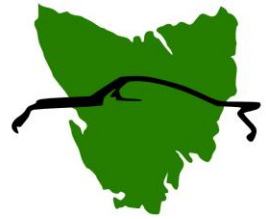




# Porsche Club

T a s m a n i a



## *FLAT CHAT*

April 2016



*Levi, Finland, Weather Forecast: "Possibility of Snow"*

*Issue No. 53/2016*

# *FLAT CHAT*

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

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

**APRIL - JUNE 2016**

## **CONTENTS**

|   |    |
|---|----|
| Committee.....                                | 3  |
| Editorial.....                                | 4  |
| The Chair Squeaks.....                        | 5  |
| Letters to the Editor.....                    | 6  |
| Advertise in <i>Flat Chat</i> .....           | 8  |
| New Members.....                              | 8  |
| Calendar of Events.....                       | 9  |
| Int'l Porsche Club Presidents Conference..... | 10 |
| Gmund.....                                    | 15 |
| Porsche Winter Driving.....                   | 18 |
| Caption Competition.....                      | 25 |
| Pontville Cryptic Clue Drive.....             | 26 |
| Ten Years Ago.....                            | 28 |
| Orford BBQ.....                               | 29 |
| Entally Lodge Drive .....                     | 34 |
| Porsche Rennsport Festival.....               | 36 |
| Clubman Points.....                           | 42 |
| Know Your Porsche Competition.....            | 43 |
| Classifieds.....                              | 44 |
| Membership Renewal.....                       | 46 |

*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

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### Meeting Venues:

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

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

## APRIL EDITORIAL

Wait 'til you read the twin reports of the Porsche Winter Driving School at the Worldwide Clubs Presidents' Meeting in Levi Finland! If that doesn't make you drool, nothing will. President John and Vice President Kevin made the trip together and each has contributed his impression of this fabulous experience. You've got to hand it to these two – they know how to enjoy themselves, and are now better prepared to coach us all in advanced car control techniques in slippery conditions.

Paul Tucker continues to feed me snippets of less common Porsche news, and I have included a couple of his items in Letters to the Editor. Click on the links and you'll find the material very interesting.

There have been several PCT events over the past three months, mostly organised by our very capable new(ish) Events Director Michael Borch, and reports on these form the backbone of this issue. Thanks to our contributors Rob Sheers, Brue Smart and Keith Johnstone for their excellent reports of Club Events. Reading their articles should inspire you to join in a PCT event very soon, so come and join the fun!

I have been in Sydney, Porsche-less, for a month, so can't add really add any exciting personal Porsche experiences to this issue, but I passed by the local dealer in Willoughby the other day and saw that they have a brand new GT3 RS in the showroom. Better hop on the next flight to Sydney if you are after one, as I think Adrian has sold his allocation of two for Tasmania!

Porsches are getting more fuel efficient with every new model release, and the Series 2 991 is no exception, 7.4l/100km (PDK), but they still have a long way to go to match my current form of transport (below). My fuel\* figures are 0.5l/100km (\*GatorAid).



**Andrew Forbes, Editor**

## THE CHAIR SQUEAKS

I am writing this report on the plane on my way home from the International Porsche Clubs conference in Levi, Finland. I have nothing but praise for the experience and can't help feeling fortunate to have had the opportunity and being a member of the wider Porsche family.

We are all fortunate to be a member of the World's largest single make Car Club. There are now over 200,000 members and 680 Clubs in 80 countries and you would be welcome to any of their events worldwide. Your Club membership entitles you to free entry to the Museum in Stuttgart and 15 percent discount on purchases in the museum shop, access to the Porsche Travel Club, Porsche Sports Driving Schools all over the world, hospitality Porsche style at all major F1 rounds and Carrera Cup events and WEC endurance rounds including a special Club member package for Le Mans!

On the local scene, you are invited to all Australian Porsche Club events in all states and PCA organised events such as F1, High Flyer at Phillip Island, Targa Porsche Tours (60 entries in this year's Targa Tasmania Porsche Tour), Rennsport Festival again this year at Eastern Creek in April. No Porsche member should miss that one. Perhaps we could organise a PCT trip together for the weekend? Witness over 300 Porsches, concours events, Porsche Sports Driving, dinners, hospitality, hero cars on show, races including Carrera Cup, GT Challenge, Classic and Regularity events.

In our own State we have fantastic support for the Club and its members from our very own Porsche Centre Hobart, Performance Automobiles, who were appointed the second authorised Porsche Dealer in Australia way back in 1970. There is an open door to all members and Adrian, Nick and the team welcome you to discuss your Porsche needs first hand with them. Whether new, pre-owned, service or parts, no matter what you drive, Current models, Classic or Old timers. Adrian says, come and see the new Porsche workshop, have a chat and a coffee, you will be most welcome.

I look forward to catching up with you at our next event.

Congratulations on being a member of our Porsche Family.

