



Porsche Club

Tasmania



FLAT CHAT

July 2015



Not one....



....but two GT2's at Baskerville in the same PCT event!

Issue No. 50/2015

FLAT CHAT

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

Club Patron (and Honorary Life Member) – Klaus Bischof

JULY - SEPTEMBER 2015

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

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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

JULY EDITORIAL

Another quarter has past very rapidly, but not without plenty of activity planned and executed by Events Director, Bob White, aided and abetted by the Exec Committee and volunteers. I'm always impressed by the feedback I get from Members through emailed comments, detailed reports and plenty of photos. Piecing this issue together, I received reports of the Clarendon Classic Car Day, PVCC's Picnic at Ross, Le Mans 24H, PCT Driver Training Day and the PCT/PVC Circumnavigation of Tasmania plus many great photos. Makes my job easier when everyone contributes so freely! Thanks to all the authors and photo snappers.

Despite the fact that President John Pooley has been traipsing around Europe for weeks, enjoying wining and dining, walking and talking, riding and driving, he found time to send his usual report and a photo of himself indulging in two of the above activities. On the one hand, we're getting along OK without you John, so no need to hurry back, but on the other hand, we're looking forward to a full debrief and slide show illustrating your adventures, so don't stay away too long!

The Le Mans 24H race is still fresh in our memories, so in this issue you will find some excellent commentary sourced from Autosport.com, provided to me by Leon Joubert. It's a masterful summary. I'm currently in Sydney and was looking forward to an evening at the Willoughby Hotel in Sydney, which I attended last year, to watch the final four hours of the race with like-minded Porsche people. This invitation-only annual event is sponsored by Autohaus Hamilton, an independent Porsche specialist service and parts centre in Dee Why, but the number of acceptances this year was too low, which regrettably forced its cancellation.

The same can't be said for their Sunday drives. They are often oversubscribed, and next weekend is no exception. I have been invited to join Autohaus Hamilton's James Reinhard (who has looked after me and Paul Tucker very well when we've searched for obscure older model Porsche parts) and 125 other Porsche owners on a Hunter Valley drive. They had originally capped it at 70 cars, but there was such strong demand from Sydney Porsche owners (many of whom also regularly participate in PCNSW events) that they relented and accepted 55 more! I might learn something useful about shepherding such a large group on public roads that could benefit our Club's drives.

If I were to pick one PCT event that received the most rave reviews of the last quarter, it would be the Driver Training Day at Baskerville. So many members wrote saying they had learned so much about their Porsche's capabilities and driving safely at speed on a track, and that they would definitely, definitely do it again! Some said they just couldn't wipe the grins of their faces! It's a ringing endorsement of a really enjoyable, educational, thrilling activity, so I'd encourage every member to have a go, next time Bob White announces a Training Day.

Andrew Forbes, Editor

THE CHAIR SQUEAKS

What a fantastic result for Porsche at Le Mans this June! A big congratulations to all the 919 team to have pretty well dominated the 24 hours in grand fashion and won so convincingly with a well-orchestrated victory. A special congratulations to our Patron, Klaus Bischof, who was beavering behind the scenes. Well done Klaus.

I was sorry to miss the Circumnavigation this year and from the reports I have had it was a real winter treat and driving on snow and ice was almost as good as Porsche Camp 4 in Finland? Well done to all those that took part, especially our PCVictoria members who joined us. A big thanks of course to Bob who puts a lot of effort into organising the event for us. I know he has some more fun events lined up for the next months so get your entries in so as not to miss out!

Libby and I are in Europe on holiday, working our way through the South of France , benchmarking our wines with the best of France's, enjoying some great food (our seafood is better!).



But at present their weather is amazing. I can understand why so many people live or visit here; no wind, 28 degrees, blue skies every day, stunning scenery from their gorgeous medieval hill top villages. But our beaches are better, you don't have to queue, and can find a parking spot. There are no traffic jams and we drive on the left with the steering wheel not on the passenger's side. When driving on their roads you have to pay tolls everywhere, have names you cannot pronounce or possibly remember, but yes, you can drive at 130+ kph when you tuck in behind a speeding 911 and try to keep up!

Keep loving your Porsche.

John Pooley, President

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NEW MEMBERS

A very warm welcome to this quarter's six new memberships (seventeen individuals)

Todd Kovacic & Allison Devine	South Hobart	924 turbo (80)
John & Maria Klonaris; Emmanuel, Christos & Theodora	Sandy Bay	Boxster (00)
Jack & Rebecca Birrell; Bella & Gabrielle	Launceston	911 Targa (84)
Gordon Henry	Sandy Bay	996 (03)
Brian & Helen Shearer; Amber	New Town	Boxster S (14)
Richard & Lynne Page	South Hobart	Macan S (15)

See you soon at a PCT event!



Porsche Club
Tasmania



CALENDAR OF EVENTS

2015

July Mid-year Dinner: Saturday 18th - Ball & Chain Restaurant

We have decided to move away from the Ausmas format for this winter function & simply hold a mid-year dinner in the private, upstairs function room at the Ball & Chain Restaurant, in Salamanca.

We are yet to decide whether to go on a Package price, or alternatively, with an individual

A la carte menu. The latter may be the way to go as there is a bar upstairs, so everyone can look after their own food & beverage requirements. We will confirm full details shortly.

We don't have a closing date as yet, so please enter this date in your diaries & if you are able to confirm now, please do so to bobwhite@wmca.com.au

August Average Speed/Economy Run Drive Day and AGM: –Sunday 9th

Approximately 2-hour drive from Wrest Point, Sandy Bay, over good enjoyable roads. Finish, lunch and prize giving at Wrest Point. The event will incorporate some simple regularity timing to create an additional, but separate, competition for those participants not too good at economy driving! Plenty of prizes!

We will also hold the PCT AGM

September Drive Day & Luncheon: – Preliminary Notice

October Presidents Dinner: – Preliminary Notice

November Hill Climb: Sunday 22nd – Preliminary Notice

December Christmas Luncheon: – Preliminary Notice

CLARENDON CLASSICS

by the Editor

Clarendon House at Nile near Evandale is a classic example of Georgian architecture, restored and maintained by the National Trust, largely through a modest entry fee and charitable donations. It seems quite fitting that classic cars be displayed on the lawns of classic Clarendon House, so the National Trust invited the Porsche Club Tasmania, along with the other select car clubs to participate in a fund raiser on April 12th.



