



Porsche Club

Tasmania



FLAT CHAT

OCTOBER 2005



The Porsche Cayman S

FLAT CHAT

Quarterly Newsletter of the Porsche Club of Tasmania

OCTOBER-DECEMBER 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.

OCTOBER 2005 EDITORIAL

Life around Porsche is seldom boring, but at the moment it is more interesting than usual.

The Cayman has made its public debut – at the Frankfurt IAA and in the hands of a few motoring journalists. You can read one of the most comprehensive reports to date from George Kacher in the August issue of CAR.

A common denominator amongst journalists' opinions is that the Cayman is better than the Boxster, and better than the 911 Carrera? That then arguably makes it the best "standard" Porsche ever?

Since our last newsletter the Management Board of Porsche has also announced its commitment to the Panamera project.

As most Porsche enthusiasts know by now, the Panamera is a four seater, four door "coupe", scheduled for production in Leipzig in 2008 and on sale from 2009. The car will have a front mounted engine driving the rear wheels (but that does not – by implication – rule out the possibility that some versions may have all wheel drive).

Porsche has stressed that it will develop and build the Panamera with its own resources and that "there are no plans for joint ventures with another car maker.". However Wendelin Wiedeking did say that Porsche will "cooperate more closely than so far with selected system suppliers".

Quite how you define a "system", I'm not sure, but it seems reasonable to assume that items like transmissions, brake systems and sophisticated suspension systems may be sourced through leading specialist suppliers, much as they already are.

V10 and V8 engines are already available in the company inventory, so roll on 2008 and something completely different from Weissach!

In the meantime we have a lot of interesting local motoring events ahead in the final quarter of the year, and can expect to see our first Porsche Caymans in Tasmania early in the new year.

Leon Joubert

THE CHAIR SQUEAKS

Our small club continues to go from strength to strength with over fifty financial members. Everyone renewed membership except for one and we welcome all new numbers joining up for the first time this year.

Activities and events come and go with amazing speed and seem to run into one another. Member support has been very exciting with most events fully subscribed. Much fun is had by all, and I know I enjoy the friendships and fun with people of common Porsche bond.

Our next competitive driving event, the first for some time, is to be held at the Powranna Dragway. This event gives all members an opportunity to drive their cars against the clock in motorkhana format. It is always great fun and very easy on your car. I encourage you all to go and enter, or at least join as a spectator.

September is another mile stone in the history of Porsche with the Cayman S and 997 Carrera 4 being launched in Spain to the dealers, and at the Frankfurt Motor show to the public.

The new Cayman S pricing for Australia has just been announced at \$148,500.00, and the car goes on sale in Tasmania in the first quarter of 2006.

The Cayman S has a new 3.4 litre boxer engine specially developed for this fabulous sports car. The out put is 217 kW with a 0-100km/h in 5.4 seconds with a top speed of 275 kph.

A new aluminium chassis with wider track (emphasised by the unique 18" wheels) and electronic suspension control sets a new bench mark in the area of handling performance and appearance. Expect another legend.

November sees the return of the V8 Super Cars to Symmons Plains and this year your Porsche Tasmanian dealer will be hosting a marquee and display of the latest model Porsches in the spectator area. Club members will be welcome to join Performance Automobiles staff for a first hand look at the cars and to enjoy a top view of the racing.

Wishing you all safe, and enjoyable motoring.

John Pooley
President

THE OTHER CHAIR SPEAKS

I don't know about you but this year is disappearing very quickly for me. Anyway, there are three months left in the year and we intend to fill it with some terrific club events before Christmas.

With the recent RIP of LRP (Lead replacement petrol) I thought it timely to discuss the fuel needs of older Porsches in order to keep them running nicely. Since the disappearance of LRP it's not a simple matter of "fill her up mate" for pre-catalyst (1986 and earlier) Porsches. There are a few important things to consider.

Up until the demise of leaded petrol and the introduction of LRP our earlier cars enjoyed some of the best fuel available anywhere with the old Super petrol having a nominal octane rating of 98. It contained Tetraethyl lead which provided excellent upper cylinder lubrication for valves and valve seats as well as boosting the octane ratio. This fuel allowed engines with high compression ratios to run very well with excellent durability.

LRP was introduced as the replacement for Super petrol and had a reduced nominal octane rating of 96 which was OK for most vehicles as a replacement. Some high compression and highly tuned engines needed octane booster added to run properly on this fuel.

