



Porsche Club

Tasmania



FLAT CHAT

APRIL 2005



The stunning new Porsche Boxster makes its debut at the Porsche Club of Tasmania Concourse on 11 March 2005.

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.

APRIL EDITORIAL

The launch of the new Boxster in Tasmania , and accompanying Porsche Concourse drew a very good response from members.

Club President, John Pooley, invited guests to estimate (quickly!) how many Porsches were inside the venue, and the lucky winner of a bottle of Pooley's Riesling correctly included John's 944 Turbo racing car in the count of 19 cars.

I also looked outside the venue and at the height of festivities we actually had 22 Porsches "on site". For a comparatively rare and expensive marque, that is a considerable number in a small city like Hobart.

Not all local Porsche owners are members of the Porsche Club of Tasmania either, and it is no doubt an important goal of our Committee to attract them to the Club.

One of the main attractions of belonging to a club like ours is to participate in enjoyable motoring activities and share a passion for cars with like minded enthusiasts.

During the short time that our Club has existed we have been able to enjoy a variety of events thanks to Charles Button who has the ongoing task of keeping us entertained, and finding "voluntary" events organisers.

However even Charles and his willing helpers will begin to run out of ideas at some point in time and we risk the inevitable repetition of events and activities. In a small group such as we are, we will also (inevitably) begin to see the same faces and the same cars many times over.

Is it possible to inject some variety into the spice of life?

I was recently asked to attend a meeting of the fledgling BMW Club of Tasmania (along with Dick Caplice of Motorsport Tasmania) and offer some advice or suggestions to assist the development of that Club. Interestingly, Dick and I both made the same suggestion to the BMW enthusiasts:

"If", we suggested to the BMW Club, "you wish to organise driving instruction days, circuit days, motorkhana's, economy runs or similar motoring events, consider doing it in co-operation with another established club like the Porsche Club of Tasmania or Club Motori Italia".

Our advice was partly based on the benefits of sharing costs and resources but there is also another element to consider.

Proud though we may be of our Porsches, we are not so parochial to deny the existence of other interesting car marques.

Targa Tasmania is a good example. We do not attend the event only to look at the Porsches (though they tend to dominate!) but also to admire other fine cars and enjoy seeing them being driven well.

From the little bit that I have seen of the local BMW Club it will most likely attract enthusiast owners of modern high performance BMW's, or older classic models. The owner of a "bread-and-butter" 318i sedan will probably not be a typical car club enthusiast.

The BMW Car Club has been invited to contact our Committee with a view to organising or participating in a few joint events.

We'll see what (if anything) comes of this proposal but it may add a new dimension of fun to some of our driving events without detracting from the core interests and loyalties of either of the clubs.

However should we succeed in arranging a face-off between John Pooley in the GT3 RS and Barry Lack in the new M5 around Baskerville, the event should be a sell-out and provide a valuable boost to the coffers of both clubs!

Leon Joubert

THE CHAIR SQUEEKS.

What exciting times we live in!

Two new Boxsters, two new 911 Coupes, and now two new 911 Cabriolets – all in the short time of nine months.

Soon we will see the birth of another new sibling – the Cayman.

This car, based on the Boxster platform, will excite you even more with stunning body design, practicality, drivability and power to weight ratio. It will have you wondering how the Porsche engineers can keep producing successful, affordable sports cars.

The new 2005 Porsche Cayenne is soon arriving at our shores with more innovations, value and desirability and it doesn't stop there. The years 2006 and 2007 promise more exciting Porsche times ahead.

All of this is being driven by the huge success of the Boxster, 996, and Cayenne since their creation over the last seven or eight years.

Porsche sold 76 827 vehicles in 2004 – an all time record for an independent, family owned car company.

Over 90 000 Porsches will be sold world wide in 2005, made up of 19 500 Boxsters, 29 000 911's, and 45 000 Cayennes. Australia expects to receive 340, 450 and 500 respectively, which will also be a new record. Sales of new Porsches also increased in Tasmania last year, reflecting the buoyant economy and confidence in our state.

A personal thanks to all who attended the launch of the new Boxster held at the Performance Automobiles Service Centre.

What a fantastic car, don't wait too long before you drive one!

Thanks also to the Concours participants and organisers. All the cars were beautifully presented and reflected great enthusiasm from our Club members. Congratulations to those who deservedly won the various prizes.

