





# **Porsche Club**

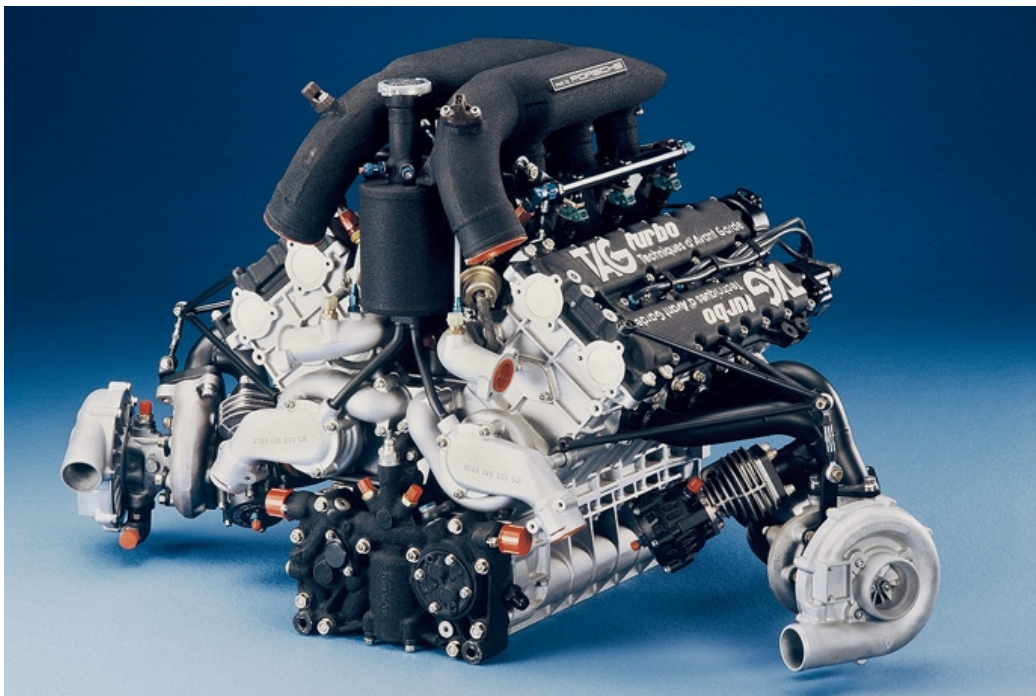
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## **Tasmania**



# **FLAT CHAT**

**SEPTEMBER 2010**



**TAG Turbo 1.5 F1 engine – by Porsche**

# **FLAT CHAT**

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

**SEPT-DEC 2010**

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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.

**SEPTEMBER EDITORIAL**

There is no truth in the rumour that a senior Porsche executive once complimented our club on this newsletter.

However if that were ever to be true, this is an advance (or retrospective) apology for the fact that this issue of *Flat Chat* is terribly overdue.

As a onetime professional motoring journalist I still regard it important to meet deadlines.

Employment and academic commitments, and unexpected illness, wreaked havoc with the preparation of this issue but nobody wants to know how often you flapped your wings, only how far you flew and what the message is that you have to deliver.

So:

My sincere apologies to members and other readers for this very late publication.

I hope that the variety of content makes some amends and thank all our contributors for their efforts.

The January 2011 issue WILL be on time – even if it only contains 2 pages!

**Leon Joubert**

3.

### **THE CHAIR SQUEEKS**

#### **PRESIDENTS ANNUAL REPORT: PORSCHE CLUB TASMANIA**

29<sup>th</sup> AUGUST 2010

##### **Josef Chromy Vineyard, Relbia, Tasmania.**

It is with much pleasure that I bring you my 7<sup>th</sup> Annual Report at our 8<sup>th</sup> Annual General Meeting here in a beautiful setting in Northern Tasmania.

We are indeed fortunate to be Members of this Porsche Club on this wonderful island state of ours in the Southern Ocean, probably the southern most Porsche Club in the world.

We can indeed feel special as we host a unique motor sport event in the world, Targa Tasmania, so special that the Porsche Museum and Klaus Bischof brings amazing Porsches here from the other side of the world for us to see them being driven on our public roads as their engineers designed them to be driven.

We have low traffic density on amazing roads through stunning scenery, likened to the Nurburgring by World Rally Champion Walter Rohrl who has twice competed in Targa Tasmania in Museum Porsches.

Any Porsche owner can hop into their car and have this experience any day of the year and better still, join with other Porsche Club members and enjoy the experience together. We are fortunate indeed.

This is one of the reasons why our small club of Porsche enthusiasts thrives and continues to grow each year because we appreciate what we have here and that life is too short to drive boring cars on boring roads to boring places.

Our Club is indeed a unique club in the world so embrace it, appreciate it and enjoy it.

As we look in the rear vision mirror on the past year we can be well proud and satisfied of our achievements.

A small committee led by our Vice President, Rob Sheers, carried most of the responsibility of communicating with members and organising events.

4.

We can be very satisfied of the events. An extremely successful Hill Climb at Baskerville when we were able to donate \$1000 to charity after costs were covered. The annual economy run was well attended, the Funkhana when members were able to drive their cars blindfolded through a slalom - hilarious.

Our regular Sunday drives for brunch and lunch at both ends of the Island and monthly clubroom meetings. These have been quite well attended and very well run.

During Easter this year, a National Porsche Club event was held at Bathurst where 180 Porsche members converged on Bathurst over 3 days to experience this world famous race track at full speed,. Three members attended from our Club where all States were represented.

Last years' Concours was well attended and held for the first time in Performance Automobiles, world standard new Porsche showrooms in Hobart. The opening of these showrooms by Porsche Champion race driver, Jim Richards when Club members were invited, and later the launches of the Panamera, new 2010 Cayenne and 911 GT3RS.

On behalf of all club members I thank Adrian Brown and Nick Clark of the Dealership for their generosity and cooperation with the Club and their sponsorship of our Club magazine, Flat Chat.

Which brings me to our Editor, Leon Joubert, a man with great talent in combining words and anything automotive, his time and talent is indeed appreciated by all members who enjoy reading, and those that contribute to each edition, to make Flat Chat what it is.

Our Vice President, Rob Sheers, will not be standing for re-election this year.