With the disappearance of LRP we are now left with ULP (standard unleaded petrol) with a nominal octane ratio of 91 (not very good), premium unleaded (PULP) with nominal octane rating of 95 and high octane unleaded with nominal octane ratio of 98 (this fuel has limited availability and as far as I understand isn't available as yet in Tasmania). None of these fuels contain sufficient upper cylinder lubricate to protect valves and seats of many/most pre-catalyst vehicles. The use of these fuels without adding upper cylinder lubricant can cause valve seat recession (premature wear of valve seats).

So where does all this leave the owners of those lovely older Porsches? There are two issues to consider regarding what needs to go into the fuel tanks of pre-catalyst Porsches, octane rating and upper cylinder lubrication.

With the many and varied pre 1986 Porsche models it was looking a bit complicated. I contacted Porsche and was impressed to hear the company has done a fair amount of testing on the older engines to ensure the right advice is available to owners of older cars.

The recommendations are quite simple as it turns out. The factory recommends pre-catalyst cars use **premium unleaded with the addition of a suitable upper cylinder lubricant** (Flashcube or other suitable type). Some higher performance or modified cars may require high octane unleaded or the addition of an octane booster.

Enjoy those Porsches, cheers from the other chair

Rob Sheers
Vice president

PS - Many thanks to Porsches Cars Australia and in particular Warwick Mackenzie for assistance with this article.



A new Porsche on its way to Tasmania

STOP PRESS

As we were about to go to print, Porsche AG announced that it would seek to acquire approximately 20 percent in the stock capital of Volkswagen AG, Wolfsburg. (VAG).

This move is intended to give Porsche voting entitlements on the VAG board.

Porsche points out that VAG is responsible for the supply of parts for approximately 30 per cent of Porsche's sales volume, and that it expects Volkswagen to make a significant contribution to Porsche's long term future plans.

Porsche has recently announced its decision to go ahead with the 4-door Panamera project and has just introduced the new Cayman model.

VAG directly or indirectly also controls Lamborghini, Bugatti and Bentley, as well as Audi, SEAT and Skoda.

The previous Chairman of VAG, Dr Ferdinand Piech, is a member of the Porsche family and a major shareholder in Porsche.

The current Chairman of VAG is Bernd Pischetsrieder, the former Chairman and CEO of BMW AG.

Leon Joubert

GET TO KNOW YOUR COMMITTEE

P.C.T. Secretary Gerard Maguire

Born in 1948 to fine country folk in the motor business. Both parents came from farming families in the North North-West of Tasmania with their parents being fine Irish immigrants from, again, a farming background. With mechanisation becoming increasingly popular in the bush, it was left to someone to volunteer to repair machinery rather than wait for weeks for the expert to arrive from the big smoke. Enter my father, the eldest son of the eldest son and so on. A problem was born. A love of things mechanical far outweighed digging spuds, hand milking 50 cows, fixing fences, and other jobs associated with surviving in the bush. But of course all these things had to be done **as well as** fixing the tractor gearbox. Eventually the grease took over and full time employment in the motor industry began. Running workshops for City Motors and eventually his own Austin/Morris dealership came and went, during which time six little Maguires came along.

Now you may have some idea where my influences were born.

Born in Wynyard, educated in Burnie, somehow my father thought I'd make a great geologist, following an interest of his. Imagine his horror to be told by the local Ford dealer (who unfortunately told my father before I did) that his youngest male child was commencing work at that same dealership "next Monday" as a sales clerk. "Anybody can be a car salesman" were his first and last words to me on his arrival home that night until the next day or so. That was December 1965, with a commencing wage of Four pounds Ten shillings (\$9) a week. It didn't take long to acquire a taste for buying ordinary looking cars and turning them into (so I thought) extraordinary looking "lads" cars. Who would have thought this would lead to something. After all, I wouldn't have thought I was an ambitious type.

1969 saw me wanting to see the world. On my small wage this was restricted to Australia's East Coast up to Brisbane. On the way, a week in Melbourne to take in some VB and see the mighty TIGERS win the Grand Final on a Friday night, getting set for a huge weekend that it (life) started to go what we now call "pear shape". **I met the lovely IRENE.**

We later married, came back to Tasmania, bought our first home for \$6500, had two wonderful daughters, started building and selling our many new homes and eventually put everything on the line in 1979 and bought (with partners) that same Ford dealership that employed me against my fathers wishes back in '65. By 1987 I'd had my fill of partnerships and sold out. Our next big plan fell over before we even started which led us to Hobart with the position of GM at the local Ford dealership. (Did someone suggest I'm really a one eyed Ford person?).

