



Porsche Club

Tasmania



FLAT CHAT

JULY 2005



**Almost half a century apart but the family relationship is obvious.
The 1959 Porsche RS60 and 2005 Porsche Boxster S in Tasmania.**

FLAT CHAT

Quarterly Newsletter of the Porsche Club of Tasmania

JULY-SEPTEMBER 2005

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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.

JULY 2005 EDITORIAL

This issue of our newsletter witnesses the introduction of a new publishing format.

In future the PCT Newsletter will be issued quarterly, at the beginning of January, April, July and October of every year.

This decision was taken by the Committee without any prior consultation with the newsletter editor, and you may therefore be assured that it was not done because I tried to reduce my work load!

I fully support the decision of the Committee - for a different reason. By allowing more time between issues we are able to gather more diverse material which will hopefully make the final product a more enjoyable read. That is already evident in this issue, which hosts a number of welcome and interesting contributions from our members.

We are cognizant of the fact that Xmas wishes should preferably not be delivered in the second week of January. Some quarterly issues will therefore be published early. If all goes to plan, expect to receive your Jan-Mar 2006 Newsletter before Xmas 2005.

Another new development is that our Club will, in the foreseeable future, also have its own web site.

Porsche AG offers a service to approved clubs to have their club information placed in a standard format web site which is managed by a consultant company in Germany.

We still have to supply our own content for this website, and your newsletter editor has been tasked to do this, but the technical layout and presentation is all done for us in accordance with a common design.

Once we have the web site up and running the Porsche Club of Tasmania will not only be famous – it will become *world* famous.

This issue contains news of Porsches from 1959 to 2006, and all manner of Porsche happenings in between.

I hope you enjoy the read and, as ever, look forward to your contributions for our Fourth Quarter issue.

Leon Joubert

THE CHAIR SQUEEKS

JULY 2005

Earlier this month I had the privilege of representing our Club at the Porsche Club Presidents' meeting in Melbourne. Our Vice President Rob joined me on the way over on the plane (he was going to a different business meeting for his work).

All states and clubs were represented along with special guest Jutta Aldenhoff from Porsche AG and convener Pamela Ward from Porsche Cars Australia.

The agenda allowed all clubs to present a PowerPoint presentation to the meeting which covered important topics such as:

- Calendar of events for 2005;
- Most popular events;
- Club meetings;
- Memberships;
- Sponsorship;
- Magazines and web sites;
- Local dealer involvement;
- Moving forward.

It was extremely interesting to hear how each club approached these topics. There were some very good, fresh ideas that we will take on board and it was notable how some problems are shared by all clubs, no matter how large or small.

Insurance is a common problem and needs clarification as each club approached it differently. Social and sporting activities followed similar lines to ours but there are some really unusual and exciting ones we may incorporate in our club in the future.

Victoria is the largest club with 1 200 members and ours is the smallest with around 45. In fact Victoria is so big that they have to sub-divide the club into registers for the different categories and models, and have separate events. They employ a paid person to administer their club. I wonder whether we will ever reach such large membership numbers some day?

The Australian presidents agreed that we should share more as clubs, and conduct some events at national level – maybe one or two a year. It could result in some great times ahead?

4.

Porsche AG has a great passion for its car clubs world wide and this meeting was part of that process. The process also aims to ensure that clubs are of a high standard. The clubs are there to foster the love of Porsche cars and driving, and interaction and camaraderie within the broader Porsche family.

Porsche AG try to ensure that clubs and their members receive co-operation and support from Porsche dealers and authorised franchise holders, assisting the club members with advice, competitive pricing for service, parts and accessories, and supporting club events.

In summary, we, as Porsche owners, are a diverse group of enthusiasts with one common denominator – Porsche.

We may vary from the enthusiast who owns his first \$10 000 924 to those who can afford a stable of multiple, late models. But we can all come together and share our love and passion for Porsches with a country wide, or global fellowship, no matter what our position in life is.

That's what makes Porsche Club membership so special.

John Pooley
President

THE OTHER CHAIR SPEAKS.

Targa has come and gone and while a Porsche didn't win Jim Richards did well with third outright in his two wheel drive 911 GT3. Competitors had to battle ice, snow and rain on the last day for a second year in a row! Seems very suspicious, the two years Jim decides to run a two wheel drive the weather on the final day turns to absolute crap!

Gary Cannon, one of our members, did very well in this year's Targa. Driving his 911 Turbo (the "Beast") he won his class and finished well up in the overall placing's, good work Gary!

It's a goer again! For those who didn't read this column in the last Flatchat, my usually trusty old 911SC had failed me. The ignition system basically stopped working after a couple of little warnings (at home thank goodness).

SC's had a "state of the art" CDI ignition system (of the time) developed by Bosch for Porsche. This system was discontinued with the introduction of the Carrera in 1984 meaning any technical support for the old system is now limited. The article prompted a few calls and some helpful emails, thanks for the support.

