



Porsche Club

Tasmania



FLAT CHAT

DECEMBER 2004



The Porsche 928 is arguably one of the finest cars ever produced, though often underrated. It features in this month's editorial.

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.

DECEMBER EDITORIAL

Many years ago I was one of the few privileged motoring journalists in South Africa to test the Mercedes-Benz 560 SEC. I drove it for a few days, and was decidedly unimpressed by its sloppy auto transmission and general lack of guts.

Circumstances took me to an isolated military base where I could drive the Mercedes on a 3 000 meter runway. From sheer annoyance and frustration I slammed the auto box into second, floored the throttle, and threw the big coupe at the open spaces ahead of me.

Surprise, surprise! The sloppy Swabian suddenly became a completely different animal. With smoke pouring from its Pirellis it accelerated, stopped and turned like something half its size, and its (almost) 6-litres of OHC V8 performed like a blueblood powerhouse.

It was a classic example of what Edzard Reuter once said of Mercedes: "Our engineers are building cars which *they* think the public should have".

That big coupe was so over-engineered under the skin that I doubt whether 5% of owners ever found out how good a car it really was. I suspect that a good, 20-year old 560 SEC will still give a modern Monaro a run for its money, and what's more - it will last another 20 years.

So what has this got to do with Porsche?

I sometimes perceive that we only regard the rear engine Porsches as "genuine, good Porsches".

The Porsche 928 is often viewed as a temporary sop to the American market. It is said to be too big, too automatic, etc.

The reality is that the 928 was designed and built with the same kind of engineering excellence as the abovementioned Mercedes 560 SEC, and it was no "hairstylist's car". Bury your right foot in the guts of a 928 and the little dials on the instrument panel suddenly get very excited. And the 928 did not require turbo's or superchargers for steroid enhancement.

In 928 GTS format (the most powerful standard model) the big coupe will still give every one of its rear engine siblings a run for their money, and with its rear transaxle and 50/50 mass distribution it can cling to the road as well.

The 928 was also built like a brick outhouse (though it had better aerodynamics!). Well maintained, it could last long enough for your grandchildren to inherit it some day.

I've seen some beautiful 928's in Australia, though I will exclude a recent example spotted in Hobart with some redundant sewerage piping from Civic Solutions dangling out of its rear end.

My mission for 2005 will therefore be to round up all the grand 928 coupe's that we can find in Tasmania, and welcome them to the fold. They won't win many economy runs in our club, but 911 enthusiasts should think twice before challenging this (often unappreciated) big Porsche to a drag race or a top speed contest.

Have an enjoyable Xmas and New Year, and happy motoring.

Leon Joubert

NOTES TO CONTRIBUTORS

Contributions from members (and others) to the Newsletter are very welcome.

We also welcome letters to the Editor, perhaps commenting on editorials, or other items of interest.

Unfortunately we cannot process photographs or sketches received as hard copy. It will also assist greatly in the speedy compilation of the Newsletter if articles or letters can be submitted in MS Word format to the Editor at ljoubert@performanceautomobiles.com.au

We will, as far as possible, always leave original copy un-edited except for the correction of very obvious spelling or grammatical errors.

Occasionally we may have to shorten a contribution slightly to obtain a comfortable fit to a page.

Editor.

THE CHAIR SQUEEKS.

As another year draws to its conclusion we can sit back and look at positive achievements with satisfaction.

The evolution of the 911 continued with the launch of the 997, and now, in December, we have the new Boxster. It remains without doubt the leader of the roadster pack with affordability, real sports car handling and performance, refinement and, of course, a gorgeous design thanks to the engineers in Weissach.

Our Porsche owners club has continued to grow and mature with a solid financial membership or enthusiastic Porsche people. Strong attendances to Porsche Club functions have been encouraging to the executive committee.

Our December Christmas function on the 12th at St Peter's Pass will be a fun drive and barbeque for the whole family and there we will announce and award our first "Club Member of the Year".

The past year has seen some of our members change their Porsche, and some new members are now with their first Porsche. We especially welcome all new members who have joined us this year and look forward to your strong participation in all Club activities.

To use an old cliché: "You will get out what you put in", though Porsche Club membership requires little more than enthusiasm and participation for enjoyment.

I would like to commend and thank my Committee and all our members that have participated in our activities this year to help make it our most memorable to date.

On behalf of the Porsche Club of Tasmania, our Committee, myself and my family, I wish you all a very safe and enjoyable Christmas and look forward to more Porsche fun in 2005.

John Pooley

A WORD FROM THE OTHER CHAIR.

With this year nearing its end your committee has been busy looking at the possibilities for next year's events calendar. There has been some excellent suggestions put forward covering most activities. Do you like/prefer, social gatherings, drive days, motor sport etc?? We welcome input from members, if you have any ideas or suggestions please pass these on to the committee members for consideration.