Getting out of the 'rat race' in 1991, saw the commencement of our current business, "Autosearch Tasmania", which has been described as many things, but is essentially a "car brokerage".

My interest in motor sport was sparked around 1955 while witnessing a bunch of guys jumping out of cars outside our house and fossicking around looking for "clues" during what I later discovered was a "Treasure Hunt". Later joining the North West Car Club, my interest in motor sports has never diminished. The handbrake has been applied many times over the last 35 years, and looking back, rightfully so. (I can't believe I said that).

Dirt rallying has been my main love with one of our better results being a win in the "Ampol Rally", a round of the TRC, in 1973 I think, knocking off the legendary Ray Long & Co. There may have been a young J Pooley driving a VW among the also rans in that event. In later years when the girls had grown older, Irene humoured me by navigating us for a few years in various N.W. rallies with a great deal of success and a little fun. Our final fling was running in the Tasmanian round of the ARC in 1986. Boy, were they getting fast. The NWCC will celebrate its 50th Anniversary in Nov '05 with the running of the Tasmanian Hill Climb Championships over two days. The old 911S will be performing if the brownie points tally up sufficiently by then.

I guess we all have stories to tell. One that springs to mind is the "new" Escort stuck in the middle of a river crossing during a rally. The current was pretty swift and in order to stop the car being washed down stream with little to no traction, my current navigator and I had to open the doors to let the river run through. This let her sink a little, get better grip and presto- out we drove. Do they still run rallies like that? Sounds like a good idea for our Xmas event. (just kidding).

I guess "retirement" to an enjoyable club atmosphere like the Porsche Club is a natural progression for old blokes like me. After all we have the opportunity to enjoy a variety of events, competitive or social. Belonging to a car club enables us to join in *other car clubs* events practically every weekend of the year. Something not to be underestimated.

Anyway, by now you will have learned a little of what makes me tick. In the next newsletter I'll be interviewing a most interesting and colourful member.

Looking forward to it.

GM

CRYPTIC TRIAL: TASMAN PENINSULA

This was another excellent, fun event organised by Charles and Claire Button which attracted a strong and diverse field of entries. Even though the weather was not at its best, the drive from Richmond to Taranna once again proved what excellent touring roads we have in Tasmania, even if they are spoilt by assorted Porsches doing “U”-turns, stopping at small signposts, reversing past gate posts, or simply travelling at 15 km/h while the occupants appear to be counting milestones!



With Libby off to London to visit the Queen, President Pooley was left without a navigator and quickly commandeered by Prince Charles to be the start marshal.



The visitor information stall last had such a busy time when the busload of tourists that were meant to go to Triabunna, ended up in Taranna instead!



As ever, Charles was generous with his congratulations to anybody who obtained more than five correct answers out of a possible fifty!

CRYPTIC TRIAL RESULTS:

- | | | |
|----|--|-------|
| 1. | Philip and Sylvia Petersen | 11/15 |
| 2. | John and Jane MacKinnon
Bill and Iris McGowan
John and Sue Davis | 10/15 |

There were 15 entries

Answers To The Porsche History Questions:

Q: What number was written on the rear of the Successor to the 1988 Carrera Porsche?

4 - Most people think the 964 Carrera 2 was released first. Not true.

Q: In what year was the 250 000th Porsche produced?

1977 - Charles points out that there were 76 000 type 356's.

Q: When was the first Porsche 944 produced?

1981- Charles admits that this is a "trick" question. (What else would we expect from him – Ed.). The first 944's were produced from August 1981 though the VIN numbers were prefixed "C", which would appear to indicate 1982.

Editor's Footnote:

The August production date for the 944 was probably deliberately planned to tie in with (preferably) a public launch at the Frankfurt IAA or (alternatively) the Mondial d'Paris. The two shows alternate, and are always held in late September.

Expect to see something similar with the Cayman S this year. The newly launched cars sometimes do not appear in showrooms until early the following year.

PORSCHE CLUB OF TASMANIA LOST WEEKEND

3rd September 2005

Just had a busy week, jobs finished prior to getting away, weather great, bags in the front and back of the Boxster, Baa the Porsche mascot dropped off for his holiday and we are away for a much needed lost week-end at Diamond Island Resort Bicheno.