After some good advice and careful fault finding the CDI box was confirmed as the problem. Many thanks to Warrick McKenzie for his advice and Lee Mundy for the loan of a good CDI box that confirmed the problem. Warwick also put me onto *Injectronics*, the repairer that Porsche uses to repair electrical components. The repair job on the CDI box wasn't cheap (\$460) but the old SC is now running very nicely again.

It looks like another busy year for Porsche. I read recently - *a pair of top secret Porsches was airlifted to Moorabbin last week for an undercover picture session in the blacked out hanger that was patrolled by security guards. Not even Porsche Cars Australia was aware the cars were coming! This points to it being the new Cayman sports car.*

I also noted in a recent motoring magazine an article about a possible Porsche four door sport car (sedan). The car looks pretty good in the picture shown but it was probably computer generated. Apparently the car will be front engine rear drive and use a modified Cayenne V8 and maybe a detuned version of the Carrera GT V10 engine. Porsche have registered the name Panamera for its fourth model range. The word is that it will be shown at the September Frankfurt motor show. The company certainly isn't resting on its laurels.

6.

At the last club meeting there was some discussion regarding club events (type, frequency etc). The club committee strives to provide a good range of fun and interesting events during the year. We hope most of the members are satisfied most of the time with the event on offer.

Anyway if you have any comments regarding events there's a questionnaire elsewhere in this issue. Please take the time to let us know what you would like your club to provide.

Enjoy those Porsches, cheers from the other chair

Rob Sheers
Vice President

PORSCHE CLUB OF TASMANIA INC.
ANNUAL GENERAL MEETING 19th July 2005

Notice is hereby given of the Annual General Meeting of the Porsche Club of Tasmania which will be held at Shannon's Car Club Rooms, 337 Argyle Street, Hobart, Tasmania at 19h30 on 19 July 2005.

Agenda

1. Welcome and Introduction of Visitors.
2. Apologies.
3. Minutes of the Previous Annual General Meeting.
4. Matters Arising.
5. President's Report.
6. Treasurer's Report.
7. Committee Reports.
8. Election of Office Bearers 2005-2006.
9. General.
10. Closure.

Gerard McGuire
Secretary.

Election of Committee 2005-2006

Nominations will be invited for the positions of:

**President
Vice President
Secretary
Treasurer
Motor Sport Director**

- * Fax nominations to the Secretary on the form provided below to 6231 3020 by Tuesday 5th July 2005 (Only financial members may nominate.)

I.....

NOMINATE.....

FOR THE POSITION OF.....

SIGNATURE OF NOMINATOR.....

SIGNATURE OF NOMINEE.....

(Copy as required).

MEMBER PROFILE

VICE PRESIDENT: Rob Sheers.

Born in 1951 to dairy farming parents in Gippsland, Victoria, one of six children, Rob seemed to be born with a passion for things mechanical. First car was a 1928 Hupmobile at the age of, wait for it-----TWELVE. Rob was lucky enough to obtain an apprenticeship in a general engineering workshop with variety (from motor mowers to D8 Cats). After the apprenticeship came some more study that resulted in a certificate of Automotive Engineering.

First interest in motor sport came on two wheels in the 70's. Motorcross followed by desert racing and enduro. In '81 Rob was good enough to be fully sponsored for the Victorian Enduro Series by Millage Yamaha/Burrows Metzeler.

Back to motor cars. Robs interest in German marques most likely began with the purchase, by his parents of their new '64 VW 1500 Type 3, even though he wished them to go for the EH Holden with the big '179'. During this time a procession of interesting old cars passed through Robs hands, many of which he wishes he kept to this day. After the Hupmobile, a '24 Dodge, a '28 Chrysler, a '28 Pontiac a Chevrolet made up of bits from every model between '28 and '53. It had two, twin throat Ford carbies mounted on a manifold made up at High School metal work class. Another one of note was a '28 Graham Page in which Rob mid-mounted a Ford OHV V8. A 'wild' machine complete with wooden spindle wheels.

After all these cars it was nearing time to be eligible to obtain a legitimate drivers licence. But not so fast. Just before the due date Rob was sprung driving a crane down the road for the employer, completely unlicensed – as you do. At least there was no licence to record a fine against. Naturally the same copper had to be the one doing the driving test one month later. It was issued on the spot after 'plod' made Rob sweat it out in the waiting room for the obligatory half hour only to be told "please sign here, there's no point taking the test as we already know you can drive—don't we".

Now having a licence, a number of normal cars followed including a FB Holden and a new Datsun 1600. During this time Rob got involved with motor racing, helping a friend prep another '1600' for the circuit, wringing 130mph out of the beast at Phillip Island. After Rob's own Dato came off 2nd in an accident, a 'fill-in' Vauxhall Cresta was purchased. Always the engineer, Rob couldn't resist modifying the firewall and mounting a 308 V8 well back in the engine bay, recently picked up from a wrecked HT GTS Monaro. With a little head work a warm cam etc this thing really went.

