



# **Porsche Club**

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## **Tasmania**



# **FLAT CHAT**

**OCTOBER 2007**



**AT THE HOME OF THE LONGFORD RACES, TASMANIA.**

# **FLAT CHAT**

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

### **OCTOBER-DECEMBER 2007**

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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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### **Address Of The Porsche Club Of Tasmania**

Postal Address: PO Box 910, Sandy Bay TAS 7006

### **Meeting Venues**

- The Porsche Club of Tasmania (Southern Clubroom) meets at 19h30 on the 3<sup>rd</sup> Tuesday of every month at Shannons Car Club Rooms, 337 Argyle Street, Hobart.
- The Porsche Club of Tasmania (Northern Clubroom) meets at 19h00 on the 1<sup>st</sup> Wednesday of every month at the Jailhouse Grill, 32 Wellington Street, Launceston.

## **OCTOBER 2007 EDITORIAL**

This issue has, by pure coincidence, taken on quite an historical flavour.

We should thank Charles Button for our August economy run which finished in the amazing (and beautiful) town of Longford, and also for his special contribution (at my request) on the history of the Longford Races.

Charles and our Club President, John Pooley, both raced at Longford during its fascinating era of hosting the Longford Races.

In a very different vein I recently did some research for an academic assignment and discovered some surprising information about the early history of Porsche and a curious – and interesting – American counterpart which Porsche may have had in the immediate post-war years.

I have published some excerpts of that research in this issue, and hope you find it as intriguing as I did.

During my research I also noted that the engineering consultancy which Dr. Ferdinand Porsche established in the 1930's advertised itself as capable of doing design work for boats. If you find that strange, read on in this issue, and you will see that Porsche is back in the boat business!

As for our European Correspondent? In this issue he takes us all the way back to the bicycle!

Hopefully our next issue will contain an article on Porsche's one time venture into general aviation, to nicely round off some of the diversity of Porsche's history.

**Leon Joubert**

## **THE CHAIR SQUEAKS**

The past year has been another one of consolidation and gradual growth. Our membership has grown to 56 and the Club has a reasonable credit balance of \$6585.17.

The activities provided for members have been a good mix of social drives, sporting events and competitive low key events like motorkhanas. The monthly Club Room get-togethers have provided relaxed and informal fun evenings where many Porsche topics are discussed.

The Club Champion and Clubman points system is now working well and keeping everyone on their toes!

A high point this year was the visit from the Porsche Club Victoria and I am pleased to advise that a special weekend invitation has gone to them for April next year. Details are still to be finalised, but more on this soon.

The inaugural President's Dinner was a great success last year and as a result I will be hosting another on 26 October at 7:30 pm at the Boathouse Restaurant, Cornelian Bay, Hobart.

The first 10 couples to registers will be able to join us for this special occasion. The menu will be a la carte and we will have special gifts for those present. I hope to make it a memorable evening for all. Please call Jenny at Performance Automobiles on 6236 3700 to make your reservations.

We now have a fantastic web site of our own and I encourage everyone to visit it regularly. Thanks to Andrew, James and Porsche AG who made it all happen.

A big "thank you" also to my hard working committee and those members who have actively supported the cause and been involved in what Porsche is all about. Special thanks also to Leigh Mundy who has had to resign due to ill health. Get well Leigh – we look forward to your return soon.

Philip Petersen has not been able to nominate for the Committee again due to pressure of work. I thank him for his huge efforts over the last few years and regular participation in Club events. We still look forward to your continued involvement.

A big welcome to our new Committee members, James Barber and John Davis. Both have considerable talents which we will put to good use. On behalf of all our members we thank you for being prepared to contribute to Committee tasks.

We look forward to another year of fun and Porsche camaraderie.

**John Pooley**  
**Club President**

## The Other Chair Speaks

It's good to bid winter good bye and welcome the longer warmer days of spring. The better weather and longer days provide great opportunities to get the Porsche out for a nice drive.

With the AGM over and done for another year (see AGM report in this issue) we can now get down to the business of planning and putting on interesting and enjoyable club events.

I heard some exciting news recently that will be of interest to Porsche enthusiasts Australia wide. The Porsche Club of Queensland are well advanced with plans for the next "Porsche Nationals". This event scheduled to be held during Easter next year (March 21<sup>st</sup> to 24<sup>th</sup>). Lee Cooper (Porsche Club Qld President) and her team are working on an event that will include an interesting range of motor sport events, (including motorkhanas, hill climbs & sprints), a Concours, some great drives, lots of social activities and hopefully a visit to David Bowden's property for a BBQ and look at his extensive car collection.

The "Nationals" will be set up so participants can do all or some events (similar to the memorable 50<sup>th</sup> Porsche anniversary celebrations run in Victoria in 1998). Current costing estimates indicate that doing the lot will cost about \$2500 (including accommodation and some meals), sounds like great value as well. We will endeavour to keep you posted on developments of this exciting event that has something for all Porsche enthusiasts.

I read with interest the other day about Porsche's rapid sales growth in South America. Armoured Cayenne's in particular have been selling very well over there. Apparently the Columbian drug lords are very happy with the performance of their Turbo Cayenne's!

It looks like Porsche is already having a big influence on its recent purchase - a large stake in Volkswagen. A VW spokesperson recently discussing a new model being developed was heard to say, "the heart - will beat where the flat-four 'boxer' engine once did in the Beetle!" Sounds like its *back to the future* for VW. Following this up was an article in the press this week about a car that VW took the covers off at the recent Frankfurt motor show confirming that the new "VW Up" (as it's will be known) is definitely rear engined! Photos from Frankfurt show a cute little vehicle and the information released indicates it will be a very economical back to basics car that looks like it will have a good future.

I think Ferdinand would be smiling with approval.

Enjoy those Porsches, cheers from the other chair.

**Rob Sheers – Vice President.**

## **PCT 2007 AGM**

The 2007 Porsche Club Tasmania General Annual meeting (AGM) was held at Ross on Sunday 26<sup>th</sup> of August. Aside from the meeting it was a nice day for a drive in the Porsche as it turned. A number of enthusiastic members came along and some even came to the meeting! Ross looked impressive on the day with some fine looking Porsches lining the main street.

After a good pub lunch there was a division of the troops with some going off to check out what Ross had to offer while the club stalwarts gathered in the meeting room for the AGM.

The AGM got under way a little after the scheduled start time of 1.30PM. Attending were Adrian Richardson, Hans Waldmann, James Barber, Rob Sheers, Charles Button and Gerard Maguire.

The meeting was kept as short and “to the point” as possible. The clubs positive progress and continued consolidation were highlighted. Membership at the AGM date was 52 and growing, hopefully we will make 60 this year (membership reached 53 last year).

The clubs financial position has continued to consolidate. We now have \$5853 dollars in the PCT account.

One of the highlights of the year was the start up of the club web site. It has been a long time coming but now Porsche Club Tasmania finally has an operating web site. Special thanks go to Andrew Forbes (PCT web master and European correspondent) for his efforts in getting the club web site operating. And thanks were passed on to James Barber for taking on the role of web site editor.

