



Porsche Club

Tasmania



FLAT CHAT

JANUARY 2019



Photo: Bruce Smart

SEVENTY PORSCHEs CELEBRATING SEVENTY YEARS OF PORSCHE

Issue No. 64/2019



Quarterly Newsletter of the Porsche Club of Tasmania

A CAMS Affiliated Club

Honorary Life Member – Klaus Bischof

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

Life Member - Leon Joubert (2013)

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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



Porsche Club
Tasmania



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Meeting Venues:

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

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

JANUARY EDITORIAL

Good pictures always tell a better story than words and in this issue we've let pictures tell most of the stories.

With excellent photographers like Bruce Smart and James Tucker at our disposal (and some very useful 'amateurs' as well) there was an abundance of choice to illustrate our major club events of the last quarter.

Of course a small club newsletter like this can only accommodate a limited number of photos and I urge all members to look through Bruce Smart's website at http://oldmotorsportphotos.com.au/Porsche_70.html for some stunning pictures of the Club's very successful Porsche 70th birthday celebrations.

Bruce also has an excellent selection of photographs of the equally successful PCT Baskerville Hill Climb at http://oldmotorsportphotos.com.au/Other_Events_Photos.html

He is a deserved winner of this issue's Pooley Wines prize for the best contribution to "Flat Chat".

Given that he should be knee deep in studying for his medical degree one would not expect James Tucker to also be an excellent part-time photographer but in this issue we also feature some of his very artistic camera work. We hope to see more in future.

With perfect editorial management skill we also approached Todd Kovacic for a "Meet the Member" contribution at a time when we had no idea that he would end up being our Southern Award winner for 2018. (After surviving a drive off a cliff in a Holden..).

Which also leads me to a special word of thanks to Colin Denny who has done a terrific job of scoring our annual Club Awards and capped that by producing spot-on results for the Baskerville Hill Climb almost as quickly as the competitors flew up the hillside.

Last and by no means least, Bob and Diimity White (70th Birthday Celebrations) and John Pooley (Baskerville Hill Climb) led the organisation of those two major events from the front and on the ground.

They, and the support teams they motivated, deserve our utmost congratulations.

Finally a heartfelt "thank you" to every contributor to "Flat Chat" throughout the year. It is **your** newsletter and I only staple your contributions together.

Keep them flowing please.

Leon Joubert

Editor

joubertaus@gmail.com

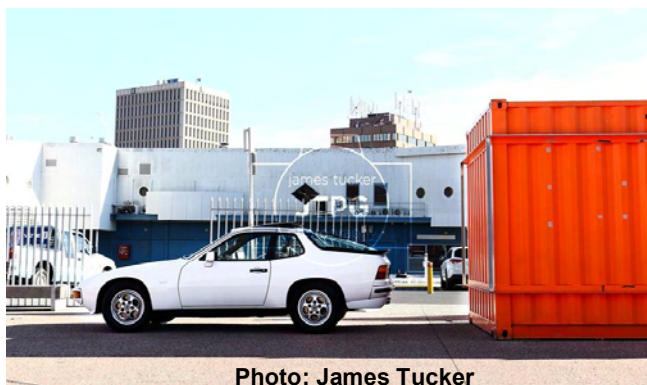


Photo: James Tucker

THE INSIDE LINE

This article provides Members with an insight as to some of the internal issues dealt with by your Committee, over the past 3 months.

Another year has gone by and our Club is moving ahead in leaps and bounds. We have just concluded our annual Christmas Function, with around 45 attendees. This was the culmination of our best ever year for Club Social Events.

We have joined up 25 new Members this year, with 16 in the last 3 months! In view of the growth and as previously foreshadowed, we have a sub-committee addressing issues with the membership base, including voting rights; family members being admitted as full members, etc. If we allow for all our Full and Family Members, our actual numbers are now closer to 185.

In conjunction with the abovementioned review and in particular to help new Members, the Club in the New Year, will provide everyone with a magnetic Name Tag (no damage to clothing), which will be in addition to the Membership Card already provided. The latter is required for CAMS and Motoring Events. A specimen name tag appends –



Following questions raised in relation to our Facebook page and Committee deliberation, we have decided to keep our Facebook presence limited to PCT Members only. I am sure everyone will appreciate the reasons for this.

Congratulations to our 2018 Club Champion, Scott Smith and also to our Northern Club person Winner Peter Haworth & Southern Winner, Todd Kovacic.

There is no January Event or Committee Meeting, in view of the traditional holiday period.

On behalf of the PCT Committee, I would like to wish you all a safe and Happy Christmas and we look forward to growing the great friendships we have all made through our Club Events, in the New Year.

Enjoy your Porsches.

Kevin Lyons
President
Porsche Club of Tasmania





Porsche Club
Tasmania



CALENDAR OF EVENTS

2019

February BBQ at Orford, Sunday 3rd

The Davis' have once again kindly offered their shack at Orford for a BBQ. More details to follow in the New Year.

Northern Group, EMR TBA
Richmond Car Show, TBA

March Drive Day & Lunch, Springvale Estate, Freycinet, TBC, Sunday 3rd

Northern Group, EMR TBA

Devonport Motor Show, Sunday 24th (Non-PCT Event)

Run by the Rotary Club of Devonport North, this event was first established in 2007 and is held at Devonport's Roundhouse Park, Victoria Parade on the foreshore of the Mersey River.

Porsche is the feature marque for 2019. Link for further information and entry form below.

https://www.google.com.au/search?q=devonport+motor+show+2019&rlz=1C1EODB_enAU696AU696&og=devonport+motor+&ags=chrome.0.0j69i57j69i59j0l3.5233j0j7&sourceid=chrome&ie=UTF-8

April Drive Day & Lunch, TBA, Sunday 14th

Northern Group, EMR TBA

Picnic at Ross, Sunday 28th (Non-PCT Event)

Run by the Post Vintage Car Club of Tasmania.

May CAMS Club Challenge, Sunday 12th

PCT Club Championship Event

Northern Group, EMR TBA

June Bi-Annual Circumnavigation of Tasmania: Friday 7th – Monday 10th

Northern Group, EMR TBA

2019 CALENDAR OF EVENTS

July	Symmons Plains, PCT Driver Training & Motorkhana, date TBA PCT Club Championship Event Northern Group, EMR TBA
August	Northern Group, EMR TBA AGM, Drive Day & Lunch, TBA, Sunday 26th
September	Motorsport Event, Barrington Hill Climb (LCCT), date TBA PCT Club Championship Event Northern Group, EMR TBA
October	Porsche Parade & Dinner, TBA, Saturday 12th Northern Group, EMR TBA
November	Motorsport Event, Hill Climb (PCT), Baskerville Raceway, Sunday 10th PCT Club Championship Event Northern Group, EMR TBA
December	PCT Christmas Lunch, TBA, 1st Northern Group, EMR TBA

