



Porsche Club

Tasmania



FLAT CHAT

July 2016



They'll let anybody do Targa these days!

Issue No. 54/2016

FLAT CHAT

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

Club Patron (and Honorary Life Member) – Klaus Bischof

July - September 2016

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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

APRIL EDITORIAL

The last three months have been pretty lively for our Club, if the number of reports and articles I have received are any guide. Another 49 page newsletter with only having to mildly shake the contributor's tree a month ago. Thanks to you all.

Michael Borch, our Events Director, has been prolific, not only by participating in almost every event in the last three months, but writing about them too. Catch his highly readable reports on Targa Tasmania and the Porsche Rennsport Festival in Sydney.

President Pooley has been busy too, starting with the Melbourne Grand Prix, Porsche Pole Position, Porsche High Flyers, Targa Tasmania, and stamping on 196 tonnes of grapes in his spare time. Proof that keeping active keeps you young! John's article on the Pole Position event is absolutely thrilling. Reading it, I felt as if I were actually sitting in the passenger seat experiencing the accelerations and cornering forces as he rocketed around the Melbourne Grand Prix circuit. Wow!

In case you didn't find time this year for your annual European holiday, Michael and Maria Hobden did it for you. Michael chronicles their fabulous time spent in Monaco, Brescia and Lake Como, attending some of the most famous of historic automobile events of 2016. Read his article, Porsche Legends in Europe, to find out whether it was the drivers or the cars that were the Legends.

I've been busy too, in a different sort of way... making several trips to Sydney for family reasons, which means I have missed all of the Club activities since March. Nevertheless, I did manage to attend a special day at the Willoughby Porsche Centre launching the 718 Boxster. Now that's a cool looking, hot performing turbocharged car! It's no longer an inexpensive little two seater, but the base model, whether straight Boxster or S model, includes many features and equipment that were previously only available as options. So you don't have to load up with options and unload your wallet to get communications package, navigation, climate control and electric seats. They're all included in the base price. Kids had as much fun at the launch as adults, as they entered a Boxster colouring competition. There were some very imaginative colour combinations posted on the showroom wall, which could conceivably be ordered if an indulgent parent were willing to pay \$9000 for Porsche's custom (kids) paint option.

The updated Events Calendar looks great for the second half of the year, so don't be put off by the fact that it's winter. Porsches have heaters and are water tight (maybe with the exception of some early 356 convertibles), so let's all get out in our cars and make the most of Michael's well-planned events. See you there!

Andrew Forbes, Editor

THE CHAIR SQUEAKS

Following my return from Finland in March the Porsche excitement continued for the rest of the month and then suddenly stopped and reality returned. For me it was vintage 2016, preparing the winery, getting ready for picking, trucking the precious grapes to the winery, crushing and fermenting bin after bin and for eight weeks. Every batch equipment was cleaned, cleaning and more cleaning until the Reds were finally in barrel and the Whites in tank. This vintage, we processed 197 tonnes in total, a huge effort for 3 people. This is the down side of a true family business!

Back to the couple of weeks before vintage....

On return from Porsche Ice driving we had a few days to get over the dreaded jet lag in readiness for the Australian Grand Prix. First, Porsche had managed to secure the GP track on the Wednesday morning for their owners use, an expensive exercise as Bernie knows how to charge for anything of his. This event, run by Porsche Sport Driving School, was called "Pole Position" and meant you could take your car for a spirited drive on the GP ready track. Forty seven owners took up the challenge. Then, starting on the Friday prior the GP, the "High Flier" events got under way. I am proud to say that six Tasmanian Club members enjoyed one of the most adrenalin generating Porsche events ever at Phillip Island Raceway travelling there and back by helicopter. Read my article in this issue about "Pole Position", a true bucket list event.

Our Club continues to grow with more new members joining since last Flat Chat and almost all past members re-joining and paying their subs on time. Thanks so much to all 79 of you!

After our successful Hill Climb event last November, when we made a profit, \$500 has been donated and great fully received by Camp Quality. Some of the Club's surplus cash has been put on term deposit to earn interest for a "rainy day" and to help fund events for you in the near future.

Your committee is working hard and planning is in place for some great local events, which I am sure members will enjoy. Check the coming events page in this issue. Keep caring for your Porsche as the values continue to rise. You may have seen that a 1958 356A Speedster recently sold for \$411,000 in Sydney.

May I take this moment to thank our Editor Andrew for his great work and all the time he spends putting Flat Chat together for us to enjoy, and of course you, who spend the time to put together interesting articles too. Remember you get Clubman points for doing so. Thank you so much.

Keep enjoying your Porsche.

John Pooley, President

LETTERS TO THE EDITOR

All letters to the Editor will be published, so this is your opportunity to voice your opinion on anything Porsche-related. For this issue,

Hi Andrew,

This came to me courtesy of my bank's newsletter. It was captioned "The reason why some people can no longer afford van park fees".

Regards,

Greg Zeuschner.



Editor's response:

Thanks Greg,

Typical... a Porsche stuck behind a slow Campervan towing a boat, just like in Tasmania! Well, if you can't beat them, join them! Note the speed limit of 100kph.

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 new members

Brad Williams,	Cayman GT4 ('16)
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Jennifer Brunacci	Cayman ('16)
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Philip Standaloft & Jan Summers	930 ('88), 930 ('78)
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Robert Groom	911 ('85)
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Graeme & Sherryl Pitt	911 SC ('82)
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Honni Pitt & Brett O'Shea	914-6 ('71)
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See you soon at a PCT event!



