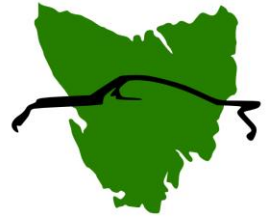




Porsche Club

T a s m a n i a



FLAT CHAT

APRIL 2013



2013 Porsche GT3

Issue No. 41/2013

FLAT CHAT

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

APRIL-JUNE 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

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Meeting Venues:

- **Hobart:** At 8.00pm on the 3rd Tuesday of every month at the Civic Club, 134 Davey Street, Hobart
- **Launceston:** At 9.00 am on the 4th Sunday of every month at the Blue Cafe, Invermay Road, Inveresk

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

APRIL EDITORIAL

I have been welcomed to the role of Editor of *Flat Chat* by many of you already. Thanks! Expectations of my continuing the already excellent standard of the newsletter may be high, but the bar has also been set high for 40 issues by our very, very capable retiring Editor Leon Joubert. If I can do half as good a job as Leon, I should be happy, nevertheless I'm aiming to match his performance – quite a challenge.

I'd like to dedicate this issue to those who lost homes and property in the Tasman Peninsula bushfires in January. As a Club, we are extremely fortunate to enjoy the company of members and friends at Club functions and events, sharing our passion for all things Porsche, but we also have a tradition of collectively helping those less fortunate than ourselves. Over the years we have donated funds raised through social and sporting events with a number of charities (e.g. Make-a-Wish Foundation), and this year has been no exception. In February, Club President John Pooley and Leon Joubert organised the participation of the Porsche Club of Tasmania and the Post Vintage Car Club of Tasmania in the Sorell Festival and Classic Car Show for Bushfire Appeal (aka the Sorell Show & Shine). Nearly 100 cars entered, including 10 Club Member's Porsches, and John's full report can be found later in this issue. John and Leon's tireless efforts were well rewarded and all entry fees and proceeds from the many fascinating Festival stalls were donated to the Bushfire Appeal.

You will have seen the photo of the new Porsche 911 GT3 on the cover. Of the many variants of the 911, this and its more track-oriented sister, the GT3 RS, usually appear in the model line-up a year or so after the release of each new generation of 911. This waiting period makes it one of the one most anticipated models (at least, by those of us with competition aspirations!) of each 911 generation, as it forms the basis of the cars that are built (albeit with many race-specific components) for the GT3 Cup and Carrera Cup race cars. To whet your appetite further, more details of the latest GT3 can be found at the back of this issue.

As I am new to the Editorship, I will probably make a few changes to the layout and appearance of the Newsletter, not just as window-dressing, but to make it even more attractive and easier to read, and to make it quicker and more efficient to assemble and publish. In this vein, I have experimented with a couple of articles in this issue (with apologies to their authors), namely double columns for Leon Joubert's article on John Pooley's 70th Birthday Celebration and text-wrapping for Gary Cannan's article describing his fascinating car history. Your comments are welcome, so please let me know what you think of the experiments. Let me also ask you to write to me on any matter you would like to air and share with PCT members. I shall publish the best letters in subsequent issues.

Andrew Forbes
Editor

THE CHAIR SQUEAKS

Dear Porsche Family,

This is an amazing Family we all belong to and at this time our Family history continues with excitement and pride. The year 2013 is no exception.

We can look forward to celebrations for Fifty years of our beloved 911 and the year when many of us can recall our first experiences with a 911, those first impressions, lasting impressions and for most of us, many more, right up to today. Our love affair with Porsche will continue so long as we continue to actively spend time with other members in the Family. Pretty basic, really, but very true as humans we want to love and be loved and appreciated by family and friends and at Porsche that's is what happens.

Our Club has an invitation to attend the first ever, Rennsport event to be held on 25th and 26th May this year at the Sydney Motorsport Park (Eastern Creek Raceway); full details elsewhere in the Newsletter. This event is the inaugural Rennsport to be held in Australia, run on similar lines to the US version and has events and activities for every Porsche owner. A weekend with the Porsche Family and a great time is assured for everyone, no matter what level you want to take part, from just spectating , to attending the social functions , showing your car in the Show and Shine or Concours, to taking it on track for regularity runs or all out racing. Klaus Bischof will be bringing some of his historic racing Porsches from Germany. This is a Porsche Family event, full of amazing memories and fun, for you to take home and put in your family album! Over 250 Porsches have been entered, so do not miss this one!

Your new Editor and President are attending with their 911s and we would love to see all of our Club family members coming up with us or meeting us there . Let's show the others, we in Tasmania, support and enjoy these major Family events.

As I have just mentioned the Editor, that reminds me to show our sincere appreciation of the fantastic job that Leon Joubert, as retiring Editor, has done over the past 10 years. His command of the English language, albeit with a strange accent, is exemplary and his automotive knowledge is second to none. I have enjoyed the depth and accuracy of his articles and loved the historical ones. We will continue to enjoy Leon and Gail's company and his humour and he can now enjoy the pleasure of being an active member of our Porsche, without all the work, as he has recently purchased a very rare 924S of which only a few were built . None were imported as a new car into Australia as the 944 was the immediate replacement and the decision was made in this country not to import the 924S, which had similar mechanicals to the new 944, but wait a few months for the restyled 944 to arrive. Thank you so much Leon for a fine job and thanks to Gail who must have missed Leon for all those hundreds of hours he dedicated to producing Flat Chat for such a long time.

Welcome to Andrew Forbes, our new Editor who, like Leon, has many years of experience in things Automotive and a great passion for Porsche, and I understand

Carolyn has approved 'time off' for Andrew to put together Flat Chat for future editions. Members supply of articles of interest and event reports are still very welcome and I am sure Andrew can call for help, if needed, to continue our Newsletter as one of the most interesting is Australia.