**John Pooley, President**

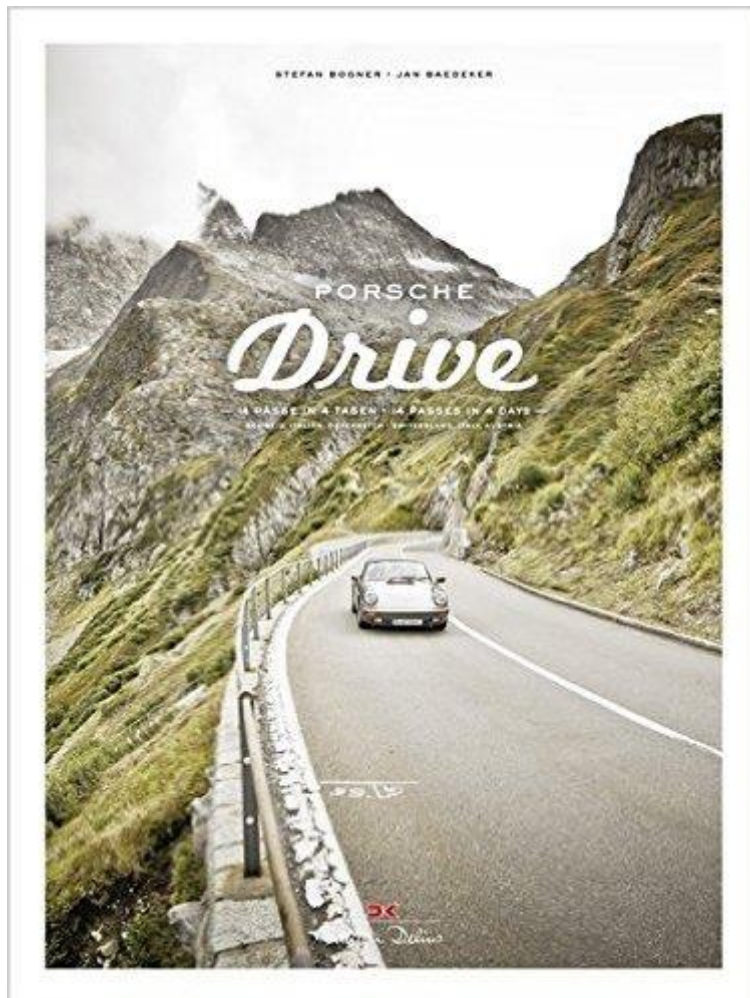
## LETTERS TO THE EDITOR

*All letters to the Editor will be published, so this is your opportunity to voice your opinion on anything Porsche-related. For this issue, Paul Tucker alerts us to two inspiring Porschephilic items*

Even if you're not 911 obsessed! (if being "Porsche-passionate" equates to "obsessed", I'm guilty as charged!, Ed.)

<http://petrolicious.com/singer-vehicle-design-s-rob-dickinson-on-building-a-restomod-empire>

and...



**Porsche Drive: 15 Passes in 4 Days; Switzerland, Italy, Austria (English and German Edition)**

**by Stefan Bogner & Jan Baedeker**

**Hardcover – January 12, 2016**



After his last book *Escapes*, Stefan Bogner returns to the Alps again with this illustrated book. This time not only did he photograph particular routes, but he looked for the ideal tour through the Alps: 3 countries, 14 passes - the perfect little escape for 4 days.

Different from Bogner's photographs in *Escapes* or *Curves*, where Bogner just presents dreamlike empty streets, *Porsche Drive* focuses on the journey in Porsche models such as Porsche 906, Porsche 911, Porsche 918 and more. Stefan Bogner drives his own Porsche 911 1970 ST.

Apart from Bogner's photographs, *Porsche Drive* offers information on each route and height profile. Thus you can follow Bogner's itinerary on a long weekend.

<http://www.amazon.com/Porsche-Drive-Switzerland-Austria-English/dp/3667102895>

Locally , try Fullers Bookshop, Collins Street, Hobart

**Paul Tucker**

*....and a footnote from Leon Joubert*



## ADVERTISE IN *FLAT CHAT*

*... and reach the right market!*

### ADVERTISING RATES

*for supplied 'camera -ready' ads*

**Half Page** \$120 for a year (four issues)

**Full Page** \$240 for a year (four issues)

*NOTE: There will be an additional charge if we prepare the ad for you.*

### NEW MEMBERS

A very warm welcome to this quarter's two new members

Clive & Dixie Emmerton

Bellerive

911 Targa (89) Silver

See you soon at a PCT event!





# Porsche Club

T a s m a n i a



## OUTLINE OF 2016 EVENTS

*Dates/times will be confirmed in the coming week and more details on each event to follow by email*

|                  |   |
|------------------|---|
| <b>April</b>     | Show and Shine Parliament Lawns               |
| <b>May</b>       | Weekend North Drive and O/Night in Launceston |
| <b>June</b>      | Track Day (details to be confirmed)           |
| <b>July</b>      | Ausmas  |
| <b>August</b>    | Economy Run                                   |
| <b>September</b> | Classic Sunday Drive                          |
| <b>October</b>   | Presidents Dinner                             |
| <b>November</b>  | Hill Climb                                    |
| <b>December</b>  | Xmas Luncheon                                 |

## INTERNATIONAL PORSCHE CLUB PRESIDENTS CONFERENCE

*by John Pooley*

### **Levi, Finland, March 2016.**

Having received an invitation to attend this International Porsche Club conference I thought long and hard to justify the long trip to the Arctic Circle in winter. There was plenty going on at home which made the decision more difficult. I was able to take another club member, Vice President was the obvious choice, so Kevin Lyons was the man and the decision was made in the affirmative.

Ice driving was a huge draw as this was on the agenda, and with Series 2 991 911s who could refuse?



Flights were booked and soon we were on our way, Hobart, Melbourne, Abu Dhabi Frankfurt, Helsinki, Rovaneimi and then a 2 hour drive North to Levi.

We decided to break the trip over at Frankfurt and train down to Stuttgart for a couple of days. A day long visit to the Porsche Museum and a visit to Weissach Porsche test and development centre, was kindly arranged by Club Patron, Klaus Bishof. Here we had a personal guided tour with Armini, one of Klaus's historic race Technicians.

We were allowed to inspect restorations of two GT1s and a 962. Then to our surprise we were hurried into another area where the 2016 919 LMP1 cars were being built, five of them, for this year's WEC series. Amazing experience seeing the components, all handmade and assembled, come together in just one day, ready for testing etc.

I remember going there in 1974 and again in 1976, including a run around the test track in a 911 turbo! How could I forget, never! Unfortunately time did not permit another track test this time. Both Kevin and I were very grateful to Klaus for this very special and rare visit.

Back on the express to Frankfurt and on to Helsinki and Levi. We arrived late that night at the Panorama Hotel, which was covered in meters of snow, the heaviest fall in this area for 15 years and a temperature of -8 deg. What a beautiful sight it was and one I had not experienced in my lifetime. The fir trees laden with snow, the roofs with a metre of snow atop, snow pushed aside by the snow ploughs along the side of every road.



The Hotel is situated halfway up a very long ski slope overlooking the ski village of Levi and the ski lifts continue to operate well into the evening, under lights. What a pretty sight. Down to the village was also covered in deep snow with the lights of the village shining through the Arctic night like a Christmas scene out of a picture book.