Rob has been a stalwart of the Club since it's inauguration in 2003 and has held this position since then. During this long duty on committee Rob has driven most of the events, communicated with us all on every event in that time, run the committee meetings, stood in for me when I was not available, picked up the positions of secretary, event director, written articles for Flat Chat in every edition, coordinated the building and management of the Website, hosted the monthly meetings, organised events and very often competed as well.

He has won Clubman and Club Champion several times, as recently as last year, and never complained to me once! Now that's going the extra mile, or many extra. This a true club champion at work and now Rob deserves a well earned rest to spend more time with his young family and allow him to enjoy the club at a member level. Rob and Elspeth, a sincere "THANK YOU" from myself, all the Club members and committee, you deserve a rest!

5.

To our new members, a big warm "WELCOME".

We all look forward to enjoying your company, admiring your Porsches and having fun in social and sporting events.

A special welcome to Klaus Bischof, our first Honary Life Member who visits us every year from Stuttgart to compete in Targa Tasmania.

We would love you to help build our Club by competing, attending as many events as possible, coming to the monthly meetings when you can and helping out on the committee, to share the load, " many hands make light work " Let's not burn out our best people! We are a TEAM, "Together Everyone Achieves More ".

Thank you to those of you that have served on committee, you have done a great job, which is really appreciated by all members, and to those that have nominated for this next 12 months term.

We need an enthusiastic team to have a healthy Club, to pool our talents and share ideas and support one another especially when we are unable to attend meetings.

We can all look forward to an exciting year ahead in your PORSCHE CLUB TASMANIA.

**John Pooley**  
**President**



6.

### **THE OTHER CHAIR SPEAKS**

Clubs can be judged by the support and enthusiasm of their members and PCT has enjoyed solid support from its keen member base over the years. A special thanks also to those members who have gone out of their way to help out over the years. An example of this was last year when Kevin & Mary Lyons came to the fore in an hour of need with some timely support for the Christmas function which was greatly appreciated (through their company, Salter's Hire).

I wish the newly elected committee well and look forward to future happenings. And I hope my replacement John Davis enjoys the responsibility and challenges of the Vice Presidents' position.



I haven't gone away I just won't be on the front line. I will give a hand where required and be helping young JP with an event or two. I look forward to catching up at one of the coming PCT events

Enjoy those Porsches, cheers from the Ex-Other Chair.

**Rob Sheers**

## **2009 – PCT Coming Events**

### **December**

#### **Charity Drives Day – Baskerville.**

Due to an excess of commitments leading up to the festive season our friends in the charitable organisations have requested that we postpone the annual Drive Day to a new date early next year.

### **5 December**

#### **Annual Xmas function and prize giving.**

This year's event will be held at a surprise venue in the north.

All participants will meet at the famous Longford Hotel (in Longford!) where several of our members used to celebrate (or commiserate) their results after the historic Longford motor race meetings.

From there we will proceed as a group to the Xmas function venue.

Look forward to a splendid lunch and the award of our annual Club champions' prizes.

### **22 January**

PVCC Wrest Point South East Rally

### **29/31 January**

Wrest Point Targa

### **13 March**

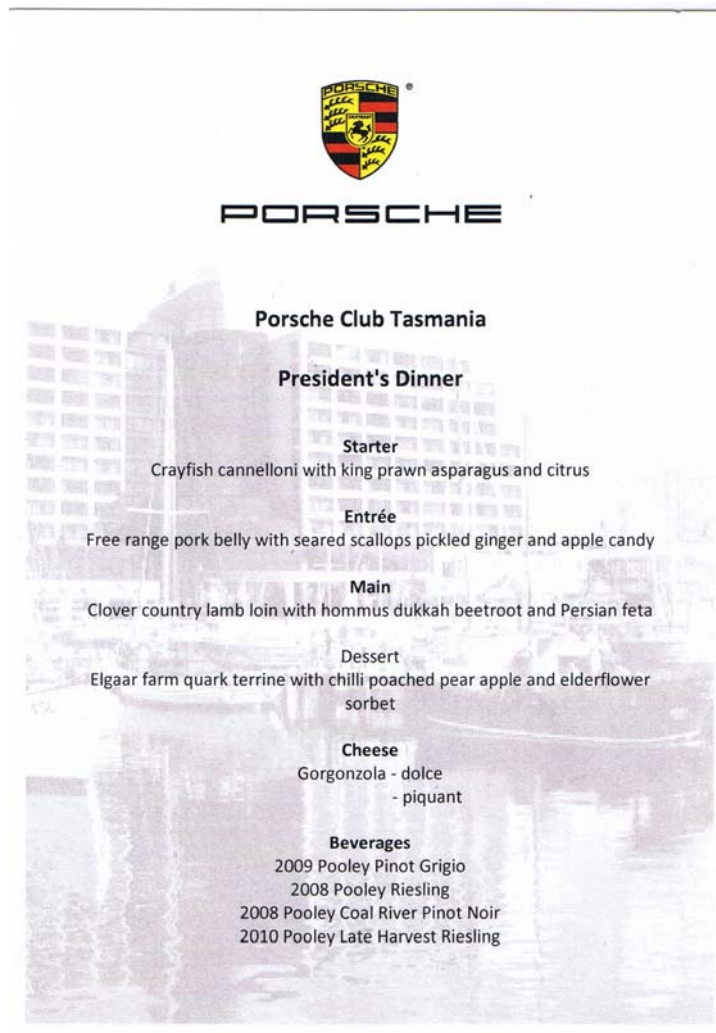
Shannons' Show and Shine

### **19 March**

Philip Island Historic Races

**PORSCHE CLUB TASMANIA: ANNUAL PRESIDENTIAL DINNER**

Was it Oscar Wilde who said? "I have simple tastes. I only want the best"?



We know that our Club President is a business person of admirable success, a wheel man of respectable repute, and always a late contributor to *Flat Chat*.

Now we also know that he is an epicurean of the highest order.

9.

The above menu was *not* posted on the front door of the nearest restaurant that John Pooley happened to pass along the Salamanca shop fronts!

Instead it was specifically compiled by JP and the Chef of the Restaurant Tasman of the Grand Chancellor Hotel for the 2010 PCT Presidential Dinner.

The selection of Pooley wines which John generously provided free of charge with the superb menu were also outstanding, and essential complimentary partners to the splendid selection of dishes.