Being heavily into bikes at this time, Rob remembers with joy the stunned look on the passenger of a XB 351 GT as the Cresta, fully laden with trailer and two motor bikes, kept with them to 110mph. Above 110mph the Cresta became a little light in the front end, so that was enough especially while towing a bike trailer! A Torana XU1 was ordered next in '73 (while the rest of us just dreamed of owning one) and what a great little unit that was. It was not until '75 that a 1966 Porsche 911 entered Rob's life. But still not convinced, it was later replaced by a Twin Cam Escort, a Torana SLR 5000 and finally a new Range Rover in 1976.

Flying was to hold Rob's interest next, going solo after 7.5 hours. After 35 hours things became boring, a short interest in gliding proved good value but short lived.

Rob joined the Antarctic Division in 1976 at H.O. Melbourne. Wintered at Casey Station in 1977 as Senior Diesel Engineer, moved to Tasmania in '81 when the Division was relocated to Kingston and remained with them in various roles, travelling about a dozen times to the Antarctic. Currently he holds the position of Mechanical Supervisor AAD. Most memorable trip was during the '99-'2000 Millennium visit to Davis station. After flying in, Rob and others had to visit other foreign stations to study their facilities. The story about having to celebrate Christmas Eve at each station 'as a courtesy' is certainly worth a listen.

While touring about in Europe in 1985 on his new BMW motorbike Rob had a really unique experience of visiting Porsche's research and development centre at Weissach. The brother in law of a friend happened to be the engineer in charge of Porsche's new wind tunnel project. It pays to have good contacts! This was an amazing day when he saw lots of very interesting things and many vehicles (not only Porsche's) that weren't released until some years later.

Back to important stuff. The current immaculate 911SC was purchased in 1991.

While motor cycling, cycling and club motor sport (even as a Rally navigator in the old days) are among Rob's interests, a definite desire to build a Club Car in the future is **possibly** on the cards. Post Antarctic Division wish would be to have an interesting, flexible 'occupation' connected to his 'loves'.

As a closing thought, with his involvement in the Antarctic, witnessing the results of global warming, Rob would like to see the world work towards diminishing our dependence on fossil fuels **sooner** than later.

PIT TORQUE

Well, TARGA '05 is over. Greg Garwood and Jim Richards did it again for Porsche.

Chris Berry and young "Oscar" had a rather bad "off" in the Tour. Thankfully no injuries and the car is at the doctors! Kerry Luck and Philip Leith were placed 62nd and 42nd respectively in the "Modern" category, Gary Cannon managed 22nd place, and Andrew Farmer and Tracey Button were 23rd in the "Classic" category. Both Gary and Tracey won awards in their respective categories.

Pit Torque question in the last edition of Flat Chat regarding the number of wins in Grands Prix by the McLaren/TAG engines. The answer was 25. James Mundy was first in and received 10 bonus points towards his Clubman of the Year tally.

The question for this edition is:

What year was the first 911 Porsche introduced to the public? And what was its engine capacity?. 10 Points will be awarded for the correct answer to both the member who receives Flat Chat via email and to the member who receives it in hard copy form. Both questions must be answered correctly to receive the 10 points. Sorry, one shot at the answer per member. Email your answers to Charles Button at button@primus.com.au, or phone 0418 126 450.

Since 1982 Porsche has included optional equipment coding in their identification numbers (VIN) – e.g.

M425 rear wiper
M454 cruise control
M559 air conditioning
M397 forged wheels, black 7JX16

There are approximately 250 codes listed.

Anyone interested in having the list faxed, contact Charles Button.

A South Australian Porsche Club member is trying to locate a 1979 911SC which was delivered new in Adelaide on the 27/07/1979. The colour is Tobacco Metallic/Cork Pin Stripe Interior, with air and electric sunroof. The vehicle had "cookie cutter" alloy wheels. The Chassis Number is. 9119302708 Any information, please email Grant Perryman at gperryman@perrymans.com

New member, Bill McGowan's 928 would have to be one of the nicest 928's in this State. It is absolutely immaculate, a credit to Bill, and a real gem.

Charles Button

EVENT UPDATE

SUNDAY 26TH JUNE 2005

CRYPTIC DRIVE/LUNCHEON – LAUNCESTON – BRIDPORT

See details elsewhere in Flat Chat

SUNDAY 24TH JULY 2005

CRYPTIC DRIVE/LUNCHEON – HOBART (RICHMOND/TARANNA)

See details elsewhere in Flat Chat

SUNDAY 27TH/28TH AUGUST 2005

LOST WEEKEND –

Details of this relaxing weekend are still being finalized, but it is most likely the Saturday night stay will be in the Central Highlands.

Further details later.

SUNDAY 23RD. OCTOBER 2005

MOTORKHANA – POWRANNA DRAGWAY

Details later

DECEMBER ?