Looking forward to seeing you all at our next event.

John Pooley
President

The Other Chair Speaks

Owning a Porsche is a rewarding experience but at times it can be challenging as well (particularly if it's an older model).

Throughout its history Porsche has been at the cutting edge of automotive technology, pioneering many technical innovations. Also other known technologies have been developed and refined into winners by Porsche. Literally, considering that they were the first to get the turbocharger working properly on a production vehicle. Some technologies developed by Porsche and its suppliers were automotive milestones while others proved not quite worth the effort.

This brings me to a recent challenge that my 1982 911SC has thrown up. Porsches of that vintage were equipped with a "cutting edge" but complicated CDI (capacitor discharge ignition) system developed by Bosch for Porsche. This system apparently enhanced engine performance and efficiency. The CDI system was only produced for a few years. It was quickly replaced with a better, simpler, integrated system. As a result this one time leading technology became a bit of blind alley. Meaning limited support and information being available today.

The "challenge" became apparent a couple of days before the recent concours event when my old SC refused to start. A quick check revealed nothing. So the polishing etc went on in the hope that it would go on the day. And it did, I drove into town just like normal. After the terrific cocktail party and cocours (which I hope you all enjoyed) it started just fine and off we went until about half way up Davey Street when the engine cut out. Not nice late on a dark Friday night! I had a fiddle with the ignition wires and thank goodness it started and got us home. I'm not sure I did anything I think it just decided to go!! The next day it refused to start again!? It as though it just wanted to go the concours (which it managed a class win) and back and that was that, oh Dear!!

My collection of manuals (including a factory workshop manual) revealed very little in the way of technical information on this system. One manual suggested after going through the basic system checks to change out and replace components one by one until the problem part is found. A great idea if you have a ready supply of the required bits and pieces. Apparently the CDI control box alone costs more than \$4000, ouch!! I found some info on the web describing the CDI box as "fickled". After working through the system with my trusty multi meter it looks like the problem may well be with the "fickled" CDI control box. Next move is the find a capable electrical technician who understands these things and have it fixed. I've got my fingers crossed that the damage repairable.

On another matter if anyone out there would like to write an article or two to for Flat chat you will be rewarded with Clubman points for your efforts.

Enjoy those Porsches, cheers from the other chair

Rob Sheers – Vice president



Owning a Porsche is a rewarding experience

CLUBMAN OF THE YEAR AWARD

South:	John Pooley	21
	Keith Ridgers	21
	Gerard Maguire	19
	Rob Sheers	19
	James Mundy	19
	David Browne	19
	Philip Petersen	19
	Jurgen (Yogi) Burghart	17
	Rob Barrow	17
	Jacob George	15
	Ken Panton	15
	Leigh Mundy	8
	Greg Wilson	2
	John Davis	2
	Peter Dove	2
Gary Cannon	2	
North:	Neil Daly	19
	Jack Bock	15
	Steve Gibson	6
	Bruce Allison	4
	David Hannan	4
	Kerry Luck	4
	Don McWilliam	4
	Jock McLean	4
	Chris Berry	4
	John King	2
	Kerry Burke	2
	Michael Parker	2
	John Batten	2
Steve Creswell	2	

Don't forget that in future, points will be awarded for articles submitted for inclusion in Flat Chat.

Vienna Motoring Scene

Andrew Forbes – PCT European Correspondent

You're all very lucky! While I'm freezing my ears off in wintry Vienna, you are enjoying a Southern Hemisphere summer. For contrast, I'll try to give you a flavour of winter motoring in Austria.

Whether you drive a Passat, a Peugeot or a Porsche, once the first signs of winter arrive in November, owners engage in a curious annual ritual. They take their cars into the local garage or tyre depot to have their winter tyres put on. These have a more aggressive tread that also wraps over the edge of the sidewall, plus serrations like the sole of sailing shoes in each individual tread block. Better grip and better shedding of compacted snow. Most people in Vienna do not have a garage, so during the summer, they have their winter wheels and tyres stored in a depot, and vice versa during winter. Quite good seasonal business for tyre specialists!

