



Porsche Club

T a s m a n i a



FLAT CHAT

JANUARY 2018



Illustration by Autosport

To be - or not to be.

Issue No. 60/2018



Quarterly Newsletter of the Porsche Club of Tasmania

A CAMS Affiliated Club

Club Patron and Honorary Life Member – Klaus Bischof

Club Honours - John Pooley (2016) Rob Sheers (2016)

Life Membership - Leon Joubert (2013)

CONTENTS

Committee.....	3
Editorial.....	4
President's Ramblings.....	5
Events Calendar/New Members.....	7
The Inside Line.....	8
Cover Story: To Be Or Not To Be.....	10
Diary From The North.....	12
Porsche Club of WA Visit.....	14
Touring The Tarkine.....	16
Annual President's Dinner.....	19
PCT Christmas Lunch and Annual Awards.....	20
PCT Baskerville Hill Climb.....	21
Goodwood Revival and Porsche Museum.....	22
Hot Under The Collar?.....	24
Porsche 928 Engine Intake.....	26
Porsche Model Engine Build.....	30
PCT 2017 Club Award Winners.....	31
PCT Club Awards Scoring.....	32
For Sale By Members.....	34
PCT Membership Application.....	36

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



Porsche Club

Tasmania



Executive Committee of the Porsche Club of Tasmania

President	John Pooley	Tel (03) 6260 2895 (bus) 0418 120 055 (m) jrdpooley@gmail.com
Vice-President	Kevin Lyons	Tel 0418 125 820 (m) kevdlyons@gmail.com
Secretary	Kevin Lyons	Tel 0418 125 820 (m) kevdlyons@gmail.com
Treasurer	Keith Ridgers	Tel 0408 127 998 (m) kridgers2@bigpond.com
Events Director	Todd Kovacic	Tel (03) 6239 1666 (h) 0409 214 005 (m) tkovacic@netspace.net.au
Membership	Joe Hand	Tel (03) 6227 8381 (h) 0468 348 968 (m) jghand@internode.on.net
Website	Paul Tucker	Tel (03) 6229 9244 (h) 0417 557 527 (m) tasgirevik@gmail.com
Logistics	Rob Sheers	Tel (03) 6229 2556 (h) rsheers@iinet.net.au
Club Awards	Clive Emmerton	clive@centretasindustry.com
CAMS Official	Andrew Forbes	Tel 0418 763 787 (m) andrew.forbes.911@gmail.com
Northern Members	Kerry Luck	Tel 0417 518 660 (m) lucky2@bigpond.net.au
Newsletter Editor	Leon Joubert	Tel (03) 6223 6461 (h) 0409 236 461 (m) joubertaus@gmail.com

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

Meeting Venues:

Hobart: At 7.00 pm (Committee) and 8.00 pm (Members) on the 3rd Tuesday of every month at the Civic Club, 134 Davey Street, Hobart.

Launceston: At 9.00 am on the 3rd Sunday of every month at the Blue Cafe, Invermay Road, Inveresk.

JANUARY EDITORIAL

To quote the old British ditty: “One more time around Piccadilly Circus”.

I originally took responsibility for *Flat Chat* and its creation in 2003/4. A decade later I stepped aside to hand over to new leadership. It was time for a change.

We called on Andrew Forbes, a founder member of the PCT recently returned after a long spell working in Europe, to take over the editorship. When Andrew later found his time still in such demand that he could no longer continue as editor, your club called on Todd Kovacic to take on the role.

A barrister probably needs nothing better for his reputation than an excessive demand for his services, and Todd has now also had to bow out due to work pressures.

Which left the Club Executive rummaging in the archives to resurrect me out of retirement, 15 years after my first attempt at the role.

My successors continued to grow the content and quality of *Flat Chat* and hence I inherit a sound platform, for which I owe them much gratitude.

The Porsche Club of Tasmania has also continued to grow extremely well in line with the growing sales of Porsche cars worldwide and the increasing acknowledgement of the brands' exceptional values. It's hard not to be a Porsche enthusiast!

I therefore have a responsibility to ensure that *Flat Chat* continues to grow in content and quality and will try my best to do that.

The quality of some Australian Porsche club magazines match and sometimes surpass the standards of commercial magazines. That is a target we will also strive for over time, albeit that our resources are more limited than those of much bigger Porsche clubs.

For now my first priority for *Flat Chat* is that it remains an important communications medium for every member of the Porsche Club of Tasmania.

This issue brims with contributions from a dozen different club members on a wide variety of topics. Thanks to their efforts there is plenty of very good reading to be had about Porsche and Club matters past, present and future. I hope that you enjoy the content as much as I did in compiling it and sincerely thank all our contributors.

Please always feel free to submit event reports, photos or interesting experiences for publication and remember that every contribution counts towards Clubman points.

There are two areas of participation in *Flat Chat* and our club that still remain relatively unutilised. I encourage your contributions to “Letters To The Editor” in which you can express your comments, opinions or advice, and your personal advertisements of Porsche cars, parts, apparel etc. that are available as a free service to members.

Leon Joubert
Editor

joubertaus@gmail.com

PRESIDENT'S RAMBLINGS

Dear Members and friends of Porsche.

Well, another exciting year has flown by and was packed with success, change and challenges, not only for Porsche, but for the entire world.

Porsche again successfully winning, for the third consecutive time since 2014, at Le Mans, the world's most gruelling motor race. They face change and challenges moving on to Formula E, all electric single seater racing, where they will pioneer modern technology, which will, if successful, be incorporated into their road cars as they always have in the past.

The constant change in model design and regulations and the challenges of competition in the world auto markets.

World challenges with pollution, climate change, growing populations, growing enough food to feed them, distribution and poverty, huge health issues, housing and infrastructure, religious and culture differences and so on and so on. Every country faces some of these challenges in differing degrees. Even here in our own country and our home towns, our own lives, family and personal, we face change, challenges, success and failure, new life and death.

You may be wondering where I am going with this?

Well, I have been reflecting on my own experiences in my life, especially in recent years, weeks and days, and it started with how fast the years seem to pass as I get towards the big 80 years of age. Not there yet, but not long to go.

I reflect on the words at Rob Barrows' recent funeral about time, and that how you spend your life's time, is what you are remembered for by those surviving you.

When I was 34 years old a friend of mine told me something that I have never forgotten. It was something like this: "Life is not a dress rehearsal, it is the real show. Yesterday is history, tomorrow is a mystery and *now* is the only time you have control to make a difference."

And a timeline of life:

One third sleeping — one third waiting and doing the "have to" things — and one third left to do those things that make a difference and that you enjoy and have fun doing.

Now here is the scary thing:

Say you expect to live until you are 80, and I do.....

0.....80
 1/3 sleeping..... 1/3 waiting..... 1/3 doing and achieving.

I am 75, so I have 5 years or 1 825 days left. (God willing).

One third is sleeping = 608 days,

One third is waiting = 608 days.

And one third is for doing - with my family, wife, business and the bucket list!

Only 608 days, 22 months or 87 weeks. LESS THAN 2 YEARS!!!

So, I had better get on with it!

If I reduce my sleeping to 6 hours, stop waiting where I have control, and eliminate the time wasters, it may give me (at best) another month or two.

