



# Porsche Club

Tasmania



## *FLAT CHAT*

January 2016



***Stuart Brinsmead's Astonishing 911R***

# FLAT CHAT

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

Club Patron (and Honorary Life Member) – Klaus Bischof

**JANUARY - MARCH 2016**

## CONTENTS

Committee.....	3
Editorial.....	4
The Chair Squeaks.....	6
Letters to the Editor.....	7
Advertise in <i>Flat Chat</i> .....	8
New Members.....	8
Calendar of Events.....	9
Great Drives & Interesting Places.....	11
Caption Competition.....	14
911R.....	15
PCH News.....	21
Ten Years Ago.....	25
PCT Christmas Party.....	27
PCT Hill Climb.....	31
PCT President's Dinner.....	36
WEC News.....	38
PCT Northern Report.....	41
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

<i>President</i>	John Pooley	Tel (03) 6260 2895 (bus) 0418 120 055 (m) jrdpooley@hotmail.com
<i>Vice-President</i>	Kevin Lyons	Tel (03) 6234 8687 (bus) 0418 125 820 (m) kevin@salters.com.au
<i>Secretary</i>	Chris Wilson	Tel 0437 986 476 (m) touringchris@hotmail.com
<i>Assistant Secretary</i>	Todd Kovacic	Tel (03) 6239 1666 (h) 0437 986 476 (m) tkovacic@netspace.net.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 (bus) 0407 502 300 (m) bobwhite@wmca.com.au
<i>Assistant Events Director</i>	Michael Borch	Tel 0402 482 846 (m) michaeljborch@gmail.com
<i>Membership Officer</i>	Joe Hand	Tel (03) 6227 8381 (h) 0468 348 968 (m) jghand@internode.on.net
<i>Website Manager</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
<i>Committee Member</i>	John Davis	Tel (03) 6223 2751 0488 142 033 (m) hbtdavis@bigpond.net.au
<i>Northern Representative</i>	Keith Johnstone	Tel (03) 6328 1165 (h) 0418 130 850 (m) keith@jfmachinery.com.au
<i>Newsletter Editor</i>	Andrew Forbes	Tel (03) 6278 9978 (h) 0418 763 787 (m) andrew.forbes.911@gmail.com

**Postal Address:** Porsche Club Tasmania, PO Box 910, Sandy Bay, TAS 7006

### Meeting Venues:

Hobart: At 7:00 pm (Committee) and 8.00 pm (Members) on the 3<sup>rd</sup> Tuesday of every month at the Civic Club, 134 Davey Street, Hobart  
 Launceston: At 9.00 am on the 3<sup>rd</sup> Sunday of every second month at the Blue Cafe, Invermay Road, Inveresk

## **JANUARY EDITORIAL**

### **HAPPY NEW YEAR to all members and readers!**

2016 is full of promise, and I don't mean your New Year's Resolutions. I mean it's full of opportunities; in nurturing your family, in personal growth, in kindness and generosity to others, in ethical business, in excellence in your trade or profession... in LIFE! I'm optimistic that 2016 will be better than 2015, and if it shows signs of not meeting that expectation, let's all do our bit to make our neighbourhood, our city, our State, a better place to live. That includes volunteering to help improve our Club in all its activities and events. Your Committee can always use an extra hand in organising, participating and (for your Editor) reporting on our great variety of events during 2016.

You'll be pleased to hear that, at its final meeting of the year, your Committee voted unanimously to donate \$500 to Camp Quality, a very worthy charity "Creating a Better Life for Kids Living with Cancer".

The BIG Porsche news, reported in this issue, is their win over Audi in the World Endurance Championship. At year's end, our very own Aussie F1 hero, Mark Webber, along with his highly capable team mates overcame some technical issues to hold off the fast charging Audis to become World Champions. Details on page 38. It's interesting to note that Porsche and Audi have agreed to field only two cars each in this year's 24H Le Mans race, in an effort to reduce costs from meteoric to merely stratospheric!

I can't wait to see the new range of turbo-charged 991.2 models that will arrive at Porsche Centres soon. Everything I have read so far has been very positive about their improved performance, efficiency and economy (how does Porsche do it time after time?), without losing the essential character of the 911.

Once again I have been blessed with some great contributions from Members. Each time I think that it might only be a 20 or 30 page issue, more material magically flows in. Stuart Brinsmead's article is a prime example of this. Thanks everyone for your articles and photos.

**Andrew Forbes, Editor**

## THE CHAIR SQUEAKS

What a year we had in 2015!

Our Club has a record number of members and welcome to all our new Porsche owners that have joined in 2015, and had excellent attendances at all events during the year. We have a great list of events lined up for the New Year.

Our hero car , the 919 LM P1 has taken out the WEChampionship in only its second year of existence including 1st and 2nd outright at Le Mans 24 hour endurance race in June, beating the well-established Toyotas and Audis.

Exciting new models have been released in 2015, including the 911 series 991.2 that sees the normally aspirated flat six engines relegated to the history books, as all are now turbocharged.



The exciting Cayman GT4 due in Australia January 2016. New model variants in Panamera, Cayenne and Macan. No wonder the Porsche brand is so popular and more and more people are coming across to Porsche. The Classic models are now better investments than other works of art, attracting crazy prices at sales all over the world.

***A word from your Editor:*** John is too modest to feature his own classic, so I'll do it. His 356 Cabriolet has just emerged from an engine rebuild and general "tidy-up" as a lovely example of its type. What a beauty!



So my thanks must go to the committee for their dedication and hard work during the year and especially Event Directors Bob and Mike, new secretary Chris, treasurer Keith and Joe, who looks after the membership files. Thanks and well done fellows.

