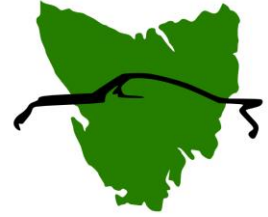




# Porsche Club

Tasmania



## FLAT CHAT

October 2014



*Driver Training Day at Symmons Plains Raceway*

*Issue No. 47/2014*

# FLAT CHAT

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

Club Patron (and Honorary Life Member) – Klaus Bischof

OCTOBER - DECEMBER 2014

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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 8.00pm 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

*An email confirmation will be sent to members a week before every meeting*

## OCTOBER EDITORIAL

To coin a phrase, “a lot of tarmac had flowed under the tyres” since the July issue of Flat Chat. I’ve been absent for a good proportion of the last three months, so have missed a couple of great Club events, notably the Annual Ausmas Dinner and the Driver Training Day at Symmons Plains, but members have contributed some excellent reports of these for this issue, so good in fact, that it almost seems as if I were there! John Pooley returned some time ago from his European Motorsport trip and has provided a thrilling account of the 24H endurance race at the Nurburgring. He stayed alert trackside for 20 of the 24 hours... what stamina!

Sadly, a Porsche rallying legend, Björn Waldegård, died August 29<sup>th</sup> at his home in Sweden, aged 70. He was well known for his gifted car control and handling abilities, especially in rallies in North Africa, where he and his Porsche 911 excelled. Editor-Emeritus Leon Joubert met him when he competed in the TOTAL International Rally in SA and says, “*He achieved some great things in Porsches. Nice guy*”, sentiments echoed by many others. A tribute to Björn, published by the WRC, appears in part in this issue.

You will see in President Pooley’s report of the AGM that all serving Club officers were re-elected (unopposed) for another year, so your Committee remains the same – hard-working, dedicated, unpaid (!) and enthusiastic. If you come along to the Civic Club in Davey Street on the 3<sup>rd</sup> Tuesday of the month at 8pm, you can join them after their 7pm Committee meeting, share their enthusiasm and a drink at the bar. It’s a very relaxed social gathering, so do come along and join the conversation about Porsches (of course), and many other lively topics.

A facsimile of Klaus Bischof’s certificate as the Club’s first Patron appears also in this issue. We feel very privileged and lucky to have him first as Honorary Life Member and now as Patron. Such is his close friendship with John Pooley and his admiration of what we achieve as a small Club, that he flew downunder especially for John’s 70th Birthday celebration, which many of you attended at John & Libby’s historic Belmont in Richmond.

A new feature article “Ten Years Ago” is included this time. Leon Joubert, equipped with his encyclopaedic mind, looks back through the Flat Chat archive to see what was happening in the world of Porsche and more specifically, in the Porsche Club Tasmania, a decade ago. It is a masterful summary, and he will contribute similar retrospectives for future issues of Flat Chat.

By the time you read this, the Sunday drive day to Tarraleah will have happened, but I mention it as an indication of the vitality that exists in our Club. A simple formula of an beautiful country drive, a delicious lunch and a relaxed drive back home has attracted roughly one third of our members, so as long as the weather Gods smile kindly upon our route, it should be a great Spring day out with our favourite cars and partners. This will be fully reported in the January issue of Flat Chat, encouraging the other two thirds of Club members to join us on a similar excursion next year!

**Andrew Forbes, Editor**

## THE CHAIR SQUEAKS

*For this issue, John Pooley presents his President's Report of the PCT AGM, held at Symmons Plains Raceway on August 17, 2014, serving also as his customary quarterly "The Chair Squeaks" report.*

### **Presidents Report AGM 2014 Symmons Plains**

**17/08/2014**

Another successful year has been enjoyed by our many members (61) financial to be exact, a small Club in numbers but great in passion and enthusiasm.

We have had at least 12 events, one each month, and attendance has been consistent with 20 to 30 percent of members attending each function. Our Sunday drives and lunch are always popular, giving us the opportunity to see parts of Tasmania and often new restaurants that we would not normally see.

The Hill Climb at Baskerville in November was a success again and 45 competitors lined up from most Car Clubs including 8 from ours. It made a small profit, half of which was donated to Ronald McDonald House in Hobart. Sincere thanks to all that helped to make it a success. We will be organising the Hill Climb again in November, so get your Porsches ready for yet another speed event where you can drive your car to the max, safely. And maybe win a trophy.

Thanks again to the Davis's for hosting two great events, New Year BBQ at Orford and the Ausmas in July at their lovely home in Davey Street, Hobart.

The Funkhana and Economy Run were very well run events and a lot of fun. Good prizes too. This year we joined forces with the Porsche Club Victoria on the occasion of their visit to Tasmania with the goal to raise funds for the Dunalley Bush Fire Appeal. It was a roaring success and a large amount of money was raised and donated.

I take this opportunity to thank Bob White as Event Director, and all members who ran, organised, or competed in an event during the past year. Also, Keith Ridgers for keeping tally of who attended for the Club Points.