Try your timeline just like I have and you may want to get a hurry on and review your life, or what's left of it.

Go for that drive in your Porsche instead of watching TV. Spend some time with your family. Take that trip to your dream destination. Join the Porsche 2018 World Expedition in the new Cayenne. Do that Porsche sports driving course at Mt Cotton that you couldn't make up your mind about.....

As Richard Branson's book title says: "Screw it Just Do It!" There is not much time left.

A huge thanks to all the Club members that so ably assisted at the Hill Climb, and/or competed.

It was a very successful event and thoroughly enjoyable.

Thanks also to non-club members that assisted.

Well done all.

With the Festive Season almost upon us, Libby and I, and your Club Committee and their partners, wish all our members and friends a peaceful and enjoyable Christmas and a very successful Porsche-powered New Year.

John Pooley
President





Porsche Club
Tasmania



Events Calendar

January : Tuesday 16th – **No** Committee Meeting . Holiday Break!
Saturday 20th - PVCC Wrest Point Classic Rally. Hobart.
Sunday 21st - Northern Group. Blue Cafe. Inveresk.

February: Saturday 17th - PCT Car Display. Richmond.
Sunday 18th - Northern Group. Blue Cafe. Inveresk.
Tuesday 20th - Committee Meeting. Civic Club.
Sat/Sun 24/25 - Baskerville 60th Anniversary Meeting
Sunday 25th - PCT BBQ. Davis Residence. Orford.

March: Sunday 18th – Northern Group. Blue Cafe. Inveresk.
Tuesday 20th - Committee Meeting. Civic Club.
Fri-Sun 23/25 - Australian Grand Prix. Melbourne.

April Mo-Sat 16-20 - Targa Tasmania

NEW MEMBERS

A very warm welcome to this quarter's new members

Paul Jubb, Hobart. 2001 Porsche 911/996



Karen & Stephen Welsh, Port Sorell. 2017 Porsche Boxster



See you at the next PCT event.

THE INSIDE LINE

Your Committee – what does it do for YOU?

This article is to provide the reader with an insight as to some of the issues the Committee has considered, over the last 12 months.

The PCT Committee works silently in the background to keep the Club functioning smoothly. It is very conscious of its obligation for transparency to members, which is essential for the good governance of any Club. Members are entitled to have an awareness of what happens in the background at Committee Meetings and also, should have an insight and understanding of Club finances.

To keep you properly informed, some of the issues the Committee has considered are:

Solvency – A critical issue for the Club and its members. PCT is very solvent with funds now totalling just over \$30,000. It has taken us many years to build up this essential reserve of funds.

Reserve Funds Application – Apart from the usual minor day to day expenses of any Club, these monies provide us with a safety net to confidently book both venues and racetracks in advance; meet affiliation fees and to subsidise future events, particularly now our membership base is expanding.

Event Subsidy Policy - We have carefully considered and implemented a policy where we do not subsidise ,say, drinks at a function, where this can provide an uneven benefit. Rather, we choose to subsidise a specific event and provide an equal subsidy to everyone involved and spread this over a per head basis. An example is the recent Christmas Function, where the Club not only paid for the considerable cost of the venue hire, but in addition, provided an equal subsidy to all attendees, on a per head basis. This policy works well and is fair and equitable to all members.

Committee Portfolios – We re-organised some of the Committee portfolios, in order to refresh individual positions, matched to the required skill set. This is healthy for the Club and ensures we have the best person in the respective portfolio. Members will appreciate, a healthy rotation of positions, contributes to a well run Club. We are always looking for people to nominate for Committee. If you are willing to help out, we would welcome your participation.

A full list of Committee positions / portfolios is detailed on the front page of this edition of Flat Chat. Each Committee person now has a designated role.

CAMS – Confederation of Australian Motorsport. PCT, as a motoring club, needs to be affiliated with CAMS and pays a substantial fee for this. In return, we may apply for the various licenses to hold our motorsport events and qualify for third party insurance. Unfortunately these days, because of stringent WHS Laws and requirements, there is a substantial amount of documentary work to satisfy CAM'S ongoing requirements.

Members' Insurance – At CAMS licensed events, PCT and its CAMS licensed club members, are covered for third party **injury** insurance. Please note there is no insurance for your **vehicle** whilst on a racetrack.

Membership Growth - A successful Club, like PCT, is always looking for new members and new ideas to refresh the way we generate interest and activities for our membership base. From very humble beginnings over 10 years ago, we now have 85 Members; 52 in the south and 33 in the north. Porsche ownership in the state has grown rapidly over the last few years and we would like to see many of these new owners join the Club.

Something that is not well known is that to be a member of our Club, a person does not have to own a Porsche motor vehicle. Our Constitution provides that anyone who has an interest in the marque, can be a member. Membership nominations are vetted by our Membership Officer and Committee, prior to their acceptance.

Events - Your Committee, through the role of our Events Director, is continually looking for ideas for more interesting, diversified events. This year and due to the rapid growth of our northern membership base, we have had many more functions in the north of the state. Of note, we had a higher attendance at these events from our southern members!

Some recent events have been suggested to us by our female members. We would gladly welcome more input from the ladies to cater for their interests as well. In addition, we would appreciate input from any northern members, as to suggested events they would like us to organise in the south in order to provide an even balance throughout the state.

Club Communications - It has been brought to our attention that a significant number of our female members are not receiving communications through email broadcasts, or our newsletter, Flat Chat. If any female member would like to be included in their own right on our distribution list, in addition to their partner, we are only too pleased to arrange this. Simply email Joe Hand, our Membership Officer and he will gladly include you on the email distribution list.

Responsible Driving - Porsche ownership, and especially PCT membership, incurs a degree of public responsibility, in that perceived reckless driving (for example overtaking other cars in an unsafe manner) reflects poorly on the marque and the Club. Members should be particularly careful not to create any adverse impressions of their cars and/or driving when going to, participating in, or returning from a Club event.

I hope this article provides an insight as to the work of the Committee and might generate your interest in nominating for Committee in the future.

Kevin Lyons

PCT Vice President & Secretary

COVER STORY

TO BE OR NOT TO BE. IS PORSCHE REALLY HEADING BACK INTO FORMULA 1?

By Leon Joubert

During the latter half of 2017 and leading into 2018 a lot has been speculated about a return of Porsche to Formula 1 motor racing.

The marque has made brief forays into F1 in the past, beginning with the eight cylinder Porsche 804 of 1962 which had a moderately successful, if short lived career.

A much more successful partnership followed 20 years later as a builder of engines for the McLaren F1 team (albeit that they were branded under TAG sponsorship). From 1983 to 1987 it delivered two constructor's championships and three driver's championships.

In 1991 Porsche returned to F1 for a best forgotten stint as an engine builder for the Arrows team but this engine was unreliable, overweight and underpowered and ditched midway through only one racing season.

History shows that Porsche's motor sport strengths have mainly been in sports car racing where its results have been outstanding.

Porsche again proved its competence in sports car racing by returning to the top LMP1 category in 2014 with its 919 Hybrid car and winning the Le Mans 24-hr race as well as the FIA World Endurance Championship series in 2015, 2016 and 2017. However (like its sister company Audi) Porsche then announced that it will terminate its LMP1 sports car racing programme in favour of participation in an electric car championship from 2019.