Reflecting back there were many good club events over the last season. Particularly memorable was the Christmas Rally - BBQ get together. All who were lucky enough to do it would agree that it was a terrific day. Also the rides day for disadvantaged children held at Baskerville was well supported by PCT members

Existing committee members were thanked for their contributions and efforts during the year. The committee was dissolved and an election conducted and the 07/08 committee was duly elected. I'm happy to announce that the 07/08 PCT committee consists of John Pooley - Club President, Rob Sheers – Vice President, Gerard Maguire – Secretary, Charles Button – Events Director, Claire Button – Treasurer, James Barber – Web site editor, John Davis – Committee member.

We look forward to another year full of interesting events, comraderie and enjoyment for Tasmanian Porsche enthusiasts.

Best regards, Rob Sheers (Vice – President)

## **EVENT REMINDER**

**DIARISE NOW !!**

**SUNDAY 21<sup>ST</sup> OCTOBER 2007**

**FINAL ROUND (HOPEFULLY) PCT/CMI MOTORKHANA CHAMPIONSHIP**

**LOCATION: POWRANNA DRAGWAY**

Turn off the Midlands Highway approximately 1km south of Symmons Plains

Come along and join the Porsche Club Tasmania Team and help us take out the trophy for 2007.

The Porsche Club Tasmania won the first round of the Championship for 2007.

If we can pull off another win, it will then make two wins to the PCT out of a possible three events and will therefore alleviate the need for a "decider" event.

See details elsewhere.

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**SATURDAY 24<sup>TH</sup> NOVEMBER 2007**

**MAKE A WISH FOUNDATION DRIVE DAY**

**LOCATION: BASKERVILLE CIRCUIT**

**TIME:** 9.30am. until 1.00 pm.

Enjoy a couple of hours taking these appreciative children for a few laps round the Baskerville circuit.

A BBQ lunch will be provided

This event is being run in conjunction with the Hobart Sporting Car Club.

RSVP Charles Button  
0418 126 450  
[charles@button.id.au](mailto:charles@button.id.au)

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**SUNDAY 9<sup>TH</sup> DECEMBER 2007**

**ANNUAL CHRISTMAS GATHERING/CRYPTIC DRIVE/BBQ/TROPHY PRESENTATION**

This is the final event for 2007 and a must for all PCT members.

See details elsewhere.



## **STUTTGART STORMERS v. MARANELLO MARAUDERS**

### **Second ROUND – PCT/CMI MOTORKHANA CHAMPIONSHIP**

**VENUE:** POWRANNA DRAGWAY  
(Turn off Midlands Highway just south of Symmons Plains Circuit)

**WHEN:** SUNDAY 21st OCTOBER, 2007

<b>Start Time:</b>	Scrutineering	9.30am
	Event Proper	10.30am
<b>Anticipated Finish:</b>		4.00pm

#### **VEHICLE REQUIREMENT:**

Basic road safety check – no special equipment required.

#### **LICENCE:**

A choice of CAMS Licences is available on the day for those who do not have one already:

##### **- Full season licence for non-speed events**

i.e Motorkhanas, etc. (L2NS) - \$46.00 (Single Event \$40.00)

##### **- Full season licence that covers speed events**

– club days hill climbs, etc. (L2S) - \$85.00.

**ENTRY FEE:** \$40.00 per driver. Entry Forms and Supplementary Regulations will be available on the day.

The dragway area is approximately 16m wide and 500m long, with a good sealed surface. Some very interesting tests have been planned for the day.

**Motorkhana events are designed to test the manoeuvre ability of the vehicle and the skill and judgment of the driver.**

If you don't wish to compete, please come along and help on the day.

**It is suggested that members bring lunch and refreshments as the nearest shop is at Perth.**

Entries are limited to 30.

For further details, please contact Charles Button on (h) 6225 3981, (m) 0418 126 450 or email: [charles@button.id.au](mailto:charles@button.id.au)

## **ECONOMY RUN – 12 AUGUST 2007**

John Pooley was unable to attend the event so I tried to negotiate a deal with Charles Button:

John would enter the world's most successful economy run driver (that's me!) to participate on his behalf, but I would use John's GT3-RS as a handicap.

Moreover John would only get half the points that I scored towards his Club Championship tally.

We thought (and I still think!) that this was a very elegant solution, but Charles would have none of it.

I therefore had no choice but to take Mark Dewey (the designer of our famous Incat high speed ships) along as my navigator. Mark kept me so fascinated with tales of 1500 tonne ships that can cross oceans at 50 knots, that I paid scant attention to fuel efficient driving.

That should be (if nothing else) a very original excuse for not winning.



**One of my navigator's nice boats, by Incat of Tasmania.**

Another good reason for not taking the economy run too seriously is that some people will always be tempted to abuse the fact that we did not have a Judge of Fact, ten CAMS Stewards, five FIA Scrutineers and Max Mosley present on the day.

If you don't believe me, just look at the following voyeur photograph taken by our Club Vice-President with a 1200mm Takumar lens attached to a disposable camera. (Attempts to obscure the face of the driver were unsuccessful, though the dark glasses are an attempt at disguise).



**Fiddling with the fuel cap in an economy run?**

There were also some questions raised about James Barber's claimed fuel consumption in the 911 SC, though James steadfastly argued that the black gloves (hidden from sight) made a big difference to his economy driving, and that he was able to free wheel the Porsche all the way from here to Longford.



**It's downhill all the way from here...**

Some competitors from the (far) north were late arrivals, since I never saw them on the event at all. Though at least one had his room reservation at the Longford Hotel confirmed in advance.



**Bookings taken in advance for December?**

Ever seen so much luggage space in a Porsche? Greg Zeuscher's 914 gets ready to swallow someone (or something) at the final refuel point.



**Somewhere in the middle there is an engine as well.**



## **Porsche Club Tasmania Fuel Economy Run – August 2007**

### **Results:**

<b>Class A – under 2000cc</b>		<b>Fuel used</b>	<b>Fuel consumption</b>
1	Michael & Kathy Parker – 356C	10.60L	8.83L/100km (32.2 MPG)
2	Greg Zeuscher - 914	10.45L	8.90L/100km (31.9 MPG)
<b>Class B - 2000cc to 3000cc</b>			
1	Rob Sheers – 911SC	9.01L	7.50L/100km (37.8 MPG)
2	Gerard & Nicole Maguire – 911S	9.26L	7.70L/100km (36.9 MPG)
3	James & Kay Barber – 911SC	13.05L	10.87L/100km (26.1 MPG)
4	Bruce & Joel Allison – Carrera RS	19.02L	15.85L/100km (17.9 MPG)
<b>Class C – 3000cc and over</b>			
1	Charles Button & Allan – Carrera Cab	7.84L	6.50L/100km (43.7 MPG)
2	Cathy & Stewart Harper – Boxster S	8.79L	7.32L/100km (38.8 MPG)
2	Leon Joubert & Mark Dewey – GT3 RS	8.79L	7.32L/100km (38.8 MPG)
3	Keith Ridgers – 993S	9.86L	8.21L/100km (34.7 MPG)
4	Michael Zeuscher – 911 (959 Replica)	11.14L	9.28L/100km (30.6 MPG)

<b>The best and worst</b>		<b>Fuel consumption</b>
Very good	Charles Button & Allan – Carrera Cab	6.50L/100km (43.7 MPG)
Not so good	Bruce & Joel Allison – Carrera RS	15.85L/100km (17.9 MPG)



**Who said two heads are better than one?**

## **CHRISTMAS RALLY / CRYPTIC DRIVE, 9<sup>th</sup> Dec.**

Well folks, it's on again. The renowned 'Rally to the BBQ'. Following last years superbly prepared feast and fabulous prize-giving, it's a hard act to beat but Neill and I will find a way to get you to another top location- this time in the South, at Orford to be precise.

