



# Porsche Club

T a s m a n i a



## *FLAT CHAT*

October 2016



***Rob Barrow's other RS***

***Issue No. 55/2016***

# *FLAT CHAT*

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

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

**October - December 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 3<sup>rd</sup> Tuesday of every month at the Civic Club, 134 Davey Street, Hobart

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

## APRIL EDITORIAL

Those of you with an eye for detail will have noticed that the Committee Membership page shows Todd Kovacic as incoming Editor and me as retiring Editor. It's true, I am stepping down after three and a bit years of assembling your news, views and articles into Flat Chat newsletters, to allow young Todd (well, age is a relative term) to take up this role. I am grateful for all your support as contributors over that time, and I trust that you will respond to Todd's requests for content as enthusiastically as you have done many times for me. Todd is an excellent writer with an open and honest style, which we have already enjoyed in the articles he has contributed to date.

One feature that I would like to see grow under Todd's guidance is the Letters to the Editor. You all have opinions on Porsche matters, I'm sure, and although you haven't often expressed them to me, please think about emailing Todd your comments, photos, praise or complaints about anything related to Porsche, the company, the cars, our Club. It's only by hearing from you that we can improve our Club, share technical tips, news, experiences and ideas.

In this issue you will read about Rob Barrow's "other" 911 RS, and if the pictures and description make you drool, just wait until you see it in the metal. It's a beauty, much admired at the recent Club Econo Run, so watch out for it at future Club events. Great colour choice of blue wheels and a white body, but then I'm biased; my much younger RS has the same colour combo!

I have reprinted an article first published in John Mellor's GoAutoNews, commenting on an interesting aspect of Porsche's electric car project, the Mission e. It seems that Porsche is attempting to hire 1400 digital age designers, engineers and technicians to bring this concept car to the market by 2020. Recruitment is apparently proving difficult as people with these skills are in huge demand currently, as most major automobile manufacturers are attempting to catch up with the resounding success of Tesla. They are offering highly attractive terms and conditions to anyone with talent, and Porsche is competing for personnel in that market.

Porsche has proven it's prowess in designing and building hybrid vehicles, from Cayenne and Panamera to the 918 and the Le Mans winning 919, but now the race is on to capture a fraction of the pure electric performance car market. Porsche is thought to be budgeting around \$1.5 billion to develop the Mission e, and their whizz-kid recruitment strategy is seen as a necessary part of this. But are they using a sledge hammer to crack a nut? The talent required to design, develop and build a successful rival to Tesla probably resides in the heads of a few key individuals, not in 1400 or more techno-savvy guys poured into a pressure cooker design centre. By all means interview a thousand or two, but with the objective of finding 10, 20 or even 100 exceptional, creative, experienced minds to apply to the project. Either way, I've little doubt that Porsche will achieve their goal by the end of the decade, and I'm looking forward to the Mission e launch in 2020

**Andrew Forbes, Editor**

## THE CHAIR SQUEAKS

This edition I want to focus on members of the committee and their service to the Porsche Brand and our Club. For a start I have to say that there is required, a passion, a desire and energy, that is common amongst those past, present and future members who contribute to any organisation for it to be successful and grow. Our Porsche Club has many members with these qualities and proof of that is the fact the Club has been going for around 16 years and is number 201 of 680 Porsche Clubs worldwide!

Some of our members have been with us since inception and three of those are committee members today. It is also very pleasing to have three young passionate new committee members learning the skills to take the Club forward with new energy into the future. Two of the committee have nominated to take training with CAMS, Confederation of Australian Motor Sport, to become accredited CAMS officials thereby being able to oversee events and manage documentation, compliance for safety and insurance to ensure that our events are run efficiently and smoothly for the enjoyment of our members. This is a big step forward for the Club and I thank Mike and Andrew for nominating this training and the time it will take. They will be rewarded and so will we.

I do apologise for the cancellation of the Symmons Plains track day last month but red tape and shortage of time caused this. As mentioned in a recent email to members from Mike, our event Director, a subsidised entry fee for the Hill Climb on November 13th at Baskerville will be given to all those who booked the Symmons day.