So why are there renewed rumours about possible Porsche participation in F1?

The power plants of current Formula 1 racing cars are a complex and expensive mix of V6 internal combustion engine, turbocharger, heat energy recovery system, brake (kinetic) energy recovery system, batteries, computers and electric motors.

Liberty Media replaced Bernie Ecclestone's former CVC Partners in 2017 as the new owners of F1's commercial rights and have been actively promoting a return to less complex and less expensive power plants for F1. They hope that reduced complexity and lower costs will attract new engine suppliers and have been, among others, actively seeking the future involvement of the Volkswagen Group.

Porsche has so far represented Volkswagen in exploratory discussions with a working group comprising various F1 teams, potential new participants, and the FIA to look into revised future F1 regulations. But that does not necessarily mean that it will become the representative brand of the Volkswagen group. If the group decides to participate at all.

Unlike Mercedes-Benz, Honda, Renault (and to a lesser extent Ferrari) who are the current car manufacturers active in F1, the Porsche brand probably cannot be viewed as the obvious "umbrella brand" for an entire eclectic mix of 11 million cars that the Volkswagen group produces annually. It will, for example, require a long (and probably somewhat tenuous) bow to link Porsche with a Volkswagen minibus made in China?

It costs around US \$350-million a year to run a decent Formula 1 outfit and one can assume that Volkswagen (or Porsche) will spend whatever it takes to win.

Excluding offsets from sponsorships or other income, Formula 1 participation will therefore cost Porsche alone \$1 500 per car that it sells. If it is spread across the wider Volkswagen Group the financial burden will rest much more lightly but then begs the question who gets the plaudits (or suffers from any bad results) if only Porsche is named?

This could again favour a scenario wherein Porsche uses its engineering prowess to only design and build a power pack which it sells (perhaps even profitably) to F1 teams.

Other companies like Aston Martin, Cosworth, McLaren and Alfa Romeo are already thought to be keen to do this if new F1 regulations make the opportunity look viable.

Another option is for the Volkswagen Group to buy an existing F1 Team like Red Bull with all its established resources and run it under Volkswagen group colours, but with Porsche designed and built engines. That would also spread the costs and kudos a bit wider.

There may also be some in-house obstacles against a potential Porsche F1 team since Porsche is now just another subsidiary in a very large industrial conglomerate.

Wolfgang Durheimer, who played a big role in Volkswagen's motorsport strategies, recently stood down from his role as boss of Bentley and Bugatti and the latter brand will now be led by Stephan Winkelmann who was previously in charge of Audi Sport GmbH.

At Lamborghini, the top man is now Stefano Domenicali who used to be Ferrari's F1 boss until poached by Audi, where he spent 18 months looking into the viability of Audi entering F1, until "Dieselgate" and cost estimates scuppered that idea, at least for now.

Volkswagen Group boss Matthias Mueller is reportedly looking for ways to give brands like Lamborghini, Bentley and Bugatti more individual identities, and Ferdinand Piëch, the Porsche family member and the architect of Volkswagen Group in its current form, has retired and handed his shareholdings over to his family.

Management reshuffles at the top can therefore easily result in corporate politics, shifting power realignments and changing brand management interests within the greater Volkswagen empire having an impact on how or whether there is any future participation in F1 by Porsche, or any other Volkswagen group brand, or the group as a whole.

For now Porsche probably has the best engineering expertise and infrastructure within the group to set up and run a top level motor sport programme like F1, though Audi may also still have very competent resources available in Ingolstadt.

So there will be no shortage of suitable skills and resources but, as the likes of Toyota, BMW and Honda have found, Formula 1 can easily become a costly "bridge too far" if good results are not achieved quickly.

An exclusive Porsche branded and powered F1 team may therefore just remain the attractive rendering of an artist's imagination on our cover.

PAST EVENTS

During 2017 Keith Johnstone kindly produced regular updates of Club runs by our Northern members but, due to unpredictable actions of electronics, Keith's reports were inadvertently misfiled .They have now been recovered and are reproduced here with thanks.

2017 DIARY EXTRACTS FROM THE NORTH

By Keith Johnstone

2 APRIL 2017:

On Sunday April 2nd the PCT conducted a morning drive departing Inveresk for Legana, Notely Hills, and Exeter and back to the Tamar Ridge Vineyard for freshly baked Devonshire Teas at the Hubert & Dan restaurant.

It was a cool fine autumn day, an excellent morning tea and wonderful views of the Tamar from the elevated Tamar Ridge balcony.

Attendees were: Suzanne Norton; Tony & Marg Oliver; Sam Bucknell; Matt & Tammy Bowen; Peter & Dianne Haworth; Phil McCafferty; Graeme & Cheryl Pitt; Ruth & Dave Fuller; Keith Johnstone; Bruce Allison.

25 JUNE 2017:

The Northern PCT members arranged a Sunday lunch at Iron Pot Bay Vineyard, Rowella , West Tamar, on 25th June.

There were 19 attendees and 10 Porsches for a short run down the Tamar, meeting up with members Phil McCafferty and Jennifer Brunacci at the Batman Bridge and then continuing on to Iron Pot Vineyard in West Bay Road .

We enjoyed a fantastic 3 course lunch, from this highly acclaimed venue, and sampled some of their excellent white wines.

Following lunch, and with improved weather, as a group we walked a short distance to the historic heritage listed property "Holm-Lea" where we were shown through by owners and club members Ralph and Suzanne Norton.

This property, designed early last century by acclaimed architect Alexander North, has been owned by the Nortons for many years and we thank them for allowing us to view their magnificent property.

Attendees were: Ralph and Suzanne Norton; Tony Oliver; Jennifer Brunacci; Kerry and Bec Luck; Phil Mccafferty; David and Ruth Fuller; Peter and Dianne Haworth; Graeme and Cheryl Pitt; Tammy and Matthew Bowen; Peter Nunn and Louise Scott; Keith and Sonya Johnstone.

PAST EVENTS

2017 DIARY EXTRACTS FROM THE NORTH

31 JULY 2017

We held a northern PCT drive morning on Sunday 31st July.

The weather was initially overcast, however shortly after our 9.30am start the rain came down. Despite inclement weather 19 members attended with a total of 11 Porsches.

We drove via sealed country roads from Entally through to Rosevale, then Bridgenorth, and on to the Frankford highway finishing at the Burt Munro café at Exeter, where we were treated to great coffees and snacks in a warm and pleasant setting.

On display was a range of veteran and vintage bikes including Nortons, Indians, Triumphs and BSA's.

The weather improved dramatically and we travelled home in bright sunshine. Also attending were guests and prospective new members Phil & Ros Parsons who travelled from Devonport in their recently acquired Cayman.

It was good to see Greg Zuchner debut his 930 Cabriolet after an extensive rebuild and his son Michael with his 996 Carrera 4.

Attendees were: Ralph and Suzanne Norton; Bruce Allison; Tony Oliver; Jeniffer Brunacci; Kerry Luck; Michael Zuchner: Greg Zuchner; Phil and Donna McCafferty; Ruth Fuller; Peter and Dianne Haworth; Graeme and Cheryl Pitt; Keith and Sonya Johnstone; Phil and Ros Parsons.