The recent Poatina hill-climb champions, John and Sue Davis have offered their Orford hideaway as the location for this years' Christmas backyard BBQ & prize-giving bash'.

Southerners will be departing PA at around 10.30am, with Northerners leaving from the Automobile Museum at around 10.00 am for a leisurely drive to the 'Gold Coast of the South'. Cryptic clues on the way will determine the winners of the first event of the PCT year. Those not wishing to partake in the competitive cryptic/rally side can simply cruise at their leisure to Orford.

Everything will be provided on the day except folding chairs, portable table, umbrella and of course, clipboard and pencil. Last years prime steak and salads etc prepared by Claire Button and her sidekick will be the hardest act to follow, but I'm assured we'll put it on again.

Remember, this day will be the highlight event of the year (apart from the hill-climb). We expect and will be catering for every member, **so circle the date now**. **We will be asking for definite numbers close to the date.**

Neill & I can hardly wait.

Till we eat again,

**Gerard Maguire, Co-organiser, "Christmas Rally '07".**

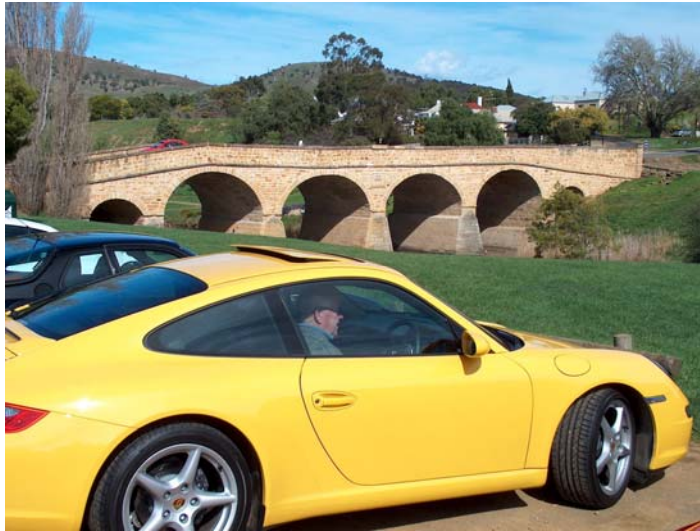
P.S. You may have noticed the word 'navigation' has not been mentioned. Following comments made after the last three years events, we've decided to make the trip as enjoyable as possible and remove the "navigation bits", that is unless we're inundated with requests to include some 'brain exercises'. Please feel free to inundate me.

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## **REPORT SWANSEA DRIVE : SUNDAY 16<sup>TH</sup> SEPTEMBER**

Eight eager southern Porsche enthusiasts assembled at Richmond and three set out from the North for our Swansea Sunday Drive.

Among the Southern starters were new members, John and Prue Christie, in the lovely speed yellow (or is it canary yellow?) 997. What a great looking car. Nice to see Joe Hand, at last, and Jane in the 968 and Wayne Bennett and Michelle in Wayne's "other" Porsche.



**The oldest bridge in Australia in the background.**

The Northern contingent was made up of John King and Anne Archer in the magnificent black 997 turbo with Mike and Kathy Parker in the 356 and after an anxious wait, John Batten turned up in the 964.



**In Richmond before the start of the southern section.**

The Southerners paused for a coffee/pit stop at Orford. We believe there was some spirited driving on the way up from Richmond by some members who shall remain nameless. It was extremely good timing as both the Southern and the Northern members arrived at the Bark Mill Restaurant at Swansea within 10 minutes of each other.

An enjoyable lunch was had by all and it was a real gathering of Porsche enthusiasts. Several lucky diners received gifts of Porsche glasses and a bottle of "bubbly". Lunch over it was time to head back.



**Tasmanian seafood and wine for lunch in Swansea.**

What a great day, beautiful weather, good company and nice roads to enjoy your Porsche.

Let's do it more often,



**Charles.**



## **Club Champion Points Tally**

1	Charles Button	35
2	John Pooley	32.5
3	Stewart Harper	32.5
4	Rob Sheers	32.5
5	John Davis	30
6	Keith Ridgers	25
7	Gerard Maguire	25
8	Wayne Bennett	20
9	Bruce Allison	15
10	Adrian Richardson	15
11	M & K Parker	15
12	Graeme Pitt	10
13	Neil Daly	10
14	R Barrow	10
15	Peter Dove	10
16	James Barber	10
17	Greg Zeuschner	10
18	Krista Allison	5

The club economy run has seen Charles Button regain the lead. Pooley, Harper and Sheers are giving him a run for it and Ridgers and Maguire are still in contention. With only the Motorkana to go things could still get nasty.

### **Club Champion points are allocated as follows:**

First	15 points
Second	10 points
Third	5 points

## **Clubman of the Year Points Tally**

### **Southern**

1	Keith Ridgers	195
2	Rob Sheers	189
3	Charles Button	159.5
4	Gerard Maguire	159
5	James Barber	130.5
6	John Davis	83
7	Stewart Harper	60
8	Philip Petersen	49
9	John Pooley	46
10	Bill McGowan	43
11	Ben Barber	35
12	Adrian Richardson	34

13	Rob Simpson	30
14	Andrew Forbes	30
15	Wayne Bennett	30
16	Gary Cannan	27
17	R Barrow	21
18	Paul Berry	15
19	David Cowles	15
20	Peter Dove	15
21	P Richardson	6
22	John Christie	19
23	Joe Hand	15
24	Leon Joubert	15
25	Hans Waldman	4

The list is long and the fight is strong. Competition still remains tight. Keith Ridgers is proof that commitment is the way to lead and Rob Sheers agrees. Charles Button and Gerard Maguire are still in the running but have they left there run to late, only time will tell.

### **Northern**

1	Neill Daly	75
2	Michael Parker	61
3	Chris Berry	60
4	Bruce Allison	44
5	David Hannan	31
6	Greg Zeuschner	30
7	Don McWilliam	20
8	Graeme Pitt	15
9	Steve Caswell	15
10	J MacKinnon	15
11	Krista Allison	15
12	Michael Drager	15
13	Michael Zeuschner	15
14	John King	15
15	John Batten	15
16	Kerry Luck	12
17	Sinclair Berry	6
18	Alan Williams	4

Neill Daly seems to have this one in the bag. Michael Parker and Chris Berry are at each other for placings and has Bruce Allison left his run to late, again time will tell.