Many thanks too, to Porsche Centre Hobart, Dealer Principal, Adrian Brown, who has and will continue to assist with the cost of production of Flat Chat, and other Porsche events, and from this edition onwards will provide an article of interest to Club Members.

I look forward to joining you all at the next Club event and encourage you to be part of Porsche Rennsport Australia, at the last week end in May.

John Pooley
President

Porsche Rennsport Australia Motor Racing Festival 2013

Porsche Cars Australia is pleased to announce entries are now open for the Porsche Rennsport Australia Motor Racing Festival to be held on the weekend of May 25 and 26, 2013 at Sydney Motor Sport Park.

The format of the exclusive all-Porsche event will be centred on the Porsche Carrera Cup Australia and Porsche GT3 Cup Challenge Australia which will both headline the weekend's racing schedule. Other events will include several all-Porsche races, Regularities and historic demonstrations on both Saturday and Sunday.

Recent improvements to the circuit facilities will allow the entire circuit, figure 8, skid pan and four wheel drive track to facilitate various events and activities throughout the weekend. Off-track attractions will include the Porsche Concours d'Elegance and Porsche Show 'n' Shine, whilst the Porsche Sport Driving School and Porsche Kids Driving School will provide the full spectrum of the Porsche driving experience to those big and small.

Porsche Rennsport Australia Motor Racing Festival is set to be a true 'Festival' of all things Porsche. We look forward to seeing you there.

More information at: www.rennsportaustralia.com.au

Latest Rennsport News

Competitor Numbers and Garages allocated!



Competitors of the 2013 Porsche Rennsport Motor Racing Festival are soon to find out where they will be in the paddock and what number their Porsche will adorn for the weekend's racing and regularity trials. Two supporting races to the Porsche Carrera Cup and GT3 Cup Challenge is the historic categories Group S who will run with similar specification Group N Porsche's. Currently 40 Porsche's will be in this historic category, and a further 47 will compete in the combined Porsche Sports Car race, that will see some of Australia's finest and fastest Porsche race cars compete.

The largest gathering of Porsches ever in Australia .



We are proud to announce that the Rennsport Australia Motor Racing Festival 2013 has over 200 entries and counting.

Rennsport Australia's debut is set to be a memorable one with Porsches from an array of eras entering.

If you haven't already done so, log on to your account and upload images of your Porsche. These images could be used in the Rennsport programme. So get in quick!

Invite your friends to join the gathering of the faithful.



Rennsport will be 'the' Porsche event for 2013... so invite your friends to join in this history making weekend. Take a look at the opportunities for those of you who don't wish to participate in track activities:

- Porsche Sport Driving School
- Porsche Kids Driving School
- A prestigious Show n Shine
- The definitive Australian Porsche Concours D'Elegance

Rennsport entries filling, and closing soon!



Porsche Rennsport Australia Motor Racing Festival has seen a tremendous ground swell of support from all across Australia. Rennsport on track events include three Regularity grids based on year model and performance, as well as a dedicated historic races for Group S and Group N log booked Porsche's, and finally Sports Car races. Each of the categories have a few places left, so make sure you don't miss out!

Advanced Driver Training.



Exploit the dynamic potential of your Porsche in safety without the restrictions of normal road conditions or the inconvenience of other road users, be trained by friendly and experienced Porsche instructors and most importantly, enjoy the drive. For participants keen to squeeze a practice in at Sydney Motorsport Park prior to Rennsport, the Porsche Sport Driving School team are holding an advanced driver training day to warm the tyres on Friday 24th May. Limited places available, so book today!

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Full Page \$700 for a year (four issues)

NOTE: There will be an additional charge if we prepare the ad for you.

NEW MEMBERS

We warmly welcome new members Piers and Kim Dawson-Damer to the Club. They bring not only themselves, but two great Porsches to the "fleet"; a 911/997 Carrera GTS and a Cayenne Sport. We hope to see them very soon at a Club event.



Porsche Club

T a s m a n i a



CALENDAR OF EVENTS

2013

April 2013 Porsche Targa Tasmania Tour

Please refer to the attached flyer requesting Expressions of Interest for this year's event.

This is a great event organised by Porsche Australia.

May Funkhana – Sunday 12th May

**May Picnic at Ross – Sunday 19th May – Annual Event
Preliminary Notice**

May Porsche Rennsport Australia – 25th & 26th May

Details were provided with the January Calendar of Events.

Entry forms are available on the Website address:
<http://www.rennsportaustralia.com.au/>

June Circumnavigation of Tasmania – Friday 7th

Please refer to the preliminary road map (repeated below) and notes distributed with last month's Calendar of Events for details of this unique event. It is not compulsory to participate for the full 5 days, so PCT members can tailor the course to suit themselves.