Now, cars alone may be sufficient attraction for some, but the Clarendon Classic Car Day is more than that. Strolling among the cars, inspecting technical bits under front (and in the case of Porsche, rear) lids, talking to owners and friends can work up quite a thirst and hunger, so the National Trust also invited several thirst quenchers, Gryphonwood wines, Leaning Church wines and Pagan cider, plus Sally's Kitchen, a barbeque and their own Conservatory Café to satisfy the hunger.

PCT's Northern Coordinator Alex Atwell organized the Club's attendance, and a wide range of Porsches, mainly from the North but a few from the South, lined up as a group,



sandwiched between Rolls Royces, Triumphs, Jaguars. MGs, Holdens and even a “future classic” Superlite SLC from the USA.



The weather was perfect for the open air display and some, like the Stag pictured above, were able to drop the top and enjoy the fresh breeze. Although the British cars clearly outnumbered the Porsches and other European marques, there was one strikingly elegant Classic that was my favourite of the day, a 1914 Berliet built in Lyon, France. Imagine keeping all that brass polished!



As an aside, *The First World War* led to a massive demand for trucks. Marius Berliet, like Louis Renault, produced trucks for the French army. The Berliet CBA (pictured below) became the iconic truck on the Voie Sacrée (Sacred Way), supplying the battle front at Verdun during 1916. 25,000 of these 4/5 ton Berliet trucks, originally launched in 1914, were ordered by the French army. During 1916 40 of them were leaving the plant each day. The cab bore a striking resemblance to Berliet's passenger vehicle (pictured above).



Clarendon Classics proved to be a pleasant relaxing day making new acquaintances and learning more about some unusual cars. Later in the afternoon we even managed to fit in a visit to the ever-popular Evandale Markets. If you love browsing stalls of old hand tools, pot plants, essential oils, baked goods, knitwear, obsolete Tupperware, kitsch ornaments, obscure books and amateur artwork, then pay a visit to the market some Sunday soon.

Andrew Forbes

AND NOW FOR SOMETHING COMPLETELY DIFFERENT...



Porsche 919 LMP-1 Hybrids at Le Mans

The full story follows...

PORSCHE WINS THE LE MANS 24-HOURS.... AGAIN *(OK, so it took 17 years but who's counting?)*

First, a few words from Editor Emeritus Leon Joubert

There is no denying that Porsche's outright victory at Le Mans last month – just 2-years after returning to the top LMP-1 category and against terrific opposition from Audi and Toyota – was a magnificent achievement.

There is no point in trying to write anything better than the report below from the supremely professional crew at "Autosport" and hopefully they will forgive the blatant plagiarism.

I encourage all PCT members who want to follow the WEC Series and Porsche's progress (and all other worthwhile motor sport) to visit www.autosport.com. The website and publications not only provide excellent reportage, but LIVE commentary on WEC and Formula 1 races and test and practice sessions. Look for yourself.

Herewith the Autosport report published within minutes of the conclusion of this years' Le Mans 24-Hours.

"Porsche took its first overall victory in the Le Mans 24 Hours since 1998, with Formula 1 driver Nico Hulkenberg, Nick Tandy and Earl Bamber leading a one-two.

The #19 919 Hybrid moved to prominence through the night, with stints from Hulkenberg and Tandy hauling it back into contention after it lost some ground during an early safety car period.

Bamber then picked up the mantle in the early hours of the morning, and as Sunday progressed any threat from Audi behind crumbled as all three of its cars required unscheduled pitstops.

All that was left after that was for Porsche to nurse its #19 and #17 home to a one-two finish, including taking care during a light rain shower in the final 10 minutes.

The third-placed #7 Audi, which was in the thick of the lead battle with the #19 Porsche through the night, slipped back when it lost a chunk of its bodywork, and it would later require further unscheduled stops for an oil top up and further checks to the engine cover.

That left the #9 Audi leading the chase of the #19 and #17 Porsches that assumed the top two places, but that car's challenge ended when it spent nearly 20 minutes in the garage to have a front driveshaft changed.

The problems for the other two Audis weren't enough for the #8 car - which was crashed early in the race when Loic Duval tried to avoid a clutch of GT cars approaching a slow zone - to get ahead, as it had to make an unscheduled stop of its own for a change of engine cover, losing two minutes.

The #17 Porsche was in the lead fight in the first part of the race, but it fell out of direct

contention after Mark Webber was forced to serve a one-minute penalty due to a yellow flag infringement by Brendon Hartley in a previous stint.

The third Porsche - which started on pole courtesy of Neel Jani, dropped down the order when Romain Dumas and Jani both committed the same error in consecutive stints - locking up and gently hitting the tyre wall head-on at Mulsanne corner in the night.

Both incidents required a change of front bodywork, and in the case of Jani the delays were longer because he got the #18 car stuck in the gravel when trying to reverse back onto the track.

The long stop for the #9 Audi on Sunday morning allowed a Toyota into the top six, after the Japanese marque's two cars spent the majority of the race running a distant seventh and eighth.

It was the #2 car of Alex Wurz, Mike Conway and Stephane Sarrazin that capitalised, with the #1 entry too far back after Anthony Davidson damaged the car colliding with traffic and then hitting the wall on Saturday evening.

Further back in the field there was no repeat of Rebellion Racing's fourth-place heroics from 2014, with its cars finishing 18th and 23rd overall, both still running at the finish.

The privateer team at least claimed the scalp of Nissan, which persevered with its troublesome radical GT-R LM NISMOs throughout the race, eventually getting the #22 machine to the chequered flag.

That car had been the most competitive in the early hours of the race, but through the night all three Nissans made regular visits to the pit garages.

The #21 car was the first to fall when a suspension failure left it stranded on track, while a gearbox failure forced Jann Mardenborough to stop the #23 entry on Sunday afternoon."