**Clubman of the Year Points are allocated as follows:**

Competing or participating in an event	
Full Day	15 Points
Half Day	10 Points
Assisting at an event, or prior to an event, or after an event:	
Full Day	15 Points
Half Day (min 2 hrs)	8 Points
Submitting an article for Flat Chat (min. 250 words)	15 Points
Submitting an article for Pit Torque	4 Points
Taking sole responsibility for organizing running an event and writing a report for inclusion in Flat Chat	25 Points
Attending a monthly clubroom get-together	4 Points
Attending an event (not competing)	6 Points
Correctly answering a Pit Torque question:	
Flat Chat email recipients:	10 Points
Flat Chat hard copy recipients:	10 Points

***Any contentious issues regarding awarding of points shall be decided by a majority vote of the committee.***

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**PCT ANNUAL PRESIDENT'S DINNER**

- The 2007 PCT President's Dinner will be held at 7:30 pm on 26 October 2007 at the Boathouse Restaurant, Cornelian Bay, Hobart.
- Participants will be limited to the first 10 couples that make reservations.
- An a la carte menu will apply.
- Special gifts will be provided for guests.
- Please confirm you reservations with Jenny at Performance Automobiles as soon as possible on 6236 3700.

**John Pooley**  
**President**

## **RECOLLECTIONS OF LONGFORD**

It is hard to believe that fifty years ago Tasmania had what was then regarded as a world class, true road racing circuit.

How things have changed.

After several years of competing at various motor sport events including Quorn Hall Racing Circuit, just outside Campbell Town, Trevallyn Hill Climb, Muddy Creek Hill Climb on the West Tamar, and speed trials at Brickmakers Beach near Stanley, it was then time to consider the ultimate event and enter Longford.

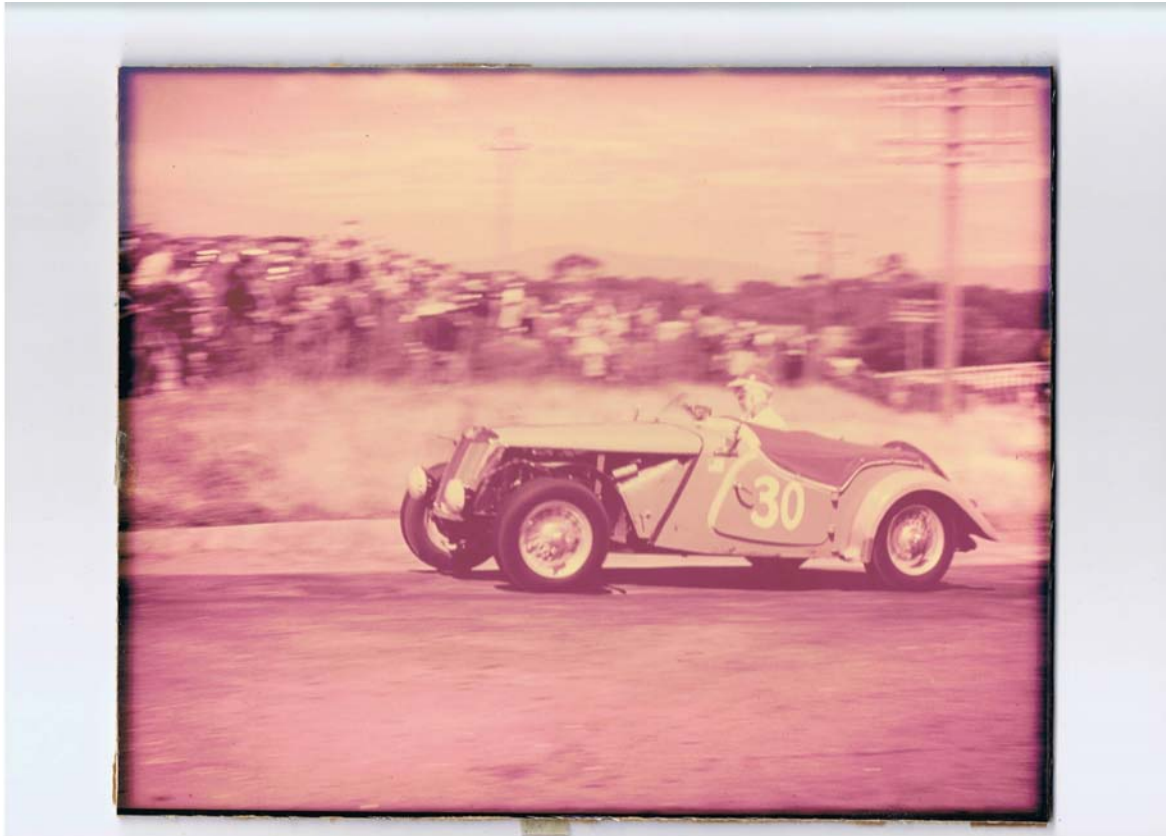
As a young lad of 21 I recall my early motor racing experiences at the 1958 Longford Meeting. Longford was regarded, in those days, as the pinnacle of Australian motor racing to compete in, and I just had to be in it.

In the 1950's 356 Porsches had just arrived on the scene and the MG was the dominant sports car. I clearly remember John Youl's beautiful red 356 1500 Super and how well the doors closed. I was very fortunate to have a lovely grey MG TF 1500 powered by a 1466cc motor producing a staggering 63bhp. Top speed in standard form with a good tail wind was just over 80 mph (130kph). In those early days anything with a top speed of over 80mph was regarded as being extremely quick. I used the MG as my daily driver and the thought of trailing a car to a race meeting venue was only for top competitors of the sport.

Prior to entering Longford I removed the large front mudguards from the MG (at about 100mph the large front guards tended to have a rather frightening effect on the handling) and fitted a set of exhaust extractors and a modified cam shaft. The mechanical work and tuning was carried out by Brian Bowe (father of John) at his home in Devonport.

With Brian's "tweeking" a top speed of 100mph was obtainable. I clearly remember being most concerned that young John, on his trike, would scratch my car while it was in Brian's driveway and I have often reminded John of this fact.

Vehicle safety requirements in the 50's were extremely basic: No roll bar required, basin type safety helmet, desert boots, white painters' overalls and, if you really wanted to impress, you wore string-backed leather driving gloves. Tyres were not considered to be of great importance but I used Dunlop Road Speed. These were considered to be at the top end of the tyre market and were one of the first to have rounded shoulders.



### **Charles Button and the MG TF at Longford in 1958**

Longford was, in many ways, similar the Australian GP at Adelaide. The whole city of Launceston, and for that matter Tasmania, got into the euphoria of motor racing over the March long weekend. Many motor sport enthusiasts came up from Hobart to camp by the river near the viaduct. The "goings on" at this venue have become legendary.

One lap of the Longford circuit was approximately 6.5kms with some extremely interesting features: Two bridges, a viaduct and a raised railway crossing that even in the TF produced a little "air".

In 1958 the pits were located on the northern side of the flying mile straight. The odd straw bale was placed in front of any immovable objects such as trees and power poles. These tended to produce some spectacular results when hit by a car. The road itself was extremely narrow by today's standards and timber post wire fences bordered the track. No concrete barriers in those days! If you were in an open car, remembering to duck down below the bodywork during any excursions off the track was extremely important.

Cars and motorbikes, including motorbikes with sidecars, competed in events at the Longford circuit.

Fields were extremely varied. Sports and racing car fields ranged from Doug Whiteford's Maserati 300S with a top speed of 240kph, to cars battling to reach a quarter of that speed. Production car fields ranged from 3.4 Jaguars

to virtually standard Morris Minors. Several Porsches were entered in 1958, namely Norm Hamilton's beautiful silver 1.5 litre Spider, and John Youl ran his lovely red 356 Super.