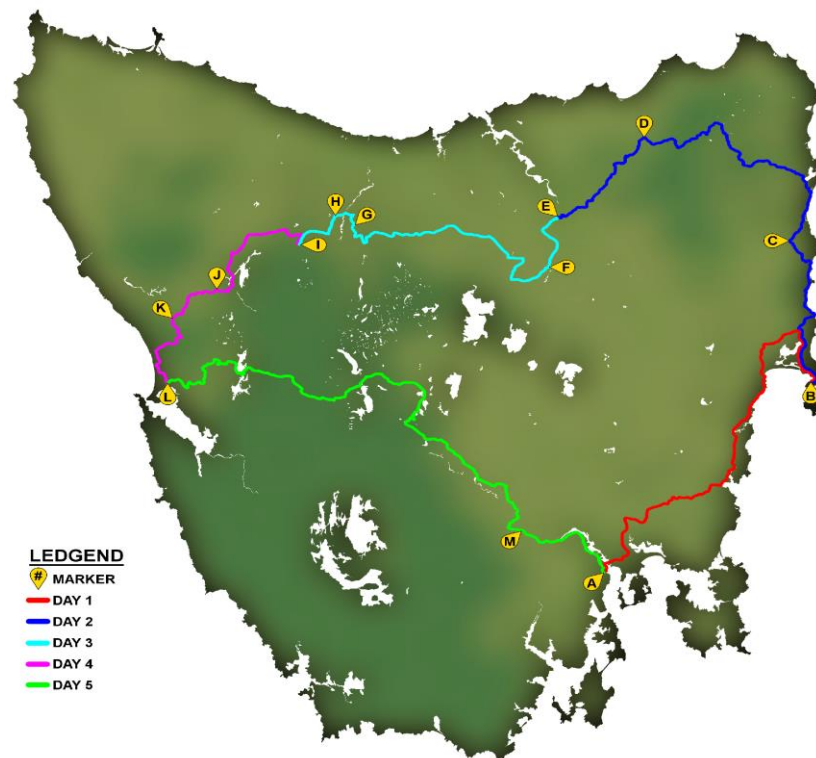
It is intended that we utilise the Federal Group for accommodation and lock in a club booking. To ensure that we have competitive rates we need at least 10 cars for each accommodation venue.

This event will proceed with minimal numbers, and additional details will be provided shortly.

July Ausmas Dinner – Preliminary Notice

November Baskerville Hill Climb: Sunday 17th

Details to be provided in a later issue.



PCT Circumnavigation – Preliminary Route

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NOT YOUR TYPICAL BIRTHDAY PARTY....



Leon Joubert writes

Having arrived in Australia in early 2003 as *de facto* refugees from Zimbabwe's commercial farming ruins, I was very grateful to be offered employment by a local Tasmanian car dealer.

I telephoned an old South-African friend and ex-BMW executive who lived in Melbourne and gave him the glad tidings and explained whence the job offer had come.

"Oh, you mean "Mr Porsche ", came the quick response. "He is known throughout the Australian motor industry as 'Mr Porsche'."

John Pooley may have sold, and retired from the motor company (Performance Automobiles) that he and his father Dennis founded in Tasmania almost 50 years ago but, having established one of the earliest Porsche dealerships in Australia and fostered Porsche-related friendships throughout the world, his linkage with the marque remains ironclad.

John's recent 70th birthday was therefore in some ways more

reminiscent of a celebratory car launch than a personal birthday party.

Some weeks before the happy event I received a telephone call from John's eldest daughter asking whether I may be able to help organise a 'Porsche Rally' to take place in the hours preceding the planned birthday celebration.

It seemed that the family thought a Porsche rally would be a good way to keep some Porsche visitors (and John Pooley!) out of the way and elsewhere occupied while they set up a surprise birthday party.

Some concerns about Porsche management driving around Tasmania's famed wine routes and Targa roads after sampling our local grape juice led us to contemplate inevitable alternatives of either putting them all in a bus and sending them to the Tasmanian Transport Museum to ride a train, or putting them on a boat and sending them to the MONA museum to look at naughty art.

Those (rather plebeian) solutions also all came to nought when it was revealed that the proposed party venue had already been booked for

another function at the same time on the same day. Spot the mistake...

Somewhere around this point in proceedings “Mr Porsche” apparently became alerted to the plotting and counter-plotting that was going on amongst his offspring and other nefarious individuals, and stepped in to take control of affairs himself.

Porsche cars, memorabilia, posters, photos, key rings, coasters and cups were dug up from the deepest cellars of Belmont Estate or imported across the wide oceans which isolate our little island from the Big Desert to the North.

“Mr Porsche” took control of the interior and exterior decorations for the function, the guest list and (since he produces the stuff himself) the wine list.

I can vouch for the fact that Mr Porsche’s children meant very well but they ultimately had to acknowledge that “Dad will be dad” and step back a bit.



Rob Sheers in conversation with Matthew Pooley, John's oldest son and the award-winning wine maker of Pooley Wines

They probably never had much hope of arranging a birthday celebration for him that would not also look like a Porsche car celebration anyway.

The bulk of the 70-odd guests who were privileged to attend the delightful celebration of John Pooley's 70th birthday were his family and close friends but it was notable that all the top management of Porsche Australia were present as was John's very good friend, Klaus Bischof, the former curator of the Porsche Museum, who came all the way from Stuttgart.



Klaus Bischof stands by to help as John Pooley wields a wicked-looking knife to attack the Porsche/Pooley birthday cake. Children and grand-children keep a safe distance

Needless to say there were also several members of the Porsche Club of Tasmania who have long been close friends of John and Libby Pooley.



Gail Joubert, Dimity White, Josie-Anne Eve and Mary Lyons enjoying the beautiful garden setting at Belmont Lodge

The converted barn that was used for the celebratory lunch was beautifully decorated with Porsche memorabilia, and the birthday cake could easily have been mistaken to celebrate the age of a car rather than a person. 'Mr Porsche' reportedly did all the interior decorating to his personal taste and I would not be surprised if he also baked and decorated the cake (!).



The "Porsche" birthday cake – or was it John Pooley's birthday?

It was a fitting way to celebrate with, and congratulate someone who has not only done an enormous amount for the Porsche marque and its enthusiastic friends, but is also a shining example of how passion for an outstanding car brand can create lifelong and worldwide friendships.



John Davis and Bob White enjoying an after-lunch chat and glass of wine.

To quote one of the speakers at the function: "I am very pleased to invite you all back in advance for the celebration of John Pooley's 100th birthday".

We all look forward to being there.

Footnote: "Mr Porsche" can now be told how lucky he was to escape a bit of fun from his fellow PCT members. Hidden in the rafters, to be used during his speech, was a pre-recorded mix of applause, jeers, sirens and soprano's. Unfortunately someone accidentally turned off the speaker system (!).