John's short introduction of each wine, briefly describing its character and origins and its suitability with the dish being served, added another interesting dimension to the meal.





10.

It was a great opportunity to welcome Philip and Sylvia Petersen back to Tassie after their wanderings post-retirement, and the dedication of the many members who travelled from across the state to join for the evening's camaraderie was hopefully very well rewarded.



The President's Dinner is one PCT event which is not a competition of any kind, merely an opportunity to share fine company and fine food and wine, with a mutual appreciation of fine cars.

Well done John and Libby on being superb hosts, and many thanks.

Anyone who missed out on booking their place in this year's Presidential Dinner will be well advised to book an early seat for 2011.

**Leon Joubert**

**Photos: John Pooley**

### **BASKERVILLE HISTORIC MEETING**

The M.G. Car Club's second Historic race meeting at Baskerville was another very successful event. It again attracted a good entry as well as a decent crowd on the hill. The collection of classic racing machinery was impressive.

There were a few very nice Porsche's. One of these was a replica of Jim McKeown's 911 that was successfully raced in the ATCC (2<sup>nd</sup> in 1970 & 4<sup>th</sup> in 1971 Championships). John Bowe really enjoyed racing the lightweight 911 at Baskerville, easily winning all races. Also present was an Ex Alan Hamilton 911 RSR that also raced in the early 70's.



**Replica of Jim McKeown's 911**



**John Bowe really enjoyed it!**



**Ex Alan Hamilton RSR**

As well as the classic cars Harry Firth was on hand. I managed to catch him in a chatty mood – what a legend!

PCT members enjoyed the Classic meeting - Bruce Allison in his modified MGB (the 911 was having the day off), Michael Hobden in his lovely 356 racer and Peter Dove in his very quick Clubman enjoyed the track time.

**Report and Photographs: Rob Sheers**

12.

### **PCT 2010 Concours**



The 2010 PCT Concours was held on the 16<sup>th</sup> of October at Performance Automobiles Hobart showrooms. Those familiar with this event will note that it was later in the year this time around – traditionally it has been held in the March/April period but this year for various reasons it slipped into the fourth quarter. Hopefully next year things will be back to “normal”.

A total of 15 Porsches were presented on the night and it was obvious a lot of work had gone into preparation. Working against entrants was the very inclement weather on the day which meant a last minute clean and chamois off before entering the showroom. Hans Waldman wasn't taking any chances and had his Cayman delivered on a flat bed truck the day before nice and pristine for the judges!



**The judges “hard” at it**



**Sheila's Office**



13.

At the other end of the scale was Michael Hobden who spent the day racing his 356 at the Baskerville Classics (where he did very well) while most of us were polishing & cleaning.



While we were enjoying the delicious finger food and the delightful Pooley wines the judges were hard at work. It was a tough job assessing the well prepared cars and it had to be done in a relatively short time frame. After a concentrated effort and a lot of paper work the decisions were made.



**The Class winners**

<b>Class</b>	<b>1<sup>st</sup> Place</b>	<b>2<sup>nd</sup> Place</b>	<b>3<sup>rd</sup> Place</b>
Up to 1979	M. Hobden 356	S. Davis 356	P. Tucker 911SC
1980 to 1989	R. Sheers 911SC	P. Berry 911SC	C. Wilson 911 Carrera
1990 to 2000	K. Ridgers 911S	P. Petersen Speedster	J Hand 968
2001 and on	H. Waldmann Cayman	J. Davis 911S	J.Pooley Boxster

**Shannons People's Choice Trophy – Sue Davis 356****Sue Davis's lovely 356 was the deserving winner of the Peoples Choice**

Thanks goes to - Norman Henry, Keith Drew and Wayne Bennet who worked hard judging the cars and coming up with the results.

Also thanks goes to Performance Automobiles for hosting the 2010 PCT Concours, Pooley wines for providing the very enjoyable wine, Salter Hire (Kevin & Mary Lyons) for providing the party ware, Shannon's Insurance for sponsoring the "Peoples Choice" trophy and to event organisers.

All in all it was an enjoyable evening.

**Report and Photographs: Rob Sheers**

**POTENTIALLY THE BIGGEST NEWS OF 2012?**

*(Porsche returns to the Formula 1 World Championship - Maybe).*

Good CEO's are careful about how they answer questions from the media.

Motor industry CEO's are particularly careful because the motoring media is always trying to dig out "scoops" about new model developments and the motor industry is a ruthless, cutthroat business in which competitor information is valuable.

So when Matthias Mueller, the recent replacement for Michael Macht as CEO of Porsche, said to a journalist from *Autocar* during the 2010 Paris Auto Salon that Porsche may be looking at a return to Formula 1, one must assume that he knew exactly what, and why, he was saying it.

Note that the question was posed obliquely, about how Porsche and Audi feel about competing (albeit in LMP1 and LMP2) against each other in sports car racing?

Mueller replied that it was not a very bright idea to have Porsche and Audi competing against each other in LMP racing. He added that there would have to be a discussion at a "round table" about one marque doing prototype sports car racing and the other doing F1.

Wolfgang Ullrich of Audi has reportedly already said that F1 and Audi "don't fit" (given Audi's current diesel road and racing cars - that makes some sense)

So what is left for Mueller and Audi to discuss at the round table?

Either Porsche gets into F1 and gets out of LMP racing, or its stays out of both categories altogether?

Logic says that Porsche should be in sports car racing not F1.

Porsche is still the world's biggest racing car manufacturer. It builds around 150-200 racing sports cars every year.

Audi mainly builds "executive" family cars – some of which are "souped up" versions (RS) to match the BMW M-cars and Mercedes AMG models, and a small number are good mid-engine sports cars with Audi or Lamborghini engines.

16.



The famous line-up of 917's for FIA homologation

Audi does NOT build a couple of hundred racing cars every year and its diesel powered LMP racers are light years removed from its mainstream road cars.

By contrast, Porsche has (again) virtually committed itself to building a new road going race car (918) using the engine from its LMP sports racer and has an incomparable history of success in turning racing cars into road cars.

Porsche can now even claim that a Cayenne won the 2010 Daytona 24-Hours, though it has denied all responsibility for the fact that the race- winning Riley-Porsche used a 5-litre V8 engine sourced from a Cayenne!

What Porsche has NOT done with any great success is Formula 1.

