



Porsche Club

Tasmania



FLAT CHAT

JANUARY 2006



FLAT CHAT

Quarterly Newsletter of the Porsche Club of Tasmania

JANUARY-MARCH 2006

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FLAT CHAT

Monthly Newsletter Of The Porsche Club Tasmania. A CAMS affiliated club.

Opinions expressed in this Newsletter do not necessarily represent the opinions of the Editor, Chairman and Committee members of the Porsche Club Tasmania, or Dr.Ing. h.c.f. Porsche AG or any of its authorised representatives.

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

JANUARY 2006 EDITORIAL

Elsewhere in this issue you can read some thoughts on whether Porsche may make a return to Formula 1 motor racing.

The annual budget required to run a Formula 1 team will bankrupt a couple of nations that I can think of (not least of which would be my former homeland!). Thus it is sensible to suggest that F1 participation may be too expensive for a small company like Porsche.

But size isn't everything and, as we have very recently seen, Porsche can punch well above its weight. Just as the 911 Turbo can humble much larger and more powerful 'super cars' on the road, so its manufacturer can exercise economic muscle beyond what its size may lead one to expect.

Porsche's new model introductions, announcements of major new model expansions and its acquisition of a major equity stake in the Volkswagen group, all during 2005, stand in stark contrast with the grim results of giant conglomerates like Ford and General Motors during the same year.

Porsche is not only fit and well, it is also very strong.

The knowledge that every Porsche on the road is backed by a manufacturer that excels in all aspects of its business – not just motor engineering – should be a source of great pride and comfort to every Porsche owner and enthusiast.

Porsche can afford extensive and leading edge product research and development – which translates directly into the quality of its end products.

Porsche can afford to maintain quality service and parts support for all its products (even very old models) – which translates into exceptional retained values for the brand.

Porsche can afford to guard its franchise rights jealously, and set high demands for its franchise holders – which translates into exemplary after sales service for its customers.

When you own a Porsche you've paid for much more than a badge. You've gained access to a very admirable company which may just conceivably be the best at its business in the world.

Leon Joubert

THE CHAIR SQUEEKS

Presidents Report

The final quarter of 2005 has been dominated by Porsche activity in my life and for that I am very grateful. Early in October I was invited to join the Australian Porsche Dealer group to travel to Majorca in the Mediterranean to take part in the world dealer launches of the 997 Carrera 4 and 4S and on the island of Ibiza the launch of the Cayman S, more about that in the newsletter.

Our club welcomed the 356 Club of Australia on December 3rd to a Cocktail party in their honour. This will have been the first time our club has had an opportunity like this since its inception, and I hope we can do so again each time other Porsche Clubs visit our island state. Many wonderful people and their cars are bound to arouse the Porsche spirit in everyone's hearts at unique events such as this.

I would like to wish all members and friends of our young growing Porsche Club a wonderful Christmas and safe enjoyable motoring.

John Pooley

President

THE OTHER CHAIR SPEAKS

As I write this we (the Committee) are in the advanced stages of planning for the final club events for this year. By the time you read this hopefully you will have enjoyed a terrific cocktail party to celebrate the "356 Club Down under Oz tour" and the Christmas Rally and BBQ.

Remember the events survey that we sent out a couple of months ago? Well we received nine returns and after sorting through things this is what was revealed. The figures given are a rating out of a possible high of 45.

Motor sport	Driver training	Drive days	Concours	Social events	Dyno days
40	27	35	33	32	20

Regarding event types it looks like motor sport comes out on top followed by drive days, concours car showings, social events, driver training and dyno days.

Day events	Night events	Weekend events	Week day
38	25	36	10

Preference for when events are held clearly showed weekend day time events as being the most preferred followed by weekend night time events. As expected, weekday events rated poorly.

So there we have it. It would have been nice to get a few more survey returns back but on a positive side I guess no replies can be taken as members being generally happy with the events being organised.

As always we encourage feed back at any time. If you have any comment regarding events etc please contact any member of your committee.

