



Porsche Club

Tasmania



FLAT CHAT

SEPTEMBER-OCTOBER 2004



Club President, John Pooley, and his 944 Turbo which has been a leading contender in Tasmanian sports and GT racing for many years.



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FLAT CHAT

Monthly Newsletter Of The Porsche Club 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 Tasmania, or Dr.Ing. h.c.f. Porsche AG or any of its authorised representatives.

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The Porsche Club Tasmania meets at 7:30pm on the third Tuesday of every month at Shannons Car Club Rooms, 337 Argyle Street, North Hobart. Members & guests are always welcome.



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SEPTEMBER EDITORIAL

It was a privilege to assist with the launch of our Club Newsletter and briefly act as the Editor until Andrew Forbes and the Committee were able to take over the role. Unfortunately Andrew has now left for a 3-year stint in Austria, and I have again been asked taken up the reigns – albeit a bit late for this current issue.

The most important Porsche news of the moment is the launch of the new 997, well described by John Pooley elsewhere in this issue.

We also feature some comparative notes on the major differences between the 996 and the 997, and trust that you will be well versed in the new car by the time you have finished reading this issue.

Predictably, the launch of the 997 gave the motoring media a suitable opportunity to speculate on future developments at Porsche, a subject which I have also attempted to address previously.

The most realistic scenario which I have found, is the possible introduction of a new mid-engine Porsche super car 7-8 years from now. Assuming that such a car will use either a V8 or V10 engine, the building blocks should be available from the Cayenne and the Carrera GT. Other components could be shared between forthcoming new Boxster and 911 models.

We know that a Boxster coupe is due, perhaps as early as next year, and it seems a safe prediction that engine sizes will grow closer to those of the 911 range, probably in the 2,7 litre to 3,5 litre range.

The 911 will almost certainly continue with its rear engine layout, though engine sizes can creep upwards to 4 litres. The flat six boxer design is very unlikely to change, or be supplemented by an alternative choice like a V8.

Pundits predict that 2010 will herald a spate of new models from Porsche, with successive introductions of 911 and Boxster replacements, followed by the speculated mid engine super car.

A completely different view – so radical that it may just make sense – is that Porsche could still be looking for a new partner to help it enter the volume market.

That, we know, happened in the past when Porsche took hands with Volkswagen in the production of the 924 and Cayenne.



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So what would we think of a Porsche version of the Subaru Outback?

Consider the following scenario:

Fuji Heavy Industries is reportedly unhappy that General Motors pilfered the Subaru Impreza to create a “Saaberu”, and would like to see the General’s minority share holding in Subaru reduced.

Subaru is the only manufacturer (other than Porsche) which uses boxer engines extensively, and it is also an acknowledged leader in all wheel drive systems. It is a recognised producer of relatively high quality and high performance products. Subaru is also not a conventional “mass manufacturer”, and has an output of less than 1-million cars a year.

Could a BMW X3-sized car, or a front engine coupe with 3,0 – 3,5 litre flat six power make any sense for Porsche? If it does, Subaru could be the ideal source to approach with a view to sharing platforms and other component costs.

As we said, it has been done before, albeit with Volkswagen when Dr.Ing.Piech had major interests in both camps.

The suggestion of possible synergies with Subaru may not be completely devoid of merit.

Leon Joubert



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The Chair Squeaks

Presidents Report

The Legend Lives on...

The new 911 (997) is indeed another step forward in the evolution of this fabulous sports car, and after attending the World Dealer Launch in Lisbon, Portugal, I know it is!

I joined up with the other Australian Dealers on July 13th after a short flight from Milan where Libby and I had been holidaying. We were met at the airport and taken by Porsche officials to a fabulous resort called The Porto Lago Hotel and Golf Resort. Originally a 1300 year old monastery restored to perfection, with an added 300 room, 6 star hotel. Porsche took it over for 3 weeks where the Dealers and Distributors attended the 3 day rolling presentations.