Northern members Peter Nunn and Keith Johnstone did the PCT and Tasmania proud by finishing 2nd overall in the 2017 Targa High Country in November in their Porsche GT3.

Three of the top four finishers in this challenging 3-day event were Porsches.

PAST EVENTS

PORSCHE CLUB OF WA VISIT TO TASMANIA

Report and photos by Paul Tucker

Sunday 22nd October dawned fine and mild, a perfect day for a run with the 35 Porsche Club of WA members.

Organised by a hardworking Grace Tan and marshalled in conjunction with Deryck, the group had shipped their 18 vehicles to Adelaide and driven to Melbourne along the Great Ocean Road.

Sharing the Spirit of Tasmania with 400 Rebels motorcyclists and a Triumph TR3 contingent they had arrived the day prior full of beans. Blessed with perfect weather the group travelled via Freycinet to Hobart for a 3 night stay at Lenna.

A clash of dates meant our core PCT eventers were tripping up the north of the state, so Todd and I, in conjunction with Leon, conspired to provide a small welcoming party and share some tales with our Western visitors.

Though J. Pooley was enjoying his Golden Wedding gallivant with Libby in the Land of the Long White Cloud, our leader had provided staff and space to host our party for lunch at Pooley vineyard.

Prior to this, Todd and I rendezvoused with the entire group in the Risdon Brook Hotel car park. After a bit of chat whilst the cars got to know each other, we convoyed up through Grasstree Hill and via Back Tea Tree Rd to the village of Pontville sur le Jordan.



The Crown Inn staff had kindly cleared their pool room and laid on gratis coffee, tea and bikkies, with a donation tin for the Leukaemia Foundation on the counter.

Champions!

Following plenty of morning chit chat the posse rode off to all four winds, some heading to Jericho and back to Richmond via the Mud Walls road, others composed their own routes via Google maps and enjoyed a leisurely run into Richmond for a lazy wander to hone the appetite. Midday plus thirty minutes we all gathered in the field next to Belmont with its fabulous view of the Coal River Valley and fabulous range of wines, not to mention the aromas wafting up from the pizza oven.



PAST EVENTS

There was a full complement of Porsche automobiles, from Michael Broughton's beautifully presented, well used and enthusiastically raced 356 through the range of 70s, 80s and 90s "neunelfers".

I drooled over a rare 5-speed 928 GTS, and the remaining cars included Boxsters, 911s and a Cayenne.

Joining the party was a local Boxster, a "Pretty Woman" Lotus Esprit and the very desirable, but keep yer hands off 'er BMW 2800CS of our own Leon Joubert.



Shane and his colleagues worked tirelessly to attend to our victualling.

The new deck right next to the vines is a superb addition that will enable the Pooleys to cater for larger groups. Given the presence of at least 40-50 other lunchers, these Sundays are destined to become bigger than Ben Hur or at a minimum, Walter Rohrl.

Vigorous Porsche and wine-laced conversation ensued e.g. Grace & Deryck bought a 911 GT3 in England, wined & dined it around Europe, parked it at the Nurburgring and have revisited it each year for several years. When all is said and done, even with napkin man-maths = a cost neutral exercise. Food for thought!

Later, us locals ad-libbed afternoon travel plans for our visitors. Todd, Leon & I did our best to conjure up some suitable routes. Again to all four local compass points, though not too involved to ensure the group could comfortably reconvene at Lenna Hotel at Pimm's O'clock.

Replete with bonhomie and perfectly prepared local produce, not to mention a sip of wine (I always recommend the Cooninda Pinot), the group dispersed around 2.30pm and we bade cheers to our new friends.

By all accounts they were all having a grand time. Indeed it seemed to represent the epitome of a relaxing, well organised and interesting holiday. Several are already hatching plans for a revisit and have kindly extended a reverse welcome to PCT members.

More food for thought!

Paul Tucker

PAST EVENTS

TOURING THE TARKINE, TABLE CAPE, AND BEYOND

Report and Photos by Colin Denny

In October a small group of Porsche Club members gathered in the north-west to drive the Tarkine circuit, see the tulips of Table Cape and more. Kevin Lyons, acting Events Director at the time, later emailed, 'What a weekend it was; just ask anyone who participated!'.

We set forth in our Boxster S on Friday morning for the 400-kilometre trip to Tall Timbers in Smithton and on stopping at St Peters Pass were warned by a friend driving south to be wary of the Rebels Motorcycle gang. We were already wary having seen the police warning that they were closely monitoring the hordes of riders due to their association with criminal activity and anti-social behaviour.

Hordes of riders indeed! The raucous convoy of black motorcycles ridden by black liveried Rebels members appeared near Conara Junction and stretched as far as the eye could see. The ominous appearance of the bikers riding two and three abreast made their claim to the highway obvious.

Later, when the last motorcycle had gone, we could again enjoy the drive and the spectacle of the rich agricultural land in the north and north-west until we settled into Tall Timbers. Then the sonorous bass of Porsche engines heralded the arrival of Keith and Judy Stove, Sue and John Davis, and Kevin and Mary Lyons, our southern travelling companions. They were late! Keith had missed a turn and led them past Smithton on the road to Marawah.

After an evening of wine, food and comradeship we readied ourselves for the Tarkine Drive. In the morning . Phil Parsons and Roz Purnell joined us from Launceston and John Verdegaaal arrived in his immaculate red 1987 Carrera Targa with Jane. John Davis went to refuel and failed to return so we sent out a search party only to find that the delay resulted from the good doctor having difficulty getting served by the local pharmacist – obviously no cooperation amongst medical professionals!



Heading to Kannunah Bridge

Eventually all six Porsches set off in light showers on the 200km Tarkine circuit led by Keith Stove's Boxster S.

We travelled anti-clockwise beginning on the road through Redpa. The first stop was at Arthur River for a coffee break, but nothing was available! We crossed the Arthur River and diverted to the Edge of the World Lookout for the spectacular view of the Southern Ocean and river mouth, a sight not to be missed.

PAST EVENTS

The lead changed. Kevin's 911 Turbo went to the head of the convoy to set a faster pace as we left Arthur River following the coast road south.

Nearing Couta Rocks the road turned inland past the Western Explorer Road (often called the Road to Nowhere) until it reaches a challenging part of the Tarkine Drive at Kanunnah Bridge. From here the road climbs through the temperate rainforest to the breathtaking lookout over the Arthur River at Sumac.



The well surfaced winding road offered a great Porsche driving experience through rugged scenery to the next stop which was at the Sinkhole Lookout with its dark waters and stunning reflections. As the road continued its winding way we passed an area devastated by the bushfires in 2016 that resulted in closure of the Milkshake Hills site.

A few from the Porsche Club tour at The Edge of the World Lookout .

Annette Denny, Phil Parsons, Roz Purnell, Mary and Kevin Lyons, Sue and John Davis, and Judy and Keith Stove.



The forest opened out to grazing land when we reached the junction with Reynolds Road leading to the Trowutta Arch, a five-kilometre gravel drive to a car park followed by a 30-minute walk. We were careful on the rough surface and arrived intact to walk into the mossy rainforest to see this extraordinary and rare geological feature.

