



Porsche Club

T a s m a n i a



FLAT CHAT

OCTOBER 2012



Carrera GT : Pure Porsche

Issue No. 39/2012

FLAT CHAT

Quarterly Newsletter of the Porsche Club of Tasmania

OCTOBER-DECEMBER 2012

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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:

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

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

OCTOBER EDITORIAL

An old South African school and motor sport mate of mine recently published his memoirs in which he wrote the following:

“Like any other Porsche “, writes Sarel van der Merwe, “– whether my father’s old 356 or the current 911 – the 956/962 gave you that special Porsche feeling. It felt bomb-proof. The quality of the Porsche’s build was the result of the finest automotive engineering. It wasn’t some fast-but-fragile thoroughbred that needed to be treated with kid gloves – it was a rock-solid car that was so well designed that it could idle away all day like a diesel saloon but also do 385 km/h down the Mulsanne. No starter button here either...you started the engine with a key.”

He continues: *“And this build quality was not enjoyed by the factory Porsches only. Oh no. Aside from the 1988 works drive I’d experienced at Le Mans, I spent my career in privateer Porsches, and they were equally well put together. And Porsche was also always ready to help privateers. Spare parts were readily available if you needed them, and the Porsche guys were happy to give you information on what the factory team was running. They would tell everybody what settings their team was planning to run for a particular track and, using that as a base, everybody could then fine-tune their set-ups.” ***

Thus speaks someone who drove 956’s and 962’s in the WSC for five years for the Porsche factory, Kremer, Joest, Brun and Fitzpatrick teams and also the Momo 935 “Moby Dick” Porsche for two years. He also collected 11 South-African rally championship titles and a clutch of saloon car racing titles in between an outright win in the Daytona 24-Hours, some useful 3rd and 5th places at Le Mans, and racing the works Hendricks Corvette GTP in IMSA.

The point made in his book is how incredibly supportive Porsche is of privateer motor sport enthusiasts.

Few of us – if any- will ever compete in front-line racing Porsches at that level but we subconsciously know that, all the way down to club sport and classic car level, Porsche will always be there to provide wholehearted and unstinting support for their brand.

The rather bemusing scenario whereby Stone Brothers Racing will run AMG Mercedes E-Class models in V8 Supercars next year but have largely been disowned by Mercedes-Benz Australia, does make you wonder whether the team should not have invested in some Porsche Panameras instead!

Leon Joubert

****** *“SuperVan and I” by Sarel van der Merwe and Steve Smith, Zebrapress 2012.*

3.

THE CHAIR SQUEEKS

Membership of any Club requires passion, enthusiasm, commitment, time and a sense of unselfishness to get out the fun and fellowship that results. I must say that your new committee has all of these qualities and I am justly pleased and proud that I have been again elected to lead this team for the 2012-2013 year of your Porsche Club. Thank you all.

Your committee tried out a new venue for our third Tuesday nights at the Civic Club, at 134 Davey Street. Almost all committee agreed it was ideal so they would like members to have their trial run at the next social gathering after the committee meet on 16th October next month. The Civic Club has a friendly bar and social area, plenty of off-street parking, and is also a regular venue of the MG Car Club and the Hobart Sporting Car Club.

Financial membership stands at 51 and thanks to all that paid on time. Unfortunately another group of members have not paid their annual subs after three reminders over three consecutive months so, according to the Club's constitution they can no longer be members and will be dropped off the list.

Of course they can rejoin by paying a joining fee and the annual sub. If you know of any Porsche owner that is not a member, encourage them to join by visiting the Club's web site and downloading an application and joining form. The committee will be printing contact cards for all committee members with details of how to join on the back of a card, to pop under the windscreen wiper of a prospect.

An incentive for members who introduce a new member to the Club who joins, will be announced after our next meeting as I have one to bring before the committee.

October is Presidents' Dinner month and we are having it at the Royal Yacht Club in Sandy Bay and the theme will be a surprise until you arrive. We can have up to 80 persons, lots of room, so book early by email or phone to the Secretary or myself and we will secure your seat for the 19th October. Mark it in your diaries please. It is our Clubs' 10th Birthday so let's see a huge roll up. More info to follow.

November 18th is your last chance to have a fast run at Baskerville Raceway this year in the inter-club hill climb. Drive as fast or slow as you like but please enter your Porsche for a fantastic day of timed runs. There will be a separate Porsche Club section and prizes. The event is run against the clock, one car at a time, so no risk of panel bending or stone chips. It's our turn to organise the Hill Climb again so thanks to those that have offered to help me run the event.

4.

We need to cover all costs and lunch, ambulance, CAMS insurance etc.

We only had three Porsche last year so let's make it at least 10 and stop me winning all the prizes and Club Champion points!

December is also our Christmas Function and it promises to be varied and great fun.

We now have four paying advertisers for Flat Chat to help with costs of printing and production, please use their services and products, as we continue to improve the standard of our fantastic newsletter.

Many thanks to our editor, contributors, advertisers and Performance Automobiles who make it all possible.

Happy reading and safe and enjoyable driving.

John Pooley
President

ADVERTISE IN **FLAT CHAT**

... and reach the right market!

ADVERTISING Rates

For supplied 'camera -ready' ads

Half Page \$400 for a year (four issues)

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

NOTE

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

PORSCHE CLUB TASMANIA: 2011/12 ANNUAL REPORT.

It gives me great pleasure to report yet another great year at Porsche Club Tasmania. This our tenth year since our inaugural meeting by a few very keen Porsche owners, which was held at the first ever Porsche Dealer showrooms in Davey Street, Hobart. Some of those people are still avid supporters of our Club today.

2012 was most significant being the 60th years since the first Porsche Club was formed in Germany in 1952, and our Club in 2002. There are over 600 Porsche Clubs and 181,000 members world wide, the largest single make car club in the world.

How proud we are to be part of this large family of Porsche owners, and I to represent Tasmania at the World Porsche Club Presidents conference in Cape Town, last December.