Glenn Freeman, Autosport

.... and now a few words from the current Editor

I'll admit to being a tad more interested in second place Porsche 919 #17 of Timo Bernhard, Mark Webber and Brendon Hartley, than the winning Porsche #19 of Nico Hulkenberg, Nick Tandy and Earl Bamber Why? Because I am and always will be an unashamed admirer of Mark Webber as the most talented Australian F1 driver since Alan Jones. So, the following report, sourced from FOX Sports is Mark's take on his (and his co-drivers') second place near-victory.

Mark Webber believes that the one-minute penalty handed mid-race to his No. 17 Porsche did not cost him his first victory in the Le Mans 24 Hours.

Webber and teammates Brendon Hartley and Timo Bernhard finished the race in second place, one lap behind Porsche teammates Nico Hulkenberg, Nick Tandy and Earl Bamber, after leading throughout the early hours of the race.

During his stint in the sixth hour, officials judged that Hartley had passed another car under yellow flags in a designated 'slow zone' area, in force to allow marshals to retrieve a broken-down LMP2-class car.

Race officials finally confirmed the penalty in the eighth hour, forcing Webber to pit twice at the end of his stint; once to serve the penalty, then again to complete the car's scheduled pit stop.



Webber waits in the pit to be released by team during Le Mans 24 Hours

From leading the race with Webber at the wheel, the No. 17 Porsche returned to the race with Bernhard at the controls over two minutes off the pace, a deficit they were unable to make up in the remaining two-thirds of the race.

Webber doesn't blame the penalty for costing he and his teammates the race, conceding they just didn't have the pace of the No. 19 car.

"We just weren't quick enough, simple as that," Webber said. "The guys in No. 19 did a great job, all three of them were exceptional for 24 hours.

"We served a penalty as well, but I don't think we've have been quick enough even if we didn't have that, especially in the night the No. 19 was operating quickly. It left the Audis and the other Porsches as well.



The two works Porsches cross the line one-two after 24 hours

"We had a smooth race. Brendon and Timo did a great job and we are very proud for a double victory. If we can't win, we want to be inside the team that does."

With the race counting for double-points, the result elevates Webber, Hartley and Bernhard into fifth place in the LMP1 standings in the World Endurance Championship ahead of the next round at the Nurburgring at the end of August.



**PORSCHE CLUB TASMANIA
SECOND BIENNIAL CIRCUMNAVIGATION OF TASMANIA
5 – 9 JUNE 2015**

by Colin Denny

The second biennial PCT Circumnavigation of Tasmania straddled the June long weekend from Friday until the following Tuesday. To this writer with a maritime past 'circumnavigation' usually suggests a seagoing episode. Nevertheless, Annette and I set off in our very new Boxster S with only 524 kilometres on the clock to join fellow PCT members and visitors from the Porsche Club of Victoria on the challenging circumnavigation by road.

Fine weather greeted the first four Porsches on day one for the great drive via the Tasman Highway from Hobart to the Freycinet Peninsula and an overnight stay at the Lodge. On arrival, PCT Secretary Kevin Lyons and Mary shamed the other members with a speedy afternoon walk to the saddle overlooking Wineglass Bay. Next morning Events Director Bob White and Dimity followed in their footsteps, no doubt to work off the excesses of our previous night's dinner.



New member Todd Kovacic joined us in his 924 Turbo at the Coles Bay Road junction on day two for the run into the state's north-east. Bob led us beyond Bicheno and Chain of Lagoons over the exciting Elephant Pass to St Marys for a much needed coffee break. Next it was St Marys Pass and then to St Helens to re-fuel. As we departed Annette suggested the Boxster's hood be lowered which was bad timing for it began raining before we reached Goshen. Todd passed us as we stopped to raise the hood and we dropped to the rear of the field.

The road had become very slippery and, rounding a bend near Pyengana, we were startled to see the 924 backwards off the road where Todd had come to grief, luckily without injury other than a shocking encounter with the farmer's electric fence. The damage prevented the car from continuing so the local police helped arrange for it to be towed back to St Helens. They then delivered Todd to Pyengana where we were lunching at the Holy Cow

Café. Todd joined Keith Ridgers in the navigator's seat for the remainder of the day as the convoy continued safely over the Weldborough Pass to Scottsdale then via the Sidling to Launceston. But the Boxster took the alternative Lilydale route on a pilgrimage through the village where I was raised.

That night an excellent dinner at the Terrace Restaurant was the highlight of the Launceston Country Club. We decided that a good dose of drink would relieve Todd of the unhappy memory of the day's events so the wine flowed prodigiously. As we talked of our past all three men on one side of the table admitted to having had previous marriages and to our great surprise each had first been married to a Sally (but not the same one!). The wine chosen by our sommelier Kevin Lyons was principally Pooley Butchers Hill Pinot in deference to the President of PCT.



(L to R) Keith Ridgers, Kevin Lyons, Mary Lyons, Annette Denny, Anne Lowe, Dimity White, Bob White

It rained again on day three as we left the Country Club for Longford and Cressy where Milton Moody and Ann Lowe joined us for the drive to Cradle Mountain. The flat roads with sharp bends that followed farm boundaries through the Bracknell and Liffey areas to Deloraine were challenging. As we neared the town our route took us into Bogan Road where at the top of the first straight we were overlooked by a large dilapidated blue weatherboard house reminiscent of the house on the hill in the Alfred Hitchcock movie 'Psycho'. As smoke rose from the decaying chimneys it seemed a fitting embellishment to Bogan Road.

After a coffee break in Deloraine the tour continued on wet winding roads through farms and forests via Mole Creek and Moina to Cradle Mountain Lodge. Here we were joined by

Mick and Jill Arnold, John and Sue Davis and a contingent of eight members of the Porsche Club of Victoria in six cars. The Victorians had disembarked from the *Spirit of Tasmania* that morning and were to drive to Hobart with us before they continued on following our earlier route to the east and north of the state.



In the evening the Lodge's guest lounge bar was secured for private pre-dinner drinks and a greeting and briefing session with our Victorian visitors. After dinner in the Highland Restaurant the night owls retired to the lounge bar where they were permitted to stay when the staff had locked up and left. Bob and Dimity White returned to their cabin to find they had locked themselves out so it may well have been a long cold night with the Lodge also locked. However, Victorian member Tony Stephens saved the day by phoning for help and raising the duty manager who drove in later to let the Whites back into their room.