Wishing you and your families a Happy and enjoyable Christmas and may the New Year fulfil those dreams.

Enjoy those Porsches!

Rob Sheers
Vice President

GET TO KNOW YOUR COMMITTEE

Past Treasurer /Committee Member :PHILIP PETERSEN

Born in England during the war to a Danish father and English mother, Philip was bought up in Buxton, Derbyshire, well away from harm and those dreadful German bombs. Philips' father was in the meat business, importing canned meat from the family pork factory in Denmark. Moving back to Manchester after the war, the family settled in Southport, a small place between Liverpool and Preston.

From the age of eight, Philip was packed off to Public Boarding School. During this time (with the family living next to an airfield) he started to form a love of aircraft and transport, an interest still maintained to this day. At the time there were always lots of new model cars being released ready to turn the head of young enthusiasts. A friends' father was a "Vanguard" salesman and a vivid memory is the special model released for the Ryder Cup being played at Royal Birkdale, complete with cocktail cabinet and wood grain dash. Favourite cars at the time were a 3 litre Short Chassis Red Label Bentley (selling new for 25 pounds) and the lovely SS Jaguar (selling for 15 pounds).

During school holidays Phil poured petrol at the local "garidge" and learned to ride his first machine- a "Parachute Corgi Mk IV" motorcycle. Many bikes followed including a BSA Shooting Star, which later got wrapped around a very expensive lamppost. This event dulled Philips interest in motorcycles to some degree. An interest in motor sport was born when a friends' father (a local policeman) took them to the saloon car racing at Aintree. This form of racing was accessible to the general public whereas "Formula One" was somewhat distant. As TV wasn't around, exposure to F1 was limited mainly to the Cinema newsreels. Philip recalls, by the way, that certain police stations had MGA's as patrol cars (in order to catch those speeding Ford Anglia's no doubt).

First car was a 1932 J2 MG complete with a 900cc upright dynamo driving a SOHC 4cylinder motor. After blowing this up, a Series II Morris 8 followed, and then a two seater Triumph Herald Coupe, with twin carbs and disc brakes. What a car.

Then came the Army. A huge array of vehicles followed including an Austin, Morris, Prefect and a Skoda Octavia with 18 inch wheels in order to smooth out the HUGE pot holes in most of the Libyan roads, while serving in that country. During this time Philip was appointed Chief driving instructor and tester.

Many postings came and went including Malta, Gibraltar, Aden, Bahrain and finally Singapore. It was during these postings that Philips first motor sport competition took place. Rallying in Land Rovers (not Discovery's) was the order of the day and most memorable. While in Singapore the Petersens owned the odd Healey 100/4, a Standard 10 and a famous '27 Buick Light Six previously used in a Steve McQueen movie, set in Hong Kong.

It was now 1969, the Petersens, now married three years, decided to throw in the Army and buy a fare to Australia. Melbourne was the town and "Jetaway" was the company. (Division of IPEC freight). Various moves around the country and two children later saw a move to Tasmania with IPEC in 1971. Now with the State Govt, with a son in aviation and a daughter in Kingston, the Petersens seemed to be well settled into the apartment at Salamanca's Quarry with "Baa" the dog.

Present day sees Phil learning to fly for the second time; taking a keen interest in rugby, keeping fit at the local gym and driving anything he can get his hands on (which surprisingly can include trains, hovercrafts and boats). The present Porsche (black '94 model 911 Speedster) was bought new and is one of eight in the country. It's still a dream to drive with no replacement planned.

Still considered the best event attended was the 50th Anniversary celebrations in Melbourne (1998), including the opening of the new Porsche Cars Australia headquarters where champagne flowed like there was no tomorrow and where our own V.P, Rob, really let his hair down (which one you might ask). But that's another story.

POWRANNA MOTORKHANA: **23 OCTOBER 2005**

On Sunday 23rd of October PCT teamed up with Club Motori Italia (CMI) for a Motorkhana at the Powranna Drag way. The weather on the Saturday before was terrible and Sunday wasn't looking very promising but a call to the Weather Bureau enabled the organisers to sleep better on Saturday night.