The welcome speech was by Dr. Wendelin Wiedeking and was extremely positive as he extolled the success and profitability of the company and its future plans.

This was followed by dinner and then a walk down memory lane as we were presented with each of the 911's from the first to the 966. There were cars from the museum and the significant models, #1 and the first Carrera RS, SC, 964, 993, the GT1, and finally the 996 Turbo. Then onto the Estoril race track where Porsche had built a large grand stand across the start/finish line for the first showing of the 997.

Imagine it, it was night, dark and you are peering into the distant darkness, 2 pairs of Xenon headlights light up in the distance – then they start moving, slowly to start with and then faster, towards us head on! Faster and faster – they can't possibly stop now, remember we were sitting ON the main straight.

What we didn't know was there was just enough height for the two 911s to drive underneath the grandstand where we were sitting. The two cars thundered underneath us and past to join up with 40 more that did the same trick all with headlights blazing.

Next lap was precision driving and a halt in front of us. Flood lights came on and we were invited to inspect the cars on the track and meet the staff, Management and Directors of Porsche A.G.



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The next day was hot, 36°, sunny and it was back to Estoril. 40 Black and 40 Red 997s are lined up for us - choose your helmet and a car - for 30 minutes driving these cars around the F1 track. Quickly you adjust to the Left Hand drive cars and quickly you start feeling at home as the lap times tumble – but immediately you realize the car is also with perfect balance, fabulous handling and 355 hp or 261 kW!! Naturally aspirated, mind blowing performance.

A quick lunch at the Porto Lago and another 40 new 911s are waiting for us to go onto the open road and mix with the Portuguese public. As usual Porsche don't do anything in half measures – they have provided Police motor cycle escorts!! No problems at traffic lights, roundabouts or intersections - we have right of way!

On the road the 997 excelled for smoothness of feel, loads of torque and a shorter travel gear lever on the 6 speed manual – suspension that absorbs the bumps without any fuss, a gorgeous new interior and seats that hug you! The 3.8 litre 'S' was my choice but the 3.6 Carrera would keep me more than happy!

A farewell party followed the driving experiences to be remembered, and so was the party, unforgettable. Then at midnight just when we thought we had seen everything... one of the Carrera cup drivers drove in a brand new 997 cup car with stickers and ready to race in 2005.

Sadly it was over too soon and after one more day sight seeing we had to depart for home and back to winter.

I am arranging to have a new 997 available on the Dyno day 18th September – when Warrick McKenzie from Porsche will be able to introduce it to you! Your support of this club function is much appreciated.

Last month we wished our very capable and hardworking secretary Andrew Forbes farewell – he's taken a job in Austria for 3 years, original home of Porsche.

Well Done and Thanks Andrew!

John Pooley
President



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A WORD FROM THE OTHER CHAIR ...

How time flies!

Your Porsche Club is nearing the end of its second season. Looking back it's been a terrific journey.

There have been many entertaining and interesting events, the Club Newsletter was born, and the club meetings have seen some fun discussions and entertainment over a wine or two. We are also close to having our Web site up and running. To top it all off we have finally received the gold stamp of approval from Porsche A.G. who have officially recognised and certified the club.

Looking ahead there are still some good events to come this year. The up and coming Dyno and Tech talk should be interesting and fun. If you have any technical queries regarding your trusty Porsche come along and put them to Porsche technical expert Warwick McKenzie. On the same day there will be a sneak preview of the new 997 version of the 911. This exciting new model marks yet another chapter in the 911's lineage. So please come along on Saturday 18 September. Things will be getting under way from 09h00.

We also intend to have another cryptic drive day, most probably in the Derwent Valley on 24 October. The final event of the year will be a North meets South drive and get-together, planned for 12 December. Stay tuned for details of these events.

While we are talking of events it is *your* Club, so please let us know what you like as far as events go and we will endeavour to deliver.