Our October event is my President's dinner at the Boathouse Restaurant at Cornelian Bay, Hobart. Please book early as we have limited spaces, great food and wine, exceptional company and some fun lined up.

Then, November 13 our Club stages the Third round of the Tasmanian Hill Climb Championship and the PCT Hill Climb Champion concurrently. So if you own a Porsche, any make or model and you can drive it, then enter the hill climb. No previous experience is necessary, nor are modifications to your car required. On track by yourself, you can floor it, legally driving fast! You will love it. So mark your diary, get you entry in, call or email any of the committee, entries out soon.

Have fun and love 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, your Editor received nothing, nada, nichts, zip! So, to stir you into action for the next issue, I'll share with you a little story I told at my dear Father-in-Law's memorial service on September 7<sup>th</sup>.*

*I preface this by asking you, the reader, whether you are a serving Police Office, or an impressionable youth. If so, perhaps you'd better skip to the next page. No? well read on.*

At age 97, not content with bumbling along a deserted Tasmanian road at 100 km/hour in my GT3, Eric (my Father-in-Law) leaned over and said, "How fast will this actually go?" "Perhaps we should see" I said, and pressed firmly on the accelerator. Reaching the end of the straight stretch at warp speed, we sensibly slowed down and Eric, grinning from ear to ear asked "How fast was that?" "Oh, a couple of hundred", I replied. "That was nice!" he said, "Can we do that again?"



*Sadly, Eric passed away on September 1<sup>st</sup> at 99, but I prefer to say he was in his 100<sup>th</sup> year and still enjoying life (and Porsches!).*

**Andrew Forbes, Editor**

## 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

David and Ruth Fuller

964 ('90) red

See you soon at a PCT event!



# **Porsche Club**

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## **T a s m a n i a**



## **Events Calendar Update**

### ***October 15***

Presidents Dinner  
The Boathouse Restaurant  
Cornelian Bay, Hobart

### ***November 13***

Hillclimb @ Baskerville

### ***December***

Xmas Luncheon  
Location and date to be confirmed

## MY PORSCHE PASSION

*by Rob Barrow*

Hi all Porsche Enthusiasts,

First a brief introduction to my passion for Porsche 911's.



Since my teens I have loved the Porsche 911. Since turning 35 I have owned several different models. The particular car you see in the picture came to me in a peculiar way, as I was not looking for a car to build or do up, as I already had a project car at the time, that being a 76 Carrera. The short story goes that we had seen the car in the picture on the side of the road in Sandy Bay with a For Sale sign on it. Looking at it, it was a 1965 912 changed into a 1989-1993 964 with a very tired 2.7 engine and sportmatic gearbox. The car was the right price but I really didn't need it in any way, but after talking to the last owner we were told it was an ex race car which might have a history or even a log book with it.

So I bought the car thinking that my mate Peter Richardson could do a quick makeover, roll cage, front and rear bumper change etc. to meet Targa requirements but that didn't happen. As we stripped the car we found more than we bargained for. Yes it was a tired ex-racing car and the only way to go was a full restoration, Peter Richardson style (everything had to be right). So part-time over the next six years the car became what you see today, a 74RS 911 clone with a 3L motor and manual gearbox. Everything right from the metal fabrication to motor and gearbox, body work was done by Peter Richardson with help from Adrian, his brother and myself. The comments this 51 year old car has been getting since been completed is a credit to him as this was his first complete restoration so... many thanks to Peter.

During the build I chased up the first owner Peter Hayes who was from Queensland. Originally, he brought a B&B in Orford and moved here. We went and visited him in Orford and he had a very interesting association with Porsche, originally owning a Porsche mechanic shop in Queensland. His racing career in this particular Porsche car was phenomenal, try "front row at Indy" with photos, trophy etc to view "WOW"

He was so helpful and gave us the original log book for the Porsche. There were so many events in it, it was absolutely staggering.