As is turned out Sunday was a lovely warm and mostly cloudless day. Instead of umbrellas sun screen was the order of the day.



Charles Button enjoying the nice weather in his classy Carrera Cabriolet



Keith Ridgers had his 993 wound up

Seven Porsche Club Tas members turned up on the day. David Hannan from the north and six other keen members from the south of the island.



David Hannan in his lovely 356C

There was a nice variety of Porsches from our club. David Hannan turned up with his beautiful (and lively) little 356C, Bill McGowan in his impressive 928, Keith Ridgers in his smooth 993, Yogi Burghart in his recently refurbished 911 (it's now white), James Mundy in his wild looking 911, Charles Button in his lovely cabriolet and Rob Sheers in his 911SC.



Yogi Burghart in his 911

CMI reinforced the numbers with nine to eleven entries depending on how the numbers are interpreted. As a couple of the CMI cars were shared between two drivers



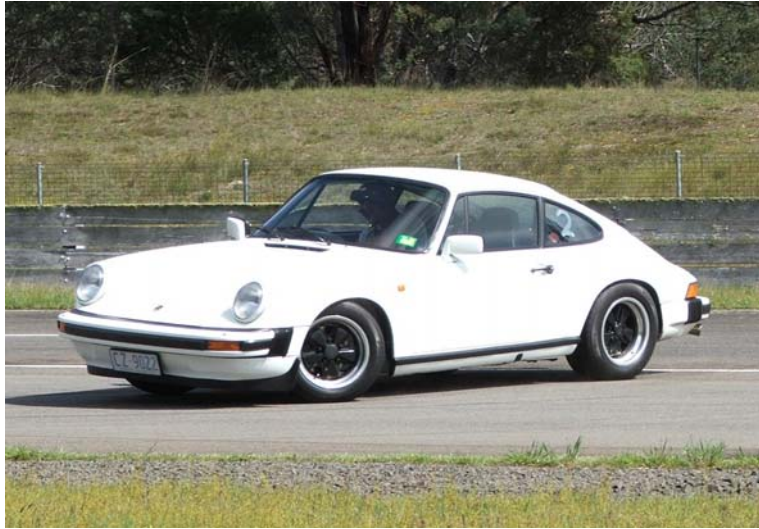
Bill McGowan in his 928

The “other mob” (CMI) had a good selection of not only Italian cars. Alfa’s, Fiats, a Mercedes (!!), a turbo Nissan (which was a bit hard on the witch’s hats!) and a very rapid early Evo Lancer.



James Mundy in his 911

The dragway is a good venue for motorkhana’s. The well surfaced, long and reasonably wide layout allowed for some excellent motorkhana layouts. OK, excellent except for the layout with *the two 360’s* (we won’t use this one next time). The dragway is also car friendly which is a real bonus.



Rob Sheers in his 911SC

The action was fast and furious and everyone enjoyed the day. The competition between the PCT members was keen and the following club members did well and also took home some nice trophies and prizes:

Outright awards for PCT participants:

1 ST	Rob Sheers	36.5 Points
2 ND	Yogi Burghart	24.0 Points
3 RD	Bill McGowan	21.0 Points

Half day award - Charles Button

Encouragement award – James Mundy

Concours award – David Hannan

Although the “main” competition was between the entries of each club there was a subtle but sure inter club rivalry. Unfortunately the “other mob” won the day and not even with an Italian car (we should protest!!). The fastest overall was Shane Wells in his rapid Mitsubishi Evo beating the next quickest Rob Sheers in his 911SC.

The CMI club members enjoyed the day so much that Tristan Roberts (CMI President) proposed a three event series of which this event at Powranna would be the first event. The intention is to run the next event in the series early next year in the South. We will keep you posted on developments.