A big thanks must go to Adrian Brown for the support that the Club receives from the Porsche Centre in Hobart, Performance Automobiles, which by the way turns 50 years in October. As always, thanks to Porsche Cars Australia for their support of Porsche Club Tasmania and to Pamela Ward, special thanks.

Your committee has met every month to manage and organise events for members and Secretary Kevin Lyons and Treasurer Keith have kept us all on track and in the black. Joe Hand, Membership Director and our new Editor Andrew have excelled on their roles too. Bruce Allison, your Northern representative, has kept the fires burning, so to speak, and our many members have enjoyed Sunday morning coffee

runs and chats. He will be stepping down from this role after 4 years, so now is the chance for someone in Launceston to take the baton from Bruce. Many thanks Bruce, from us all.

The other committee members have supported me and the committee generally with exceptional understanding and cooperation, making the job an absolute pleasure. I look forward to working with you all again in the coming year.

**Cheers,**

**John Pooley**  
**President**

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### NEW MEMBERS

We always warmly welcome new members to the Club, but this quarter there have been none!

Hopefully a couple of prospective candidates will turn into new members very soon.



# Porsche Club

T a s m a n i a



## CALENDAR OF EVENTS

### 2014

#### September Tarraleah Drive Day: Sunday 20<sup>th</sup>

We have received sufficient registrations to ensure this event goes ahead with 4 confirmations of Saturday night stays and an additional 6 for the Sunday drive/lunch. Kevin Lyons will distribute additional details shortly. Looks like a good weekend ahead!

If you are interested in the Saturday night stay please register direct with Tarraleah Estate direct. The website is [www.tarraleah.com](http://www.tarraleah.com). Also confirm with [bobwhite@wmca.com.au](mailto:bobwhite@wmca.com.au) to ensure that we are aware of the final numbers.

For the Sunday lunch please register with [bobwhite@wmca.com.au](mailto:bobwhite@wmca.com.au) by Wednesday 17<sup>th</sup> September.

#### October Presidents Dinner: Saturday 11<sup>th</sup> Motor Yacht Club Tasmania

We have booked a private dining room for the Annual PCT Presidents Dinner from 7:30pm.

Come along and join us for this annual event where we celebrate Porsche.

MYCT website address: <http://motoryachtclub.org/?page=contact>

RSVP's to [bobwhite@wmca.com.au](mailto:bobwhite@wmca.com.au)

#### November Hill Climb: Sunday 23<sup>rd</sup> – Baskerville Raceway Preliminary Notice More details to follow

#### December Christmas Luncheon: Sunday 7<sup>th</sup> - Josef Chromy Vineyard Preliminary Notice More details to follow

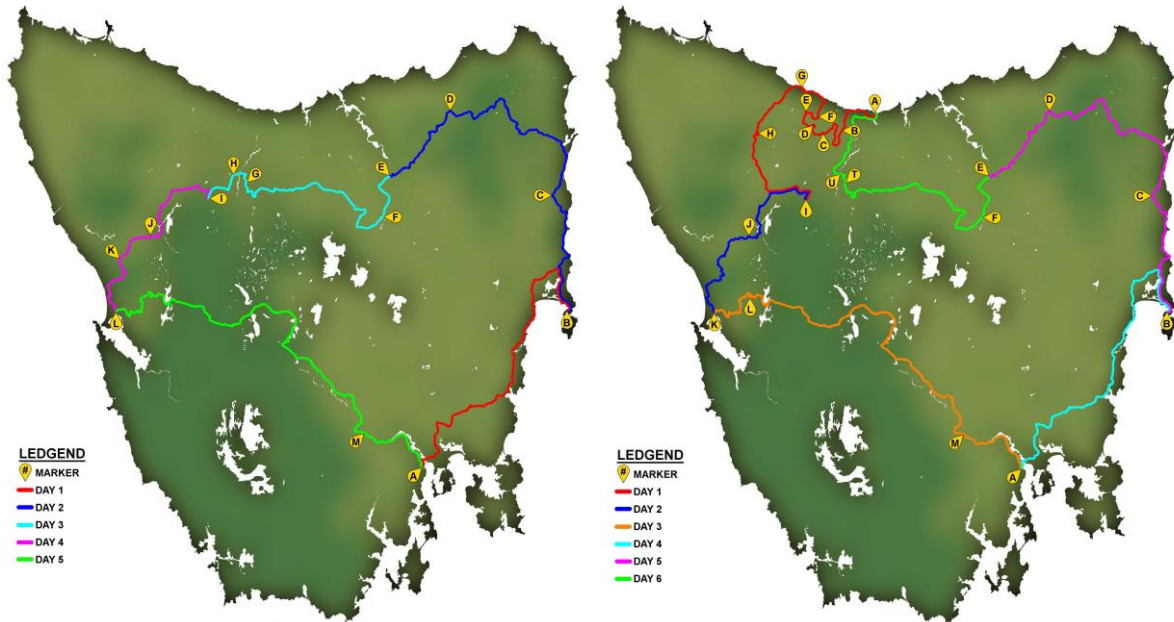
### 2015

#### June Bi-Annual Circumnavigation of Tasmania: Friday 5<sup>th</sup> Preliminary Notice More details to follow



The inaugural event in June 2012 was a great success, and attached are a couple of draft courses. This is an opportunity to enjoy the full event of just select parts that may be of interest to individual members, so please give this consideration.

