



Porsche Club

Tasmania



FLAT CHAT

January 2017



Team Wilson (or is that Team Spurr??) – Competing in Targa High Country

Issue No. 56/2017

FLAT CHAT

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

Club Patron (and Honorary Life Member) – Klaus Bischof

Month - January 2017

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

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Meeting Venues:

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

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

JANUARY EDITORIAL

Goodbye 2016, or is that hello 2017. All a matter of perspective, but it is my genuine hope that all members and families had a safe entry into the New Year. For those who read Issue 55, you would be aware that this is my first Issue as editor. My first task as incoming Editor of Flat Chat is to thank the outgoing Editor, Andrew Forbes. After three and a half years Andrew has called it a day. One can only succeed him.

Under Andrew's stewardship, our magazine has grown into a fantastic publication that I am sure is the envy of other motoring clubs. However Andrew doesn't get away from us that easily and is remaining on the committee.

In parting, Andrew has articulated a "wish list", or vision, for the magazine. Some of his vision he has already shared with you, and to that end, please feel free to send me photos, pieces you have written or articles you have read, to me for inclusion in the magazine. If I forget anything in the early editions, please forgive me. Let me know and there will be an attempt of redress if possible in future editions.

Do not be surprised in the near future if you receive direct contact from the Editor. It is my intention to start contacting some of our newer members to ask about them, their Porsche or other cars they own or have owned. It is but one-way to grow our local Porsche community and family. There is no obligation to respond or participate. No offence will be taken and your privacy will be respected. But you will be awarded Club points. I am also open to suggestions for items to include in your magazine. Do not be shy!

For my first edition, there are some wonderful articles. Colin Denny has been on a journey that, but for the incorrect car manufacturer, could be in any James Bond film. Days of driving some fantastic roads in Cannes, St Tropez and other parts of the famous French Riviera in Porsches is now on my bucket list. Other articles include John Pooley's (Hons) attendance at the Goodwood Revival. Not a Porsche event *per se*, but an event any car enthusiast would enjoy. Targa High Country saw PCT's own club secretary and his and fiancé (and fellow PCT member), Meegan Spurr compete. By all accounts they had a good time, which can be seen in their article and photos supplied.

I thank all contributors.

Of note is the award of Honours that was bestowed on our President, John Pooley, and Rob Sheers in December. I have included the official transcript of the presentation ceremony. This is not just a first for Porsche Club Tasmania; it appears to be a first for any Porsche Club in the world.

Todd Kovacic, Editor

THE CHAIR SQUEAKS

John Pooley, President

Welcome to another New year in the life of Porsche People and our Porsche Club Tasmania.

2016 was another great year in many ways. We had 20 new members join our Club statewide. We have held 10 major events that were well attended but unfortunately had to cancel two owing to reasons beyond our control, including our biggest, the Hill Climb in November, owing to bad weather and resulting safety issues. We were unable to find another date close by as the Baskerville Race circuit is being fully resurfaced from December to March 2017. Well done to the Baskerville Foundation that has raised \$900,000 to restore and resurface the Track, Australia's longest continually operating circuit. Look out lap records, they are bound to tumble!!

The Economy run from Campbell Town to St Helens was a great success and members came from all parts of the State. The President's Dinner at the Boathouse Restaurant was attended by 33 members, the biggest yet, and a great evening was had by all. The Sunday drives with lunch stops were again popular and the Christmas outing to Peppermint Bay was a change in mode of transport (ferry down the Derwent), treating those members to some of our wild life, dolphins, seals, a nesting pair of sea eagles and some amazing scenery in the channel and around the Iron Pot light house. Sad to have to leave our cars behind! Dr Porsche only built an amphibious Volkswagen!

Your committee is working on new events for 2017, the first being The Porsche Parade at Richmond Village Green on Sunday 22nd of January and then the traditional Orford BBQ at the Davis beachside resort in February. Please put those dates in your diaries as I would like to see a statewide roll up of members to both. Driver experience days at the new look Baskerville and Symmons Plains are on the agenda and some other new events. Clubman and Club champion awards will be announced at the February BBQ at Orford.

My personal thanks to the committee members for their hard work and valuable time last year and a special one to Andrew Forbes for his sterling work as editor of Flat Chat, as he hands over the job to Todd Kovacic from this edition. Well done to new committee members Chris, Mike, and Todd for settling in so well.