Our Club has had an event every month and all have been well supported by members and friends. Your committee has met every month and meetings were attended by all on committee, and office holders have carried out their duties efficiently and business has progressed well and many achievements made.

I am thrilled at the enthusiasm and commitment and convey my sincere thanks to all of you.

I have enjoyed another fun year as your President.

Events were varied and catered for all members, both socially and sportingly. Our Sunday morning runs in Launceston and luncheon drives in the South are popular and a good way to build friendships and to get to know our new members and welcome them into the Club.

The Presidents Dinner and Ausmas Dinner were booked out, a large contingent attended Chas Kelly's Collection and the Picnic at Ross. The Hill Climb was again a success as was the recent Driver Training day at Baskerville. In fact all events were a success this year.

Our newsletter, Flat Chat, has continued to impress all and I must say that the articles from many members have been both varied and interesting, revealing hidden secrets of those prepared to reveal them, to the amazement of members.

6.

Our Editor continues to shine by his journalistic and motoring talent, providing readers with the latest Porsche technical news, second only to his publishing skills!

Our Secretary has excelled in keeping us all informed of every move of importance and the Honorary Treasurer has kept the bank safe.

The Event Director's brain storms is giving us excellent events, supported by all committee members. We have recently introduced an opportunity to place paid advertisements to help us produce Flat Chat , and cover all costs.

Our Porsche Club web site is now fully operational and kept up to date with news and event photographs and is the source of all, for all, only through the skills and talent of our Web Director and his offspring.

Our new Logo, now approved by Stuttgart, took many hours of committee to perfect to perfection by constant changes in this talented IT department. Thanks to you all.

Our challenge next year is to attract new members as our current numbers stand at 50 financial members, which has remained constant for the last few years. There are some very interesting Porsche cars and their owners out there that, I am sure if they knew our enthusiastic Club existed, would enjoy the benefits of being a member. It is up to all of us to invite these owners to join the Club. A programme will be put in place to achieve this aim and, if successful, I am sure will help strengthen PCT.

It is a desire of the committee to extend an invitation to other Porsche Clubs to join our events when visiting Tasmania, and for us to accept an open invitation to join PC Victoria's events, either individually or as a contingent.

Major PC Vic. events will be advised by email and in Flat Chat.

To those members that have offered themselves again to accept a role on committee, I thank you. To those that have decided not to stand again, all committee and members thank you for your past contribution and look forward to having fun with you at the next event.

John Pooley
President 2011-2012.
PCT PO Box 910,
Sandy Bay, TAS 7006.

7.

PORSCHE CLUB TASMANIA

NEW MEMBERS 2011/12

The Club welcomed the following new members in Porsche camaraderie during the past Club Year and we look forward to them participating with us in as many Club activities as time and circumstances allow.

Ralph and Suzanne NORTON of Launceston

Porsche 911 (997) (04) Black

Gavin BROWN of Launceston

Porsche 911 (996) ('03) Black

Porsche 930 ('86) Red

Alex and Catherine NICHOLSON of Rose Bay

Porsche Boxster (02)

Michael WALPOLE of Queenstown

Porsche GT2 Clubsport (09)

John HAMILTON of Campbell Town

Gary and Barbara GYNN of Sandy Bay

Porsche Carrera 996 (02) Silver

Nigel McKENZIE and Belinda McNEILL of Old Beach

Porsche 911 (97) Black

Mark and Hazell WHEATLEY of Riverside

Porsche 924 (80) Pewter.

Brian McPHEE of Blackmans Bay

Porsche 911/996 Silver

David and Deirdre YOUNG of Port Sorell

Porsche 911 cabriolet ('85) Maroon;

Porsche 911 RS ('74) White/red

Sam and Kate BUCKNELL of Launceston

Porsche 964 (90) Red

If don't meet them in person soon, hopefully we will do so through "Me and My Porsche" – Ed.

8.

ME AND MY PORSCHE



I brought a Porsche because.....Dad gave it to me, he bought it new in 1980.

I picked that colour Porsche because.....That was all that was in stock when he bought it.

I like the Porsche because.....happy memories of Mum and Dad driving around France.

The speed at which I normally drive the Porsche is.....sedately, my Aston is for fast drives.

The music I listen to in the Porsche is.....1980's hits on a cassette player.

The passengers that I allow in the Porsche are.....Dad borrows it when visiting Tas.

I may replace the Porsche with.....The 924 goes to Dads grandson on his 18th birthday. It is not for sale, even if offered a million dollars it's not for sale!! It's a family heirloom.

What I don't like about Porsche is.....It fills up the garage....924 Porsche, 86 Lancia HF Turbo, 66 Aston Martin DB6 Vantage, 61 Jaguar Mark 2 Coombs style, building Aston Martin DB4 GT Zagato.....no room for any more !!!

Mark Wheatley

9.

ME AND MY PORSCHE



I brought a Porsche because .. I always wanted this model as a child. I still am a child

I picked that colour Porsche because ... is there any other colour - as you can see from my garage?

I like the Porsche because ... it's the only car on the planet that the Japanese haven't copied

The speed at which I normally drive the Porsche is .. mainly cruise – it all depends on the mood

The music I listen to in the Porsche is...what ever is on the radio

The passengers that I allow in the Porsche is....family and friends

I may replace the Porsche... keep this one and may update to a 997

What don't I like about Porsche is ..Cannot answer that. What is there not to like about them?

Paul Berry

ME AND MY PORSCHE



I brought a Porsche because...In the mid sixties and not long after the 911 first appeared my parents purchased a new VW type 3. It had twin carbies and went pretty well. I think it was about this time when I first became interested in Porsches. Just a young teenager at the time I remember liking the shape, sound and the air cooled rear engine layout.

The interest grew until I was able to buy my first 911 in the early seventies. It was a Brown (not my colour of choice!) 1966 model, a 2 litre with 5 speeds. I owned it for a few years and then moved onto various other vehicles but as many 911 owners know "they sort of get into your blood". I happened to be in Germany with work in the early eighties and visited the Porsche factory in Stuttgart and had another visit in 1985 and was lucky to have a full tour of the Weissach research & development centre (but that's another story).