Result details for PCT participants:

EVENT 1:

1 ST - Rob Sheers	45.7 Sec
2 ND - Bill McGowan	47.0 Sec
3 RD - Charles Button	47.3 Sec

EVENT 2:

1 ST (equal) - Charles Button & Rob Sheers	34.9 Sec
3 RD - Bill McGowan	35.8 Sec

EVENT 3:

1 ST - Yogi Burghart	30.8 Sec
2 ND - Keith Ridgers	31.2 Sec
3 RD - Rob Sheers	31.6 Sec

EVENT 4:

1 ST - Rob Sheers	57.0 Sec
2 ND - Yogi Burghart	59.1 Sec
3 RD - James Mundy	61.7 Sec.

EVENT 5:

1 ST - Bill McGowan	37.0 Sec
2 ND - Yogi Burghart	37.2 Sec
3 RD - Rob Sheers	37.3 Sec

WHY WE MAY SEE A NEW FORMULA 1 **PORSCHE**

Leon Joubert Speculates ...

Porsche has been in Formula 1

Most Porsche enthusiasts will know about the marque's involvement in the 1960's with the likes of Stirling Moss and the 1,5 litre cars, the much later (and extremely successful) TAG-Porsche engines that were used by McLaren in the 1980's, and the (best forgotten) Porsche V12 engines used by the Footworks-Arrows team in the 90's.

But that was all a long time ago, and during times when motor manufacturers had little direct involvement in Formula 1.



Fast forward to the year 2006 and Formula 1 encompasses the following motor manufacturers that, for all practical purposes, own and operate their own Formula 1 racing teams:

Toyota Motor Corporation

Honda

BMW

Renault

Mercedes-Benz

FIAT (Who still rides happily on Ferrari's coat tails – though they don't have control).

The motor manufacturers have such a strong involvement that they are even threatening to set up their own "Formula 1" championship.

Porsche is a small player in the global motor industry. It only builds 90 000 cars a year, which is less than one tenth of the production of the smallest manufacturer that owns a Formula 1 team, BMW.

But consider the following points recently raised by a motoring journalist: Porsche has sales of about \$7,7bn a year, and Volkswagen has sales of about \$120bn a year. Porsche makes \$293m profit, and Volkswagen makes \$923m profit. Therefore Volkswagen builds 55 times as many cars as Porsche, but only makes 3 times the profit.

It helps to explain how Porsche could whip out its cheque book and buy 20 percent of Volkswagen – just “to keep an eye on one of its major component suppliers”.

There is probably more to it than that.

Dr Ferdinand Piech, Chairman of Volkswagen, is also a grandson of Ferdinand Porsche.

Dr.Piech, incidentally, is not just an “anointed” Chairman. In case you did not know, he is a brilliant automotive engineer (credited with – amongst many other designs – the Porsche 917) who left Porsche to take up an engineering position with Audi. He virtually rewrote Audi’s product planning (and became CEO of Audi) before moving on to Volkswagen, where he was CEO until handing over to Bernd Pischetsrieder, and assuming the group Chairmanship.

Porsche family members still own three quarters of Porsche AG even though the company went public in 1972. They therefore control the company.

Porsche were of course also responsible for the design of the original Volkswagen “Beetle”, and over and above its own car business, it also earned royalties on every one of the 21,5 million Beetles built. They also have the Volkswagen dealership concession for Austria, and dabble in a few other bits like real estate holdings, and lifestyle goods.



The State of Lower Saxony (which used to be the single biggest shareholder in Volkswagen) has recently been instructed by the EU that it must sell its shareholding, so Porsche could soon be offered another 20% of Volkswagen and easily become the controlling shareholder while its gifted grandson is the Chairman of the Board.

In fact, Porsche may *have* to buy all or some of the Lower Saxony shareholding if it wants to maintain a strong influence on the Volkswagen board.

If that happens, Porsche will have gone from being a “small”, profitable family company to a global motor manufacturing colossus – almost overnight.

Consider this:

If Porsche controls Volkswagen, it also controls Audi, SEAT, Skoda, Bentley, Lamborghini, and Bugatti – and of course Porsche.

Which, finally, brings me to Formula 1.

