



# Porsche Club

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## Tasmania



# FLAT CHAT

JULY 2011



On any Sunday in Tasmania

# **FLAT CHAT**

**Quarterly Newsletter of the Porsche Club of Tasmania**

**JUL-SEPT 2011**

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# **FLAT CHAT**

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

*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:**

- At 7.30pm on the 3<sup>rd</sup> Tuesday of every month at Shannons Car Club Rooms, 337 Argyle Street, Hobart. At 7.00pm on the 1<sup>st</sup> Wednesday of every month at the Jailhouse Grill, 32 Wellington Street, Launceston.

### **JULY EDITORIAL**

In a recent issue of *Flat Chat* (01/2011) I argued that Porsche should stay out of Formula 1 racing and rather get back into serious sports car racing.

It is very nice to see that *Flat Chat* gets read by the Porsche hierarchy in Stuttgart, and that they have now followed our recommendation (!).

Porsche has officially announced that it will again contest the 24-Hours of Le Mans in 2014, in the top LMP1 (Le Mans Prototype 1) category.

The current regulations for LMP1 allow 3.7 litre diesel or 2.0 litre petrol engines with turbo charging, or 3.4 litre normally aspirated petrol engines. Cars may not weigh less than 900kg.

KERS systems are allowed but may only be used through the car's normal accelerator pedal. KERS-equipped cars may also have all wheel drive.

Porsche therefore has a number of choices, but one suspects that, if it decides to go down the (still popular) diesel engine route, it will have to look to Audi for the necessary expertise, or even an off-the-shelf racing engine.

Ideally the 2014 Porsche LMP1 will therefore be a development of the 918 RSR Hybrid, possibly with a normally aspirated 3.4 litre petrol engine, Williams' flywheel KERS technology, and all wheel drive.

It is a tantalising prospect, which should have all Porsche enthusiasts and motor racing fans looking to June 2014 with great expectations.

**Leon Joubert**

**LETTERS TO THE EDITOR**

Igloo No.10  
Winterbottom Rd.  
Antarctica.

Hi All,

Since my last update, there's been plenty happening here at Mawson Station, Antarctica.

One of the main priorities of our FTO (Field Training Officer) is to ensure that everyone on station completes their survival and field training. The survival training ensures that you can make a shelter and cook food anywhere on the ice, whilst the field training equips you with Hagglund driving skills, navigation (map, compass & GPS), procedures for using a field hut, steep terrain travel and some basic search and rescue techniques.

I was fortunate enough to be in the first group who went out last weekend. I say fortunate, because the weather was absolutely superb; blue skies and very little wind. As you'll see in the photos, we pitched a couple of polar pyramids and then built a wall of snow around them to deflect the wind. Unfortunately the wind overnight was very strong and blew them over. I guess it's remedial snow-wall building for me.



The mountains in the Mawson area are stunning. And considering that they are peaking out of 3km of ice, they are also very high. Our FTO (whose home is in the French Alps) loves rock climbing, so I can see that we'll get the opportunity to rope up and tackle a few peaks this year.

Unlike at Casey Station, the Haggglunds here are allowed to travel on sea ice. This means that we must learn how to rescue one if they accidentally fall through the ice or get caught in a tide crack.

It took us a day to learn the complex techniques for rescuing a Hagg; and I really hope that we don't have to use these skills in a real-life situation.

We've also been undertaking training drills in fire and medical scenarios. Last week we combined these into a 2 hours exercise which was both challenging and informative.

The weather has been generally kind to us this month. In fact it's been rather mild on some days, reaching the balmy temperature of -2.5. At this temperature the sea ice melts around the rocky coastline in front of the station allowing seals to break through and have a sunbake. This gives the keen photographers on station something to train their lens' on.

We did experience one blizzard this month that lasted for 3 days. All you could see out the windows was white. And when it subsided the entire topography of the station had changed.

Paths that I used to walk along were suddenly strewn with blizz tails taller than me. Mind you, they were no match for the D7H and the IT, which made light work of pushing the snow aside.

Of an evening, or early morning, the night sky has been lit up with beautiful auroras. With the temperatures dropping to -20, it makes for challenging photography, but well worth it when you get just the right shot.

Our chef has been serving us up the most magnificent food. It's a real struggle to stop yourself going back for seconds. Luckily the gym/cardio room is close by for some post-feast exercise. The chef's specialty at the moment is carrot; mainly due to an overabundance of them. It's amazing how many dishes he manages to slip this ingredient into.