CARS I HAVE OWNED AND LET GO

by Gary Cannan

There have been many cars come and go, so I will only mention cars of particular interest or cars that were reluctantly let go.

It all started with a 1970 HG Kingswood 186ci with 3 on the tree, bought at auction at the police garage as an ex-police car. It was not long before I secured a written-off LJ Torana XU1 for parts and the Kingswood suddenly had a 4 speed floor shift and more horsepower. Hill climbs and street drags (run at strange hours) proved this car needed more of everything.



In 1973 I fell for a HQ Monaro 2 door, lime green in colour with 4 speed floor shift and 253 V8, private sale with very little use. Was not long before it was lowered, had big rims fitted, new exhaust and 350 badges fitted to warn people of the extra horsepower. Now it was the goods, I held the record for travel between New Norfolk and Rosetta in this car (on the old road), till I got nabbed, but that is another story.



I also impressed a beautiful young girl at the traffic lights in this Monaro; she is now my wife of 33 years. I loved this car obviously not as much as the young lady, because I had to part with my pride and joy to finance the engagement ring. The sale brought me a ring of choice and an EH Holden stationwagon which I had for quite a years (ouch). Then came a procession of cars not worth mentioning until one day I read that

through hardship the owner of Bolwell Negari factory in Melbourne had to depart with his Holden VL Walkinshaw Group A road car, I helped him out and bought it.

This was fast at least on the public roads. At this time I had retired from G0 Kart Racing after 10 years and started to circuit racing (in other people's cars). So I took the new Walkinshaw Group A to baskerville expecting good things only to find it was only as fast as racing HQ Holdens (and they were on 202 - 6



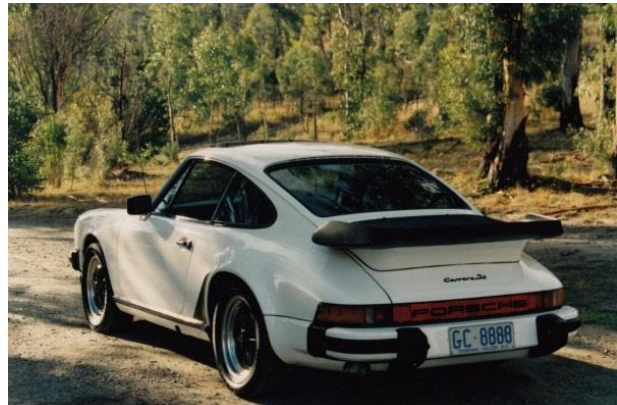
cylinder cars). Time to do something about this new suspension, new exhaust, new diff ratios, new camshaft, new lifters, new ecu and remap engine. A return visit to the track proved I had improved it by 5 seconds a lap but still could not hit the magic minute. A trip to Bathurst the same year saw me place an offer to purchase as it finished the race a VL Group A Walkinshaw race car an ex Larry Perkins car.



I could not wait to get this to Baskerville (was kind of hoping the HQ Holden would be there). Even with the old tyres and tired motor (Had just done 1000kms) it went easily under a minute (59 seconds I think). I now had 2 x Walkinshaws which my kids made signs for the garage parking arrangements which said his and hers (no my wife did not like driving either of them).

My very first race meeting came quickly in the new light blue Walkinshaw and it was the Shell Touring Car title round at Symons Plains and it was wet. (Ouch). Welcome to the big end of town. This car went on to win 2 Sports Sedan Titles and in 1997 was based on the big island and raced at Calder Park, Amaroo Park, Eastern Creek and finished in top 10 at Amscar Series for 1997.

I had always liked Porsches as a kid and I found myself reading more and more Unique cars for sale books. Let's face it my road going Walkinshaw was a bit tame now compared to the other Walkinshaw, so I sold it and brought a 1977 Carrera 3 (I can still remember how excited I was going to Melbourne to pick it up) and of course I took it to Baskerville and yes it was faster than the standard Walkinshaw was before I modified it. Then came all the tricky bits for the Carrera 3 after a few years I wanted more of everything and the Carrera 3 could not deliver.



I had the opportunity to test drive a 1982 930 turbo at Baskerville and after driving it I thought "gee I could make this a half decent thing", so I purchased it. In the mean time I received an offer to race a Holden VS Supercar race at Bathurst and that was enough for me to buy, a VP Commodore ex Max 3 and I converted it to a later model VS to enable me to enter V8 Super Cars series. That did not get back to the big island (also another story), but the new VS race car did win a state sports sedan title and is still the lap record holder at Baskerville (56.01).



In the mean time I was making the 930 Porsche better in all areas and acquiring a taste for Targa. The first year I entered Targa the 930 was leading easily and 3 stages from home she aquaplaned off the road and that was the end of that event. The next year I had unfinished business with the 930 and she went on to win her class and category in Targa. I can remember one memorable moment coming down the east coast on one

particular stage it was dry, the air dense and cool, the 930 was hooked up we got to the end of stage and my navigator from Queensland had sweat dripping off his nose and he said "how bloody fast were we going up that hill" I replied "I do not know as the Speedo only goes to 150mph and the needle was off the gauge."

I currently still have the 930 commonly known as "The Beast", I can honestly say every part of this car has been modified, improved or rebuilt and without a shadow of doubt had more money spent on it than any other car.



I also still have the VS Commodore race car although it will never be seen again as that, because it is currently under restoration back to the VP Max 3 Car as it was when built. It has now become a collectable, because V8 Supercars as we know them finished last year.