All this rekindled my Porsche interest and I started looking, casually at first and getting more serious around the start of the 90's. I wanted a non sunroof car which limited things a bit. In mid 1991 I found the 911SC that I still own today and I brought it because I liked it!

I picked that colour Porsche because.....I was looking for either a red or white one. Speed Yellow would have been nice but I don't think it was an option back then but definitely not another Brown one! So it turned out to be a white one which was fine with me.

I like the Porsche because...As mentioned before, looking back I liked the shape, sound and interesting mechanical layout. And in its day it was at the performance sharp end. I like driving it and also enjoy maintaining it (mostly).

11.

The speed at which I normally drive the Porsche is.....One thing about the old SC is that it's happy just cruising along. The 3 litre engine has good low and mid range torque making for enjoyable driving in our speed restricted "nanny state". So mostly on highways it's around the speed limit. While on some good country roads it's nice to have a little bit of fun while still staying not far from the limit. Any speedy driving these days is restricted to club days at Baskerville or Symmons Plains.

The music I listen to in the Porsche is.....Umm, a bit varied but mostly radio – Classic FM when it's good, ABC, not keen on the commercial stations (adds!). Also the SC has its original "classic" tape player which occasionally gets used - don't mind a bit of good jazz, or some decent seventies/eighties bands like - America, Dire Straits, Eagles, Moody Blues, etc (showing my age).

The passengers that I allow in the Porsche are.....Family mostly and anyone else who would like a lift

I may replace the Porsche with.....With another Porsche maybe one day!

What I don't like about Porsche is.....Probably the worst thing about my car is the ease of access for many maintenance tasks. Anyone who has adjusted the valves or changed spark plugs on a "G" Series 911 will be familiar with working by Braille in confined spaces!

Rob Sheers



Porsche Club

T a s m a n i a



CALENDER OF EVENTS

2012 – 2013

October - Presidents Dinner: Friday 19th

Come and celebrate this year's President's Dinner at the Royal Yacht Club of Tasmania in the Bass & Flinders Room. We have made a booking and have the room dedicated for Porsche Club Tasmania members and guests.

Please refer to the accompanying brochure indicating the elevated dining room with bar and magnificent outlook.

Shannons Car & Bike Expo: Sunday 21st

PCT members displayed a number of cars about two years ago, and it was a good day.

Please refer to the attachment for details of this function.

Your PCT contact person for this event is Paul Tucker, so please let him know if you are interested. Paul's email address is tasgirevik@gmail.com

Shannons – “Take your top's off”: Saturday 27th

This is a new event for PCT. Please refer to the attachment for details of this function.

Your PCT contact person for this event is John Davis, so please let him know if you are interested. John's email address is hbtDavis@bigpond.net.au

November - Baskerville Hill Climb: Sunday 18th

Last year's event was a great success.

The Entry Form and Supplementary Regulations will be provided shortly.

13.

December - Christmas Function: Sunday 16th

Details to follow.

February 2013 - Barbeque at Sue & John Davis' – Orford: Sunday 3rd

Sue & John have again kindly offered their Orford holiday home for the PCT BBQ.

Previous years have seen a great turn out and we look forward to the weather gods smiling upon us!

More details to follow.

Bob White
Events Director

"TAKE YOUR TOPS OFF"
for Breast Cancer Research

SHAWNEE
SHARE THE PASSION

NOTRANS
BREAST CANCER FOUNDATION
100% of all funds raised will be donated to BCRF

VENUE Parliament House Lawns Hobart
DATE Saturday 27th October 2012
TIME 10.00am till 2.30pm
FREE ENTRY TO ALL • Convertible motor vehicles from veteran to new
Car Clubs & Non Car Club enthusiasts most welcome • Great people's choice prizes

Proudly supporting breast cancer month- October

Contact Rod Belbin on 0408314309 or email: rodney.belbin@shannons.com.au for entry details



The poster features a central photograph of a red vintage open-top car and a dark blue classic sedan parked on a grassy field. In the background, other vintage cars and people are visible. The Shannons logo, a green shield with a white 'S' and checkered flags, is in the top left. A film strip graphic on the right shows a car with its hood open and a motorcycle. The year '2012' is written in large white numbers on the right side of the photo.

SHANNONS

SHARE THE PASSION

2012

Shannons Car & Bike Expo

Sunday 21st October 2012
Kangaroo Bay – Rosny Park
10.00am till 3.00pm

No entry forms required • Optional show & shine judging section • 50-70s live music
 Motoring trade stands • Spot prizes

For details contact : Rod Belbin @ Shannons Insurance on 0408314309 or email - rodney_belbin@shannons.com.au

FEATURING
 THE TASMANIAN
 ROCKER COVER
 RACING
 CHAMPIONSHIPS
 Bring your own
 "racer" along to
 compete & WIN
 some great prizes

7HO FM 101.7    **Tilford**

15.

PAST EVENTS: PCT AUSMAS DINNER
23 JUNE 2012

What do you do if you have a house with a dining room that can seat two dozen people but don't have a family a fraction that size?

Easy: Invite everybody you know that owns a Porsche to a Xmas dinner in the middle of June (and presumably hope that nobody will turn up?).

The Salters Hire Man reportedly offered the use of a marquee in one of President Pooley's sheep paddocks to try and replicate genuine European mid-winter ambience, but thankfully the "GP DP" and his kind lady stepped in and offered the use of their ballroom-cum-dining room instead.

And they had a marvellous log fire going when we got there....



Pre-dinner drinks and snacks in front of the log fire in the drawing room

While the fortunate two-dozen who had put their hands up early enough to join the Davis' Xmas party were imbibing in drinks and snacks, the ever hard-working editor was allowed a sneak peek into the ballroom-cum-dining room which looked like this:



16.