I've always thought of Porsches as honest performers. And this has been reinforced recently. I think the Club Dyno day demonstrated to all present that the German "horses" are good strong horses. Also the other day I read an article in the December issue of Motor magazine detailing the various motoring writers lists of the top ten cars they had experienced for the year.

David Morley's list was very interesting and included some pretty impressive vehicles released this year as well as a **1978 911SC!** The old 78 SC rated 8th on the list! He writes – "*The boss didn't say anything about including your own cars, so I will. Rick Bates owns the same model and brought it to BFYB (Bang for your buck) and it was sixth fastest on the track.*" I checked the "Bang for your buck " article in the September issue and sixth fastest around Wakefield Park amongst some very fast and expensive contemporary machines is nothing short of amazing.

It looks like Porsche has had a good year. With profit climbing 8.3%, Porsche is now Europe's most profitable car maker. Apparently the result was helped by the first full year of Cayenne sales. Overall sales are heading for a record with more than 750,000 (*That many? Does not look right to me!- Ed.*)vehicles having been sold worldwide by September.

Your Club, now in its third year, has evolved offering members a range of interesting and hopefully enjoyable activities together with like minded comradeship that clubs of this sort can bring. Many thanks for your support.

I wish you and your families a Merry Christmas and Happy New Year.

Enjoy those Porsches.

Cheers from the other chair
Rob Sheers – Vice president

PORSCHE ANNOUNCES UPDATED BOXSTER.



This is the new second generation Boxster which Porsche has officially announced this month and will go on sale from 2005. It is predicted to make up about 25 percent of Porsche's annual sales of 70 000 cars.

The new Boxster gains many components from the 2005 911 range (Porsche say more than 50 percent).

Obvious new exterior features are the larger air scoops in the nose and behind the doors. The headlamps are redesigned, and the rear section of the car is more flared, and raised higher.

The roof has been raised for more headroom and better visibility and the roll over hoops are wider and more substantial.

The dashboard, seats and instrument panel have also been updated.



Porsche Stability Management is now standard and there is a choice of six speed manual or Tiptronic transmissions.

Side head air bags are a first in a roadster.

The standard Boxster gets a 2,7 litre, 240 bhp engine while the Boxster S gets a 3,2 litre that produces 280 bhp. Bigger wheels and bigger brakes ensure that the additional power can be utilised to best advantage.

No prices are yet available for Australia, but it is reasonable to expect that the improved model will be more expensive – which could make its very competent predecessor a bit of a bargain if you can still find any new ones.

Leon Joubert

CRYPTIC DRIVE

The Cryptic Drive on Sunday 24th October was enjoyed by all those members who participated. The clues, while mostly simple, were supplemented by several Porsche orientated questions which sorted the sheep out from the goats! It's worth mentioning that one competitor, not mentioning any name, who should have known better, failed dismally!

Claire and I had great enjoyment setting the course and, in particular, parking behind a large shed watching with great glee members drive back and forth counting the 6m posts, of which there were none. (Charles giggled all the way to the restaurant – nasty, evil man.....Claire).

We had doubts about several of the questions being too difficult. However, Porsche drivers have a higher intellect than we anticipated. We were impressed by the most artistic diagram of a trig point submitted by John King and Anne Archer. (Better stick to the hearing aid business, John).

The results were:

Gerard and Irene Maguire	First
David and Vicki Cowles	Second
Neil Daly and Sonya Johnstone	Third
Phillip and Sylvia Petersen	Fourth

We were all in agreement that our substitute restaurant "Verandahs in the Valley" did us proud and the meals were enjoyed by all.

Looking forward to seeing you all at the Christmas Rally on the 12th December, details of which are in the Newsletter.

Charles and Claire Button.

PIT TORQUE

Item 1:

Unfortunately, owing to a recosting, PCT sew-on badges are now available at \$7.00 each, not \$5.00 as stated in the previous edition of Flat Chat.

PCT window sticker badges are also available at \$3.00 each.

Both sew-on and window stickers are available from Gerard Maguire at the Christmas Rally or give him a call on the above number.

Item 2:

Answer to our question in the last edition of Flat Chat regarding first water cooled production Porsche. The answer is "1983 959 Porsche". Water cooling was used on the cylinder heads only. Incidentally, a 959 twice won the Paris to Dakar Rally and came seventh overall in the '86 LeMans.

Item 3:

Who drove the first Porsche in competition in Tasmania and what model was it?

Answer in next edition of Flat Chat.

Item 4:

A must for all Porsche 911 owners is the **Porsche 911 Performance Handbook** by Bruce Anderson. This publication provides such useful information such as vin and chassis code details. It also provides an explanation of option code numbers as well as a lot of other useful data concerning 911's.

