into the pits and over to the skid pan where two Cayman GTS Porsche were awaiting us. Wet skid pan, first gear, these were manuals, instructions were, drive the oval on the throttle with a controlled drift at each end. Then a figure of 8 with wild oversteer at each end and avoid looping the car! Well I had some success but did do a couple of 360s but learnt more about sliding the cars in half an hour than ever before.

All in four hours of fun and building my experience and helping to make me a better driver in the world's best sports cars PORSCHE. I have still not stopped grinning and it was a week ago!,

The Helicopter took us back to the Yarra and the next day we attended the Grand Prix at Albert Park. What a fantastic weekend, driving the cars and spending time with our Porsche family. I am Pumped ! And you should be too.

**John Pooley**





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## LONGFORD REVIVAL FESTIVAL

*by Michael Hobden, Chris Walpole, Kerry Luck & David Young*

*photos by Michael Hobden &*

*[www.angrymanphotography.com.au](http://www.angrymanphotography.com.au) Jarrod 0439101904*



**Editor's note:** *I was delighted to receive reports of the Longford Revival Festival from four PCT Members, all of whom participated fully in the events of the weekend. Four different perspectives make for fascinating comparisons, so I encourage you to read all their accounts!*

**Michael Hobden writes:**





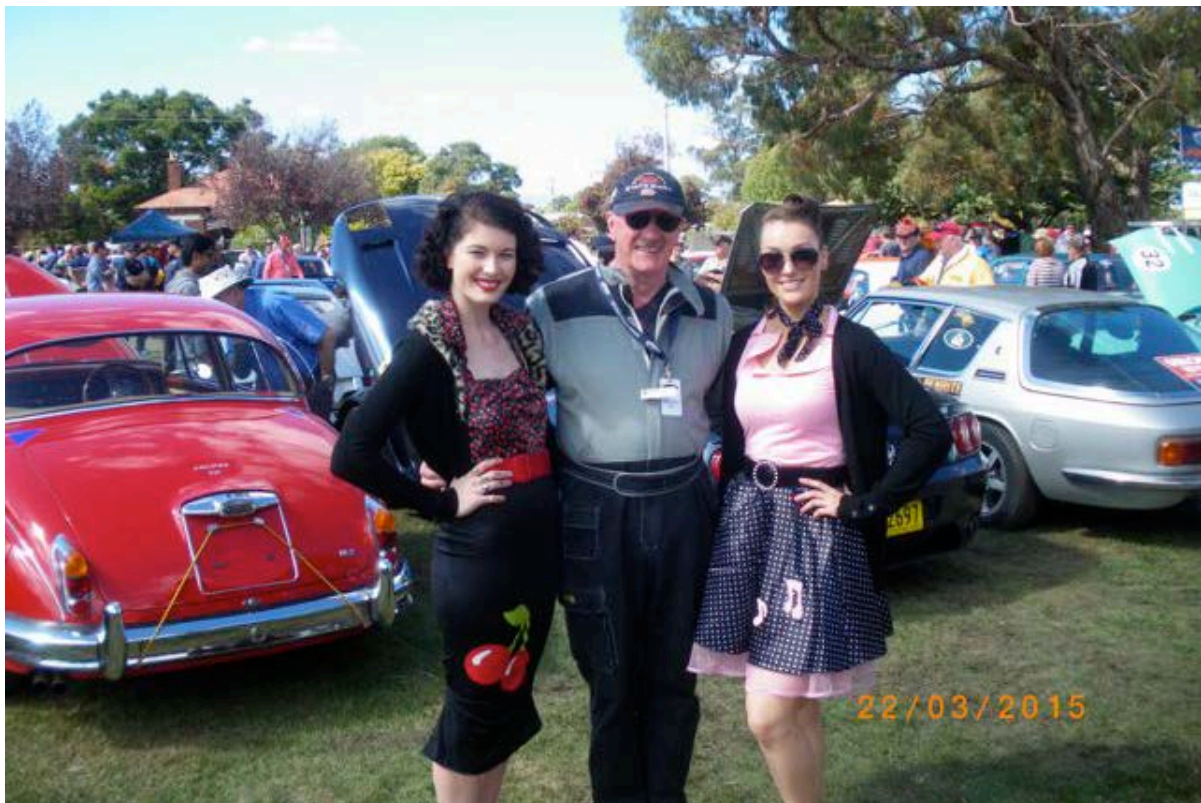
A brace of Porsches participated in the 2015 Longford Revival held over the weekend of 20/21 March, a fortnight later than the once traditional 8 hour day long weekend. Although the last official racing at the now defunct open road circuit ceased in 1968, Porsches are no strangers to these hallowed roads as the Youl brothers campaigned 356s and both Norman and Alan Hamilton raced Spyders, the first in 1958.