Congratulations to Keith our Treasurer for a very successful trip to hospital and an amazing recovery, so he will keep on counting those beans for us! All the best to all for 2017. Let's see some new names on the top of the points list for Club Champion and Clubman awards this year?

Finally a very sincere thanks to Klaus Bischof, our Patron, Adrian Brown DP at Porsche Centre Hobart, and Pamela Ward at Porsche Cars Australia for your support during the past year.

John Pooley
President

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NEW MEMBERS

A very warm welcome to this quarter's new members

Marcus & Alison Skinner	2007 Cayman S (Grey)
Farrel White	Porsche Centre Hobart
Scott & Julianne Smith	1985 Carrera 3.2 (White)
Peter & Dianne Haworth	2005 Boxster (Seal Grey)

See you soon at a PCT event!

Events Calendar Update

January:	Sunday 22 nd – Richmond Sports and Exotics Car Show This will be the first running of what we hope to become an annual event showcasing the best in exotic and sports cars from all around the state. More information will follow...
February:	Sunday 26 th – BBQ at Orford. The Davis Family have once again opened their doors so we can enjoy some good company, some good food and in a lovely location.

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

PORSCHE TOUR – PROVENCE/COTE d'AZUR

by Author Colin Denny

Porsche Tour of Provence/Côte d'Azur



Col de Turini

My birthday marking three score and ten years loomed, so I searched for an adventure that coincided with the significant life occasion. The Porsche Travel Club website revealed that they just happened to have a driving tour of Provence and the Côte d'Azur that finished in Cannes on my birthday. Perfect!

Annette and I flew into Nice last September where the Porsche Tour opened with a short helicopter flight from the airport passing Cap d'Antibes to Cannes and the Hôtel Majestic Barrière. We were to have Tasmanian company and found PCT members David and Diane Catchpole already at the hotel. In addition to the Hobart contingent our eclectic group of Porsche drivers included two couples from both the USA and Venezuela and one couple each from Belgium and Queensland.

Next morning the fun began with a short drive west to St Tropez. Our Porsche guides, Daniel and Sabine, allocated cars and we divided into two groups of four cars each led by a guide car announcing directions and road hazards by UHF radio. The Porsche 911s on offer were the new second generation 991 series with 309kW turbocharged 3 litre engines (an increase of 15kW on the 3.4 litre model). A powerful 911 Turbo S and a four-cylinder 718 Boxster S turbo rounded out the tour offerings.

David and Di began the day driving a Targa 4S but suffered a puncture in the hills west of Cannes. No worries at all! Guide Daniel handed them his Cayman GTS keys and waited for a truck to pick up the Targa. We continued to St Tropez where Daniel met us later with a spare Carrera S, one of six back at the Cannes garage.

We had been allocated the 718 Boxster S. It was a chance to compare it with our own 3.4 litre 981 series Boxster S. Interestingly, the new 718 is the car that *The Australian's* motoring correspondent Philip King chose as his favourite drivers' car from all the exotics he tested in 2016. It is more powerful than the previous model

and at 4.2 seconds can outspurt a five-year-old 911 to 100km/h. Next day the Boxster was superb through the sweeping bends in the olive groves and vineyards as we hurried north to Lorgues for lunch at the famous Chez Bruno truffle restaurant.



Casino Royale didn't look this good – Hotel Majestic, Cannes

The afternoon drive took us to Grasse where we spent two days on the winding roads of the Alpes-Maritimes. It was my first visit to Grasse and had the added interest of being an intriguing part of my family's history. My grandfather is said to have smuggled lavender seeds out of France from Grasse in 1920 to establish Tasmania's Bridestowe Estate lavender farm.

Leaving Grasse, we were allocated a Miami Blue Carrera 4S Cabriolet. It was Annette's favourite car, maybe chosen on colour and looks! The 4S is fantastic to drive and handled the mountain passes with ease. I found it understeered a little when pushed hard compared with the rear wheel drive Carrera S that I drove the previous day. Our route took us first to the spectacular mountain village of Gourdon then on to Vence via the Col de Vence mountain pass to stay in yet another superb hotel.

Our final drive day arrived far too quickly. We drove a Targa 4S and all of us were mesmerised by the complex movement and engineering that automated the process of stowing away the Targa top. People stopped and stared but unlike the Cabriolet it couldn't be operated while in motion.