The 804 only ever won a single world championship race in 1962 in the hands of Dan Gurney.

It was generally trounced by engines from a company that made pumps for fire trucks (Coventry Climax) which in turn were tacked onto the back of kit cars from England.

17.



The Porsche 804. Very pretty, but not a great achiever.

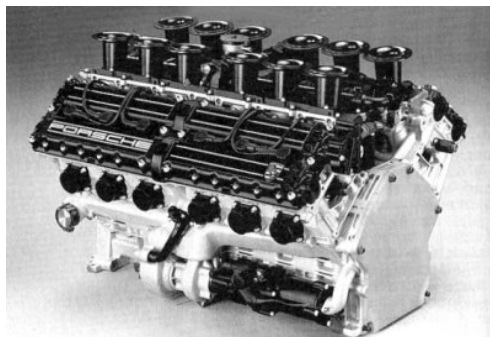
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Between 1983 and 1985 Manseur Oujeh's money, John Barnard's design genius, engineering input from Bosch and KKK, and the team efforts of McLaren, Alain Prost and Ayrton Senna made use of Porsche's capability to build a 1.5 litre turbo engine that won two F1 Constructor's championships and three F1 driver's championships.

But by 1986 McLaren had quit its links with Porsche and moved to Honda engines instead.

In 1991 the Arrows team got Porsche to supply it with a 3-litre V12 F1 engine which turned out to be two of the 1983/85 1.5 litre V6 units joined together (without turbo's) and weighing 180kg.

Arrows binned the Porsche engine after four races and purchased some old Cosworth DFV's instead.



This 1991 V12 was not Porsche's finest hour in motor sport.

18.

Compare that rather bleak history in F1 with Porsche's (literally) tens of thousands of victories with its sports cars, and where do you see the F1 heritage that would make Porsche a potential F1 championship winner?

The predicted engine rules for F1 (from 2013) are for 1600cm<sup>3</sup> turbo-charged engines with direct injection and coupled with KERS devices.

The last time we had F1 engines of this type, BMW used its ex-1602 in-line four cylinder engine blocks to produce 1400 bhp while Renault, Ferrari, Honda and "TAG-Porsche" opted for small V6 units.

Open the door to any Volkswagen factory and you can die in an avalanche of 1600cm<sup>3</sup> four cylinder engines or small capacity in-line 5-cylinder or narrow angle V5 and V6 engines spilling out of the engine plants.

The closest Porsche ever came to using anything like this was when it borrowed an engine from a Volkswagen van for the original Porsche 924.

Porsche does not (normally) do small capacity in-line, or V-engines.

When it needed something like that it borrowed it from Volkswagen, as is likely to be the case with the predicted new "912" entry level sports car.



The VW-derived Porsche 924 Turbo

19.

Instead of trying to turn Porsche into a World Championship winning F1 outfit (with or without KERS assistance from Williams) my answer is much simpler:

Pick a suitable small engine out of the dozens of Volkswagen options from VW's worldwide manufacturing plants and get VW's equivalent of Paul Rosche to boost it up to F1 standards. Then label it with different badges for several F1 teams as follows:

Virgin Volkswagen  
Hispania Racing Team (HRT) SEAT  
Sauber Skoda  
Force India Audi

The main board in Wolfsburg can then have a safe shotgun strategy that will cover all eventualities and many markets, and it may even make the whole thing pay for itself.

As for Porsche...



Do you see any synergy or pedigree between the car above – which you can buy from a Porsche dealer- and a single seater carbon fibre petrol tank with a 1600cm<sup>3</sup> turbo engine bolted to its backside?

Dr Rinaldo Ridolfi of FIAT predicted several years ago that diesel passenger car engines will be on their way out in the second decade of this millennium and be replaced by small capacity, direct injection turbo petrol engines.

Those engines are an excellent fit for Volkswagen, SEAT, Skoda and Audi and they are already beginning to appear in the automotive landscape and will soon begin to replace small capacity diesel passenger cars engines.



20.

Small capacity turbo engines will probably be commonplace in Europe by 2013 (though the average Aussie may struggle to wrap his mind around a Falcon with a 1400cm<sup>3</sup> turbo engine) but are they likely to have any immediate roles in Porsche's product planning?

The only possible Porsche model with such an engine configuration could be the hypothetical "new 912".

And as for the hybrids....?



Long may steamships with sails and the long range bombers with jet engines and propellers survive.

History teaches us that hybrids are always just an intermediate phase until one or another solution proves convincingly superior.

Kindly leave Porsche out of the F1 circus and give it the freedom to do what it already does better than anyone else in the motoring world (when it sticks to its knitting) and that is to design and build peerless sports cars and sports racing cars.

Roll on the next series of dominating Le Mans, LMP and GT winners and truly great new cars that will build on the outstanding foundations laid by cars like the 917, 956, 962, 959, GT1 and GT RS's.

(And pay the EU carbon taxes if you have to!).

**Leon Joubert**  
**Hobart**  
**September 2010**

### **2010 Porsche Club Tasmania Economy Run**



On the 1<sup>st</sup> of August a number of keen Porsche enthusiasts gathered at Ross for the 2010 PCT Economy. After a catch up morning tea it was time to top up the fuel tanks ready for the start. Campbell Town had been the starting place for the economy run for many years but Unleaded Premium is no longer available there – for a town that once had four service stations this is a pretty poor state of affairs!



The Porsches on the run ranged from Michael & Kathy Parker's Concours winning 356 to Kevin & Mary Lyon's 997 Turbo.



This year's course ran from Ross to Swansea via the Lake Leak road (just over 80kms in length). The minimum average speed was bumped up a little this year (to around 80km/h) in an effort to avoid a line of very slow moving Porsches heading for the east coast (not a good look!).



On arrival at Swansea the tanks were refilled to the brim and everyone was keen to find out how they did. After refuelling it was onto the Bark Mill for lunch and to find out who the winners were.

The classes were the same as last years which seem to work well. As well as the various classes there was an Index of Performance award for the best combination of economy and average speed. And as usual the Wooden Spoon award but this year it was going to go to someone other than Bruce Allison who has been very consistent tail ender over the years but wasn't with us this year.