What happened to ED 0911 the trusty Speedster, (Hee Hee) by name, I hear you ask? Well John Pooley had been due to come, and offered me the opportunity to try the Boxster out and let any one else have a ride if they wanted to while we were away for the weekend. What a great car, an absolute pleasure to drive, it went very well, very different than Hee Hee being a mid-engined car, and if you have not driven a Boxster I urge you to have a test drive. It is a very well thought out car and truly a Porsche, there is no doubt about that, it goes very well!

Having really enjoyed the drive up from Hobart, we arrived at Diamond Island Resort to find we were the last there, with nine other Porsche's and seventeen club members, obviously relaxed and obviously winding down very quickly. I apologised for John and Libby's absence and we all send our best regards to his mum who has not been well.

I suggested that we might have a quiz after dinner, whilst nothing was said the look on sixteen faces was enough to advise me that idea was going nowhere in a hurry. It was quickly agreed that the order of business was relax, eat and enjoy, and that is exactly what everyone did.

The accommodation in twenty-eight new units was first class, they had been built to provide fantastic views of the coast and surrounding area. What did people do, they walked the beach, read, sat in the sun and talked. Sylvia and I went up to St Helens to check out ultra-lights and the Boxster. Everyone met back in the lounge for drinks before dinner about six thirty.

All the meals were great and the dinner went into the night with stories, tales and conversations on all sorts of things, not just Porsche's although they got a fair airing, all helped by good food, good service, good company and good wine.

Just like the Porsche club members present, an interesting selection of cars was present with a wide cross section of the Porsche range. Not sure what the other guests thought but Diamond Island is ideal for a weekend away, being a reasonable distance from major centres and having parking and great facilities.

After a leisurely breakfast with the sun streaming in, people slowly started to gather themselves up for another walk on the beach before their return home.

Michael and Cathy Parker stayed on an extra day, which would have been hard to take.

There was a consensus that the weekend was a great success and we made a tentative booking for next year. If you have any thoughts let's hear from you, but for me it was a great weekend away better than I had hoped for.

Thank you John for booking the venue, thank you to all present for making it so enjoyable, wonderful to do so little and have such a great time with the Porsche Club of Tasmania.

Philip Petersen

FLAT CHAT BACKCHAT

QUESTIONS AND ANSWERS WITH DAVID COWLES

1. Q. What was the first car you ever owned?
A. Early model Vauxhall convertible vintage 1940's
2. Q. What are your present cars?
A. Porsche 964 C4, Jaguar XJ 40, Clubman Special, Elfin 600, and JMW. (Ex Dick Crawford)
3. Q. What is the best car you ever owned?
A. The 964 C4 Porsche.
4. Q. What car do you regret selling?
A. None, really, because if I was going to regret it, I wouldn't have sold it .However, I do often think about the 2 Austin Healeys that I owned at one stage.
5. Q. You have just won Lotto, what car would you buy?
A. A 997 Porsche C4.
6. Q. What is your earliest memory of a Porsche?
A. I was not very impressed; I thought they were funny looking cars.
7. Q. When did you buy your first Porsche?
A. The 964 C4 in 2004.
8. Q. What do you like most about your Porsche?
A. It looks and does everything a Porsche is supposed to do.
9. Q. What is your favourite Porsche road, or route?
A. Tasmania's east coast from St. Helens, south
10. Q. When and how did you get into motor sport?
A. From memory, it was in the early '60's in an Austin Healey at a local hill climb.
11. Q. What was your first memory of motor sport?
A. When I was about 3 years old, my father took me to Valleyfield., sat me in Don Gorrings Ford Special.
12. Q. What was your best result?
A. I won every hill climb I competed in the Elfin 600.
13. Q. What was the worst result?
A. Nothing, really, except the occasional bent panel.

14. Q. What is your favourite event?
 A. I thoroughly enjoyed watching the historic event at Philip Island several years ago, with a group of mates



Now who would have thought of this?

From Your European Correspondent

SAFETY FIRST!

In a previous article I've described a few interesting features of Austrian highways, but a recent experience has broadened my appreciation of Austrian drivers. Last weekend our destination was Cesky Krumlov in the Czech Republic, a truly charming medieval town squeezed between two serpentine bends of the Vltava River. It's about three hours distant from Vienna, two on the autobahn to Linz, and one north across the border on secondary roads. A lovely drive through maize and sunflower fields, pine forest and finally the river valley.