SORELL FESTIVAL AND CLASSIC CAR SHOW FOR BUSHFIRE APPEAL 23RD FEBRUARY 2013

by John Pooley



As our Porsche Club enjoys helping and contributing to less fortunate members of our society the idea of combining our annual Show and Shine with a fund raiser for the recent Bushfire victims on the Peninsula seemed obvious. The treasurer of the local Church, St Georges, asked me if I had any ideas as to how we could attract more people to their annual Festival at Sorell and seeing Cars and Wine take up most of my time, combining them in a static display made sense. I set about contacting friends and Car Clubs and of course CAMS and very soon I had plenty of contacts and everyone seemed keen to show their special cars for a good cause. Two wineries were contacted and both agreed to set up stalls; Cape Bernier and Pooley Wines.

The day dawned clear and sunny and I had no idea how many cars would turn up, someone said we would be inundated with cars and we were, almost 100 arrived between 8.30 and 10.30 am. Car Club members from the post Vintage CC had the most members come along, four veteran cars in amazing condition, Jaguar CC, VW CC, and others attended. Our Club presented eleven shining Porsches all lined up along the drive leading up to the Church's front door. Soon St Georges Park was packed with interesting stalls, displays and activities, something for everyone.



Leon Joubert and Andrew Forbes did a great job booking in the amazing array of beautifully prepared classic cars; in fact, to get them all into the display area and arrange them in a timely manner we had to call on all the other PCT members to lend a hand.



Judging was a simplified system covering four areas; Styling, Condition, Originality and Shine. 10 points were awarded for each area, with a total of 40 points. John Goldsmith from the Post Vintage car Club was our Porsche Judge and Paul Tucker, ably assisted by James, Andrew Forbes and myself, judged all the other makes.



What a pleasure that was, looking over so many interesting cars, some still in original condition and others fully restored. The thrill for me was the memories of many of the cars from my early childhood and career; cars you just do not see out

and about today. It was a day of going down memory lane for me. Thank you so much to all.



After a couple of hours of judging, the task of collating all the results came and with a system designed by Leon and Andrew, the winners were found. See the winners list below. There is a large portfolio of photos of all the cars, too big to print here, so I have included only a few.



Winners are grinners! M. Direen's Cadillac De Ville

Thanks to Gail Joubert who came to Sorell just to write out the winners certificates with her very neat hand writing; a real team effort!

A big thanks to all who entered and those that assisted but especially to our sponsors on the day:

Shannons Insurance, Performance Automobiles, Midas Mufflers, Volkswagen Club, and Pooley Wines, that kindly donated the prizes.



Bob & Dimity White and their Prize-winning Ferrari Testa Rossa



A total of \$475 was raised from Show and Shine entry donations, \$250 from the appeal stall and the St Georges congregation matched this to total \$1500 for the Bushfire appeal. Many thanks to all.

John Pooley
(*announcing the awards*)

RESULTS - SORELL FESTIVAL AND CLASSIC CAR SHOW FOR BUSHFIRE APPEAL

Class A Pre 1946

1st Keith Drew, 1935 Bentley Saloon

Runner Up: Michael Clarke, Riley Brooklands

Class B 1946-1970

1st M. Direen, Cadillac De Ville

Runner Up: Cheryl Tapp, Chevrolet Bel Air

Class C 1971-1990

1st Bob White, Ferrari Testa Rossa

Runner Up: Andrew Irvine, Daimler DS 420

Class D 1991-2012

1st George Taylor, Alfa Romeo Spyder

Class E Home Built Special

1st Ford F350 Monster truck

People's Choice

1st Bob Webb, Holden FX

Runner Up: Dimity White, Ferrari Testa Rossa

PORSCHE ONLY

Class G 1948-1963

1st J. Pooley, 1958 356 A Cabriolet

Runner up: M. Hobden, 356B Carrera

Class H 1964-1973

No Entries

Class I 1974-1980

1st J. King, 1974 911 Targa

Runner Up: D. Forbes, 911 coupe

Class J 1991-2012

1st A. Forbes, 2004 911 GT3 RS

Runner Up: K. Ridgers, 993 911

CLUB BARBECUE: SHELLY BEACH ORFORD

by Joe Hand

PCT members once again had the pleasure of attending a Club barbecue hosted by VP John and Sue Davis at their Orford residence, an excellent venue with plenty of off street parking for our precious Porsches, and other makes. BMW club members joined us, which made it an even more enjoyable and interesting function.

My guest, Barry Robinson, had many admirers of his magnificent Morgan Aero Super Sports, one of an intended production of 200 units. Powered by a BMW 4.8 lt V8, 0-100 4.5 sec, 273 kph, 1180 kg aluminium body and chassis. A\$375,000. I will have any late model 911 please, of which there were many fine examples present.



The day was perfect, warm with a very light breeze, which was sufficient for John to use as an excuse to move his grill to the dog enclosure with all who wanted to use same, even wife Sue. I thought it was only husbands who get banished to the dog house.



Keith Ridgers was the envy of those with more traditional BBQ fare as he cooked delicious looking bacon wrapped prawns.



VP John telling Secretary Kevin “go my son- go steal Andrew’s Carolyn.”

Time to dine for all apart from retiring *Flat Chat* editor Leon, who appears (below) to have a serious issue to discuss with Hon Sec Kevin, and he, no doubt would like to continue devouring all on that plate. Perhaps, like many of us, Leon regrets his relinquishing of the task. Don’t worry Leon I am sure *Flat Chat* is in good hands and that Andrew will be keen to receive much of your valuable input.



Seems enthusiasts of the different makes mixed better during pre-lunch drinks than when dining.



BMW end



PCT end



Rear end

Those of us who were fortunate enough to be able to attend had a most enjoyable afternoon. Our thanks go to Sue and John as well as those who provided the many different types of salad, and a wide selection of delicious desserts.