My thanks to our Northern members and Alex and Keith who have coordinated many events on Sundays... well done all.

So my very best wishes to you all, all our associates and especially Porsche Centre Hobart, Porsche Australia, Adrian and Pamela respectively. Your Committee and I look forward to working with you all in 2016 and will make sure we all have lots of fun and fellowship with you and your families.

Drive safely and enjoy your Porsche every day!

**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. To initiate this new *Flat Chat* feature, Leon Joubert writes:*

Dear Editor,

I happen to do my grocery shopping in the same supermarket as our valued Events Director, Bob White and his good lady, Dimity.

As most of us know, Dimity is also very capable behind the steering wheel of a high performance car.

I have noticed that Bob and Dimity's behaviour in Woolworths is very different from most shoppers.

It has intrigued me but I have politely refrained from asking about it or drawing any attention to it.

They also seem to have the amazing knack of always getting to the check-out counters before I do, even when purchasing more. (Just good teamwork?).

The mystery was solved when I came across the following:



Best regards,

**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

Yogi & Sandra Burghart      Triabunna      911 SC (82), 911 Carrera (75)

See you soon at a PCT event!





# Porsche Club

---

## Tasmania



### OUTLINE OF 2016 EVENTS

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

<b>January</b>	Richmond Lunch and Car Show, Saturday, <b>31<sup>st</sup> January</b>
<b>February</b>	Orford BBQ at John and Sue Davis', Sunday, <b>7<sup>th</sup> Feb</b>
<b>March</b>	Treasure Hunt Drive (destination to be confirmed)
<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

## GREAT DRIVES & INTERESTING PLACES

*by Rob Sheers*

We had a month in Europe recently (Sept & Oct) mostly in Italy with a bit of time in both Austria and Slovenia. I'm not going to bore you with our family holiday but there are few things that we saw and experienced that could be worthwhile adding to your to do list.

Before heading off we did a bit of a search with regards to “good drives” – the internet can be handy at times. Find below some of terrific drives that we enjoyed and recommend.

### **Via Chiantigana - SS222**

SS222 runs directly south from Florence to Siena through the middle of the Chianti wine region in Tuscany. It's only just over 70km but and runs through some lovely country – if you like wine and nice scenery put it on your list!



### **Strada della Forra – SP38**

SP38 is a loop running from the western shore of Lake Garda up towards Tremosine and back to the lake road south of Riva del Garda. This is an amazing road. Winston Churchill called it “the eighth wonder of the world”. It's a relatively short drive but very special. It can be challenging, is quite narrow in places, but very worth the effort. With a little care you will be rewarded.





### **The Great Dolomite Road - SS241 & SS48**

Starts from Bolzano on the SS241 passing through a nearly vertically walled canyon climbing up to Vigo di Fassa. From there it's on the SS48 and on to Cortina. It's about 100km long but allow extra time for photo stops, side trips, cable car rides etc. The colour and grandeur of the Dolomites makes this drive one to remember.



While in Bolzano, a visit to see "Otzi" the 35,000 year old Ice man is recommended.

### **The Grossglockner Pass**

This high alpine pass that joins Italy and Austria was a Great Depression project. This well-built road is another great drive. On a good day the views are stunning. It tops out at just over 2500 metres and even in the summer



you are likely to be above the snow line. It's a toll road and at 38Euro, an expensive one, but well worth it.



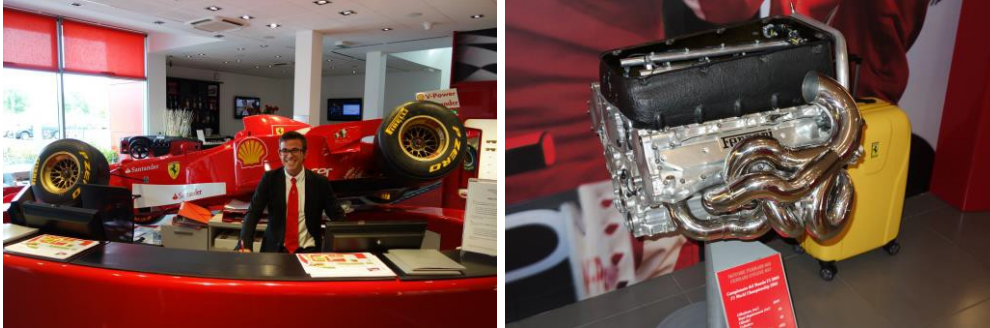
### **A couple of interesting places to stay**

We stayed in all sorts of interesting places - a couple we found quite special were Villa Cambi and the Maranello Village.

*Siena* – a great place to stay when in or near Siena is Villa Cambi. The accommodation is set in a vineyard/olive grove. A charming place and the wines were very nice as well. We did the vineyard tour and wine tasting with a nice Swedish couple. After the walking tour it was onto the tasting room where we were presented with platters of local produce and some very nice wines. The hostess told us “when you have finished just turn the lights out and shut the door” - we were left with lots of nice food and three lovely bottles of wine, how good is that!



*Maranello* – if you happen to visit the “Ferrari town” a great place to stay is the Maranello Village. Modern, comfortable, has Ferrari engines and bits and pieces all about the place and an F1 car mounted behind reception desk! OK, it represents the “wrong” brand but a great place to stay.



Finally a tip on a great place to visit if you like something a bit different, beautiful scenery, and walking – Cinque Terre. The “Five Lands” is located on the Italian Riviera. This is a very special place and we really enjoyed our time there.