The large illuminated Porsche sign set in the snow out front of the Hotel, with Panameras, Cayennes, Macans, all parked out front. The excitement was building as soon as we arrived.



The next morning was arrival day for most of the 220 delegates, with the welcome dinner in the evening. So we had almost a full free day. Dearne Riddell from PCA

driving school in Melbourne had told me to do the Ice karting, so we did, karts on a short ice track and the karts with spiked tyres. Off we went, seven karts and what fun drifting on every corner, always ready to avoid another spinning kart.

In the afternoon we booked a Snowmobile Safari, about ten of us and a fun drive of 46 kms through the snow covered forests and over frozen lakes, speeds topping 70kph! Sort of like a jet ski, with front skis for steering and a large rubber toothed belt under at the rear, made for a very stable and fast vehicle across the snow, fun, fun.

After the welcome dinner, where we met the Presidents from, NSW, VIC. WA and of course ourselves from Tasmania. 40 countries were represented by the 220 attending. There are now 680 Clubs with 200,000 members from 80 countries in Porsche Clubs. The largest single make Car Club in the World. No wonder Porsche wants to treat us with special care.

The Porsche Winter driving school has 240ha of forest, lakes and plains in this area and have built hundreds of kilometres of roads, restaurants workshops and facilities to handle the 1700 Porsche enthusiasts that go there for winter driving experiences each year and to accommodate the 180 Porsche cars in the Levi fleet.



We were split into three groups and again into smaller groups of ten and given five cars to share during the driver training on ice. A Turbo S, 911C4S, and three 911 991/2 Carrera S. All with spiked winter tyres. We were to drive each of these on



different tracks, namely, two handling tracks, a rally track where we had to learn the Rally flick, and the longer Cup Car course where we had to put all we had learned into practice.

Over the next two days we followed the instructions of two very experienced instructors who stood in the snow all day and observed our driving and corrected us by way of radios in the cars. All courses were on ice with, surprisingly, various levels of grip, or should I say, no grip! After several hours of practice and a few out of control slides into the snow walls, we mastered the ice drifting with much satisfaction and can understand why all-wheel drive is so good under these extreme conditions. The 911 S2 is much more of a challenge to control on the ice.



Huge fun and a wonderful experience in car control at slow speeds, which will put us in another higher level of car control. A once in a lifetime experience for Kevin and me.

The fun did not stop there as part of the final day involved a reindeer sleigh ride, very slow, and then a 3km dog sledge ride. I steered first after instruction and Kev was passenger, the dogs knew where and what to do so was pretty easy. They got up to about 15kph, five of them, a good way to get about in the snow and ice. Sounds like all fun and no work?



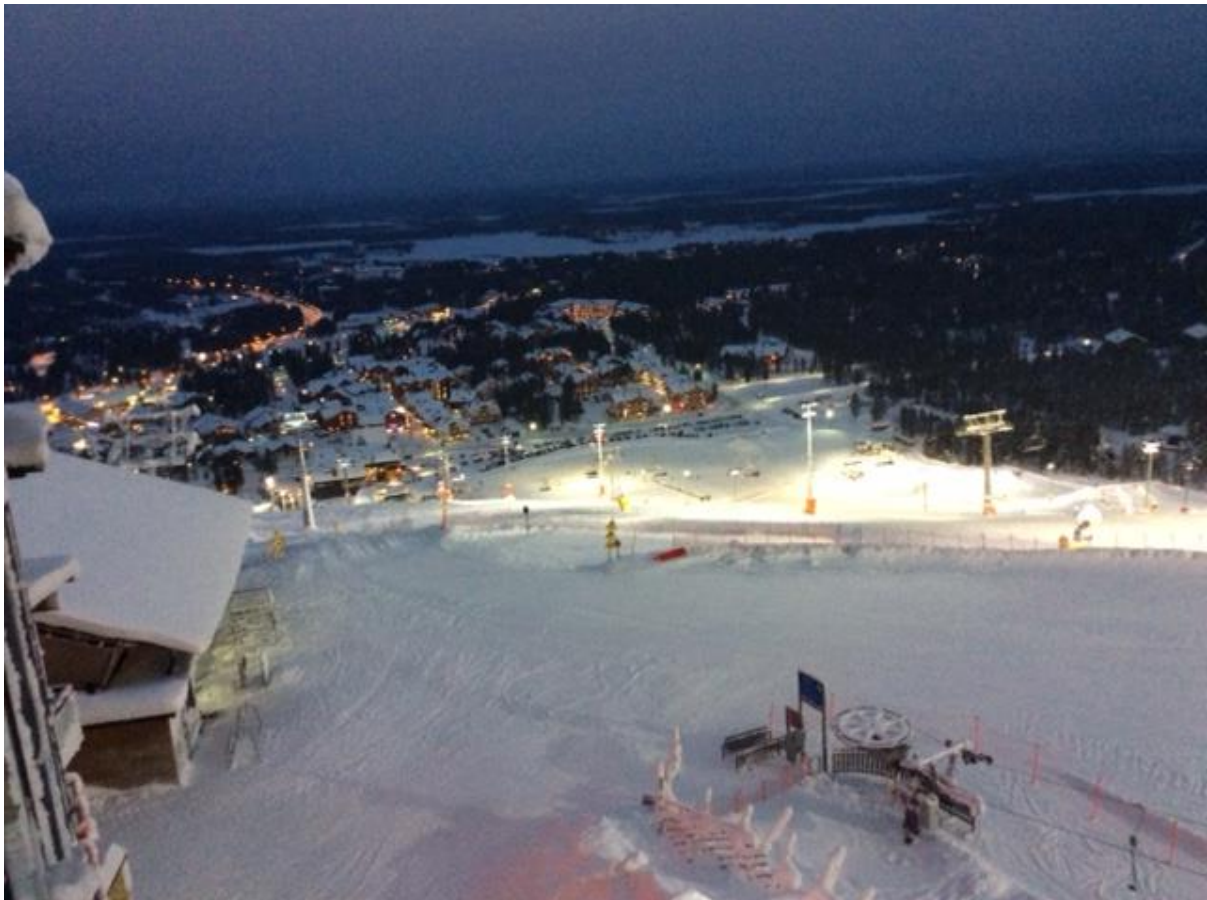
Well we did have two work sessions in the auditorium where we were shown some great films on the Porsche product , the new 718 Boxster and the series 2 , 991 911. Also some interesting facts about the Porsche Club community and why it is so important to the Porsche brand. Always good to meet and share ideas with the other states' Presidents.