From Trowutta the road turns north through the rich dairying country of Edith Creek and Irishtown. We decided to continue to historic Highfield House near Stanley instead of returning directly to Smithton. Highfield holds the Circular Head Garden Spectacular where we enjoyed a late lunch of Cape Grim Burgers and marvelled at the eight-bullock team and other exhibits.

PAST EVENTS

Back at Tall Timbers we readied for dinner. Annette and I acted as forward scouts to secure seats for pre-dinner drinks in the lounge in the face of pressure from the bus tour masses. At dinner, the wine list wasn't up to sommelier Kevin's standard, so we joined him in a raid on the bottleshop only to be headed off by the manager who pointed out that the prices would be very different if we drank this wine in the dining room. We succumbed to the expense demands and enjoyed a fun dinner together.

On Sunday John Verdegaal led us to Boat Harbour for our morning coffee break savouring the sunshine in one of Tasmania's most beautiful coastal sites. From there we went John and Jane's property (*view right*) at Table Cape. John had been instrumental in organising our Porsche tour and we all appreciated visiting their home high above Bass Strait.



It was now time to tiptoe through the tulips at Table Cape on the last open day before the flowers were headed. Consequently, we were just in time to see the truly spectacular fields of colour. John Verdegaal came to Tasmania many years ago to pass on his experience to the local growers and his insight helped us understand the complexities of growing and trading in bulbs.

The Porsche Club Tulip and Tarkine Tour was over as we left via Wynyard on our separate ways. Sunday traffic was heavy with diversions in place to avoid the Burnie Ten followed by the busy highway to Hobart. On our way home we left the highway for the backroads to Campbell Town where the only distraction came when a flock of 500 merino lambs on the move interrupted our drive.

To quote Kevin Lyons (*sniffing tulips, right*) again from the opening paragraph, 'What a weekend it was; just ask anyone who participated!'.

Colin Denny



PAST EVENTS

ANNUAL PRESIDENT'S DINNER

Our annual President's Dinner this year was held on **Friday, 17 November**, at Me Wah Restaurant, Sandy Bay, Hobart.

We had a good attendance on the night, with 26 members coming along to enjoy each other's company. There were eight from the North who came down and stayed over-night.

Me Wah is a noted Chinese restaurant and provided a private room, where we shared a banquet meal.



Club President, John Pooley, gave the customary welcome to everyone and provided a small gift for all of the ladies on behalf of the PCT.

Photos by Todd Kovacic



POOLEY WINES FLAT CHAT CONTRIBUTOR AWARD

We are very pleased to announce that Pooley Wines has offered to provide a prize of a bottle of Award Winning Pooley wine to the "Flat Chat" contributor whose letter, article or photograph is regarded as the best contribution received in every issue of "Flat Chat".

Adjudication will be done by the Club President and the Editor.

The first winner, in this issue, is Adam Foxtan for his very informative article about refurbishing the heating, ventilation and air conditioning system of the complex, but brilliantly engineered Porsche 928.

Thank you, and congratulations.

Please contact John Pooley to arrange to collect your prize.



PCT CHRISTMAS LUNCH AND AWARDS PRESENTATION

Report and photos by Colin Denny

Sides of salmon, lime BBQ chicken and beef chateaubriand: just some of the tasty Christmas offerings from Hubert & Dan at the Tamar Ridge Vineyard where almost 60 club members and guests gathered from places as far-flung as Rocky Cape in the north-west to beyond Hobart in the south-east.

Some of the southern contingent arrived late having travelled in convoy led by Vice-President Kevin Lyons. Kevin had been pressed into allowing a second coffee break at Campbell Town where wayward members went missing in the shops.

The troupe were further delayed when the above-mentioned leader, after missing a turn near the West Tamar Highway, gave his followers a driving tour of Grindelwald. Eventually, the stragglers reached Hubert & Dan's restaurant that adjoins the vineyard tasting room situated high above the Tamar Ridge vines with magnificent views of the river valley.

Old friends reacquainted themselves and new friends were made as sumptuous lunch platters were served accompanied by an excellent selection of wine and beer (and soft drinks for some). The main fare was followed by brandy and chocolate infused pannacotta plumb pudding or bomb Alaska with mango ice-cream.



The lunch provided an opportunity for the President and Vice-President to present trophies and annual club awards. The first trophy went to Louise Daniels for her performance in the Baskerville Hill Climb. Other trophies followed until the Club Person of the Year award was presented by the Vice-President to the 2017 Winner, John Pooley.

As the afternoon wore on the only setback occurred when Treasurer Keith Ridgers found it hard to reconcile payment as some members overlooked the request to help account for their table. Nevertheless, the Christmas lunch celebration was one of the most enjoyable and



functions ever held by our Club.

PAST EVENTS

PORSCHE CLUB OF TASMANIA BASKERVILLE HILL CLIMB 19 November 2017

Photos by Bruce Weston and <https://www.facebook.com/Opticalnote/>



Louise Daniels



David Catchpole



Patrick Moody

PCT 2017 Baskerville Hill Climb - results

Class A - up to 1600cc			Best Time
1 st	Roger Carter	Pulsar	41.61
2 nd	Jacob Carter	Pulsar	43.61
3 rd	Grant Woolnough	Cortina	46.88

Class B - 1601 to 2000cc			Best Time
1 st	Ben Hoare	Escort	37.92
2 nd	Leigh Ford	Integra	38.19
3 rd	Scott Wyman	Proton	39.69

Class C - 2001 to 3000cc *			Best Time
1 st	Anton Bugeja	Starlet	38.31
2 nd	Louise Daniels	Porsche Boxster	47.88

Class D - 3001 to 4000cc **			Best Time
1 st	Rye Dunsmuir	320i	34.28
2 nd	John Pooley	911 GT3	34.39
3 rd	Patrick Moody	911 Carrera	37.45

Class E - 4500cc up***			Best Time
1 st	Michael Bellinger	240Z - V8	35.83
2 nd	Sam Phipps	Skyline GTR	36.16
3 rd	Sheridan Budsworth	Skyline	36.36

Class F - FWD			Best Time
1 st	Rob McIntyre	WRX	34.39
2 nd	James Loneragan	WRX	36.59
3 rd	Matthew Stephens	WRX	36.97

Class G - m/sport specials			Best Time
1 st	Stephen Mott	Quall	32.70

Notes: * plus TC/SC class A, ** plus rotary & TC/SC class B, *** plus TC/SC class C&D

Porsche Club Tasmania 2017 Baskerville Hill Climb - Class results

2001 to 3000cc			Best Time
1 st	Louise Daniels	Boxster	47.88

3001 - 4000cc			Best Time
1 st	Patrick Moody	911 Carrera S	37.45
2 nd	David Catchpole	Boxster S	38.52
3 rd	Milton Moody	911 Carrera S	41.23

T&SC/GT			Best Time
1 st	John Pooley	911 GT3	34.39

T = Turbocharged, SC = Supercharged, GT = GT2/3 series

Best PCT member time of the day - John Pooley 34.39



PORSCHE TRAVELS

GOODWOOD REVIVAL AND PORSCHE MUSEUM VISIT – SEPTEMBER 2017

Report and photographs by Peter Haworth

As part of the support crew for my brother-in-laws's English Channel swim attempt, we were arriving in the UK in early September, and by co-incidence, after noting an advert in the Weekend Australian for a car enthusiast's European Tour including Good wood Re- vival in September, I was indeed able to confirm that Goodwood was the weekend before Kim was due to swim, so of course attendance would be must. After discussions with President John about what to expect, and what to wear, we made plans to attend the Fri- day practice. Fellow members David & Ruth Fuller were also attending as part of their annual trip back "home", so we arranged to catch up and stay with them on the Friday night in Chichester, as they were attending Saturday.