The highland day dawned wet and windy when we met for breakfast on day four of the circumnavigation. After breakfast a rendezvous at the Cradle Mountain Visitors Centre car park allowed a group photo session before departure on the 141km run via Belvoir Road, the Murchison Highway and Zeehan Highway to Strahan. The inclement weather discouraged any breaks so most participants drove non-stop to Strahan Village for lunch and check-in.



Stormy weather kept many people in their rooms for the afternoon. Victorian visitor Deb Holding worried about the on-line weather warning: "Snow covered roads above 500 metres will make driving conditions dangerous during Tuesday in parts of the Central Plateau, Upper Derwent Valley and South East forecast districts". As our course on Tuesday would

take us on the Lyell Highway past Mt Arrowsmith and Derwent Bridge at an altitude of 750 metres there was a risk snow would close the roads. Intermittent power failures and high winds added to the uncertainty.

In the evening all thoughts of closed roads were put aside as we gathered at Risby Cove Restaurant for a dinner consisting of small entre size servings giving a taste of many Tasmanian delicacies. Our sommelier Kevin took just a few under his wing to select our wine in order to avoid the post dinner turmoil that occurred at Cradle Mountain Lodge. The meal was a great success.

We awoke next day to the good news that all roads were open and we could make our way to Hobart. On leaving Strahan the highway was covered in forest debris from the storms as Bob in the 930 and five fast 911 drivers led the way followed by a more conservative group. Road surfaces were wet but predictable until we neared the high point at Mt Arrowsmith where snow appeared. Passing Derwent Bridge the covering of snow and swirling snowstorms challenged all drivers.



By Bronte the worst was over and the final run home for the local contingent was completed in reasonable conditions.

The second biennial PCT Circumnavigation of Tasmania ended for the Hobart starters after more than four days and 1200km of driving fun and good company, all thanks to the hard work of PCT Events Director, Bob White. The Boxster successfully completed its first long outing and, in total, 14 cars participated at various points during the tour. PCT expects more entrants for the 2017circumnavigation including, hopefully, several northern members.

We're not quite done with the PCT Circumnavigation... here's PCV Member Stephen Gough's perspective on the Tour de Tasmania

PCT TASSIE RUN NOTES

by Stephen Gough

It's been 32 long years (and about 32 kgs!) since I last did a lap of Tasmania. Last time it was on a dodgy 1974 Harley Sportster; this time a clean 2007 911. So I was very excited to be coming back to the Apple Isle and over the moon to be doing it in a Porsche.

An eclectic group of people and cars from the PCV arrived on the dock at Devonport on Sunday morning in total darkness, all six cars nicely prepped in readiness for Tasmania in Winter.

Joining PCT, were PCV members Roger and Deb Holding in their pristine 928 GTS, Bert Frigo & Vince Bartilotta in their charming old 924, Tony Stephens in his 993 Turbo, Nick Rodda also in a 993 Carrera 4, Michael Bailey in his classic (tweaked) Superbug and myself in a 997 Carrera 2. Six different cars, seven different people, one passion – driving scenic roads fast!

Bob (White) suggested our first day would be a 'baptism of fire' which was code for difficult, but Deb's directions got us through a number of Targa stages to arrive at a frigid Cradle Mountain, all cars in one piece.



Our first night of Tasmanian hospitality at the Lodge was a lot of fun with a massive open fire, lots of good wine and an interesting bunch of new people to mingle with.

Next night an uneventful stay at Strahan with a fabulous dinner at Risby Cove Restaurant, we had a quiet night in preparation for the run to Hobart.



Our real Baptism of Fire came the next day – more of a Baptism of ice and snow! Travelling through the wilds of the West Coast in a rear wheel drive 911 with semi slick tyres was lots of fun and it was great to be doing it in the company of some cool 993s including Keith Ridgers in a sharp looking Guards Red Carrera S. After whizzing through good old Queenstown (some things never change), we headed through some very scenic Lakes districts where we were able to truly clean out the exhausts on some fairly impressive, well surfaced straights. Know what I mean? ☺



Hobart saw our particular group at Rockwall for dinner and three of us managed to get to Mona in the morning. A real credit and boon to you Taswegians is David Walsh. That is an amazing, eclectic and inspiring place and as aficionados of well executed motor machinery, we all appreciated the place and its fantasy of contents.

Possibly the only less than invigorating day from a driver's perspective was the run to Freycinet. Certainly a picturesque group of roads, but not on par with the challenges that we had met, and were about to meet. We had a quick look at Honeymoon Bay, said good bye to a deceased sea lion and headed off to our penultimate night at Lonnie. Nick Rodda was particularly blown away by that city – it truly is charming and likeable. The 928, Bug and 924 all chose the coastal road but the three 911s couldn't resist the lure of St Marys Pass and Elephant Pass. Wow! What awesome, uncrowded and challenging roads...

At Launceston we managed a quick visit to the motor museum and were very impressed, particularly with the Aston Martin Zagato – what a beautiful car (*an example from the internet below, Ed.*).



All good things come to an end, so, as we gathered to board the Spirit for our smooth return sail, I reflected on why I had waited 32 years (and 32kgs) to come back. Not sure of the answer, but I can assure you, it won't be another 32 years (and certainly not another 32kgs!) before I am back in the land designed by God to appease the enthusiastic driver in us all.

TEN YEARS AGO

by Leon Joubert

This was when the PCT Committee decided to make “Flat Chat” a quarterly publication, a decision welcomed by the then-Editor as I predicted that the longer time lapse between issues would result in a publication with more varied and interesting content. That prediction was thoroughly vindicated by the most recent (April 2015) bumper issue of “Flat Chat” produced by Andrew Forbes.

President Pooley and Vice-President Sheers attended a gathering of Porsche Clubs of Australia Presidents in Melbourne and it was a bit humbling to learn that that the PVC (the biggest Porsche club in Australia) had (at that time) no less than 1 200 members and had to subdivide its activities into various make/model categories (!).

John Pooley was quick to point out that the PCT welcomed all Porsche enthusiasts equally, whether they owned a \$10 000 924 or had a stable full of the latest and most expensive models. It is one of the hallmarks of the PCT to this day, and something we can be justifiably pleased about.

At this time “Flat Chat” had regular “Member Profile” and “Flat Chat Back Chat” features (compiled – I think – by Rob Sheers) that gave us some insight into the lives and (mainly car) loves of our members.