This time round the machinery boasted considerably more grunt with Simon Froude (1973 RSR), Bruce Allison (1973 911), David Young (1974 RS), Chris Walpole (997 GT2), Kerry Luck (996 GT3) and yours truly (1961 356B Super 90) having a run.

The organisers arranged this time round, runs down the "Flying Mile", more like a flying km, a short street circuit past the famous pub, through a chicane, a hard left adjacent to the spectator park and another 90 degree left at the end. Some runs are to be seen on You Tube, while at the event spectating could be done in person or looking at a big screen with very good acoustic back up.

On Sunday morning standing quarter sprints were held on the old unused part of Tannery Straight and I am pleased to report all Porsches performed over the weekend with distinction and verve, unlike the clown in the Aussie ute who seemed unable to handle straight line power, clouting a tree, fence and a dear old lady's rose bushes. The vehicle was a write-off.

The entire event went well and was evocative of the legendary racing of the past. Yes it could do with a few tweaks but I think a good time was had by all. Some of the cars are shown below along with yours truly getting to know the locals.



Apologies to those whose vehicles are not shown but I was asked to write something after the event, not before.




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**Chris Walpole writes:**



The weekend of March 21st and 22nd was the 2015 Longford Revival Festival – a weekend commemorating the years the Longford track was used for many motor-sporting events from 1953 to 1968 and importantly a celebration of the people that made the event happen in those glory days. Lea and I headed off to Longford on the Friday morning in the 2009 Porsche 911 GT2 Clubsport and drove straight to our



accommodation at Evandale - a lovely place to stay. Soon after our arrival, we drove the short drive from Evandale to Longford where I gave the car a well deserved wash at the local BP Service Station. A quick chamois and some tyre black to make the car presentable for scrutineering. Upon our arrival at the Village Green, we were met by a magnificent array of cars of all brands and models – too many to mention individually of course. We parked right next to a magnificent silver 1973 Porsche 911e. I went over to the owner to comment on how magnificent his car looked. He said thank you, we chatted and he introduced himself as Bruce Allison. I had never met Bruce before and we had a good conversation about such important matters as Porsche cars. More about Bruce later.

After scrutineering Lea and I wandered around the Village Green admiring all the beautiful cars where I caught up with Barry Lack. He mentioned about his experience at the 2014 Goodwood Festival of Speed in England. Lea and I went to the 2013 Goodwood Festival so it was great to be able to compare stories of our mutual experiences. If any PCT members ever have an opportunity to go to the Goodwood Festival, it is a must see. Later in the afternoon, we had a drivers briefing for the weekend and this was where I caught up with a karting mate - Adrian Harper. He had a 1996 Ferrari 456GTA. Adrian was able to give me a guided tour over his car including its very interesting history. A heavy car with the unusual Ferrari distinction of having the V12 engine in the front as opposed to mid-engine.

Saturday morning was the Longford Flying mile run. At the Longford Revival in 2012 spectators could watch the flying mile down Pateena Road. Due to the high cost of safety, for this year the decision was made to have spectators watch the flying mile on a large digital screen at the Village Green at Longford. This alteration did not deter crowd numbers. I topped up my car with BP Premium 98 RON fuel at Longford before heading out to Pateena Road. The GT2 was fresh having just had a standard service, a new set of Michelin Pilot Sport Cup 2 tyres and new set of brake pads. Prior to the first run, I bumped into another of my old karting mates and Porsche Club of Tasmania member Dave Young with his 1974 Porsche 911 RS Clone – a car which has had an array of technical enhancements to improve performance. We exchanged a few stories of our karting days and began preparing for the first of our flying mile runs. The first run in my GT2 was 233 km/hr. The second run was 240 km/h.