Make / Identity and Model ... PORSCHE 911 RS		Log Book Serial No. Q 1402	
Year of Manufacture ... 1965		Date of Issue ... 3/2/89	
Swept Volume ... 3386 cc		Replacement / Continuation of	
Category ... 2		Log Book No. Q 1402	
Formula/Group ... SCM		Issued on: 10/2/95	
Recognition Document No. [ ]		Chassis/Body No. 35068	
		Registration No. (Rally Cars) 911 ACE	

DATE	CIRCUIT	REMARKS	SCRUTINEER
16-3-95	Gold Coast Indy	OK 2	CD
22/4/95	LAKEVIEW	OK 2	MS
3/6/95	MT COFFEE	OK	JO
8/7/95	LAKEVIEW	OK 5	MS
19.8.95	IRON MOUNTAIN AIRPORT	OK	WELF
20.8.95	IRON MOUNTAIN MT COFFEE	OK	WELF
		78 RACES	

PAGE 4

Make/Identity and Model... <u>Porsche 911RS</u>		Log Book Serial No. <u>91402</u>	
Year of Manufacture... <u>1965</u>		Original/Continuation/Replacement	
Swept Volume... <u>31</u>		Date of Issue... <u>5/2/89</u>	
Category... <u>2</u>	Formula/Classification... <u>SCM</u>	REGISTRATION No. (Rally Cars)... <u>911ACE</u>	
Recognition Document No. <u>          </u>		Chassis/Body No. <u>350698</u>	

DATE	CIRCUIT	REMARKS	SCRUTINEER
<u>6-12-92</u> <u>18-3-93</u>	<u>Mt Cotton</u> <u>INDY.</u>	<u>OK</u> <u>2nd</u>	<u>12</u>
<u>11-1-93</u>	<u>WAKESIDE</u>	<u>1 new LINCOLN GUARD LINCOLN Lim. Rear Bumper</u> <u>ON LINCOLN BRAKE CALIPER + LINE</u>	<u>10</u>
<u>23-5-93</u>	<u>LISIDE</u>	<u>0.14.</u>	<u>4</u>
<u>5-6-93</u>	<u>MT Cotton</u>	<u>OK</u> <u>5th</u>	<u>20</u>
<u>17-7-93</u>	<u>Kokosi L</u>	<u>OK</u> <u>5th</u>	<u>20</u>
<u>21-8-93</u>	<u>OLD AIRPORT</u> <u>BRIS</u>	<u>OK</u>	<u>20</u>
<u>22-8-93</u>	<u>MT COTTON</u>	<u>OK</u>	<u>20</u>
<u>5/94</u>	<u>INDY</u>	<u>(2)</u>	

We have pictures of the original car. It was Aqua in colour and ran a 3.4Lt motor with a weight of 925 kilo's, what a weapon.



Peter and his car were really competitive and at one particular time he held the Mount Cotton hill climb record for three years in a row. This log book is so cool and so unbelievable, full of race day events. It is a real keeper for me and so far I have only added one event Targa Tasmania 2016.

Unfortunately we only got to day three of Targa Tasmania with some unlucky things happening. We had only finished the car the night before Targa started. So there was no time to test the Porsche out and no driving time in the car to get used to it, a

real recipe for disaster. Looking back it was a stupid thing to do, it was my call and I was getting very impatient as I didn't want to miss the 25th Targa Tasmania 2016 Anniversary. Big Mistake!! Now the Porsche is well sorted and I am rapt with it and hope to get some real driving time in it soon. I hope I haven't bored you too much but 911's are my passion.



For those of you who are interested in my impressions on comparison between the new and the old, 2016RS versus '74RS.

#### **2016RS**

Twice the power  
Twice as easy to drive  
Twice as comfortable  
Twice the stance  
Fifty times the technology  
Ten times the cost  
Twice as fast

#### **'74RS**

Twice the sound  
Twice the emotion  
Twice the history  
Twice as tuff

Both cars equally as fun to drive in their different ways, both cars get equal amount of attention and looks for different reasons.

Regards,

Rob Barrow

**NORTHERN DRIVE: SUNDAY JULY 31<sup>ST</sup>**

*by Keith Johnstone*

19 members and 3 guests attended with 13 Porsche cars. The weather gods were kind with damp roads and bright sunshine.



We gathered at Café Blue for a short drive to Ringswandl Motorsport at St Leonards for an inspection of his immaculate facility and a range of vehicles undergoing race prep or restoration including a pair of 911's, 964RS, 968CS, GT3, 356 Speedster, Aston DB6, Aston Vantage and various others.