Compiled by Bob and Dimity White: pct.events@outlook.com



2018 PCT Club Champion Scott Smith

Club Award Points 2018

SOUTHERN			NORTHERN			CLUB CHAMPION		
KOVACIC	Todd	250	HAWORTH	Peter	250	Smith	Scott	40
JOUBERT	Leon	240	JOHNSTONE	Keith	180	Luck	Kerry	23
FORBES	Andrew	225	ALLISON	Bruce	170	Pooley	John	21
POOLEY	John	185	PARSONS	Phil	130	Pritchard	Michael	20
LYONS	Kevin	175	PITT	Graeme	130	Nunn	Peter	20
RIDGERS	Keith	175	LUCK	Kerry	120	Mezzatesta	Frank	20
DENNY	Colin	170	ZEUSCHNER	Michael	100	Allison	Bruce	18
MCGREGOR	Chris	135	ZEUSCHNER	Greg	95	Pitt	Graham	15
SHEERS	Rob	135	BOWEN	Mathew	80	Ridgers	Keith	15
SMART	Bruce	125	FRITH	Philip	75	Parsons	Phil	15
HAND	Joe	120	SMITH	Scott	65	Johnstone	Keith	15
TUCKER	Paul	120	SPINKS	Anthony	55	Bowen	Matt	15
WHITE	Bob	115	BUCKNELL	Sam	50	Powe	Michael	11
WHITE	Dimity	115	NORTON	Ralph	50	Shearer	Brian	10
SHEARER	Brian	95	BOOTH	Charles	40	Kovacic	Todd	10
JUBB	Paul	90	BRUNACCI	Jenny	40	Forbes	Andrew	10
DAVIS	John	85	OLIVER	Tony	40	Jubb	Paul	10
STOVE	Keith	70	BIRRELL	Jack	35	Haworth	Peter	5
WHITE	Farrel	70	LAVERACK	Martin	35	White	Bob	5
FOXTON	Adam	60	LEE	Ian	35	White	Farrell	5
BERRY	Paul	55	VERDEGAAL	John A	35	Borch	Michael	3
MEZZATESTA	Frank	55	FROUDE	Simon	30	Zeuschner	Greg	1
MOODY	Milton	55	McCAFFERTY	Phil	30	Compiled by Colin Denny		
BALLARD	Mark	50	WELSH	Stephen	30			
POWE	Michael	50	NUNN	Pete	25			
BURGHART	Yogi	35	TEDESCHI	Pino	25			
CATCHPOLE	David	35	PITT	Honni	20			
HOBDEN	Michael	35	FINLAY	Bruce	15			
GEORGE	Kathy	30	SHAW	Jackson	15			
ELKERTON	John	25	SHAW	Timothy	15			
MORRISBY	Cam	25	GROOM	Robert	10			
RICHARDSON	Adrian	25	NWABA	Albert	10			
SKINNER	Marcus	25	REEMAN	Nick	10			
WILSON	Chris	25	YOUNG	David	10			
BOCCHINO	Nino	15						
BORCH	Michael	15						
CARTWRIGHT	Ruben	15						
FREE	Brett	15						
PRITCHARD	Michael	15						
BEHRAKIS	Dennis	10						
BEHRAKIS	Hristo	10						

Porsche Club of Tasmania Club Award Scoring

Event Type	Examples	Points
Competing in a PCT event (Note that all competitors must have full membership to obtain these points).	Events vary in length but all will attract the same Club Award points unless otherwise advised.	15 pts - full participation 10 pts- half day attendance 5 pts - attending, not competing
Organising or running a major event (without a <i>Flat Chat</i> report)	Major events that last a full day and take considerable time to set up	30 points
Organising or running a minor event (without a <i>Flat Chat</i> report)	Smaller events such as a BBQ or social drive that may only go for a few hours	20 points
Assisting with running an event	Assistance either prior, during or after the event	15 points
Committee meetings & club room get-togethers	Open to all members	5 points
Editorial work, submitting articles more than 250 words or photographs for <i>Flat Chat</i>	Editorial Work First article Second article Third article More than 3 photos Input from President, VP and editor	30 Points 10 points 15 points 10 points 10 points Nil points
Competitor Award (Club Champion)	Placegetters based on CLASS Placegetters based on entire FIELD Competitive event organisers who are unable to compete	1 st place 15 points 2 nd place 10 points 3 rd place 5 points 1 st place 5 points 2 nd place 3 points 3 rd place 1 points 5 points

PORSCHE'S 70TH BIRTHDAY CELEBRATIONS

Thanks to the outstanding efforts of Bob and Dimity White, and our Club President, Kevin Lyons, supported by numerous volunteer assistants ranging from 'car park attendants' to 'track marshals' to 'happy snappers' our Clubs' celebrations of 70-years of Porsche manufacturing was a historic highlight.

The celebratory events were all combined on Saturday 13 October and began from 08h00 with a display of Porsches on the Hobart waterfront ranging from a 356A cabrio to a 911R and a full compliment of front-, rear- and mid-engine models in between,

Set on the promenade in front of Princes Wharf No.1, directly across from the Tasmanian Houses of Parliament and the internationally famous Salamanca Saturday market, the venue could not have been better chosen.

At mid-day the 70 Porsches, which came from all around Tasmania, departed Hobart city for the oldest permanent motor racing circuit in Australia, at Baskerville north-east across the Derwent River.

The Baskerville circuit had only recently undergone major renovations and provided a fabulous opportunity for all participants to gather at an environment perfect for the brand.

With a host of keen photography club members in attendance, and organisational support from local motor sport administrators, members could also enjoy an afternoon's (controlled) driving with their cars on the historic circuit.

The days' celebratory activities were concluded with dinner at the Frogmore Creak "Lounge" restaurant at Mac1 on Hobart's famous harbour front.

In the following pages, we'll let the pictures tell the stories.

(All photos by Bruce Smart, James Tucker and Leon Joubert).



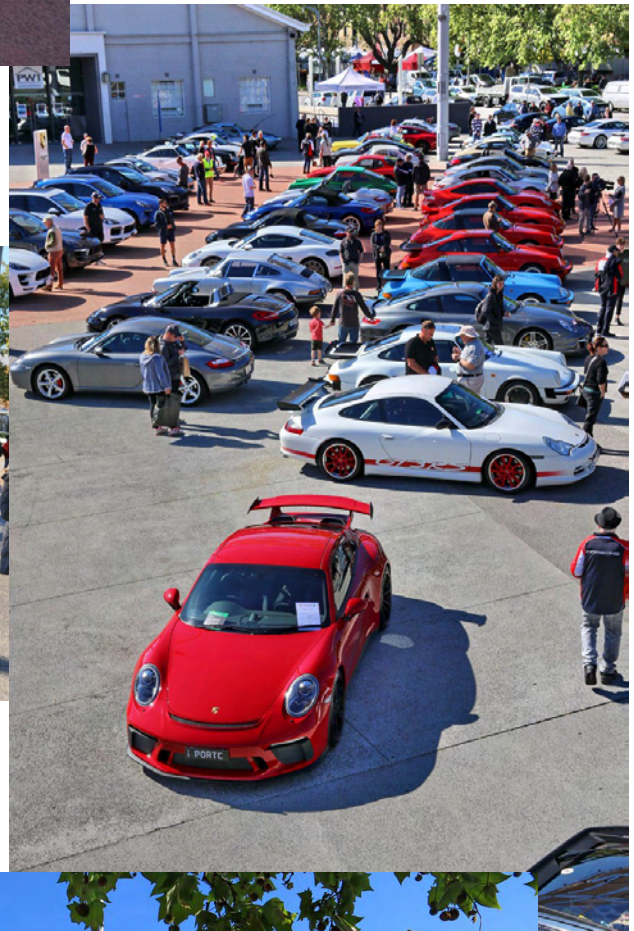
Tasmania's Houses of Parliament in the background and Salamanca market to the left.