I recently heard an interesting story about one of Australia's most renowned sailors, Iain Murray, who it appears is less well known as one of the country's most serious petrol heads.

Apparently his mechanics are currently shoe horning a GT3 engine into his Porsche Boxster! The Boxster S comes with a handy 258 bhp. Not content with that, Iain is dropping a 380 bhp GT3 engine into his Boxster, no doubt to fool Ferraris at the lights. Given that the GT3 will run to nearly 300 km/h and goes from 0-100 km/h in about 4 seconds, the Murray Boxster will be a thrilling drive.

Enjoy those Porsches.

Cheers from the other chair.

Rob Sheers
Vice President



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CLUBMAN OF THE YEAR POINTS AWARD

Northern Members:

Bruce Allison	20
Kerry Burke	15
Kerry Luck	15
John King	15
Michael Parker	15
Neil Johnson	15
Jock McLean	7

Southern Members:

Rob Shears	21
Gerard Maguire	19
Keith Ridgers	19
Charles Button	19
Rob Barrow	15
Greg Wilson	15
Philip Petersen	4
Gary Cannan	4
John Davis	2
James Mundy	2
Leigh Mundy	2
Nino Bocchino	2
David Cowles	2
John Pooley	2
Jacob George	2

The awarding of points for participating in club activities commenced on the 13th June 2004 and will conclude at the end of our membership year on the 31st March 2005.

Points are awarded to members in the following manner:

Attend an event	10 points
Compete at an event	+5 points
Organize or officiate at an event	+5 points
Attend a clubroom night	2 points

Presentation of awards to winners will be made at one of our functions in May 2005.



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EVENT UPDATE

SATURDAY 18 SEPTEMBER.

Dyno test day and viewing of the new Porsche 997.

Venue: Performance Automobiles Technical Centre, 6-8 Patrick Street, Hobart.

Schedule for the day:

- | | |
|-------------|--|
| 09h00-11h00 | Viewing of the Porsche 997 with Warwick McKenzie of Porsche Australia. |
| 11h00-13h00 | Dyno testing. |
| 13h00-14h00 | Light lunch. Provided. |
| 14h00-16h00 | Dyno testing continues. |

Warwick McKenzie will be available throughout the day to assist with technical queries about Porsches.

SUNDAY 24 OCTOBER 2004.

Cryptic Drive and Luncheon

Meet at Performance Automobiles, 269 Davey Street, Hobart at 10h00.

This is a great opportunity to enjoy a pleasant Sunday drive in the Derwent Valley and join your fellow Porsche owners for lunch.

Please let Charles Button (0418 126 450) know by Tuesday 19 October if you can join us. This is most important as numbers are required for catering purposes.



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SUNDAY 12 DECEMBER 2004.

Navigation Drive and Christmas Barbeque

Northern members meet at the Motor Museum in Cimitiere Street, Launceston, at 09h30.

Southern members meet at Performance Automobiles, 269 Davey Street, Hobart at 09h30.

This event is organised by Gerard Maguire and will involve very basic navigation.

Both North and South members will meet up in the Midlands for a barbeque.

Maps will be provided. Bring a clipboard, pencil and highlighter pen.

More details later.



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NORTHERN CRYPTIC DRIVE : SUNDAY 13 JUNE 2004.

By Bruce Allison

Sunday of the Queens Birthday long weekend dawned overcast as 13 Porsche gathered at the National Automobile Museum in Launceston for a Cryptic drive over the sidling to Scottsdale and onto the luncheon venue at Rosevears Estate.

Our original venue of Pipers Brook had to be changed at the last minute due to their inflexibility on an already previously agreed menu. I think you all would agree that the end venue was excellent, but I do apologise to all for the extra kilometres travelled to get there. Thanks to my son Joel for assisting in the recon and clue compilation.