The conference concluded with the usual farewell dinner and speeches, some drinks with new friends, a late night and some good byes.

Levi is some 1200kms north of Helsinki, well inside the Arctic circle and an absolute Mecca for skiing and snow sports, very well appointed and caters for all budgets. Our trip home was Levi, Helsinki where we stayed a night and day, Frankfurt overnight, Abu Dhabi, Melbourne and finally Hobart.

My thanks go to my travelling companion, Kevin, Porsche and Libby for the leave pass!

If any members are interested in going to Porsche Winter Driving, we would love to share our enthusiasm.



**John Pooley.**

## GMUND – WHERE IT ALL STARTED

*by Rob Sheers*

Following on from “Great drives & interesting places” in the last issue.....

On our travels from Austria to Slovenia we visited Gmund. The small village where in 1948 the first car to carry the Porsche name was created.

As it turns out there are a few Gmund's in Austria but the right one is in the province of Carinthia. It's a quaint little walled village founded in the twelve hundreds and now the home of a terrific private Porsche Museum.

In 1982 the museum near the former factory opened with a collection of Porsche 356's. Since then it has added much more to become an interesting collection dedicated to the history of Porsche.



In order to escape the Allied bombing raids Ferdinand Porsche moved his engineering works from Stuttgart to Gmund in 1944. The engineering works were relocated to an old saw mill site close to Gmund.

After the end of World War II Ferdinand Porsche was arrested on suspicion of war crimes and sent to France. His son [Ferry Porsche](#) together with [Erwin Komenda](#) designed and built the first Porsche at the Gmund works – 356/1 or “No 1” as it is known. A total of 49 cars were built at Gmund, all by hand. The first Porsche was powered by a modified VW engine all of 1.1 litres & 35 HP! And apparently it weighed only 585kg and had a top speed of 135kph!





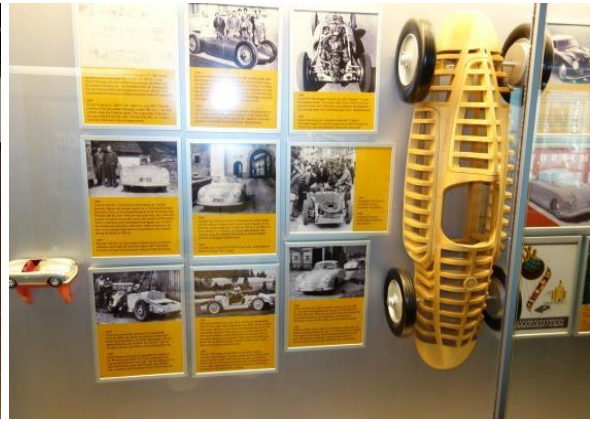
*There was a good range of cars on display*



*The Museum is housed in a lovely old building*



*Porsche developed military versions of the VW for the war effort*



*In the early days at Gmund it was simple industrial & farming equipment (such as winches) that provided income*



*This is where it all started!*

The original sawmill site that was used by Porsche during the building of their early cars is just down the road from the Museum. The building shown is in good condition with what looks like an official Porsche sign on it.

Gmund and the Porsche Museum are well worth a visit. Happy travels

**Rob Sheers**



## **PORSCHE WINTER DRIVING SCHOOL FINLAND WORLD PORSCHE CLUB PRESIDENTS' MEETING**

*(This Article by PCT Vice President, Kevin Lyons, compliments a separate report prepared by President, John Pooley "JP")*

It was only a few weeks back when JP rang me out of the blue & asked if I would like to accompany him to the World Porsche Clubs Presidents' Meeting, which this year was to be held in Finland. The gathering would incorporate driving on Snow & Ice at the renowned Porsche Winter Driving School, in Levi. JP needed an answer quickly, as airfares etc had to be booked almost immediately.



After googling photos such as the above & quickly conferring with my "Higher Authority" for a couple of minutes, Mary agreed that, although it was a Boys' Trip, it was too good an opportunity to let pass. JP & I were on our way.

The first thing to come to grips with, on a 28 degree day in Hobart, was where on earth was Levi & what conditions would we encounter in only 2 – 3 weeks' time. I needed a quick update on my geography & reminded myself that Helsinki, the capital of Finland, is on the north side of the Baltic Sea. Levi is approx 1200km north of Helsinki & 200km north of the Arctic Circle! The prevailing temperature 2 – 3 weeks prior, was Minus 41 degrees!! This was a wakeup call & I will never again complain about the cold in Tasmania, where we all sook when it gets down as low as a temperate Plus 4 degrees.

### **Germany:**

On the way over, duty called & we needed to rejuvenate ourselves at the Porsche Museum in Zuffenhausen. Entry is free to World Wide Porsche Club Members. We spent a full day there admiring the magnificent array of Porsche machinery on display. JP was like a cat in a dairy – you could not wipe the grin off his face. He was obviously in his spiritual home & thankfully could provide a fascinating brief on any of the cars on display. This helped me immensely with the history & racing pedigree of Porsche.

We also managed to get a booking to see the Porsche Factory, but in the end had to pass on this, as PCT Patron Klaus Bischof, arranged a pass into Weissach, the top secret Porsche R & D Facility. The opportunity to see the new LMP1 Car being built for Mark Webber was awesome.

No cameras or photos were allowed in this area!

Below - Porsche Museum – Zuffenhausen, Germany



JP is still trying to work out how they drove up there! Wish it were mine.