Water is always an issue in Antarctica, but here at Mawson it's even more critical. We've been on water restrictions since re-supply, which was over a month ago. Water is created by dropping a melt-bell (a large heated metal cylinder) into a frozen melt lake and then pumping the resulting melted water back into holding tanks. It sounds simple, but the placement of the bell is super critical as if you melt all the way to the bedrock, you then have to start again.

The plumbers and I will be surveying a new melt-bell location later this week in an attempt to ease the water situation on station.

On the work front, all of the tradies have been busy putting away cargo from re-supply. This is easier said than does, as the Greenstore (where we keep all of our supplies) is just about bursting at the seams. We've had to make room by taking some redundant things out and packing them up for RTA (return to Australia).



I was also fortunate enough to apply and get the Deputy Station Leaders position. This is a challenging role, but one that I am looking forward to. As the Station Leader is currently off station doing his field training, I'm in charge; so I had better say goodbye and see what the rest of the expeditioners are doing.

You may also be interested to know that in the 1960's we used Porsche 356 powered SnowTracks in Antarctica. See the pictures below:



Until next time,

**Chris Wilson**

**Australian Antarctic Division**



## **THE CHAIR SQUEAKS**

Porsche has many facets to its complex and yet simple meaning, its very existence as a word that conjures up different meanings to almost all humans. Porsche the Family name, the members of the family can be traced back in time many generations and centuries. The Family tree is as complex and interesting as many of our own family genealogy and to study it is fascinating to those who are interested in many different ways.

Porsche as a family of engineers and the technology that they have invented and brought to the world, automotive and in many other fields , products and solutions to unsolved equations. From the start of the industrial revolution to today and beyond have changed the lives of millions of people for ever. Porsche continues to be at the pioneering forefront, working for the better future of mankind.

Porsche, the automotive family, have designed and built horseless carriages back in the 19<sup>th</sup> century to present day sophisticated , hi-tech automobiles the world has never known before. From the electric and hybrid vehicles for Lohner through the 20<sup>th</sup> century, grand prix cars and the VW beetle, spanning many decades and many millions made in many countries, to today's, perhaps , tomorrow's 918 Spyder.

These Porsche-designed cars have won more motor races than any other manufacturer in history and continue to do so today. Yet production of everyday Porsche passenger, sports and sports utility cars keep rolling off the production lines giving their owners extreme pleasure and driving safety. Even a thriving model Porsche industry exists worldwide, giving great pleasure to these passionate collectors.

Porsche , so simple yet so complex, an alluring attraction to so many, a source of pleasure and satisfaction for those that come in contact with Porsche, passion that permeates from it's very existence. When I think of our Porsche Club in Tasmania it is just the same, so simple yet so complex, an attraction to many, a source of pleasure and satisfaction for it's members, where passion permeates from it's existence. Thanks for being a member, ,thanks for sharing ,with us, your Porsche passion.

Please take special note of 'up coming activities' page especially the AGM and weekend at Freycinet on 14<sup>th</sup>/15<sup>th</sup> August, it would be great to have a full compliment of members for a great weekend, sharing that Porsche passion.

Please consider nominating for a position on the Committee of your Club to share the fun of creating more Porsche passion and enjoyment and a special call to our brothers and sisters above the 42 degree latitude , we would love to have you on board.

A call to members that have forgotten to pay your subs, please make Barry happy and pay this week .

Thanks to all of you that have, and do contribute to the news letter, Flat Chat and of course to Leon our Editor.

I am again pleased to announce that I will be hosting the President's Dinner in July, expect some fun and Kartoffelpuffer, bratwurst and schnapps, weis und rot wein and all things Stuttgart.

Details will follow by email.

Safe and fun driving,

**John Pooley**

**President**

### **IN MEMORY OF PHILIP PETERSEN**

In April we lost a good friend. Long time PCT member Philip Petersen passed away suddenly while participating in his beloved light aviation pursuits.



Philip, wife Sylvia and their 964 Speedster had been part of Porsche Club Tasmania since our club came into being. The Petersen's were noted for attending club events in the Speedster with the roof down even in freezing conditions. Philip wearing his Akubra or when it was really cold his cap with ear warmers and Sylvia hiding under her warm hat and scarf.