David gave us a tour of his facility and some brief history of the Porsche vehicles present, followed by a 45 minute drive through country roads around White Hills, Evandale, Woolmers Lane and through to JJ's Bakery and Café in Longford for morning tea.

It was good to see new members Phil & Jan Standaloft in their 930 and Rob Groom in his 85 Carrera.

Guests David & Ruth Fuller attracted plenty of interest with their 1990- retro 73 supercharged Carrera.



Members attending included:

Graeme&Sheryl Pitt	911SC
Phil &Donna Mcafferty	930
Bruce Allison	911S
Jim & Gavin Brown	981GTS
Brett Woolcock	911
Mathew & Tammy Bowen	928S
Robert Groom	911SC
Phil & Chris Monaghan	996
Self & Sonya	GT3RS
Tony & Marg Oliver	996
Phil & Jan Standaloft	930



Special thanks to David Ringswandl and to Tony Oliver for assisting to organise the morning drive

## PORSCHE CLUB TASMANIA - 2016 ECONOMY RUN

*by Rob Sheers*

On the 21st of August keen Porsche Club Tasmania members met in Campbell Town for the 2016 PCT Economy Run. It was a nice end of winter morning, ideal for going for a run in the Porsche. We gathered at Zeps for morning tea and a briefing before heading off.



This year's course ran from Campbell Town to Swansea via the Lake Leake road (around 70 km). It was a nice drive – not much traffic, good roads with some twisty bits and nice scenery. The minimum average speed was set a heady 80 kph! Doesn't sound very high but at least we didn't have a 60 kph Porsche conga line like we had some years ago when there wasn't a minimum limit. Very slow moving Porsches just aren't a good look.

There were 13 Porsches and a race prepped Mitsubishi Evo on the run. As well as some very nice "normal" Porsches there were some racy and special cars. Amongst Boxster's, Carreras, an 911SC, 944, 928 & 964 there was Rob Barrow's race prepared 911RS, David Fuller's very interesting back dated & supercharged 964, a GT3 and the editor's lovely GT3RS.



The class break up gave just about all who came along a chance to be a winner! Also there was an Index of Performance award - for the best combination of economy and speed. Plus Best Overall and Wooden Spoon awards.

The first car was on its way before 11am so hopefully we wouldn't be late for lunch. The run over the Lake Leake road is always enjoyable and the closer we got to the east coast the better the day became. A brilliant mid-winters day greeting us at Swansea!

On arrival into Swansea it was straight to the BP servo or so we thought. Unfortunately the servo had been rebranded only a few weeks before the event from BP to United. This created confusion for some. The saving grace was that the correct address was given in the instructions, which helped. The organisers apologise for the confusion.

And to the moment of truth – “just how much fuel have I used”. To keep things fair and equal, all cars were filled by the same person, our multi- talented Event Director – well done Michael.

Once the cars were refuelled we adjourned to the Bush Mill for the most important part of the day – lunch and a good catch up with our Porsche Club friends.



After lunch it was time for the awards. Five classes plus other awards gave nearly everyone a chance to be in the winner's circle.

All odometer readings were averaged and timing was only to the nearest minute.

You will notice in the results that some didn't quite make the minimum average speed but not by very much so no one was penalised this time around – but be careful next year!

As well as various class awards, many were keen on having a go at the Index of Performance award – this is for the best combination of speed and economy.

## **Results for the 2016 PCT Economy Run**

### **Air cooled - under 3 litres**

		Average km/h	Litres/100km
1st	Rob Sheers 911SC	83.57	6.53
2nd	Rob Barrow 911RS	81.93	13.48

### **Air cooled - over 3 litres**

		Average km/h	Litres/100km
1st	Clive Emerton 964	81.93	7.55
2nd	David Fuller 964 "73 B/date"	104.46	11.56

### **Water cooled - under 3 litres**

		Average km/h	Litres/100km
1st	Todd Kovacic 944	90.84	10.83

### **Water cooled - over 3 litres**

		Average km/h	Litres/100km
1st	Colin Denny Boxster S	78.84	7.19
2nd	Duncan Forbes Boxster S	78.84	7.22
3rd	Milton Moody 911S	78.84	8.53

### **Over 4 litre**

		Average km/h	Litres/100km
1st	Matthew Bowen 928S	85.27	11.65

**"Index of Performance" award – Rob Sheers (911SC)**

**"Best overall" – Rob Sheers (911SC)**

**"Wooden Spoon" award – Graham Pitt (Evo9)**





We had a nice drive, an enjoyable lunch and a good catch up with friends, and the competition was an interesting bit of fun – a good day all in all.