Photo: Bruce Smart



Early morning symphony in red as the sun rises over Hobart harbour.

By 09h00 the gleaming gathering of 70 Porsches were all present and correct.



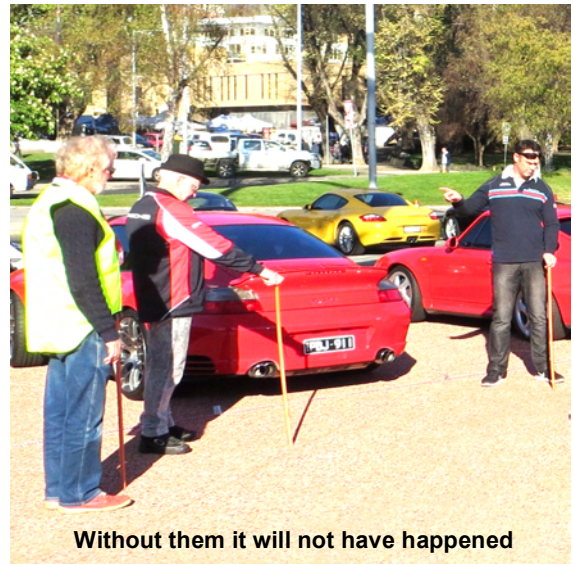
Below. The view from Salamanca Market



COVER STORY



Dimity White welcoming another early arrival



Without them it will not have happened



Porsche tales?



At Baskerville : Porsches in their element , and as far as the eye can see...



COVER STORY



Pre-dinner drinks on the Lounge deck at Mac 1.
(Right) Keith Stove has just agreed to do the BBQ at the Baskerville Hill climb.



Events Director, Bob White, had plenty of reasons to celebrate (right) - in blue sports coat.



Club Counsel, Todd Kovacic, holds court..



Kevin: "Keith, did you bring your credit card?"
Keith: "No. I thought you'd have yours".

COVER STORY



PCT PORSCHE 70th ANNIVERSARY CELEBRATIONS**Report by Paul Tucker****Photographs by James Tucker**

Our hard working social directors Dimity and Bob White exceeded all expectations with their organisation of the Porsche 70th anniversary extravaganza. Our honorary “upstairs” member provided the perfect spring weather , and by the close of play on Saturday evening the consensus was that we could not have hoped for a better occasion.

In 1948 , just a year after his Professor Porsche was released from post WW2 internment, the fledgling Porsche sports car company registered its first road car, built in an Austrian sawmill. This is why we were celebrating the 70th birthday. From 1948 -2002 the car arm of the diverse company exclusively produced sports cars ; with the arrival of the Cayenne the suffix “utility vehicle” was added to “sports”. 770,000 Cayennes later, the company is in rude health and our Tasmanian club is rightfully proud of its role in promoting and celebrating this iconic global phenomenon .

A veritable Luftwaffe of Porsches descended upon the apron of POW wharf in Hobart. Suitably , a 60 year range of cars was presented. From the “Tiger Moth” simplicity and performance of John Pooley’s 356, through the “Avro Vulcan” cold war era 911s , 944s and 928s and up to the modern sports luxury “Dreamliners” that are today’s Porsches, the public was entertained and wowed. The media was courted and the plethora of members and friends who mingled amongst the metal were unanimous in exclaiming this was the perfect party!





After the morning's entree , many members proceeded to Baskerville raceway where we assembled for an en masse starting grid photo. There were almost more photographers than clubbies. Not everyone can own a Porsche but it's a rare person without a camera , and the Hobart Photographic Society graced us with their presence . Their excitement levels were on par with ours - they were new to this fast car scene. Cosy in the marshall's nests spaced around the circuit, they revelled in the challenge of capturing our iron horses in full flight.

Following a parade lap led by the oldest Porsche in the field (J Pooley's 356) , members enjoyed spirited laps around the twists and turns of our delightful "country club". Sunbeams and beaming smiles were the order of this most splendid of afternoons, and participants left as late as Father Pooley allowed.

A number of us completed the triple whammy , joining other members for the evening celebratory function at the new MAC q01 restaurant on Hobart's waterfront. Canapes and the million dollar view competed with animated conversation as we mulled over the day's events and the Porsche company's milestones. Dinner was followed by speeches and the inevitable anecdotes from our newly minted President Kevin Lyons.

Anniversaries and celebrations are part of life , but on a slightly deeper level we should aim to celebrate each day and each moment with our noisy & naughty cars as we head out of the combustion age into uncharted territory. Let's hope Porsche can continue to innovate and excite ; the rollercoaster of the past 70 years will be hard to top!

Thanks to all involved, without doubt the most impressive extravaganza the club has enjoyed.

Paul Tucker

NEW MEMBERS

The Club extends a very warm welcome to the following new members.

Garry and Jeanette Spriggs	Porsche 911 x 2	Nominated by Joe Hand
Albert Nwaba	Porsche Cayman	Nominated by Phil Parsons
Tim Shaw	Porsche 911 Turbo	Nominated by Kerry Luck
Jackson Shaw	Porsche Boxster	Nominated by Kerry Luck
Pip Welch	Porsche Boxster	Nominated by John Pooley
Andy van Emmerik	Porsche Boxster	Nominated by Kathy George

As of 30 November 2018 total membership was 106 members.

(There is nothing in the constitution of the Porsche Club of Tasmania that requires members or prospective members to own a Porsche car. Enthusiasts and friends of the Porsche brand are equally welcome.).

ADVERTISE IN *FLAT CHAT*

AND REACH THE RIGHT MARKET !

ADVERTISING RATES

For supplied “ready to print” ads

HALF PAGE for a year (four issues) \$120

FULL PAGE for a year (four issues) \$240

Advertisements can be accepted for shorter periods at pro-rata rates.

Advertisements by members for Club related items are free.

MEET THE MEMBER

Name: TODD KOVACIC

Nickname (If any):

Not had a nickname since leaving the Police Force (!)

I Arrived on this Earth:.

1970 at the Queen Alexandria Hospital, Battery Point. The other big thing that happened that year was the break-up of the Beatles...

Early Years:

Educated at a wind-swept penal colony known as New Town High School (1983-1986). Raised in a rural area, Basketball was really the only sport played, though I did enjoy a bit of cricket – medium slow of an incredibly long run, though I did possess a sharp pair of hands. Also raced dirt bikes – not psycho enough to be any good

Later Years:.

I left school at the age of 18, worked for a well known video rental company before getting employment at AMP Society. Worked for a few months at a plaster retailer before joining the Police Force. Served for 17 years whilst studying for a law degree.

Love the concept of marriage so much I have done it a few times. Family lawyers just love me.

Studied Spanish at Universidad de Guadalajara, Puerto Vallarta, Mexico.

Love travel, and nobody gets lost like I do.

I also became addicted to cycling a couple of years ago.