### **Finland:**

Soon, we would be on our way (via Helsinki) to Rovaniemi, the capital of mystical Lapland, in Northern Finland – Santa Claus country. Rovaniemi Airport, is the official World Santa Claus Airport. From there, we had a 170km drive further north to Levi.



**Rovaniemi**



**Levi**



### Driving on Snow & Ice:

This was a new, fascinating experience in learning how to control a car in these conditions. Moving between a standard 2WD Carrera to the “4 Paw” Carrera 4S & Turbo, graphically demonstrated the huge difference in the driving dynamics of these beautiful machines.

There were approx 120 911 Cars & 40 Cayenne Support Vehicles provided at the various tracks & all were current models. We estimated the combined value of the vehicle stock at AUD 30 – 40 million!!

First came Snowmobiles – we drove 50km on these overall – they are like bucking horses on uneven ground – they race the higher end machines & according to the Guinness Book of Records, the top speed recorded is in excess of 190kph



Then Ice Karting – the prelude to slipping & sliding in the 911's



## Snow & Ice Driving – the real thing!

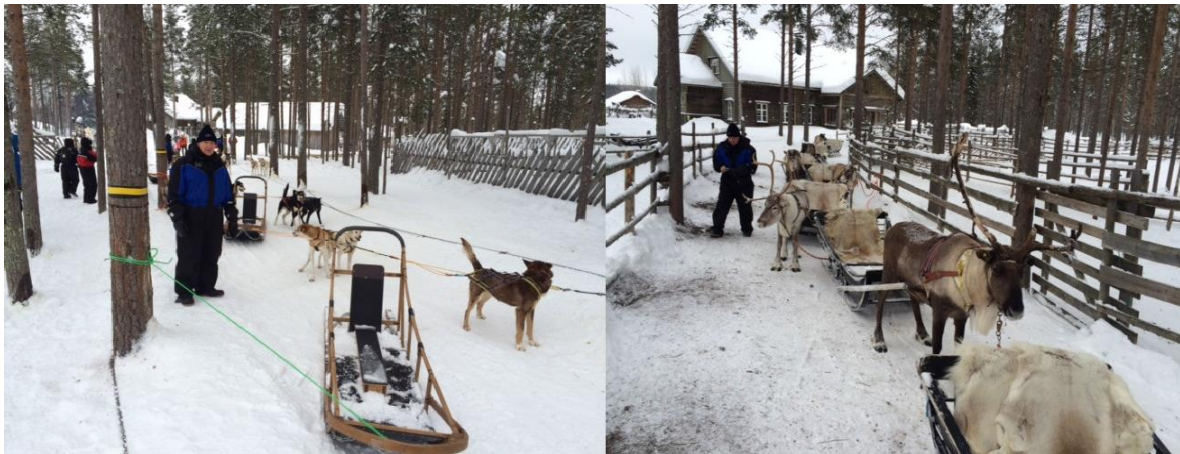




Porsche even provided an AUD 1 million plus 918 Spyder to play with!!!!



Between 911's - JP in a Quandary, what do I race in now?



Do I choose the Dogs or my GT3RS (General Terrain 3 - Reindeer Sled)?

To close on what was truly a sensational experience, are some photos of this amazing place. I would thoroughly recommend this experience to all Porsche Enthusiasts.



The Ski Resort right beside our Hotel in Levi



The Ice Cave at the Hotel – temperature inside, approx Minus 8



The Spring Thaw in the Harbour at Helsinki



### After Thought:

This trip prepared JP & myself for driving in the 2016 “Porsche High Flyer” at Phillip Island Racetrack, a couple of weeks later (part of the 2016 Porsche Grand Prix Experience in Melbourne) This involved a Helicopter trip from Melbourne to & from Phillip Island & a half day experiencing the track in high end 911’s.

After driving on Snow & Ice in Finland, the Skid Pan at Phillip Island Racetrack was nowhere near as daunting. The change from Ice to Racetrack in GT3's & Carreras, was simply exhilarating.

Next for us is Porsche Targa Tasmania, for 7 days around the State. All in a matter of a month or so –

- Snow & Ice Driving in Finland;
- Racetrack Driving at Phillip Island, one of the world's best tracks;
- To come, Tarmac Rallying in Porsche Targa Tasmania!!

These are the sorts of wonderful experiences available through "Porsche Driving Experiences" to PCT Members. In addition, there is the "Porsche Travel Experience", whereby you can, in a small group, hire a Porsche & travel around all the major continents, choosing exotic destinations.

Maybe this is next-----

**Kevin Lyons**  
**PCT Vice President**

**CAPTION COMPETITION**

The winner of January's Caption Competition is Mathew Bowen: "**HO YEAAAAHHH!**"



Put your creative brain into gear and send your caption for this month's Porsche photo to [andrew.forbes.911@gmail.com](mailto:andrew.forbes.911@gmail.com)



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



## PONTVILLE CRYPTIC CLUE DRIVE DAY

*by Bruce Smart*

The event attracted a small but enthusiastic number of participants, nine in total, being transported in five Porsches and a Family Wagon. Michael did a wonderful job organising the day, including pre-event coffees, and en route refreshments, lollies and 'golf balls'. WHAT???

It was a strange start to the day. I thought I had arrived at the wrong departure point, when I discovered the MONA ferry parked in the driveway of Michael's cafe. I then realised it was his GT2, which had undergone a dramatic skin change. We now know how David Walsh will be transporting high-rollers to his planned casino.



Down to business. Michael presented us with three pages of cryptic clues. A bit of local knowledge would have been a pre-requisite here, so we took Victorian visitor Brad, with his Cayman GTS, under our wings, and into our mini-convoy.

We missed a few turn-offs, but managed some team-selfies in New Norfolk, where our main task was to buy the most ridiculous gift possible for \$5.00 at the local Reject shop. Some of the items were hilarious. A musical fly-swatter??? A solar-powered dog???

Back to business again. This included traversing one of the best roads in the State, Hollowtree Road. This bit of driving paradise makes everything worthwhile. Brad loved this bit, saying he has to drive for weeks to find anything similar in Victoria. Poor Todd's 944 was suffering from severe asthma on this run, and showed signs of smoking-related disease. He'll be seeing the car-doctor next week.