It's quite common to see Porsches with chunky tyres driving through the snow as if nothing were unusual! This might have been additional motivation for Porsche to develop or adopt electronic traction control systems for their 996 and 997 model Carreras, with their ever increasing torque and power. I have yet to try one out in winter, but it seems in principle a great safety feature for snowy driving. The result of being able to go out safely on snowy, icy roads, is that of course, people do, and their cars get absolutely filthy. I'm so accustomed to keeping mine bright and shiny, I'm not sure I'd be willing to subject it to all that slushy stuff, but we'll see!

Being car-less at the moment (delivery expected March), I indulged in a visit to the Vienna Auto Show a couple of weeks ago. This is a seriously large show, covering the full range of European and Japanese cars. No Australian cars I'm afraid, but there's a huge choice on offer. A few concept cars were on show, the most daring of which was an Audi with bodywork that completely enclosed the wheels, rather like a land-speed record car. I couldn't see how the front wheels would turn any more than on Craig Breedlove's record breaker which was built to travel very fast in a straight line. The beautiful young Audi girls on (the) display may have had mechanical engineering degrees, but I hesitated to ask such a silly question like, "how does it turn?"

A feature of European cars is that they are nearly all offered with diesel engines. Even small ones that would be pretty economical with a 1.5 litre petrol engine come with a diesel. Apparently 80 % of new cars in Austria, whether a VW Golf or a Mercedes E Klasse, are ordered with a diesel engine. It will be interesting to see if Porsche eventually offers a diesel option for the Cayenne. I'm sure they could engineer a marvelously smooth, powerful motor without spark plugs.

The Porsche stand was fairly understated. Three "S" cars, a Cayenne S, a Carrera S and a Boxster S. All silver and all very accessible. There were people everywhere, climbing in and out, trying all the buttons and switches, liberally planting fingerprints on the duco. I took a few photos, but enclose only one that features the car, a Boxster S, not surrounded by people.

There was a whole pavilion occupied by in car entertainment systems, with plenty of ear-splitting subs thumping out the bass. But my favourite, of which I provide a photo, was the latest in German surround sound stereo. Much more entertaining, and very popular here!



Auf Wiedersehen!

Andrew.

EVENT UPDATE

**SUNDAY 29TH MAY 2005:
Economy Run**

See details elsewhere in Flat Chat

**SUNDAY 26TH JUNE 2005
Cryptic Drive/Luncheon in the North**

See details elsewhere in Flat Chat.

**SUNDAY 24TH JULY 2005
Cryptic Drive/Luncheon in the South**

Details next Newsletter

**AUGUST 2005
Lost Weekend Trip**

Details later

**OCTOBER 2005
Motorkhana in the North**

Details later

**DECEMBER 2005
Novice Trial and Christmas BBQ**

Details later

Our March Concourse and Boxster launch produced a wonderful selection of photographs. To share as much of the event as possible, I have selected a variety of photographs which you will find, and hopefully enjoy, throughout this newsletter.

-Ed.

ECONOMY RUN AND LUNCHEON

All those who participated in last year's event, agreed that it was a most enjoyable day.

This year the event will be run on similar lines, but the route and luncheon venue will change.

When: Sunday May 29th 2005

Where: Meet at BP Service Station at Campbell Town (not the Caltex)

Time: 9.30 a.m.

Format: Cars will be completely filled with fuel and petrol caps sealed.

Participants will then travel a designated route,
On completion, cars will be refueled and the amount of fuel recorded.

A set time will be allowed to traverse the route.

A penalty will apply for late arrival.

Class awards will be made based on the litres of fuel used, divided by the engine capacity. Classes will be:

Class 1 – Under 2700cc

Class 2 - 2700cc and under 3200cc

Class 3 – Over 3200cc

More details will be forwarded closer to the event.

CRYPTIC DRIVE AND LUNCHEON – NORTH

Another popular Sunday outing to test the brain power of both the driver and passenger is planned for the North. This event will be organized by Chris Berry who has assured us that the cryptic clues will be challenging and devious.

It is planned to travel to a location in the North East and gather for a convivial lunch, where trophies will be presented.

Date: Sunday 26th June 2005

Time: 10.00 a.m. for 10.30a.m. start

Start Venue: Motor Museum
Cimitiere Street,
Launceston.

More details will be circulated just prior to the event.
Hopefully as many Southern members as possible can attend.