Porsche Club

T a s m a n i a



Events Calendar Update

Saturday July 16

AusMas Dinner
 Rockwall Restaurant Salamanca
 6:30 Arrival

August 21

Economy Run Drive
 Campbell Town to Swansea
 Meet in Campbell for coffee then on to Swansea for Lunch.

September 25

Track Day and Motorkhana
 Symmons Plains

October 15

Presidents Dinner
 Location to be confirmed closer to date.

November 13

Hillclimb @ Baskerville

December

Xmas Luncheon
 Location and date to be confirmed

OUR PORSCHE STORY

by Phil and Jan

Editor's Note: New Members Phil Standaloft and Jan Summers introduce us to their Porsches

The passion for Porsches has been with PHIL for many years.

It is only in the last 2 years he has realised his passion.

Porsche number 1 was found on the Internet. Melbourne based Carrera 911 1985 model. It was in immaculate condition, Australian delivered, low mileage and full history. It was only with us for a short time as the 930 wide body was our dream car. We now regret selling it back to the original owner just before the prices started to zoom.

Porsche number 2 is a black 930. Very rare and impressive.



It was first purchased by a lady in Kent on 8/8/88. Very rare as only 242 Cabriolets 930 were produced. This car is only 1 of 3 with red leather interior. This car was purchased in London by an Australian and shipped to Sydney. We purchased it and flew to Sydney and drove it back to Launceston.

Porsche number 3 was purchased locally from a retired gentleman on the NW Coast. 2nd owner and again immaculate condition and low mileage.



Both cars get used on a regular basis but Jan is hanging out for an automatic!!

We love the classic lines and wide body of the 930's. The power and handling make them a joy to drive.

These cars will not be the last. We are always on the lookout for new ones but the rarity and huge prices means that classic cars are difficult to find. Always open to offers, always looking.

TARGA - TIME TO STRETCH THE 911'S LEGS.

by Michael Borch

After many years of thinking, 'yes, I should definitely do that one day', the day finally came that I paid the entry and committed to doing one of Australia's most famous motorsport events - Targa Tasmania. At that stage, I had no idea on exactly what I'd be driving or who I'd have in the seat next to me, but I was doing it.

Finding a co-pilot for the event was easier than I first thought. After having dinner and chat to fellow PCT member Chris Wilson, he put his hand up for the seat and it was settled.



Who needs a Kevlar helmet when you've got Possum fur?

Next to sort was the car...

We had entered in the Targa Tour, which meant for a more relaxed version of Targa. Speed limits (more like recommendations than limits) were in place and the need for full race prepped cars was unnecessary. We had originally opted to do it my little VW Golf R. A quick car, AWD and comfortable. Just what was needed for a leisurely drive around the state.

At few weeks out though, a small change of heart occurred. I had sitting in the garage my GT2 Porsche. I was about to go and drive some of the best roads in Australia, and I was going to leave this in the garage... No way.

I applied some 'unique' livery to the car over the last weeks leading up to Targa and it was game on...



GT2 disguised as Camo Tuesdays (if you have to ask what that is, just drop by the old Jet Servo in Sandy Bay)

Targa is brilliant. It is a celebration of cars, people and some amazing roads in this great state.

Stages such as Elephant Pass, Hellyer Gorge, Mt Arrowsmith and Pelterata to name just a few were just so much fun. Driving fast on a track is great fun, but there is something special about driving on these roads, using both lanes, and pushing your car towards its limits that makes it just such a great experience.



We were in a touring/non-competitive class, but the legit racers were happy to chat to us and recall stories of the day's events where they were pushing the car to the limits at far greater speeds than us. Targa is very much an all-inclusive event. It doesn't matter who you are, what you drive or what class you're in, we were all doing the kms and all in the same boat.



Happy Chappies

Targa will now be a yearly goal for me. I'd like to be able to build a race car for the event and get into some competition. I could not recommend the event highly enough to anyone who loves to steer and have some fun behind the wheel. You get to see this great state, meet some good people and drive some amazing roads.



TEN YEARS AGO – JULY 2006

by Leon Joubert



This was the cover photo of the July 2006 edition of Flat Chat.

The Le Mans 24-Hours had just been run and your Editor stoically refrained from mentioning that *other* brand (which won) and bemoaned the fact that *our brand* was no longer crowding out the Le Mans podiums like we were used to.

Having whinged that *our brand* was not even among the laurels in the GT categories at Le Mans in 2006, I further added: “Porsche is still producing ‘ready-to-race’ versions of the 911 and of course supports the Carrera Cup, but beyond that I don’t see much signs of an active interest in motor sport. If you look at the current motor racing programmes of Ferrari, BMW, Mercedes-Benz, Audi, et al, you may understand my concern”.

Fortunately, at that time, *Flat Chat* was immediately on the agenda at the next Vorstand meeting in Stuttgart and our concerns summarily addressed, even though it took a few years and a couple of hundred million Euro’s to get the job done. By 2015 normal service had been resumed.

As I write this, the 2016 Le Mans 24-Hours is just two weeks away and Porsche is very much in line to win outright again with the 919, and take the GT-Pro category as well. As we say over here: “Good on you!”

In August 2006 President Pooley had just organised the first President’s Dinner to be held at the Boat House in Cornelian Bay. It was due to be held on 11 August and John expected about 16 attendees.