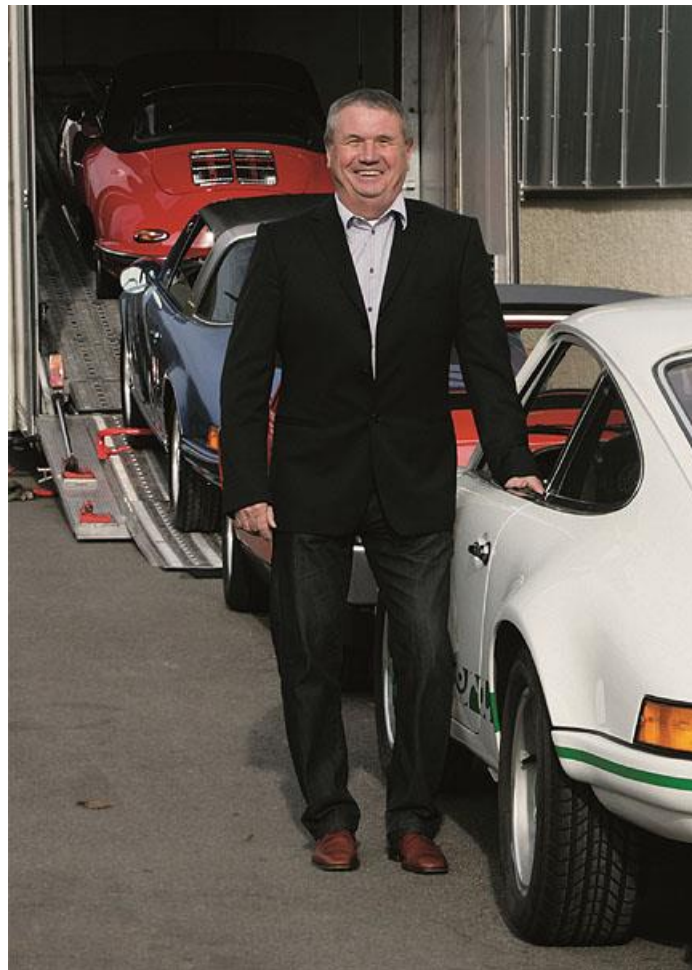
We have some interest from Porsche Club Victoria, and will need to firm up numbers March next year so we can ensure sufficient accommodation is available.



## **KLAUS BISCHOF ACCEPTS INVITATION TO BECOME PATRON OF THE PORSCHE CLUB TASMANIA**

Many of you have had the pleasure of meeting the Director of Porsche AG's Rolling Museum housed at the new (2009) Porsche Museum in Stuttgart. Klaus has a long-standing relationship with our President, John Pooley, and with our Club. He has brought many very special, historic road and racing Porsches to Australia for Targa Tasmania, historic circuit racing events and most recently, for the 2013 Porsche Rennsport Festival at Eastern Creek International Raceway. At these events, Klaus doesn't sit back and simply shake hands with racing legends and give a polite little speech. He personally looks after the precious Rolling Museum Porsches, enters some events as an official driver, and gets his hands dirty, preparing and maintaining the cars during events.

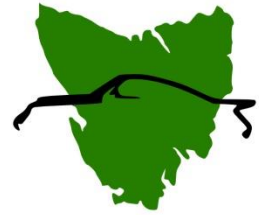
Recently, President Pooley proposed that the PCT elect Klaus as Club Patron, a suggestion that received unanimous approval from the Executive Committee. In due course, John invited Klaus to become our Patron, and during his trip in June to France for the Le Mans 24H, John met with Klaus. He was delighted to accept John's and the Club's invitation, and he is now officially our Patron. We are delighted too!





# Porsche Club

Tasmania



## *The Porsche Club Tasmania*

*Duly elects*

*Klaus Bischof*

*As*

*Club Patron*

*With all privileges and entitlements of Honorary Life Member*

*PC7 President John Pooley*

*PC7 Vice President John Davis*



*June 2014*

## ADAC ZURICH 24 HOUR NURBURGRING 2014

*by John Pooley*

My first time visit to this famous race track in Germany was not as unfamiliar as it could have been. The many stories, YouTube and video games are well known to motoring enthusiasts, me included, so much of the track is known to me even though I had never been here! Graffiti all over the track is disappointing and evidence that it is mostly public roads only elevates the tremendous challenge faced for 24 hours by the cars, drivers and teams.

I flew into Luxembourg from London, hired a car and drove to Cochem, a very old, 400AD town on the banks of the Mosel River about 25km from Nurburgring, as this was the only place near the Circuit where I could get accommodation.

To my delight Cochem is right in the middle of the most northern wine district in Germany. Perched high above the village is the most stunning medieval castle I have ever seen, keeping guard over vineyards stretching from river's edge to hill top. We think Richmond is old!!