MARCH CONCOURSE AND BOXSTER LAUNCH

RESULTS OF CONCOURS HELD ON FRIDAY 11TH MARCH 2005

Winners:

Class A: Up to 1978 inclusive:	1 st – John Pooley	(356)
	2 nd – Gerard Maguire	(911)
	3 rd – John Pooley	(911)
Class B: 1979 – 1989	1 st – Rob Sheers	(911)
	2 nd – Rob Barrow	(911)
	3 rd – Charles Button	(911)
Class C: 1990 – 2000	1 st – Ken Paton	(911 Turbo)
	2 nd – Keith Ridgers	(993)
	3 rd – Philip Petersen	(964 Speedster)
Class D: 2001 onwards	1 st – John Pooley	(911 RS)
	2 nd – Jack Bock	(Cayenne)
Peoples' Choice:	Ken Paton	(911 Tubro)



Deserving of a proud owner.



Sometimes you couldn't see the Porsches from the people



Until the people found the wine bar ...!



A proud moment



as the covers come off the new model.

PIT TORQUE

Look out for Greg Garwood in this year's TARGA.
 Greg has decided to run a 2001 911 Turbo.
 Driving a 4wd, Greg should have a slight edge over Jim Richards, depending on the weather.

Answer to last Flat Chat Pit Torque Question:

The first turbo charged competition 911 was based on a 1974 RSR with a 2142cc turbo motor, developing approximately 500bhp. This was followed by the Group 4 934 single turbo, and later the Group 5 935 twin turbo which finished first and second in the 1979 LeMans.

A version of the 935, nicknamed Moby Dick, developed some 900bhp and was timed on the Mulsanne Straight at LeMans at 366kph. (Not bad for 1976!)

Question for this edition of Flat Chat:

How many Grand Prix victories were won by the McLaren-TAG engines (made by Porsche)?

First to come in with the answer will be awarded 10 points for "Clubman of the Year" Award.

It was great to see new member Greg Panton take out the major awards at the Concours. His 911 Turbo would have to be one of the best looking Porsches around.

Thanks to Kerry Luck, proprietor of the Jailhouse Grill in Launceston, for providing a venue for northern members to gather. Gatherings are held on the first Wednesday of each month.

Good luck to all members who are participating in TARGA.

- Chris Berry will be driving his lovely red 911 in the Tour.
- Kerry Luck will be in the Nissan (pity about that!).
- Gary Cannan will again be in his frightening 1981 911 turbo.
- Philip Leith in his immaculate red GT3.
- Tracey Button will be co-driver in a nice little 1965 911 left-hooker.

Nice to see new member Yogi Burghart competing in the Regularity event at Baskerville on Sunday. Remember, as the Porsche Club Tasmania is a CAMS affiliated Car Club, this enables you to enter this type of event.

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TAILPIECE



THE PORSCHE CAYMAN – BY GOOGLE.

I still have to get my kids to tune the DVD/VCR recorder for me, but I have learned how to type “Porsche Cayman” into the white box in Google and click the “search” button.

For any readers who are even less computer literate than I am, or whose children hog the computer more than mine, here is what you will basically find about the Cayman on the Internet:

- The car is, as has long been predicted, a fixed hardtop (actually a coupe) based on the platform of the Boxster. Thus it is, unlike the 911, a mid-engine coupe.
- There are numerous “spy” photographs available and the common feature is that the Cayman is not merely a “Boxster Coupe” but has been given some unique styling cues of its own.
- Every viewer will have their own opinion, but I will stick my neck out and suggest that the Cayman has – in very broad terms – a 911 front section and Boxster rear section.
- What is interesting is that most sources suggest that the Cayman will get a 3,4 litre, 295 bhp engine.
- Given that the car must surely weigh less than a 911, and that its mid-engine layout must ultimately provide better roadholding (at least in 2WD format), the Cayman could either present a serious challenge to the lower echelon models in the 911 range, or a deliberate strategy by Porsche to lay the groundwork for a long term successor to the rear engine 911 range.
- In the initial stages of its lifespan, Porsche will obviously expect that the Cayman will create new sales and conquest sales from other brands, and not compete with its own current models.

The official public launch of the Cayman will be at the Frankfurt IAA around 12 September 2005, but the press and dealer launches should, in the normal course of events, take place well before then. Privileged magazines should (given their lead times) have cars for road tests or road impression stories as early as July, so look out for the August or September issues of Auto Motor und Sport, and CAR (UK).

In the meantime, make of our tailpiece photographs what you will.

Ed.