All one happy Porsche family

The route included the famous Col de Turini, the setting for the final stage of the Monte Carlo Rally on many occasions. To get there we had to drive the switchbacks of the Col de Braus where from the summit our lead group had a great view of the second group negotiating the hairpin bends. We continued to the narrow Col de Turini pass and all wondered at the skill of the early rally drivers who completed the stage at night often in snow and ice. They had none of the sophisticated electronic controls of our Porsches and nothing like our superb PDK gearboxes.

David and Di were driving the Boxster S that day and relished its performance on the narrow mountain passes pushing it hard until they got to the stage where the tyres were going off. Then the drive down from the Col de Turini took us through forested areas and beautiful villages until we reached the urban sprawl and traffic snarls of the Cote d'Azur. On arrival back in Cannes we reluctantly gave up our Porsches at the Hôtel Majestic Barrière.

The end came with the final dinner at the famous Hotel Eden Roc in Antibes. We were all driven to the restaurant where my travelling companions joined in to make my 70th birthday celebration part of the event; a wonderful finish to an adventurous trip.

TARGA HIGH COUNTRY

by Authors Chris Wilson & Meegan Spurr

Based on top of Victoria's popular Ski Resort - Mt Buller; Targa High Country 2016 was held over three days from Friday 4th to Sunday 7th November.

We commenced our journey to this event by packing the car full of everything required for the next six days away from home. This was not an easy task due to the amount of roll cage protection built into the car and comparable to a game of Tetris. Luckily we managed to squeeze everything in and started our road trip to Devonport.



Chris Wilson & Meegan Spurr on the limit

Once on board the Spirit of Tasmania, we caught up with fellow Porsche Club Tasmania members Keith Johnson and Phillip Leith and listened eagerly to their words of advice and recollections from previous Targa High Country campaigns.

After a calm overnight sailing on the Spirit and a three-hour drive from Melbourne, via the bakery at Yea for morning tea, we finally arrived at Mt Buller and were rewarded with sweeping 360 degree views over the surrounding mountains.

We found the Opal Ski Club, our accommodation for the event, amongst large piles of half-melted snow from the previous weekend. After unpacking the race car, we

proceed through to documentation and vehicle scrutineering. This was a well-oiled process, made easier by Targa official's generous supply of free Allens Snakes!

We continued on to the compulsory Drivers Briefing and Welcome Function; both a sought after distraction from the nerves about what lay ahead.

Day 1 – We awoke to sunny skies, full of excitement and a little anxious for the day ahead. We commenced the day with the conservative, time limited stage of Mirimbah, and then headed west to the fast and flowing stages of Merton and Harry's Creek. Lunch was held in the historic township of Eurora, where the cars took over the main street, allowing the locals to interact with the drivers and vehicles.



In the afternoon, we returned through the reverse of the morning stages, renamed as Violet Town and Galls Gap. By this point of the day, we had a good idea of what we were in for. It was then onto the final stage of the day, an 18 kilometres sprint up to the summit of Mt Buller, consisting of fast straights and very tight turns.

The day ended with a comprehensive check over the vehicle, adjustment of the tire pressures, oil top up and a hearty meal at the restaurant complete with a debrief of the day's events with fellow competitors.

Day 2 – There were some nerves as we awoke to a light dusting of snow on the mountain. Following breakfast and a 'we can do this' pep talk, we commenced the short and slippery decent of the Mirimbah stage. With the skies clearing and the road drying, we headed north to Whitfield and back over the four very fast and flowing stages of Barwite, Tolmie, Powers Lookout and Bridge Creek.

The lunch break was held at the beautiful Pizzini Winery in the King Valley and although we were unable to enjoy all of its delicious produce, we would certainly recommend a visit if you're in the region.



Birds of a feather planning the next day's attack on High Country

The day's final stage was a short and exciting 4.53 kilometre sprint through the people-lined streets of Mansfield – a definite highlight of the event. The cars were then parked for display on the main street as part of Targa Fest.

Day 3 – We were woken by a text message from Phillip's service crewman with a picture of our cars covered in a thick blanket of snow. Overnight heavy snow had fallen on the mountain making both finding and starting the cars quite a challenge. As we were all parked at the bottom of a steep hill, there were serious concerns that the road would ice over and we would be stuck for the day. We quickly started our vehicles and drove them to the top of the hill. It was quite a challenge driving up the snow-covered road, but good insurance in case of ice.