My First Car (s):

A mustard yellow Morris Marina (yes the car that Top Gear drops pianos on). My parents handed it down to me when they obtained a Holden HX Kingswood (I'm guessing that the car yard wouldn't take a trade). It was the worst piece of scrap metal God ever created. Lacked power, personality and sex appeal – I loved that car! There was one serious design flaw - the engine would seize if one didn't put oil in it.



I eventually replaced the Marina with the first car that I purchased with my own money (mostly) – 1975 Holden Gemini TX. It was a sporty little thing for a 1.6l buzz-box. Had a serious understeer problem. I just didn't know it was a problem at the time. In the wet I thought how cool it was to go at warp factor-3 on a bend and wait for the car to decide if it was going to turn or not. Catastrophic understeer was not a phrase I knew at that time. How am I even alive? The car was very good to me, though it did blow a head gasket.



MEET THE MEMBER

.I sold that to buy a 1982 Ford S-Pak Falcon (manual). Boy that car was quick, and reasonably trouble free. The gearbox broke, but the nature those things made it a relatively easy and cheap repair. It Is the one car I sometimes wish that I still had.

From one of the better cars I have owned, to easily the worst – Holden JD Camira wagon. Why I bought it is anyone's guess. It was worse than the Marina by a factor of 10. Electrics – stuffed; engine – rubbish; overheated all the time; exhaust – stuffed. That colossal disaster of a car did teach me a lot about buying cars.

Seriously, it was that bad, I literally drove it off a mountain – Ben Lomond to be precise...

My Later Cars:

After the disaster of he Camira, things improved markedly (I do learn from my errors).

One of my favourite cars was my first foray into German engineering (though I understand it was assembled/built in Mexico) was my BMW 318i (E36). Known as Brigitte, it was red, good looking and drove like a dream. I truly adored that car. It was originally an automatic, but when the transmission went (one of only two things that ever went wrong with it) replacing the auto gearbox was much more expensive than a manual conversion.

The conversion was worth it. It was a much-improved car, with a manual transmission; and a lot more fun to drive. That was until some bad fuel (I will not name the franchise but it does share its name with my favourite soccer team from Manchester) caused a blown head gasket. I was devastated as economically it was not a feasible repair. I sold it "as is" to an apprentice mechanic – good buy for him. I then replaced her with objectively the best car I have owned, a BMW 528i (E39) known affectionately as Famke. She was sensational.

The upsizing of the family saw the inevitable move to the SUV market. Never thought it would happen. My current ride is a Porsche Cayenne (known as Pepper), made in the decade that petrol forgot. I love the car, but in truth has some reliability issues. When I first commenced penning this peace, nothing too serious had occurred to the car as yet, but justifying such an investment to one's partner becomes

difficult with each repair dollar spent not being maintenance related. On the road though, it is simply a dream. It is solid, safe, with more than enough power and handles like a car.

However as at the time of publication, the issues escalated and the car required a new engine – devastating.





Nadia, my 944, is the Porsche I enjoy with the club.

She is old, but fun to drive. Completely under-powered, but handles like it is on rails.

Cannot see myself getting rid of her.

My Current Main Activities/Interests: Cooking, wine, cycling and the PCT

Me and the PCT : Flat Chat lists me as the public officer though I have no clue what that means (*you are the first to go to jail if the Committee commits any misdemeanours - Ed*) and I see myself just as a Southern committee member.

I was previously Flat Chat editor and Events Director, holding both portfolios simultaneously in 2017.

My Pet Loves and Hates:

The death penalty should only be reintroduced for certain crimes – too many items at the express checkout; contestants on The Bachelor, etc. Otherwise keep it gone.

The most beautiful car ever made is the Aston Martin DB5, with the E-type (convertible) a close second, and throw in the 356 (convertible) for 3rd place.



What Would I Do If I Was President Of The PCT:

If I run for the top office I will let you know...

What Would I Do If I Was The President Of Porsche! :

Put the engine at the front where it belongs.



Todd Kovacic.

PAST EVENTS

NORTHERN EARLY MORNING RUNS

Report EMR 16th Sept 2018

Present:

Kerry Luck	996 GT3RS (organiser)
Bruce Allison	911E 1973
Peter & Di Haworth	987 Boxster S
Graeme & Cheryl Pitt	911 Carrera
Phil Parsons	987 Cayman
Tony & Maggie Oliver	996 Carrera
Simon Froude	911 1970 RSR
Mathew & Tammy	928
Jenny and Celia Brunacci	981 Cayman
Ralph & Suzanne Norton	997 Carrera
Anthony & Susan Squires	987 Cayman S
Albert Nwaba (Guest of Phil)	

We met at the new spot on the corners of Margaret & Frederick St opposite Cucnia Café.

It was a typical sunny spring morning, nice in the sun but chilly when the sun ducked away. Eight Porsches started the run down the East Tamar Hwy to Low head just north of Georgetown.



At the Signal Station Tavern we met up with Phil/Albert and Anthony/Susan from the NW and by our hosts for morning tea – Jennifer and Celia Brunacci, making it a total of 11 Porsches.

After a quick stop at the Tavern, we turned off the smooth and modern East Tamar onto Dalrymple Rd which was a total contrast. It proved a big workout for the shockabsorbers, all limits of bump and rebound were tested. I know what RS means now – Rattled and Shaken. But for me, this road was special – it was the first time I did a 100 (kph) in my first car, a Cortina 440 that I paid \$100, and my first drive as a licenced driver.



After driving through Georgetown, past the Low Head pilot station we arrived at “WOW”. Jenny’s house is the 4th house before the Low Head lighthouse, and that will give you some idea of its location. There aren’t many houses where you can see a sunrise/sunset both over water, well this is one. The 3 story build was overseen by Jenny and I can sum it up with “it’s a Grand Design”. The morning tea wasn’t bad either. Thanks very much Jenny and Celia.

That was the official end of the EMR for a great turnout of Porsches.

Kerry Luck

Report EMR 21st October 2018

Present:

Graeme Pitt & Sherryl Pitt	Porsche 911 SC (organiser)
Honni Pitt, Bree & Connor	Porsche 914-6
Peter & Di Haworth	Porsche 987 Boxster S
Phil Parsons	Porsche Cayman
Albert Nwaba	Porsche Cayman
Ralph & Suzanne Norton	Porsche 997 Carrera
Keith & Sonia Johnson	Porsche GT3 RS
David & Ruth Fuller	Porsche 911
Ian Lee	Porsche 911 GT3
Sam Bucknell	Porsche 964
Michael Zeuschner	Porsche 996
Greg Zeuschner	Porsche 911 Targa
Karen & Stephen Welsh	Porsche Boxster
Phil McCafferty	Porsche 930

PAST EVENTS

NORTHERN EARLY MORNING RUNS

We met on the corners of Margaret & Frederick St opposite Cuccina Café. The car park soon filled up as Porsche after Porsche continued to arrive. 13 Porsche in all for what was a beautiful sunny day for a drive. We departed in convoy and made our way north west towards Deloraine, the exact route unknown only the final destination.

The route took us through Westwood, Glenore, back of Westbury, Osmaston to Quamby, Brooke, Golden Valley and finally Deloraine, a number of members commented that they had never travelled on many of these roads. The roads varied between long open country road to tight and twisty with something for everyone. The countryside provided a beautiful backdrop to the convoy of Porsche and at one stage we all needed to stop and allow an echidna to cross the road!