Back at Nurburgring on the Saturday morning, qualifying was still happening and then later a Renault Clio cup race and a historic sports car race, run nearly concurrently, only 10 minutes apart. With a lap distance of 25.4 km the lap times are at least 10 minutes so this is possible - a challenge for any Clerk of Course I am sure but great for the spectators as the wait for the cars to come around is reduced until the faster cars catch the slower ones and pass at huge speed differential

For the 24 hr race (about 159 laps) all cars form up on grid in three groups, one hour before start time at 1600 hrs. First group fastest, SP 9 GT3, and SP8, includes Mercedes SLS, BMW Z4, Audi R9 Ultra, Porsche GT3R, GT3 Cup Cars, Nissan GTR Nismo, Aston Martin V12 Vantage and one each of Ferrari F458 Italia GT3 and a Lexus ISF CCSR. and 2 McLarens MP 12c, made up the front group, then 2nd group, SP 7,6,5. Heaps of Porsches GT3s, 911s, Caymans, Toyotas, BMWs more Audis and then finally the slowest group 3rd, came the Renaults, Golfs, Hondas! Seats, Hyudais, Opels, and one lone Subaru STI.



Everyone was allowed on the starting grid, even the public and then as the minutes ticked by the grid was swept by security and only the cars and drivers were left. At 13:50 the first group, pace car leading, the green flag fell and, then 2nd group, another pace car leading and finally last and slowest group left with their pace car in front. A starting grid of 177 race cars warm up in lap times and groups before the 3 pace cars peel off somewhere before the cars come around for the first time 10 minutes later crossing the start line formed up and at speed. Thirteen cars reach the first corner all together, a second gear one after having hit top speed 300+kph just 200 m prior. Somehow all get around safely.



This continued for 24 hours, of which I watched for 20. Refuelling, tyre and driver changes were constant in the pits opposite where I was seated most of the time, with several long walks to the pits for a closer look and feel of the frantic atmosphere. As the sun dropped into the distant hills the drivers battled with the sun in their eyes and the constant pressure from fellow competitors, headlights flashing in their rear vision mirrors as faster cars closed on them with visible speed differential, holding line and watching every car in sight ready to avoid an out of control race car cleaning you up and ending your race. Luck plays a huge part in this race to reach the finish. I saw several innocent cars put out of the race by others mistakes. No wonder!

Night came and so did the dramas as the brake rotors glowed red hot at the approach to every corner one realised how much these machines were under stress, totally. After many frantic pit stops the tired crews and drivers raced on past 3am, I decided I should get some sleep , which I did and returned at 7am and sun up, the cars still racing flat out

With the McLarens out, the two Mercedes SLS GT3s swapped places all night with the Audi R8 ultras a lone 911GT3R and a BMWZ4.took the leaders to 1600hrs on Sunday and the chequered flag. A welcome release from so much tension, stress, tiredness and pressure, the elation was so evident with all 100 or so finishers . 1st Audi R8 Ultra, 2nd and 3rd Mercedes Benz SLS GT3.

Five manufacturers, Audi, Aston Martin, BMW, Mercedes Benz and Porsche made up the top 6 places. Evidence of the quality and reliability that these brands build into their cars and the dominance of the Germans.

Results and full race details at [www.nuerburgring.de](http://www.nuerburgring.de)

A new race distance record was set after 159 laps and a distance of 4035 km, the race lead changed 32 times making for a very interesting and exciting race.

The winning three cars were lifted by forklift onto their own dias and the 12 drivers appeared on the balcony above with the cars getting more Champagne spray than the drivers.



If you ever have the chance on a motor racing trip to Europe, include this one in your itinerary. It is a race I will not forget, nor want to.

**John Pooley**

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## A TRIBUTE TO BJÖRN WALDEGÅRD

*The following article is sourced from the WRC online news, (Ed.)*

Björn Waldegård, the first man to win the World Championship for Drivers' in 1979, has died. He was 70.

The Swede, who won 16 world championship rallies during his career, had been receiving treatment for cancer when his condition deteriorated.

Waldegård began rallying at home in Sweden where he took his first national championship title in 1967. He recorded his first international win in 1969 when he drove a Porsche 911 to victory at Rallye Monte-Carlo – a feat he then repeated the following season.

Victories followed on a number of other international events, mostly with Porsche, and when the WRC was established in 1973, Waldegård was signed as one of the star drivers in the Alitalia-backed works Lancia squad.

He claimed his maiden WRC wins in 1975, driving the evocative Stratos to first place in Sweden and Italy. A bitter rivalry with fellow Lancia driver Sandro Munari came to a head on the 1976 Rallye Sanremo when Waldegård was asked by the team to surrender a four-second advantage over his Italian team-mate.



Waldegård did as he was instructed but went on to win the rally anyway, such was his dominance. He switched to Ford soon afterwards. For the next three years, Waldegård joined Roger Clark and Hannu Mikkola as they drove the Ford Escort RS 1800 into the rallying history books.

Waldegård took three wins in 1977, one in 1978, and enjoyed his most successful year in 1979 when he won the first-ever World Championship for Drivers' title in a

dual programme aboard an Escort and a Mercedes 450 SLC.

In 1981, Waldegård linked up with Toyota, beginning an association that lasted until 1992 when he retired from top-level competition after breaking his arm in a crash on the Safari Rally.