NOVICE TRIAL AND CHRISTMAS BBQ, INCLUDING PRESENTATION OF TROPHIES

Further details later.

Charles Button

CRYPTIC DRIVE/LUNCHEON

LAUNCESTON – BRIDPORT

DATE: **SUNDAY 26TH JUNE 2005**

TIME: 10.00am for 10.30am departure from
National Auto Museum, Cimitiere Street, Launceston
(just below the City Park)

REQUIREMENTS: Clipboard and pen/pencil

ROUTE: A pleasant morning drive over sections of “The North
East

Trail” via Karoola and Pipers River to Bridport where
Participants will meet at the Bridport Bay Inn for a

congenial

Counter lunch and prize giving.

COSTS: Counter lunch prices (steaks, seafood, wood-fired pizzas,
etc.

- only limited by your appetite!!)

Drinks available from the Bar for those requiring liquid
refreshment.

\$10.00 Entry Fee to cover CAMS permit and insurance/public liability
claims –

All relevant paperwork will be provided to attendees on the morning of the
event. Look for an interesting day with scenic vistas and curly clues (matches
some of the roads really).

We do hope as many members as possible will attend as these events are
most enjoyable and a great way to chat with your fellow Porsche owners.

ATTENDING???

R.S.V.P. BY 21ST June to:

Phone (A.H.)
Phone (Bus H)
Email

CHRIS BERRY
(03) 6333 0994
(03) 6332 7876
cberry@launc.tased.edu.au

SOUTHERN CRYPTIC DRIVE/LUNCHEON

SUNDAY 24TH JULY 2005

TIME: **10.45 a.m.**

Circle Meet at car park adjacent to the Richmond Bridge in St John's
total (Northern members can travel to Richmond via Highway B31 –
distance to Richmond 152km.)

Lunch will be at the Mussel Boys Restaurant at Taranna where
a varied a-la-carte menu will be available.

ROUTE: Will be from Richmond to Taranna; a scenic drive of approx.
85 km.

REQUIREMENTS: Please bring a clipboard and pen.

COST: A \$10.00 Entry Fee will apply to cover CAMS permit.

Overnight accommodation is available at Taranna. Contact Ellie at the
Mussel Boys at 6250 3088.

RSVP:

19th July to Charles Button – email: button@primus.com.au
Claire Button (evenings) (03) 6225 3981

This event will be a real challenge, so put on your thinking caps and expect a
few devious and cryptic clues.

FLATCHAT BACKCHAT

Questions and Answers with Chris Berry

1. What was the first car you owned?

Morris Mini Deluxe – 998cc but drove it like the Cooper S my father owned.

2. What is your present car?

- a) 1970 Porsche 911T
- b) 1989 Mercedes-Benz 230E
- c) 1992 Audi 80 2.3E Sport
- d) 1995 Holden Commodore Utility
 - a. use mainly to tow the boat, but
 - b. every man should have one, complete with a dog.

3. What is the best car you have ever owned?

The Benz is probably the best overall but by comparison lacks inspiration on the driving front compared to the Porsche.

4. What car do you regret selling?

1972 Holden Torana XU-1
(I didn't think so at the time but it's an Australian classic now).

5. You've just won Tattsлото! What car would you buy?

This is really hard!! I could have a garage of fine machinery for different purposes but,

- a) a 1970's [Ferrari] Dino 246GT – automotive art and poetry in motion, or
- b) a real 1970's Porsche 911 2.7 Carrera RS - would be a useable classic, or
- c) a Type 55 Bugatti Atlantic, Mercedes-Benz 38/250 SSK for driving through country lanes on weekends with the solitude of your own thoughts, or
- d) an Isotta-Fraschini, Hispano-Suiza, Bentley, Rolls-Royce Silver Ghost, Duesenberg SJ or something similar just to go to the theatre in,
- e) I dunno – too hard – you choose!!!
- f) I know – got the money, so buy the lot!!!

6. **What's your earliest memory of a Porsche?**
Longford motor races – John Youl's red 356 Super Continental – although I didn't realise the significance at the time.
7. **What's your most memorable Porsche moment?**
About September 1972 – an orange 911 overtaking a line of about 6 cars going up Dysart Hill (just south of Jericho on the old highway) working hard in 2nd and 3rd gears with that distinctive high pitched Porsche wail sounding absolutely glorious. I was, in the aforementioned XU-1 Torana, one of the cars overtaken.
8. **When did you buy your first Porsche?**
March 1999 – the current red 911T.
9. **What do you like most about your Porsche?**
 - a) The classic shape – curves never go out of fashion!!
 - b) The sound – it's like nothing else on the road. A Porsche playing hard is music to the ears, so who needs a stereo!!
 - c) The fact that the marque has become an engineering success is an added bonus.
10. **What is your favourite Porsche road or route?**
Pateena Road often gets a workout – down the 'Flying Mile' and over to Longford, then through Woolmers Road (from Longford through to the Midlands Highway), on to Evandale, Relbia Road to Quarantine Road/St Leonards roundabout – then home for a bath and bed (the car that is).
11. **When and how did you get into motorsport?**
 - a) Went to every day of every year of Longford motor races.
 - b) My father was also a founding member of the Veteran and Vintage Car Club in Tasmania (he owned a 1913 Hispano-Suiza Type 15T "Alfonso" [purchased for 250 pounds in October 1956] that I helped dismantle and restore – a good introduction to the world of motoring for a young boy).
 - c) First competitive involvement was Targa Tasmania 2004.
12. **What was your best result?**
Finishing Targa Tasmania 2004.
13. **What was your worst result?**
Not finishing Targa Tasmania 2005.