Philip & Sylvia have been enthusiastic club members over the years – keenly participating in, assisting with and organising club events. I recall a Cryptic drive on the peninsula that Philip & Sylvia organised a few years ago – a great event that had the troops talking for months. At many of the Motorkhanas held in the early years they came along not to compete but to assist in making the day successful.



Philip was one of those larger than life characters who will be remembered for his infectious laugh, good humour and worldly experience. He will be missed by all who had the pleasure to have known him.

**Rob Sheers**



## **2011 – PCT Coming Events**

**July 23                      President's Dinner**  
**Saturday                Athenaeum Club, 29 Davey Street, Hobart.**  
**6:45 - 8:00 pm**

Enjoy an evening of fine food, wine and fun and a German theme with Club members at a private dinner to celebrate another successful year for our cars and our Club.

\$70,00 pp food and wine. Cash bar. Jacket and tie.

RSVP [Kevin@salters.com.au](mailto:Kevin@salters.com.au) or John Pooley at 0418 120 055.

**August 12-13      Away Drive and AGM**  
**Weekend            Freycinet Lodge, Coles Bay.**

Please contact Kevin Lyons at [Kevin@salters.com.au](mailto:Kevin@salters.com.au) to make your reservation.

**September 25      Jazz In The Vineyard**  
**Sunday                Show and Shine**  
 Belmont Lodge, Pooley Wines, Richmond.

**October 23            Economy Run**  
**Sunday                Campbell Town to the East Coast**

**November 20        Hill Climb ; Baskerville Race Circuit.**  
**Sunday**

Porsche Club Tasmania and Club Motori Italia

**December 18        Christmas BBQ and Awards Presentation**

### **CARS I SHOULD HAVE KEPT OR NEVER SOLD.**

*In which our Club President explains about the cars that he should have kept for posterity.*

My very first car was a 1934 SS1 rolling chassis and cost 25 pounds in 1958, still at high school, I needed a project to satisfy my passion for all things automotive. With considerable help from my father, Denis, I managed to learn how to weld, cut and shut, dismantle and reassemble a sports car. The car had no engine or body, only bits such as the bonnet, head lights and radiator grille. After finding a Ford Zephyr 6 cylinder engine, some 1-inch tube and some galvanized sheet steel, we went to work to make it go and look good. It was the Pooley MK 1.

1961 Pooley MK11. I had started my apprenticeship and wanted to go racing, the Mk 1 was not at all suitable, it was too heavy and was quite unsafe to drive fast. My next car was a 1954 VW Beetle that had been in a serious crash so this would make a great start to become the Pooley MK11. Body came off, suspension lowered on the platform, suspension torsion bars reset, a half inch steel tube frame made, like the birdcage Maserati, and aluminium sheet formed and attached to the frame. Disk brakes fitted to the front and a VW/ Oksa / Porsche modified engine fitted, which had an output of around 90HP, weighed only 530KGs so had a great power to weight ratio. Raced this car successfully at Longford, Symmons Plains and Baskerville in 1963-65.

A Mini Cooper S 1275cc was my next race car 1966. I was now a qualified race mechanic preparing and blue printing and modifying cars for racing for others. The Mini Cooper S was huge fun and quick when bored out to 1310cc, big 45mm Weber carburetor extractors, wide 10 inch wheels fitted with slicks, would grip and stop like a real race car.

Longford, Symmons Plains and Baskerville were all great tracks for these flying 'Bricks'. These cars were very competitive and often had 6 or 7 in the Group J touring cars, beating Jags, Holdens, Cortinas and Alfas making for a great spectacle.



**1961 Pooley Mk II**



**The 1966 Mini Cooper.**

A red VW 1500 Beetle in 1969 was my next competition car as I had now taken up rallying and given up circuit racing as I now had a lovely wife (Libby) and a new son (Matthew).

This car was brand new except for the fact that some large steel pipes had rolled onto the car during its sea voyage to Tasmania and it could not be sold as new after its repairs. So repairs were carried out and I bought it, with no warranty and repairs to the body only, making it an ideal and cheap rally car. My navigator (Bob Tyson) and I learnt quickly to rally and soon became successful winning the BP Rally of Tasmania and coming close to winning the State Rally Championship in 1970. We ran 18<sup>th</sup> in the BP Rally of South Eastern Australia in 1971.