Item 5:

Entries have now opened for the 2005 Grand Prix Rally. This event is over five days and is an ideal event for those who do want to combine navigation, auto tests and a great social event. The event concludes at the Grand Prix, with a drive round the circuit and a gala dinner. Details can be obtained from Octagon on 03 9685 3500. It would be great to see a team from PCT.

Item 6

Our esteemed President, John Pooley, is soon off to Carlsbad in America for the release of the new Boxster. Come along to the Christmas BBQ/Rally and hear all about it.

Item 7:

Great supporter of PCT, Keith Ridgers, has purchased a magnificent Guards Red 993S wide body. No doubt Keith will give the car an airing at the Christmas BBQ/Rally. As a result, Keith's very good 944 Turbo is now for sale at Performance Automobiles.

Charles

EVENT UPDATE

Events that are proposed for 2005 include the following:

- Restaurant gathering – North
 - South
- Questions and Answers Night – South
- Economy Run – combined North and South
- Cocktail Party and Concours – South
- Cryptic Drive/Luncheon – North
- South
- Lost Weekend Trip – possibly St Helens – North and South combined.
- Novice Trial and BBQ – North and South combined.
- Motorkhana – North

Actual dates of these events will be advised in the next edition of Flat Chat

Charles

CLUBMAN POINTS

North:	Kerry Luck	45
	John King	45
	Neil Daly	30
	Bruce Allison	20
	Michael Parker	15
	Kerry Burke	15
	Steve Gibson	15
	Philip Leith	15
	Kees Van Ek	15
	Alan Williams	15

South:	Gerard Maguire	38
	Keith Ridgers	38
	Philip Petersen	38
	Rob Barrow	30
	Greg Wilson	30
	Rob Shears	25
	Gary Cannon	21
	John Pooley	19
	David Cowles	17
	Peter Bowers	15
	David Browne	4
	Jacob George	2
	Nino Bocchino	..2
	Leigh Mundy	2
	James Mundy	2
	John Davis	2

The above points are calculated up to and including the clubroom night on the 16th November.

Charles

GETTING BELTED

Kathy and I own a 1973 911. It's an original Australian delivered vehicle having entered the country in March 1973.

I all the years we have owned it I have wanted to update the static belts with modern, retractable lap sash belts. It has been one of those projects which until now has been filed in the "too hard" bin, mainly because I was unaware that general purpose belts need to operate in the vertical plane, that is to say the upper pillar mount needs to be at 90 degrees to the retractable mechanism.

I recently noted a drawing of a post-1974 911 which depicted a retractable belt mounted on the rear panel at an angle other than 90 degrees to the pillar. I pulled the rear trim panel off our car and yes, the mount was there.

Unfortunately enquiries at Porsche failed to locate suitable part numbers or information regarding options that may have existed in 1972/3.

After taking a series of measurements and calculations, I contacted Klippan Safety Products in Melbourne and was able to identify a pair of retractable belts which would work in this application. There was one minor hitch however.

The belts are definite left and right applications and are mounted on an inner panel rather than the outside panels of the Porsche. This puts the mounting plate on the wrong side. The good news is that the left hand belt will simply work on the right hand side of the 911 and vice versa. Unfortunately this now puts the fittings the wrong way round, but it is easily fixed by simply folding the belt fabric and pushing it through the fittings (2 per belt).

In the 1972/73 911's the belts were fitted to the seat frames and these belts match the originals perfectly. The only other modification needed is to shorten the mounting bolts where they mount onto the seat frame, otherwise the back rest tilt mechanism will foul.

I must take this opportunity to thank Bruce Allison for allowing me to crawl all over his 911's in an effort to identify the belts and fittings. The nice thing about belonging to a club like ours is that there is always help and advice available if you need it.

The Klippan serial numbers are K6300 (left) and K6299 (right) and 11993 for the clip-on covers. If you have any questions, you are welcome to contact me.

Michael Parker
(03) 6331 5898

FOR SALE

PORSCHE BOXSTER

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

Electric roof

Full leather upholstery

Cruise control

CD Stacker

Drive away \$108 500,00

Options:

18" Carrera wheels

Wind deflector

Park assist

Speedster rear section

Digital sound system

Drive away With options \$122 600,00

Performance Automobiles: (03) 6222 1601

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

Drive away With options \$125 550,00

1973 PORSCHE 911 TARGA

Black. Manual. **Bargain** **\$25 990,00**

1968 PORSCHE 911

Silver. 5-Speed Manual **\$45 990,00**

Coming Soon : 1996 944 Turbo VGC.

**Contact Kevin or John
Performance Automobiles (03) 6222 1601.**

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