Our counting skills were then tested at the Bothwell Golf Museum. How hard can it be to count ten dots on a golf ball? VERY.

A lovely lunch followed at 12 Stones Restaurant in Pontville.



Michael proceeded to tally up the results of the cryptic clues. The scoring process was top-secret, and only specially authorised personnel will be able to view the results. It didn't matter, as everyone had a great time.

It was tempting to return home afterwards back along the Hollowtree Road. But then we realised if we took the direct route home, we'd be able to catch the Aust Grand Prix on the tele. Everyone did the latter.

Thanks again to Michael. And once again the weather gods smiled on us.

Participants today were :-

Bob and Dimity - Cayman

Todd - 944

Michael - GT2 (the new MONA ROMA)

Brad (Vic) - Cayman GTS

Bruce - 89 Carrera

Rob, Elspeth and Hannah - Commodore Wagon (more passenger space than their usual 911-SC)

**Bruce Smart**

## TEN YEARS AGO

*by the Editor*

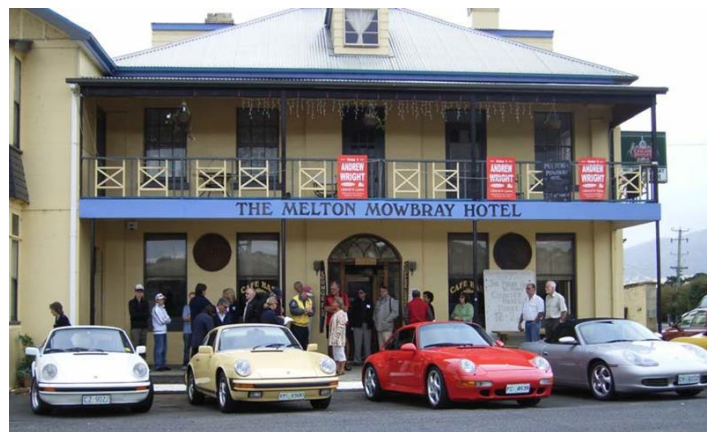
*The April 2006 issue of Flat Chat was full of interesting news and views, and at the time, Rob Sheers was Vice-President. I've dusted off his quarterly report, which makes good reading after a decade in the archives.*

The year is looking good for Porsche Club Tasmania members with a couple of terrific events already under the belt and an exciting calendar of events to look forward to over the remainder of the year.

The annual club Concours was run in conjunction with the release of the new Cayman and as expected was a very enjoyable function (see article in this issue). Also the drive day held on the 19th of March involved a memorable run to Miena enjoyed by a colourful collection of Porsches and owners from the north and south. The clubs event director (Charles Button) who organised the run didn't let us off the hook with an easy drive, he just had to include a couple of tricky tasks for the competitive types. One being a timed section where a predetermined average speed had to be maintained, easier said than done, I can tell you!

Another exciting development this season is the introduction of a club Champion award. This award is for the clubs top competitor in club events. During the year members will be awarded points from major club events (motor sport events and Concours). The PCT Club Champion of the year will be announced along with the Clubman of the year award at the end of year get together.

Porsche is certainly on a roll with new model announcements and releases this year. Hard on the heels of the Cayman comes news of a new 911 GT3 and Turbo. The motor sport oriented GT3's are special but the new model sounds extra special with it's naturally aspirated 3.6 litre six now developing 305kW (408 HP)! That's 84kW (113HP) per litre, easily bettering BMW's M3 and M5 (M3 - 73kW per litre & M5 - 75kW per litre). I think this is the second only to Honda's highly strung S2000 for the highest output per litre for a naturally aspirated production car engine. Also the new Turbo from the early photos and information looks like being another winner.



*Flat Chat cover photo from April 2006*



## PCT ORFORD BBQ

*by the Editor*

John and Sue Davis apparently haven't learned that inviting the whole Porsche Club Tasmania to their beach house in Orford on a Sunday in February will surely result in tyre tracks criss-crossing the front lawn, volcanic columns of BBQ smoke, mountains of dirty dishes growing in the kitchen and a severe thrashing being dealt to the espresso machine, so once again they issued an invitation to join them for a PCT BBQ. One day they'll wake up and realise it's not a dream, and wonder how they did it so successfully and (apparently) so effortlessly all these years. Until they do, we will simply thank them profusely and enjoy their wonderful hospitality.

The 2016 edition of the BBQ was no exception. The drive from Hobart exercised the Michelins and Pirellis, Manuals and PDKs, EFIs and Turbos, as a mix of Porsches made their way along the twists and curves of the Tasman Highway towards Orford. Fuelled by high octane Hydrocarbons and Caffeine, cars and occupants enjoyed the drive, arriving at the Davis's in good time for pre-lunch aperitifs and chit-chat.



John had warmed the BBQs earlier and the chefs (mostly blokes, as dictated by Aussie BBQ lore) arranged their chosen delicacies on the grill to hopefully transform them into something edible. Glasses of wine greatly helped the cooking process, splashed down the throat, rather than on the meat where it would be completely wasted. In due course, the exquisitely seared or charred results (depending on individual preference) were plated up and a lovely selection of salads (thanks girls) added.





Everyone seated themselves around the long tables on the deck, with views through the tall eucalypts of the beach, bay and Maria Island. More chit-chat followed!





Sue outdid herself this year with a truly yummy dessert for the whole crowd, but, conscious of the potential difficulty of fitting back under the steering wheel for the drive home, I limited myself to just two portions.



The “Star in his Reasonably Priced Car” was Rob Barrow, who brought his freshly delivered Orange/Red GT3 RS to the event. Wow! Parked next to my older, slimmer RS, it looked suspiciously as though it had consumed a tankful of performance enhancing substance, with bulges, gills, flares and Carrington Millstone sized alloys



on all four corners. Rob's comment, "I'm still learning to drive it". No wonder, with, as Bugs Bunny used to say, a "bazillion" horsepower on tap!



Bottom line... a great day in great cars with great hosts and great friends!