With the (limited) assistance of outside caterers Sue Davis had arranged a delicious four course meal which included all the traditional components of turkey, ham, plum pudding and mince pies, rounded off by some of Tasmania's best cheeses and Pooley wines.

Our sincere thanks to John and Sue for offering the hospitality of their home, John Pooley for supplying wine, and various club members and wives, notably Mary Lyons, Suzanne Smith and Libby Pooley for assisting.



The Xmas guests are allowed in...and gob smacked? You bet!



And a jolly good time was had by all...

PORSCHE CLUB TASMANIA: NORTHERN SECTION.
EARLY MORNING RUN: JULY 2012

Our July EMR was held on a bright and sunny albeit cool Sunday 29th July.

We welcomed new faces Sam and Kate Bucknell in their Porsche 964 along for the run, they have since become members and we welcome them to the club.

It was good to see David and Claire Hannan in the Green 3.0 Carrera back from overseas, I don't think any amount of time in the US could mask that Scottish accent! Resident James Bond aka Mark Wheatley ditched the 924 in favour of his magnificent Aston Martin DB6 and along with Kerry Luck's GT3RS and Keith Ridgers 993C2S these cars and others made for an impressive array in the car park as per the following photographs kindly taken yet again by Michael "Porsche 356" Parker . Thanks mate!



I must get a reliable camera, or is it to select the auto program setting!!

Naturally all of us in German borne vehicles were suspicious of the Englishman in his Aston Martin and when he asked if he could meet us at the destination we gleefully accepted and WW3 was averted!

Keith makes regular appearances at our runs and should be awarded double clubman points for his efforts. Unfortunately my car was 'incontinent' on the day but luckily Krista loaned me her BMW 135i Convertible so at least I kept the Teutonic spirit alive. Rarely am I trusted to drive it let alone without her alongside. All I can say is that the twin turbo's kept me comfortably ahead of Keith on the tour through Carrick and on to the back roads of Bishopsbourne, Bracknell, and Cressy to our destination of Rivers Edge Cafe on the old Tannery Straight at Longford, fast becoming a favourite haunt.

Thank you to all who attended and I will see you again on the 26th August for a run around the Tamar area.

18.

Apology to members: I am in the process of rebuilding my address book after some computer woes and apologise to any Northern Members who have missed run notifications. It should be redressed in the near future.

All the best,

Bruce Allison
Committee Member: North.

PORSCHE CLUB TASMANIA: NORTHERN SECTION.
Early Morning Run 26th August 2012

A somewhat gloomy but dry morning greeted the five Porsche enthusiasts who gathered at Café Blue for our August EMR.

We had a visitor in the form of Andrew from Deloraine in his Red 1977 911S Sporto , a brave man living in one of the coldest towns in the north in a car without any form of heater. Little wonder he had coffee in hand upon arrival !

We set off via the East Tamar's Northern Outlet and on through Archerville, Karoola and lower Turners Marsh en route to Kouklas Greek Café at Gravelly Beach on the West Tamar.

Shortly after crossing the Tamar River's Batman Bridge we turned right for Sidmouth and headed towards the Kayena Targa Stage start which commences alongside the Goaty Hill Vineyard. This stage of 7.05 kilometres in length with a base time around 3 minutes has been part of the event for the last 3 years and is generally the first stage on the first day of the event.

It is renowned for catching those over-anxious first day debutantes and usually claims 3 or 4 cars.

In 2012 I believe it was run in reverse and was Stage 8 of day one. It is generally fast and flowing, think double ton, if you know what I mean, with a couple of tight esses and a few 90 degree bends. It is also freshly resurfaced and has a bit of loose metal for extra sound effects and a free stone chip!

Kerry Luck's brand new Golf GTI with delivery mileage provided for quite a chase, along with his superbly smooth style and knowledge of the 'course'. We arrived into the backblocks of Beaconsfield with a suitably increased heart rate.

We regrouped and travelled back through the West Tamar Highway and then via Deviot into Gravelly Beach for a deserved mocha and a short Greek to grind the valves in!

19.

Included are some photos of participants' cars by the river taken by Michael Parker. Thank you, Michael.



On these runs I prepare a leaflet on the course to be travelled and there is always the option to take a shortened less 'stressful' run to the destination to meet the rest there. Clubman Points apply for all current members

So with the better weather ahead how about getting the steed out for a run and spending an hour or so with friendly likeminded people? It's always fun and the idea is to get you home before lunch so you can enjoy the balance of your weekend.

I look forward to seeing you on upcoming EMR's and a 'thank you' to those attending this run.

All the best

Bruce Allison



20.

PAST EVENTS

PORSCHE CLUB OF TASMANIA AGM 2012



President-elect Pooley opens proceedings at the Bark Mill in Swansea.



Vice-President-elect John Davis contemplates while the finance committee argues!

21.

PAST EVENTS :BASKERVILLE DRIVE TRAINING DAY
22nd July 2012

What a day we had weather wise, absolutely blessed!!!!

The day started very cool when we arrived at the track at 9:00am to give John Pooley (Senior Stig) and Chris Walpole (Junior Stig) a hand to set things up.

While the Stigs completed their sketches on the white board in the Kelly Room and set off to strategically position witches hats on the track we were delegated to responsibility of collecting the funds and ensuring all the necessary documentation was complete.

Attendees included 16 PCT members and families, and two juniors (James & Will) with 13 cars to share amongst the 16! These include 11 Porsches, a VW Golf and a Commodore SS.



Check out the sky, this photo was taken at 3:00 in the afternoon

After the morning of driver Instruction I went to work on the barbeque to cook the sausages and patties.

22.

After lunch we did a few laps at speed and most swapped their cars to allow others to have an experience of driving different cars at speed in a controlled environment.

The fastest lap of Baskerville is in the low 50 seconds, but one member had to (try) to complete a circuit in 5 seconds! This was accomplished at the end of the straight and the car finished up in the centre of the track facing the correct way. Lucckkkkyyyy!!!