The Austrian drivers kept up a good pace on the autobahn, despite not being given unlimited speed opportunities found in Germany just next door. 140 to 160 kph was common among the Audis, BMW's, Mercedes, occasional Porsches (not that many sighted) and a Ford Escort (yes really, it breezed by me with the best of them!). This may seem a bit above the posted limit of 130, but I thought it best not to stand out by going too slowly (ahem!).

After a wonderful weekend spend exploring the remarkably well preserved town, castle and towers decorated with "sgrafitti" (Czech for beautiful patterns incised and painted on the buildings, definitely NOT applied with a spray can), topped off with a relaxing canoe trip down the river with some gentle rapids

and spectacular scenery, we headed for Vienna. An hour or so later, we were back on the autobahn and at the speeds noted above, calculated that we'd be home in time to catch the televised final of the US Open tennis in New York.



Andrew on the Vltava.

Mother Nature had other ideas, however. After half an hour the sky turned an ominously sombre grey, with great rumbles of thunder and stabbing shards of lightning. Traffic still barrelled along as if it were a clear summer evening, but then large spots of rain started to fall, the lightning became closer, brighter and more frequent, and thunder boomed overhead. As the leading edge of the front swept across the autobahn, and rain suddenly pelted down in sheets, a remarkable thing happened - drivers slowed down in unison. No-one waited for it to get impossible, or braked suddenly or slithered about like I've seen on British Motorways. No, like a school of well coordinated telepathic tuna, they spaced themselves out, slowed down to 100, then 70, then 30 as the rain grew heavier and, driven by a fierce wind, flung itself at the cars.

Our wipers worked overtime and we concentrated solidly for half an hour, feeling remarkably comfortable with a decent gap to the cars in front and behind. The experienced (or maybe well trained) Austrians didn't swap lanes or make any sudden moves, and some whose wipers or windscreen defogging were perhaps marginal promptly did the sensible thing - turned on their hazard lights and eased onto the shoulder, stopping to wait out the storm. Absolutely no drama - just impressive, sensible driving!

Without knowing the extent of the storm, our thoughts of catching the tennis final were evaporating, but almost as suddenly as the front appeared, we popped out the other side into clear weather, and although night had fallen, we found our position once more in the cooperative school of fast "fish" and sped home the last hour, untroubled by rain, hail or torrents. If Austrians

handle snowy conditions with the same sense of calm and caution, I think I'm going to enjoy our first ski season!

I've enclosed a photo of the first part of our watery weekend - a vehicle specially designed for wet conditions on the boat-bahn.

Auf wiedersehen!

Andrew Forbes

UPDATE FROM MICHAEL DRAEGER IN HONG KONG.

Hi to all

I've had a couple of interesting outings in the last two weeks. I discovered that the various car and bike clubs make a very early Sunday morning run (read race) to a cafe at the end of short but nice meandering road in the new territories. So Saturday afternoon, I braced myself with a six pack and protective gloves and washed the cheese grater in preparation for the early start. I managed to get underway about 7.00 the next morning and in the 20 or so minute drive to the destination didn't see a single car of interest.

When I arrived though, there was a sea of exotics to cruise through. I never thought you could be embarrassed to drive a 10 year old Ferrari. But I was. I idled past 2 F50s and an Enzo then several assorted F360s, F430s, and 456GT's. Ten or so GT3/RS and a dozen turbos later I came across the holly grail. A silver Carrera GT. I slid out of sight, parked and walked back. This is when I realized I didn't bring my blasted camera! The GT is a piece of work. Photos can not do it justice but I vowed to try next Sunday.



One blemish on the GT is the narrow centre console. It contains a vertical row of knobs. It looks like it belongs on the back of a sixties toy robot. The finish was already worn off and scratched.

An unfamiliar noise pulled my attention away from the Porsche. It was the shriek of a supercharged V-Tec engined Atom Arrow. For those who don't know, and I didn't, it's a naked space frame F1 styled race car weighing in at 480kg shoved by 300hp. It will leave a McLaren or Carrera GT owner in tears up to 160kph and tops out around 230-240. It's staggering to see this "thing" being driven on a public road. Its departure was truly neck snapping.

(It was also designed by Gordon Murray, the designer of the McLaren F1 – Ed.)



I slumped into a chair at the cafe and had a surprisingly good egg and bacon sandwich and foul coffee. I also determined to make an earlier start next Sunday. AND BRING A CAMERA. So, the following Sunday armed with a camera and clean car (Hmm, washed twice in one week. Those who know me would be amazed.) I head out as the sun is rising.