***Thanks Sue & John!***

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## ENTALLY LODGE DRIVE

*by Keith Johnstone*

A total of 27 members and guests with 13 Porsches attended an entertaining drive on Sunday, March 27.



After morning coffee at Café Blue the group traversed a short 35km route to Entally Lodge via Launceston City, Southern Outlet, Perth, Longford's famous flying mile and Pateena road to Hadspen.

Weather was cloud and wind free, a perfect warm autumn morning.

On arrival at Entally, the group entered the "arena" vehicle storage area where we inspected up close a diversity of vehicles including Dodge Viper, de Tomaso Pantera, Sunbeam Alpine, Mini Cooper S, the Peking to Paris Citroen and many others including the famous Lou Molini Monza-Holden. This facility is in its infancy and would expect it will display many more vehicles in the future as it has the capacity to do so.





Entally Lodge then treated us to an excellent morning tea of Devonshire teas, brewed coffee, cakes and biscuits in the adjoining Bull room, followed by a brief tour of this excellent facility with its private and public bar, beer garden, restaurant and outside dining areas.



An excellent morning was had by all

**Keith Johnstone**



## 2016 PORSCHE RENNSPORT FESTIVAL



### SYDNEY MOTORSPORT PARK APRIL 30 – MAY 1

Following the overwhelming positive response to the inaugural Porsche Rennsport Australia Festival in 2013, Porsche Cars Australia has announced the second Rennsport Festival will be held in 2016 at Sydney Motorsport Park on April 30 and May 1.

- [Check out what's happening](#)
- [View the on-track action](#)
- [Tickets](#)

#### CHECK OUT WHAT'S HAPPENING

##### Porsche Strasse

The Porsche Strasse will house some of Australia's most famous and prestigious Porsche cars from an array of eras. Included will be those that have travelled from the Porsche Museum in Stuttgart, along with an array of Porsches not seen in quite some time.

##### Show 'n' Shine

Those with an eye for detail will appreciate the Porsche Show 'n' Shine, which will focus on exceptional vehicle presentation. All Porsches from early 356s to the very latest models are eligible to enter and will be parked together in a special display area.

[Click here to download the registration form.](#)

##### New Car Display

A selection of the latest model Porsches to witness in the flesh. Take a moment and read about the new Porsche technologies and have the opportunity to sit inside.



### **Porsche Sport Driving School**

The Porsche Sport Driving School offers excitement on all levels. At Rennsport you will have the chance to experience this excitement first-hand at Sydney Motorsport Park with our compliments. Join our instructors who will indulge you with their expertise in the passenger seat of a Porsche, to ensure maximum adrenalin! Afterwards you'll find the temptation of putting the latest model Porsches through their paces at the Porsche Sport Driving School in Queensland hard to resist.

### **ON-TRACK ACTION**

#### **Porsche Carrera Cup Australia**

The pinnacle of Australian one-make racing: Porsche Carrera Cup Australia will headline the Porsche Rennsport Australia Motor Racing Festival with its unique two-driver endurance format. The championship will hold two hour-long Pro-Am races, pairing one professional driver and one semi-professional driver in each Porsche in search for Carrera Cup victory.

#### **Porsche GT3 Cup Challenge presented by Pirelli**

Porsche GT3 Cup Challenge Australia provides a semi-professional platform for up-and-coming club drivers and racing enthusiasts to enter national-level motorsport. GT3 Cup Challenge presented by Pirelli will also adjust its normal championship round for an endurance battle worthy of Porsche's motorsport history.

#### **Porsche Sports Cars**

The Sports Car race at Rennsport will once again provide the most diverse range of Porsche racing cars from all categories and eras. This category allows almost any Porsche and driver with the necessary logbook and licence to compete alongside each other. Rally car, club car, or race car, these will all line-up on the grid in 2016.

[Enter online now!](#)

#### **Porsche Historic Groups S&N**

The Group S and Group N race will again truly highlight how alive and thriving historic Porsche motorsport is in Australia. Competing at Rennsport as a combined category for sports and touring cars for year models between 1948 – 1977, this historic only race will be one to watch over the weekend.

[Enter online now!](#)

#### **Porsche Regularity**

Regularity is considered the entry level to motorsport in Australia. All Porsche cars are eligible, with only minimal safety and CAMS licence requirements. Split into 3 divisions based on year model and lap times, first time competitors all the way through to Porsche club regulars will each set their own time to achieve on every lap. The winner will be

decided by the driver losing the least amount of points over each session over the weekend.

[Enter online now!](#)

## TICKETS

Featuring an impressive line-up of events for participants and spectators alike, the 2016 Porsche Rennsport Motor Racing Festival is an event not to be missed.

Purchase your tickets online at a discounted rate, or purchase them at the gate.

[BUY NOW!](#)

If you would like to be kept informed about the 2016 Porsche Rennsport Australia Festival, please email your contact details to [rennsport2016@porsche.com.au](mailto:rennsport2016@porsche.com.au)



\*\*\*\*\*

**Editor's Note:** Here are some excerpts from my report published in the July 2013 Flat Chat to further encourage you to attend this year, with or without your Porsche.

## PORSCHE RENNSPORT FESTIVAL 2013

When Porsche Cars Australia announced that the inaugural Porsche Rennsport Festival would be May 25-26 this year (2013) I thought, *that's a "must-do" event* for my GT3 RS. Now having done it, it's a "must-do-it-again" event. After reading this report, perhaps you'll understand why.

Saturday morning dawned grey and cool, and the track was still a bit damp when I arrived at Eastern Creek International Raceway. There were several requirements to fulfil before the first practice session, so I proceeded to Race Control to complete documentation, attend a drivers' briefing and pick up a Dorian timing transponder. I returned to my assigned carport to be scrutineered. The car and I passed without a drama, and I then had a chance to seek out JP in his pit garage. John warranted a garage in the main pits because he had entered the Sports Car category, which is a full-on race class. I chose a lower risk option, Regularity, but in reality it turned into pretty lively near-racing as most competitors strove to achieve optimistically nominated lap times.

John's GT3 RS looked splendid in its red on white livery, complete with Pooley Wines sponsor's stickers. John looked "the business" too in his racing overalls and full-face helmet!