And there was Gmund but that’s another story. Happy travels

**Rob Sheers**



## CAPTION COMPETITION



The winner of October's Caption Competition (above) is Brian Shearer: *"This is taking One-upmanship a step too far"*

---

Put your creative brain into gear and send me\* your caption for this month's Porsche photo



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

\*me = [andrew.forbes.911@gmail.com](mailto:andrew.forbes.911@gmail.com)

## 911R

*by Stuart Brinsmead*

When I was a young lad I got a model kit of a 911R for Christmas and began a lifelong dream of one day owning something resembling the real thing, an historic racing 911.

For a long time that was of course just a dream, and I discovered a passion for Mini`s and spent many enjoyable hours tinkering with those instead.

When the time came that I could probably afford a 911 I plumped for a 928 instead... Not a bad thing at all really, and I`m onto my second one now, a 1987 Manual S4.

However, in late 2012 an opportunity arose for me to purchase an early SWB car, 304060, which seemed to have no rust, a rebuilt engine, and a roll cage. The car was largely disassembled, and the previous owner had removed a lot of the paint. It seemed like the ideal project for my 911R inspired racing car.

I put down a deposit, and a few weeks later picked up 304060.



The original plan was to give it a quick rub down, blow a coat of paint over it, install the engine, start it all up, and then put it on the track. It all seemed so easy...



Once I got the car home I began to assess what I had. Which was a very straight, seemingly rust free car, with a rebuilt engine (that was sitting in the passenger footwell), lots of bits and pieces, that was hopefully complete. The engine was painted in a gaudy metallic blue and yellow, the cage had been butt welded halfway through straight pieces, the panel gaps were oddly perfect, and underneath it all it had very original suspension and brakes, albeit with some much larger torsion bars.

I sent the car off to Chris Tanner at Professional Fabrication to have the old cage removed and a beautiful new CAMS spec weld in cage installed. The cage really is a work of art.

After that the strip down began. I removed every part, carefully packaged all of the nuts and bolts, and began to strip back the paint by hand. I was going to get it blasted but I had heard a few horror stories and didn't want to damage those lovely 911 curves.

After months of work the car was stripped back and it was time to get it into primer.



Once all of this was complete the car was put on a rotisserie and it was time to tackle what lay beneath...

I thought the car was rust free but it turns out some pin holes in the front cross member were signs that the car was suffering from the classic 911 rotted front pan. This required replacing several panels and set the project back quite a few months.

Someone had also done a weird modification to the rear strut tower cross member and this needed to be repaired and put back to standard.

Eventually this was all finished, the sound deadener removed (yes it will be loud inside) and the bottom of the car was perfect.



Finally, almost 18 months after I got the car it was time to apply some paint. I was keen to do the job myself, it's something I enjoy and had been looking forward to for a long time. Whilst the car was originally Irish Green, and it probably should have been resprayed in Irish Green, I really like Tangerine on early 911's... so Tangerine it is. Although it was about this time that the prices of air cooled 911's, particularly early ones, began to go nuclear.







Once the paint had cured, it was time for assembly!

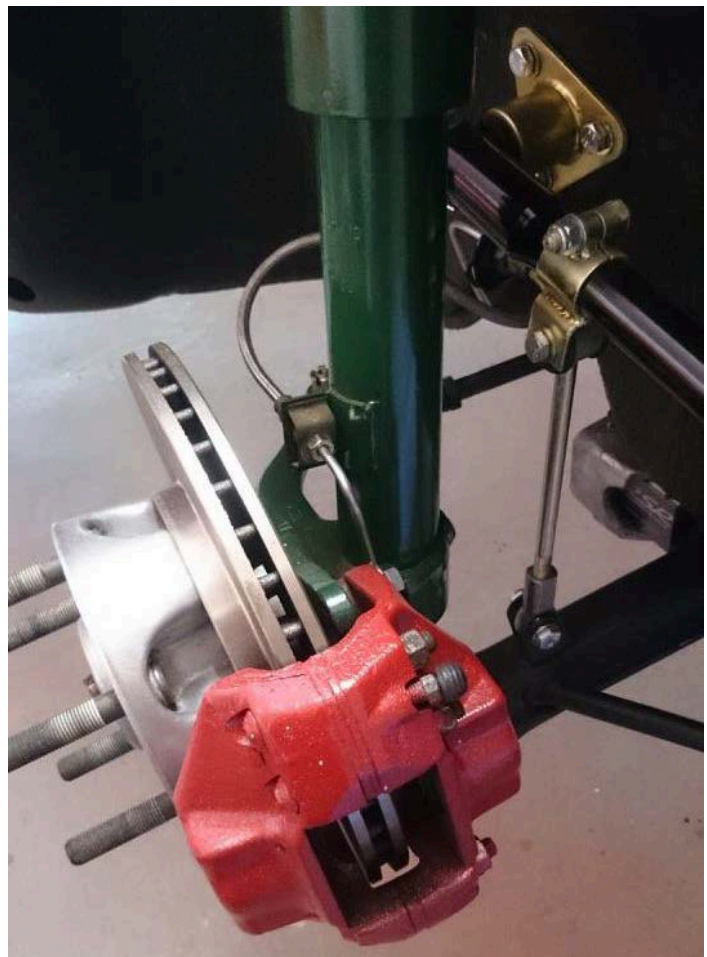
There is nothing quite like assembling clean parts on a project like this! I had bought a complete front end of an SC from the America, which when it arrived turned out to be utter junk. Fortunately I was able to source another front end from Sydney, and set about cleaning up the parts and installing them into 304060. I replaced all of the rubbers, ball joints, and installed some Rebel Racing bronze bushings.

I had sent some parts off to an Electroplaters and was disappointed with the finish. I bought a kit from Janes and ended up getting some pretty good results. Be warned if you go down this path though. It gets addictive, and you start plating everything as the fresh parts make the old parts look terrible!

Finally, almost 3 years after I bought the car, the engine was installed, and the car was dropped onto its feet.