That number gives a good indication of the small size of our Club at that time, with the Exco still only comprising John Pooley, Rob Sheers, Philip Petersen, Gerard Maguire, Charles Button, Neill Daly (North) and myself as Editor.

The PCT was nevertheless pretty active, with no less than 9 events scheduled between July and December!

VP Sheers was mulling over a solution to get the PCT website up and running (years before Facebook came along) and reported that we would have to abide by the dictates of Herr Dr.Ing from Porsche HQ in setting up a website (fair enough) as we are an official Porsche club. Rob was digging into his engineering skills to see if they were up to the challenge.

While we were all working, President Pooley went on holiday to the Indianapolis 500 with Porsche and brought back a picture of a Mercedes-Benz.



Fair enough – his dealership sold both makes, and as someone said at the time: “At least it was a pretty Mercedes”.

Gerard Maguire was comfortably in the lead of the Club Championship from Keith Ridgers, Rob Sheers and David Hannan.

Philip and Sylvia Petersen continued to organise Cryptic Clue events which dug out some great little lunch spots around the southern Tasmanian coast and had PCT members and their wives, children, and assorted press-ganged friends blocking access to popular tourism spots, park illegally on highways, and generally create a disturbance while trying to unravel clues.

RIP Philip – a great PCT member, much missed and respected.

PORSCHE VICTORY AT LE MANS 24H - AGAIN!

WEC news courtesy of Eurosport



Porsche claim dramatic Le Mans win.....



.....as Toyota fails on final lap

Porsche denied Toyota a historic maiden overall victory at the 24 Hours of Le Mans as Japanese driver Kazuki Nakajima ground to a halt on the final lap, handing a dramatic victory to Neel Jani's car.

Nakajima had been leading by over a minute with less than two minutes remaining when his Toyota TS050 Hybrid lost all power, allowing Porsche to snatch the victory and break Japanese hearts as victory went to the #2 car driven by Jani, Romain Dumas and Marc Lieb.

It had looked for all the world as if Toyota would be celebrating a maiden and well deserved victory after a brilliant stint from Davidson laid the foundations early on Sunday, the Briton catching and passing Marc Lieb before handing over duties to Nakajima with a comfortable, and seemingly decisive, margin.

Yet an incident-filled Le Mans had one final, harsh surprise in store for Toyota. It seemed like a cruel joke on his celebrating pit crew when Nakajima exclaimed that he was losing power with only a lap left to run. But the reality soon set in that after 23 hours and 58 minutes of racing, the Japanese was actually deadly serious as the Porsche first caught then swept past an ailing Toyota that failed to even make the finish. It means that Porsche has won the historic race for a second year in succession.

A joyous Jani could scarcely believe his luck and was joined on the podium by teammates Marc Lieb and Romain Dumas to celebrate the unlikelyst of victories.

The misfortune of Nakajima elevated the second Toyota of Stephane Sarrazin to second place, albeit three laps adrift after teammate Kamui Kobayashi earlier went off the circuit at the Porsche Curves before a cooling issue further hampered its chances. The two Audis, their race compromised by a number of issues, finished third and fourth.

Pre-race favourites for many, Porsche lost the no.1 car of Mark Webber, Timo Bernhard and Brendon Hartley from contention with a water pump issue before midnight.



Toyota's initial investigations have revealed it was a small electrical connector that triggered the car's problems.

“Car #5 suffered a technical defect on a connector on the airline between the turbo charger and the intercooler, causing a loss of turbo charger control,” a brief statement from Toyota Gazoo Racing read.

“The team attempted to modify the control settings to restore power and this was eventually achieved, allowing the car to complete the final lap.

“However, it was achieved too late to complete that lap within the required six minutes. “Currently it is not clear exactly why this failure occurred as we have verified the process used to produce the part here in Cologne. Further analysis is required to determine the root cause.”



POLE POSITION*

by John Pooley

***the place that all race drivers want after qualifying**

Porsche Cars Australia were successful for the first time, this year, to secure the race ready Grand Prix Circuit at Albert Park on the Wednesday before the opening round of the 2016 F1 Championship. The Porsche Sports Driving School took advantage of this opportunity and Porsche owners were invited to the first "Pole Position" to be held. I was one of the fortunate few to be invited and took no time to accept. Forty seven others took up the challenge.

Early the Wednesday morning we lined up our cars on the dummy grid at the circuit and enjoyed breakfast in the Porsche Corporate Stand overlooking turns 1 and 2. Drivers were briefed by Thomas Mazera, head instructor and international race driver; even Mark Webber and Jim Richards were there to encourage us.

Cars and drivers were seeded into four groups based on driver experience and car performance. Cars were not to carry advertising and slick tyres were banned, also all cars were to be road registered, no raw racing cars permitted. Each group had a suitable lead car driven by an instructor from the Porsche driving school. Two groups lined up on track at turn 2 and we had an orientation few laps behind the lead driver to get acquainted with the circuit, correct lines and braking points, about 5 laps. The flag marshals were in place, CAMS observers, in fact the track was race ready. After all groups had been out for the first run it was our turn again. Group one, Turbo 911s, GT3s and RSs, overtaking was permitted but not the lead car, no other rules except, stay on the track, 'we don't want to lose any of you today' said Thomas, 'no red flags please!' By now I was getting quite excited as we waited, on track for the green flag and, GO. I thought, *this is the first time I have been able to experience the 991 GT3 and PDK as the car was designed, could I cope with this amazing sports car? Would it be too much for me?* A few laps and I would soon know.