In July 2005 we learned that Rob Sheers acquired his first car (a 1928 Hupmobile) at the age of 12 and had quite a successful career as a motocross rider. An engineer by profession, Rob owned and modified numerous different cars and motorcycles, of which a Vauxhall Cresta retro-fitted with a V8 motor from a Monaro GTS must surely be the most unusual. He has since retired, but Rob was the Mechanical Supervisor of the Australian Antarctic Division in 2005.

This is possibly a feature that can be re-introduced in the future? (*Good idea Leon, I'll follow it up, Ed.*)

This issue of “Flat Chat” also featured the results of what was probably the Club’s first Economy Run, organised by Charles Button. The winning car was Gerard McGuire’s 1977 Porsche 911S, but unfortunately the results were not given in litres/100km, just the overall amount of fuel used.

As ever – “Flat Chat” was light years ahead of events!



This photograph on the front cover of "Flat Chat" pre-dated Porsche's own production of the Boxster Speedster by 8 years and was taken outside the residence of the Governor of Tasmania in May 2005.

The Porsche RS60, chassis 718-043, is the actual car that won the Targa Florio, Sebring 12-Hours and Reims Grand Prix in 1960. Klaus Bischof drove it in the 2005 Targa Tasmania.

John Pooley and I were fortunate to have a brief run in this amazing car and I think the following excerpts of my report are quite relevant now that Porsche has just won Le Mans for the 17th time:

"It has always fascinated me how this little 1 600cm³ car manage to beat bigger and more powerful Ferrari's, Maserati's etc. in the early '60's.

Granted that 718-043 was driven by Joakim (Jo) Bonnier and Hans Hermann in the 1960 Targa Florio, by Olivier Gendebien and Hans Hermann at Sebring, by Jean Behra at Reims, and by Moss in the 1961 Targa Florio, but the competition included drivers who were at least as competent.

The answer appears to lie in the power-to-weight ratio of the Porsche.

The RS 60 only weighs 590 kg, and if you look again at the photographs of it parked alongside the 2005 Boxster you realise how small and compact it actually is.

A short run in the car revealed that first gear is impractically low (mainly used for hill climbs) but the torque spread of the engine is very good and the RS 60 accelerates impressively through the intermediate gears. Because of its excellent power-to-mass ratio it is therefore easy to imagine that it is fitted with a larger and more powerful engine than it actually has.

I estimate that its top speed will be around 230-240 km/h, and given its compact size, small mass, nimble handling and comparatively good fuel economy, one can begin to see how,

and why, the RS 60 outperformed so many larger and more powerful rivals (the RS60 won Targa Tasmania Handicap Class in 1996, driven by Jochen Mass. Second was a Sunbeam Tiger driven by Bob White and third, an Austin Healey (Ed.)). The Type 718 and the 550 Spyder also had great reputations for reliability.

I owned a Maserati 200 SI sports racer of the same era. It was a larger, more powerful car than the Porsche but, having now had some experience of this remarkable little German car, I can understand why it could outperform the Maserati around twisty bits of road. The Porsche would also have been much easier to maintain.

After forty-five years the Type 718-043 is still a very fine racing car and one can only imagine how highly regarded it must have been 45 years ago. It was probably the equivalent of the Porsche 956/962 of its time, but the RS60 can still be driven on the road, and maintained with no great difficulty today. It was the template for Porsche's mid-engine designs and the Boxster is its very direct descendant."

Do these comments ring any bells about the 2015 Porsche GT3-RS, or Cayman GT-4 produced 55 years later?



Leon Joubert

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THE 2015 ROSS PICNIC

by Rob Sheers

On the 17th of May some keen PCT members packed their picnic baskets for an early start to attend one of the largest classic car events in Tasmania, the “Picnic at Ross”. Those coming from the sunny south were not so happy to encounter a very cold grey day from Oatlands on.

The first “Picnic at Ross” was held in 2009 when a couple hundred classic car owners gathered at Ross for a picnic. This unique gathering is organised by the Post Vintage Car Club (PVCC) and has grown into a huge event since the first outing.

Unfortunately the Picnic has moved to an oval just out of town because the increasing numbers overwhelmed the township. While the oval may be easier to manage it is a bit bland compared to the lovely streets of Ross – that’s progress I guess.



A small but dedicated PCT contingent arrived in an interesting collection of cars – Leon turned in his BMW coupe while our Event Director Bob White turned up in his Ferrari Testarossa! And some of us in our Porsches. I think the early start on the cold May day held back many potential starters.

There was a large pilgrimage of classic vehicles heading towards Ross from all directions. We were told to arrive early by the organisers and we did only to find we were amongst the very early arrivals. The organisers did a great job of sorting out and parking the hundreds of cars and bikes that turned up.

It was so cold that after we parked we all headed straight into Ross on foot for a warm cuppa. Over the next couple of hours literally hundreds of classic vehicles of all types arrived to be nicely lined up on the oval. While many of the participants agreed that the oval venue doesn’t have that character of previous “Picnics” it was another good turn up.



A "Diamond amongst the rough"

There was a huge collection of all sorts of vehicles on display - most well-known classics were present as well as some not so common types and models. And of course there were the proud owners and lots of enthusiast's out and about keen for a chat. Despite the cold grey day vehicles continued to arrive totally filling the oval and over-spilling onto the outfield and the sun did come out briefly thank goodness. As usual there were a few groups who decided to stay in town parking their machines in the streets of Ross.



A nice 550 replica



It was a bit chilly but we managed!



The first BMW - the DIXI (an Austin 7 made under license) how times have changed!!

After a good look around and catch up with classic car friends it was time for lunch. It wasn't ideal picnic weather this year but it was good to see a quite a few people managed to do the picnic part of the deal - out on rugs & chairs with their picnic baskets.

Despite the weather apparently nearly 1000 classics (cars, trucks & bikes) turned up on the day. It's a terrific event but it really deserves to be run a month or two earlier – giving a much better chance of some nice picnic weather.

Congratulations and thanks go to the Post Vintage Car Club for organising the event, a big task – well done!