### **Class winners were:**

#### **Air cooled - under 3 litres**

		Average Speed	Litres/100km
1st	Rob Sheers – 911SC	78.2 km/h	5.82
2nd	Paul Berry – 911SC	78.2 km/h	6.92
3 <sup>rd</sup>	Michael Parker – 356	78.2 km/h	7.49

#### **Air cooled - over 3 litres**

		Average Speed	Litres/100km
1st	Keith Ridgers - 993	82.1 km/h	8.03
2nd	Chris Wilson – 911 Car	75.8 km/h	10.47

#### **Water cooled - over 3 litres**

		Average Speed	Litres/100km
1st	John Davis – 997S	76.9 km/h	7.11
2nd	Kevin Lyons – 997T	82.2 km/h	8.75

23.

NOTE - Unusually there weren't any entries in the under 3 litre water cooled class this time.

**Index of Performance award** – Rob Sheers (911SC)

**Best overall** – Rob Sheers (911SC)

**Wooden Spoon award** – Paul Tucker (911SC)



**Report and photographs: Rob Sheers**

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### **Possibly Useless Knowledge**

According to a reliable source in the UK, there are still 76 TAG-Porsche 1.5 litre F1 turbo engines sitting on shelves in an unmarked factory in Woking.

Apparently there was a one-time intention that the engines would be used to power a new helicopter design

**LJ.**

### **PCT BASKERVILLE HILL CLIMB**

This was the second time that this event was held in the place of the annual motorkhana contest between the PCT and CMI (Club Motori Italia) and both the venue and the event proved to be another resounding success.

Club President, John Pooley, was the main organiser of the 2010 Baskerville Hill Climb and ably assisted by Hans Waldman and Barry Smith, as well as the usual team of CAMS scrutineers, and Phil Blake of CMI who was Clerk of the Course.

Anyone who has not previously participated in this event, or had any concerns about it, may do well to note the following.

Though the regulations for the event require basic safety standards like CAMS approved crash helmets, a fire extinguisher, proper dress (i.e. no shorts and thongs) etc., the demands are not onerous.

The \$120.00 entry fee for the day provided participants with at least half-a-dozen runs (\$20 per run!) plus a free barbeque lunch.

A one-time competition licence for the day would have cost no more than \$10.00.

Thus an event like this provides very affordable fun and a great opportunity to exercise your car and your own driving skills with very little risk.

The format used at Baskerville (which effectively provides two "hill climb" sections) is to start before the main straight and accelerate uphill into a double apex right hander before swooping down hill through the off-camber esses, and again doubling back uphill toward Skyline bend, where the finishing line is located.

A typical run would take 35-40 seconds to complete.

Because competitors could start their (electronically timed) runs at intervals of 30 seconds, it meant that it took much less than half-an-hour for all 40 competitors to complete a run.

Some competitors therefore managed as many as 18 runs during the day. (Good value at \$6 60 per run!).

The PCT's star performers were Gary Cannan (Holden Touring Car racer) and John Pooley (Porsche GT3 RS).

25.

Gary held the fastest time for most of the day in the spectacular Holden, but it is interesting that John Pooley in the GT3 RS was only 0.14 seconds slower than the full-race Holden.

Given that both are very experienced racing drivers it is quite remarkable that the Porsche (which is completely street legal and can be driven effortlessly in city traffic) was virtually as quick as the 700 bhp full race Holden.

In all, PCT members and their cars acquitted themselves extremely well and it was notable that whereas the Porsches were generally looked quiet and unspectacular around the track, their times revealed that they were very brisk.

Other than Gary Cannan (who provided great entertainment and valuable points for the PCT), Bart Dove (Locost Clubman) and myself (Pooley Wines Impreza STi) were the only non-Porsche interlopers who participated on behalf of the PCT.

The victory of the 13 PCT members in the inter-Club competition is therefore very much attributable to genuine Porsche results.

*Unfortunately some of the results that we publish here may be incorrect. It appears that Jamie Lonergan actually set FTD in the Nissan Skyline GTR, and thus Gary and John both move down one position in the FTD standings.*

*No other important changes result.*



**You *can* race in cruise mode with an open top. John King in the Targa.**

26.



**"This piece keeps it grounded at 320 km/h". Peter Cane, John King and Joe Hand.**



**Car 911 heads for the hills. Keith Ridgers.**



27.



**The Presidential GT3 (and friends) at rest before the action.**



**Gary Cannan and the full race Holden Touring Car**

28.



**Rob Sheers' 911 SC waiting on the dummy grid**



**David Catchpole alternated his runs between "Top Up" and "Top Down".**

**Leon Joubert**

**Photos: Leon Joubert and Rob Sheers**

**PROVISIONAL BASKERVILLE HILLCLIMB****RESULTS**

<b><u>FTD</u></b>			Time	Club	Points
1st	Garry Cannan	Holden V8 Super Car	33.4	PCT	20
2nd	John Pooley	Porsche GT3 RS	33.54	PCT	10
3rd	Jamie Lonagan	Nissan GTR Turbo	33.57	MCCT	5
Class A	under 2000cc				
1st	Glenda Walters Rob Van der	Toyota Corolla	36.17	HSCC	20
2nd	Niet	Honda CRX	36.54	CMI	10
3rd	Steve Pratton	Honda S800	37.73	CMI	5
B	2001-3000 cc				
1st	Todd Elliott	Mazda RX7	36.08	CMI	20
2nd	Michael Elliott	Mazda RX7	36.46	CMI	10
3rd	Bruce Allison	Porsche 911 2.8 RS	38.02	PCT	5
C	3001- and over				
1st	Garry Cannon	Holden V8 Race Car	33.4	PCT	20
2nd	John Pooley	Porsche 911 GT3 RS	33.54	PCT	10
3rd	Steve Noble	Nissan 350Z	36.83	CMI	5
Turbo					
1st	Jamie Lonagan	Nissan GTR	33.57	MCCT	20
2nd	Bart Dove	Locost Clubman	34.45	PCT	10
3rd	Michael Cloak	Nissan SX Turbo	35.22	CMI	5

**PCT Club Results**

1st	Garry Cannon	Holden V8 Super car	33.4
2nd	John Pooley	Porsche GT3 RS	33.54
3rd	Bart Dove	Lowcost Clubman	34.45