My group has the green, I selected full sport and suspension and floored the throttle, I had cars in front pulling away and cars behind pushing. *These blokes are serious, I had better lift my game! Concentrate, don't worry about them,* I thought. *Get your lines right place the car, look where you want to go,* all my years of driving fast started to come back. The pressure was on, the pace was on, this was like a real race, cars all around me and going very fast. I decided to stop using the paddles on the steering wheel and let the car respond to me, good move as this was one thing less I had to think about. *Those corners are tighter than I imagined, the car is quite heavy and, FAST, get the braking right, too soon! Go deeper into them.* The PDK goes down through the gears and is ready, in the right gear to drive out the other side, up changes are so fast, what a sound! *Look right ahead, I am catching the RS in front, try to pass on the next short straight, yes, done it, move over for the next entry, brake hard, turn in, apex, drive out and flat on the throttle again. Long RH sweeper on the back of the circuit, oops, the back steps out at 200 plus, need more angle on the rear wing, not enough down force, I think I am getting the hang of this, I*

like this transmission, on no red flag out, slow we are coming in , cool down lap and back to the dummy grid. Next group out.

To sum up, we all had four twenty minute sessions, I covered 37 laps, 185 km, half a Grand Prix, used a tank and a half of fuel! Saw 265kph down the start/finish straight and did 2.19 lap time on road tyres. No one ran off or crashed, all had a great experience, and returned the car without a chip on the paintwork. That was great, my first time on a GP circuit, driving a GT3 the way it was designed to be driven by those brilliant engineers at Weisach.

Thank you Porsche.

John Pooley

1958 PORSCHE 356A AUCTIONED AT TULLOCHS AUCTIONS

Source: Bay Post Moruya Examiner, 15.06.16



Auctioneer Den Dudman with a 1958 Porsche 356A that was last driven in 1983.

Car enthusiasts from across the nation rolled into Tullochs Auctions to battle it out for a rare 1958 Porsche 356A on Wednesday.

Tullochs Auctions director Scott Millen said there were about 12 bidders present and several absentee bids. An unknown phone bidder secured the vehicle at \$79,000, including the buyer's premium the total cost was \$90,850.

Purchased in Tasmania in 1979, the previous owner said he paid \$1250 for the car because it was not running. The man, who wished to remain anonymous, got the Porsche back on the road and drove it across Australia with his wife.

Car enthusiast David Shuttle made the journey from Mollymook, New South Wales with his father but was outbid by \$5000.

"If we got our hands on it we would've just left it the way it is, everything underneath would be brand new but on top it would look pretty much [the same]," Mr Shuttle said. "This is a dream car."

The vehicle was believed to be one-of-three of its kind in Tasmania.

CAPTION COMPETITION

The winner of April's Caption Competition is Chris McGregor, "***Red is not always faster***"



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



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

LAUNCESTON DRIVE AND OVERNIGHT MAY 21-22

by Colin Denny

A great weekend drive over the Central Highlands to Launceston in superb weather would have been even better if more members had joined the four club vehicles that took part. Apparently some drivers were reluctant to participate owing to misinterpreting the proposed route, believing that part was to be on gravel roads.



Annette and I drove our 981 Boxster S and were joined for the start from the Cornelian Bay Boathouse car park by Todd Kovacic in his 1982 Porsche 944 and Michael Borch, our lead driver. Michael's 911 GT2 was undergoing post Targa care and maintenance so he arrived in his VW Golf R. This hot little all-wheel drive hatch is powered by a 2 litre turbocharged four putting out 206kW with 380Nm torque. With Michael at the wheel, its speed was more than adequate as lead car on the open road!



We enjoyed the picturesque Derwent Valley drive from Cornelian Bay to the outskirts of Hamilton and turned right onto the B110 through Hollow Tree to Bothwell. Most

PCT members will know the well surfaced Hollow Tree road as one of the best for clear sightlines through the corners with very few intersecting roads – fun!

Northern PCT members Jack and Rebecca Birrell met us in Bothwell having driven from Launceston with their two daughters crowded into the 911 Targa. This interesting 3.2 litre Carrera was a custom order in 1984 and is in extremely good original condition. In Bothwell the Birrells turned around to retrace their steps by joining the Hobart participants driving to Launceston.