Questionnaire sheets totalling 27 clues were given to drivers on exit of the car park at 30 second intervals. Unfortunately Robert/Vicki Barrow's 3.2 Carrera was only to make 500 metres before a battery problem sidelined their day.

Conditions deteriorated as we headed over the sidling and earlier road works gave the cars the distinct North Eastern chocolate soil stain, as well as increasing the slipperiness of the road. Joel and I had a nice 40 metre power slide at Merediths Road, clue # 13, remember that, not that many of you did as- Burgess Meredith the actor-.

Clues continued to perplex drivers as we saw several cars backtracking to try and find that "weary" sign on the barn,#18.

On through Scottsdale and heading west on the Lebrina Road conditions cleared and we were able to enjoy the superb roads -surely Porsche by design- as they offered the chance for opening up the 2.8 a bit, although probably a bit selfish with the rest of you having to slow for clues. Anyway take my word for it but I am sure you will agree that there was some very pretty scenery en route.

Lebrina provided the chance for a regroup, chat and photo time, as well as the oft asked question amongst you of "did you get that", "where was" etc.

Anyway time to move on, as we still had 70 odd kay to lunch and time was nudging 12.30pm. Keith Ridgers, Joel and I waited for tailenders to arrive, unaware that the John King /Anne Archer combo were doing a backtrack over the Sidling, obviously wanted to give that four wheel drive another workout, good later on for the "Award of most kilometers travelled".



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Keith and us had a good quick trip through the back roads to the East Tamar Highway, hitting the double ton through Lower Turners Marsh Road, good for a laugh and recant upon our arrival at Rosevears Estate by which time the weather had taken a turn for the worse with rain and darkening conditions making the indoors a very attractive proposition.

On through lunch we awarded some lovely Porsche glasses, courtesy of PA/Hobart. Evidently these will become a standard prize so we all have a chance to build a set from attending further Porsche Club outings. I guess you could always cheat and buy a set. Sure John Pooley would be happy to oblige.

Shame John was unable to attend in the new White/Red Carrera RS. Probably a good thing in hindsight- saved me some dollars trying to extract it from him.

Thank you one and all for your attendance. We hope you enjoyed the event and look forward to seeing you at our next outing. Some pics and the results are attached.





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NORTHERN CRYPTIC DRIVE : RESULTS.

- | | |
|--|-----------|
| 1 . Andrew & Carolyn Forbes | 26 points |
| 2. Chris & Sinclair Berry, Kerry Burke | 25 |
| 3. Gerard & Irene Maguire | 24 |

Hardluck Award: Vicki & Robert Barrow

Worst Navigator: Rebecca Truscott & Kerry Luck

Best Single Handed Effort: Keith Ridgers 22,5 points

Most Determined/Kms Travelled: John King & Anne Archer

Other Attendees;

Charles & Claire Button	23 points
Michael & Kathy Parker	23
Greg & Marlene Wilson	22,5
Neill Daly & Sonya Johnstone	22,5
Rob Shears	19
Krista & Lana Allison	00

Bruce & Joel Allison-organisers





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GET TO KNOW YOUR COMMITTEE

PRESIDENT: John Pooley

Born in Guilford, Surrey, England 20th January 1943, John and his family migrated to Australia in the middle of a pea soup 1952 Winter. Selling the house, and loading all the furniture and a brand new Ford Zephyr, the Pooleys sailed for Australia (first class) arriving in the 30 degree heat of Freemantle. After disembarking in Melbourne and finding work in Hobart the family set sail on SS Taroon for Beauty Point.

John's Tasmanian school life commenced in Princess St School followed by Hutchins. During secondary school John's desire to be a navy engineer was dashed at the interview desk. Can you imagine a 15 yr old boy being interviewed by 2 navy commanding officers? As it turned out John left school after fourth year with another well known identity – Bob Clifford and immediately commenced his mechanical apprenticeship with the Hydro. During this time John's father was involved with City Motors (1933) Pty. Ltd. And there seemed a glimmer that something motoring was simmering in young John. In order to encourage him the Pooleys invested 25 pounds in the partial remains of an SS1 and so began the connections with a motoring future in "the Pooley MarkI".