Despite retiring from the WRC, Waldegård contested various historic events for fun, most notably the East African Safari Rally. His final rally win came on the Kenyan event at the age of 68.

FIA president Jean Todt competed against Waldegård when he was a co-driver. He wrote on the FIA website: *'Björn was a really admired and strong competitor, loyal and straight-forward. He was a rally legend who has left us so quickly and our sport has lost a big hero.'*

M-Sport founder Malcolm Wilson worked with Waldegård at Ford in the late Seventies, when they both drove Escort RS cars. He told wrc.com: *"I first met Björn when I did ice notes for him on the 1979 Monte Carlo and we became good friends from there on. Later I worked with him at the Safari and Ivory Coast rallies where I drove his chase car. He was one of the best guys in the Escort, and I learned a lot from him."*

*"Björn was a gentle giant, totally unflappable, and even in those days he was known as the iceman. He was the perfect gentleman, and when you saw him you never thought he had the aggression or the determination to get the success he had."*

*"But once he got behind the wheel it didn't matter what the car was, or how it was handling. He had this incredible ability to adapt to any type of car. He was one of the all time greats who could cope with anything that was thrown at him."*



His most recent success in Africa came in 2011, when he won the East African Safari Classic in a Porsche 911 – a car he campaigned in Kenya throughout the Seventies.

Porsche specialist Richard Tuthill was his team manager in 2011. He said: *“His hard-earned victory in one of our cars remains one of my career and personal highlights, and would not have occurred without the best European Safari Rally driver of all time at the wheel.*

*“He was a large, proud and extremely genuine man – an absolute Gentleman. He was quiet and reserved, as are many Swedes, a great public speaker and, as his record makes painfully obvious, one of the most gifted men ever to get behind the wheel of a rally car.”*

## PCT AUSMAS DINNER

*by Dimity & Bob White*

PCT's annual Ausmas Dinner was held on Saturday 12<sup>th</sup> July at Sue & John Davis' home in Davey Street, South Hobart. This is the second successful Ausmas they have hosted.

The spread was impressive and the night began with pre dinners served in the lounge room by the hosts. Following this the 24 fortunate PCT members adjourned to the dining room for a three course Christmas feast prepared by See Moore Catering.



As you can see by the photos, courtesy of Leon Joubert, it was a top night with the President and First Lady sitting at the head of the table, ensuring we all enjoyed ourselves.

Thank you to Sue & John for their most generous efforts and hospitality for the evening.





## PORSCHE CLUB TASMANIA DRIVER TRAINING DAY

*Story by Steven Wade  
Photos by Gavin Kronberg*

What a day!

Imagine you're in your preferred Porsche (or BMW, or Ultima, or SS Commodore). You're at a challenging racetrack with great instructors, great company and on an unseasonably warm winter's day. Sound ideal?

It's no surprise that we had around a dozen or so very happy campers at the end of the PCT Driver Training Day, 17th August 2014

Symons Plains was the venue and the conditions were perfect. There were clear blue skies in every direction and it was so warm that many were down to T-shirts on their top half by the end of the day. Winter? Hmph!

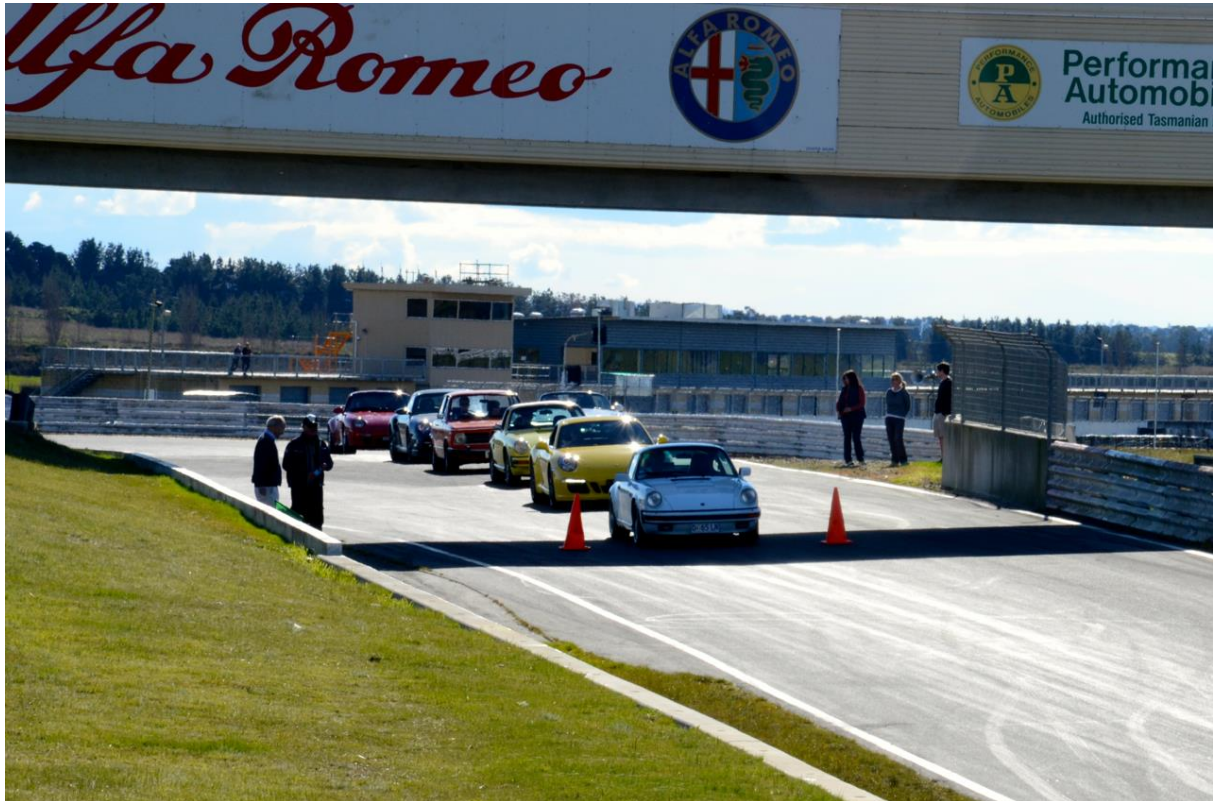
The day began with a classroom session where our lead instructor, John Pooley, took us through some vehicular physics and the respective merits of both oversteer and understeer (which, as it happens, is almost completely without merit). We learned about tyres, pressures, contact patches and braking. Entry, apex and exit. It was a tall order but we knocked it all off just before lunch.