After some op-shop shopping and raiding of the kid's dress ups bag to take stuff with us, we were all decked out in our vintage gear for the Revival. Well, the weather didn't play ball with us, as Friday dawned with very strong winds and horizontal rain, so we were almost saturated in our walk (or was that slosh) from the drop off point to the "over the road" entry point. Very bad rookie error made – decided to have a look through the "over the road" stalls before getting to the track.



Well, there were so many, with so many great cars and stuff to look at, we were totally sick of the rain and weather gener- ally by the time we finally got to the track, and all we wanted to do was sit in the stands and protect ourselves from the rain as much as possible . So we sat and watched some great practice runs, and saw the marvellous C & D class Jags dur- ing the Ecurie Ecosse tribute, but unfortu- nately for us, didn't have the enthusiasm by then to get to the centre of the race track.

So, a bit of a disappointing day caused by not doing what we really went there to do – get up close and personal with these magnificent historic racing machines – cars I'd only read about and seen in videos. So, I want to go back and do it properly next time!!!! But we had a great evening with David and Ruth, and I think they had a better day than us on the Saturday.

PORSCHE TRAVELS

After another week during which Kim made his (unsuccessful) Channel Swim attempt, we all headed off to Stuttgart for a night, with a visit to the Porsche Museum set for the next morning.

Despite starting a quest to get tickets to the factory tour 3 months before we left, and a fortnight of constant emails to see if there were any cancellations, we were unable to get on the factory tour, so we were only able to visit the Museum. Must be a major tourist destination when the museum has its own railway station!!! Just seeing the sculpture outside the museum of the 3 cars up in the air was a buzz. Porsche Club membership doesn't get you free entry anymore, but a 50% discount was still pretty good.



Well, what can I say about the museum, I thoroughly enjoyed the entire time we were there, looking through the earliest efforts of Ferdinand Porsche with his electric vehicles, through to the latest (but no GT2RS though L) and everything in between. Vehicles I'd read about but had never seen in the flesh, particularly the racing Porsches were amazing. You might find this a bit strange, but I thought one of the best displays was actually in the coffee shop, where on the other side of the glass in the workshop, was a cut-away Boxster, where I was able to see how our car was laid out, and to see components I had never seen. And I guess the three 911 Turbos of different eras on the rotating display stands next to each other did look pretty cool too. I reckon the front guard vents on the GT3RS are some of the sexiest things ever designed, so I was very struck by the design of the vents on many Porsches that I hadn't taken notice of before – absolute masterpieces. So a wonderful visit to the museum, and to the gift shop to bring home a few purchases.

As an observation, I saw more Porsches than any other high performance vehicles in any of the countries we went to. I saw a McLaren on the road in Singapore, and a couple of Lamborghinis and R8s (and a 991 Cabrio) obviously on a tour together in Cinque Terre area, Italy, but didn't see a Ferrari anywhere. Plenty of nice British stuff in the UK of course, but an equal number of Porsches too, and we did see an absolutely gorgeous looking and sounding Alfa 4C in Munich.



HOT UNDER THE COLLAR? HAVE I GOT THE FIX FOR YOU!

Report and photos by Paul Tucker

Combustion engines are air pumps whose prime directive is to suck and then blow. The suck, aka manifold vacuum, can be utilised to operate certain auxiliary functions. On the groundbreaking 1978 Car of the Year Porsche 928, door locks, headlight adjustments and heating and ventilation controls have been recipients of this simple engineering phenomenon.

One fiddly and expensive job on a Porsche 928 is repairing the heating and ventilation ("HVAC") controls. Very few people have attempted this at home. In essence, the main vacuum line from the engine bay sucks away at a bank of electromagnetic switches operated by the slider controls familiar to everyone. These switches act like valves to control the distribution of vacuum to the various outlets. These outlets blend and distribute hot and cold air; heat is controlled by a valve allowing hot water into the little radiator under the dash. (*Photo right*).



On a 928 there are six solenoids; one operates the hot water tap, the others work the air flaps in various parts of the cabin. Each circuit has its own special coloured hose. The vacuum operates on little plastic canisters containing rubber diaphragms. Suction moves a lever arm that is connected to each flap. Over time, rubber degrades. Partly through heat and partly through ozone and chemicals in the air. Not even rubber trees from the Black Forest yield immortal rubber.

As the years pass, these diaphragms develop pinholes or slits, or in the case of two of mine, distort and fail to hold vacuum. (*Photo right*).

As with a leaky heart valve, time to call in the surgeon.

When a flap does not open or close, there is the unpleasant experience of either constant heat or no heat. Summer or winter driving becomes a little unpleasant.



With a simple vacuum pump as used for bleeding brakes etc, it is relatively easy to isolate the faulty diaphragms to see if they hold vacuum.

Easy, once you have disassembled important parts of Stuttgart's '80's supercar!

The fuse panel is straight from an aircraft, sort of.....

PORSCHE TECHNICAL

One of the main canisters is attached to the airbox under the glovebox . It is a major and literal pain in the neck, back, hips , knees and shoulders getting to and removing this, but there is no other way to fix it otherwise. And if you aren't meticulous about sealing it back properly , rainwater will drip on to that huge fuse and relay panel and cause havoc.

Once removed , the diaphragms are easily replaced by after-market silicone ones for around \$75 each. Or you can buy the entire canister , but if you've got this far you may as well open up what's there already. The airbox diaphragm is only available as the whole canister , and I had to modify it to make it mount correctly.



Once everything has been installed , it's important to test again with the vacuum pump otherwise another weekend might be wasted!

If all is good , it's a "simple" matter of working out where all the bolts and screws go to return your cockpit to normal.

Take photos & keep a disassembly list because as we all know, assembly is just the reverse process.

As Sergey the insurance meerkat says : "simples!". Not really.

Classics aren't everyone's cup of tea , but being of British stock I happen to enjoy a cuppa!

Paul Tucker

RECENT PORSCHE AUCTION RESULTS

1988 Porsche 911 Carrera 3.2 Cabriolet Jubilee Edition	\$60 000.00
1976 Porsche 911 Targa Coupe 2.7	\$57 000.00
1986 Porsche 944 Coupe	\$13 500.00
1979 Porsche 930 Turbo Coupe	\$137 000.00
1993 Porsche 968 Club Sport Coupe	\$76 000.00
1964 Porsche 356 Coupe	\$110 000.00

PORSCHE 928 ENGINE INTAKE REFURBISHING

Report and photos by Adam Foxton

I bought my 1983 928 S early last year for a very good price, knowing that it needed some catch-up maintenance and minor repairs. This has grown somewhat and has become more involved, as it usually does!