Rob Sheers



PCT DRIVER TRAINING DAY

BASKERVILLE - 26th April 2015

by Bruce Smart (followed by Chris McGregor and Michael Borch)

I was eagerly anticipating this event. Despite knowing the track like the back of my hand, as a motorsports photographer there since the early 1970's, I had never actually driven on the track.

Over the years I had witnessed many heroes and legends competing there, and now it was my turn to experience the circuit first-hand. I had also witnessed many bad accidents, so I knew it needed to be treated with respect.

Glancing through the regulations for the event, I noticed a requirement for a helmet. Wow, this must be serious stuff.

Anyway, on the day, briefing commences, and we're in the hands of Mr Pooley and his team of seriously experienced racers, rallyists and targa competitors, acting as instructors for the day. What was I getting myself into here? Talk of understeer, oversteer, driving lines and braking points. All explained on the whiteboard, and illustrated on the track with witches hats. Then he mentions that he had been competing there for about half a century. Unbelievable!



We head out onto the track in groups of four, behind our allocated instructor. This is it! I would imagine the experience of driving my 911 on a racetrack would be like driving a go-kart. I have never driven a go-kart, for obvious reasons, but this must certainly be better.

First impressions: absolutely brilliant piece of road.

Back for more briefings - this time we're told to go a little faster, and concentrate on the entry and exit points. Look at where you want to exit the corner, rather than the bit of road directly in front. That helps, makes for smoother lines.

More briefings, and this time we have an instructor in the passenger seat with us. It was an honour to be able to chauffeur Mr Pooley around the track. His experience helped me greatly.

Now it was time for our final outing. This time it's serious!!! Helmets required. Drive as fast as you dare to go, but safely.

That's when the trouble started. After applying the helmet to my head, no amount of seat adjustment would allow me to fit in the cockpit comfortably. My head was jammed under the roof, and my neck was bent forward so far, all I could see was my navel. Solution : open the sunroof. That allowed a tiny bit of space, but the helmet was poking through the roof, and jammed in the gap. Despite not being able to move my head, I proceeded onto the track anyway, and had a ball. My neck is still sore from the experience.

Back for final briefing. It all became clear when Mr Pooley suggested that we were now qualified to compete in the upcoming Hillclimb event to be organised by the club. This was certainly a brilliant introductory event for such competition. Hmm. Should I lower the seat rails through the floorboards in preparation?



David Catchpole and Keith Ridgers “apexing” nicely

Final impressions : absolutely brilliant piece of road. The main straight is traversed much quicker than I expected, the corner at the base of the hill is tighter than expected, and the Chute is a huge bit of fun. White's Corner, at the blind crest on top of the hill, needs the greatest of respect.

I've seen many racetracks. This would have to be one of the best in the world; certainly from a spectator viewpoint, and having experienced it from the driver's seat, confirms it.

It was a wonderful experience, and a privilege to be able to drive on the track. It was a great educational experience, and I can see merit in similar things being compulsory for obtaining drivers licences. I now have a much greater respect for the people who actually race on the track, side-by-side, and at twice the speed as I dared to travel. Would I do it again? You bet.

Next, Chris McGregor:

I recently attended the PCT training day at Baskerville. It was a very educational day on how to get the best out of your car and to improve on your skill set. I am new to the Porsche Club of Tasmania and I am pleased to say, what a great bunch of people. Very helpful and accommodating to the new members.

John Pooley did a great job explaining safety etc and the instructors did a fabulous job.

Driving home, I couldn't get the smile off my face. A great day!

Finally, Michael Borch: A DAY ON THE TRACK.

Once in a while we are lucky enough to explore the potential of our beautifully engineered vehicles and if you are like me, scare yourself and others just a little.

With a motorsport heritage like Porsche, is it any wonder that they are just such a lovely vehicle to push towards the limit? We live in a world where the location of our limit-pushing has to be, well, carefully selected. Gone are the days of 45 minutes Launceston to Hobart runs or crazy fast blasts up the mountain. Like my mother said - there is a time and place for everything. The time was this weekend, the place was Baskerville.

Organising a day like this doesn't just happen, so many thanks goes to all who were involved in the organisation and running of such an event.

If it wasn't for these people, a day like this would have resulted in someone like me going sideways through a barrier at speed, smoke billowing off the tyres with me thinking I am the Stig and I am awesome. (of which I am neither).



Michael Borch going “flat chat”

Instead, with the aid of some wonderful driver trainers, we were able to string some laps together, gradually improving on flow and consistency of lap and, in my mind, actually achieve something. There is a great feeling when you apex a corner, power out and hear that flat six sing all the way to redline and then into the next braking zone.

It was lovely too see such a range of vehicles there too. Not only did we get a great range of cars from Stuttgart but in the mix were some other steeds from German stables. Let's not forget the diesel Audi A6 thrown in the mix for good measure. (certainly the most economical car of the day)

Over the last 10 years or so I have spent a little bit of time behind the wheel on the track, but this was my first proper stint in my Porsche and to tell you the truth, I have a lot to learn. The limits have been increased over what I am used to. The corners come quicker, the braking points are later and the cornering speed is way up there. The sheer amount of grip that is on offer and the power under my right foot is insane.

I was fortunate enough to be guided by Chris Walpole, whose experience is vast, and tutoring, excellent. He stayed cool and calm even as we headed into a few corners a little too hot. Giving me on the fly instructions, the couple of sessions with him certainly smoothed out my laps and turned them into more fluent and connected loops of Baskerville.



Chris Walpole “peacefully demonstrating”

I for one am well aware that I will never be at a level to do my car justice, but it gives me a great buzz driving around a track at speed and hopefully improving my car control and sharpening up my driving skills overall.

It's a challenging track Baskerville, but was made all the more entertaining and enjoyable with the assistance of some great driving coaches. There may be need for many more of these days so we can hone our skills and get to appreciate what we have at our finger tips.

Once again, a big thanks to all for coming along and supporting a day such as this, and to the great team who put this day together. Please know that this Porsche driver had a great time and sign me up for the next day!!!!



Bob White



Brett Woolcott



Chris Wilson



Colin Denny



David Catchpole



Jack Birrell



Sam Bucknell



Kerry Luck



Louise & Paul Daniels



Milton Moody

HOTHAM AUTO CORSA ALPINE TARMAC RALLY

Media Release

Following a two year sabbatical, the biggest name in Australian classic tarmac rallying – Rex Broadbent – is set to make his comeback at this year's inaugural Hotham Auto Corsa Alpine Tarmac Rally.