An orange 1600 Superbug in 1972 replaced the red car and this was to give us a faster car as events were changing to less navigation and more to speed and reliability and we thought this car would be right to take us to the next level. Alas the new McPherson front strut suspension was not strong enough and we had several DNFs in the longer, faster mainland events.

A red Subaru GSR Coupe 1400cc replaced the VW in 1973. This new brand to Australia was unknown to all and as my dealership had just taken on the franchise, we were keen to expose the brand to the Tasmanian public and prepared a coupe for rallying, the first in Australia to do so.



**A red VW Beetle followed by ...**



**...a red Subaru for rallying. (1970-1973)**



Front wheel drive was a major disadvantage on the fire trails we were often forced to use, to avoid a WD (wrong direction), but the car was light and fast. So we were able to make up on good gravel roads. We did, however, carry a set of chains and would put them on if we had a steep, uphill slippery muddy track to get through. Once this would not work, so we turned around and reversed up the hill with chains fitted, and we always got through doing this. We won the State Rally Championship in 1973 competing in this great little Subaru, launching the brand and starting its rally heritage in Tasmania and proving it was a tough brand. Sales started to climb to the heights Subaru enjoys today in Tasmania, as number one in Australia for market share.

I prepared and ran a brown VW Golf in the 1974 season with limited success and at the end of the year retired from rallying to concentrate on my business and family. I loaned the Golf to a friend of mine to drive for my navigator in the 1975 and 1976 seasons' state rallies. They took the car to a championship win in 1976. I retired the car at the end of that season.

My first Porsche 911S was a 1969 model. A couple of years without motorsport was too much and I started looking for a competitive Porsche to race and found one in Melbourne that was being raced by a chemist, Tom Norton, who brought the car to Tasmania to race at Baskerville in 1978. This car was the Jim McKeown 911S that he raced in 1970-72 in touring cars until CAMS changed the rules so Porsches did not qualify for the Touring car category and had to run in sports and sports sedans (highly modified cars).

I bought this car and raced it only in Tasmania as a sports sedan. We had some success whenever it rained as we had better traction, rear engine, rear drive, but the car was outclassed against 500-600hp powered cars though the 911S had a healthy 359hp from its big bore 3.8 litre flat 6 cylinder engine. This car was a huge buzz to drive and would rev to 8500rpm, huge for that model engine. I am sure the titanium rockers, dual ignition 12 spark plugs, and straight out megaphone exhausts had some bearing on the sheer thrill of driving this Porsche.

1989 Porsche 944 Turbo: This car was a trade-in and I bought it second hand. The car had low kilometers for its age, 10,000km, and had not had much use and my motivation was to compete in Targa Tasmania with my own car from 1998 onwards. Prior years, 1992-1996, the Porsches that I drove were 'factory cars'.

The 944T is black and took us to a category win, two class wins, and top ten finishes, during 1998-2002. It is a very comfortable and fast, well balanced, over-engineered sports car. We fitted a low final drive limited slip differential to help it get out of slow corners fast, as top speed was not so important in Targa.

The car was retired from Targa and converted for circuit racing by fitting lightweight panels, perspex windows and light weight Cosworth pistons and conrods. The engine had a habit of knocking out the No 3 big end bearings and this modification, along with oil sump baffles, stopped this from happening. I still have this car and use it for club events.



**The 1969 911S was a real "buzz".**



**The 1989 944T is still being raced.**

I hoped one day I would retire from the car business and started planning when I bought a 1958 Porsche 356 Cabrio 1600 Super in Melbourne in 1997. I first worked on 356s in the 1960s and always had a strong desire to own one. It is an Australian RHD car in the special factory colour orange, later known as Continental Orange. Very few cars were painted this 'special' colour as it cost extra.

Most other 356's were painted in the standard red, later known as Guards Red. I love the classic lines, gorgeous aerodynamic bonnet and front guards, sloping rear and teardrop tail lights. It still drives very well and has not been restored so is a bit shabby in the trim and underneath, but Libby and I love it and when the sun is shining we often go for a drive, just for the fun of it.

2004 Porsche 911 GT3 RS, white/red: This is the most exciting car I have owned. It is very fussy on the road but almost perfect on any race track. Amazing sounds as the revs reach 8000 r/min and superb and predictable handling with great feel through the steering gives one the experience you would expect from a race car like this. It is not practical for touring as there is very little space for luggage as the six point roll cage takes up that space, and the car is too low with a stiff ride. But what do you expect from a proper high performance car!