We all arrived for morning tea at the 50's diner in Deloraine which was full of 50's memorabilia from Betty Boop to old petrol pumps and more.

While some members headed home after morning tea a few of us continued on to Iron Pot Vineyard at Rowella for lunch in the sun with some lovely wine.

It was an enjoyable day for all and great to see so many of our members enjoying their cars on a perfect spring day.

Cheers

Graeme

Northern Group, Early Morning Run 18th November

With our last event getting 13 cars, the heat was on to see if we could break this record, however as our next programmed EMR date also clashed with the Effervescence lunch at Chromy's, I thought this might be unlikely, even if we made it a relatively short one. Notice was sent out to members early, as I also wanted to remind members about the Hill-climb, and this may have helped with scheduling by members, but responses started rolling in very quickly, and a few days before, I had 16 cars, with 3 possibles.

I programmed the route to take in several Targa Tasmania stages, but would also re-run some sections of road that we had used before on other runs, together with some pleasant country roads along the way.

Our route was a simple trip down the West Tamar from Goodyear to Legana, to be joined by a couple of cars, on through the old Bridgenorth Targa stage, on to Rosevale, and then though to Birralelee Road and on to Frankford. Another stop to regroup at the Hall, and catch up with another couple of cars, and on to the highlight, the Holwell Targa stage. Unfortunately a couple of things transpired to muck this up this fantastic bit of road for some cars, in that a delay at Frankford to allow an Echidna that didn't really know where it wanted to go to safely cross the road (and preserve our tyres) saw a couple of cars towing campers and trailers turn on to Holwell Road in the middle of our group (of course they couldn't wait for us all to go), and then proceed to travel at 65kmh.

PAST EVENTS

As the Holwell Road comes out at Beaconsfield, some cars headed off for Effervescence lunch, the rest headed on towards Greens Beach before turning off for Beauty Point to have a cuppa and nibbles at the Riviera Hotel, who had opened early for us.

We ended up with 18 cars and 26 members / partners, a magnificent turnout, only bettered by brilliant weather, and the cars did look great parked on the grass in front of the "Riv". It was great to catch up with some new members, old members coming on their first run, and old members venturing out on a run for the first time for a while. Dianne even let me bring her new 981 PDK Boxster, and this was most impressive through Holwell. Think I could used to PDK very quickly!!

Thanks to everyone who came

Greg Zeuschner	996 C4 Coupe
Stephen & Karen Welsh	718 Boxster
Ian Lee	997 GT3
Peter Haworth	981 Boxster
Phil Parsons	987 Cayman
Bruce Allison	911
Jennifer Brunacci	Mercedes Benz
Martin & Leanne Laverack	986 Boxster
Phil McCafferty	930 Turbo
Pino Tedeschi	997 Turbo
Sam Bucknell	964
Nick & Ali Reeman	944 Turbo
Graeme & Sherryl Pitt	911SC
Anthony Spinks	987 Cayman
Phil Frith	981 Boxster S
Ralph & Suzanne Norton	987 Carrera
David Young	911 Cabrio
Charles & Lucinda Booth	997 Carrera



Peter Haworth

PAST EVENTS

PCT BASKERVILLE HILL CLIMB - 11 NOVEMBER

Report by Peter Haworth

Many years ago I had done quite a few laps of Baskerville at MG Car Club speed events, in cars ranging from a Triumph Stag, the Turnham Alfa (originally the Turnham Hillman) and latterly MGB and MGB GTV8. I had got to know it, and some of its foibles fairly well I thought, but that was many, many years ago – probably close to 35 years in fact, and I was still somewhat scared by the blind left hander at the top of the hill. Baskerville had also been the site of some interesting things too, such as John Hartley losing a wheel from his Magnette as he took the left hander after the short straight at the top of the hill, and forever gaining the name “Wheeloff”, all good MGCC folklore.

Anyway, my interest in having another go at Baskerville was heightened after the privilege of driving a few laps in Kerry Luck's race prepared 996 GT3 at the 70th Anniversary, and I thought I would have to give the Hillclimb a proper go in my 996.2 Carrera.

And so the usual preparations began – locate a helmet – old one thrown out in a housing move, and well and truly out of date anyway – Facebook buy and sell to the rescue with an as-new helmet with required AS1698 tags, get a CAMS licence – no longer called a Basic Licence, but now a Level 2 Speed. And not that expensive compared to the old basic licence cost and the number of years in between. I couldn't, however, locate my old CAMS no., as, would you believe I had thrown out the CAMS Steward card and last basic license not 12 months ago.

A very pleasant night at Derwent River Lodge in Lindisfarne and then out to Baskerville for an early start. Scrutineering pretty straight forward and then in to watch JP and Kerry Luck playing artists as they drew the track out for our briefing. Good to catch up with old MGCC acquaintances in Clerk of Course Kevin Knight, and stewards Robin Wilmot and Bronwyn Zuber. Very impressive to see a large number of cars gathered, with a good Northern contingent making their way down.

As an odd numbered car I was in the first group to run, and certainly my heart rate and nervous levels were up as I waited for my turn to start. As the 996 is a Tiptronic, I decided I'd do the first couple of runs in auto / manual mode and then swap to manual mode for later runs. Being the forerunner to PDK there are no frills, so no Sports or Sports Plus mode, only the ability to plant your foot on the loud pedal, and wait the result of the Tip updating change points based on driving style.



I was somewhat surprised I got the motor to the redline before changing up out of first – must learn fast!! In to second for the first right hander, drift out to the top and ease off for down through the esses, not enough power so not quick enough, but I'm relearning, power back on for the left hander at the bottom, again drift out while lining up for the next left hander before starting up the hill - still in second, floor it and up the hill, changes to third just before the distance marker.

PAST EVENTS

Briefing said to brake before the distance marker at the top, but I seemed to slow down too much – either not fast enough up the hill, or brakes more efficient than I thought – round the blind left hander no problems, up into third again quickly, but feather the throttle before the final left hander – definitely could go faster here next time, change to fourth perhaps? Easily through that last corner and power on for the straight. Again close to red line before the tip changes to fourth, and then across the finish, did glance down and see 145kmh.



So, first lap in full anger for nearly 35 years, ready for a few more. 2nd lap slightly quicker, but still too slow down through the esses and down the short straight. Third lap tried manual mode, definitely felt quicker I thought, but I think that one might have been mistimed, as I was a time short for the number of laps I thought I did. Next one tried mixture of tip with manual shifting, not sure that was any better, and then the low fuel light came on – little bit less than I thought was in the tank !! Trip in to Brighton for a small top up at BP (only ever use BP or Caltex premium), and then back to line up again. Then the dreaded Check Engine Light which, although I pretty sure it was a recurring small problem with one of the cam timing sensors, I had a slow lap as a precaution and then into the pits to pull out the OBCD reader – yes, as suspected, a somewhat lingering legacy from the car not being driven / revved enough for the 2 or 3 years before a got it (infrequent use in Sydney traffic..) and some of the oil galleries becoming a little gummed up. Several flushes and oil changes had cleared up most of the issue (couple of lots of oil coming out black as the ace of spades after very short distances), but the problem still re-occurs very spasmodically. Perhaps I will change the sensor after all to fix it.