Driving through an industrial estate I'm passed by GT3 and a wild Elise. They drag race at every set of lights but I stick to the limit and catch them up at every set. At the last set before the country side starts I figured I should see how the 348 stacks up. The Elise grabbed 10 meters on me in 1st. but in 2nd. I hauled past.

Not by much though, that thing was well lent on. The GT3 pulled away but not by a great margin. By the time I'd hit the limiter in 3rd. it had pulled maybe 20 meters. I backed off, it was still a 50kph zone, the Elise flew by and they both disappeared. A few more km's into the countryside I was stopped by a road works traffic light. As I waited a Carrera GT pulled up behind me



The light went green, I eased out and nearly had the front of the grater removed by the GT. He wasn't waiting for anybody. I thought, what the hell, now I get to see my dream car in action over the best twisty bits on the trip. It was hard work keeping up but I guess it's easier to chase than be chased.



It looked fantastic on the road, larger and more imposing than when parked. I couldn't hear it, just the scream of the V8 behind (which 0model Carrera GT was this – Ed.?) as the roof was off. I had noted the week before that they sound just like a big V6 2 stroke outboard, and both drivers seemed to struggle with their clutches.



When we arrived the GT did a U-turn in the car park and left. Still no photos. Maybe he just didn't want to talk to the guy in the 10 year old Ferrari and bad shirt who hassled him over the hill. Or maybe it was just too much fun to stop.



Bad Car, Bad Shirt. Cheers to all

Mike

ARGUABLY THE MOST SENSIBLE PORSCHE OF ALL TIME

By Leon Joubert

Many a Porsche...

I have driven representative examples of (I think) almost every mainstream Porsche ever made. They were just another brand of car amongst the estimated 1 000-plus cars which passed through my privileged hands during a 30-year career as a motoring journalist.

That said, Porsches always positioned themselves at the upper end of the "interest" scale. They are after all very well engineered cars of above average performance and quality.

Some models left a longer lasting impression than others.

The 944 Turbo transformed the 924/944 range and I fondly remember it as a car with superb balance and handling. To this day I envy a friend who purchased a spare 944 Turbo Cup car which was never raced, and as far as I know it is still sitting under a dust sheet in his garage in Johannesburg.

The 928S also impressed me as a marvellous and underestimated GT (gran turismo) car which was surprisingly nimble around the old Hockenheim circuit, yet delivered exceptional touring comfort around Bavaria, Austria and northern Italy.

Memories of the 911.

My memories of the 912/911 series, from the earliest 2.0 litre and 2.4 litre models, through the Turbo (or 930 as I knew it) and even some way-out "Ruf" modified cars, don't include a particular stand-out example.

I've always liked and respected the 911 for its build quality and performance but I never owned one, and was never particularly fond of its chassis layout. By the time the Boxster came along I had lost my enthusiasm for drop tops which had terminated with - of all things- a Mercedes 450SL Automatic!

Yet some quarter of a century later I suddenly found the 996 Cabriolet a very appealing car? To be more specific: I think it may just be the most sensible and enjoyable 911 model that Porsche has ever made!

The 996 was the first water cooled 911 and brought the model range into the new millennium with engines that can meet emission demands. It reportedly upset many enthusiasts who bemoaned the passing of the old air cooled engines, but that no longer seems to be much of an issue today.

The 996 is longer and wider than its 993 predecessor, and therefore also more spacious inside. It did away with the “coke-bottle” shape which had become associated with the 911 and is arguably the “cleanest” 911 design since the first of the series. Were it not for its fried egg headlights I would score it 10:10 for aesthetics.



With 300 bhp (plus or minus) from 3,4 litres, the 996 was never going to be a “wannabe” sports car. Kick it in the ribs and it will take off like a scalded cat and it won’t run out of breath until it has reached the wrong side of 270 km/h.

The problem is that there aren’t too many roads outside the Munchen-Garmisch Partenkirchen autobahn where you can drive at 270 km/h. Since the Wall came down, sundry “Osties” have begun wandering onto the autobahnen in cars from the former Eastern Block and driving fast in Germany has also become a very risky business, and top speeds a bit academic.

Porsche realised a long time ago (even before the arrival of the “Osties”) that many of their customers were quite satisfied to know that their cars were very fast, but had little intention of ever driving them that way. Hence the fact that Tiptronic has been a Porsche option for many years.

Tiptronic and gun slits..