**The 356 Cabrio on display with the PCT.**



**The GT3 RS on the open road.**

2010 Boxster S 6 speed manual: My everyday car and also a joy to drive. It has oodles of torque and easily will pull away from 60kph in 6<sup>th</sup> gear. On road it is quiet through the suspension and wind noise from the canvas roof comes in at about 110kph, so acceptable for a soft top. I love it and so does Libby! She's no hand brake when it comes to this one.

Oh I forgot about the Formula Vee racing car and my 1954 VW beetle (small oval rear window) The Beetle never gets driven and just sits there in the shed under its cover but gets started occasionally.

The Vee, whenever there is a race meeting on at Symmons Plains and Baskerville. We are there, on the starting grid, imagining that I am Mark Webber and sometimes Jenson Button. It is good to fantasize occasionally.

### **John Pooley**



**Formula Vee and 1954 Volkswagen Beetle**

## **PORSCHE SPIRIT OF TARGA**

*As part of the celebration of 60 years of Porsche in Australia, Porsche and Octagon organised a tour for Porsche owners to precede portions of the 2011 Targa Tasmania route.*

*Keith Ridgers was one of the fortunate club members who had \$6000.00 to spend for the (apparently well justified) privilege, and he filed this excellent report for us:*

There were forty Porsches entered in this event, five of which were Porsche Club Tasmania members—David & Diane Catchpole, Bob & Dimity White, Kevin & Mary Lyons, Keith Ridgers, and Dave Eve who represented Performance Automobiles.

Cars arrived at Symons Plains at 9.30am on a Monday morning and it was busy, getting registered, putting decals on cars and changing number plates for Targa plates.

Then there was a briefing and lunch before some hot laps in Targa Tasmania cars.



**Suitably stickered and plated for the start of the event**

I got a couple of quick laps with Matt Close in his 2010 Audi TTRS. After the hot laps you could do some laps in your own car.



At around 4.30pm we checked into the Hotel Charles in Launceston which was headquarters for all drivers and navigators for the duration of the event.

Each night there were two buses to take everyone to and from a restaurant for dinner. Monday night was to the Country Club Casino to a cocktail party with the competition drivers, followed by a fireworks display at which we had a prime position on the balcony of the Terrace Restaurant where we had dinner before boarding the buses back to Hotel Charles.

Tuesday morning was a civilised 9.30am start.

Most other mornings were early starts 5.45am and 6am.

Tuesday was a fairly leisurely day, with a drive from the Velodrome through the start in Launceston where some drivers were breath tested, and on to morning tea with the staff at Temco/BHP Billiton at Bell Bay.

As we went through the breath testing area at George Town I heard one police officer say he hadn't seen so many Porsches in one place at one time.



**Forty Porsches waiting for their drivers to be breath tested.**

After the prologue stage we assembled in a marquee where we had lunch and watched the Targa Tasmania cars. That night we were taken by bus to the Cataract Bistro for a very nice dinner.

Wednesday was a 6am start and as we left the hotel we were given a breakfast pack which we were able to consume at the Velodrome where we could also get a coffee.

A lot of entrants missed out on coffee the first morning as the coffee van was not prepared for so many orders in a short time. This was rectified the following mornings.

Wednesday's lunch stop was at Sheffield.

On the way back to Launceston we stopped at Rosevears Winery for a cheese and wine tasting.

That night we went to Bellini's restaurant where Jim Richards and Barry Oliver were guest speakers. During question time Jenny Hall from Queensland asked Barry "How long after Jim goes crook at you for a wrong call, is it before you are again on speaking terms". At the end of the event Jenny got a prize for the best question asked.

Apparently there was some tension between some drivers and navigators, so I was lucky in one way not to have a navigator!



**Dave and Jayson Eve represented Performance Automobiles of Hobart**

The tour was randomly split into three groups each having a leader whom we were not to pass. I was in Group 2 led by John Murray, brand manager with Porsche Cars Melbourne who was driving a Cayman R.

After some position changes in the group I was behind John who set a pretty good pace and I was able to keep him in sight, so navigation was not a problem except where John's navigator led us astray on a few occasions between the closed stages.

Thursday was a 5.45am start from the hotel to the Velodrome for the Sideling and East Coast stages.

It was a cold and foggy morning but by the time the Sideling stage got under way it was starting to clear up. We were a bit late starting as we had to wait for the school bus to pass through!