Anyway, the end of the day had come, and I ended up last in class D, but still happy, and ready for the next club day. Perhaps I will do that Fister mod on the exhaust, and install the K&N Cold Air Intake I have sitting under the bench.....

Thanks to officials and other competitors for a great day, and to Keith and Judy for their BBQ prowess. Vote for most impressive car of the day, however, goes to Omar Hassan's white Golf R, went about it's job all day with a minimum of fuss and very well driven.



Not everyone appeared to be as relaxed and comfortable as Peter with what they were doing?

PAST EVENTS



There was a poignant moment when at 11h00 on the 11th day of the 11th month the event stopped and paid its respects to the fallen of the First World War.



Scott Smith showed all other Porsche participants how it should be done, albeit by close margins.

The following weekend Scott claimed the 2018 Tasmanian Super Sport title driving his GT3 at Symons Plains.

Smith, Scott	Porsche GT4, Red	46.48
Luck, Kerry	Porsche GT3 RS, White	46.55
Pooley, John	Porsche GT3 2015, White	47.60
Lyons, Kevin	Porsche GT3 2018, Grey	47.81
Shaw, Tim	Porsche Boxster S	50.66
Lee, Ian	Porsche 911 GT3, White	50.80
Shearer, Brian	Porsche GT4 2016, White	50.87
Shaw, Jackson	Porsche Boxster S	51.25
Catchpole, David	Porsche Boxster S 2012,	52.45
Zeuschner, Michael	Porsche 911 (996), Black	56.05
Haworth, Peter	Porsche 996, Grey	56.90
White, Farrel	Holden VL, Red	53.48
Borch, Michael	Mercedes Benz C63, Black	53.80
Zeuschner, Greg	Porsche 914	58.80
Mezzatesta, Frank	Westfield 1200cc, Blue	47.22

PCT Member results left.

Note the small margins between the top four. Shout out to Tim Shaw for raining on the GT parade with his Boxster S?



Co-organiser : Kerry Luck

PAST EVENTS

BASKERVILLE HILL CLIMB. TOP OVERALL RESULTS

Lonergan, James	Nissan R32 GTR, Black	44.27
Pisko, Peter	Audi TT, White	46.10
McIntyre, Robert	Subaru WRX, White	46.22
Smith, Scott	Porsche GT4, Red	46.48
Luck, Kerry	Porsche GT3 RS, White	46.55
Hassan, Omar	VW Golf R AWD, White	46.67
Forsyth, Cameron	Ford Focus RS, Blue	47.03
Budsworth, Sheridan	Nissan Skyline, Purple	47.18
Mezzatesta, Frank	Westfield 1200cc, Blue	47.22
Roach, Damien	Porsche GT3 RS, White	47.39
Pooley, John	Porsche GT3 2015, White	47.60
Lyons, Kevin	Porsche GT3 2018, Grey	47.81
Stephens, Matthew	Subaru WRX, White	48.09
Bellenger, Michael	Datsun 240Z, Red	48.45
Eastner, Marcus	Subaru WRX, White	49.36
Watt, Michael	Mazda MPS, Silver	50.36
Elliott, Michael	Mazda	50.48
Shaw, Tim	Porsche Boxster S	50.66



Left:
Former Performance Automobiles technician , Jamie Lonergan's , very fast and very well driven Nissan. Skyline GTR.
An easy outright winner.

Photos by Bruce Smart and Leon Joubert

Right: The President cresting the hill on his way to a nicely competitive time.

Full Event Results can be seen on the PCT website at :

http://cms.porsche-clubs.com/PorscheClubs/pc_tasmania/pc_main.nsf/web/724D55422D9982BAC1258322007703AA



PAST EVENTS

The 2018 PCT Baskerville Hill Climb was a great success thanks to the excellent organisation by PCT Motor Sport Director, John Pooley, and his team. The event attracted more than 40 entries.



Brian Shearer



Tim Shaw



John Pooley, Bruce Smart, Chris McGregor, Todd Kovacic and Clerk of the Course, Kevin Knight.



David Catchpole



John Pooley and Farrel White at the start line : "Now remember to keep well right at the top of the hill ! "



Greg Zeuschner's Rover V8-engined 914. Find and fit the 2.0-litre six and period 911 bits it should have, and it will be worth a bucket full as a 914-6.

PAST EVENTS

PCT 2018 XMAS LUNCHEON AND AWARDS PRESENTATION



Are they sorting out the parking, the table seating or deciding who will get the Xmas presents?



Home Hill's Barrel Room has been a previous successful venue for PCT events and it did not disappoint for our Xmas luncheon. Great food, great service and great value.

PCT 2018 XMAS LUNCHEON AND AWARDS PRESENTATION

Top: To the winners the spoils!

Below Left: Todd Kovacic, counsel, newsletter editor, events director, enthusiast, helper, and deserving winner of the Southern Member's Award for 2018. (He's the taller of the two).

Below Right: Guess whose spouse drew the first lucky number door prize! (It was NOT a bottle of fine Pooley wine...)

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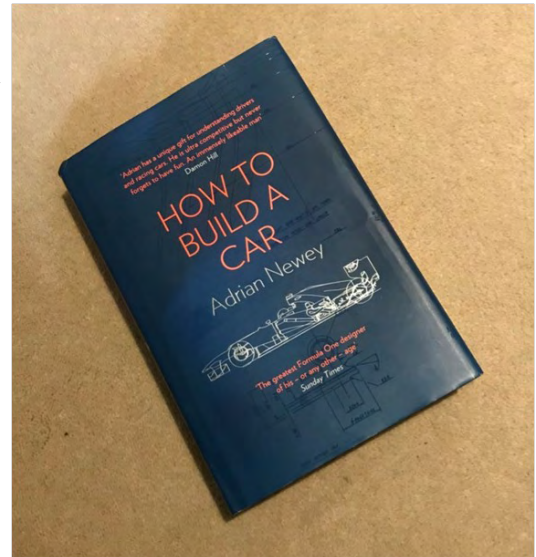
Book Review

HOW TO BUILD A CAR - by Adrian Newey

If you want to build a racing car, don't read this book!

It is about Adrian Newey the man, Newey the aerodynamicist, Newey the race engineer, Newey the mechanic, Newey the ambitious kid who never really grew up, Newey the obsessive designer who torpedoed two marriages. If, after reading *How to Build a Car*, you decide to build a race car of your own, forget it.

This is not a DIY manual and you will need a completely different set of skills than Newey's, because quite simply, construction techniques, materials, and most importantly, FIA rules are different now than when Newey started, or even when he finished designing.



What haven't changed are the fundamental design principles that guided Newey and other designers of his era. These are simply explained in his own words in theory and in practice as we follow Newey through his career.

The value of this book lies in Newey's description of why aerodynamics should be the single most important differentiator between the winner and the runner-up in the constructor's championship.

Newey has a degree in Aeronautics and Astronautics, which might explain why he devoted so much effort to applying and improving aerodynamics to his cars, but by his own admission, mathematics never was his strong point, so he has for decades relied upon wind tunnel testing to demonstrate and refine his intuitive ideas.

It sounds simple enough: increase downforce and decrease drag, but to do both simultaneously and successfully requires a keen sense of judgement and vast experience. Newey has those qualities in abundance.