After a brief session on vehicle setup - seating, mirrors, belts, etc - we headed out for a few recce laps with John, Bob and Leon providing tips on the specific exercises we'd be doing shortly thereafter, as well as how to approach a lap around Symmons.

Leon's quote of the day #1, when asked about difficult cornering: "I find that a corner tends to get tighter the faster you go." I took note of that one, especially as it was my first time driving at Symmons.

There were four practical exercises built in to our day. Fast take-off. Hard braking. An emergency lane change, and then a little bit of cornering.



Take off - prepare at the start line by holding the revs at around half your redline. Dump the clutch and you're off. Of course, if you've got one of those two-pedalled contraptions then simply floor it and flick your flappy paddles at the appropriate times.

Leon's quote of the day #2 - "it's not compulsory to burn your clutch out today". I took note of that one, too.

The take-off was highlighted because exercise 1 was all about going as fast as you can up to a set of cones and then hitting the brakes *hard*. The aim was to see how your car reacts in an emergency braking situation. What's your stopping distance? Will you break traction? Can you still steer the car?

The newer cars have ABS, of course, as well as Porsche's massive calipers and rotors. Stopping isn't a problem but you don't know how it feels to stop in a hurry



from 150km/h-plus until you do it. Experience is knowledge and it's much safer to gain that knowledge under controlled conditions.

Around the hairpin was the emergency lane change. Three witches hats formed a lane while three more formed a barrier at the end, our signal to change lanes in a hurry. The target speed was 80km/h and most coped with the speed pretty well. The older BMW 2002 provided some entertainment, but it wasn't the only one to knock over a 'hat' on the day. Names have been withheld to protect the guilty.



After repeated runs we had a chance to do some free laps around Symmons Plains, which helped reinforce some of the cornering tuition earlier in the day.

This was NOT a competitive day, but I managed to find a winner anyway. Bruce Smart bought his first Porsche - a beautiful white 911 Carrera from 1989 - as a 60th birthday present to himself last year. This was his first expedition on a track, too. So.... new car, first Porsche, precious gift, track debut. You'd forgive him for taking it very easy, but no. Bruce had so much fun in the free lap session that he boiled his brake fluid and had to let the car sit for a while before the trip home. Honestly, I've rarely ever seen a bloke so happy. Winner!



My thanks to the organisers and instructors on a wonderful day. You had everything planned perfectly, right down to the wonderful weather.





## TEN YEARS AGO – FROM THE ‘FLAT CHAT’ FILES

*Compiled by Leon Joubert*

*(In which we look back at the events and people of the Porsche Club of Tasmania a decade ago).*

*Flat Chat* started as a bi-monthly newsletter of the Porsche Club of Tasmania in 1993, but eventually changed to a quarterly publication.

The first edition of which we have a record is that of December 2003/January 2004, hence the reference to “Ten Years Ago”.

In this reflection we bring history up to date to October 2004.

### **December 2003/January 2004**

The fledgling PCT had six founder Office bearers: John Pooley (President), Rob Sheers (Vice President), Andrew Forbes (Secretary/Treasurer), Charles Button (‘Motorsport’ (Events) Director), Philip Petersen (Committee Member) and Bruce Alison (Northern Representative).

Leon Joubert was the ‘Flat Chat’ Editor and would remain so for most of the next decade. John Pooley has also remained uninterrupted in the role of Club President to this day. Rob Sheers, Andrew Forbes and Bruce Alison are still current PCT office bearers, while Charles and Claire Button have retired interstate and Philip Petersen has sadly passed away.