With this much snow around, it saw a return of nerves and lead to quite a cautious decent on the Mirrimbah stage. Again, once we were off the mountain, the skies cleared and we focused on the tough day ahead.

The day consisted of two 40-kilometre stages, Jamieson and Eildon, broken up by two quick 10-kilometre stages, Devil's River and Skyline. Each 40km stage required 28 pages of pace notes to be called, which were mentally and physically demanding on both the driver and navigator.

On a high after an excellent run over Eildon, we headed to the final stage of the event; our second attempt at the challenging, fast and twisty 18-kilometre ascent to the Mt Buller clock tower.

Once at the top, we drove under the finishing banner and were warmly greeted by Targa officials who handed us our finisher's medallions.

Unfortunately both Keith and Phillip had car troubles during the latter part of the day, which forced them to retire from the event.

Completing our first multi day tarmac rally competition left us feeling both satisfied and excited for the next event. Of the 16 cars entered in the Classic Class, we finished 12th and came 3rd in our category.

GOODWOOD REVIVAL

by Author John Pooley, President PCT, Club Hons

I had the opportunity to go to the 2016 Goodwood Revival at Lord March's property in Essex, UK. This was on my bucket list and had been for years, as my first visit there was in 1949 as a six years old little boy that already could recognise almost every car on British roads.

My father Denis, who was a keen motor sport enthusiast, took me. I remember him sitting me in the ERA R4D pre-war racing car of Raymond Mays, at Shelley Walsh Hill Climb and later at Goodwood. This car was the only D type ERA ever built, was the car that set fastest time of day at Shelsley with an unrivalled 16 times between 1935 and 1956 in the hands of Mays and then Ken Wharton. It was there at Goodwood for me to renew our acquaintance, 66 years later. It is one of Britain's most important historic racing cars - "is louder than a rocket and faster than a Daytona and is still going strong today." (quote from Motor Sport Magazine, November 2016).

Goodwood circuit started its life in September 1948 and went on to host star studded non-F1 championships, World Sports Car rounds and local British events. Prior to that from 1936 it was a hill climb venue. Stirling Moss won his first races here in the 1950s in Cooper 500s, and also his last in 1962. Jackie Stewart, Mike Hawthorn, Jim Clark and many others learnt their motor sport skills here. By the mid sixties the escalating speeds of the modern cars, the very fast sweeping corners, the closeness of the circuit to public roads and local housing and the cost to comply with rising safety issues saw its last race meeting on July 2nd 1966. It was never dismantled, and survived as a test circuit for F1 teams until the early 1980s and sprint events and track days. During WW2 part of the Goodwood estate was donated by Lord March for a RAF fighter base. 1996 was the year racing recommenced; organised by Lord March's grandson, Charles, and the Revival was born, along with the Festival of Speed.

On my arrival at Goodwood, with my cousin Alistair, I took off my baseball hat and hid it! Alistair had worded me up to wear a jacket and tie and no corporate wear. My Porsche hat was the only base ball hat there! I bought a straw hat and people stopped looking at me. Phew! I must say that everyone was dressed in period clothes and how fantastic. It was just like stepping back to the 1950s and 60s. The ladies with their floral dresses, hair do's, high heels and bright red lipstick; the men in wartime uniforms, Harris Tweed jackets, reefers, trilby hats and boaters really looked the part. Even the tow trucks were Bedfords and police had their black Wolseley cars on duty. The grid girls had their knee length white boots, tight mini skirts and their hair up. I felt forty years younger (and wished I was!).

The racing was definitely the biggest eye opener. Most races went for 20 minutes each and had fields of plus 30 cars in each category, grouped by type, capacity and age. So the races were exciting and very close and did those drivers want to win. They drove as if there was no tomorrow and their cars were not priceless or worth

hundreds of thousands of pounds, which they were. No modern cars allowed, all pre 1966 - Lightweight E types, C types, D types, ACs, Astin Martins, 250 GTO Ferraris, Lotus all types, Coopers, BRMs Alfa Romeos, Bugatti , Bentleys, etc. and sedans - Austin A35s, Minis (the real ones), Cortinas and so on.