**A**

1st	No Cars entered in this class				
2nd					
3rd					

**B**

1st	Bruce Allison	Porsche 911 2.8 RS	38.02
2nd	Rob Sheers	Porsche 911 SC	39.97
3rd	Joe Hand	Porsche 968 CS	44.77



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C			
1st	Garry Cannon	Holden V8	33.4
2nd	John Pooley	Porsche GT3 RS	33.54
3rd	Keith Ridgers	Porsche 993 S	37.93

Turbo			
1st	Bart Dove	Locost Clubman	34.45
2nd	Peter cane	997 GT2	36.65
3rd	Leon Joubert	Subaru WRX STI	37.74

#### CMI Club Results

1st	Michael Cloak	35.22
2nd	Todd Elliott	36.08
3rd	Alex Rice	36.09

A		
1st	Rob Van de Niet	36.55
2nd	Stev Pratton	37.73
	Graham	
3rd	Mitchell	42.7

B		
1st	Todd Elliott	36.08
2nd	Mike Elliott	36.46
3rd	Steve Craft	41.3

C		
1st	Sam Allright	36.1
2nd	Steve Noble	36.83
3rd	Paul Rice	36.84

#### CLUB POINTS

			PCT	75
			CMI	55
Turbo			HSCC	20
1st	Michael Cloak	35.22	MCCT	20
2nd	Alex Rice	36.09	MGCCT	0
3rd	Peter Pisco	36.41		

### **2010 Porsche Club Tasmania AGM Run**

On the 29<sup>th</sup> of August PCT members gathered in the north and south for a run to Chromy's Vineyard at Relbia. A great opportunity to get the Porsche out, catch up with Porsche Club friends, experience some nice northern cuisine and to attend the Porsche Club Tasmania Annual General Meeting.

In the south we gathered at the Richmond Bakery for morning tea before the run north to Chromy's. The drive north was over some less travelled but Porsche friendly roads that took us via Runnymede, Woodsdale, Baden, Parattah and back onto the Midlands Highway at Oatlands and on to Relbia via the Midlands Highway.



Those coming from the north gathered at the Launceston Auto Museum before heading off on a shorter run that took in a winding but scenic route including a run over the Longford Flying Mile on the way to the River Edge Cafe. After an enjoyable morning tea there were more nice roads through Brickenden, Woolmers, and Evandale and on to Relbia.

On arriving at Chromy's Vineyard we found parking was a bit of a Porsche Jig Saw puzzle but with a bit of effort we managed to get the nice collection of cars safely packed on the grounds. Once the cars were parked we relaxed taking in the lovely surroundings before lunch. For those who haven't been there Chromy's restaurant and cellar door is situated at Relbia south of Launceston and is well worth a visit.

32.



After enjoying a nice lunch it was time for the Annual General Meeting. AGM attendance was optional but from memory most who were there stayed on for the meeting and committee election. It was chaired by Club President (John Pooley) and was a relatively short and sweet affair (which should be covered in detail elsewhere in this issue).



On the way home most of those heading south called into the Red Bridge Café at Campbell Town for afternoon tea. I tried JP's new Boxster (the "Gold Watch") out on the leg to Campbell Town, very nice!

It was another good day out for PCT members.

**Report and photographs: Rob Sheers**

**KEEPING THE FAITH.**

It has been a few months since I have put pen to paper as the saying goes, my only excuse is that it has been a very hectic year, and is proving to remain so.

Anyway, to bring you all up to date we will start at the beginning.

Early this year in February Kath and I decided to try and start the New Year off on a positive note by hosting a breakfast at our house for all the Northern PCT and registry members.

I guess it was too early, but we did get a few keen members along for a pleasant morning. I won't pretend that my Bar B Q cooking was much to write home about, but we made up for it with plenty of fruit, muffins and coffee.

The next event Kath and I were involved in was the Registry's "Gathering Of The Faithful" in April. This year it was held at "Maclaren on the Lakes" resort in Maclaren Vale South Australia.

Kath and I were in SA for a two week holiday, but due to logistics problems (we couldn't fit our luggage in the 356), we were in our other car. The local members took pity on us and lent us a spare 356C to use over the weekend, which of course was not only very generous but fantastic.

The car is usually used for historic rallies and that is the reason for the bright yellow wheels, so there is no truth to the rumour that the owner is a closet Lotus fan.





34.

The GOF was terrific as usual. There was 32, 356s and approximately 64 members taking part. The resort was a perfect venue, with very nice accommodation, good restaurants and was surrounded by parklands.

The organisers arranged beautiful country drives, wonderful lunches and memorable dinners throughout the weekend, and of course catching up with old friends and enjoying the sight of all those colourful 356 cars was just perfect.

On a sad note (at least to me), Mark Wheatley sold his 356 "B" coupe to someone in Victoria, so that reduces our numbers up here to only 3.

However Kath and I attended the PCT Economy run in July, David Hannans 356 is on display in the Auto Museum, so he drove his 911. Unfortunately ours was the only 356 in attendance but we didn't come last this time and even managed a prize.

This is a good event, so if you haven't attended one before do yourself a favor and have a go next time, we all have a lot of fun, and enjoy a good lunch afterwards, any way it is a great excuse to get out there and use your Porsche and just enjoy everyone's company.

The last event was the weekend of the 28-29<sup>th</sup> Aug, we started with the now annual Tasmanian Car Club Expo, held at, and sponsored by the National Auto Museum in Launceston. The event attracts over 20 car clubs and approximately 250 cars for display.



35.

I did try to get a Porsche display last year, but due to all the rain we only managed two 356s.

This year we had 8 Porsches on display. They included Mike Hobdens Super 90, Sue and John Davis Super 90, our "C" coupe, Chris Wilsons Carrera, Harry Willis Crofts Carrera, Keith Ridges 993, Steve Gibsons 993, and Kevin and Marys 997.

I was very pleased to have a neat cross section of Porsches on display for people to enjoy, they certainly attracted a lot of attention.

Saturday night saw a group of 12 enjoy dinner at Halams Sea Food restaurant, which also turned out very well. I don't think any one drank too much because we all met at the Museum at 10am the following day. I had put together two small country runs with a coffee stop at "The River Edge Café" just outside Longford in the middle.

The morning was a success and the timing proved perfect ( I've no idea how), as we arrived at Chromys Winery only a couple of minutes before the Southern group, this being the venue for the AGM and a superb lunch.