John's earliest memories of motor sport were as a 5 yr old accompanying father to Wembley Stadium to see the motor cycles on the loose surface. To this day John can still remember the smell of Castrol "R" oil which somehow got into his blood.

After becoming Apprentice of the Year in 1964, being a first class fully qualified mechanic, where else would you want to go but to Europe and work on F1. Mr. Pooley had a better idea convincing John to go into partnership with him in a new car sub agency and used cars at 36 Argyle St. Many new Fiats, Lancias and later, BMC products rolled out the door and it was at this time John's first contact with Porsche came about. It was a white 356A trade-in somewhere about 1967. Volkswagen and Audi eventually persuaded the Pooleys to take on the franchise in 1969 and so began the rallying connection with VW which was put on hold, like many careers, with a brand new family coming along. In 1970 the name Porsche was established at PA with the green 911T being the first car sold. (Now the red 911T in the proud hands of Chris Berry).

Of the cars which have left a mark, nothing holds a candle to "the Pooley MarkII". Built from a 1954 Beetle with Porsche 1500 hot bits putting out about 90bhp weighing about 5cwt. This car raced successfully at Symmons , Baskerville and Longford. A Pooley MarkIII on a Cooper chassis only ever got



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to the planning stages, owing to a gorgeous hand brake coming on the scene, the lovely Libby.

Success in rallying in the late '60s and early '70s culminated in winning the Tasmanian Rally Championships in '72 and '73 with Bob Tyson. An early career in circuit racing reignited with a '69 911S (originally the ex Jim McEwen Shell racing) entered in the Tasmanian Ten Thousand. After being sold, this car went on to be the Australian production sports car champion for three years.

Of the stand out drives, John nominates two. One as a driver in an all wheel drive 911 turbo (993) doing 280kph on the Autobahn. The other was a drive with 10 other 911 turbos from Kakadu to Alice Springs. A 1500km trip completed in 7.5 hours. No speed limits.

A lasting experience was the teaming up for Targa with Richards and Brabham driving 3 identical 968s coming second, fourth and eighth. A fun drive. A lasting memory of a real character was to be the association with Klaus Bischoff from Porsche accompanied by his 3 girlfriends while visiting Tasmania. This association led to Porsche releasing classics from the museum to run in Targa from '95. Taking Porsches to the people is now world-wide Porsche policy.

For the future John would like to leave road safety in safer hands with his submission to upgrade licence requirements for L and P platers. This further leads to driver education in such things as fatigue and eventually a 5 year competency and medical test on licence renewal, for all drivers.

If John had a second chance, apart from refining a few things, he really wouldn't do it any differently.



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FLATCHAT BACKCHAT

Questions and Answers with Bruce Allison

What's the first car you ever owned?

B.A. Top of the range HD Holden Premier.

What is your present car?

B.A. '64 MGB, '65 MGB (Targa car), '67 Alfa Romeo GTV 1600, '73 911 RS Replica 2.8, VYII Commodore Clubsport.

What is the best car you've ever owned?

B.A. '85 911 Carrera 3.2 (presently owned by Robert Barrow).

What car do you regret selling?

B.A. The black '73 911E, caused by house extension (still pending).

You've just won Lotto! What car would you buy?

B.A. Chevron B16 classic sports racer. Would love to go historic racing.

What's your earliest memory of a Porsche?

B.A. Standing on the sidewalk in Ross in 1973 watching and listening to the unmistakable sound of an apple green 911 going through. (Owned by "Jean Scene" founder Rudi Valentino of Hobart).

When did you buy your first Porsche?

B.A. 1996 – the abovementioned '85 911 Carrera.

What do you like most about your Porsche?

B.A. Handling and power among many.