The program for the day went pretty well to plan:

10:00 - Introduction, documentation and coffee in Kelly Room

10:30 - Vehicle checks;

- Seating/hands/steering wheel
- Seat belt
- Rear vision mirrors
- Loose equipment in car
- Tyres – Pressures/contact patches
- Engine – Oil level/under bonnet checks
- Oversteer/Understeer
- String Principle

10:45 - On road or track;

- Vision
- Cornering
- Braking
- Gear changing
- Accelerating
- Speed limit
- Passing

ON TRACK ACTIVITIES

11:00 - ABS Test & Emergency Stops – 60 & 80 kph
11:30 - Lane changing – 60, 80 & 100 kph

BREAK

12:30 - Lunch

RESTART ON TRACK ACTIVITIES

1:30 - Ladies Instruction – in car
2:00 - Gents Instruction – in car

23.

2:30 - Ladies Instruction – in car
3:00 - Gents Instruction – in car

CLOSURE 3:30

After an hour of instruction from Senior Stig, including introduction of Junior Stig to those who did not know him, and more drawings on the white board, we all trundled off to the track to practice crashing through witches hats!

Bob White

A WOMAN'S PERSPECTIVE ON BASKERVILLE

What a great day this was!!

I must say I do enjoy getting out on a track and driving high performance cars!

I am truly blessed in that I get to do this every year with the Ferrari Club of Australia. Some of the tracks that I have driven with these guys include Queensland Raceway, Mallala, and Barbagallo. This October we are heading to Victoria where the track day will be at Winton.

Anyway back to Baskerville.

I felt pretty comfortable with the track, having completed the Porsche Driver Training there a few years back.

I took the Cayman S for the day, and after having taken Bob's 930 beast for the Porsche Driver Training a couple of years ago, found the driving experience much more pleasant!

Whilst the driver training was great in the morning – thank you to John and Chris - the afternoon was awesome.

John, Kevin, and of course Bob, all came out with me, passing on some of their expert knowledge.

The highlight for me was at the end of the day when Kevin **made** me take his 911 turbo out – I think we did about 14 laps. I had an amazing time and his instruction was great. I was pretty comfortable with most of my lines, but Kevin helped me tweak them, with the final result being I was going in faster and coming out faster. Top speed down the straight was 180 kph. What a weapon Kevin's car is.... Love it!!!

When we were finally leaving for the day, the question on my lips was "When again?"

Dimity White

PAST EVENTS : BASKERVILLE DRIVE TRAINING DAY

Article and photos by Paul Tucker

Father hands over the reins...

Baskerville is the ideal venue for a lad to learn to drive and for older lads and lasses to safely explore the limits of adhesion of their chosen drive – if they so wish.

With so much community discussion about safety on the roads it makes complete sense to know what to do if things get gnarly, under any condition, at any hour. Although night time ice driving was not on the agenda at our DE day, we all left the event much the wiser.

On a racetrack one is able to remove the variables and distractions of potholes, oncoming vehicles, side roads, animal traffic and hard opponents such as trees and concrete or wire barriers. This allows us to closely examine the ability and potential of our cars - and our own foibles.

Possibly the greatest strength of a driver is an awareness of his/her limitations. Overconfidence is clearly a hazard, yet unconfident drivers (the absolute bane of the world's Jeremy Clarksons) are equally dangerous. Converting our weaknesses to strengths is what the DE days are all about.

In an emergency situation a driver must act with absolute conviction and without panic. Clearly, a capable and well maintained car instils tremendous confidence in the driver but how many people buy performance cars and are able to actually test the emergency response? Many modern cars are extremely powerful but one should not assume the multitude of electronic angels will prevent an accident.

As an example, JP pointed out, ABS brakes must be used as prescribed by the manufacturer, resulting in the ability to steer whilst stopping - though without necessarily stopping earlier than a car with no ABS.

Modern cars are laden with safety features, an active and passive defense system against motorists at constant risk of distraction by the mass of bells and whistles that are marketed as luxury and prestige. The various traction and braking aids are just that – aids – not substitutes for the principles of attentive, mindful driving to the conditions.

We enjoy punting our cars around Tasmania's winding roads but to think that we won't ever meet a stray animal, fallen rock or broken trailer halfway around a blind bend is just wishful.

25.

So back to our splendid little track, where emergency stopping and avoidance steering were explored in our variably engaged, variably shod and variably aided cars.



26.



As far as James (my son) and I are concerned , our OLD 911 is hugely capable yet carries no modern safety items – just the knowledge this relatively light car sticks to the road like glue and is engineered to withstand sudden heavy braking and a rollover – with a collapsible steering column removing fears of an unwanted body piercing.

The car is more than powerful enough for legal road use and will outperform most non-professional drivers. However, these older dogs must know who the boss is, otherwise the boss will get bitten!

Contemporary brochures warned that the cars were not for beginners, but the mindful driver who is able to discover the racing pedigree that underscores the car's engineering is rewarded with an appreciation that aids are no substitute for smart driving.

I had an absolute ball after lunch, test driving a few dream cars and getting my “arse spanked” by our venerable secretary’s snap oversteering 480hp turbo - a characteristic that Porsche quickly ameliorated with a new special angel “Porsche Torque Vectoring , or PTV”.

So lesson learned – on the limit, a modern hugely powerful AWD Porsche behaves very differently from a raw boned early beast. Every car is different and one should be aware of the strengths and weaknesses before pushing hard or in unfamiliar conditions. KDL already knows the colour of adrenaline is brown, so it was no drama for him as we pirouetted on all fours!

27.

Son, James has at age 13 accumulated hundreds of hours of written theory and plenty of side saddle hours listening to his old man bang on about various driving parameters. Thus it seemed he had earned his first drive.

Most of us PCT'ers learnt in barely roadworthy, rusty unreliable motors, but James' jalopy was a 34 year old Frog in good running order. These cars give exquisite feedback and nothing beats feeling the bitumen through your hands and bum - truly the best lecture on Newton's physical laws. It was a pleasure to be his passenger and at no stage did I reach for the steering wheel, handbrake or door handle.