The wiring loom was too far gone to be saved; in fact, I'm surprised the car never caught fire!

I did a bit of research and decided to have a go at wiring the car myself. I bought a kit from Rebel Wire that was originally intended for a VW buggy but it had all the circuits I needed.



Wiring 304060 has been one of the more enjoyable jobs and Rebel Wire have gone above and beyond the call of duty to help a novice like me successfully wire a vehicle.



During this time I also moved house and this added another few months of delay in getting 304060 to the point where I could finally start it.

So, fire up day was supposed to be boxing day (today)... alas, there are one or two parts that haven't arrived and I want to make sure everything is just right before we turn the motor over in anger.

I've enjoyed building 304060 immensely and can't wait to have it finished. Like any project it's the last 10% that takes up 50% of the time. What I haven't enjoyed is the explosion in 911 prices. Whilst they might be good for the investors out there I think for the grass roots people like myself it detracts somewhat from the enjoyment of owning one of these cars. Will I risk it on the track once it's finished? Probably not, apart from club days, and maybe some regularity. I built this car with the idea of owning an historic racing car that looked the part and would be able to do a wide variety of events. It certainly looks the part, but as to what type of events I might be willing to risk the car in is now questionable.

I've always got the 928 to use but even these are starting to show some ominous signs of rising values as well.

Having said all that, what can be nicer than sitting in your garage, on a lovely Sunday afternoon, with a quiet ale and some nice music whilst you tinker with your vintage 911 Racing car. That is bliss!





## **PORSCHE CENTRE HOBART NEWS**

*by Adrian Brown*

*My fellow Porsche Club members,*

The year has flown past and with it unprecedented sales of new Porsche vehicles locally, around Australia and internationally.

### **20th November – a significant date.**

Porsche AG reached its goal of 200,000 unit sales for a calendar year on the 20th November, delivering a record sales result and well ahead of schedule.

All model lines have demonstrated sales performance. The Porsche Macan is obviously the largest improver on 2014 as a result of a full calendar year of sales. The Macan orders remain strong as does Cayenne too. There was some thought that Cayenne sales would be disrupted by Macan introduction, but this has not occurred, in fact Cayenne sales have grown.

We have also seen tremendous sales in Cayman with GT4 initial production sold out and more orders pending pushing PAG to consider more production. 911 GT3 and GT3 RS is the same story. With GT3 production closed, GT3 RS has been such a sales success that there is now as many orders waiting production as there was cars initially allocated. It is unlikely that all orders will be filled resulting in very high demand on those GT3 RS vehicles delivered. PCH was able to secure 2 of this very limited production for our local customers.

### **November 30th Porsche Australia Golf Challenge.**

I am very proud that we have 3 Tasmanian representatives in this year's Porsche Australia Golf Challenge. Played in extraordinary conditions at Royal Melbourne, our starters lined up with some of the best golfers in Australia. (At least by their score cards they were). We were represented by Lynne Paige, Kevin Lyons and David Catchpole.

Kevin and David did their best in the heat and blustery conditions but were (just) out played on the day. They were rewarded with an ice cold beer and a lovely meal.

Lynne Page played the conditions extremely well and on a count back was awarded with the runners up trophy. This was Tasmania's best result ever and just a whisker away from having a Tasmanian representative play on the world stage at the private golf retreat of the Porsche Family in Spain. Next year I am sure we can go that one level higher, but I am still very proud in what Lynne was able to achieve. Congratulations to Lynne from the Tasmanian Porsche community.

### **911 Ever Ahead.**

On the 12th December Porsche AG revealed to the Australasian dealers the 2nd generation 991 – 911. The event was held in Portugal at the famous F1 track of Estoril. You

may be aware of the significance of this race track for Porsche, but for those who aren't so familiar I'll provide a brief overview.

In 1987 the Formula 1 team of McLaren TAG was powered by a Porsche TTE PO1, 1,496 cc (91.3 cu in), 90° V6, turbo (4.0 Bar limited), mid-engine, longitudinally mounted engine. The team's drivers included Alain Prost and Stefan Johansson. In this race Alain Prost won the race, it was a record breaking 28th victory for Prost. It was also the last time that the Porsche V6 Turbo engines were run at Estoril. A fabulous victory for a famous driver, team and engine supplier.

It was therefore fitting that Porsche AG selected Estoril as the venue to showcase their new range of 6 cylinder turbo engines. The venue had provided so much success for Porsche in the past, what a fitting way for the new models to be demonstrated. The Carrera S with its new 3.0lt 6 cylinder turbo horizontally opposed engine will propel the driver from 0-100 km/h in just 3.9 sec using the sport plus PDK option. At 309 kw this is the quickest launch pace a 911 S has ever achieved.

The 2016 generation 2 991 – 911 is a spectacularly fast car. That's the first point on note. It's more agile, responsive and economical. You can option for rear wheel steering too. The styling enhancements are typically Porsche. Minimal and flawless.

There is new technology in the car. With enhanced performance settings now operated via a selector on the steering wheel, the cockpit feels like you have entered a road legal race car. All the dials, buttons and enhancements are in a race ready position for the driver to select, pushing the car to the limits or to yours.

The navigation and infotainment display is fresh, functional and inviting. Using Google Maps and Apple Play this device provides 3 dimensional mapping, broad entertainment selections and modern communication integration.

The 2016 911 will be a sales success. Porsche Centre Hobart has taken several orders for this new model already and PCA expects sales of 911 to increase significantly in 2016. As the management of Porsche AG say, the car that you dreamed of a child, is still the car that you dream of as an adult. 911 Ever ahead.

Porsche Centre Hobart will be hold a release for the new 911 in early March. We will keep you informed of the date and venue once finalized.