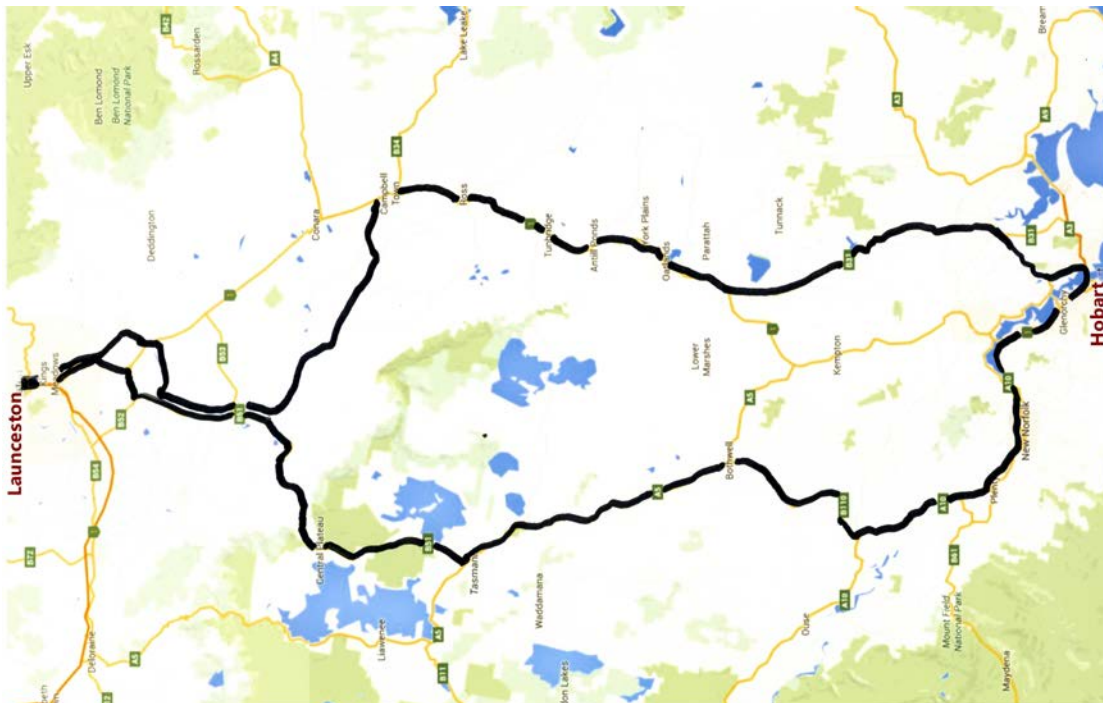
The Lake Highway took us to the Steppes and then the fast clear straight across St Patricks plains before the right turn onto the B51 east of the Great Lake. Beyond the lake is the famous descent to Poatina where Michael cooked the VW's brakes causing the car's electronics to slow everything down. The trip from the bottom of the descent through the rich Northern Midlands grazing country to Cressy, Longford and our destination, Launceston, was uneventful.

That night the group had an entertaining dinner at the Levee Food Co. However, our planned breakfast get-together next day was suspended when Todd discovered someone unknown had attempted to purloin his Porsche overnight, destroying the ignition lock in the process. Ultimately an out-of-hours locksmith got the car going but bad luck Todd!

We drove back to Hobart separately with two of us going via the Woolmers Estate Car Show. Not a Porsche to be seen and the collection was largely uninspiring. One car that stood out from the rest was an enormous maroon pre-WW2 Rolls Royce Cabrio. One would not aspire to own it but it was impressive in size alone.



From Woolmers the back roads took us beneath the Western Tiers to Campbell Town and then home via the Midland Highway, the Mud Walls Road and Grass Tree Hill. A great weekend drive was over – what a pity more members hadn't chosen to join us.



RENNSPORT AUSTRALIA WEEKEND APRIL 7-8 SYDNEY MOTORSPORT PARK

by Michael Borch

Continuing with a Motorsport theme over the last month or so, I had the opportunity to zip up to Sydney for the Porsche Rennsport Festival for the Sunday track day and exhibits.

It certainly was a festival of all things Porsche.



With the likes of Magnus Walker, Jim Richards and Ron Goodman there, it was not only a festival of Porsche cars, but Porsche people.

And Porsche people are good people. There was access through the pit area and the ability get up close and personal with some serious motorsport weaponry.

Highlights include the new Walkinshaw Racing GT3 R Race car in the new livery, Ron Goodman's stunning 356 Outlaw racecar, seeing the 'Urban Outlaw' Magnus Walker and seeing a plethora of Porsches lapping Eastern Creek, including a round of the GT3 Cup cars - the noise was epic.

Rennport gives the Porsche owner and enthusiast the opportunity to immerse themselves in all things from the Stuttgart auto maker. It's a motorsport event, a car show, a meet and greet, a great opportunity to catch up with like-minded Porsche

peeps. You can race your own car, watch others race theirs, get into the pit areas and see what these race cars are made of.



You can also see some extremely rare vehicles and beautifully presented Porsches all in one place.



Rennsport is definitely worth the trouble of getting back to the mainland for the weekend. I will not miss the next Rennsport event, this time with a car, helmet and race boots on...