I won't go on about the AGM as I am sure someone else will do that, I'll only comment that the we enjoyed the drive, the coffee, the lunch and the company, not of course in that order.

Well that's about it from me, so until next time.

**Keep The Faith**  
**Michael**



**CONFEDERATION OF AUSTRALIAN MOTOR SPORTS LIMITED  
2011 TASMANIAN MOTOR SPORT EVENT CALENDAR**

Date	Organiser	Event	Series	Venue
<b>January</b>				
15		Bendigo Bank Bonanza – Bridgewater Speedway		
16	MGCCT	Maxie's Motorkhana		Exeter
22		Carrick Speedway		
23		Round 1 State Kart Series - LKC		Archerville
23	CAMS	Skid Pan Day		Rokeby Academy
26		<i>Australia Day Holiday</i>		
28-29		Bendigo Bank Grand Prix – Latrobe Speedway		
29	NWCC	Club Khanacross		North West
29-30	ARDC	Powercruise		Symmons Plains
29-30		Wrest Point Targa		South
<b>February</b>				
4-5		Grand National – Bridgewater Speedway		
5	HSCC	Drift Practice Day		Baskerville
6	500CC	Khanacross – KS1		Cambridge
6	LCCT	Club Day Supersprint		Symmons Plains
7		<i>Royal Hobart Regatta (Southern Tasmania Holiday)</i>		
11-12		Australian Super Sedan Title - Latrobe		
12	NWCC	Tasmanian Hillclimb Series	THS 1	Highclere
12		<b>TASMANIAN MOTOR SPORTS AWARDS FUNCTION</b>		Hobart
13	HSCC	Tasmanian Super Series	TSS 1	Baskerville
19	MSCT	Motorkhana Series Round 1 MS1		Symmons Plains
19	FCCT/CMI	Motorkhana		Powranna
20		Round 2 State Kart Series - STKC		Orielton
20	500CC	Khanacross – KS2		Cambridge
23		<i>Launceston Cup (Northern Tasmania Holiday)</i>		North Tasmania
26		Bridgewater Speedway		
26-27	MSR	Classic Tasmania		North West
27	MGCCT	State Motorkhana Series – Round 1	TMS1	Kempton

**March**

5		Latrobe Speedway		
5	HSCC	State Drift Series	SDS 1	Baskerville
6	MGCCT	Tasmanian Super Series	TSS 2	Symmons Plains
7		<i>Eight Hours Day Holiday</i>		Tasmania
12	MSCT	Khanacross Series Round 1	KS1	Powranna
13		Shannons Show and Shine		Rosny Park
13	CMI	Hillclimb		Collinsvale
19		Bridgewater Speedway		
19	500CC	Rallysprint (closed to club)		South
19-20		Phillip Island Historic Meeting (?)		
20		Round 3 State Kart Series - CHKC		Smithton
27	LCCT	Club Day Supersprint		Symmons Plains
27		<b>Australian Grand Prix</b>		

**April**

2	MSCT	Gravel Hillclimb (closed to club)		Retreat
2		Latrobe Speedway		
2-3		Longford Revival		
3		<i>Daylight Saving ends</i>		
3	MGCCT	State Motorkhana Series	SMS 1	South
5 - 10		Targa Tasmania		
8 - 10	MST	SHANNONS NATIONALS (?)		Symmons Plains
9		Carrick Speedway		
10	500CC	Khanacross – KS3		Cambridge
16	NWORCC	Short Course Off Road	TORS 1	Latrobe
16	NWCC	Club Lap Dash		Smithton
17	MGCCT/MCCT	Supersprints		Baskerville
17		Round 4 State Kart Series - NWKC		Highclere
22-25		AORC HYDEN		
22 - 24		<i>Easter</i>		
25		<i>Anzac Day</i>		
30	MSCT	Tasmanian Rally Series - Legana Tyres and More Rally	TRS1	



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## May

1	MGCCT	Supersprints		Symmons Plains
5 - 7		Agfest		North
7	VIC RALLY	EAST GIPPSLAND STAGES		
7 - 8		J' Feature Kart Meet		Archerville
7	NWCC	State Motorkhana Series	SMS 2	North West
8		<i>Mothers Day</i>		
14	MSCT	Khanacross Series Round 2		Powranna
14	SORRA	Multi Club Off Road Event	TORS 2	Kempton
15	HSCC	Tasmanian Super Series	TSS 3	Baskerville
21	500CC	Tasmanian Rally Series – Styx Valley	TRS 1	South
21	HSCC	Tasmanian Drift Series	SDS 2	Symmons Plains
22		Ark @ the Park Kart Meet		Smithton
22	LCCT	Club Day Supersprint		Symmons Plains
22	CMI / PCT	Motorkhana		Baskerville
22	MGCCT	May Trial		Midland Area
28	MSCT	Multiclub Khanacross Round 2	KS2	Powranna
28	500CC	Historic Rally Association Trial		

## June

4	MSCT	Club Day Supersprints (closed to club)		Symmons Plains
10 - 13		AORC FINKE DESERT RACE		
11	HSCC	Drift Practice Day		Baskerville
12	VIC RALLY	BEGA		
12		Little & Big Legends Kart Meet		Highclere
13		<i>Queens Birthday Holiday</i>		
19	CMI	Driver Training Day		Baskerville
25	500CC	Trial Series - TS1		South
25	MSCT	Khanacross Series Round 3		Powranna



**July**

2	HSCC	Tasmanian Drift Series	SDS 3	Baskerville
3	MGCCT	State Motorkhana Series	SMS 3	Latrobe
9	NWCC	Tasmanian Rally Series - Hellyer Rally	TRS 2	North West
10		Rising Stars Kart Meet		Orielton
16	VIC RALLY	GEORGE DERRICK MEMORIAL		
17	CMI	Regularity		Baskerville
22 – 23		AORC GRIFFITH 700		
23-24		Clubman Cup Kart Meet		Launceston
23	MSCT	Retreat Rallysprint		Retreat
30	NWORCC	Short Course Off Road Sprint	TORS 3	St Helens
30	500CC	Trial Series – TS2		South
31	MGCCT	Economy Run		Baskerville