The afternoon session was the Longford Street stage which was a short run down Union Street, then a left hander at the famous “Pub Corner” onto Wellington Street where there was chicane, then a very sharp left hander onto Archer Street, another left hander into Latour Street to the flying finish. You could feel the vibrancy of the day as conditions were perfect, a beautiful sunny day and a great crowd who were really enjoying the atmosphere. For the street run, competitors could go as slow or as fast as they felt comfortable. We had a number of runs. My first run was pretty conservative for the following reasons (1) didn’t know the track (2) the track, being a public road, was greasy (3) cold tyres (4) cold brakes. On subsequent runs there was more grip so I pushed harder. Prior to one of the street stage runs, I had the chance to view the beautiful green 1973 Porsche 911 RSR of Simon Froude – a man with a lot of race and tarmac rally experience. His car is a gorgeous example and the sound of the engine at full noise was awesome. Simon did a top speed flying

mile run of 197km/h and 208 km/h and what an amazing experience it would be drive a beautiful Porsche 911 RSR at that speed. It was great to meet Simon.

Sunday morning was the standing quarter mile down Tannery Road. My fastest run was 13.45 seconds down the quarter mile and a fleeting glance at the digital speed on the dash of the GT2 showed my car just nudging 199km/hr at the flying finish. The GT2 has a unique feature call "Launch Assist" which may have bought a couple of additional seconds but I wasn't prepared to risk damage to the clutch or drive train to achieve that. It was terrific to catch up with Bruce Allison as there was a bit of time between each of the quarter mile runs to talk about our respective cars. Bruce mentioned his top flying mile run of 199 km/h and was very close to cracking 200 km/h in his Porsche 911e. It was at this point that we had a very good conversation about his car and it has an interesting history. Bruce's best in the quarter mile was 15.06 – a great result for a car that's 42 years old. After 3 runs, the day was done and very importantly we were off to the Longford Pub for a couple of quiet ales. This was a great chance to compare stories from the weekend and many other conversations involving motorsport and collect our flying mile and top speed run certificates. Over a beer with Dave Young he mentioned a top speed run in his RS of 212km/h and a quarter mile of 15 seconds on the nose. A great result in preparation for his entry into Targa Tasmania for this year in Classic. Given the adjustments he has made to his car, Dave will be one to watch in Classic in Targa Tasmania.

In conclusion, all credit to Clint Peace and Greg Garwood from Opcon Pty Ltd and their crew for all the work in reviving the revival again this year. A terrific event a great result. There is conversation that the revival will be held again in 2016 so watch this space!!

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**Kerry Luck writes:**



I had no idea what the terminal speed of my slightly modified 2004 GT3 would be at the end of a standing 1,000 meters. So at the 2015 Longford Revival festival (LRV) I got my chance by participating in a speed demonstration/trial over the old and very famous “Flying Mile”. Although this piece of road has a very smooth tarmac surface, time has not been kind to it as the “mile” now it a bit bumpy and moderately undulating.

I consider myself to be a relatively experienced motorsport driver, with 12 Tas Targas, 6 other Targas and a host of circuit racing – but I'd never taken a car/race car over 240 kph, so I was a bit apprehensive about this. The first run was on dead cold rubber which also added to the apprehension, but on a beautiful crisp autumn's morning I lit the rear tyres up on the first run. I maxed out the first 3 gears on the 8 light shift light (8,100 rpm) then into 4th and then into 5th and feathered slightly over the bumps. I can remember about 3 or 4 shift lights coming on in 5th as I went across the finish line. This GT3 was previously owned by Michael Pritchard (Hobart) who competently set the car up to run at the pointy end of tarmac rallies, which it did. It handles bumpy roads great – and the “mile” was no exception. The digital speedo showed 238 kph which I was pretty chuffed about.