Newey writes in great detail, chapter by chapter, about each of the eleven race cars he designed for Formula 1, starting with Fittipaldi and progressing to the top with Red Bull.

Success with his Formula 1 cars did not follow a smooth trajectory.

His successes were short-lived, as FIA rules typically change every season to punish success by either banning the innovative device or method (e.g. antilock braking systems, active suspension, ground effect skirts), or severely restricting such innovations to make them less effective

As Newey points out, there is a constant tension between FIA regulations and race car design, with the prize going to the designer who can find a loophole or take advantage of a poorly worded restriction. Newey's goal was to make his cars go faster with every iteration, and since increased speed carries with it increased risk, the FIA's goal is to slow cars down just sufficiently to regain a safety margin, while not spoiling Formula 1 as a spectator sport.

There were some notable failures along the way, most dramatically demonstrated by the death of Ayrton Senna in a car of his design, the Williams FW16.

You can sense Newey squirming as he penned the paragraphs attempting to describe the cause and effect of the last-minute modifications to Senna's car that most probably contributed to his fatal accident at Imola.

Despite Newey's, somewhat reluctant, clearly painful admissions of partial responsibility, the Reader is left to decide for him or herself whether Newey is wholly to blame.

Newey is a man who realises his monetary value as a professional. This is necessary to avoid selling one's services too cheaply, but the frequency and detail with which Newey describes his salary negotiations, especially when switching employers, could best be omitted. It contributes little to his otherwise admirable success as a designer.

Near the end of his book, Newey is in a reflective mood, so it's worth finishing with a quotation from *How to Build a Car* that probably resonates with many Formula 1 fans :

"Now to me, what makes Formula One unique compared to other top-level sports is the fact that it's not just the sportsmen – it's the sportsmen and the car, man and machine, the technology, the battle of the car-cum-sportsman who's driving it. And for that reason I think it's so important that we maintain technical differentiation between the cars, and within the car the engine should not become the dominant differentiator among the top teams"

Spoken like a true aerodynamicist!

I thoroughly recommend reading Newey's book as an insight into what goes on behind the scenes in Formula 1, not on the track or in the pits, but in the design studio and in the mind of arguably one of the sport's most successful designers.



2014 Red Bull Renault RB10

Reviewed by Andrew Forbes

PORSCHÉ TOUR OF THE PYRENEES**By Colin Denny**

In August 2018 when Annette and I arrived in Barcelona, the cosmopolitan capital of Spain's Catalonia region, the country was experiencing extreme summer temperatures. We had come to Spain for a Porsche driving tour of the Pyrenees and the Arts Hotel Barcelona, our starting point on the waterfront of the beautiful city, afforded welcome relief from the unrelenting heat.

After two relaxing days in the Catalan capital we met our fellow travellers for a formal Porsche briefing where we were split into two groups, each to be accompanied by a guide in radio contact. The first group consisted of three German couples from Stuttgart and a young lady, Marieke Appel, a project officer from the Porsche tour office who was there to observe.

In our eclectic group we were joined by Robert, an American corporate lawyer, and his son James from Seattle, Peter and Hanna from Bratislava and finally Omar and Griselle, a young couple from Mexico City. All were experienced drivers, particularly Peter, who had raced in Formula Ford and been trained by David Coulthard at the Red Bull Ring in Austria.

Cars were allocated in the morning before departing Barcelona in the direction of the Montserrat Mountains. We drove a 991.2 Porsche 911 Targa 4S with the 309kW twin turbo litre engine.



3

Our group was preceded by the Stuttgart cars as we made our way into the mountains for our first stop at the spectacular monastery of Santa Maria de Montserrat. On the way we noted that the villagers flew red and yellow Catalan flags and displayed banners calling for their independence from Spain.

From the monastery we had a great drive north encountering very little traffic on the narrow winding roads leading towards Peramola at the foot of the Pyrenees.

Here we were served a typical Catalan meal at the restaurant Can Boix. Suitably refreshed, we continued north to the challenging mountain stage across the 1,000m Coll de Bóixols. By now, our guide Jörg Bäuerle, had become frustrated with the low speed of the Germans so he moved our group ahead to lead the tour. We were joined by Marieke from the office who also found her Stuttgart compatriots too slow.

Our spectacular driving day ended high in the Pyrenees at El Castell de Cuitat in the town of La Seud'Urgell close to the border with France and the Principality of Andorra. In the great hall of the castle a paella cooking demonstration (right) provided our dinner.

El Castell de Cuitat is a 10th century fortress, now adjoining a spa resort.



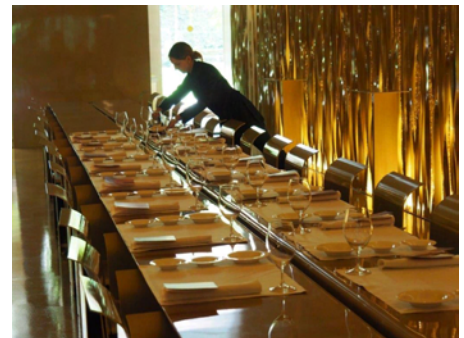
Next day we changed cars and were pleased to be offered a bright yellow 991.2 model Carrera GTS Cabriolet.

No chance of hiding with this car!

The GTS two wheel drive had lighter steering and seemed nimbler than the four wheel drive Targa – perhaps it was the extra 22kW that made the difference.

Luckily, we managed to keep this car for the remainder of the tour.

The morning drive had us heading east then south crossing the Collada de Toses, one of the highest Catalanian passes to the town of Vic for lunch. The winding roads were a fast challenge until we were slowed by heavier traffic as we approached the town. On arrival at the Michelin two star restaurant, Les Cols, the meal consisted of eight rich courses on share platters. It was too much for all of us (and no alcohol allowed to accompany the food).



After lunch we turned north-east but were slowed by the busy traffic on the coastal plain close to our destination near Figueres. That night dinner was served at the Castell Per-alada restaurant set in beautiful gardens. Once again, the Michelin star menu was overwhelming– six different tapas plates followed by monkfish and Iberian pork. For dessert, strawberries steeped in wine were served and finally pineapple cake. It was the end of the driving day so the wine flowed.



Next morning the route took us through the protected Serra de Rodes area into the mountain range overlooking the Costa Brava where the road to the coast winds down past the old Benedictine monastery of St Pere de Rodes.

We stopped at Port Lligat for a coffee break then drove on coastal and country roads south-east on our way back to Barcelona.

The driving was fine until, on the narrow coastal road, a Frenchman in an Audi SQ5 incited by the sight of the Porsches made life difficult for all of us!

Finally, we joined the toll road back to Barcelona.

Throughout the tour the weather had been fine until that afternoon when we were hit by a tremendous thunderstorm lasting for half an hour that made it difficult to keep the convoy together on the five lane tollway.

However, as the weather cleared we regrouped and entered the city to find our way back at the Arts Hotel Barcelona.



The tour ended with tapas dinner overlooking the port to farewell our newly made friends. It had been fun.

As Oscar Wilde said, "Live life with no excuses, travel with no regrets."



Colin Denny

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.

Our winner in the October 2018 issue was Andrew Forbes for the second installment of his article about the origins and history of the very first Porsche sports cars.