14. What's your favourite event?

- a) Personal involvement
 - a. Targa Tasmania – but Classic Adelaide sounds interesting and great fun.
- b) I enjoy watching all forms of motor sport on the TV such as:
 - a. Formula One
 - b. MotoGP
 - c. World Rally Championship
 - d. V8 Supercars
 - e. 24 Heures du Le Mans
 - f. European Touring Car Championship rounds
 - g. Class One Power Boat Racing
 - h. Aerobatics (flying) and
 - i. Anything else where man is challenged to do better in his own inventions.

FLATCHAT BACKCHAT

Questions and Answers with Will Logan.

What's the first car you ever owned?

W.L. A Holden Gemini Station Wagon.

What is your present car?

W.L. A Subaru Outback.

What is the best car you've ever owned?

W.L. What else but a Porsche Boxster.

What car do you regret selling?

W.L. None

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

W.L. A Series of them. Cayenne Turbo for the week. Boxter S for weekend cruising. Turbo for Tarmac Rallying-all 10 events on the calendar and P.S... whatever Kelly wants.

What's your earliest memory of a Porsche?

W.L. As a young boy, seeing Freddy Forsteners white 911 – it simply looked stunning and sounded great.

When did you buy your first Porsche?

W.L. 1998 – A new Boxster.

What do you like most about your Porsche?

W.L. Driving to and from work with the roof down on sunny days.

What is your favourite Porsche road or route?

W.L. The coast road through Gordon in Southern Tasmania.

When and how did you get into motor sport?

W.L. 1995. Started navigating for a friend. The first rally was a 'blind' (no pace notes) and even in the dark.

What was your best result?

W.L. 1999 Class N3 Australian Rally Champion.

What was the worst result?

W.L. DNF in Targa Tasmania 2003 when running third outright in Classic Competition.

18.

What's your favourite event?

W.L. Rally Canberra for gravel. Classic Adelaide for bitumen.

What's your favourite stage?

W.L. Styx River road, when it used to start at Maydena and 48k long.

ECONOMY RUN/LUNCHEON

SUNDAY 29TH MAY 2005

After an extremely miserable day on Saturday, things didn't look good for our drive/luncheon on Sunday. However, the sun was shining on Sunday and thankfully although a little chilly, there was no rain.

Initial numbers of intending participants indicated that we would fill the Fox Hunters Return Restaurant to its capacity of thirty. Unfortunately Michael and Kathy experienced electrical problems within several kilometers of Campbell Town and were last seen returning to Launceston on the back of an RACT flat tray. Ken and Naomi Paton also were unable to make it.

Participants filled up their cars to capacity and set out on an enjoyable drive. Most had no trouble in successfully navigating the run, although there is a strong rumour that one member got lost and covered many extra kilometers, using approximately 24 litres of fuel for the trip! Oh well, just as well there were only three entries in his class. At least he received a consolation award.



The most economical vehicle was Gerard Maguire's 1977 911S, using only 11.71 litres. This was closely followed by John MacKinnon's beautiful 996 C4S, using only 11.74 litres. Considering John's additional 950cc in motor size, it clearly demonstrates how efficient the later 911 series Porsches are.

On completion of the run, all cars were refuelled in order to calculate the amount of fuel used on the trip. In spite of receiving one particularly very tempting offer to under-fill a vehicle at the conclusion, the service station attendant, did not succumb to the temptation (see tail piece photo)!



A most enjoyable lunch and chat was then had by all at the Fox Hunters Return.

The results are as follows:

Under 2.7. litres	-	First	Gerard Maguire
		Second	Piet Blokker
		Third	Lisa McFarlane
2.7 litres – 3.2 litres		First	Yogi Burghart
		Second	Bruce Allison
		Third	James Mundy
Over 3.2 litres		First	Bill McGowan
		Second	Greg Wilson
		Third	John MacKinnon

Charles Button

AUSTRIAN SUMMER by European Correspondent

Summer has arrived in Austria, and cars have shed their winter tyres. Motoring is now a pleasure, not a chore, and a couple of long weekends have stimulated many more people to travel. But, it's still relatively easy to get about without the congestion that I'm told will occur in July and August when most of Europe goes on holiday, augmented by thousands of rental cars containing overseas visitors.