Can you imagine a company with the motor sport history of Porsche, which (we hypothesize) also controls Bugatti, Bentley and Lamborghini, sitting on the sidelines and watching fellow German automakers BMW and Mercedes-Benz flaunt their brand names and technology to an estimated 3-billion annual Formula 1 viewers while doing nothing about it?

Or watch quietly while the French (of all people!) and their little Renault cars walk away with the most highly acclaimed prize in global motor sport?

If you want to see Porsche back in Formula 1, there could also be another way of doing it: Have Norbert Haug and Dr. Mario Theissen send Dr. Piech photos of their McLaren-Mercedes and BMW-Sauber F1 cars with a note that says: “Nyah! Bet you couldn’t do it even if you tried!”

That is bound to be a challenge the engineers in Zuffenhausen simply could not resist!

If we see Porsche back in Formula 1 before the end of the decade, I will not be surprised, and you may have been amongst the first to look forward to it.

SPANISH HOLIDAY – PORSCHE STYLE !

By John Pooley

Hobart to Melbourne, to Hong Kong, to Rome, to Madrid and to Palma de Majorca – and was I pleased to see some friendly faces waiting for me at the airport and holding up a Porsche sign.

It was a long way to go but most of the other dealers flew via London with Qantas. I flew with Cathay Pacific. Mind you, I am not complaining as the world dealer launch of the Carrera 4 and Cayman S was an experience never to forget. I have pleasure sharing some of the highlights with you in this edition of Flat Chat.

Between 2 and 4 pm on 3rd October was our scheduled arrival time at the airport of Palma de Majorca, an island of holiday reputation in the Mediterranean. All dealers from Australia, New Zealand, Spain, Canada and a couple of states in the USA assembled for our transportation to a ship. It was a short drive to the port area where we went on board our floating, 6-star hotel for the next 3 nights.

The Seven Seas Voyager – all white and majestic being only 2 years old and displacing 49 000 tonnes – the gangway was adorned with the word “PORSCHE”, so up we went. Security check came first and then we were issued with personal ID’s and had to hand in our passports. That prevented us from leaving.

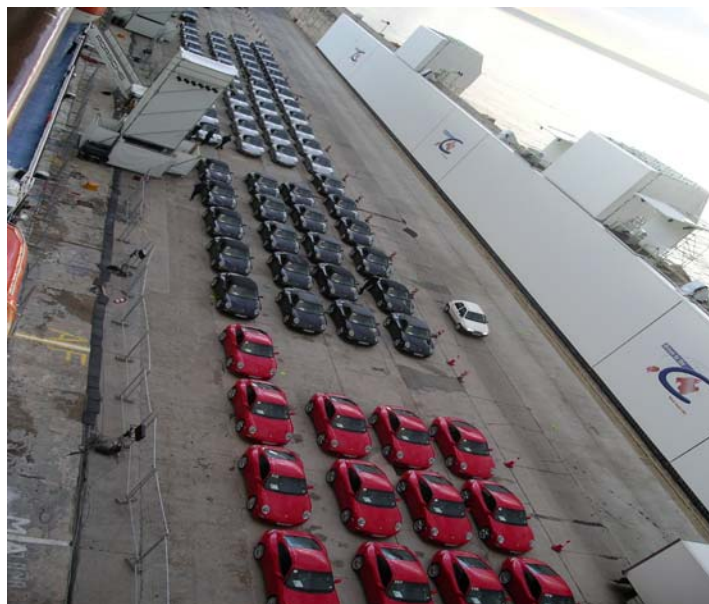


After a glass of welcoming champagne we were showed to our cabins – more like a bed-sitting room with dressing room and en-suite and one's own veranda. Wow! I'd never experienced this in my life, and on the table another bottle of champagne and two glasses. Alas – I was alone.

Settle in and change for the top deck for welcome cocktails and meet the other dealers, and receive personal greetings from Hans Riedel the Director of Sales and Marketing of Porsche AG. He chats with us as if we were old friends before we move into one of the ship's five restaurants for dinner. After dinner it is early to bed as the long trip to Majorca starts to take over.