Both the Editorial and President’s comments in January 2004 reflected on the 40-year lifespan of the Porsche 911 with thoughts that a current Club member’s grandfather could have purchased a new 911 when he qualified for his first driving licence, and Harm Lagaay’s famous comment: “It was a good door”, when asked about the unchanged 30-year lifespan of the 911’s doors.

The Editor and Club President also referred (independently) to the ability of early 911’s to dramatically sharpen a drivers’ attention when driven with intent. Both presumably experienced that early 911 attribute at some time in the past!

Andrew Forbes provided an update of Committee activities, including news that the PCT would soon be establishing its own web site and that the hard-working Charles Button was cementing the PCT’s formal credentials with CAMS. The Club Committee was also discussing a Club logo.

There was a report on a joint Driver Training Day held at Symons Plains with the Club Motori Italia (organised by Charles Button of the PCT and Norman Henry of the CMI) which attracted about 30 participants and the Club Calendar already had an event/month planned for 2004.

New members were Richard Lee (1974 Porsche 911) and Jock McLean. (Jock also listed his ownership of several fascinating other cars including a 1911 Berliet Lyon, as well as a 1 000 model car collection).

Eight good used Porsches were advertised for sale, four of which were available from the local dealership.

**February/March 2004.**



This was the cover picture of the 02/04 issue. The photograph was taken after a very successful “Show and Shine” held in the brand new Performance Automobiles Service Centre in Patrick Street, Hobart.

The line-up of cars that were entered stretched all the way from the street entrance to the rear wall of the premises, on both sides of a centre aisle. (A cookie for anyone who can identify all the award winners present in the photograph).

In the Editorial the Boxster received a rave report (an automatic version having been driven by the Editor on the PCT Economy Run where it was narrowly beaten by the Good Doctor Davis in a manual version) while President Pooley was happy to report that Porsche sales worldwide was up by 23.3% in 2003 (without telling how many more Porsches his own company had also sold!).

The “Other Good Doctor” (Andrew Forbes) was presumably packing his bags for a long stay in Austria as Rob Sheers provided the report on Committee matters and news that someone had lost the 780-page ‘Porsche Official Manufacturers and Authorised Representatives Manual of How To Conduct a Porsche Club in 400 Easy Lessons’ (possibly because we only got a German Edition?).

Rob also reported that the Committee was still discussing the Club logo ...

Five potential events were listed for Club members to participate for the next five weeks (!) and six used Porsches were still looking for new owners (two having presumably been sold since the January issue?)

### **April/May 2004**

The early success of the Cayenne had the Editor predict that it could soon account for as much as 30% of all Porsche sales and wonder whether Porsche would eventually become mainly an SUV manufacturer? (*Prophetic words? In 2013 the Cayenne SUV made up 44% of Porsche sales and the Macan still had to come on stream*).

The Club President (correctly) pointed out that the PCT was now technically a year old since the foundations for its creation were laid in April/May 2003. He rightly claimed a very bright future for the young club.

Andrew Forbes reported that one year, numerous ideas, sketches and drafts later, the Committee had finally agreed on a Club logo that featured the left front wheel of his 911.

For those who may have forgotten, this is what it looked like on the 'Flat Chat' masthead ca. mid-2004. (*When we finally located the missing Porsche Official Manual etc.etc. for Porsche clubs, the logo had to be changed again*).



**Porsche Club**  


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**Tasmania**



Andrew also wrote an excellent piece on his participation in an HSCC Regularity event at Baskerville and highly recommended it as an enjoyable way of having fun with your car, without undue risk or stress.

### **June/July 2004**

Around this time Leon Joubert was unable to continue as 'Flat Chat' Editor on a bi-monthly basis and the Club Committee was forced to share the compilation of 'Flat Chat' between them, with Andrew Forbes doing most of the work.

The Club AGM had been held, and Gerard Maguire was a new addition to the Committee.

Club President Pooley reported with enthusiasm about the forthcoming new 997 series and admitted that a new GT3-RS spotted at Performance Automobiles was indeed his own car (!).

There were several reports on Targa Tasmania, including a particularly insightful one from Gary Cannan about his participation in the event in dreadful weather conditions. Unfortunately they were unable to finish the event.

Targa also provide an opportunity for Leon Joubert to catch up with former Toyota F1 boss, Ove Anderson, an old acquaintance from their motor rallying days in South Africa. Leon interviewed Anderson about his views on current international motor sport.

Some prophetic words from the Anderson interview: Can a good rally driver drive an F1 car? "Yes – they could be very good". Can a good F1 driver drive a rally car? "No – not unless you want the car crashed!" (Remember Robert Kubica?).

This issue also announced the retirement of Harm Lagaay of Porsche and that Gerard Maguire was busy planning the Club's first navigational rally.

### **September/October 2004.**

Andrew Forbes had left Tasmania for a lengthy work assignment in Austria and his multiple contributions in the Club executive required Gerard Maguire to step in as Club Secretary, Philip Petersen to become Club Treasurer, and Leon Joubert again to take on the Editorship of 'Flat Chat'.

The 09/04 Editorial speculated on the possibility that Porsche could introduce a Subaru Outback/BMW X-3 size competitor in the future, possibly in partnership with another manufacturer. (*The Porsche Macan/Audi Q5 was ultimately launched nine years later in 2013*).