**Rob Sheers**

## SILVERSTONE CLASSIC 2016

*by John Pooley*

I was fortunate to attend the 26th running of the Silverstone Classic Races in the UK with my darling Libby on a glorious sunny summer's day last July. With close to 1000 entries across 20 races and an estimated 10,000 cars on display from clubs in the infield, as well as an exhibit celebrating 40 years since James Hunt's Formula 1 World Championship and non-stop racing all day, things could not have been better for me!



Just look at the race categories and you will see why!

Historic Formula Junior, Stirling Moss Trophy for pre '61 sports cars, Historic GT cars pre '63., Pre '56 Sports Cars, Legends of Modern F1. FIA Masters Historic Formula 1, Super Touring Car Trophy., 90s Endurance Legends., CanAm 50 Interserie Challenge., Maserati Trophy for pre '66 GP cars., Masters Historic Sports Cars., International Trophy for Classic GT cars pre '66 and finally Group C.

Only two Porsche ran in the Historic Sports , a 1968 910 in the photo (*next page*) , white 20, and a 1974 911 RSR, however the Group C sports cars saw seven 962's face up to 19 other makes of the same era.

Racing was fast and furious in all categories and you would not know that these cars are often irreplaceable and some valued in multi millions of dollars. To my pleasure most of the drivers were grey haired and wrinkled! So you see, Libby, I am not too old!



The Silverstone Classic Auction held at the same time there, was just as amazing with an array of beautiful cars from past years some very rare and most very expensive, well beyond my reach. Ever thought a Porsche 924 would sell for just under \$1,000,000? Well, I saw it happen and this is the red car in the photo.



Libby thoroughly enjoyed her day at the races, so here she is with the Classic car I could have afforded to bid on?



And here's a beautiful Lotus with my personal race number 2 on it. Is this a sign that I should get into Historic/Classic racing?



I forgot to tell you we went to the Goodwood Revival too, but that's another story for later.

**John Pooley**

## PORSCHE ON A 'MISSION' FOR TOP EMPLOYEES

**Source: [goautonews@goautomedia.net](mailto:goautonews@goautomedia.net)**



Porsche is preparing to hire more than 1400 new employees to work on the development and production of its inaugural all-electric sports car based on the Mission E concept unveiled at the Frankfurt motor show last September.

This is up from the 1000 previously anticipated late last year when the German sportscar marque officially gave the program the green light and announced it would invest around €1 billion (\$A1.5 billion) to create the hi-tech zero-emissions vehicle. The production model's nameplate is still to be revealed, but the car is due for release at the end of the decade and Porsche has declared it as "beginning a new chapter in the history of the sportscar".

Porsche this week acknowledged the difficulties it was experiencing in recruiting personnel with expertise in digitisation, e-mobility, smart mobility and vehicle connectivity, particularly when most of the world's leading car-makers – including key rivals such as Mercedes-Benz, BMW and Tesla Motors – and technology companies such as Google and Apple are all investing heavily in this area.

Indeed, the company's head of human resources and social affairs Andreas Haffner described the current competitiveness in the industry as "a war for talents". "We are in direct competition with other auto-makers and suppliers and IT firms in our global search for talented experts," he said. "Money alone is not enough to attract these creative minds. You also need to offer exciting challenges, an inspiring environment, the greatest possible freedom to create and, now more than ever, attractive programs for the work-life balance. "However, with the hiring of more than 1500 college graduates over the last five years, we have shown that we can offer secure jobs with attractive career opportunities."