Saturday was cold and raining (typical), and a full wet racing programme including bikes, but Sunday was a perfect one. Blue skies and sunshine. What a picture the circuit was. No modern advertising, no American products, no Armco, picket fences and green lawn on the track verges and glorious racing, real racing, cars bumper to bumper, oversteering and drifting on every corner, one roll over (an Austin A35), and very skilful driving all day. Even a Le Mans start for the sports car Trophy race. Just a handful of Porsches - an RS60, a 550 spider, some 356s and some lovely old 911s. But as expected, the British Cars dominated every race. David Coultard was in an A35 and finished 19th out of 36 very fast A35s with the current British Touring Car champion finishing first. Stirling, Jackie Stewart, Jacky Ickx, Derek Bell and David Brabham all drove their signature cars in the spirited demonstration runs. A great experience for anyone with an interest in this era of British Motor Sport. Put it on your bucket list.

PCT PRESIDENTIAL DINNER 2017

by Author Leon Joubert

The annual PCT Presidential Dinner has become one of the most popular events of the club. Credit is no doubt due to the host, John Pooley, who has often gone to considerable effort to theme the dinner with Porsche-related activities or themes. Past themes that come to mind have been the Targa Florio, Le Mans 24-Hours, a distinctly German evening with eisbein mit sauerkraut, and so forth.

Venues have varied from the Tasman Room in the Grand Chancellor to the Royal Hobart Yacht Club but, as mentioned, all events were very well attended and very enjoyable. This year “El Presidente” was visiting his “roots of origin” in Merry Old England (and sundry other nearby places while one could still travel freely from one to the other) and hence was not able to organise a themed performance for the evening. No matter. Events Director, Michael Borch, selected the beautiful setting of the Cornelian Bay Boat House Restaurant on 15 October, and Andrew Forbes livened up the evening (not that it really needed any additional impetus) with a fun-filled crossword puzzle about all things Porsche.

One hopes that crossword puzzle gets re-published in “Flat Chat” for the benefit of those who were unable to attend the dinner, as well as those who were there but were unable to answer the questions (!). To nobody’s great surprise, Rob Sheers walked off with a bottle of Pooley Wines’ finest for getting the most correct answers. A great evening, and many thanks to all who contributed and participated.

Leon Joubert

Porsche Club Tasmania – Honours Awards

At every stage of a Club's evolution, we need to reflect on its progress. What we are; where we are going; what we have achieved & what we want to achieve – this is one of the Committee's prime areas of responsibility. During that journey it is important, as it is very appropriate, to reflect on and acknowledge those people who have contributed to the life of the Club. In particular those who have made an exemplary contribution to the Club.

In making public acknowledgement of these contributions, the Club in its history has handed out only two awards:

- Honary Life Membership to Klaus Bischoff – (in charge of Porsche Germany's exquisite collection of Museum Cars) &
- Leon Joubert (3 years ago) for his extraordinary contribution to the Club over 10 years & who founded & edited our newsletter Flat Chat.

The timing and substance of awards is the subject of much conjecture and debate in Clubs, as to who should and possibly shouldn't get acknowledged, and if acknowledged, the timing of - When? This is a matter for individual Clubs and there is no set precedent for when awards should be made.

Our Committee, in its wisdom, and with the valuable assistance of Leon, considered that with the Club fast approaching its 15th year, it is time to make some further acknowledgement of service to the Club.

Tonight and on behalf of the Committee, I would like to formally acknowledge two Club stalwarts, being President, John Pooley and Committee Member, Rob Sheers.

John was the founder of the Club, back in 2003. He was the Porsche Dealer at the time and got together a small team to help him form the present day Porsche Club of Tasmania. From the original Committee and still serving the Club, are Leon Joubert and Andrew Forbes. Andrew was the Club's first Secretary / Treasurer. He had a break from the Club for a period whilst he was in Europe for a few years. He is now back and again serving on the Committee.

In acknowledging the service to the Club of John and Rob, the Committee & Leon debated - how to go about a suitable recognition. John has a 40 year plus association with Porsche, at a local level, being the Club President and Tasmanian Dealer. He has represented the Porsche Brand and the Club, both at Interstate and International level and there would be few people, if any, in the country, who could match his time and commitment to the Porsche Brand. He also has a distinguished career, over 50 years, in motor racing, as well as in business. John was the obvious first Leader of the Club!