Joe Hand



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PORSCHE CENTRE HOBART NEWS

by Adrian Brown, Dealer Principal

Firstly, I congratulate and welcome Andrew Forbes to the role as editor for your local Tasmanian Porsche Club magazine, *Flat Chat*. Andrew and I have had the opportunity to meet and I am pleased that we have been able to commence this collaborative relationship which I hope our fellow Porsche enthusiasts will find beneficial and informative. I am also pleased to be invited to provide a contribution to your magazine, I hope you find this engaging and I also welcome your feedback or questions. Please feel free to email me directly at abrown@pahobart.com.au

There is a tremendous volume of information relating to Porsche available via the world wide web, from company information, product and various press releases relating to topics of importance to Porsche. You can Google “Porsche Press releases” and sift through these from all markets. For the voracious reader you will find a diverse content, not just related to motor vehicle releases.

Whilst it is product which I find most fascinating, as there is so much information online relating to product it is unlikely that I will present information “first” in this publication, but what I will endeavour to do is to ensure that you know where to bookmark your regular internet pages to ensure you too are as informed as your local Porsche Dealer (at least on all information that is not publicly embargoed).

Let’s start with the obvious, YouTube. All companies today know the power of the digital era; with the ever increasing consumer access to “data limits” people choose to seek fascination online.

Porsche developed their own “YouTube TV network” specifically to satisfy this purpose. Visit <http://www.youtube.com/user/Porsche> , at the time of writing there were 108,000 subscribers to this channel and over 33 million videos had been viewed.

There are Porsche newsletters from all over the world, you can select your market at <http://www.porsche.com/all/countryselector/?type=newsletter> , in this 50th year of the 911, you will find many compelling articles, audio and visual treats that will deliver for your various sensory desires, albeit from cyberspace.

The committed Porsche enthusiast finds the time to read the internet, however those who are a little more time poor, but no less committed, can choose the “twitter” option to stay “in the loop”, select <https://twitter.com/Porsche> , whilst this is the North American tweet site, it still provides some interesting notes relevant to your fascination direct to your mobile device for an immediate burst of Porsche “now” (in less than 25 words of course).

Porsche is committed to finding its customers by SEO (search engine optimisation) and also by selecting marketing channels which reach target customers through various targeted banner ads. You can read an independent review of a recent Porsche online campaign in the following web link.

<http://www.mobilemarketer.com/cms/sectors/automotive/14480.html> This may provide greater insights into the rational of Porsche marketing for you.

Change is just not occurring in the way manufacturers have to deal with legislative requirements, such as CO2 restrictions or other product specification such as ESP, they also rapidly have to change in the way they reach and communicate with the consumer, current owner and other influencers in the mix. In branding terms, press is freezing, TV is cold, radio is warm and digital is hot.

I hope you find these channels of interest in appreciating how Porsche is evolving the way they use the internet to reach and communicate with you today. I know these examples are far from exhaustive and are just a very small sample, therefore please feel free to email me links which you find of interest too.

You may also be interested in the statistics around web based searches and how people use these, you can find out more at <http://www.digby.com/mobile-statistics/>

Keep an eye out online for more new 911 models, Panamera tweaks and Cayenne boosts in 2013, plus the all new Macan (due here in mid 2014), being sighted in the lead up to this year's Frankfurt Motor Show. By the time you read this we will be in countdown to the "live" Cayman release too, please visit Porsche Centre Hobart to have your moment with our new edition, you are invited to put her into a corner.....

Adrian Brown BBus Mktg
Dealer Principal
Porsche Centre Hobart

2013 PORSCHE CLUB TASMANIA ECONOMY RUN

by Rob Sheers

On the 24th of March a number of keen Porsche (& BMW) enthusiasts gathered in the Wrest Point car park for the 2013 PCT Economy Run. The weather wasn't looking good and as we would discover it was to be a wet and windy drive.



The Porsches on the run ranged from Michael & Maria Hobden's racy little 356 to Kevin & Mary Lyon's 997 Turbo. BMW club members were invited to join us but only Shane & Vicki Mann came along in their M135i.

Leon Joubert organised the event and as usual with Leon it was going to be a bit of a challenge! We had to follow rally style route instructions and a course average was set at 60kph – sounds easy but it wasn't!



Michael Hobden's 356 just didn't want to start (I think it was having second thoughts about driving in the wet & windy conditions). A fiddle with the battery terminals had the racy little 356 firing on all cylinders.

Just after 10am the first car checked out of the starting control and other entrants followed at 2 minutes intervals – all very precise. Not long after leaving, the 60kph average was looking tight. Getting out of Hobart meant dealing with traffic

lights, heavy Sunday morning traffic etc which all conspired to take its toll on average speed.

The route instructions took us in a loop through Granton, New Norfolk, Bushy Park and back on the Northern side of the Derwent via Bridgewater and on to the finish at Wrest Point (around 120km). After having to stop at just about every traffic light on the way out of town it wasn't until Bushy Park that I managed to get back to a 60kph average! And then I needed to bank some time for possible delays coming back into Hobart. This made the event much more interesting than just an "economy run".

Andrew & Duncan Forbes were both working hard to have a few minutes in hand when they had to stop and wait for the Bridgewater Bridge to be lowered back into place!

On arrival back times were checked and then onto refill the tanks. Everyone was keen to find out how they did. After refuelling it was on to the Pier One Restaurant for lunch and a good catch up with friends.