For the second run I decided to go all out. Same start, but held 4th until all the lights were on and got the first “pop” of hitting the rev limiter (8,200 rpm) before going into 5th. Both hands needed now as the shift lights started coming in on again in 5th. It seemed like I was going forever, then the bumps, but this time they were like canyons. It took some willpower to hold it flat, but I wanted to know how fast it would go. I could see out of the corner of my eye nearly ALL the shift lights were on. There was no way know I was going to take one hand off the steering wheel to change into 6th. Then whoosh, it was over, jump on the brakes, release my grip on the wheel and a big sigh – very exciting, very exhilarating. I couldn't wait to check out the on board GoPro. 256kph, I was rapt. Now before the experts go for the slide rule, the diff is a lower ratio than the stock 3.44:1, but a 4.0:1 I believe and the tyres are 18 x 295 x30. Realistically, from using “Rallysafe GPS” in Targas, my speedo is about 4 -5% fast, so do the maths... 245 kph (*still immensely quick! – Ed.*)



We then went to the village green (the hub of the LRF) and displayed our cars for 3 hours and got to talk to all the other speed demonstration and static car display participants. After this we had 4 runs over the town stage. It was 700 metres, consisting of 3 corners and a chicane. Great fun again.

It was a great little event which I'm sure will get bigger. Only problem was I envious of the non-participants as they got to have a good look at all the beautiful and loved old cars and also got to see and hear them in the speed demonstrations.

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**David Young writes:**



I had previously been asked to send in some guff for Flat Chat , however just hadn't got to it, until now . After a great weekend at Longford and catching up with the other PCT members and entrants, including my old Karting Team Mate Chris Walpole, he asked me to provide some info about my 1974 Carrera RS Clone

### **Specifications:**

- Built on a 1970 body
- Initially fitted tuned Bilsteins to matching Torsions - now SUPASHOCK Coil overs front and rear



- In between while Supashock set up was being re-valved to a more tarmac rally spec I had a new set of Bilstein RSR Coil overs . (Both Bilstein set ups for sale).
- Front and rear strut tower strengthening to suit Coil overs carried out by me including fixing all the previous damage and some chassis rust etc, typical of a car that age.
- Elephant racing Mono Ball Joints in all pivot points
- Elephant racing adjustable spring plates
- RS adjustable Sway Bars
- Pedal Box
- New Boxster Callipers and Carrera Discs front and rear, (complete 930 discs and callipers with new PFB pads used once also for sale with spare seal kit)
- 102 lt Fuel Safe Fuel Cell
- Carrera alloy rear arms
- Rear Roll Centre pick up points as close to RS spec i could get it, (yet to be properly tried in true competition).
- Full Cams Cage att to car front, some seam welding where it needs it.
- RS style door covers and pulls.
- Light weight windows except front screen
- 12 volt demister
- Period correct size steering wheel by Sparco (I couldn't turn the car or feel properly with the small one it came with)
- Sparco Pro Seats
- 6 Point Harness by Sparco
- 3.2 engine, running on period correct MFI at about 260 HP, running SWEPCO in the engine and 915 close ratio box with my own slip set up
- Weight about 1050 kg, But then i get in it !
- Advan AO50 R spec 225 45 17 front, 255 40 17 rear tyres in medium compound

### **Performance:**

- My first Longford flying mile run (actually a bit less than 1 km I think) was 208 kph; Second run 212kph
- Standing start Tannery Rd quickest run was 15 seconds dead; I was fairly easy on it and used the roll down as a weave and feel test so as to get a bit of a feel of my new set up as I have had the car on the hoist with engine and box out of it since Targa High Country.
- Did a third quickest Classic outright time at Targa High Country after lunch on the Sunday, once our fuel problem was sorted. Stayed in the top 5 on the run home to move up to 6th outright Classic at the finish on Mt Buller.

- Entered Targa Tas which starts April 27<sup>th</sup>; can't wait as all the work over the last 4 years has been towards putting in a decent showing in this event with a view to running the big 25<sup>th</sup> anniversary one next year (any aspiring navigators out there ?).

Anyway, that's my 5 cents' worth. It might be of some interest to some, or it may be boring, but either way, I guess at least I've put something together finally!

See you all next time Deirdre and I can make the time to venture out.