### **Servicing your Porsche.**

There have been various articles in *Flat Chat* over the years regarding Porsche servicing options and I feel that I need to clarify some of the communications. I do apologise if the points below seem obvious to many, but there is a very good reason that these are important to you, which I will come to in a moment.

- Porsche Centre Hobart (PCH) is the only Porsche authorised Service Centre in Tasmania.
- There are 14 authorised Porsche Centres Australia wide who can attend to your needs. (Including PCH)



- At PCH we follow the pricing guidelines as published by Porsche Australia (PCA) to ensure transparency in our offers.
- At PCH we use genuine Porsche parts, supplied by PCA.
- PCA has been successful in reducing various part pricing in recent years.
- All parts supplied via PCA and PCH are covered under Porsche warranty, are fit for purpose and are genuine.
- By meeting the criteria you can extend your Porsche new car warranty via PCH for up to 10 years.
- PCH can offer Porsche loan vehicles when warranty is being undertaken and at other times upon request.
- PCH can offer complimentary wash and vacuum for your Porsche. (15 minute express wash).
- PCH keeps accurate records of your maintenance history for your benefit when required.
- PCH has two Porsche accredited technicians.
- PCH has acquired the necessary special Porsche tools to complete all services and repairs.
- PCH utilizes the required diagnostic tools which are not available to any other repairer.
- PCH uses the Porsche prescribed viscosity oils.

There are many benefits to keeping your Porsche genuine. Reliability, piece of mind and improved values.

You may have read the article in the Sydney Morning Herald titled "Vintage Porsches the latest 'blue chip' investment" by Hannah Elliott. If you missed it, the article is worth a read: <http://www.smh.com.au/business/vintage-porsches-the-latest-blue-chip-investment-20151225-glv14u.html>

By keeping your Porsche genuine you enhance its value. The buyer will always look to the records of maintenance for surety. It is the only real guide of how a vehicle has been cared for. At PCH we'll service all Porsche models, ages etc, helping you secure the maximum value of your Porsche.

PCH will also proudly open the Porsche new aftersales facility in early 2016. We will keep you posted on the exact date. Please feel welcome to call past 286 Argyle Street and let us show you around.

### **Staff Changes at PCH**

Welcome to Stephen Feltham who is the general manager for Porsche Sales in Hobart. Steve is supported by Nick Clark and myself. With Porsche sales growing we will continue to expand the staff to ensure an unrivalled customer experience is delivered. If you have any feedback that you would like to share please feel welcome to email me [abrown@pahobart.com.au](mailto:abrown@pahobart.com.au)

I thank everyone for your continued support and I look forward to seeing you in early March when we showcase the new Porsche 911.

Yours sincerely,

**Adrian Brown**  
**Managing Director | Dealer Principal**  
**Porsche Centre Hobart**

## TEN YEARS AGO

*by Leon Joubert*

What was Porsche up to ten years ago?

### 911

The 997 was in typical Porsche AG morphological transition from the 996 to 997 throughout 2004/5 (though designated as a 2005 model) and the Carrera 4 variant arrived just before the end of 2005. The GT3 and Turbo derivatives would only follow in 2006, and the GT2 would not appear until 2007.

The most significant changes between 996 and 997 were really only in respect of wheel sizes and some interior and exterior styling.

### Boxster

The Boxster was then (2005) available with a choice of 2.7 litre or 3.2 liter engines and continued to get excellent media reviews.

Very nice examples are now available for between \$30-35 000 with mileages under 100K, and must surely present a terrific opportunity to enter into the enjoyment of Porsche sports car ownership.

### Cayenne

In 2005 the Cayenne was available with a choice of V6, V8 or V8 turbo power and the *Uber SUV* had established itself in an almost unchallenged niche at that time.

The fact that everyone from Bentley to Jaguar, and now even Rolls-Royce, is entering the luxury SUV market is ample proof of how clever Porsche's decision was to enter this segment 2005/6

Let's also not forget that Porsche's SUV's now make up 80% of product sales and largely pay for the sports cars that we all love and adore.

Cayennes that have travelled between 100-150 000km can now also be had for around \$30-40K, and remain a class act.

The choice may be yours as to whether you buy a new Subaru Forester or Nissan X-Trail for that outlay, or decide to join the Porsche Club!

### Not For Sale (In Australia)

Of course the 2005 Porsche that everyone would like to have (funds permitting) and every young boy would add to his poster collection is the model that had a 5.7-liter mid-mounted V10 engine that generates 605 bhp and could reach a top speed of 330 km/h.



Since it was only manufactured in left hand drive, you would only be allowed to drive it in Australia if a man carrying a red flag was walking in front of it (?).

Production of the magnificent Porsche Carrera GT was discontinued in 2006 after only 1270 examples were built.

Most were exported to the USA, and their original sales price of just under \$500 000 is already beginning to double.

**Leon Joubert**

## PCT CHRISTMAS PARTY

*by Michael Borch*

### **Preface by the Editor:**

*Although I wasn't able to attend the annual PCT Christmas Party, held at the Royal Tasmanian Yacht Club, I have received plenty of positive feedback from Members saying that it was a very enjoyable, relaxed affair. Annual awards were announced; Clubman of the Year, Keith Ridgers, Northern Clubman of the year, Keith Johnstone and Club Champion of the Year, Brian Shearer. Tables were colourfully decorated with Christmas Crackers and Ornaments, a bar-be-que lunch was prepared, refreshments flowed (responsibly for drivers!) and conversations tacked back and forth like Sydney-Hobart Yachts. You'll hear below from Events Co-Director Michael Borch that the highlight was the PCT Annual Grand Prix. Read on...*

With the annual Porsche Club of Tasmania Christmas Party approaching, I had a think about what makes Christmas fun.