Incidentally, 1958 was the first year that Longford hosted a round of the CAMS Gold Star Series, which was won by Ted Grey in his 4.6 litre Chev Corvette- powered Tornado. Amazingly, Grey blew up the gearbox on the Sunday and obtained a replacement box from a Ford truck at a Launceston wreckers, enabling him to compete on the Monday.

At the conclusion of the meeting on the Monday afternoon it was off to home and time to put the windscreen and the spare wheel back on the car, and have a think about what I was going to do with my 10 pounds prize money for a second place in the handicap race. (*That's pretty good going against the opposition listed in the programme! – Ed*).

My, how things have changed!

### **Charles Button**

P.S. Oh, yes, and that young Pooley lad from Hobart drove at later Longford events in his VW special.



**The Longford Hotel Pub**



## Event No. 7

## LE MANS MOTORS HANDICAP

## Sports and Racing Cars

## 6 Laps — 27 Miles

1st, £20, 2nd, £10; 3rd, £5, plus £10 Trophy for Fastest Time

No.	Entrant	Driver	Car	Capacity
1	E. Gray	E. Gray	Tornado	4660
2	A. J. Glass	A. J. Glass	Super Squalo Ferrari	3460
3	David Calvert	D. Calvert	Porsche	1582
4	Doug. Whiteford	D. Whiteford	Maserati 300S	3992
5	B. S. Stillwell	B. S. Stillwell	Cooper F1	1700
7	Norm. Hamilton		Porsche Spyder	1498
10	Mildren Car Sales Ply. Ltd.	Alec. Mildren	Cooper Climax F2	1475
11	Lukey Mufflers Pty Ltd	Len Lukey	Cooper Bristol	2174
12	Stan Jones	Stan Jones	Maserati 250F	2496
13	R. H. Oliver	R. H. Oliver	Kenley Vincent	998
14	Ecurie van Dieman	G. L. Archer	Cooper Climax	1100
16	A. W. Miller	A. W. Miller	Miller Special	1496
18	Bob Young	Bob Young	Aston Martin (Ulster)	1494
20	A. Edison	A. Edison	M.G. T.F.	1250
28	G. B. Youl	G. B. Youl	Austin Healey	2660
29	W. J. Tyson	W. J. Tyson	M.G. T.F.	1250
30	Le Mans Motors	C. E. Button	M.G. T.F.	1466
31	P. J. Turner	P. J. Turner	M.G. T.C.	1250
34	J. W. Barrie	J. W. Barrie	Zephyr Special	2262
35	Don Elliott	Don Elliott	Holden Racing	2200
39	G. Tattersall	G. Tattersall	Buchanan M.G.	1466
40	W. C. Nicholls	W. C. Nicholls	M.G. T.C.	1250
44	Stan Allen	Stan Allen	Fiat Special	1393
55	J. C. Youl	J. C. Youl	Porsche	1488
66	Don Gorrington	Don Gorrington	M.G. T.C.	1466
90	R. Bessant	R. Bessant	Porsche	1600

## Event No. 8

4.20 p.m.

## UNLIMITED SIDECAR HANDICAP

## 4 Laps — 18 Miles

1st, £12; 2nd, £8; 3rd, £3—1st Tas. Rider, £2. 1st Passenger £2; 2nd £1.  
1st Trophy Donated by Perth Hotel.

No.	Name	Machine	State	Grid No.
9	B. Mack	499 Norton, R. Kelly, Pass.	Vic.	
20	G. Martin	495 A.J.S., B. Sawford	Tas.	
31	D. Miller	498 B.S.A., G. Weeks	Tas.	
38	R. Johnston	998 Vincent, R. Matthews	Vic.	
103	J. Sutcliffe	498 B.S.A., M. Garwood	Tas.	
106	R. Holmes	498 B.S.A., L. Holmes	Tas.	

## AN APPEAL TO EVERYBODY

We are here today on private property. Please behave in an orderly manner to safeguard lives and property, and as we have undertaken that any litter left shall be removed, please help us by leaving none at all. Prove that motor sportsmen are good members of the community.

Marshalls have full powers to control spectators as necessary and to take action to stop anyone guilty of committing wilful damage.

## **Drapac Porsche – Only Two Wheels?**

We are used to seeing major companies and corporations sponsor cultural and sporting events, but Porsche AG is very, very selective about which events they support. Porsche occasionally sponsors a tennis tournament, but among automobile manufacturers, the company maintains a relatively low sponsorship profile. I was surprised therefore to see recently that Porsche sponsors an Australian cycling team, together with Melbourne-based property development company, Drapac. The occasion was the Osterreich Rundfahrt (Tour de Austria) in July, just one of the events that the Drapac Porsche cycling team contested this year in Europe.

To race with the big professional teams, T-Mobile, Discovery Channel, Predictor-Lotto, Quick Step and Lampre on their own turf in Europe is tough – really tough, but the young team that Drapac Porsche have been carefully developing since 2003, is a credit to both companies. Their philosophy is different from many sponsors – an athlete should be trained to succeed in life, not just in athletics. In Drapac Porsche's words,

*The Drapac Porsche Development Program is revolutionary. The first of its kind in Australia, the privately funded enterprise uses cycling as the medium to redefine the way that not only athletes, but also how our society, measures success.*

*Developed in 2003, the program aims to counteract the mono dimensional culture that defines Australian sport, a culture where athletes have a sole focus on medals or results. We instead look to create multi dimensional people, not just athletes, by placing equal emphasis on athletic, career, personal and social development.*

*Put simply, The Drapac Porsche Development Program has developed a ground-breaking model to ensure we nurture champion athletes into champion people.*





The Osterreich Rundfarht was just one of ten international events in the team's 2007 schedule. From July 8-15, the Drapac Porsche team raced over 1500 km around Austria, finishing in Vienna on a beautiful sunny day. I went down to the finishing area to watch them complete several loops of the final circuit in the city, and was thrilled to see the speed and colour of the peloton, the power and dash of the sprinters, and the determination and grit of the tail-enders who had cycled up just one Austrian mountain too many.

The brilliant Guards Red uniforms of the Drapac Porsche team made them easy to spot among the 120 cyclists. They had some strong results in three stages (10<sup>th</sup>, 18<sup>th</sup> and 23<sup>rd</sup>), although the overall team placing at the finish was rather lower (well, last actually). That didn't matter a scrap to me; I was there to cheer "my" Aussie team on, and soak up some of the atmosphere of the professional cycling scene.

Porsche's venture into cycling appears to be carried out with the same quiet determination as all their activities. Their experience of designing and developing winners, whether in sports or racing cars will surely result in some great racing cyclists, in due course. Maybe we'll eventually see a Porsche team in the greatest race of all, the Tour de France!