As well as connected-car technology experts, Porsche said its recruitment drive was focusing on production planners familiar with Factory 4.0 – part of the so-called fourth industrial revolution that relies heavily on digital processes and software-based systems including the 'Internet of Things' (IoT) and cloud computing. It is also

looking for 50 “creative individuals” to work for its newly established subsidiary Porsche Digital GmbH “to integrate the latest technologies into mobility solutions”, while new apprentice numbers will be pushed up from 150 to 220.

Porsche says it has received more than 140,000 job applications over the past year – including 7500 for the apprenticeships on offer – and that its staff turnover rate is just 0.6 per cent. According to Mr Haffner, the VW Group-owned sportscar manufacturer – which has doubled its workforce since 2010 and as at the end of June had 26,200 people on the payroll – is also focusing heavily on retraining workers at its Zuffenhausen factory as production processes change.

“With the factory for the Mission E, we will usher in a new era with new technologies,” he said. “That’s why we’re hiring new people – but it’s just as important to improve the skills of our current workforce.”

Porsche Digital GmbH was set up earlier this year to strengthen the company’s position in the area of digital mobility solutions, including connectivity, smart mobility and autonomous vehicles. It is headed by Thilo Koslowski – a widely recognised IT guru who joined Porsche in April after making his name as an expert in new-age automotive technology with US IT consulting firm Gartner – and based in Ludwigsburg, near Stuttgart, with further sites to be set up in Berlin, Silicon Valley and China.

The new subsidiary is designed to keep Porsche up to date – and ahead of the pack – in terms of new and emerging technology, with a focus on developing partnerships and equity holdings in venture capital funds and start-ups “which offer opportunities for close collaboration with innovative, high-growth companies, talents and new technologies”. Porsche chief executive Oliver Blume described the new venture as “a logical step in order for Porsche to successfully position itself for the digital future”. “Innovation does not emerge by itself,” he said. “It is all about developing ideas systematically. “Porsche has many ideas. The challenge is to think across functional divisions, use external resources and take concrete action very rapidly – especially in the digital environment.”



## CAPTION COMPETITION

The winner of July's Caption Competition is Bruce Smart, **““The Investor Squirrel – next Spring, he’ll sell it, and BUY a THOUSAND nuts””**



Put your creative brain into gear and send your caption for this month's Porsche photo to [tkovacic@netspace.net.au](mailto:tkovacic@netspace.net.au)



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

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## 2016 BASKERVILLE HISTORICS

*by Andrew Forbes*

What, you might ask, has a weekend of mixed classes of Historic (and some not-so-historic) sedans, open-wheelers, motorcycles and Muscle Cars got to do with Porsche or the Porsche Club of Tasmania? Well, for a start, there was a very quick 944 driven by Terry Cutcliffe. And our Club Secretary, Chris Wilson took to the track in a serious fashion in his race-bred '74 911 RS in preparation for Targa.



On top of that, John Pooley raced his Formula V (powered, as you know, by a 4-cylinder engine designed by Ferdinand Porsche)....



.... and Club Member Stuart Brinsmead piloted his BMW E30 around the demanding track with great gusto. You will recall that Stuart has carried out an amazing restoration of a 1966 short wheelbase 911 featured in the January 2016 issue of Flat Chat, which he now considers too valuable to race, hence the Beemer.



One very interesting competitor was Don Hume from Werribee Victoria, who brought his Ralt RT4 to Baskerville. I spotted the Porsche lettering on the bodywork and Don explained that the car was first owned and raced by Alan Hamilton, the original importer and distributor of Porsches in Australia. With its 1600 cc twin cam engine, it sounded fast and indeed, it flew round the track very quickly, vying for first or second in its class.



Almost as good as the Ralt was its van, a stretched VW Transporter, an Historic vehicle in its own right. The race car neatly fits under the covers on the back of the VW and all the spares fit in lockers underneath. Don commented that it made getting a booking on the Spirit of Tasmania much easier.



As I circulated around the paddock, the pits and track vantage points, I met several Club Members, all of whom were thoroughly enjoying the spectacle of good, often great cars being driven vigorously, sometimes very hard indeed, doing what their designers and manufacturers intended... going around corners at or near the limit, and hammering down the Baskerville back-straight as fast as they bloody-well could go (pardon my French, but it was thrilling to watch!) I think most PCT Club Members can identify with that approach, and some whom I chatted to wished they'd entered the event. Well, there's always next year, so get some practice in by doing the PCT Hillclimb in November and have a go!