The fingertip operated, clutch less transmission has been refined to the extent that you have to be a very slick operator to beat it with a manual gear stick. With the added ability to indulge in left foot braking, a Tiptronic Porsche can be a lot of fun around the twisty bits as well.

The real bonus comes along when you enter the urban environs with your 300 bhp sports car and can leave the transmission to do most of the stop-start work while you relax with the excellent (Porsche by Becker?) sound system.

It has been a valid criticism of the 911 (especially older models) that it feels as if you are looking out at the world through gun slits, rather than proper windows. People with claustrophobia therefore preferred their Porsches topless.

Porsche responded to this demand (in part) with the 911 Targa but the solid roof panel still requires some PT to fit and remove. The more modern Convertible will drop its top or cover itself at the simple push of a button, which is more like it for an expensive car. But from memory I have never liked damp roofs in winter.

I drove a late model 996 Cabriolet on one of Charles Button's excellent Cryptic trials and came to the firm conclusion that this must surely be the most sensible Porsche ever made. I think it meets every reasonable and unreasonable demand you can expect from a Porsche.

The 996 styling is exquisite. It is clean, efficient, simple and a good example of: "If it looks right, it will work right".

The 996 is reasonably spacious. Believe it or not, a medium-sized adult can actually sit in those peculiar little rear seats – if not for very long. It may not be a four seater, but it is not a two-plus-toothpaste either.

When to wear a hat.

In Australia and the USA you may fall off the end of the world, or be incarcerated for life if you drive too fast. Tiptronic and cruise control is therefore almost a necessity. Whenever you get an unexpected attack of adrenaline just take a deep breath and two aspirin, sit back, and let the Tiptronic and cruise control take over.

A soft top is an essential requirement. You cannot cruise The Esplanade nor wear an artist's beret or a grungy beanie in a closed car. Porsches Coupes are strictly for older people, and you will always look silly wearing a hat in one. (Unless the Porsche has big wings, very wide tyres, and the hat is made by Bell).

However: In mid-winter it is very nice to have a solid steel roof which hangs in a sling from the rafters in the garage, and can easily be fixed in place of the soft top. A 996 with a removable hard top also looks quite different from the coupe models – and provides a valuable element of distinction at Club outings.

By alternating between convertible and hard top modes, acquaintances that are not familiar with Porsches (and even some who claim they are!) can easily be fooled into believing that you actually own *two* Porsches. Especially if you remember to swap the registration plates with those of your Holden ute!

Unbeatable value.

The test car I drove had not even done 30 000km and was absolutely immaculate, yet it was for sale for less than the price of a new Cayman S?

My logic tells me that a 996 Cabriolet on offer at this sort of mileage and price must surely be the ultimate combination in abilities and value for money that you can get from a Porsche.

If you don't agree, write to me in our next issue!



Ends

EVENT UPDATE

SUNDAY October 16th

Shannons Automotive Expo
Charles Hand Park, Rosny. (Next to Kangaroo Bay Oval).
10h00-15h00.
Contact Rodney Belbin at Shannons if you would like to display your car.

SUNDAY October 23rd

Motorkhana – Powranna Dragway
See details elsewhere

TUESDAY November 15th

“Navigation for Dummies”
7.30 p.m. Shannon’s Club Rooms, Argyle Street

Come along and get all the drum from top gun navigator Gerard Maguire on how to make the BBQ on time at the forthcoming Christmas Rally.

NOVEMBER

Product night and BBQ.
This promises to be a very special gathering with some surprises.
Details of the exact date and venue will be circulated later.

SATURDAY December 3rd

Shannons Annual Motor Sport Dinner.
Hotel Grand Chancellor.
19h00 Pre-dinner drinks in the foyer.
Jacket and tie or club shirt (with collar).
\$60.00 per person. Contact Rodney Belbin at Shannons.

SUNDAY December 11th

Christmas Rally and BBQ.
Starting from Launceston and Hobart and finishing at a special location.
Details will be circulated later.

MOTORKHANA - POWRANNA DRAGWAY
 (Turn off Midlands Highway just south of Symmons Plains Circuit)

Sunday 23rd October 2005

Start Time:	Scrutineering	9.30 a.m.
	Event Proper	10.30 a.m.
Anticipated Finish:		4.00 p.m.

Vehicle Requirement:

Basic road safety check – no special equipment required.

Licence:

A choice of CAMS Licences is available on the day for

Those who do not have one already:

Full season licence for non-speed events

– i.e.