Check them out at [www.drapaccycling.com](http://www.drapaccycling.com)

**Andrew Forbes**

**PCT European Correspondent**

## **WHY PORSCHE SUCCEEDED WHERE OTHERS FAILED?**

*Sixty years ago there were two nascent motor industry entrepreneurs on opposite sides of the Atlantic. One was an American and the other a German. Both dreamed of building (at the time – unusual) new rear engine cars.*

*The one venture went bankrupt within 2 years.*

*The other entrepreneur founded a company which today controls a motor corporation that has 44 manufacturing plants, employs 350 000 people, builds 25 000 cars of 129 different models a day, and sells 7.5-million cars a year.*

If you have never heard of Preston Thomas Tucker, rent Francis Ford Coppola's 1988 film: "Tucker: The Man and His Dream" starring Geoff Bridges. It is a very good film that received several Oscar nominations, and is very enjoyable entertainment.

Tucker was the driving force behind the Tucker 48 car (often referred to as the Tucker "Torpedo") which he hoped would revolutionise the car industry in the post-war USA.



**Preston Tucker and the Tucker 48.**

It has been claimed that Tucker was a great innovator and entrepreneur, but that his attempts to build a revolutionary new car for US consumers were scuttled by government agencies acting on behalf of the "Big Three" (GM, Ford and Chrysler).

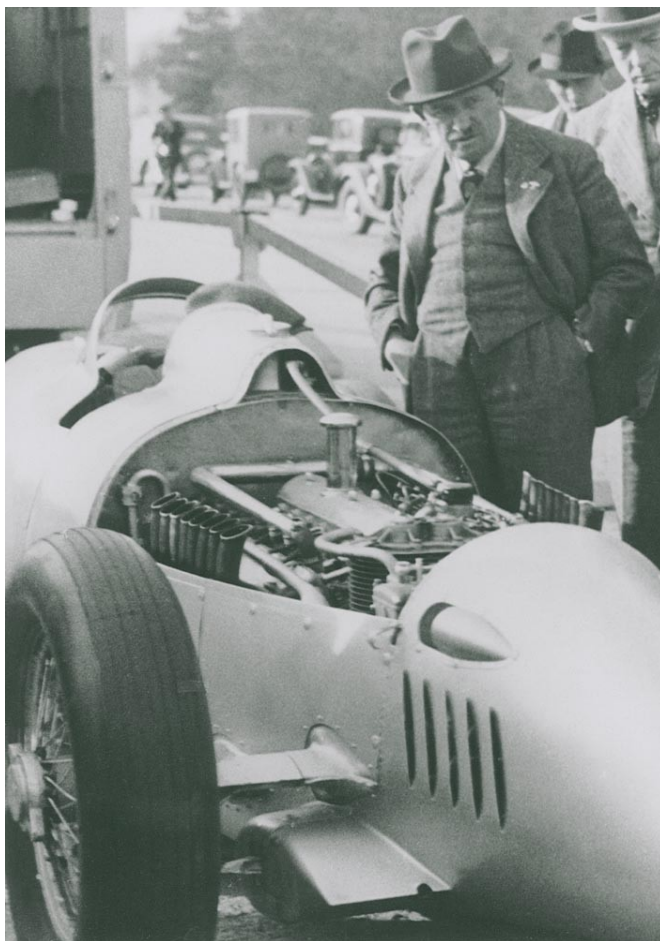
The Tucker 48 featured an H6 rear mounted engine, and would have had some other interesting features (for 1946) like automatic transmission and disc brakes.

At the time that Preston Tucker was living “The Man and His Dream” in post-war USA, Ferry Porsche was living in semi-exile in Gmund in Austria and selling water pumps and designing the Cisitalia for an Italian patron.

Dr Ferdinand Porsche and Anton Piech were being held in a French jail as suspected “war criminals”

A few other comparisons make interesting reading.

- Preston Tucker was a Pierce-Arrow car sales manager who had tried to build a few Indy race cars with Harry Miller for Ford in the 1930's. The cars were not successful, and Ford cancelled the contract, and the Miller-Tucker company folded.
- Porsche's design for the Auto Union V16 racing car originally lost out against a design submitted by Daimler-Benz for a government sponsored German racing car in the 1930's. However the tubular framed, 650 bhp mid-engine Auto Union was built, after Dr. Ferdinand convinced the German government of its potential, and its subsequent races against the Mercedes' became the stuff of motoring legend.



**Dr Ferdinand Porsche and the legendary Auto Union V16**

- The original H6 engine which Tucker designed for his car was a 9.75 litre unit which required two 24V batteries that weighed around 50kg each and broke the chassis of the first concept car. Since this was not a very good outcome, Tucker tried to use a Lycoming aircraft engine (which did not fit) and eventually used a 4.5 litre Franklin helicopter engine, but had to buy the Franklin company to ensure his engine supply.
- The first 356 Porsche which Ferry Porsche built in 1946 had a 1.2 litre engine from an ex-WW II Kubelwagen.
- Ferry Porsche used the money which he got from designing the Cisitalia to release his father and Anton Piech from a French jail where they were being held as “suspected war criminals”.
- Preston Tucker raised \$6-million by selling future franchises to future dealers for a future car which he was going to build.



**The old saw mill in Gmund where the first Porsche 356's were apparently built.**

- Ferry Porsche built the first 356 in a shed, and later in 1947 (during which five 356's were sold to a Zurich car dealer) moved production to the old saw mill in Gmund, pictured above.
- Preston Tucker negotiated the lease of a 475 acre ex-aircraft manufacturing facility in Cicero, Illinois, from the War Assets Administration and used the main building (at 93 acres reportedly the largest covered building in the world) to manufacture his dream car. Only 50 Tucker cars were ever built, though Tucker had as many as 1 600 employees at one time.

- In 1949 Porsche was hired as consultants to Volkswagen by Dr Heinz Nordhoff, and negotiated a royalty on every Volkswagen built as well as the retail distribution rights for Volkswagen in Austria. Both agreements reportedly exist to this day. And 21-million Beetles later and counting.....?
- When Preston Tucker's original \$6-million "float" began running out, he forward sold luggage kits and radios for his cars and also obtained approval from the Securities and Exchanges Commission (SEC) for a stock issue of \$20-million, contingent on him producing a prototype car.
- Tucker's prototype car was in fact built (in a remarkable 100 days) for a major public unveiling, but it was not a running prototype. History (and the film!) record a fairly remarkable scenario in which Tucker ad-libs on stage for an hour or more in front of an audience while his compatriots try to get the Tucker car started, or merely rolling on its wheels so that it can make its on-stage debut!
- By all accounts the birth of the first 356 (pictured below) was a rather more modest affair.



**Ferry Porsche (middle), Dr Ferdinand (right) and (probably) Erwin Komenda, the designer of the 356 body, (left) with the first Porsche 356.**

- In 1946 the Ford motor company produced 466 702 examples of its mainstream new model in the USA. At the time it was claimed that Ford was not at all bothered by the fact that it was losing \$10-million a month, and that the value of accounts payable was assessed by measuring the height of the stacks of accounts on the floor! (Halberstam: The Reckoning - Bantam Books 1986).
- Arguably the highest volume of any single model produced in Europe in 1946 was the pre-war Peugeot 202 of which an estimated 14 000 were built in French factories that survived war damage.

The Tucker company filed for bankruptcy in 1948 and Tucker was later (unsuccessfully) prosecuted by US authorities for conspiracy and mail fraud. Tucker moved to Brazil where he tried to start another automotive venture, but he died of lung cancer in 1956.