His first official park was stylish though he now realises that if you park in a puddle, ancient German chivalry dictates that only the driver is supposed to get wet feet!



These days are made for memories: I have no doubt I will carry many to that endless track in the sky but for James he appears to have started out on the right foot, even if in a left hand drive retro Porsche.

This was a fabulous day for minimal outlay. The investment was rewarded with greater bonds forged between the participants and our circle of cars. Thanks to the organisers and let's do it again soon!

Paul Tucker

PAST EVENTS: BASKERVILLE DRIVE DAY

By James Tucker

The feeling of control as the 911 began its descent down the back straight. The satisfaction of changing from second gear to third. The aggressive grumble from the air-cooled flat six as it propelled the vehicle up the hill.

The emotion and feeling of driving a 911 for the first time are unparalleled. In my case, it also turned out to be the first time in a car. This added to the experience, but the highlight was the nature of the vehicle.

At the wheel of the Porsche, you have complete confidence that the car will react to what you do. It feels as if it is simply an extension of your limbs, your movements translating directly from the wheel to the road. No distractions.

Everything has a function, and nothing is inconveniently placed. As you accelerate, shift, brake or turn, a certain high quality is felt, embedded in the mechanics of the car. The 911 becomes much more for the driver than it can for any passenger, as it transforms from a fun means of transport into a device of pure joy.

Driving a car for the first time was amazing. Driving the 911 for the first time was simply the next level, and was a landmark experience.

The privilege of experiencing the 911's thrills at all, let alone on my first drive is something I truly appreciate. After driving the SC, I will clearly be forced into a deeper relationship with the marque as I will never be able to revert to the ordinary automobile."

James Tucker (13)

PAST EVENTS: CHANNEL DRIVE TO HOME HILL

16th September 2012

This drive was organized by our event director Bob White. Thanks Bob.

Twenty two club members met at The Beach, Blackmans Bay, for a coffee before an 11am start. The drive was over some of the Targa stages. Leon and Gail joined us for coffee but could not continue on to Home Hill, hence they missed a good drive and lunch.



From Blackmans Bay we drove through Howden to the highway to Oyster Cove and turned off on to Nicholls Rivulet Road.

This is a very good section for our cars, if you don't get caught behind a Toyota Yaris getting along at 40Kph. There is not many places for passing.

This route took us into Cygnet where I pulled in for a toilet break. Here I was met by a very interesting (weird, agitated, probably stoned!) fellow. As I got out of the car he got stuck into me saying: "You should be ashamed of yourself for driving such a piece of s!t and you are old enough to know better".

I didn't say much to him, I didn't want to stir him up any more than he already was and I went to the toilet. When I came out he was having a go at Bob, but I think Bob fired him up first and told him to get a !!!!!ing hair cut.

As we were leaving Barry & Suzie drove in and Bob warned them but they decided to stop anyway, so we left Barry to deal with him!

(A leftover from last year's Cygnet Folk Festival...? – Ed.).

From Cygnet there was a loop through Wattle Grove and Glaziers Bay back to the highway and on to Huonville.

I didn't do this section as I was through there recently and the road was a bit rough in places.

We all lined up at the esplanade at Huonville except John & Sue who apparently were getting hungry and didn't want to miss lunch.

We drove in convoy to Home Hill Winery at Ranelagh where a long table was set up for us in the Barrel Room. There was a good selection of food and wine on the menu. Twenty PCT members and two guests [who arrived in a Maserati] sat down to an enjoyable lunch and nice wines.

A very pleasant day.

Keith Ridgers.

PURE PORSCHE

In which Leon Joubert (tongue in the cheek) tries to unravel the genealogy of Porsche and some of its model pedigrees.

Ferrari 250 GTO's are sought after by collectors. Only 39 genuine GTO's were ever built and they were fairly usable racing cars.

If a GTO happens to have been built for Sir Stirling Moss to race at Le Mans (he never did) but it was instead raced by Masten Gregory and Innes Ireland (but failed to finish the race) would it be worth \$35-million?

An American by the name of Craig McCaw recently thought so. Which just goes to show what an automotive pedigree, whether pure or not, can do for a car.

We tend to be quite aware of the pedigree of our Porsches but what really makes a "Pure Porsche"?

The "Porsche" badge is still the most valuable pedigree guarantee of our cars. You can buy nice imitation Porsche watches (ask Rob Sheers), golf shirts (ask me), sunglasses and jackets in Bangkok, but (so far) no cars - and Porsche also keeps detailed genealogical records of every car it ever built.

There was a time when it was even believed that the Porsche pedigree ensured that all Porsches *appreciated* in value over time.

That is unfortunately seldom true but we can be thankful that Porsches (unlike the infamous Maybach 62 which depreciated by \$200 000 a year!) still retain their values quite well.

A good pedigree therefore helps and, fortunately for us, our cars are of pure genetic lineage and undisputable and unsullied genealogical origin. Or are they?

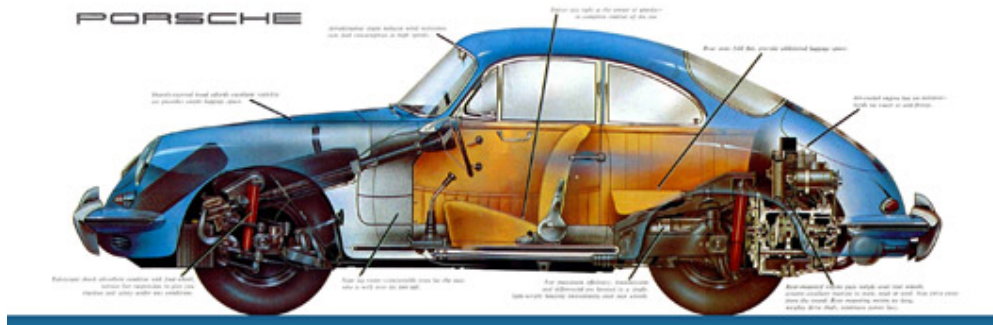
PORSCHE 356

"While the 356's body was an original design by Porsche employee [Erwin Komenda](#), its mechanicals (including engine, suspension and chassis) were derived from the Volkswagen. The first 356 was road certified in Austria on June 8, 1948, and used many Volkswagen parts for manufacturing economy."