Carolyn and I recently took advantage of a three-day weekend to visit Salzburg, three hours west of Vienna. We had our first taste of motorway driving, and it proved to be quite a pleasant experience. It's not quite like the German autobahns with their unlimited speed, but the Austrian limit of 120 kph seems quite adequate, especially as the bulk of traffic stretches that to at least 130. We just kept up with the Austrian drivers, not wanting to stand out by being too fast or too slow. Off the motorway, the default maximum speed is 100 kph, with a count-down through 80 or 70 to the village limits of 50 kph.

On the motorway we encountered a few roadworks where lower speed limits are enforced by radar. Here though, plenty of warning signs advertise their presence, and as you approach the restricted zones, a friendly advisory display flashes a reminder if you're still over the limit. No excuse really for exceeding the posted speed. At the start of a couple of long sections of road works where the highway narrowed to one or two lanes, we found large signs with a not-so-Smiley Face indicating 18 or 20 km of construction. As we progressed at 60 or 70 along these, more Smiley Face signs appeared at 4 km intervals, indicating the remaining distances, gradually losing their disappointed look, becoming ho-hum, then a hint of a smile, until finally breaking into a broad grin with 1 or 2 km to go. A nice sense of humour from the roads department, as the enclosed photo shows!



Salzburg is a wonderful city with a massive castle atop a hill, easily accessible now by foot or cable car rail, but incredibly, over the course of 800 years, never taken by force, not even by the Terrible Turks. Hotels are plentiful along the Salzach River, and my criterion of judging a hotel by it's breakfast scored five stars once again.

The following day we drove around a beautiful scenic route south and east of Salzburg to Bad Ischl. This pretty town lies in an area of still snow-capped peaks and long deep lakes. There are many baths (Bads) in villages in this region, where you can spend the weekend being pampered with a range of natural therapies. If like us, you enjoy a walk, there are frequent chairlifts to the prominent peaks surrounding the lakes that are used by skiers in winter and walkers in summer. Spectacular views everywhere!

Our route took us along some wonderful Porsche-friendly roads, and indeed I saw a few enjoying the curves. Our Mercedes coupe performed faultlessly and although I missed the liveliness of my 911, the Kompressor version of the CLK is quite responsive, and it does everything so capably and effortlessly. In St. Gilgen on Mondsee (birthplace of Mozart's mother) I spotted a pair of Boxsters parked for a breather along the lakeside road. One was conventional, the other, as you will see from the enclosed photo, is a prototype of a version clearly designed to round out Porsche's model range.

Note the increased ground clearance and auxiliary propulsion system on the rear. This must be the scoop photo of the month – an amphibious Boxster! I believe it's to be named the Croc'ster



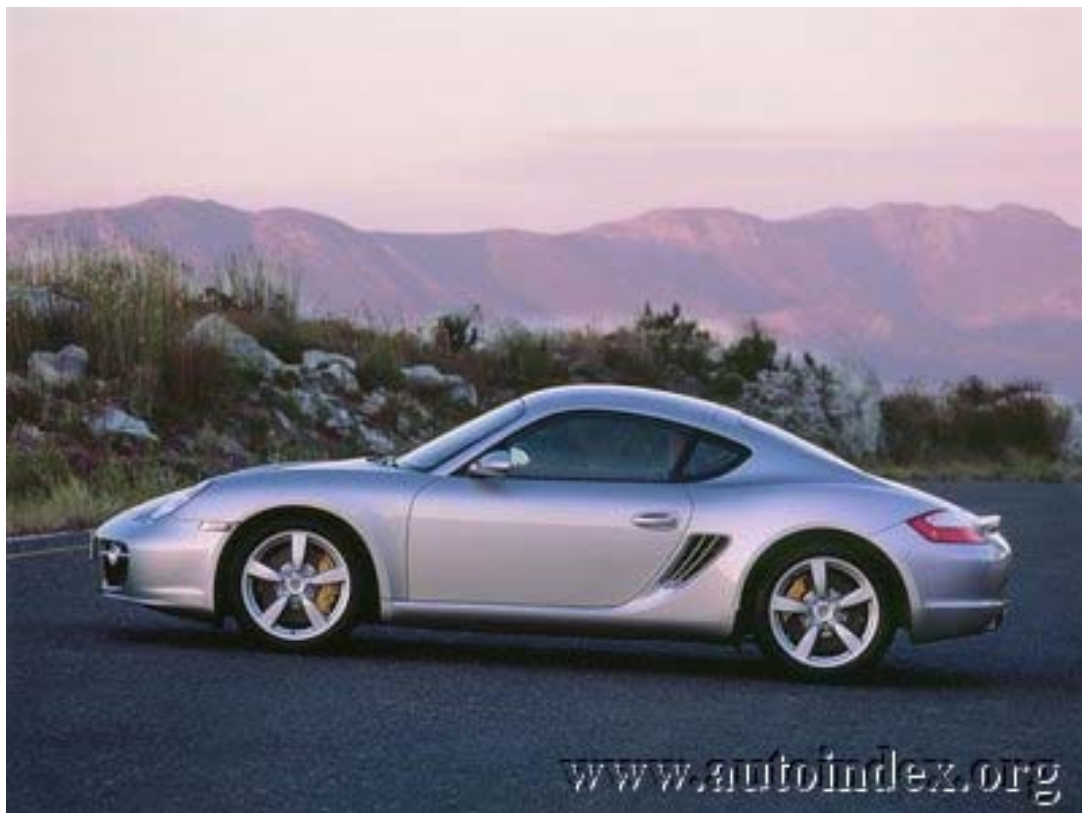
Auf wiedersehen!