President Pooley reported on the delights of being a guest at the launch of the new Porsche 997 in Spain, while Rob Sheers seemed keen that the Club should have more Cryptic Clue fun runs.

The PCT had also introduced Northern and Southern "Clubmen of the Year" competitions in which Bruce Alison and Rob Sheers emerged as the early leaders.

Cryptic Clue and Navigation drives were popular at the time, usually combined with social get-togethers afterwards. There were reports on two past events (north and south) and forthcoming events on 24 October, and another (in conjunction with the Christmas Barbeque) on 12 December.

As usual, there were half-a-dozen used Porches advertised for sale, though the person asking \$36 000-plus for a 150 000km, 1989 944 Cabrio was probably a bit optimistic?

In the next issue of 'Flat Chat' we will catch up with happenings early in 2005.

## A STAR IN A REASONABLY PRICED CAR

*Chris Walpole (aka The Queenstown Stig)*

**What's the first car you ever owned?** 1983 Holden Camira JB SLE in red

**What is your present car?** 1999 Subaru Impreza WRX (daily workhorse) and 2009 Porsche 911 GT2 Clubsport

**What is the best car you've ever owned?** The GT2 by a long shot!

**What car do you regret selling?** 2003 BMW M3

**You've just won Lotto! What car would you buy?** A genuine 1973 Porsche 911 Carrera RS

**What's your earliest memory of a Porsche?** Seeing photos of Porsche's racing as 7 year old in Auto Action magazine. I loved the Porsche Cars Australia 935 Alan Jones used to race. I remember seeing him race it at Symmons Plains and thought it was amazing. Even tried making it out of lego and push the car along the floor.

**When did you buy your first Porsche?** 7 years of age, I saved up and bought a yellow 1974 Porsche 911 turbo model car! I still have it albeit a little worse for wear



**What do you like most about your Porsche?** The car is amazing in every respect – quality of build and finish, braking performance, acceleration out of turns, turn in, top speed

**What is your favourite Porsche road or route?** West Coast – Strahan to Queenstown to Hobart and return



**When and how did you get into motor sport?** Dad bought me my first go kart at 10 years of age

**What was your best result?** 2011 Statewide Series Title in 125 cc TAG Karts – 1<sup>st</sup> place

**What was the worst result?** DNF at a state title in Launceston having qualified 2<sup>nd</sup> grid

**What's your favourite event?** Goodwood Festival of Speed – witnessed the event in 2013



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CLUBMAN SOUTH 2014		CLUBMAN NORTH 2014		CLUB CHAMPION 2014	
NAME	TOTAL	NAME	TOTAL	NAME	TOTAL
SHEERS Rob	230	ALLISON Bruce	55	SHEERS Rob	25
RIDGERS Keith	225	KING John	30	DAVIS John	25
JOUBERT Leon	175	LUCK Kerry	30	EVE David	22.5
WHITE Bob	165	BOWEN Mathew	30	HAND Joe	15
DAVIS John	160	YOUNG David	30	YOUNG David	15
POOLEY John	155	WILSON Chris	30	WADE Steven	15
FORBES Andrew	125	McCafferty Phil	15	TUCKER Paul	15
LYONS Kevin	125	ZEUSCHNER Greg	15	EVE Josieann	15
HAND Joe	120	LEITH Philip	15	MOODY Milton	12.5
ARNOLD Mick	95			WHITE Dimity	10
EVE Dave	90			DEWY Mark	5
TUCKER Paul	90			DENNY Colin	5
DEWY Mark	65			RIDGERS Keith	5
SMART Bruce	50			DAVIS Elle	5
DENNY Colin	45				
MOODY Milton	45				
BERRY Paul	45				
WADE Steven	45				
SMITH Barry	30				
CATCHPOLE David	30				
HOBDEN Michael	30				
BRINSMEAD Stuart	30				
BARROW Rob	30				
STOVE Keith	30				
WALLMAN Kingsley	20				

**Compiled by Keith Ridgers**

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

**COMPETITION No. 9 RESULT**

**Question:** Name the model of Porsche in this photo, and for bonus points, name the location



**Answer:** 1984, Porsche team (956's), Princes Highway, on their way to Sandown Park to win the Sandown 1000

**The Winner:** No entries were received, so unfortunately no-one wins a bottle of Pooley's excellent wine!

**Editor's note:** *There are a couple of clues in the photo to at least identify the country, if not the highway... it's in a country where they drive on the left, plus there's a Grace Bros van parked on the slip road. Also, a few Holdens in evidence.*

**COMPETITION No. 10**

**Question:** Name the three models of Porsche in this photo, from left to right



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

The winner will be announced in the January issue of Flat Chat

# POOLEY



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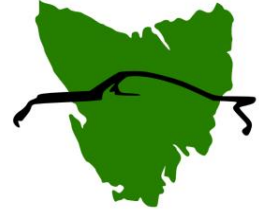
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# Porsche Club

T a s m a n i a



## MEMBERSHIP RENEWAL

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Amount due 30<sup>th</sup> April 2014

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

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