Next morning after breakfast we are gathered into groups for the day's activities. The Seven Seas Voyager hadn't moved an inch but looking down from my balcony to the ground I now see four rows of perfectly aligned Carrera 4S in red, black and silver awaiting us. There must be about 80 of them!



Porsche Club Tasmania
Flat Chat – January 2005

The dealers numbered about 300 and Porsche staff and crew numbered about 470. The ship normally carries 700 passengers so we had plenty of personal attention and VIP treatment for 4 days.

We were split into two groups and six sub-groups for the driving experience, with one group driving while the other attended the classroom briefings in the ship's theatre and observation deck where we learned about the new cars and plans for marketing and sales strategies.

I teamed up with our CEO in Australia, Michael Winkler, who chose to be a passenger. It was a short drive from the port and through Palma and soon we were on a motorway and country roads. Majorca is a large island very similar to most southern European towns with a 2000-year history, narrow roads, stone buildings and Italian, French and Spanish influences all mixed up. And there I was driving this fabulous 911 in a group of 10 similar cars led by a Cayenne which was setting the pace.

There were police on duty to direct traffic and our convoy of Porsches – remember there were 80 of us in groups of 10 cars (red ones, black ones and silver ones). We had a tea stop at the local motor racing circuit – a kart track with grand stands – and here was a display of every all wheel drive 911 starting with the 959, the first Carrera 4 (1964), 993, 993 Turbo, 996 and so on.



Then on to the track after a group instruction of the activities on the track. It is a tight track (designed for karts) and we follow the pace car 911S with an instructor who talks with us over 2-way radios. "Follow me" he commands and our ten red, 3,8 litre 260kW 997 4S follow slowly at first but the faster, and faster. The car loves it and Michael Winkler (my passenger!) has to begin to hold on tight.



We push harder and harder and on this very tight track with very sharp corners the car begins to understeer but this is amazing – the grip, acceleration and brakes! – this is not a kart, it is a large 1,400kg sports car and its handling is just not possible. It is my turn to ride as passenger and Winkler pushes the car even harder (he is employed by Porsche and his boss is not watching!) and the 911 is even better than I could have imagined.

Time to drive back to the ship and we swapped cars for a 997 Cabrio Tiptronic. Roof down, and out on to the highway in blue skies and 30 degrees – a glorious day. We stop at a popular beach area for a drink and watch the small waves lap onto the beach. The tourists here need to come to Aus to see real waves.

Back to the ship and we “sail” at 6pm for the island of Ibiza and the same treatment and torture with the Cayman S.

I’ll save that for the next newsletter.

J.P.

PTC WELCOMES 356 CLUB DOWN UNDER

The weather may not have been as hospitable as we would have wanted it to be, but the Porsche friendships and enthusiasm were alive and well in the showroom of Performance Automobiles while the rain bucketed down outside.



Several of our 356 Club visitors had to leave their cars in hotel parking garages to dry out after running into a particularly heavy rain storm while returning from a visit to Moorilla Estate.

Despite the excellence of Porsche design, the weather proved two areas of mild deficiency: Soft tops from the 1950's are not completely water proof, and when one uses the quarter vents of the coupes to assist with demisting, you also get a dose of rain water through them!

The first (and only!) Carrera Quad Cam to make it to the showroom therefore got pride of place parking and - despite dripping all over PA's nice carpet - also got a free chamois rub down from Vice-President Rob Sheers and Newsletter Editor Leon Joubert.

While the rain continued to pour on our parade, VIP parking in the showroom (and a free chamois!) was a privilege of the first 356's to arrive, and what a wonderful sight they made in a section of the showroom which they shared with a 911 GT3 RS!



Those 356 Club members who had to leave their wet cars behind at their hotels arrived by taxi, and very soon the showroom was buzzing with animated conversation. It was a great opportunity for the Porsche Club of Tasmania to host such a wonderful group of fellow enthusiasts.



We thank our fellow enthusiasts for their visit and wish them a safe and pleasant journey for the remainder of their tour.