Anyone familiar with the CIS or K-Jet mechanical fuel injection system will know that vacuum leaks can prove quite detrimental to the running of these cars and can also be quite hard to track down...



I therefore started out on what is called an “intake refresh” on my 928.

This basically involves replacing anything that is rubber or gasket related in the intake system, sounds easy.....!! This is one of the larger tasks that I have done so far on my car , so a good place to start with some report of my experiences!

One thing to note before you start this (or any works) is to take plenty of before and during photos. These are complex machines and every little thing helps to put them back together properly! Also search out any help guides that you can. Unfortunately I found little for this job....

Firstly dismantling said parts is reasonably straight forward if not a little difficult in places due to access of the intake tube bolts, some gentle words of encouragement do help! There is quite a bit to remove, eight individual intake runners, copious vacuum hoses, fuel lines, the throttle body, etc, etc.... At the same time I also had planned to do the water bridge gaskets and thermostat housing gasket as there was a leak around this area – well worth doing at the same time while you have everything out!

There is also a little hose at the rear of the right hand cylinder head that feeds into the heater tap, this hose often leaks and needs to be replaced as well, unfortunately in their wisdom Porsche made this a stepped/ reducing hose so you really do need the right part. (I tried using a normal piece of hose....). The temperature sensor neck that it goes into can corrode – watch out this small part is \$200+ !!

There are two gaskets and one large ‘O’-ring that seal the water bridge to each head and the centre of the block (near the water pump location). Make sure all surfaces are clean, flat and corrosion free. The oil filler housing is also in the same area and the gasket to the base of this should also be replaced at this time and as my water bridge was leaking and filled up every crevice it could with fluid . I made sure to clean out all the fluid before I removed this as I did not want any into the engine! The water bridge surface on the heads were slightly pitted where it had been leaking, I cleaned off as best as possible and

PORSCHE TECHNICAL

Replace everything you can see in there that could be a potential area for leaks – vacuum or water, because once it is all back together you cannot get to much of it! There are vacuum hoses that go to the base of the throttle body and these are impossible to get on with everything in place!

Once all parts are removed, cleaning and further disassembly takes place. I wanted to replace the injector seals but first had to get the old injectors out (the rubber seals were quite hard and had started to perish/ break down). The aluminium collars/ nuts had well and truly seized into the alloy intake runner.



With the aid of a good friend (who happens to be a fitter and turner – he comes in very handy from time to time!), heat was needed to persuade them to come out, and being quite thin most of them “fell apart” under this process.... New ones were quickly ordered!

New injector seals and collars installed, I cleaned each injector and tested the flow pattern using compressed air a hose and some kerosene (I would later install new injectors as well – found some brass ones really cheap (new and genuine Bosch) which was cheaper than getting mine professionally tested when I was chasing further issues. Also brass injectors are widely regarded as being much better than the standard steel ones.



I was quite happy how the rejuvenated throttle body turned out (with a bit of elbow grease it looks like new. (Autosol worked well here). Much improved (*above*) on how it was. The fuel distributor was not touched in this process.

The process of assembly is just a reversal of taking it apart, but even with copious photos I still found myself taking a couple of go's with the placement of some parts. As I said, there are a lot of pieces to this puzzle!

Every vacuum hose you see should be replaced. The sizes on the 928 sometimes do not line up with what you can get, so shop around a bit – they can all be sourced locally. There are some fancy (expensive) ones to the Auxiliary Air Valve (AAV) that I got silly prices from overseas, until I tried in Australia and found one very cheap.

PORSCHE TECHNICAL

One tip for those of you with Australian delivered 928 S 1983 , and before (not sure for later models) , is that due to our lower quality fuel the ignition timing was set at 23 degrees (instead of 26) and the vacuum advance line was blocked.

I simply reconnected this port (via a vacuum T-piece) and advanced the timing to 26 degrees, now it is exactly as Porsche intended it – no real difference was felt, but still.....

I am quite pleased with the end result.

Now with all vacuum hoses, gaskets and seals replaced in the intake and surrounding areas, I at least know that if there are any running issues it is not from these regions. Sometimes it is a process of elimination.

It did of course take much longer and cost more than planned but don't all older cars?



Complete and reassembled

This is not the only area that I have repaired or worked on this car and there is more planned.

(And we look forward to some more valuable advice and experience from Adam.—Ed.)

WINNING MARGINS

Porsche has won more long distance sports cars races than most of us can remember, but sometimes by different margins.

In 1969 the Porsche 908 of Hans Herrmann and Gerard Larrousse lost out after 24 Hours at Le Mans to the Ford GT40 of Jackie Ickx and Jackie Oliver by just a few seconds.

As if to set the record straight, ten years later (1979) a Porsche 935 driven by Ted Field, Hurley Haywood and Danny Ongais won the Daytona 24 Hours by a margin of 49 laps ahead of the second placed Ferrari GTB4 Daytona. That's a margin of about 1hr 40 mins.

—

stuart benson driving the best results... quicker!

stuart benson
PROPERTY CONSULTANT

0412 868 979

sbenson@petrusma.com.au

15 Shoreline Drive, Howrah - 6247 7877

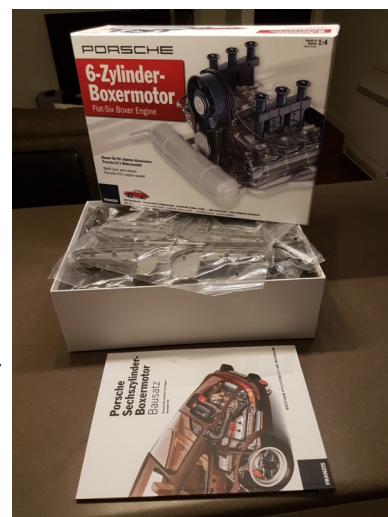


PORSCHE ENTERTAINMENT

1/4 SCALE PORSCHE FLAT SIX ENGINE BUILD

by Peter Haworth

If you've read the latest Christophorus magazine, or received the Christmas present brochure from Porsche Australia, you would have noticed the 1/4 scale Boxer engine kit mentioned. Well, I hadn't seen either when we visited the Porsche Museum in Stuttgart in September, but I was well and truly taken by the kit on display at the Museum gift shop. Without too much hard thinking about how I would get the kit back to Australia, given we had another 2 weeks travel around Germany, Italy and Singapore, I handed over my 149 Euro (less 10% car club discount) as I was a big fan of model kits growing up. (Although why did I ever sell that unbuilt 1/10 scale Jagermeister 934 kit?).



So, this kit box is big – 47cm x 23cm x 14cm, and weighs about 3 kgs. Well, it took up about 1/4 of my hard surface case so we decided that we'd pack all of the “wouldn't be using again” clothes, “why the hell did I bring that” items, and gift purchases in my bag and transfer all of our other clothing etc into the other suitcase. This was a great solution, and the other case was barely opened for the next two weeks though I had to drag it around Munich, Bologna, La Spezia, Milan, Singapore and finally through Melbourne and home.

I couldn't resist opening and having a good look through the box when I got home though it was another 3 weeks before I had the time to build it. All the plastic components looked to be very well moulded, and all the parts were in separate bags and there was an excellent book which combines the history of the development of the engine, as well as the instructions on assembly. The kit is actually of a 1966 1991cc 96kw engine.