The 66-year old Porsche driver from Melbourne has been lured back by the brand new event that will be held over 250 competitive kilometres around Mount Hotham in Victoria's North East from 14-15 November.

After rolling his 1974 Porsche 911 Carrera RS at the 2013 Targa Tasmania while leading the classic competition, the multiple Targa Classic and Classic Adelaide winner has finally rebuilt his prized ride with the help of leading independent Porsche specialist Louis Giosis of Motion Automotive in South Melbourne. The Makulu Vehicle Storage supported 3.5-litre Porsche promises to be a classic favourite and Broadbent says it's better now than ever before.

"Louis has done a fantastic job to not only return the car to its former glory but to make it quicker than ever," said Broadbent, who will have former navigator Chris Randell back at his side for the event.

Broadbent, who has previously traded rally stage wins with two time World Rally Champion and Porsche historic motorsport works driver Walter Röhrl, is easily one of Australia's most accomplished Porsche rally drivers. After two years out of the game, the now retired former CSIRO acoustics lab manager is keen to get back behind the wheel. "It's been a while between rallies, so really I am just aiming to finish – unlike my last rally," jokes Broadbent. "It's also about enjoying the experience of a new event."

Promoted by Auto Corsa Group, Hotham Auto Corsa is Australia's first all-new major closed road tarmac rally in five years. The event's course has been designed by Auto Corsa Group co-director, and former Targa Tasmania clerk of course, Stuart Benson.

“Stuart is very well known within the motorsport industry for his exceptional event management skills,” said Broadbent. “These combined with the region’s technical and relatively moderate road speeds promise a fantastic event.”

Auto Corsa Group’s Stuart Benson is delighted that Broadbent has chosen Hotham Auto Corsa for his comeback event.

“What a combination; one of Australia’s most distinguished rally drivers steering one of the country’s most recognisable classic Porsche racing cars,” said Benson. “We’ve put a lot of energy into developing a truly challenging tarmac rally event that’s worth winning so we’re very pleased we’ve been able to woo Rex out of retirement.”

ABOUT THE CAR

Broadbent’s Porsche is one of the most successful classic cars in Australian tarmac rally history, but was once a familiar sight on Australian race tracks too.



From humble beginnings in 1974, and originating as what would now be considered retro cool brown, the Australian-delivered entry-level 911 2.7-litre road car was developed for track work in the 1980s and competed in early Australian Porsche Cup meetings with an 185kW engine and comparatively wide 911 Turbo wheel arches.

By the mid-90’s the car’s then current owner Bill Hallinan had seen to further upgrades such as the additional of even wider 911 RSR bodywork, which had been covered in a now familiar yellow hue and fitted an even more powerful 260kW 3.4-litre engine.

Broadbent was approached to further refine the car by Hallinan and changes included revised gearing, suspension and new roll over protection. Broadbent also instigated yet another bodywork change, this time to the more aerodynamically slippery RS bodywork which remains a stunning feature of the car today. Development culminated in Broadbent

finishing an impressive third in the 1996 Australian Formula 1 Grand Prix Porsche Cup support category main race, the first to be held on the fast and new Albert Park circuit.

Broadbent later purchased the car and developed it for closed road tarmac rallying. Targa Tasmania 2000 and 2001 would be best described as 'character building' years thanks to failures caused by an engine mount and a differential, but promise was shown. Since owning the car Broadbent has dominated Australian classic tarmac rallying with highly convincing victories at Targa Tasmania where he claimed the podium's top step no less than seven times, and Classic Adelaide a resounding five times.

Teaming up with Australian-born then Prodrive and now McLaren development driver Paul Batten, Targa Tasmania 2013 was well identified as the rally swan song for Broadbent and his now dependable Porsche. While in the lead on the final stage of the penultimate day, the tortuous Rinadeena stage of West Coast Tasmania put paid to a fairytale eighth title, and following a series of technical turns the car left the road and suffered a roll over, but luckily Broadbent and Batten experienced only minor injuries.

Restoration of this important piece of Australian motoring history was always assured, but no forward plan was in play for future use, that is until plans of Australia's first new all new tarmac rally in five years emerged: the Hotham Auto Corsa.

ABOUT THE EVENT

The inaugural Hotham Auto Corsa Alpine Tarmac Rally will be based at Mount Hotham and take in roads around Falls Creek, the Alpine National Park and nearby towns including Harrietville, Omeo and Mount Beauty. Aside from being conducted amongst some of Australia's most stunning scenery, the two day Hotham Auto Corsa features eleven stunning stages of closed road tarmac rallying and an unprecedented average stage length of 22 kilometres.

The rally is expected to attract a competition field of up to 200 cars across its group-based road car spirited Touring category, speed limited Challenge competition for vehicles without roll over protection, and its Heritage, Production car and Contemporary competitions.

Hotham Auto Corsa will be held in conjunction with the inaugural Mount Hotham Alpine Cup International Hillclimb, which at 29km is the world's longest hillclimb event, taking in a section of the famed Great Alpine Road. Both events are sanctioned by the Australian Auto-Sport Alliance and promoted by Australia's newest event promoter, Auto Corsa Group.

Exclusive entry fee pricing is being offered for current Porsche Club members in all categories of the event including - touring, challenge, rally competition and hillclimb.

For more information contact:

Stuart Benson

[+61 \(0\) 412 868 979](tel:+610412868979)

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CHRIS EVANS TO REPLACE JEREMY CLARKSON AS TOP GEAR HOST

Source: ABC News



Television and radio presenter Chris Evans is to replace Jeremy Clarkson as the lead presenter of the BBC's hit motoring show Top Gear. The BBC said Evans, 49, had signed a three-year deal to present the world's most popular factual TV program and announced that Clarkson's former co-presenters, James May and Richard Hammond, would not be returning. Clarkson was dropped from the program, which has 350 million viewers per week in 170 countries, after he punched a producer in the face in March.