Unfortunately Zac Davis and his girlfriend turned up late and after the start control had closed – by this time Leon was enjoying a coffee break on the Wrest Point Board Walk. Zac decided to drive the course but returned well after the check in control was closed. He was classified as a DNQ (did not qualify) but was given an encouragement award for his efforts



2013 PCT Economy Run results:

Class A up to 2.7 litres

Place	Entrant	Car	Litres/100km
1st	Michael & Maria Hobden	356	10.758

Class B - over 2.7 to 3.2 litres

Place	Entrant	Car	Litres/100km
1st	Rob Sheers	911SC	7.033
2nd	Joe Hand	968	7.342
3rd	Duncan Forbes	911 Carrera	9.708

Class C – 3.2 litres and over

	Entrant	Car	Litres/100km
1st	Keith Ridgers	911 (993)	6.35
2nd	Andrew Forbes	GT3RS	7.858
3rd	Colin & Annette Denny	Boxster S	8.558
4th	Kevin & Mary Lyons	997 Turbo	8.817
5th	Bob & Dimity White	930S	10.942

Best overall 6.35 L/100km - Keith Ridgers 911 (993)

Worst overall 10.942 L/100km - Bob & Dimity White 930S

Best (and only) BMW 7.392L/100km - Shane & Vicki Mann M135i



The Pier One Restaurant looked after us well and it was a great opportunity to catch up with club members. And it sounded like everyone had an enjoyable day finding out how economical their Porsche can be!!

Many thanks to Leon for organising this terrific event, Performance Autos & Pooley Wines for prize donations and also to all who came along.

Rob Sheers

PORSCHE AT POST VINTAGE CAR CLUB EVENT

Leon Joubert reports...

The annual PVCC Wreast Point South East Rally on 13 January drew around 120 entries. Three Porsches were amongst the huge collection of post-vintage classic cars.



Chris Berry's stunningly original 911T



Leon Joubert's rare 924S



Michael Hobden's superb 356 Super 90

2013 CLUBMAN POINTS

CLUBMAN SOUTH 2013		CLUBMAN NORTH 2013		CLUB CHAMPION 2013	
NAME	TOTAL	NAME	TOTAL	NAME	TOTAL
RIDGERS . Keith	125	ALLISON . Bruce	40	SHEERS .Rob	30
FORBES . Andrew	90	McCAFFERTY . Phil	30	FORBES .Andrew	25
JOUBERT . Leon	80	KING .John	30	HOBDEN .Michael	25
TUCKER . Paul	75	WILSON. Chris	15	RIDGERS .Keith	25
SHEERS . Rob	70	HANNAN . David	15	WILSON . Chris	15
POOLEY . John	50	ZEUSCHNER . Greg	15	WALPOLE .Chris	15
LYONS . Kevin	50	WHEATLEY . Mark	15	POOLEY .John	15
HOBDEN . Michael	45			KING .John	15
HAND . Joe	45			TUCKER . Paul	10
WHITE . Bob	45			CATCHPOLE .David	10
DAVIS . John	40			CANNAN . Gary	10
MOODY . Milton	30			HAND. Joe	10
EVE . Dave	30			WHITE . Bob	5
CATCHPOLE . David	15			FORBES . Duncan	5
McPHEE . Brian	15			DENNY. Colin	5
BERRY . Paul	15				
DENNY. Colin	15				
SMITH . Barry	10				

Compiled by Keith Ridgers

Flat Chat 1 POOLEY WINES “KNOW YOUR PORSCHE COMPETITION”

Competition No. 3 Result

The Question was: *Identify the driver, the place and the event.*

Answer: Dan Gurney's famous victory in the French Grand Prix at Reims (famous because it was the only F1 GP victory ever by a Porsche car).

The Bonus Question was: *Who is the photographer on the left who is congratulating the driver, and what did that photographer do in motor racing?*

Answer: F1 World Champion, Phil Hill



The Winner: John Pooley! (JP also answered the bonus question correctly)

COMPETITION No. 4



Question: Identify the car, the team, the place and the year.

Answers to: andrew.forbes.911@gmail.com

POOLEY



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WHAT OTHERS ARE SAYING.....

A random collection of recent bits about our cars...

USED HEROES

"If the Porsche 911 croaked tomorrow, this is the car we we'd be holding up as the high point in its near 50-year career. Yes, the rare-groove RS versions from other eras might be more exciting and more valuable, but among standard 911's, none betters the 993. And that's why you'll pay up to twice as much for a 993 as for its 996 successor.

Why? Well it's got the lot. Unlike every version since, this one actually looks like a 911, and those curvy lines still look fresh today".

CAR Magazine (UK). *"Used Heroes for Golf Money"*

OR CONSIDER THIS..

"Have you seen 997 prices lately? Under £20k (\$30 000 AUD) for an early Carrera and an S only a couple of grand more. In the face of the newer car's extra 80hp, two year servicing and brilliant chassis, that 18-year old 993 doesn't look so tempting."

CAR Magazine (UK). *"Used Heroes for Golf Money"*

PORSCHE BOXSTER IN THE 2013 SA CAR OF THE YEAR FINALS

"A superb advancement on the previous Boxster. Aggressive styling sheds previous "hairedresser" image. Dynamically it did not disappoint, in fact it is one of the best-handling Porsches I have driven, and Porsches are always superb. Quality of the interior is much better too. And the fact it is so affordable in this league, at R589 000 (\$62 000 AUD) is almost a shock to the system."

Stuart Johnstone: Editor of 'Autolife' and 2013 COTY Jury Member

CAYMAN S VERSUS 911 PDK CARRERA

"The 911's price tag may put it out of reach (\$37 000 more than the Cayman S) for Cayman S customers. In which case perhaps it is worth considering a used 991, or a demonstrator, or a favorable lease deal? You catch my drift. If you are still young and this is your first new Porsche, let the Cayman tempt you, or the Boxster. But if it is a once-in-a-lifetime opportunity to stretch to a 911, then go for it. It may not do all things as expertly as its in-house challenger, but it is ultimately the more memorable drive"

George Kacher: March 2013

FOUR CYLINDER PORSCHE SPORTS CAR RETURNS

“We have not yet decided when we will start production of the small turbo engine or which car it will be in. But it will not be in the 911 – the 911 is a six cylinder, that’s the right engine. On the Boxster a four cylinder may present an opportunity...”