By the end of practice I was feeling more comfortable and was lapping in a respectable 2m05s. John however, with considerably more skill and experience, was already lapping in 1m55s, proving that in identical cars, it's the driver that makes all the difference.

There was also a marquee reserved for a display of historically significant Porsches with racing pedigree. Klaus Bischof shipped two Le Mans prototypes from the Porsche Museum in Stuttgart, the "Jules" 936/81 Spyder (the actual 1981 Le Mans 24 Hour winning car) and the LMP2 RS Spyder from 2006

As well as the track events, there were two static but equally competitive events; a Concours and a Show & Shine. A stroll around the grassy display area provided ample evidence of cleaning, polishing and detailing of every possible surface, inside and out, of the many beautiful entries. My favourites were of course the 356's (again!).

Saturday afternoon was the first session for Regularity Group 3 (2004 to present), so I donned overalls and helmet, switched on the GoPro and headed for the marshalling area. There were several GT3's and two other GT3 RS's in my group, so when we were released onto the track for a warm-up lap and a flying start, it was "on" for young and old. There were plenty of quick drivers to try and keep with, or even pass if an opportunity came, so I was very busy for the next 15 minutes. I certainly wasn't the fastest, but I think I may have had the most fun!

John was also running in the afternoon in the Sports Car Category, so after finishing my session, I made my way to the viewing area on top of the main building to watch

his start. Although positioned in the middle of the grid, John passed three cars on the green light, and steadily improved as the laps ticked by. In the pit garage afterwards, he said there was still room for improvement, as he was chasing a target of 1m50s lap-time and still had a few seconds to shave off.

By the end of the first day, we were both pleased with our times, the cars had no damage, and the Rennsport Gala Dinner beckoned. We had a wonderful evening, the meal was excellent, the entertainment was lively and the cab driver took the worry out of navigating to and from the Rosehill Racecourse Club where the event was held.

Sunday morning was thankfully dry and fine, with hardly a sign of winter, so again we each had the prospect of two sessions, one in the morning and one in the afternoon. John repeated his brilliant start of the first race, but unfortunately, three cars came together at the back of the grid. The damage was too severe to clear quickly, resulting in cancelling this session. This left only one chance for John to reach his target of 1m50s, which he came within a whisker of achieving in the afternoon race. His placing improved dramatically too, from 23<sup>rd</sup> in the first race to 11<sup>th</sup> in the final. Great result John!

I also improved with each Regularity session, the fourth and final being the last track event of the whole weekend at 4:58 pm, when the sun was already setting. The results of this last session were tallied in record time, and I was pleased to find that I had set my PB of the weekend, 2m01s! And... the car was still undamaged and ready to drive home!

After all the track activity, the drive back home seemed very relaxed and easy. Just stick to the speed limit and cruise back down the Hume Highway to Melbourne, then repeat the Bass Strait crossing and transit of Tasmania. All went smoothly and my lovely GT3 is now safely tucked away in the garage awaiting its next challenging event.



**Andrew Forbes**





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| NAME                     | TOTAL | NAME                     | TOTAL | NAME                     | TOTAL |
| POOLEY John              | 60    | JOHNSTONE Keith          | 40    |                          |       |
| BORCH Michael            | 55    | OLIVER Tony              | 15    |                          |       |
| JOBERT Leon              | 55    | McCAFFERTY Philip        | 15    |                          |       |
| SHEERS Rob               | 50    | ALLISON Bruce            | 15    |                          |       |
| RIDGERS Keith            | 45    |                          |       |                          |       |
| HAND Joe                 | 45    |                          |       |                          |       |
| KOVACIC Todd             | 40    |                          |       |                          |       |
| McGregor Chris           | 30    |                          |       |                          |       |
| Shearer Brian            | 30    |                          |       |                          |       |
| Catchpole David          | 30    |                          |       |                          |       |
| Moody Milton             | 30    |                          |       |                          |       |
| Stove Keith              | 30    |                          |       |                          |       |
| FORBES Andrew            | 25    |                          |       |                          |       |
| LYONS Kevin              | 25    |                          |       |                          |       |
| BRINSMEAD Stuart         | 20    |                          |       |                          |       |
| Moody Patrick            | 15    |                          |       |                          |       |
| Barrow Robert            | 15    |                          |       |                          |       |
| Denny Colin              | 15    |                          |       |                          |       |
| Davis John               | 15    |                          |       |                          |       |
| Burghart Jurgen          | 15    |                          |       |                          |       |
| Hobden Michael           | 15    |                          |       |                          |       |
| Berry Paul               | 15    |                          |       |                          |       |
| Arnold Mick              | 15    |                          |       |                          |       |
| Smart Bruce              | 15    |                          |       |                          |       |
| TUCKER Paul              | 10    |                          |       |                          |       |
| WILSON Chris             | 10    |                          |       |                          |       |
| WHITE Bob                | 5     |                          |       |                          |       |

**Compiled by Keith Ridgers**

*Flat Chat* POOLEY WINES "KNOW YOUR PORSCHE COMPETITION"

**COMPETITION No. 15 RESULT**

**Question:** You all know what this is... a 356 Speedster, but how many were built in 1957?



**Answer:** *A good response to this quiz. Several members emailed me straight away saying 1171 were built in 1957 (that's what Wikipedia tells us), but two of you dug a little deeper. Joe Hand answered that 579 Type T1 and 591 Type T2 were built in 1957, totaling 1170. Rob Sheers dug deepest and found that 579 T1's were actually built in 1956 (but were sold as 1957 models) and 591 T2's were built in 1957, so the correct answer to my question is 591.*

Rob, please contact Pooley Wines to claim your prize. Joe was so close that I think he deserves a runner-up prize!

**COMPETITION No. 16**

**Question:** A three part quiz: Note the visual clues, e.g. the word MEXICO, the stylish headwear, the background

1. Name the type of Porsche
2. Name the driver
3. Name the country (no, it's not Mexico!)



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

The winner will be announced in the April 2016 issue of *Flat Chat* and will receive a bottle of Pooley wine.

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