Morning tea was at St.Helens.



**A typical morning line-up before the start of a stage**

Not all cars did the Rossarden stage as there was about 5km of gravel road between the end of the stage and Avoca. I enjoyed this stage as it had some very fast sections as we left Rossarden, before a steep downhill, very winding section.



After the Longford street stage we assembled at the Country Club Hotel for a light lunch.

Thursday night was at Josef Chromy's Winery for a lovely dinner in a Salters Hire marquee (!). *Probably paid for his entry! (Ed).*

Guests on the night were Klaus Bischof and Walter Rohrl.

Friday was a 6.30am start. At the end of the Devonport street stage there was a short stop for morning tea. After the Quamby Brook stage and on the way back to Launceston we visited the Raspberry Farm at Christmas Hills for a light lunch.

Friday night was a "do as you want" night so the Tasmanian contingent got a Maxi Taxi and went to Hallam's fish restaurant.

The bar at the hotel was still open when we arrived back and after a couple of drinks every one retired except Kevin and I, and some time after midnight we had to get the bar reopened!

By 1am I had to go to bed as Saturday was a 5.45am start.

We went directly to Mole Creek for the first stage of the day. Morning tea was at Ulverstone.

Hellyar Gorge was the last stage of the Porsche tour.

All the tour cars went back to Burnie for a farewell lunch at the Bayviews Bistro. Most of the mainlanders were returning to Melbourne on the ferry that night.

During our lunch break it started to rain and I got soaked getting back to the car afterwards. Up until now we had perfect weather, except for some chilly mornings.

This was a very well organised and run Porsche tour. I would like to thank Octagon-Targa Tasmania for allowing this tour in their event, and also Porsche Cars Melbourne for their fantastic organisation.

A very enjoyable week.

**Keith Ridgers**

**POST-TARGA COCKTAIL PARTY AT PERFORMANCE AUTOMOBILES**



**The Rohrl-Geistdorfer 911SC. It unfortunately suffered driveshaft problems.**



**The very desirable V10-engined Carrera GT. Low mileage models are available in the USA from \$390 000 – so hurry and get yours quickly while stocks last!**



Keith Ridgers tries to impress Renee Brown as a potential sponsor for the next Porsche “Spirit of Targa” Tour.



Libby Pooley and Adrian Brown. (Rob Sheers, John Davis and Nick Clark in the background).

## **GOODBYE TO PCT STALWARTS**



PCT President John Pooley explains how “937”, the Subaru STI that took him and Pip Welch to many excellent results in Targa Tasmania came to an unfortunate end during the 2011 Targa Tasmania.

JP and Pip were lucky to escape unharmed when the car slid sideways off the road, rolled and then sadly caught fire and was totally destroyed.

On the left is Kevin Knight, who has been involved with Porsche in Tasmania for more than 20 years and very recently left the local franchise to pursue other interests.



“937” on loan from John Pooley and at work on behalf of the PCT in an inter-club competition. The *Flat Chat* Editor at the wheel

### **LONGFORD REVIVAL: TASMANIA**

From 1953 to 1968 the small Tasmanian town of Longford was the scene of an annual motor race which attracted some of the world's best drivers to compete around a 7km road course which, *inter alia*, included a Monaco-style section through the town centre (and past the pub!), a dash through the surrounding farm lands and a "yump" across a bridge.

It is impossible to imagine Formula 1 cars of the modern era ever being raced (never mind being *allowed* to race) on a circuit of this kind, but those were the days when cars were cars, men were men, and green-tinged burocrats were kept hidden in back rooms with their typewriters so they could not disturb honest, sporting people going about their (sometimes dangerous) activities.

Thanks to the efforts of Octagon (organisers) and Shannons (main event sponsors) the halcyon days of the 1950's and '60's were again brought to life at Longford over the weekend of 1-3 April 2011.

Moreover, we believe that the "Longford Revival" will now be an annual event.

There was a wonderful collection of historic racing cars at the 2011 Revival (plus a grand display of non-racing post-vintage classics) and, to add substance, the event included daily runs along the "flying mile", a section of the old race track which is now part of a public road but was closed off for the duration of the Revival.

There was the inevitable collection of Australian Ford or Holden-based "muscle cars" from bygone years, but Porsche (and other car fans) also got the rare treat of some of the very best cars from the Porsche Rolling Museum making an Australian appearance at Longford.