32.

Thus speaks Wikipedia but most of us know that the much-revered 356 started life as a “Volkswagen Sports”. The question is: At what point – if ever – did it become a 100% genuine Porsche?

The answer is: “Probably never”, despite its long lifespan. The very high level of VW componentry in the earlier 356’s therefore means that it cannot honestly aspire to more than 75% pure Porsche pedigree?



Too much Volkswagen in here?

PORSCHE 911

This is where things get more interesting because the 912 may also have had a Volkswagen four cylinder engine, but the six cylinder 911 was virtually “Pure Porsche” from its front to rear (slimline) bumpers.

So it seems fair enough to award the six cylinder 911 at least an 85% ‘Porsche Purity’ rating but the 912 will have to drop back a few notches to 75% because of its VeeDub engine. Though, due to its Pure Porsche gearbox, body shell and suspension, it is probably still genetically purer than the earlier 356’s?

PORSCHE 924

Once again this car started out as a joint VW/Porsche project and its engine was a 2-litre in-line SOHC VW van or Audi unit (depending on how complimentary or insulting you want to be.).

Its transmission was also an Audi item turned back-to-front. Anybody who drove an Audi 80 at the time would also recognise most of the switchgear and door handles, the glove box lid and even some instrumentation that migrated into the 924.

So the 924 cannot aspire to more than 70% pure Porsche genes.

PORSCHE 924S/944

By now the VW/Audi engine had been binned and replaced with half-a-928 engine which was Pure Porsche. Some other VW/Audi bits in the drive train (like brakes and hubs) also made way for genuine Porsche items and some of the switchgear and door handles also got upgraded to Porsche items . They even added a Porsche badge to the Audi 80 glovebox lid.

Porsche purity can therefore be elevated to 80%.

PORSCHE 968

In 1992 only 20% of the 944's parts remained in this car and even its production had been moved from an Audi factory in Neckersulm to a Pure Porsche facility in Zuffenhausen.

The 968 therefore easily achieves 85% Porsche Purity – on par with the 911!



Pure white and pure Porsche?

PORSCHE 928

This is a rare Porsche in which nobody outside Porsche (and even some people within Porsche!) had much direct involvement.

Porsche must have bet the farm to produce this all-new, Anatoly Levine-designed V8 front engine car from scratch in 1978.

34.

The 928 remained in production for 18 years and, as far as I know, the only “outside” bits that it ever shared with anything else was an auto transmission it shared with the Mercedes-Benz 450 SL and SLC of the time.

Manual transmission models may be even more purely pedigreed and the 928 therefore easily deserves an 85% “Pure Porsche” rating.

PORSCHE 914

Here is a late-1960’s “bitsa” if ever there was one. Porsche designed it but it had a Volkswagen 411 engine, with the cars being built by Karmann (who also built a lot of the 356’s).

The four cylinder 914 was in fact sold as a VW-Porsche in several markets (and even sold by VW dealers!) and thus cannot hope to claim more than 65% Porsche Purity,

PORSCHE 914/6

Enter the 914/6 which had a Pure Porsche 2.0 six cylinder engine and a gearbox from the 911T. It also had proper Porsche suspension and its Karmann-built tubs were often clothed and trimmed in a Porsche factory.

It therefore gets awarded at least 75% for Porsche Purity.



There may be more Porsche in there than you think.

35.

PORSCHE CAYENNE

Which came first, the chicken or the egg? Which came first, the VW Touareg or the Porsche Cayenne?

Porsche did a lot of the development work but it obtains the floorpan, frame and doors from Volkswagen, as well as V6 petrol and diesel engines, and the car also shares a whole lot with the Audi Q7 as well.

It may be Porsche's best selling product and a good car but it cannot claim more than a 65% rating for Porsche Purity. (Which is why some Porsche Clubs reportedly refused to accept Cayenne owners until the Clubs were reprimanded by Porsche!).

PORSCHE BOXSTER/CAYMAN

This may still be the best, affordable Porsche sports car ever, and you really have to pick fly droppings out of the pepper to find anything in the design, build process and components that are not Pure Porsche. It scores 85% without any difficulty.



Almost as good as it gets?

PORSCHE PANAMERA

The big, four door with the 911 looks is about as "Pure Porsche" as you can get when it is propelled by a V8 engine but its down market dilution by VW/Audi V6 petrol and diesel drive trains drops it to 75% "purity".

Pity, actually.

PORSCHE CARRERA GT

In almost every modern car there are components that are shared with other manufacturers.

Most are hidden, such as seat frames, wiper motors, alternators, transmissions, air conditioning compressors etc. Few, if any, mass produced cars can truly claim 100% genetic “purity” nowadays.

That often changes when the cars are virtually hand built with uniquely designed and manufactured components.

The Carrera GT would not have existed had Porsche not had an unused V10 racing engine and had they not created a concept car which drew an unexpected amount of public interest.

So Porsche hand-built and sold 1 300 Carrera GT road cars at price tags close to half-a-million dollars each and with as near to 100% Pure Porsche input as you can get.

It scores 95% on my scale. (Just to allow a margin of error for any foreign, hidden wiper motors or power steering pumps.).

FUTURE PORSCHEs

The new (Frankfurt, October 2013) Porsche Macan SUV will be shared with Audi and quite possibly Volkswagen as well.