The Historics were held over three days; Friday practice, Saturday and Sunday races. The weather on Friday was atrocious and despite all the drainage works that have been carried out over the past year, a 6 inch deep pond formed across the track entry area. Practice was called off early before anyone aquaplaned into the Armco, and a new drainage channel and piping were installed. Saturday was a mixed bag, with morning showers forcing competitors to run "wets" instead of slicks, but for a couple of glorious hours the sun came out and the track dried. The crowd built up impressively and the hill filled with spectators' cars. Sunday was drier and the crowd swelled to even greater numbers than Saturday. Tons of Pinebark were spread over the worst muddy area of the infield and on pedestrian pathways, and everyone took it in their stride. It's hard to keep a motorsport fan down and I heard

no complaints! The organisers, the HSCC and the MG Car Club, and all the Officials and volunteers deserve a hearty thanks for making the race meeting such a success.

John Pooley also should be congratulated for supporting the Baskerville Historics as a sponsor of the Formula Libre Class.



Additionally, as a competitor, a motivator and a very skilled racer, he gives some of the “big boys” with three or four times more powerful engines and full race slicks and suspensions, a real run for their money. It’s inspiring to see him flog his immaculate little race car around the track and be rewarded by consistently high placings.

I spotted an indication of his tireless support for motor racing in Tasmania and his generous donation to the Baskerville Foundation in the form of a brick paver representing our Club. To quote Pink Floyd, not “just another brick in the wall”!



Some of you have experienced this already, but if you have a chance to walk around the pits or paddock at a race meeting with John, you won’t get more than a few steps before someone stops, shakes his hand and engages him in conversation about racing, Porsches, wine, business, family, you name it. It’s astonishing to see and hear... he’s like our very own Walter Röhrl! I can’t imagine a Baskerville Historics without him.

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**SALTERS - Everything For Every Occasion**



CLUBMAN SOUTH 2016		CLUBMAN NORTH 2016		CLUB CHAMPION 2016	
NAME	TOTAL	NAME	TOTAL	NAME	TOTAL
BORCH Michael	185	JOHNSTONE Keith	135	SHEERS Rob	20
KOVACIC Todd	150	OLIVER Tony	80	DENNY Colin	18
POOLEY John	145	ALLISON Bruce	60	EMERTON Clive	16
JOBERT Leon	125	BOWEN Mathew	45	KOVACIC Todd	15
SHEERS Rob	120	PITT Graeme	45	BOWEN Mathew	15
RIDGERS Keith	95	McCAFFERTY Philip	30	BARROW Rob	10
LYONS Kevin	90	MONAGHAN Paul	30	FULLER David	10
Denny Colin	80	BIRRELL Jack	15	MOODY Milton	10
HAND Joe	70	BUCKNELL Sam	15	Johnston Keith	5
TUCKER Paul	70	LUCK Kerry	15		
FORBES Andrew	70	PITT Honni	15		
McGregor Chris	60	KING John	15		
Shearer Brian	60	BROWN Gavin	15		
Moody Milton	60	WALLCOTT Brett	15		
Smart Bruce	50	GROOM Robert	15		
WILSON Chris	50				
Hobden Michael	50				
Stove Keith	45				
Catchpole David	30				
Davis John	30				
Burghart Jurgen	30				
Berry Paul	30				
Barrow Robert	30				
EMMERTON Clive	25				
BRINSMEAD Stuart	20				
WHITE Bob	20				
Moody Patrick	15				
Arnold Mick	15				
WILLIAMS Brad	15				