Andrew Forbes

PORSCHE CAYMAN S INFORMATION

Porsche has announced that the Cayman S will be formally launched on 26 November at a US \$ price some 14 percent above that of the Boxster S.

As we have known for some time, the Cayman is a coupe based on a the Boxster platform but will benefit from a bigger (3,4 litres) and more powerful (295 bhp/217kW) engine than that used in the Boxster S.



Given that the Cayman S is also substantially lighter than the Boxster, it will outperform the drop top and will probably give the entry level 911 models a serious run for their money. Porsche suggests a 0-100 km/h time of 5,4 seconds for the Cayman S – which is seriously brisk.

Maximum torque of the 3,4 litre engine is 340 Nm at “between 4 400 and 6 000 r/min”, which indicates that the engine has a very flat torque curve over this 1 600 r/min range, and which should make the car a real delight on twisty mountain roads. The Cayman engine is also equipped with Porsche’s “VarioCam” variable valve timing from the 911 series.

The body has a hatchback design which reveals a 260 litre rear luggage area, supplemented by another 150 litre luggage area in the nose. Porsche also says that the car has “numerous additional storage compartments” but make no mention of any occasional seats in the rear of the passenger compartment. It would therefore appear that the Cayman S will, like the Boxster, be a strict 2-seater.



The proof of the pudding will lie in the eating ... but common sense says that the mid-engine aluminium chassis of the Boxster, combined here with 18-inch wheels and Porsche Stability Management, must ultimately provide more grip than a near equivalent 911. No doubt Porsche has already tried that on the Nordschleife, and Auto Motor und Sport (and other publications) will follow as soon as they can lay their sticky journalistic hands on a Cayman S.

Members are invited to act as spotters, and let us know what they discover in overseas publications!

The RRP of the Cayman S is given as Euro 50 300. At the time of writing no Australian launch information was known, but given the logic that Porsche has to look after its home market and the USA market first (both left hand drive) we cannot realistically expect to see RHD Caymans here until well into 2006.

Not that it means the wait won't be worthwhile!

Leon Joubert

THE PORSCHE SPYDER RS 60 – CHASSIS 718-043

The cover photograph was (as most of you probably realise) taken in Hobart after this year's Targa Tasmania in which the RS 60 was driven by Klaus Bischoff of the Porsche Museum.

This is the actual car that won the Targa Florio, the Sebring 12-Hours and the Reims Grand Prix in 1960, and led the Targa Florio in the hands of Stirling Moss until 7km from the finish in 1961. In 1996 it won the Handicap award in the Targa Tasmania, this time driven by Jochen Mass.



This photo, in which Club President, John Pooley, is rubbing shoulders with the famous Porsche, neatly illustrates what the RS 60 is all about: The RS 60 Spyder is such a compact machine that the modern Boxster looks decidedly overweight alongside it.

To be fair, the Boxster is a very different car, and it is not accurate to compare it with the RS 60 beyond the fact that the Type 718's mid-engine layout created the foundation of modern Boxster design. However the styling cues of the 718 are still clearly visible in the latest roadster of and it speaks volumes for the excellence of the original design.

As befits a competition car, the packaging of the RS60 is tight, though the sports car regulations of the time did require two seats, a full windscreen, and a nominal luggage area. The RS 60 also carries a single spare wheel in the nose, above a comparatively large fuel tank. The ventilation grille ahead of the right hand rear wheel arch actually hides the oil reserve tank for the dry sump lubrication system.

The cockpit interior, instrumentation, and controls are purely functional, and even the horn button appears to have been a late addition, mounted on the chassis frame to the left of the steering wheel.

The rev counter is mechanically operated (cable driven – probably from the end of the generator or alternator) and red lined at a high 8 500 r/min. The speedometer is clearly an add-on, and looks very much as if it may have been taken from a VW Kombi. (Since it is graduated to 280 km/h we can be certain that it *definitely* did not come from a Kombi!).

Note the twin fuel pumps on the right, and the mass reducing holes drilled in the chassis gussets top left and right, and below left and right. The accessible fuse panel is typical of what one would expect in a competition car.