Apart from the Leader, to be successful, every Club, as in business, needs a good, reliable, loyal servant, to ensure the day to day operations of the Club function properly. While John was pursuing his business interests and driving Porsche cars all around the world, what would we have done without Rob Sheers? Rob retired as a Marine Engineer and amongst other varied interests, devoted his time & energies

into the running of the Porsche Club. Rob was the mighty engine behind the Club's development and to this day, has worked tirelessly in organising Club Functions, Events and attending to its day-to-day affairs. Every Club needs someone like Rob, otherwise it will simply not survive.



Kevin Lyons (VP) presents Rob Sheers (Hons) with his award

As this is a Committee Meeting, I do not consider we need to further elaborate on the contribution of John & Rob. It is well known & greatly appreciated by the Committee & our Membership base. The matter now at hand is how we intend to acknowledge them. There are many ways in which an award of some description can be made & all Clubs differ. Motoring Clubs will hand out awards such as:

- Service Awards;
- 10 Years plus Service Award;
- Best Clubman;
- Senior Service, etc.



Kevin Lyons (VP) presents John Pooley (President , Hons) with his award

You can then get into higher levels of awards such as Long Service and Life Membership. The latter award in some Clubs, can be simply for 10 – 50 years Membership. In the case of our Club (and Motoring Clubs in general), the award of Life Membership is a sincere acknowledgement to Leon, for his brilliant journalistic knowledge & contribution to our newsletter & his tireless efforts in all aspects of the Club's activities.

However, there is one award, which, in particular, Motoring Clubs will bestow in exceptional circumstances & when there has been outstanding performance levels. It is not handed out lightly & again, only in exceptional circumstances.

I first checked with Pamela Ward of Porsche Cars Australia, re the use of integrating the Porsche International Logo for this special Club Award we proposed and also asked her if the awards we are about to present, had ever been conferred before in Australia, or in fact, Internationally. She advised she was not aware of any similar case.

If that is correct, then we have a first for our Club. On behalf of the Committee and Members of the Porsche Club of Tasmania, it is my special privilege as Vice President, to confer on both John Pooley and Rob Sheers the award of: Porsche Club Tasmania – Honours.

The first such awards in the history of Porsche Club Tasmania. Framed Certificates & Club Colours Badges were presented.

Speech written and spoken by Kevin Lyons (VP)

CAPTION COMPETITION

The winner of October's Caption Competition is Keith Ridgers, ***“Not a very delicate (ssen) way to park”***



Put your creative brain into gear and send your caption for this month's Porsche photo to tkovic@netspace.net.au



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

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NAME	TOTAL	NAME	TOTAL	NAME	TOTAL
BORCH Michael	195	JOHNSTONE Keith	155	SHEERS Rob	20
KOVACIC Todd	190	OLIVER Tony	80	DENNY Colin	18
POOLEY John	180	ALLISON Bruce	60	EMERTON Clive	16
SHEERS Rob	170	BOWEN Mathew	45	KOVACIC Todd	15
JOBERT Leon	140	PITT Graeme	45	BOWEN Mathew	15
LYONS Kevin	115	McCAFFERTY Philip	30	BARROW Rob	10
FORBES Andrew	110	MONAGHAN Paul	30	FULLER David	10
HAND Joe	100	BIRRELL Jack	15	MOODY Milton	10
DENNY Colin	95	BUCKNELL Sam	15	Johnston Keith	5
TUCKER Paul	90	LUCK Kerry	15		
WILSON Chris	80	PITT Honni	15		
McGregor Chris	75	KING John	15		
Shearer Brian	75	BROWN Gavin	15		
Moody Milton	50	WALLCOTT Brett	15		
Smart Bruce	50	GROOM Robert	15		
WILSON Chris	50	STANDALOFT Phil	15		
Hobden Michael	50	YOUNG David	15		
Stove Keith	45				
Catchpole David	30				
Burghart Jurgen	45				
Davis John	30				
Berry Paul	30				
Barrow Robert	30				
EMMERTON Clive	25				
BRINSMEAD Stuart	20				
WHITE Bob	20				
Moody Patrick	15				
Arnold Mick	15				
WILLIAMS Brad	15				
DANIELS Louise	15				
KELSALL Rob	15				