**August**

6	NWCC	Club Rally		Devonport
7		North West Truck Twilight Rumble Kart Meet		Highclere
7	CMI	Tasmanian Hillclimb Series	THS 2	Baskerville
13	MSCT	Motorkhana Series Round 2		Symmons Plains
14	MGCCT	Mountain Madness		
20	500CC	Tasmanian Rally Series – Huon Rally	TRS 3	South
21	MGCCT	Tasmanian Super Series	TSS 4	Symmons Plains
28	MGCCT	Motorkhana		South

**September**

2 - 4		AORC PINES MILLICENT		
3	MSCT	Khanacross Series Round 4 KS4		Powranna
4		Fathers Day		
8-11		WORLD RALLY CHAMPIONSHIP		
11	CMI	Hillclimb		Hobart Domain
17	NWCC	Club Rally		Circular Head
17	500CC	Trial Series - TS3		South
17 – 18	SORRA	Kellevie 300	TORS 4	Kellevie

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18 - 19		Dunlop Enduro Series Kart Meet		Orielton
18	HSCC	Tasmanian Super Series	TSS 5	Baskerville
24	MSCT	Tas Rally Series – Mountain Stages	TRS	
25	LCCT	Club Supersprint		Symmons Plains
25	MGCCT	Observed Section Motorkhana		TBA
<b>October</b>				
1		<i>AFL Grand Final ?</i>		
2		<i>Daylight Saving Starts</i>		
6		<i>Royal Launceston Show (Holiday Northern Tasmania)</i>		Northern Tasmania
14 - 16	MGCCT	Historic Race Meeting		Baskerville
15	VIC RALLY	AKADEMOS		
15 - 17		AORC GOONDIWINDIE		
20		<i>Royal Hobart Show (Holiday Southern Tasmania)</i>		Southern Tasmania
22	NWCC	Club Gravel Hillclimb		North West
22 - 23		Goldstar Twins Feature Kart Meet		Highclere
23	MCCT	State Motorkhana Series	SMS 4	South
29	MSCT	Khanacross Series Round 5 KS5		Powranna
29 - 30	TORCC	Tasmanian Sand Enduro	TORS 5	St Helens
29 - 31	LCCT	Mountain Circuit Challenge		
30	Combined	Supersprints - MGCCT/HSCC/MCCT		Baskerville
<b>November</b>				
7		<i>Recreation Day (Northern Tasmania only)</i>		Northern Tasmania
5	HSCC	State Drift Series	SDS 4	Baskerville
6	NWCC	Supersprints (closed to club)		Symmons Plains
11 - 13	MST	<b>FALKEN CHALLENGE – V8</b>		<b>Symmons Plains</b>
12	VIC RALLY	RALLY VICTORIA (provisional date)		
18 – 20		Tas State Kart Championships		Archerville
19	MSCT	State Motorkhana Series and MS3	SMS 5	Symmons Plains
19	MGCCT	Concours and Dinner		
20	PCT / CMI	Hillclimb		Baskerville

26 (19?)	LCCT	Tasmanian Supersprint Championship	TSC	e Symmons Plains
27	MGCCT	Tasmanian Super Series – Round 6	TSS 6	Symmons Plains

**December**

3	NWCC	Tasmanian Hillclimb Series	THS 3	Highclere
3	HSCC	Christmas Rides Day – Private Practice		Baskerville
3 - 4		Enduro Kart Meet		Archerville
10	NWORCC	Short Course Off Road Sprint	TORS 6	Latrobe
10	MSCT	Gravel Hillclimb (Closed to club)		Retreat



**2010 CLUB CHAMPIONSHIP POINTS****COMPILED BY KEITH RIDGERS**

<b>Clubman Points Southern Members</b>	<b>Total</b>	<b>Clubman Points Northern Members</b>	<b>Total</b>
Rob & Elspeth Sheers	<b>425</b>	Michael & Kathy Parker	<b>150</b>
Keith Ridgers	<b>250</b>	Chris Wilson	<b>140</b>
John and Libbie Pooley	<b>245</b>	Bruce & Krista Allison	<b>70</b>
John and Sue Davis	<b>185</b>	John & Ann King	<b>50</b>
Kevin and Mary Lyons	<b>160</b>	Stephen & Julie Gibson	<b>45</b>
Barry and Suzanne Smith	<b>135</b>	David Hannan	<b>40</b>
Paul Tucker	<b>120</b>	Phil McCafferty	<b>30</b>
Leon and Gail Joubert	<b>100</b>	Neill Daly & Sonya Johnstone	<b>27.5</b>
Hans and Sheila Waldman	<b>95</b>	Harry Williscroft	<b>15</b>
Bob and Dimity White	<b>90</b>	Jock McLean	<b>5</b>
Joe Hand	<b>90</b>	Philip Leith	<b>5</b>
Gary Cannan	<b>65</b>		
Trevor and Erica Williams	<b>55</b>	<b>Club Champion Points (all members)</b>	
Paul Berry	<b>50</b>	Keith Ridgers	<b>55</b>
James and Kay Barber	<b>40</b>	Rob & Elspeth Sheers	<b>55</b>
Michael and Maria Hobden	<b>35</b>	Chris Wilson	<b>40</b>
David Catchpole	<b>35</b>	John and Libbie Pooley	<b>40</b>
Rob Barrow	<b>30</b>	John and Sue Davis	<b>25</b>
Peter and Christine Dove	<b>30</b>	Joe Hand	<b>25</b>
Andrew & Carolyn Forbes	<b>20</b>	Paul Berry	<b>20</b>
Peter Cane	<b>15</b>	Peter & Christine Dove	<b>20</b>
John and Pru Christie	<b>5</b>	Kevin Lyons	<b>15</b>
Nino Bocchino	<b>5</b>	Philip & Sylvia Petersen	<b>15</b>
Randell & Robyn Mullins	<b>5</b>	Michael and Maria Hobden	<b>15</b>
Ken & Naomi Paton	<b>5</b>	Hans and Sheila Waldman	<b>15</b>
		Paul Tucker	<b>15</b>
		Bruce & Krista Allison	<b>15</b>
		Gary Cannan	<b>15</b>
		Stewart & Cathy Harper	<b>10</b>
		Sue Davis	<b>10</b>
		Peter Cane	<b>10</b>
		Bob & Dimity White	<b>5</b>
		Michael & Kathy Parker	<b>5</b>
		David Catchpole	<b>5</b>

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