By 1951 Porsche was producing 500 cars a year, and 356 production eventually reached 78 000 units of several different types.

\*\*\*\*\*

*The above article utilises extracts from a Master's of Business Administration assignment lodged with the Business School of the University of Tasmania in September 2007 and, which contains full references to all original material.*

*Further copyright vests with the University of Tasmania.*

*J.L.Leon Joubert.  
September 2007.*

## **Keeping The Faith**

You may be wondering what the above phrase has to do with PORSCHE. Believe it or not it is used extensively within the PORSCHE 356 REGISTER around the world, and refers to the ongoing commitment to keep the Type 356 alive and well.

For some time now I have been thinking of submitting the odd article to FLAT CHAT with the 356 lover in mind, and hopefully encouraging any other owners of the type to come out of the woodwork and join in on the various activities within the club.

Nuff said on that for the moment. The first "ODD" article is about my 356, or at least it's bad habit of blowing extreme quantities of soot all over my nice clean garage floor whenever I start it up. I should say here that this habit is not confined to the 356, as my 911 used to do the same thing. ( I'm sure it still does only now it is on the new owners floor.)

For those of you as fussy as I, read on McDuff, the solution is on hand and what's more it is simple and cheep.

I went along to the closest "Chicken Feed" store and purchased two black plastic tubs, as the 356 has two exhaust outlets which are too far apart for one to work effectively. The next step was to get two lengths of 100mmx100mm pine (scraps I had under the house.) and glue and screw to one end of the outside of the tub ( see photos).

I gave the wood a quick spray with Chicken Feed matt black paint to tidy things up, and placed them behind the exhaust outlets.

Yes they work very well, catching 90% of the soot. I have also discovered that they make for an interesting conversation piece. There are those who have no idea what they are for ( I really should get some new friends) and some who kick their shins on them (some are obviously blind as well).

The accompanying photos should clarify the above dribble.

Stay tuned I am working on an article about the 356 REGISTER East Coast holiday that Kathy and I recently attended in the U.S.

Keep the faith

**Michael Parker**



**Before.....**



**And after.....**





## **Top sales and turnover marks for Porsche despite model change**

Dr. Ing. h.c. F. Porsche AG of Stuttgart, Germany, set new sales and turnover records in the previous 2006/07 fiscal year (July 31), in spite of the sporty Cayenne SUV model change. As the Group announced in Frankfurt at the International Motor Show (IAA) on Tuesday, provisional figures show a rise in Porsche Group sales to 97,515 vehicles (Previous year: 96,794 units). This represents a 0.7-percent increase. At the same time, turnover rose by 3.4 percent to 7.4 billion Euros. The previous year – excluding turnover of CTS Car Top Systems GmbH – it stood at 7.1 billion Euros. A further improvement in product mix was the main driver of this growth.

With an increase of 8.8 percent to 37,415 vehicles (previous year: 34,386), the 911 set its own record, making it the Group's most successful model line in the year under review. The 911 GT3 and the 911 Targa contributed to this success, as of course did the new 911 Turbo, which saw its first full fiscal year on the market.

The sporty Cayenne SUV's progress was particularly gratifying, considering the model change it underwent during the previous fiscal year. While production of the first generation was phased out in November 2006, the launch of the new Cayenne to the markets started by the end of February 2007. Although that meant three months in which the vehicle was unavailable, at 33,943 units, overall sales were roughly equal to those of the previous year (34,134 vehicles). This bears out the outstanding response the Cayenne has received from customers.

In the hotly contested roaster segment, which in some markets even saw sales figures fall, the Boxster series stood its ground. The Cayman was able to compensate to a large extent for the decline in the Boxster, although the 26,146 units sold still didn't quite match the 27,906 vehicles of the previous year. Porsche sales also included two RS Spyder models: in 2006, the Group decided to make this million-Euro race car for the American LMP2 series available to other customer teams.

The renewed increase in sales in the year under review was achieved in spite of tougher competition on the international markets, which showed different developments. The manufacturer of sporty premium cars saw, for example, its North-American sales drop by 10.3 percent to 33,576 vehicles, having sold 37,431 units the previous year. Nevertheless, Porsche stuck unwaveringly to its policy of no discounts. In Germany, the Group sales rose by 2.8 percent to 14,314 vehicles (previous year: 13,921). Outside the two biggest individual markets, Stuttgart-based Porsche saw a 9.2-percent rise in sales to 49,625 units (previous year: 45,442). This upward trend was powered first and foremost by new markets such as China and Russia.

In total, 101,844 vehicles were produced, nearly equalling the previous year's 102,602. 38,959 911 models rolled off the production line in Stuttgart-Zuffenhausen, which is 6.7 percent more than the previous year. The Boxster/Cayman series, which owing to the great demand for 911s was solely assembled in Finland, totaled 26,712 units, after 30,680 such vehicles had been produced the previous year. The plant in Leipzig produced 36,169 Cayenne models, which represented a 3.0-percent rise. Porsche also produced four LMP2 race vehicles.

Looking at the current 2007/08 fiscal year, Porsche is confident it will match the records set the previous year, despite sustained discount wars on the most important markets. Key factors in the Group's success will include the extension of its sales network in the new markets and the expansion of the product range to include the 911 GT2 and the Cayenne GTS. Porsche doesn't anticipate another major step in growth, however, until the market launch of the four-door, four-seat Gran Turismo Panamera in 2009. As announced by Porsche, the Group's progress until then shall be marked by consolidation on a high level.

Ends.

### **EXCELLENT TASMANIAN RESULTS**

- During the 06/07 financial year Performance Automobiles sold 11 new Porsches to Tasmanian buyers. The breakdown comprised 911 (3), Cayenne (3), Boxster (3) and Cayman (2).
- All new Porsche owners in Tasmania receive a year's free membership of the PTC with the compliments of Performance Automobiles.
- Performance Automobiles currently have another 8 customers awaiting delivery of new Porsches, including two new 911 Turbo's.
- The excellent sales of new Porsches has also resulted in some great quality pre-owned cars entering the local market, and some are advertised elsewhere in this issue.

### **SPECIAL CLUB BENEFITS**

- PCT Members receive a 10% discount on all Porsche parts and servicing costs at Performance Automobiles, 6-8 Patrick Street, Hobart.
- If you have your Porsche serviced by Performance Automobiles, Tasmania's only accredited Porsche agent, you also receive automatic 24-Hour Porsche roadside assist cover.
- Join the Porsche Club of Tasmania to share in these special benefits for Porsche owners.

### Porsche Consulting partner of Team Germany for America's Cup

Stuttgart. Porsche Consulting GmbH, a full subsidiary of Dr. Ing. h.c. F. Porsche AG in Stuttgart, is assuming responsibility for the entire development process for the German boats for the America's Cup 2009 as management and technology partner. In close cooperation with the Team Manager of the German Challenge, Jochen Schümann, Porsche Consulting will coordinate the suppliers and boat-builders for Team Germany and ensure permanent improvement to the two boats.

For these tasks the management company of the Stuttgart sports car manufacturer will earmark specialists who previously gained experience in process management in aircraft construction and maritime products. The Porsche Consulting experts will commence work immediately, starting with a comprehensive errors analysis of the most recent foray. At the same time, they will study competitor processes and work out the factors contributing to success. To manage the project work, regular steering committees are to be established.