In its current guise the RS 60 is fitted with full harnesses for the driver and co-driver, but the seats appear to be the original ones. I suspect that in 1959-61 the car did not have any seat belts at all. Given the absence of seat belts, and the relatively flat seats with little side bolstering (at least when compared with modern racing seats), it must have been quite a strain to brace yourself against G-forces when racing this car for several hours at a stretch.

Below is the engine room of the RS 60.



Hidden underneath the big downdraught Webers is a 1 587cm³ four cylinder, DOHC, air cooled boxer engine known either as the “Fuhrmann” engine (after its designer) or the “Carrera” engine (after the Carrera Panamericana road race in which it was first used). The nominal power output of the engine was 148 bhp/109 kW at 7 500 r/min, but there were many variations of tuning. This particular engine in 718-043 is thought to produce around 165 bhp.

Interestingly the engine is also equipped with twin spark plugs per cylinder, a common feature in sports racers of the time.

What is important is that the engine is mounted in front of the transmission and transaxle, and that the suspension is by wishbone. Thus the Type 718 is a lot more “modern” than the 550 Spyder which preceded it. The RS 60 however still uses drums brakes around.

It has always fascinated me how this little 1 600cm³ car manage to beat bigger and more powerful Ferrari's, Maserati's etc. in the early '60's?

Granted that 718-043 was driven by Joakim (Jo) Bonnier and Hans Hermann in the 1960 Targa Florio, by Olivier Gendebien and Hans Hermann at Sebring, by Jean Behra at Reims, and by Moss in the 1961 Targa, but the competition included drivers who were at least as competent.

The answer appears to lie in the power-to-weight ratio of the Porsche.

The RS 60 only weighs 590 kg, and if you look again at the photographs of it parked alongside the 2005 Boxster and in action in Targa Tasmania, you realise how small and compact it actually is.

A short run in the car revealed that first gear is impractically low (mainly used for hill climbs) but the torque spread of the engine is very good and the RS 60 accelerates impressively through the intermediate gears. Because of its excellent power-to-mass ratio it is therefore easy to imagine that it is fitted with a larger and more powerful engine than it actually has.

I estimate that its top speed will be around 230-240 km/h, and given its compact size, small mass, nimble handling and comparatively good fuel economy, one can begin to see how, and why, the RS 60 outperformed so many larger and more powerful rivals. The Type 718 and the 550 Spyder also had great reputations for reliability.

I owned a Maserati 200 SI sports racer of the same era. It was a larger, more powerful car than the Porsche but, having now had some experience of this remarkable little German car, I can understand why it could outperform the Maserati around twisty bits of road. The Porsche would also have been much easier to maintain.

After forty-five years the Type 718-043 is still a very fine racing car and one can only imagine how highly regarded it must have been 45 years ago.

It was probably the equivalent of the Porsche 956/962 of its time, but the RS60 can still be driven on the road, and maintained with no great difficulty today. It was the template for Porsche's mid-engine designs and the Boxster is its very direct descendant.

There can be few early Porsches with a more impressive history and it was a rare privilege to meet up with it in Tasmania.

Leon Joubert



Car No.1 in Targa Tasmania 2005 : Bischoff/Reuttger



The Porsche Spyder RS60 – 718-043 - in Porsche Museum trim.

CLUBMAN AWARD

South:	James Mundy	46
	Keith Ridgers	40
	Gerard Maguire	38
	Philip Petersen	36
	Yogi Burghart	36
	Rob Shears	28
	John Pooley	25
	David Browne	19
	Greg Wilson	17
	Rob Barrow	17
	Jacob George	15
	Ken Paton	15
	Piet Blokker	15
	Bill McGowan	15
	Peter MacFarlane	15
	Leigh Mundy	14
	Gary Cannon	4
	John Davis	2
	Peter Dove	2
	David Cowles	2
	Steve Harper	2
North:	Neill Daly	36
	Bruce Allison	21
	Michael Parker	21
	John MacKinnon	15
	Jack Bock	15
	Steve Gibson	8
	Kerry Luck	8
	Chris Berry	6
	David Hannon	6
	Kerry Burke	4
	Jock McLean	4
	Don McWilliams	4
	Alan Williams	2
	John King	2
	John Batten	2
	Steve Caswell	2

As at the 6th June 2005

Charles Button

BITS AND PIECES

- Welcome to new members Graeme and Bronwyn Walker, owners of a 2003 911 GT 3.
- No club members availed themselves of the invitation to participate in the recent Driver Training day of the BMW Club at Baskerville. The format was quite different from our own events, with cars being allowed onto the circuit in groups of five, for 10-minute stints, and no instructors required.
- Since the BMW Club had a relatively small turn-out, participants almost had unlimited circuit time at their disposal. Driving standards appeared to be good, and there were a couple for M3's that looked and sounded good.



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32.

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33.

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Darren : 0439 315 759.

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