It's the get togethers, the catch ups, the making time for others and this is something that we as a club do really well. Our Events are always well attended and very enjoyable.

Christmas is also a time when we can play. Kids seems to be the ones who have the most fun and let's face it, we are all just big kids with our sports cars toys... (well I am anyway)

There had also been many requests for some more driving orientated events and people after some 'track time'. So with these thoughts combined, the idea of the annual Porsche Club Of Tasmania Grand Prix was born. An event which captures the imagination of drivers and is an all-inclusive event for big and little kids, members, spouses and partners.





It appeared that all had some fun with some serious techniques developing over the course of the race. The winner on the day was Hannah Shears, who performed consistently throughout the afternoon and was never intimidated by those with more real world driving experience.

Big thanks to all who attended and look forward to some more track time in 2016

### **Michael Borch**

And lastly... a few photos of Members clearly enjoying themselves!







Established in 1960 Tasmanian Owned and Operated



**WMcA**  
BUILDING SERVICES  
46-48  
6234 7011  
www.wmca.com.au

WMcA experienced staff available for consultation 24 hours a day, 7 days a week.

- Air Conditioning & Refrigeration
- Mechanical Services
- Electrical & Communications
- Fire Detection & Protection
- Facilities Management & Maintenance
- Hospital Equipment
- Asbestos Removal & Audits
- Plumbing
- Gas Fitting

Contractors Licence 932756

**WMcA**  
BUILDING SERVICES

46 - 48 Letitia Street North Hobart Tasmania • ph (03) 6234 7011 • [www.wmca.com.au](http://www.wmca.com.au)

- \* Digital Printing Specialists
- \* Film Processing
- \* Cameras & Accessories
- \* Canvas Printing & Poster Printing
- \* Passport & ID Photos
- \* Frames & Albums
- \* Photo Restoration
- \* Photo Mugs, T-shirts, Stubby Holders etc.

## KINGSTON Camera Centre

*Bruce Smart (Proprietor)*

Kingston Town Shopping Centre  
Maranoa Road, Kingston, Tas. 7050  
Ph (03) 6229 7759  
email : [mail@kingstoncamera.com.au](mailto:mail@kingstoncamera.com.au)  
web : [www.kingstoncamera.com.au](http://www.kingstoncamera.com.au)

We now stock and sell ...



**GoPro**  
Be a **HERO**.

Action Cameras  
& Accessories

## Old Motorsport Photos



Photography by Bruce Smart  
Tasmanian motorsport from the 70's, 80's & 90's.  
Baskerville, Symmons Plains, Speedway, Rallies  
View and order from our website :-  
[www.oldmotorsportphotos.com.au](http://www.oldmotorsportphotos.com.au)

## PCT Hill Climb November 2015

*by John Pooley*  
*Photos by Bruce Smart*

A great event that broke all previous records!



*David Young*

Our Club has organised the third round of the Tasmanian Hill Climb Championship for the last five years, the first two with the Italian Car Club and the latter three on our own.

The event is held at the Baskerville race circuit, 20 kilometres from Hobart. This is an ideal venue as the part of the circuit used for the hill climb has a very steep finishing straight. To qualify for a hill climb CAMS require the finish to be higher than the start point and over a distance of more than one kilometre. The big advantage is safety as applied to a race circuit, controlled run off areas, safety walls and no trees to hit or banks to roll down, as often is found in open road hill climbs.





*Brian Shearer*

The distance is 1.1 km in length and has a short downhill run across the circuit's starting grid, under the bridge, a fast right hand corner and into the tricky S bend, a 75 m straight and into the left hand corner at the bottom of the hill, full power up the hill to the finish line at 60 m before Skyline left blind corner, brake hard on the finish line to successfully get around and slow for the run back to the start line. Timing is electronic and starting is by Targa style Christmas tree lights. Cars run at 2 minute intervals ensuring everyone has plenty of runs with little waiting time. All roadworthy cars may enter, no roll cages required, but fire extinguishers and helmets are mandatory.



*Chris Wilson*



After drivers briefing at 9.30 am, a warmup and circuit orientation, entrants followed the Clerk of course for several laps. First official run started at 10am , even numbers first and then the odd numbers, lunch break at 12.30 , a delicious BBQ cooked by Kevin and Bob, who excel at this challenge, Bob even found time to compete in his 1985 911 Turbo!



*Keith Johnstone*

There were no 'offs' of note and all had excellent runs. Well Done to all competitors who drove really well and a big thanks to all the officials, especially starters and timing team that stood in the hot sunshine for hours. The trophy ceremony took place in the Kelly Room after a debriefing by Clerk of Course and President John.



Congratulations to Event Directors Mike Borch and Bob White and members who supported them to make this the most successful Hill Climb yet run by our Club.



*John Pooley "focussing"*



*Kerry Luck waiting for the green light*





*Jamie Lonergan posted the Fastest Time of the Day in his Nissan Skyline GTR (32.10s)*

## RESULTS

Full results can be found on the PCT website:

[https://cms.porsche-clubs.com/PorscheClubs/pc\\_tasmania/pc\\_main.nsf/web/362AC0FFE167CFE4C1257EE4007DDB65?OpenDocument&t=25.11.2015%2002:03:11](https://cms.porsche-clubs.com/PorscheClubs/pc_tasmania/pc_main.nsf/web/362AC0FFE167CFE4C1257EE4007DDB65?OpenDocument&t=25.11.2015%2002:03:11)

Porsche Club Tasmania Members Results (Provided by Rob Sheers)