Compiled by Keith Ridgers

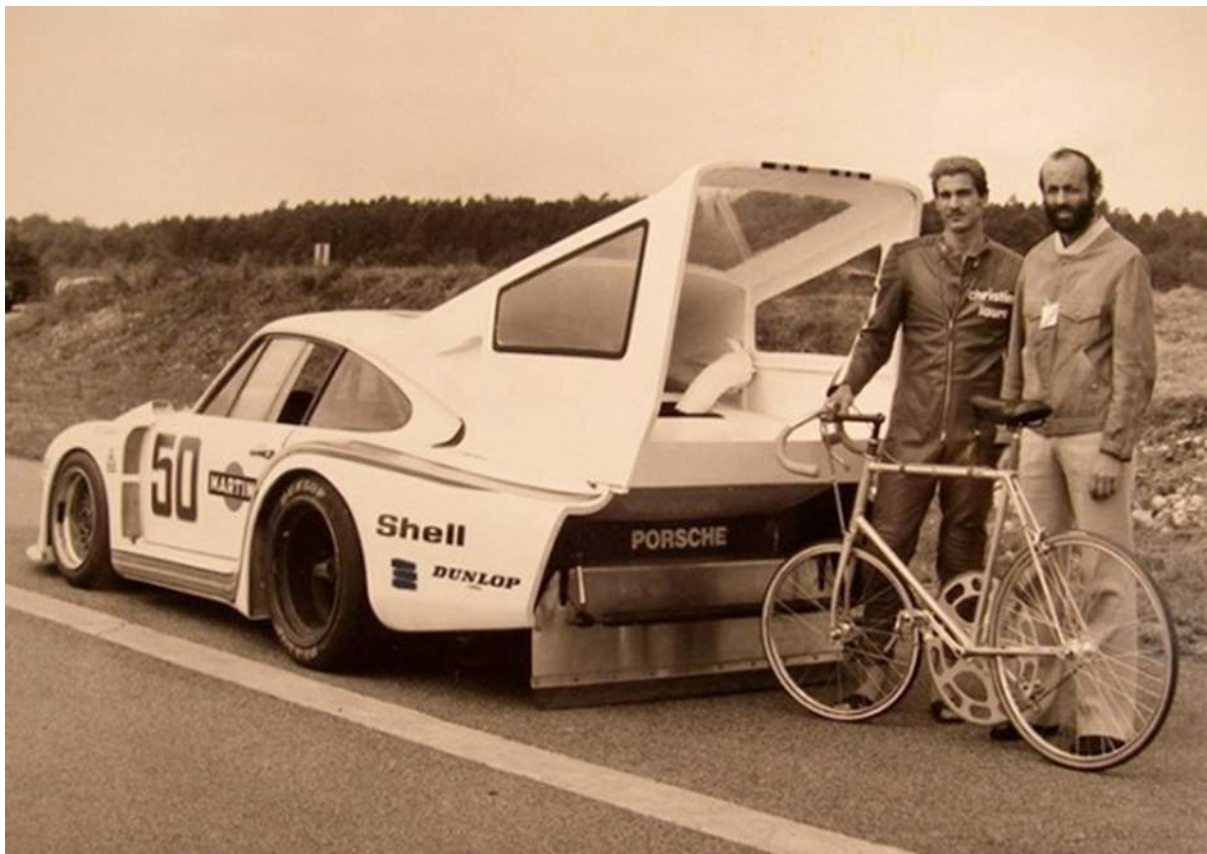
Flat Chat

POOLEY WINES "KNOW YOUR PORSCHE

COMPETITION"

COMPETITION No. 17 RESULT

Questions: What's going on here?
Name the Porsche model
Name the cyclist



Answer: John Klonaris was first with the correct answer...