The sound of the 962's 3.2 litre flat six, twin turbo spitting and popping its way up the rev range while being warmed up for a demonstration run was probably enough reward for any Porsche enthusiast. But given the fact that Porsche built more than 90 of these fantastic race cars, I would have liked the 1986 car to have been given a bit more "welly" down the flying mile!

That said, our very sincere thanks go to Octagon and the Porsche Rolling Museum for a fantastic motoring weekend in Tasmania.

**Leon Joubert**





The 908/2 Spyder. John Pooley actually got to drive this car.



The fantastic Porsche Museum display at Longford



**James Tucker meets the actual car and driver that won the 1981 San Remo rally.**



**40 Years apart the family heritage is still unmistakable.**



### **PICNIC AT ROSS**

**Organised by the Post Vintage Car Club of Tasmania.**

After an early start in Hobart and a pleasant drive to The Red Bridge Cafe in Campbell Town I was the first one to arrive, ordered coffee and was almost finished when Bruce Allison arrived, and a little later Steve and Julie Gibson followed by Rob , Elspeth and Hannah. After more coffee all round, we set off for Ross with Rob leading the way.

On arrival at Ross the parking attendant directed us to our favourite parking place (the same place as last year) at the end of the main street, by the town hall.

As cars arrived the driver was given a number to be in a draw later in the day for a couple of hampers put together by Ross businesses and a few other prizes including two \$50 vouchers from Bunnings, donated by Senator Carol Brown.



There were nine Porsche Club cars there and three 'ring-ins' who parked with us, so there was a good display of various models.

Later in the day at the prize draw it was announced there were 600 cars in attendance.

Some very interesting cars included a very much modified Fiat Abarth with an Audi motor, a nice Porsche Spyder replica and an old Ford (not sure of year) water chamber on top, the water flow could be adjusted with a needle valve, usually only a drip at a time. When the water dripped on to the carbide it created an acetylene gas which flowed through a tube to a burner tip in the light reflectors where it could be ignited to form a bright gentle, so it was essential to carry a box of matches.



**Nice Porsche Spyder replica**



**Ford with carbide lamps**

As I did not take a picnic lunch I found a stall selling hamburgers and sausages. The hamburgers were homemade and very tasty. Rob will back me on this one (!). It was a fairly chilly day and the prize draw took place at 1.30pm which was earlier than last year. By 2.15 pm, after an enjoyable day, we set off for home, with a final coffee stop at Oatlands.

Diarise 20<sup>th</sup>. May 2012, the date for next year's very enjoyable Picnic at Ross.

**Keith Ridgers**

**2011 CLUB CHAMPIONSHIP POINTS****COMPILED BY KEITH RIDGERS****SOUTHERN**

Rob Sheers	140
John Pooley	115
Keith Ridgers	90
Kevin Lyons	90
John Davis	85
Paul Tucker	75
Joe Hand	65
Hans Waldmann	55
David Cathchpole	45
Bob White	40
Barry Smith	35
Leon Joubert	25
Michael Hobden	25
Dave Eve	25
Paul Berry	20
<b>G Cumberbatch</b>	<b>20</b>
<b>G Brown</b>	<b>15</b>
<b>Rob Barrow</b>	<b>15</b>
<b>G Spriggs</b>	<b>15</b>
<b>A Pooley</b>	<b>15</b>
<b>C Denny</b>	<b>15</b>
<b>Gary Cannan</b>	<b>10</b>
<b>C Simpson</b>	<b>5</b>

**NORTHERN**

Bruce Allison	35
John King	20
J McMckinnon	20
David Hannan	15
Stephen Gibson	15
G Zeuschner	15
Anne Archer	15
C Wilson	5
Neill Daly	5
P Mcafferty	5

**ALL MEMBERS**

<b>Keith Ridgers</b>	<b>20</b>
<b>Joe Hand</b>	<b>15</b>
<b>Anne Archer</b>	<b>15</b>
<b>Dave Eve</b>	<b>10</b>
<b>Rob Sheers</b>	<b>10</b>
<b>John Davis</b>	<b>10</b>
<b>Anna Pooley</b>	<b>5</b>
<b>Bob White</b>	<b>5</b>

### **GO LEFT?**

A recent comment by “Ferdinand” about the Australian prices of Porsches, as well as my curiosity about the availability of Carrera GT models, led me to a brief trawl of the internet.