PCT Baskerville Hill Climb 22nd November 2015 - Porsche Club results								
		Class						Class placing
PATRICK MOODY	PORSCHE 911 3.8	over 3001cc	38.79	38.26	38.15	<b>37.88</b>		1
BRIAN SHEARER	PORSCHE BXST 3.4	over 3001cc	40.37	39.02	38.88	<b>37.91</b>		2
DAVID CATCHPOLE	PORSCHE BXST 3.4	over 3001cc	40.99	41.65	<b>40.77</b>	42.54		3
MILTON MOODY	PORSCHE 911 3.8	over 3001cc	<b>41.23</b>	41.76	41.43	43.07		4
JOHN POOLEY	PORSCHE GT3	Turbo/GT & Race	36.46	35.32	<b>34.27</b>	34.49	34.84	1
KERRY LUCK	PORSCHE GT3	Turbo/GT & Race	35.65	<b>34.35</b>	34.99	34.72		2
CHRIS WALPOLE	PORSCHE GT2	Turbo/GT & Race	37.70	35.74	<b>35.30</b>	36.02	36.65	3
DAVID YOUNG	PORSCHE 911 3.2	Turbo/GT & Race	37.34	37.07	36.44	<b>36.41</b>		4
CHRIS WILSON	PORSCHE 911 RS 3.4	Turbo/GT & Race	46.43	37.26	38.26	<b>36.85</b>	38.08	5
BOB WHITE	PORSCHE 930	Turbo/GT & Race	39.29	38.57	<b>37.16</b>			6
KEITH JOHNSTONE	PORSCHE 944-T	Turbo/GT & Race	37.93	38.07	<b>37.54</b>	37.79		7
MEEGAN SPURR	AUDI TT TURBO	Non Porsche	46.16	44.26	43.94	43.65	<b>42.31</b>	1

## THE PRESIDENT'S DINNER

*by John Pooley*

The President again hosted his annual dinner in October and this year the venue was the Roaring Grill in North Hobart.

The night was dedicated to the fantastic win at Le Mans this year, and what a great reason to celebrate. The restaurant was suitably decorated with the chequered flag and as a centre piece, a 1600x900 original oil painting by Don Packwood, featuring the winning 919, number 19, closely followed by the second 919 across the line, the number 17 car.



Twenty two members and friends had a great night, welcome drinks being Pooley Matilda Sparkling wine and then enjoying Tasmania's best Cape Grim beef for dinner, matched with World class Pinot noir from, you know where!

Ladies received a small gift of a Tasmanian hand-made ceramic bowl, each unique in design and finish, which was accepted with surprise and pleasure.

Naturally the night had to have a competition, so Event Director Michael Borch, engineered the best list of questions for a silent quiz. Topic? You guessed it; stats from the famous Race. How many laps did the winning car cover? How much electricity did the 919s generate during the 24 hours? How many pit stops did the winning car make? and another eight very tricky questions.



The first result was a draw between Secretary Chris and new member Gordon, so a tie breaker question gave the win to Chris.



*Chris (happy winner!) Todd (envious) Keith (\*#!-ing questions!) Jane (I'll set the questions next year)*

A noisy enjoyable evening concluded the Le Mans victory celebrations by faithful Porsche Club Tasmania members, in our island State "way down under".

We were sorry Patron Klaus could not be with us to tell his on the spot story of the victory, so we look forward to that on his next visit to the Club. Soon we hope.

**John Pooley**

## WORLD ENDURANCE CHAMPIONSHIP NEWS

Source: *speedcafe.com*

### WEBBER'S A WORLD CHAMP!



*Mark Webber overcomes a career-long hoodoo to claim the WEC drivers' title*

It was a long time coming but at 39 years of age Webber clinched his maiden crown of any kind in a nail-biting end to the World Endurance Championship.

The triumph was belated but just reward for Webber through his long professional career which has now been punctuated with a title that remained in the balance until the chequered flag unfurled. After calling time on his F1 career which netted nine grand prix victories at the end of 2013, Webber climbed to the peak of prototype racing in Porsche's 919 outfit.

The victory alongside team-mates Brendon Hartley and Timo Bernhard was fraught with a tense rollercoaster ride in the finale in Bahrain as the 919 experienced engine issues throughout the six hour journey.

Webber was at the wheel for the final stint with the car wheeled into the garage for a lengthy stop with just over one hour remaining.

There were more tense moments to come when the engine lost power several times in the run to the finish.

Going into the race with a 13-point buffer, Webber overcame tremendous pressure to guide a wounded 919 over the line and seal the crown by five points from chief rivals Marcel Fassler, Andre Lotterer and Benoit Treluyer in the #7 Audi R18 e-tron quattro.

Fifth place was enough for the #17 Porsche to clinch the WEC crown over the Audi which finished second behind the #18 Porsche of Marc Lieb, Neel Jani and Romain Dumas. Gracious in victory, Webber acknowledged the enormous hurdles the team faced after a season of 66 hours of racing.

*"We had some issues we had to manage through the race. The engine actuator was playing up a lot," Webber said.*

*"Typically that just shows the fighting qualities of the team. In our second year we a hard day today, a real hard day.*

*"It was very high maintenance in the pit stops and it was all about management for me.*

*"There was a lot to keep an eye on so it was super stressful.*

*"Timo and Brendon did an awesome job as well.*

*"I think we out-punched Audi as well in the end.*

*"It was such a hard fought race. The gloves were off and I think #7 (Audi) ran out of a bit of puff as well."*

*"Thank god we got our car home. It wasn't the cleanest day but we had enough points and enough wins this year to be world champions."*

With Hartley part of the WEC winning crew, it meant that New Zealand drivers took the two big sports car gongs of the season following Earl Bamber's epic victory in the Le Mans 24 Hour in June. Hartley played a crucial part in securing the title as Porsche scrambled to overcome the hybrid issues.