The winner of a the Pooley Wines prize in this issue **Bruce Smart** whose superb photographs have graced several covers of Flat Chat and feature regularly in the body of the newsletter and on our Facebook page and website.

Thank you, and congratulations.

Please contact John Pooley to arrange to collect your prize.

FIA WORLD ENDURANCE CHAMPIONSHIP GT UPDATE**6-HOURS OF FUJI - 14 OCTOBER****Porsche Wins Decisively**

The Porsche GT Team won the six-hour race at the Fuji Speedway in Japan. At round four of the FIA WEC World Sports Car Championship, Kevin Estre and Michael Christensen crossed the finish line in first place in the GTE-Pro category with the Porsche 911 RSR.

Ten cars from five manufacturers fought for victory in the GTE-Pro class under changing weather conditions. Drizzle fell in the first hour of the race and the track then slowly dried during a 30-minute safety car phase.

After an early switch to slicks, Estre and Christensen concentrated on working their way through the field. With an optimal setup and a clever pit stop strategy, the French-Danish duo systematically reeled in the frontrunners. With about 1.5 hours to go, Christensen took the lead. At the final pit stop with a driver change, the Porsche GT Team again timed things perfectly and Estre went on to take the flag in first place. However Bruni and Lietz struggled with a less than perfect pit stop and deteriorating tyres towards the end and finished 5th in GTE-Pro.

In GTE-Am class, Project 1 celebrated its first WEC win and Dempsey Proton Racing in second place. A pit stop for repairs threw Matt Campbell (AUS), Christian Ried (Germany) and Porsche Junior Julien Andlauer down the field, finishing eighth.

DEMPSEY-PROTON TEAM DISQUALIFIED

Both of Dempsey-Proton's two GTE Am class Porsche 911 RSRs have subsequently had their points taken away after the squad was discovered after the Fuji race to be using a data logger that was "transferring false information" when both cars were penalised for not completing the minimum refuelling time.

The team's subsequent "failure to co-operate in an investigation" of the rule breach was cited by stewards in a bulletin issued at Shanghai as a reason for its punishment.

It said Dempsey-Proton was found to have inserted an additional line of code into its data logger "with the purpose of increasing the time of the refuelling sensor signal sent to the official FIA/ACO data logger by two seconds". This "fraudulent process" was found to have been in place for August's Silverstone round as well as the Fuji race.

Dempsey-Proton senior team members were summoned to a hearing and did not contest the allegations, saying the extra code had been added by an "external consultant" with which the team used to work. However, they refused to divulge the identity of this consultant to stewards during the hearing, "nor the conditions in which he was allegedly dismissed nor any element of proof of the reality of the breach of his contract by the competitor".

FIA WEC GT CHAMPIONSHIP

SIX HOURS OF SHANGHAI - 18 NOVEMBER

GTE: Aston Martin dominates in wet

In an on-off race delayed by long breaks due to pouring rain, Aston Martin secured its first victory in the GTE Pro class with its new Vantage GTE, as the #95 car finished seventh overall ahead of the LMP2-winning #38 Oreca.

The Aston shared by Nicki Thiim and Marco Sorensen took full advantage of the British marque's speed in the wet conditions, as both Astons stayed at the head of the class for much of the race after cycling ahead in the early pit stops.



The Dempsey-Proton squad recovered from the blow of losing all the points it has scored so far in the 2018/19 season by winning GTE-Am again.

However, the #97 car of Alex Lynn and Maxime Martin - which lost out to the sister car with a green-flag pit stop and was left on old tyres for the finish - was reeled in and passed with around 30 minutes to go by Richard Lietz in the #91 Porsche 911 RSR he shares with Gianmaria Bruni. The points-leading #92 Porsche took third after Michael Christensen also relegated Martin in the dying moments.

Christensen's teammate Kevin Estre escaped sanction after tapping the pole-winning #66 Ford GT of Olivier Pla into a spin during the first batch of green flag laps. Ferrari's best representative was the #51 car of James Calado and Alessandro Pier Guidi in fifth, followed on the road by the lead BMW M8 of Martin Tomczyk and Nicky Catsburg in sixth.

Corvette's lone one-off C7.R entry was 10th on the road, but was promoted to eighth by both the Tomczyk penalty and a separate offence for the #67 Ford relating to a safety car pitstop violation.

In GTE-Am Matt Campbell, Julien Andlauer and Christian Ried came out on top in the #77 Porsche, 8.7s ahead of the Project 1 car shared by Fuji winners Jorg Bergmeister, Egidio Perfetti and Patrick Lindsey.

Championship Standings After Five Rounds From Eight

FIA GT Manufacturers Championship

1.	Porsche	181 Points
2.	Ford	105
3.	Ferrari	102
4.	Aston Martin	94
5.	BMW	56

FIA Trophy For GTE-Am Teams

Project 1 (Porsche)	84
Aston Martin Racing	64
TF Sport (Aston Martin)	58
Clearwater (Ferrari)	57
Spirit of Race (Ferrari)	55

The next race is the Sebring 1 000 in March 2019.

WHAT BUTZI THINKS

Dear Porsche friends,

We live in an age of the SUV (aka urban assault vehicles). The modern day equivalent of the family wagon, I once would have thrown myself from the top level of the Fernsehturm, rather than own one. These days, why would you not? The versatility is unmatched now that many of them (the good ones anyway) drive like sedans.

The Feminazi's can complain about the lack of numbers of women in the seats of power, but the legacy of the buying influence of mothers on the car market is undeniable. That is real power!

We at Porsche AG were way ahead of the curve in developing an over-powered over-sized vehicle just to take little Johnny to school.

With a philosophy of no car is too big and no price is too big; our first suburban Panzer (codenamed Cayenne) was developed in the late 1990's and put into production in 2002.

Fans of our marque cried "foul" at the prospect of a prestige urban assault vehicle, but it made us lots of cash because everybody wanted one. So successful was it we made a mini-Panzer – codename Macan.

2018 enter Ferrari; the prancing horse is now to make one, following on from Lamborghini and Aston Martin. Ferrari seem incapable of an original thought. From the start, their marque ripping off the Stuttgart coat of arms, and now they are to make a fast SUV.

Called the Project Purosangue – which Ferrari says, means "thoroughbred" in Italian. A literal and alternative meaning is "pure blood", which is ironic. The last time the Italians tried to be like us Germans with Project Pureblood, it didn't end so well.

Ferrari are good at coming up with stupid names. Who can forget the Ferrari LaFerrari. Execs must have been up all night thinking of that one.

Ferrari says that Project Pureblood will distinguish itself in that it is not an SUV (sports utility vehicle) but it is an FUV (Ferrari utility vehicle). That is just hilarious. This is kind of like the USA saying that the Lockheed SR-71 Blackbird was not a spy-plane, but was a superfast aeroplane for taking topographical photos of other countries without them knowing.

No doubt it will be fast. But how utility (Ferrari or sport) will this vehicle be? Poor little Johnny...

freundliche Grüße

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Porsche Club

Tasmania



APPLICATION FOR MEMBERSHIP

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

Name/s:

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

Postal Address:

PostCode:

HomePhone: WorkPhone: Fax:

MobilePhone: Occupation:

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

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

Porsche -Type: Year: Colour: Reg No:

Joining Fee (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.