Motorkhanas, etc. (L2NS) - \$46.00

Full season licence that covers speed events

– club days, hill climbs, etc. (L2S) - \$85.00.

Entry Fee:

\$40.00 per driver. Entry Forms and Supplementary Regulations will be available on the day.

The dragway area is approximately 16m wide and 500m long, with a good sealed surface. Some very interesting tests have been planned for the day.

Motorkhana events are designed to test the manoeuvrability of the vehicle and the skill and judgement of the driver.

If you don't wish to compete, please come along and help on the day.

It is suggested that members bring lunch and refreshments as the nearest shop is at Perth.

We are running this event in conjunction with Club Motori Italia.

Entries are limited to 30. So to secure a definite start, please phone:

Charles Button (03)6225 3981
0418 126 450
button@primus.com.au

CLUBMAN POINTS

South:	Keith Ridgers	91
	Yogi Burghart	70
	Philip Petersen	67
	Gerard Maguire	59
	James Mundy	52
	Rob Sheers	52
	John Pooley	50
	Charles Button	39
	David Cowles	34
	Greg Wilson	32
	Bill McGowan	32
	Stewart Harper	32
	Peit Blokker	32
Rob Barrow	32	
North:	Chris Berry	60
	Neill Daly	55
	John McKinnon	45
	Bruce Allison	42
	Michael Parker	40
	Kerry Burke	21
	Jock McLean	19
	John Batten	17
	Stephen Caswell	17
	Philip Leith	15
	Tony Oliver	15
Jack Bock	15	

As at 19th September 2005

PLEASE NOTE:

Your Committee has upgraded the system for awarding Clubman of the Year points. The points tally in this month's edition of Flat Chat have been calculated using the new criteria as follows:

Organising and running an event (maximum of 20 points per event)	20 points
Entering and participating in an event	15 points
Contributing an article to Flat Chat	15 points
Correctly answering a Flat Chat question	10 points
Assisting in running an event	10 points
Attending monthly meeting at Clubroom	2 points
Contributing an item to Pit Torque	2 points

PIT TORQUE

The Pit Torque question for this edition is as follows:

**WHAT WAS THE SMALLEST CAPACITY RACING MOTOR THAT
PORSCHE EVER PRODUCED?**

and **WHAT WAS THE EXACT CAPACITY?**

Answers may be emailed or phoned to: James Mundy -0438 231 048 or
James.Mundy@futuremedium.com.au.

Remember 10 Clubman of the Year points will be awarded for the first correct answer for email recipients of the Newsletter and 10 points will be awarded to the hardcopy recipients of the Newsletter.

The answer to last month's question in Flat Chat, (which was: When was the first 911 first introduced to the public?) was: The Frankfurt Auto Show in September 1963 and the exact engine capacity was 1991 cc

Unfortunately due to a problem with the distribution of Flat Chat, no Clubman of the Year points were awarded.

Welcome to new member Darran Horrobin. Darran hails from Melbourne but will be shortly residing in Hobart. He has a 968 CS and a '71 911 T
Welcome Darran.

Our esteemed Secretary, "Gerardus" Maguire and his wife Irene have recently become grandparents. Congratulations Gerard and Irene.

FOR SALE

2005 PORSCHE BOXSTER

176 Kw 2.7 Litre
6-Speed Manual
Porsche Active Suspension Management
Heated sports seats
Exclusive audio system
Carrera GT Metallic Silver

Drive Away.....\$139,900

Performance Automobiles: Darren Adams - (03) 6222 1607/ 0433 767 220



2005 PORSCHE CAYENNE S

250 kW V8
410 Nm Torque
Tiptronic Transmission
Very low kms
Jarama Metallic
Havana Leather

Drive AwayExceptional Value\$144,900

Performance Automobiles: Darren Adams - (03) 6222 1607/ 0433 767 220



Porsche Club Tasmania
Flat Chat – October 2005

2005 PORSCHE CARRERA 3.6L

239 kW
370 Nm
6-Speed Manual
Basalt Black Metallic
Black Leather

Drive Away\$207,900
Performance Automobiles: Darren Adams - (03) 6222 1607/ 0433 767 220



PORSCHE 911 (996) CABRIOLET

Only 28 000km
3.4 litre 225 kW
Tiptronic
Electric soft top
Windbreak
Removable steel hard top
Full leather trim
Seal Gray Metallic
Full Porsche service history

Drive Away.....\$145,000
Performance Automobiles: Darren Adams - (03) 6222 1607/ 0433 767 220



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