Cheers and thanks for reading

**Dave Young**

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**HAS PORSCHE BUILT THE PERFECT 911 KILLER?**  
*by Ollie Marriage (from Top Gear)*

**PORSCHE CAYMAN GT4**



*Is the new Cayman GT4 the most satisfying car Porsche makes? Top Gear's Ollie Marriage gets behind the wheel.*

*Out with it, is the Cayman GT4 fit to stand shoulder to shoulder with the 911 GT3?*

Absolutely. It's a humdinger of a car, mighty on track, addictive on the road and capable of making your fizzy bits fizz like you've dropped an Alka Seltzer into your pants. It's... proper.

*What, better than a GT3?*

Wrong question. Different, but a genuine Porsche GT product right down to the sole of its Michelins. By which I mean it's got a definite track focus - this is not a benignly upgraded Cayman with soothing road manners. The ride is decidedly firm, road noise a bit more intrusive, compromises have been made. But this is reassuring, it shows Porsche has approached the Cayman with the right mindset. Oh, and let's clear something else up right now - the reason we haven't had this car before is not because of internal wranglings about overlap with the 911, it's because the GT division hasn't had the manpower and resources to be able to do it.

*So will there ultimately be a GT4 RS, then?*

Very unlikely, I'm afraid. But there's plenty here to keep you occupied for the time being. The 3.8-litre flat six is borrowed from the Carrera S, but turned through 180 degrees so the motor sits amidships with the gearbox trailing behind. There are a few tweaks, but power and torque remain the same at 380bhp and 310lb ft. Despite the extra capacity over the 3.4-litre Caymans, this engine is only about 7kg heavier, and yes, your only choice is a six-speed manual gearbox. No PDK on the options list here.

*What about the suspension?*

Largely borrowed from the 911 GT3, which means you can adjust the front and rear set-ups if you can be bothered to jack it up and get a spanner out. Which apparently, a lot of GT car owners do. Porsche believes 80 per cent of its GT cars are used on tracks and that people like to have a tinker around with them. It's lowered 30mm compared to a standard Cayman, the front track is 13mm wider, the brakes are carried over from the GT3, and are upgradable to PCCB ceramics for a smidge under £5,000.

Other options include the one-piece bucket seats from the 918 Spyder. I found them too upright in the 918, but the padding of the £1,907 carbon chairs has been adjusted and now they're just right. The driving position is spot on, the ergonomics of the cabin as close to faultless as I can imagine. Even the pedals are exactly where you want them. Exactly. It's a car that makes you want to drive it properly. And it looks stunning. It may well be the first Cayman to generate downforce, but the way it sits on the road, the angle of attack of the rear wing, the slammed ride height means it absolutely looks the part.

*Isn't there a Club Sport pack, too?*

Yep, £2,670 for a rear cage, six point harness and fire extinguisher. If you want to take it racing, Porsche can also add a front cage, too. The message here is that just because this is Porsche's entry level sports car doesn't mean it's gone soft. In fact I reckon it's less forgiving than a GT3. I remember driving that and thinking I could happily live with it every day - the PDK gearbox meant you weren't sweating shifts in traffic and the damping was remarkably supple. The GT4 isn't hard work exactly, but

it will bash you about a bit on a bumpy road. If you're not intending to go near a track the GTS might be a better bet.

*Do you mean that?*

Nope, probably not, just threw it in there to make sure you realise the GT4 is a step on. The grip it generates is outrageous, and I'm not sure the GT3 steers with as much purity - there's real resistance through the steering, making you aware of the forces you're overcoming. I'm not sure it's as tingly with feedback as the old Cayman R's hydraulic set-up, but it's more direct and quicker of rack.

*But it inspires confidence?*

Completely. You never have any doubt that the GT4 will steer exactly where you want it to at precisely the instant that you want it to. As a driver it doesn't give you many excuses. And the brakes are stellar. The car I drove had PCCB and bar the occasional low speed squeak they were fabulous to use, just so powerful and easy to modulate. A real highlight, in fact.

*Any weak points?*

None that really deserve mentioning, but I do think you can tell the engine isn't a pure-bred Porsche Motorsport unit. It doesn't rev with quite the same frenzy and snarl and snap, but any deficiency in that area is masked by the noise - it sounds gutturally wonderful, much louder and angrier than in a 911 Carrera S. And with less weight to work against it has great torque, and, above 5,500rpm where the Variocam system gives it both barrels, real 911-threatening turn of pace.