*"I drove two clean stints driving flat out and trying to catch the two Toyotas, and at that moment we knew every second could be crucial," Hartley said.*

*"The boys in the pits did a fantastic job to get us out again and, of course, it was absolutely crucial that our sister number 18 car stayed in the lead. A true team effort. Incredible."*

In GTE Pro, Porsche drivers Patrick Pilet and Frederic Makowiecki claimed victory while fifth was enough for Richard Lietz and Michael Christensen to claim the GT crown in the Porsche 911 RSR.

The results were enough for Porsche to leap over Ferrari and claim the manufacturers' title





**Hobart**

**62 348687**

**Launceston**

**63 435533**

**SALTERS - Everything For Every Occasion**





## **PCT Northern Report**

***by Keith Johnstone***

Confirming that we have run two northern events, the first on Sunday morning 27<sup>th</sup> September travelling via west Tamar, Legana, Holwell, and finishing at the scenic River Café at Beauty Point for an excellent late morning tea. A total of 11 members with 5 Porsche cars attended.

And the second on Sunday morning 29<sup>th</sup> November, starting with coffees at Café Blue at the railway precinct, Invermay and travelling via East Tamar, Lilydale thru to Pipers River Vineyard for morning tea and wine tasting. A total of 14 members and 3 guests attended with 10 Porsche cars. Guests included Joe Menin with his 928 and Mike and Lynne Woods with a 911SC.

Regards,

**Keith Johnstone**

CLUBMAN SOUTH 2015		CLUBMAN NORTH 2015		CLUB CHAMPION 2015	
NAME	TOTAL	NAME	TOTAL	NAME	TOTAL
Ridgers Keith	220	Johnstone Keith	135	Shearer Brian	38
Forbes Andrew	200	Allison Bruce	130	Sheers Rob	35
Jobert Leon	210	Bowen Mathew	75	Pooley John	20
Lyons Kevin	185	Atwell Alex	70	Hobden Michael	16
White Bob	185	McCafferty Phil	60	Davis John	15
Sheers Rob	175	Oliver Tony	60	Moody Patrick	15
Borch Michael	165	Young David	50	Luck Kerry	13
Pooley John	145	Bucknell Sam	45	Hand Joe	10
Kovacic Todd	140	Woolcott Brett	45	Lyons Kevin	10
Hand Joe	130	Luck Kerry	35	Walpole Chris	6
Tucker Paul	125	Birrell Jack	30	Berry Paul	5
Smart Bruce	115	King John	30	Smart Bruce	5
Moody Milton	115	Norton Ralph	30	Catchpole David	5
Denny Colin	110	Zeuschener Greg	30		
Davis John	110				
Wilson Chris	110				
Hobden Michael	95				
Stove Keith	95				
McGregor Chris	95				
Arnold Mick	85				
Berry Paul	60				
Shearer Brian	60				
Barrow Rob	45				
Daniels Louise	45				
Catchpole David	45				
Walpole Chris	35				
Cook Matt	30				
Brown Adrian	20				
Klonaris John	15				
Wallman Kingsley	15				
Moody Patrick	15				
Kellsell Rob	15				
Henry Gordon	15				

**Compiled by Keith Ridgers**

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

**COMPETITION No. 14 RESULT**

**Question:** Name this rare model and take a guess at year of manufacture



**Answer:** A special bodied Dannenhauer & Stauss 1951-1956 manufactured in Augustenstrasse, Stuttgart built on a Volkswagen chassis. Originally fitted with a 25 or 30 HP Volkswagen engine but some were fitted with a Porsche 356 engine and brakes at customers' request. Nobody knows how many were built but possibly between 80-130 cars and only maybe only 9 examples exist today.

Michael Hobden answered promptly and completely correctly. He dated it 1953 and added... “There is one in Australia that I know of”

Michael, please contact Pooley Wines to claim your prize.



**COMPETITION No. 15**

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



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

Remember, "*the early bird gets the ~~worm~~ wine*". The winner will be announced in the April 2016 issue of *Flat Chat* and will receive a bottle of Pooley wine.

---

**CLASSIFIED ADVERTISEMENTS**

None received

# POOLEY



## PREMIUM TASMANIAN WINES

2012 TASMANIAN VINEYARD OF THE YEAR  
2012 TASMANIAN PINOT NOIR PRODUCER OF THE YEAR

Shop online at [www.pooleywines.com.au](http://www.pooleywines.com.au)

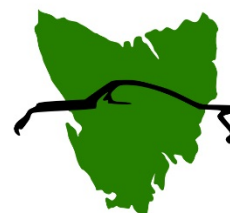
Belmont Vineyard and Cellar Door • 1431 Richmond Rd, Richmond, Tasmania

Phone: 61 3 6260 2895



# Porsche Club

T a s m a n i a



## MEMBERSHIP RENEWAL

1<sup>st</sup> April 2016 – 31<sup>st</sup> March 2017

Amount due 30<sup>th</sup> April 2016

Member - \$110.00

### Remittance Advice

Please return this form via email if you are paying Direct Credit – or  
post form when paying by cheque or money order.

Name:.....

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

Pay by:

Direct Credit – Payment can be made by direct credit into the  
PCT Sandy Bay Westpac Account: BSB 037 001 Account Number: 375727

**NOTE:** Please include a reference to name/membership number on the transaction

or Cheque: - Send with membership renewal form to:

Porsche Club Tasmania  
PO Box 910  
Sandy Bay 7006  
Tasmania

or Australia Post Money Order – obtainable from any post office

Please advise any changes of contact details, and Porsche vehicles owned.

Address:.....Postcode.....

Email 1:.....2:.....

Tel:..... Mobile:.....

Porsche(s)

1:.....2:.....

3:.....4:.....