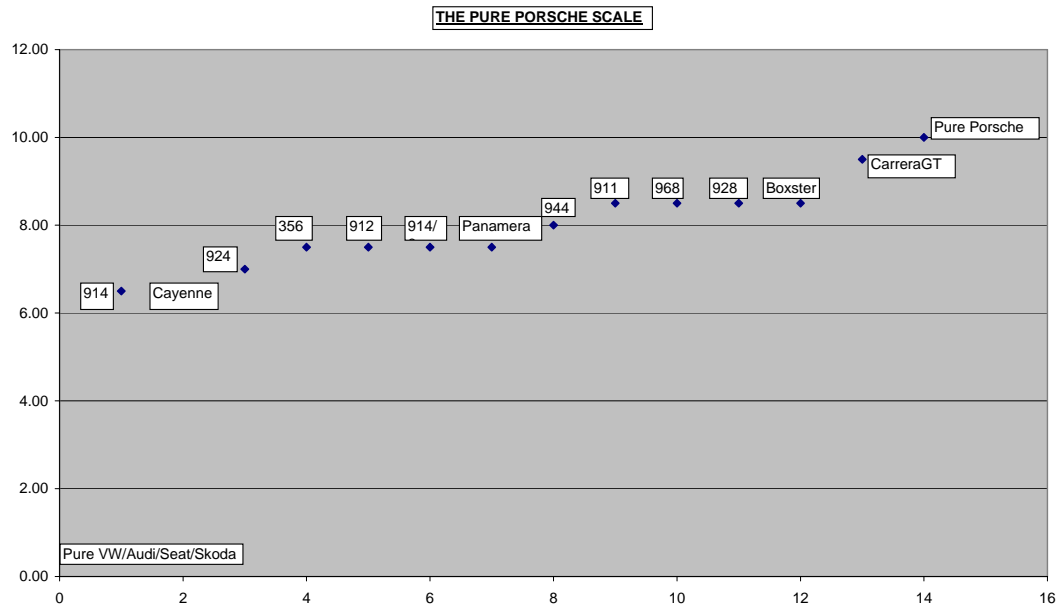
The next new Porsche model after that is expected to be a BMW 5-Series/Mercedes E-Class size sedan which will again almost certainly share a lot of components with the Audi A6 and possibly even the VW Passat.

That is now the way of the automotive world, and genetic purity may soon become a legacy of the past.

So hang on to your 911, 968, Boxster/Cayman or (if you are really lucky) Carrera GT. They may be the last (almost) True Blue Porsches that we'll ever have.

If you would like to see how genetically pure *your* Porsche is (or isn't) turn the page for a detailed mathematical analysis and a graphic illustration of reality.

37.



Leon Joubert



Pure Porsche Cayenne? - Photo by Kevin Lyons.

Southern Clubman 2012

Member Name

Ridgers. Keith	240
Tucker. Paul & Marguerite	210
Pooley. John & Libby	185
Joubert. Leon & Gail	185
Lyons. Kevin & Mary	165
White. Bob & Dimity	155
Davis. John & Sue	145
Smith. Barry & Suzie	135
Sheers. Rob & Elspeth	130
Catchpole. David & Dianne	105
Hand. Joe & Jane	95
Moody. Milton & Ann	75
Eve. Dave & Josiane	65
Hobden. Michael & Maria	60
Forbes. Andrew & Caroline	40
Walpole. Chris	35
Barrow. Rob & Vicki	30
Dove. Peter & Christine	30
Berry. Paul	30
Cannan. Gary	15
Richardson. Adrian & Heidi	15
Gynn. Gary	15
Cumberbatch. Gary	15
Spriggs. Gary	15
Nicholson. Alex	15
Brown. Gavin	15
Denny. Colin & Annette	15
McPhee. Brian	10

39.

Northern Clubman 2012

Member

Name

Allison. Bruce & Krista	90
Wilson. Chris	20
Luck. Kerry	15
McCafferty. Phil	15
King. John & Anne	15
Wheatly. Mark	
Zeuschner. Greg & Jane	

(Compiled by Keith Ridgers)

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40.

NEW FEATURE !

FLAT CHAT / POOLEY WINES “KNOW YOUR PORSCHE COMPETITION”

There was no winner for Competition No. 1.

Hence the prize gets carried forward – and doubled (!).

The question for Competition No. 1 was:



The drivers on the front row of the grid are (left to right) Jo Bonnier (Porsche), Trevor Taylor (Lotus) and Jim Clark (Lotus).

Who is the driver in the Number 4 Porsche on the second row of the grid?

ANSWER: Edgar Barth

For a bonus gift from Pooley Wines, also name the race track at which the photograph was taken? (Clue – still used by Porsche quite recently).

ANSWER: The Killarney racing circuit outside Cape Town where Porsche recently launched the new Porsche 911.(Table Mountain in the background).

Thanks to Pooley Wines of Coal Valley, Tasmania, the first correct answer to “Know Your Porsche” Competition No.2 will now receive **two** bottles of Pooley’s award winning wines!

KNOW YOUR PORSCHE

COMPETITION NO. 2



Photo: The Cahier Archive.

Question: In which motor sport event was this photo taken?

Bonus Question: Identify the model car.

Answers can be submitted by telephone to Pooley Wines at 0418 120 055 or by email to jrdpooley@hotmail.com

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TAILPIECE

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It sits there in my car
A Satnav is a driver's friend
it tells you where you are

I have a little Satnav
I've had it all my life
It's better than the normal ones
My Satnav is my wife

It gives me full instructions
especially how to drive
"It's fifty kays an hour", it says
"You're doing fifty five"

It tells me when to stop and start
and when to use the brake
And tells me that it's never ever
safe to overtake

It tells me when a light is red
and when it goes to green
It seems to know instinctively
just when to intervene

It lists the vehicles just in front
and all those to the rear
And taking this into account
it specifies my gear.

I'm sure no other driver
has so helpful a device
For when we leave and lock the car
It still gives its advice

It fills me up with counselling
Each journey's pretty fraught
So why don't I exchange it
and get a quieter sort?

Ah well, you see, it cleans the house,
Makes sure I'm properly fed,
It washes all my shirts and things
And - keeps me warm in bed!

Despite all these advantages
And my tendency to scoff,
I do wish that once a while
I could turn the damned thing off.



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