**Compiled by Keith Ridgers**

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

**COMPETITION No. 17 RESULT**

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



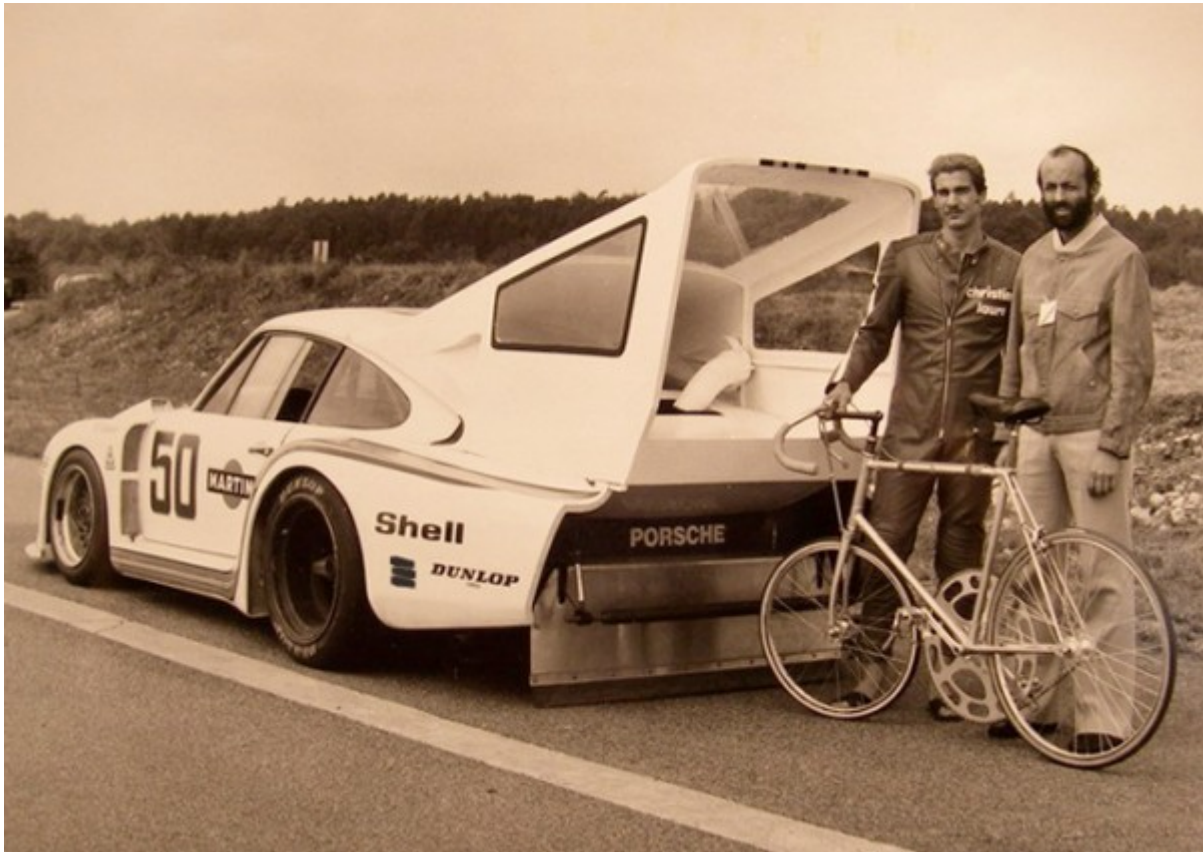
**Answer: John Klonaris and Rob Sheers both got it right...** Valmet Automotive is located in Uusikaupunki, Finland. Porsche outsourced assembly of Boxsters and Caymans starting in 1997. 227,890 were assembled by Valmet over 14 years.

John answered on July 5<sup>th</sup>, beating Rob by a mere two days! *Aaargh! don't give up Rob!*

John, please contact Pooley Wines to claim your prize.

**COMPETITION No. 17**

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



Email your entry to [tkovacic@netspace.net.au](mailto:tkovacic@netspace.net.au)

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

---

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# Porsche Club

## Tasmania



### APPLICATION FOR MEMBERSHIP

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

**Name/s:** .....

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

**Postal Address:** .....

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

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

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

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

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

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

**Joining Fee (1<sup>st</sup> year only):** \$10

**Annual Membership Fee:** \$110

or..... **Pro-rata 1<sup>st</sup> year Membership Fee\*:** \$.....

**TOTAL:** \$.....

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

**Membership payment:**

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

☐ Cash paid in person

**Account Name**

**Porsche Club Tasmania**

**BSB**

**037 001**

**Account Number**

**375727** (Please include your name as a reference for

payment)

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

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

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

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

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

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