PORSCHE LEGENDS IN EUROPE

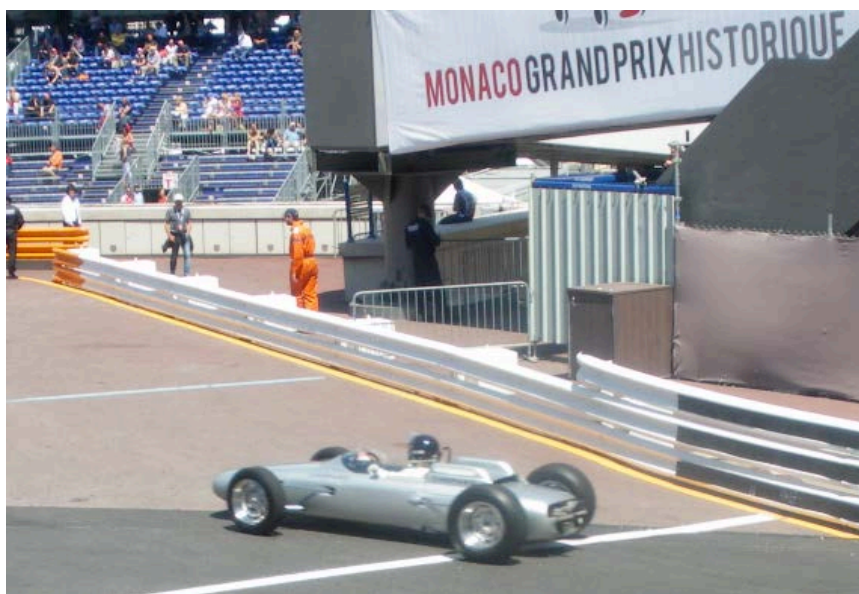
by Michael Hobden

2016 Monaco Historique Grand Prix

Continuing on with its support for classic and historic motoring events Porsche AG again made a significant commitment to this year's Monaco Historique. Run every second year on the Grand Prix circuit a fortnight before the main F1 event, the racing encompasses open wheelers from the 1940s through to the 1980s and sports cars mainly of the early to mid-fifties. It is a spectacular event and easily rivals any historic racing anywhere in the world. No Porsches are to be seen probably because those few 1950s cars that do race are centred in the US and would probably be a little uncompetitive, although having said that, the sports car racing did have a Veritas and a BMW both being driven fast and furiously.

The programme for the entire event set out the various categories of races but for the lunch break it merely stated "Mythical Cars and Drivers". Several of the spectators around us at the Rascasse stand (the best on the circuit) speculated on what that meant and one could only assume that something went awry in a translation. After all it generally is accepted as meaning something imaginary or fictitious.

Moments later all was revealed. This particular stand does not have a view of the circuit preceding the double right hander immediately in front so it is a guessing game as to what car is going to appear around the corner. A deep and thunderous roar was heard suggesting some behemoth, monster vehicle would appear but lo and behold (following a hard driven Renault press car), two bright silver Flat Eight air cooled Formula One Porsches appeared, one of which competed in 1962 with one Grand Prix win for Dan Gurney at the French GP at Rouen.



These cars are rarely seen, even in the Museum, let alone having a five lap outing on a GP circuit. At the wheel of the leading car was Jacky Ickx, six times winner at Le Mans, 8 Formula one wins and 25 podiums, Canam champion 1979, Dakar Rally winner inter alia. The second car was being driven by Romain Dumas, FIA World Endurance championship winner for Porsche, 2013 Le Mans winner again for Porsche and 2014 winner of Pikes Peak. For Porsche enthusiasts hearing and seeing these cars and their "mythical" drivers has to be something special. They are rarely on display, even at the Museum, and I have never heard of them being demonstrated before. Porsche withdrew from Formula 1 racing at the end of 1962 to concentrate on sports car competition.

2016 Mille Miglia

The following weekend the action moves to Brescia for the recreation of the Mille Miglia, a race run over a thousand miles from Brescia to Rome and back. It began in 1927 and was wound up in 1957 following an horrendous accident in which some eleven people died. Held on open roads it was a balls-out race famously won by Stirling Moss at an average speed of 157.65 kph but is now a regularity event. Probably regarded as the most prestigious light competition event of its type it naturally features a lot of Porsches, a manufacturer which did extremely well in the event in the 50s. Sixteen 356s from 1952 to 1957 including Carreras and four 550s participated.

A 1957 550RS model was driven by Jacky Ickx and Karl -Friedrich Scheufele, the latter being the owner of Chopard and naming rights sponsor for the event. Both Jacky and Karl-Friedrich and Maria Hobden are shown below.



Talking to Jacky he reminded me that being Australian I should know Allan Moffat. I said "Of course" but in reality I had forgotten that Jacky co-drove the 1977 Ford Falcon coupe to victory in the 1977 Bathurst 1000! He has a certain fondness for this

country and should the opportunity arise he would be a good candidate for a Targa celebrity driver!

I also met with Jochen Mass who corrected my thinking that he had driven a 550RS in Targa. I watched him through the Grasstree Hill stage and was most impressed with his carriage of speed over the stage. He was emphatic he had driven an R60 and after all, he should know.



Jochen Mass (centre) participating for Mercedes Benz in a 300SLR

Villa Erbe

Most classic and exotic car aficionados will be more familiar with Villa d' Este on the shores of Lake Como as the venue for the premier Concours d' Elegance in Europe. Well that's absolutely correct but for the plebian public such as ourselves the whole show shifts a few hundred metres south on the Sunday to Villa Erbe, an equally impressive site. Anyway amongst the most exotic cars one could imagine sat the tiny Porsche 550 Spyder, chassis 550-031, on which Stuttgart born Swiss engineer and race driver Michael May, designed and constructed in 1956 what must surely be the first aerodynamic device designed to enhance downforce and braking ability. However, the potential success of the device initially shown up in practice at the Nürburgring, led to multiple objections from other competitors and while May attempted to run the car at other venues, he was ultimately forced to desist. A close inspection of the fitment of the wing and its operation via cables reveals substantial engineering expertise.

The car was the subject of much attention at Erbe upstaging many of the fabulous exotics alongside.



Michael May's 1956 550 Spyder with adjustable aerodynamic wing.

Michael Hobden
June 2016

THE SULTAN AND THE FLAT PORSCHE

by Leon Joubert

The underpinnings of the Porsche 911 Carrera 4 (Type 964) made its motor show debut in a Cabrio body at the 1981 Frankfurt IAA but the production model would not emerge until 1988.

1981 was also the first year in which the works Audi A1 Quattro emerged into the World Rally Championship. The all-wheel drive Quattro would soon become a dominant force in WRC rallying and after the debut of the Type 964 Carrera 4 the rally fraternity speculated that Porsche could soon join the competition with that car.

That never happened.

Instead Walter Rohrl - later to become a familiar Porsche face - won the 1982 WRC driver's title for Opel, and Audi, Lancia, Opel and Peugeot dominated the WRC in the immediate years thereafter.