a) What's going on here? *In 1979, J C Rude wanted to be the fastest cyclist on earth. Jean Claude Rude's intention to beat "fellow Frenchman José Meiffret who had clocked 204.7km/h (127.2mph) in 1962, when riding in the slipstream of a Mercedes-Benz 300SL on a closed section of Autobahn."*

b) Porsche model: *(Martini Porsche) 935 (Driver: Henri Pescarolo)*

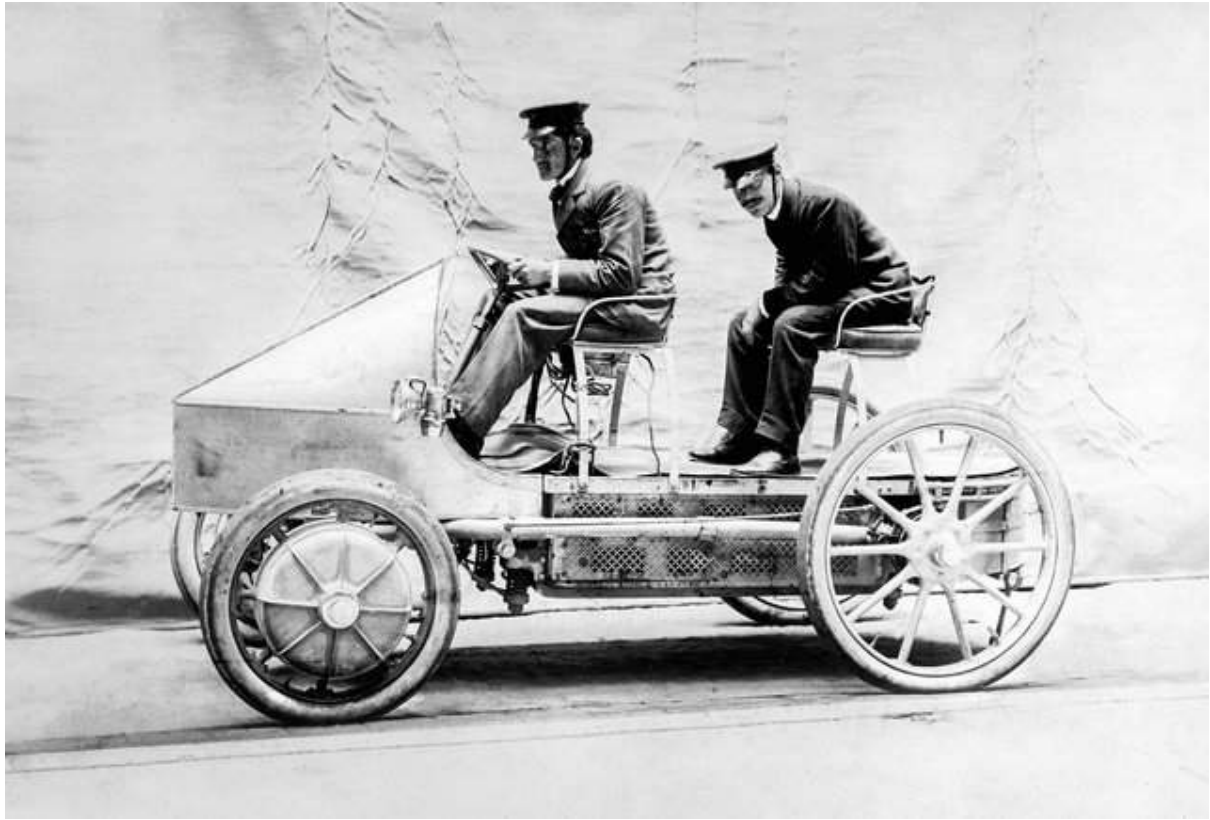
c) Name the cyclist: *Jean Claude Rude*

John answered at 11:33 am on October 4th beating Joe Hand Joe by just a few hours (Joe answered at 10:41 pm).

John, please contact Pooley Wines to claim your prize.

COMPETITION No. 18

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



Email your entry to tkovacic@netspace.net.au

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

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Porsche Club

Tasmania



APPLICATION FOR MEMBERSHIP

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

Name/s:

(Please give your full name and (optionally) your spouse's/partner's/children's names)

Postal Address:

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

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

MobilePhone:.....**Occupation:**.....

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

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

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

Joining Fee (1st year only): \$10

Annual Membership Fee: \$110

or..... **Pro-rata 1st year Membership Fee*:** \$.....

TOTAL: \$.....

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

Membership payment:

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

☐ Cash paid in person

Account Name

Porsche Club Tasmania

BSB

037 001

Account Number

375727 (Please include your name as a reference for

payment)

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

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

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

Signature:.....**Date:**.....

Nominated by (PCTmember) Name.....**Signature**.....

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