What is your favourite Porsche road or route?

B.A. Pateena Rd from Hadspen through to Newry corner (start of the old Longford flying mile).

When and how did you get into motor sport?

B.A. Long term member of MG Car Club.

What was your best result?

B.A. Class wins in '98 and 2000 Targa.

What was the worst result?

B.A. Must be coming up.

What's your favourite event?

B.A. Targa Tasmania.



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THE PORSCHE 997

By Leon Joubert

In the “normal” course of events a (former?) motoring journalist like myself would have sat through a mind-boggling audio visual presentation, listened to fellow muttering rotters asking silly questions from the members of the Vorstand, and then belted the tyres off a couple of cars on some place like Hockenheim.

Depending on how good the food and wine was that evening, you may then have read a fairly thorough update on the new car in some publication or another sometime later.

Due to circumstances beyond my control..... I have had to rely on a few of my journalistic colleagues to sum up the 997 for us:

It replaces the 996, which was the first water cooled 911 introduced in 1997.

The only exterior body panel which the 997 shares with the 996, is the roof. Though you may be hard pressed to spot the difference, the front, rear and sides of the car are all re-profiled. The round, more upright headlamps hark back to the 993 and move away from the Boxster. The rear lights are larger and wrap around. There is a more aerodynamic spoiler which retracts for low speed driving.

The interior has been redesigned. Seating is better, and there is a new centre console with fifty (50) buttons and dials.

The Carrera engine remains at 3,6 litres but it now has 325 bhp. The Carrera S gets a 3,8 litre engine with 355 bhp, as well as 19-inch wheels (which are optional on the Carrera).

Porsche Active Suspension Management is standard on the Carrera S. Ceramic brake disks are an option.

General opinion is that the car looks better, feels better, goes faster, and holds the road better than the 996.

Which, I think, says that Porsche did a good job – don't you?

Ends.



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FOR SALE

PORSCHE BOXSTER

Speed Yellow 2,7 litre 168 kW 5-Sp Manual

Electric roof

Full leather upholstery

Cruise control

CD Stacker

\$108 500.00

Options:

18" Carrera wheels

Wind deflector

Park assist

Speedster rear section

Digital sound system

With options **\$122 600.00**

Performance Automobiles: (03) 6222 1601

PORSCHE BOXSTER

Lapis Blue 2,7 litre 168 kW 5-Sp Manual

Low km demonstrator

As above

Options:

17" Boxster S 11 Wheels

6 Disc CD Changer

Wind deflector

Stainless steel door step panels

Was: With options **\$118 600.00**

NOW.....\$104 600,00

Plus transfer costs and stamp duty

Performance Automobiles: (03) 6222 1601



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PORSCHE BOXSTER

Midnight Blue 2,7 litre 168kW 5-Sp Manual

As above

Options:

Metallic paint

17" Boxster S 11 Wheels

Tiptronic transmission

Porsche Stability Management

Wind deflector

With options **\$125 550.00**

Performance Automobiles: (03) 6222 1601

PORSCHE BOXSTER

Arctic Silver 2,7 litre 168kW 5-Sp Manual

As above: 7 000km One owner.

Was : **\$119 000.00**

Options:

Metallic paint

18" Carrera wheels

Wind deflector

Remote alarm system

NOW With options **\$99 900.00**

Plus transfer costs and stamp duty.

Performance Automobiles: (03) 6222 1601

1973 PORSCHE 911 TARGA

Black. Manual. **\$27 990.00**

Performance Automobiles: (03) 6222 1601



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1968 PORSCHE 911

Silver. \$45 990.00

Performance Automobiles (03) 6222 1601.

1989 Porsche 944 S2 Cabriolet

Black with black leather 3 Litre Twin Cam Manual

153,000 kms

Features:
Electric roof
Air Conditioning

May 2005 Rego
Service history
Immaculate condition **\$36,500.00**

Darren Ph: 0439 315 759