Eberhard Weiblen, Managing Director at Porsche Consulting GmbH: "For us it is a wonderful challenge to support the German Team for the America's Cup in a decisive way. We are honored to receive this splendid commission to be the management and technology partner for boat construction. All the partners involved in the German Team can rely on the fact that we will deploy our entire expertise with great commitment."

Porsche Consulting has considerable experience in the area of process management for the automobile industry and its suppliers, in plant engineering, electronics, furniture and aviation industry, as well as in public administration. The most spectacular project was optimizing the organizational flows in cardiac surgery at the University Medical Center in Freiburg. The consultancy teams are formed from an inter-disciplinary group of engineers, economists, controllers, technicians and – with health care projects – also physicians. All advisors have hands-on experience.

As of today, Porsche Consulting has supported more than 300 companies and institutions inside and outside Germany in process optimization. At the present moment in time, the subsidiary of the sports car manufacturer generated sales exceeding EUR 45 million with 170 employees. It is thus one of the 20 largest

management consultancy teams in Germany. For over nine years, Diplom-Kaufmann Eberhard Weiblen (43) has headed the consultancy company headquartered in Bietigheim-Bissingen as Managing Director.

In the context of its commitment for Team Germany, Porsche Consulting will bring in its comprehensive process expertise in the development, the construction and the ongoing optimization of a German boat which can win for the America's Cup 2009. The overall responsibility for the sponsoring project is with the Public Relations and Press Department at Porsche AG. The costs for this mandate are also borne by the Stuttgart sports car manufacturers.

Ends.

*So who said you couldn't enter a Porsche in the Sydney to Hobart? -Ed.*

## PIT TORQUE

### **The results of the Pit Torque question in the July edition of Flat Chat:**

“What model Porsche was the most successful at the Le Mans 24 Hour Races?”.

You guessed it.....once again, Keith Ridgers came in first with correct emailed answer of a Porsche 956. Keith's answer was received at 11.51pm. on the 15<sup>th</sup> July and he was followed by correct answers from Stewart Harper at 7.23pm. on the 16<sup>th</sup>, James Barber at 7.27 pm. on the same day. No correct answer was received from those members who had hard copies. Congratulations to Keith, Stewart and James.

---

### **The question for this edition is:**

“What is the approximate weight of a Porsche 205?”

Remember 10 Clubman Points for the first email recipient of Flat Chat and 10 Clubman Points to the first hard copy recipient of Flat Chat who come up with the correct entry. Answers to: Charles Button – 0418 126 450 or [charles@button.id.au](mailto:charles@button.id.au).

---

We won't mention any names, but one new member queried if we would cancel the Swansea drive if it rained. Oh well, at least his car was immaculately turned out on the day!

---

Shannons are again holding their yearly **Car and Bike Expo**. Hopefully we will be able to secure a separate parking area where all the Porsches can be parked together. This will depend on the number of entries received. Further details and Entry Form are included in this edition of Flat Chat.

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The pressure is really on members of the PCT to come up with a good team to participate in the **PCT/CMI Motorkhana Championship**. If you do not wish to enter, come along and lend a hand and cheer on our team. Details elsewhere in this edition of Flat Chat.



**269 Davey Street  
Hobart TAS 7000.**

## **FOR SALE**

2002 Porsche Boxster Tiptronic,  
Basalt Black with Bahama Beige Trim.  
66,000Kms.  
\$67,990.00 - 3 Year Warranty.

2002 Porsche Boxster S Tiptronic.  
Speed Yellow with Black.  
56,000Kms.  
\$69,000.00 - 3 Year Warranty.

2003 Porsche Cayenne Turbo.  
6 Speed Automatic.  
Basalt Black with Black.  
116,000Kms.  
\$125,000.00

**Contact Paul Whyatt at 6222 1607 or 0415 051 238.**

## **SHANNONS CAR AND MOTOR CYCLE EXPO ENTRY FORM**

STANDARD AND MODIFIED VEHICLES

**THIS YEAR FEATURING – CARS FROM THE 1970'S**

**14<sup>TH</sup> October 2007 10.00am – 3.00pm**

Charles Hand Park- Rosny. (next to Kangaroo Bay Oval)

Name: .....

Address:.....Post Code .....

Best Day Time Telephone Number.....

Vehicle Details: Make/ Model.....

Year of Manufacture ..... Rego no#s: .....

STANDARD / MODIFIED (please circle)

Car club entry YES / NO (please circle)

**In signing this form I agree to participate in the Shannons Car & Bike Expo in a responsible and respectful manner, towards the grounds/facilities, other entrants and their cars and agree that as a condition of my participation, Shannons Insurance shall be under no liability whatsoever for death, bodily injury, loss or damage which may be sustained or incurred as a result of my participation, however caused, whether by negligence or otherwise.**

I would appreciate a quote on my –

Entered vehicle/Family vehicles ☐ Motorcycle

Home & Contents (with FREE \$10000 enthusiasts cover)

(Refer attached brochure for promotional details “tick” quote requested)

Signature of vehicle owner/entrant .....

Date: ...../...../.....

For all enquiries please phone Rodney Belbin (Business Development Manager Shannons Insurance on 62363150 or 0408 314309 – Fax 62 363153

**Please send completed entry forms to:**

Shannons Insurance  
PO Box 376  
**North Hobart 7002**

**Entries close 8<sup>th</sup> October 2007**

## **FOR SALE**

\* One set of 4 Cookie Cutters 2 x 6 x 15 , 2 x 7 x 15 . No tyres. \$300.00

\* One set of four Simmons 3-piece Lace Patterns mags, 2 x 7x15, 2 x 8x15.  
No tyres. \$700.00

\* Both sets suit 1965-1989 models. Very good condition. Photos emailed on request.

Please contact: Bruce Allison on 0418 134 424 or [bhallison@bigpond.com.au](mailto:bhallison@bigpond.com.au)



**SHANNONS****INSURANCE**

SHARE THE PASSION

# **CAR & MOTORCYCLE EXPO**

Featuring cars from the 70's

**Sunday 14th October 2007**

Charles Hand Memorial Park, Rosny Park, Hobart  
10am to 3pm

**WIN A 145 PIECE  
KINCROME TOOLKIT  
VALUED AT \$1000 SUPPLIED BY KENNEDY'S  
WELDING SUPPLIES 83 Sunderland St. Moonah**

**Simply obtain an obligation free insurance quote from  
Shannons for your classic car, motorcycle,  
regular drive vehicles or home and contents  
and you're in the draw to win.**

**Conditions of entry:**

Competition opens Monday September 3 and closes Sunday October 14 at 2pm.

Prize will be drawn during the Expo trophy presentation. Winner will be notified in writing.

Prize can not be taken as cash. Conditions apply.

**ENQUIRIES & ENTRIES: CONTACT RODNEY BELBIN ON 6236 3150**



SHARE THE PASSION

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**Insurance for Motoring Enthusiasts. Call 13 46 46 for a quote.**

**shannons.com.au**

## **TAILPIECE**

You don't want this to happen on a Club Day.....



But if it does...better in a Porsche. (Note the intact windscreen).