The gearbox is a honey, too. Same basic transmission as a Cayman GTS, but the lever has been cut down by 20mm, so the shifts feel very punchy, you just jab the lever around the gate, and if you have the Sport button pressed, it does the rev matching for you. In fact that is the only thing the Sport button does. One drawback to the gearbox though - those Cayman GTS ratios are too long for the GT4.

Porsche explains it away by saying that they don't want people to have to change up during overtaking opportunities, but more sprint-oriented gearing would suit the car better. Don't bother firming up the standard PASM dampers either - the Nurburgring lap time was achieved with them in normal.

*And what was the 'Ring time?*

It's 7 minutes 40 seconds. Only 8 seconds slower than a GT3. I reckon that car's PDK gearbox is probably worth several seconds a lap, and that in truth the GT4 is probably a match for its bigger brother. With more centrally located weight, the way it changes direction is astonishing. Front grip is boundless on the road, the whole car feeling locked to the surface, the suspension rigidly controlled.

*It's no lighter than a GTS, though, is it?*



No, it's the same weight, 1340kg wet. And the reason for that is that many of the new components - and there are over 500 of them - are beefier than those they replace. Look at the size of those brakes - those ceramic discs are a whopping 410mm across, the wheels are 20-inchers, the rear tyres 295-width. Bet the centre of gravity has dropped as a result.

*And compared to the GT3?*

It's swings and roundabouts. The GT3 remains the purer, more special car, its bespoke engine revving to 9,000rpm, as opposed to 7,800rpm here. Also part of what makes the GT3 so enthralling is that you have to manage that rear-engined layout, and the naturally better balanced Cayman doesn't provide that challenge. But the attention to detail that's gone into every facet of this car makes it a riveting driving experience at any speed. You can feel the love that has gone into making the GT4 the car we always suspected it could be. It's a step on from a standard Cayman, and, at £64,451 (OK, £73k with a good bit of spec on it), looks rather exceptional value for money for a car that, as far as driving experience goes, can hold its head high alongside some very serious metal indeed.



A version of this story originally appeared on TopGear.com

CLUBMAN SOUTH 2015		CLUBMAN NORTH 2015		CLUB CHAMPION 2015	
NAME	TOTAL	NAME	TOTAL	NAME	TOTAL
Forbes Andrew	85	Allison Bruce	40		
Lyons Kevin	65	Atwell Alex	30		
Pooley John	60	Bowen Mathew	30		
Ridgers Keith	60	Bucknell Sam	30		
Jobert Leon	55	Johnstone Keith	30		
Davis John	50	King John	30		
Sheers Rob	50	McCafferty Phil	15		
Denny Colin	45	Norton Ralph	15		
Hand Joe	45	Woolcott Brett	15		
Moody Milton	45	Zeuschener Greg	15		
Arnold Mick	30				
Berry Paul	30				
Borch Michael	30				
Stove Keith	30				
Tucker Paul	30				
Barrow Rob	15				
Catchpole David	15				
Daniels Louise	15				
Hobden Michael	15				
Smart Bruce	15				
White Bob	15				
Wilson Chris	15				

**Compiled by Keith Ridgers**

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

**COMPETITION No. 11 RESULT**

**Question:** Submit your caption for this photo



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

**The Entries:**

**John Pooley:-** *“ I don't have to race those rabbits today, I have beaten them 30,000 times before and remember , a leopard never changes it's spots, so that's why I will always win!”*

**Chris McGregor:-** *“I'll Give Them A Sporting Chance”*

**Julie McGregor:-** *“Lunch”*

All excellent captions, but considering that “brevity is the soul of wit”, **our winner is Julie McGregor**

Julie, please contact John Pooley to claim your prize



**COMPETITION No. 12**

**Question:** Year of manufacture and engine size?



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

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



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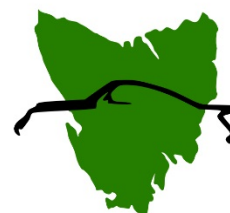
Contact : mobile 0414 367777. (would consider a trade, but not a Porsche)





# Porsche Club

T a s m a n i a



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1<sup>st</sup> April 2015 – 31<sup>st</sup> March 2016

Amount due 30<sup>th</sup> April 2015

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Member Number:.....Payment amount:.....

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