Your Editor steps in here:

Hold on a sec... why are we giving Top Gear any air time? We all know that Clarkson had a habit of bagging Porsche's design: "Boring - it hasn't changed for 50 years!" (I think he meant the basic shape, ignoring the progressive evolution of the original 911 profile into the stunning 991 we know today), but as he thrashed various models around the test track, he grudgingly admitted that they were fabulous handling, confidence inspiring, astonishing performing cars, all of them! So, what can we expect from Evans? Read on...

A BBC spokeswoman said Evans' co-presenters would be announced "in due course", with production of the new series starting in the next few weeks.

"I'm thrilled," Evans said. "Top Gear is my favourite program of all time, created by a host of brilliant minds who love cars and understand how to make the massively complicated come across as fun, devil-may-care and effortless. Of course it's anything but and that's the genius of Top Gear's global success. I promise I will do everything I possibly can to respect what has gone on before and take the show forward."

Evans is a well-known motoring enthusiast who has an impressive collection of expensive fast cars, including rare Ferraris. Top Gear, filled with stunts, road tests, adventures and experiments, has featured his car collection in a previous series.

Evans currently presents the breakfast show on BBC Radio 2 — considered the biggest job in British radio — and he will also stay on in the role.

James May tweeted his best wishes to the new appointment. "Well: best of luck to @achrisevans and the future of Top Gear. That's a ballsy call, frankly, and to be admired," he wrote.

Kim Shillinglaw, controller of the BBC Two channel, said she was "delighted" that Evans would be taking the show forward. "His knowledge of and passion for cars are well-known and combined with his sheer inventiveness and cheeky unpredictability, he is the perfect choice to take our much-loved show into the future," she said.

Evans rocketed to fame as a fresh-faced television host in the early 1990s, but went off the rails in an orgy of heavy drinking in the dying days of the Britpop era, including some notorious benders with troubled England footballer Paul Gascoigne. But he made a comeback as an older, wiser and safer broadcaster.

Pause for a moment while your Editor interrupts again...

Ok, he owns a few Ferraris – but so do some of our Porsche Club members! Googling “Chris Evans’ Porsches” yielded nothing, so I take it he doesn’t own one. But, as he is also a bit of a motoring journo, writing for The Mail on Sunday in the UK, I looked up some of his Porsche reviews. Here’s an example, minus some of the irrelevant chit-chat <snip>

THE PORSCHE 911 CARRERA IS ONE OF THE GREATEST 'THINGS' THE HUMAN RACE HAS EVER CREATED

by Chris Evans

<snip>

...a Porsche is what I have been sent this week. The new 911 to be precise, the bacon and egg, the beans on toast, the fish and chips of the Porsche world. How do we know it's a 911 for sure? Because the words Porsche 911 Carrera 4 GTS have been emblazoned on its rear in huge letters in case nobody noticed.



Dear Porsche, why oh why... Oh forget it, let's move on. Do we even bother talking about lack of luggage space, or that trying to close the bonnet is like juggling sand? No? OK, thought not.

Let's have a look at the engine instead. Er, no again, we're not allowed to see engines nowadays – apparently it's bad for our health, like looking at the Sun with the naked eye, or hitting yourself repeatedly on the head with a club hammer.

Inside then, what about that? Gorgeous actually, if we ignore the fact that Porsche is actually suggesting you ask someone you like to try to sit in the back. Nonsense. Stupid. As always. Front seats though, splendid. If you have a figure you'd like hugging, these are the seats for you, and why not rehydrate while you're at it, with the help of the most elaborate cup-holder contraption I've ever seen?



Shame they didn't spend as much time developing the 911's seat-belt retrieval mechanism – prepare for shoulder dislocation people. But hey, let's forget all that and give praise for the fact there's not a paddle-shift or steering-wheel switch in sight. This baby is a back-to-basics, raw-and-ready stick-shift, designed to emulate the 911's glory days of the Seventies. And they've pulled it off, big time. The best driver's mode is the balls-out, daredevil 'Sport Plus' setting, sedate-to-lairy in the flick of a finger.

You thought the transmission in the 911 Turbo we had last year was sublime? Well get a load of this red-hot manual (seven-speed!) gate – equally as good, if not better. The engine blips automatically on the down-shift, which makes you feel like the driver you always wanted to be, and the exhaust note is delicious. Overlap burble, decelerate burble, backfire

burble, burble, burble, burble, with the absence of a turbo lending itself to a bigger, fatter, less muffled sound. Radio off, foot down, Elysium is yours.

In handling news, some Porsches stick to the road like they're on rails – whereas this baby is happy to hang out her rear for as long as you care or dare her to. Marvellous fun, although 'traction off' for most people is maybe a dance move too far.

<snip>

She's a real hottie. Enjoy



And the verdict? 'A fast and furious back-to-basics beauty. Just don't plan on too many passengers, or luggage'

(Ed.) Good, he likes it! Will Evans be more Porsche-friendly than Clarkson (who, like it or not, was hugely influential as a Top Gear Presenter)? Time will tell

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Sheers Rob	100	Bucknell Sam	45		
Pooley John	100	Johnstone Keith	45		
Jobert Leon	90	Young David	35		
White Bob	85	King John	30		
Denny Colin	75	McCafferty Phil	30		
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Compiled by Keith Ridgers

Flat Chat POOLEY WINES “KNOW YOUR PORSCHE COMPETITION”

COMPETITION No. 12 RESULT

Question: Year of manufacture and engine size?



Answer: 1974 2994 cc, named as 1974 Carrera RS 3.0

Two Members submitted the correct answer, Jeff Gilbert and Rob Sheers. The winner is Jeff Gilbert, as his email hit my inbox first. Well done, both of you experts!

Jeff, please contact Pooley Wines to claim your prize, but be aware that John Pooley is away for a few more weeks.

COMPETITION No. 13

Question: What is the exact model and year of the green support vehicle?

Bonus Question: What model vehicle is being transported?



Email your entry to andrew.forbes.911@gmail.com

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

Porsche joke of the month: A customer walks into an Autoparts store and says to the chap behind the counter, "I'd like a petrol cap for my Porsche". The chap thinks for a moment and replies, "OK, seems like a fair swap to me!"

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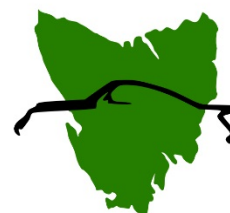
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T a s m a n i a



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