The fledgling Porsche Carrera 4 did however emerge as a winning mount for Rene Metge in the 1984 Paris-Dakar off-road rally. In the same year it also formed the platform for the ultra-sophisticated 959 model which would again win the Paris-Dakar in 1986, and spawn a limited production run of road cars.



The 1988 Carrera 4 was also the template for its Type 964 siblings, the Carrera 2 and other derivatives which included Cabrio, Targa, and Spyder bodies and a bewildering array of mechanical variants.

Within a 5-year lifespan the Type 964 offered no less than 8 different levels of power output from three engines, normally aspirated or turbocharged, never mind all the other mechanical and trim variations that were possible.

The 964 Series would last from 1988 to 1993 before being superseded by the Type 991. Despite the wide variation of models and component mixes, just over 62 000 Type 964 cars were built.

It has long fascinated me that famous designers like Pininfarina, Bertone, Ghia, Zagato, Giugiaro and others have seldom, if ever, penned a stunning show car on a Porsche platform.

That may be because Porsche's two mainstream designs, Ferry's 911 and Harm Lagaay's 924/44/68, were such good patterns that they did not invite further experimentation. Or maybe Porsche just actively dissuaded stylists from trying to



improve upon the originals?

As Harm Lagaay famously said of the 911 door that went unchanged for 30-years: "It was a good door".

But just imagine if Scaglietti produced something like his Ferrari 250 GT California Spyder (left) on a Porsche 928S platform?

Instead Porsche practised (and still does) genetically modified engineering on a

grand scale.

The Type 964 turned out to be one of the best templates on which Porsche's GM engineers were allowed to play.

But what happens in the Zuffenhausen body shop on a slow winter's afternoon when even the GM engineers have momentarily run out of ideas to evolve a few more mechanical alterations to their latest creation?



That is (presumably) when some bright spark says: "Bringen die Kuchenrolle aus". Or the German equivalent of: "Anybody got a spare cake roller handy?"

The outcome of this hypothetical comment was the creation of the "Flat Build" or "Flachbau" Type 964 variant of the Turbo S model in which the nose was flattened as with a cake roller, and the headlights made retractable.

Other bodywork alterations included side body strakes (Ferrari Testarossa anyone?)

or simulated Type 959 rear air intakes, as well as front fender slots and a huge rear wing.

What made the 964 Flachbau even more interesting (it was basically hand-built by Porsche's in-house "VIP" Department with some body parts made by an outside contractor) was that only 76 of these unusual cars were made. Almost everyone is different in detail because of the vast variety of options the customer (having paid a \$20 000 deposit) could select.

A batch of 39 cars was earmarked for the USA market, a further 10 for Japan, and 27 others for the Rest of the World. A further 68 "mechanical kits" were built into Type 964 Turbo S models with more normal bodywork.

The entire production were given "X"-codes, thus X83, X84 etc. depending on where the cars were destined to go.

Which brings us to Hassanal Bolkiah

Hassanal, also known as "The Sultan of Brunei" is quite a keen car collector or, to quote Jay Leno: "A hoarder".

Between himself and his brother Jeffri, Hassanal has amassed some 5000 – 7000 cars, depending on whose estimates you can believe.

A reasonably reliable source appears to be this report: <http://www.gizmodo.com.au/2011/03/the-sultan-of-bruneis-rotting-supercar-collection/>. Michael Sheehan who wrote it, is an expert classic car dealer.

Amongst his couple of thousand other exotica, Hassanal reportedly also had 7 Porsche 911 Type 964 Flachbau built exclusively (with right hand drive) for himself.

Though he reportedly rarely drove the Flachbau Porsches, instead preferring to cruise his Sultanate discreetly in this custom built Rolls-Royce.

As you can read in Michael Sheehan's excellent article on the Brunei car collection, the majority of the fabulous cars have been left to slowly rot away in the tropical Brunei climate.

From time to time Hassanal does apparently allow some to be purchased (most will have done virtually no mileage from new) or even gives some as gifts to local friends or family.



The car on the left was photographed in Brunei by a local enthusiast who was not only surprised to find that it belonged to a friend, but that the friend apparently now had two of them (!).



More recently, at least one car was 'liberated' from Brunei and is now apparently open to offers at Hexagon Classics in the UK.

It has only done 850km from new.

Another ex-Brunei Type 964 Turbo S (with X-series mechanicals but not the Flachbau body) came on the market from comedian Jerry Seinfeld a few years ago and was reportedly sold for \$1-million US.

There is known to be some extremely rare Ferrari models (often the only examples of one-off show cars) stuck in Brunei, but apparently not too many rare Porsches. (Though Hassanal and Jeffri may well have tried to collect at least one example of every model ever produced).

It will be a good question for President Pooley to put to our Honorary Life Member, Klaus Bischoff, the former Curator of the Porsche Museum: "Are there perhaps more unusual Porsches hidden away in Brunei than you have in the Porsche Museum?".

I'd like to know the answer.

Leon Joubert

PS: If you want to know what may have happened if Porsche allowed Scagliatti to design the bodywork of one of its limited production cars - there were 40 Scagliatti 250GT California Spyders made and the latest price that I could find for one was a cool \$18.5-million for an "as found" example discovered last year hidden under a pile of magazines in the car collection of an old Frenchman.

PCT Northern Run, May 28

by Keith Johnstone

A total of 17 Club members and guests in 8 Porsches kicked off at the usual Café Blue for coffee at 9.00am. Weather was sunny and calm with a brisk 3 degrees.