Wolfgang Hatz: Head of Porsche R&D: March 2013

RECENT AUCTION PRICES

Porsche 356 T6B Cabriolet lhd	Exc. Rest.	\$68 250.00
Porsche 928 S4 lhd	Vg. Rest	\$16 900.00
Porsche 718 RSK		\$2 962 575.00*
Porsche 911 RSR 3.0	Vg. Rest	\$91 350.00

**which probably explains why one of our Club members rather built a replica (!).*

ENTRY LEVEL PORSCHEs FROM THE WEB

Porsche Boxster 2001 Manual 136 000km (*Front Wheel Drive – Rare!*)
Silver \$25 000 Tasmania

Porsche 924 1981 Manual 135 000km Silver \$4 250 Queensland

Porsche 944 1984 Manual 187 000km Bronze \$8 950 Queensland

Porsche 928 1980 Auto 135 000km Blue \$16 500 Victoria

Porsche Boxster 1997 Auto 126 500km Blue \$20 500 Victoria

Porsche Boxster 1998 Auto 140 000km Yellow \$20 500 ACT

Porsche Boxster 1998 Manual 62 000km Blue \$22 500 NSW

Compiled by Leon Joubert from member’s contributions

THERE IS NO TRUTH IN THE RUMOUR.....

that Porsche will not be back in Formula 1 unless it absolutely has to.

There is no truth in the rumour that Porsche was only ever successful in open wheeler racing between 1983 and 1986 when it made 1.5 litre V6 turbo engines under the TAG-Porsche label.

There is no truth in the rumour that the engines were bolted to the back of John Barnard's McLaren MP 4/2 and, with Alain Prost, Niki Lauda and Keke Rosberg doing the pedalling, notched up 25 F1 victories.

There is no truth in the rumour that by the end of 1986 BMW, Renault and Honda were breeding bigger horses in their respective F1 stables and that McLaren decided to link up with Honda while Porsche closed and locked the stable door before anyone could claim that their horses had bolted.

(We won't worry about Porsche's participation in CART or its sojourn with the 3-litre V12 engine in the Footwork-Arrows).

There is no truth in the rumour that in 2014, despite considerable unhappiness expressed *inter alia* by messrs. Ecclestone.B, and Montezomolo.L, the FIA has declared that Formula 1 racing cars must be powered by small (1.6-litre) V6 turbo engines.

There is no truth in the rumour that the FIA and car makers hope to earn political biscuits by adding electrolux helper systems that dispense an extra 160 bhp for 33 seconds. (As against half that amount available now, for only 4 seconds).

There is no truth in the rumour that the electrolux systems will be controllable from the pit wall by a mobile phone to ensure that "No.2 drivers" don't overtake "favoured son" drivers.

There is no truth in the rumour that the electrolux systems capture energy from braking (kinetic) and engine turbochargers (heat) and then store it in Lithium-Ion batteries which have a worrying predilection for self-immolation when fitted to Boeing 767 Dreamliners....or carried as cargo in 747's...

So there is obviously no truth in the rumour that Mark Webber, astute cobber that he is, may be racing for the works Porsche team in LMP1 in 2014.....

There is no truth in the rumour that this was written by Leon Joubert

THE NEW 911 GT3

(Text and photos courtesy of Porsche AG)



The limit is apparently the most exhilarating place to be these days. The final square centimetres have yet to be explored here. This may be where others turn back but, for us, it is only just the beginning – the start of a journey towards new sporty destinations. Indeed, two hundredths of a second are worlds apart. So let's get going in the new 911 GT3.

The first item on our journey checklist is an engine that delivers greater power, drives faster and maintains composure even in the red zone. The innovative high-revving flat-six engine of the new 911 GT3 peaks at 9,000 rpm and exploits its 3.8-litre capacity to generate a power output of 350 kW (475 hp).

A glance at the stopwatch reveals 3.5 seconds from 0 to 100 km/h. This makes the new 911 GT3 an even faster sprinter than its predecessor – by point six of a second to be precise. In motorsport, that's half an eternity. Top speed isn't reached until 315 km/h.

While speed can propel you to the limit, it isn't enough to keep you there. There has to be plenty of potential kept in reserve for every corner. Direct with no detour. Safe with no hesitation.

The core competencies of Porsche were exactly what we needed, as well as the imaginativeness of our engineers. The result is a chassis that has been adapted

specifically for the racetrack, with rear-axle steering fitted as standard, delivers increased agility even on everyday journeys.



For the first time, 7-speed Porsche Doppelkupplung (PDK) is fitted as standard, with short ratios designed exclusively for the 911 GT3. The shift throws of the gearshift paddles on the steering wheel are even shorter and gear changes are even more dynamic so as to provide even better acceleration.

The rear of the new 911 GT3 is 44 mm wider than that of the previous model. In addition, the track at the rear axle has been widened by 31 mm, which improves lateral dynamics. The addition of 100 mm to the wheelbase has significantly increased driving stability. Fitted as standard, Porsche Torque Vectoring Plus (PTV Plus) helps to ensure even greater stability when cornering, while rear-axle steering provides extraordinary agility and more dynamic overtaking manoeuvres on the racetrack.

All in all, the new 911 GT3 is a precision instrument, giving you everything you could need to push your own boundaries. Indeed, part of the brief for our engineers was to build a manageable sports car that feels at home on the racetrack, yet can be taken to brand new sporty destinations by drivers who aren't able to tackle the Northern Loop of the Nürburgring day in day out.

The new 911 GT3 preserves tradition for the future – a principle that the 911 has embodied for 50 years. It aims to push the boundaries of what is possible, on each new day.