In the process some recent information about Panamera sales also came to light.



In the first year of its launch this super saloon has been a runaway success for Porsche. No less than 22 500 Panameras were sold world wide and Porsche even had to increase production capacity to try and meet demand.

I don't have accurate data for Australian sales of the model range, but extrapolated data from motoring media reports seem to indicate that rather fewer (only around 150 – 200) examples of the Panamera were sold in Australia during the same time.

As far as we know, none have yet been sold in Tasmania .

Given the comparatively small volume of sales of the model in Australia one would therefore expect some attractive offers on the internet, and so it turns out to be. Low mileage V6 demonstrators are on offer from under \$200 000 and V8's start around \$290 000.00.

However that all begins to look expensive when you trawl the US market.

How about a low mileage V6 Panamera for \$90 000? Or would you prefer a Mercedes-Benz E-Class or a BMW 5-Series at the same price?

Near-new V8 Panameras can also be had in the US market for less than half their equivalent Australian prices and, as mentioned elsewhere, you can even get a good selection of Carrera GT's for under \$400 000.

The obvious down side for us is that, despite the parity or better of the AUD with the USD, most Australia states regard left hand drive cars as lethal weapons and have legislated against their use unless they are old enough to become a real threat on the roads (!).

The only option then appears to have your \$90 000 US import converted to right hand drive locally. And there are a few Australian companies around that do this sort of work for \$10 000 - \$15 000.

The internet also reveals a few privateers who have done their own LHD-RHD conversions, almost invariably on 911's for which they could source the necessary parts from scrapped wrecks.

The apparently huge price differences between the US and Australian markets are certainly very enticing and, were it not for the rather absurd ban on new (or near new) LHD cars in Australia, one could imagine many a Porsche enthusiast going shopping for the love of their life in the world's biggest used car market.

Whether it is still worth doing that in the restrictive Australian compliance environment is another matter, and maybe Ferdinand will take another, more detailed look at the possible options for us in the future?

**Leon Joubert**

**BACK CHAT**

Even the most stubborn may eventually see the light it seems.....

Those familiar with Top Gear (the TV show & press) will know that up until now chief presenter Jeremy Clarkson hasn't been very complementary of 911's – he just didn't seem to understand them. While his side kicks James May and Richard Hammond both like Porsches – in fact both apparently own one or more. But Jeremy has been a long time doubter, until now. It seems at long last he is starting to understand the 911 – read on.....

His review of the 911GTS (printed in *The Australian*, June 11-12) shows a big change of heart. Find below a few excerpts from his review which starts in his usual way (a bit anti) -

"I was not pleased to discover what car was waiting for me at the airport. A Porsche 911GTS."

"My eyelids were starting to droop. Because there's one thing I hate more than writing about a Porsche 911, it's driving one."

He then went on to say.....

"So why did I enjoy my time with the GTS so much? And why did I also enjoy the GT3 version that I drove on these pages not so long back? The car hasn't changed at all, **which means I have.**"

"You don't drive a GTS. You dance with it. It is a beautiful experience actually, yet there are no histrionics. And it's not huge or uncomfortable. **It's lovely in fact.**"

"So bear this in mind when you see a middle aged man driving a Porsche. **He's not having a midlife crisis. He's just grown up!**"

So there you go. Even a stubborn old fart like Jeremy Clarkson has grown up and now understands and even likes the 911 – how amazing!

**"Ferdinand"**



**Porsches for Sale**



Australian delivered 911Carrera, 1989 model, has travelled 64000 km's.

I've owned it 12 years, new tyres, has electric seats, sun roof. Marine blue colour, books, full owner history.

Asking price \$59 000.

Will be available to see after July14 in Hobart for three days

Contact Douglas Sheehan - [douglas.sheehan@bigpond.com](mailto:douglas.sheehan@bigpond.com), phone 64243639 or 0418142280



2007 Cayman "S". Meteor Grey/Grey. Manual. 54 000km.

Simmons wheels (Original wheels included), sports exhaust.

Registered: "Butzi" 2010 Concours winner.

\$85 000.00

Contact Hans at (03) 6295 0444 or 0412 412 968.

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Looking for a good, used Porsche?

Ask Nick Clark (03 – 6210 7002) at Performance Automobiles for what may be available at other Porsche dealers in Australia, or what may be in the dealer pipeline as future trade-ins.

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