The group then toured approximately 120km via East Tamar, Rowella, Beaconsfield, Holwell, Exeter and on to the Rosevears Waterfront Tavern & Restaurant for excellent coffee and cake in their newly opened art gallery, concluding at midday.





Attendees were:

Kerry & Bec Luck
Tony & Marg Oliver
Graeme & Sheryl Pitt
Honni Pitt & Brett O'Shea
Keith & Sonya Johnstone
Bruce Allison & guest Andrew Farrow

Plus guests:

Mick & Leanne Wood
Joe Menin
Luana Garwood & Dimitri

PICNIC AT ROSS

by Todd Kovacic

Cue Jeremy Clarkson: Some say that it started as a quaint “show and shine” where the classic cars lined the streets of the town of Ross; and that its popularity became so huge that it was banished to the football oval on the edge of town. That is as far as one should go referencing Jeremy Clarkson and the television show that once was. But this is a tale of a car show that once was, in one man’s humble opinion...

Last year the football oval was not only full with display pieces, but there was extensive overflow into the ground’s surrounds. Being held in May has obvious problems – it may not have been raining but it was bitterly cold and those who turned out early to park their cars on the oval, crammed themselves into a coffee shop. Gladiatorial battles for a position near the few embers that promised warmth from the fireplace was a feature. But the masses were complaining.

This year, rising in the morning, one was greeted by the lovely Hobart sunshine. Despite, all the forecasts, maybe, just maybe, they got it all wrong. It may be a good day after all. The PCT contingent (Bruce Smart and the author) left the township of Richmond, but already the meteorologists were on the money. Down the rain started to fall. Not to be discouraged, we headed toward Ross.

Given the conditions, the drive was a rather subdued affair, until we hit the highway. There we were attacked by 2 Kia SUV’s and a Honda hatch. Overtaking maneuvers were afoot over the double whites in monsoon-like conditions. The Honda hatch nearly became a hood ornament.



Upon arrival, vehicles were ushered into place and the search began in earnest for a coffee. Mr Spock said it best – “It’s coffee Jim, but not as we know it.” It made International Roast seem like our event director’s finest and demonstrated why God invented sugar. 5 teaspoons of the sweet poison made it perfectly consumable, and the essential caffeine hit assisted in the fight against hypothermia.

It is always good to see friendly faces, so it was nice to be met upon arrival by PCT’s very own Leon Joubert, proudly displaying another premium German marque. At one’s best guess, there were two thirds fewer cars present compared to the previous year. Porsche numbers were low. Present were two 911’s and a plucky 944.

In a plan that could only involve needing a car park close to the action, there were a few vehicles that were definitely not on the oval for display. Such vehicles included a few 4WD’s that appeared to have come direct from a shooting trip. It certainly detracted a bit. That said, for mine, there were 2 very special cars and the pick of the show. First was a Ferrari 350GT, and the 2nd was a Mini BroadspeedGT.



All in all it was quite disappointing. Without question the weather was the villain, but the organizers really must look at the event’s timing if the event is to survive. The numbers were well down this year and I fear the participation rate will continue to drop, and more importantly the numbers punters who come out to admire the history will thin. But this is just one very humble opinion...

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POOLEY John	110	OLIVER Tony	45		
KOVACIC Todd	95	ALLISON Bruce	45		
SHEERS Rob	90	McCAFFERTY Philip	15		
RIDGERS Keith	90	BIRRELL Jack	15		
JOUBERT Leon	75	BUCKNELL Sam	15		
LYONS Kevin	70	LUCK Kerry	15		
HAND Joe	60	PITT Graeme	15		
FORBES Andrew	50	PITT Honni	15		
SMART Bruce	50	BOWEN Mathew	15		
TUCKER Paul	50	MONAGHAN Paul	15		
McGREGOR Chris	45	KING John	15		
SHEARER Brian	45				
MOODY Milton	45				
WILSON Chris	40				
CATCHPOLE David	30				
STOVE Keith	30				
DENNY Colin	30				
DAVIS John	30				
BURGHART Jurgen	30				
HOBDEN Michael	30				
BERRY Paul	30				
BRINSMEAD Stuart	20				
WHITE Bob	20				
MOODY Patrick	15				
BARROW Robert	15				
ARNOLD Mick	15				
WILLIAMS Brad	15				
EMMERTON Clive	5				

Compiled by Keith Ridgers

Flat Chat POOLEY WINES “KNOW YOUR PORSCHE COMPETITION”

COMPETITION No. 16 RESULT

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

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



Answer: Here's a case of the contest entrants knowing more than the guy setting the questions! Until the entries poured in, I believed it was Pedro Rodriguez, but the consensus is that it was his younger brother **Ricardo Rodriguez**. I researched it further, and could not find enough evidence to support my earlier belief, so I concede defeat – it's Ricardo!

Joe Hand and Michael Hobden came closest to the correct answers to all three parts, and Joe got the Model correct, a **718 RSK**, and the Place, **Riverside, California, USA**. The year was **1959**.

Joe, please contact Pooley Wines to claim your prize.

COMPETITION No. 17

Question: Where is this and how is it connected with Porsche?



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

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

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

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

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

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

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

Annual Membership Fee: \$110

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

TOTAL: \$.....

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

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Account Name

Porsche Club Tasmania

BSB

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375727 (Please include your name as a reference for

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

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

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

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

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

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