Build time was about 4.5 hours in three building sessions and the kit goes together remarkably well. Everything is screwed or snap fit together and a number of clear parts allow you to see the camshaft rotating, pistons going back and forth, valves opening etc. There's even LED lights flashing to simulate sparkplugs firing and a sound track of the throttle being blipped – see the club Facebook page for a video.

So, an excellent model that was a joy to build, and fascinating to watch in operation.

A superb Christmas present for someone who has everything. Try to get hold of Christophorus and read the article about the engineer who modified the kit to run at 3000rpm!



The model kit is available from all official Porsche Australia dealers at a price of \$329.00.

CLUB SCORING**2017 POINTS AWARDS AND WINNERS**

Your Committee is delighted to announce the 2017 winners of Porsche Club of Tasmania Club Points Awards which were presented at our annual Xmas and Awards luncheon on 10 December 2017.

**PORSCHE CLUB OF TASMANIA
OVERALL CLUB AWARD 2017**
NAME TOTAL

POOLEY John	250
LYONS Kevin	190
KOVACIC Todd	185
SHEERS Rob	180
DENNY Colin	160
HAND Joe	145
RIDGERS Keith	130
SMART Bruce	130
McGREGOR Chris	125
BOUGART Yogi	110
TUCKER Paul	110
JOUBERT Leon	102
DAVIS John	95
SHEARER Brian	95
FORBES Andrew	85
EMMERTON Clive	70
CATCHPOLE David	65
WHITE Farrell	65
BARROW Rob	60
STOVE Keith	60
WILSON Chris	60
BERRY Paul	45
HOBDEN Mihael	45
MOODY Milton	45
WALLMAN Kingsley	45
FOXTON Adam	45
MEZZATESTA Frank	45
GEORGE Kathy	30
DANIELS Louise	30
ELKERTON John	15
PATINIOTIS Tony	15
SKINNER Marcus	15
RICHARDSON Adrian	15
BALLARD Mark	15
BORCH Michael	10

**PORSCHE CLUB OF TASMANIA
NORTHERN MEMBER AWARDS**
NAME TOTAL

PARSONS Phil	105
ALLISON Bruce	75
JOHNSTONE Keith	75
PITT Graeme	75
LUCK Kerry	70
FULLER David	60
HAWORTH Peter	60
McCAFFERTY Phil	60
NORTON Ralph	60
OLIVER Tony	60
BRUNACCI Jennifer	45
SMITH Scott	45
ZEUCHNER Greg	45
BOWEN Mathew	30
BUCKNELL Sam	30
FRITH Phillip	30
NUNN Peter	30
BROWN Gavin	15
McLEAN Jack	15
PITT Hanni	15
VERDEGAAL John	15
YOUNG David	15
FROUD Simon	15
STANDALOFF PHIL	15
LEITH Phillip	15

**PORSCHE CLUB OF TASMANIA
COMPETITOR AWARDS 2017**
NAME TOTAL

POOLEY John	48
SHEERS Rob	40
BURGHART Yogi	33
MOODY Patrick	18
PARSONS Phil	16
DANIELS Louise	15
DAVIS John	15
EMMERTON Clive	15
CATCHPOLE David	11
FORBES Andrew	11
FOXTON Adam	10
JOUBERT Leon	10
BERRY Paul	5
KOVACIC Todd	5
MOODY Milton	5
TUCKER Paul	5

Our thanks to Keith Ridgers, who (over and above his duties as Club Treasurer) also maintained the Club scoring for many years,

Clive Emerton has now taken over this duty from Keith,

The Committee extends its warm congratulations to the three main category winners of Club Awards for 2017.

Outright 2017 Club Award Winner: John Pooley
Runner Up 2017 Kevin Lyons

Northern Members Award Winner: Phil Parsons
Runners Up 2017 Bruce Allison
Keith Johnstone
Graeme Pitt

Competitor Award Winner 2017 John Pooley
Runner Up Rob Sheers

PORSCHE CLUB OF TASMANIA : CLUB AWARD SCORING

The following guide is intended as a reminder to members of the Club scoring system.

Event organisers are reminded that it is part of their duties to advise the Club Scorer of event results and the names of participating members in organising or attendance.

* Competing or participating in a PCT event. Events vary in length but all will attract the same Club Award points unless otherwise advised.

- Full event 15 points
- Partial event (At least half) 10 points
- Attending but not competing 5 points

- Organising or running a major event. (Without submitting a “Flat Chat” report). 30 points

- Organising or running a minor event. (Without submitting a “Flat Chat” report). 20 points

- Assisting at an event, or prior to an event or after an event, regardless of whether competing or not. 15 points

- Submitting an article for “Flat Chat” (min.250 words).
 - First article 20 points
 - Second article 15 points
 - Third and subsequent articles 10 points

- * Attending a monthly club room get together 5 points

** **Major Events** are those that take a considerable time to organise and are normally full day events that involve some competition.

** **Minor Events** normally require less time, do not involve competition, and are typically half day events e.g. social drives, luncheons, BBQ's etc.

Competitor Award (Club Champion) Points are awarded to place getters in classes: 1st - 15 points; 2nd - 10 points; 3rd - 5 points, plus 5, 3 and 1 bonus points for any first three places attained overall.

Competitive Event Organisers. In competitive events where the organiser is unable to compete, the organiser will be awarded 5 'bonus' points if not competing.

Any contentious issues regarding Club Awards shall be awarded by a majority Decision of the Club Committee.



South Australia may be experiencing some delays of Xmas present deliveries.

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.



FOR SALE - MEMBERS PAGE



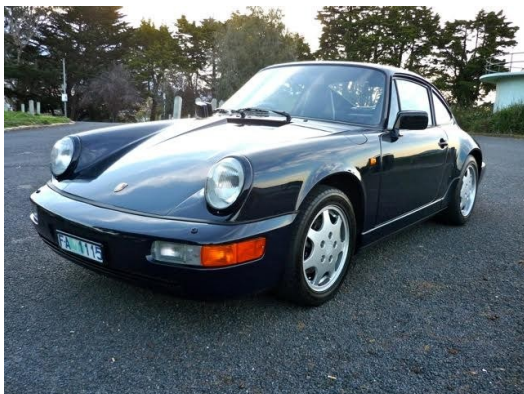
1986 Porsche 911 Targa 3.2 Manual

Mildly modified and set up for minor events. Total rebuild of engine, transmission, suspension etc. by Robin Day. Australian delivered car with all books and records. Total mileage 175 000km but less than 10 000km since total rebuild. **\$ 90 000.00.**



1990 Porsche 964 Carrera 4 Manual

Unusually low mileage (133 000 km) and excellent condition. Australian delivered with all books and records. **\$145 000.00.**



Contact PCT member Mick Arnold at mickarnold2@bigpond.com or 0418 751 585 (m).

Two Superlite wheels for sale. Brand New. 16x8 to fit Porsche 944/911/928 etc.

\$350 for the pair.

Contact PCT member:

Stuart Brinsmead

stuartbrs@gmail.com

0448 831 372



POOLEY



PREMIUM TASMANIAN WINES

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

Shop online at www.pooleywines.com.au

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

Phone: 61 3 6260 2895



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 (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.

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.