Porsche Club Tasmania
Flat Chat – January 2005

FLATCHAT BACKCHAT

Questions and Answers with Gary Cannan

What's the first car you ever owned?

G.C. A '71 GTS Monaro 350

What is your present car?

G.C. The 930 Brute; Current SS Ute; Pajero; ex Brock Group A.

What is the best car you've ever owned?

G.C. VL Commodore Group A (Walkinshaw). Ex Scotty Taylor Ex Perkins. In "as finished Bathurst" condition.

What car do you regret selling?

G.C. The above VL

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

G.C. Carrera GT

What's your earliest memory of a Porsche?

G.C. First Photos of the 930 in 1979.

When did you buy your first Porsche?

G.C. 2000. The white 3 litre Carrera.

What do you like most about your Porsche?

G.C. Sheer Grunt of the '82 930.

What is your favourite Porsche road or route?

G.C. Bothwell to Launceston via Poatina.

When and how did you get into motor sport?

G.C. Go Kart racing after High School. After 10 years, bought first race car. (VL Commodore)

What was your best result?

G.C. '96 & '97 Sports Sedan State Champion. **AND** 2nd Place '97 Bathurst Easter Challenge driving a VS V8 "Supercar".

What was the worst result?

G.C. Targa '04 (Aquaplaned the 930 into the scenery after Hellyer Gorge)

What's your favourite event?

G.C. Bathurst Easter '97

EVENT UPDATE

By the time you receive this edition of Flat Chat, our two remaining events for 2005 may have been completed.

Your Committee will meet mid-December and plan events for 2006.

Wishing all members a safe and happy Christmas and New Year.

Charles Button

PIT TORQUE

Christmas has come early for most CAMS (Confederation of Australian Motor Sport) affiliated car clubs. CAMS has reduced Permit Fees and Affiliation Fees for 2006 – e.g. PCT paid a CAMS Affiliation Fee of \$704.00 in 2005. In 2006, this has been reduced to \$462.00. A Permit Fee for a Club Motorkhana in 2005 was \$168.00; the new fee to apply in 2006 is \$90.00. (See article elsewhere in Flat Chat detailing insurance benefits for CAMS affiliated clubs).

Thanks CAMS for considering the grass roots of motor sport.

While on the subject of CAMS, the following figures are of interest:

- There are close to 1800 individual CAMS events each year in Australia.
 - 17 000 Competition Licences are issued.
 - 350 Car Clubs are affiliated with CAMS, and
 - 11 000 accredited volunteer CAMS officials.
-

For those who may be interested in participating in the Targa Tour in 2006, Targa is offering a 10% discount to entrants from one-make car clubs. For further details contact Rob McGuire at Targa.

Members often query why a Car Club needs to be affiliated with CAMS. Quite simply one major reason is INSURANCE

An explanation of insurance cover for CAMS affiliated car clubs is as follows:

General Public & Products Liability and Professional Indemnity Insurance

Cost of cover included in the annual car club affiliation fee.

Who is covered: Affiliated clubs, their members, their officials and their volunteers.

Amount of Cover: General Liability (any one occurrence) AU \$100 million

Products/Pollution Liability (any one period of insurance)
AU \$100 million

Professional Indemnity (any one period of insurance) AU
\$5,000,000

What is covered: **General Public & Products Liability**
Covers sums any insured party becomes legally liable to pay in respect of claims arising out of:

- Personal injury;
- Property damage;
- Property liability;
- Advertising liability.

Professional Indemnity

Covers breach of professional duty in conduct of business by reason of any negligence whether by way of act, error or omission. Indemnity includes:

- Breach of professional duty arising out of those events
for which a CAMS permit is issued;
- Breach of professional duty arising out of professional advice given by any member, official or volunteer whilst acting in their capacity as a motor sporting official, expert or the like.

When is cover applicable:

During those motor sport activities sanctioned/permitted by CAMS and during non-motor sport activities which include committee and club meetings, social gatherings, fundraising activities, working bees and the like.

CLUBMAN POINTS

It has been decided not to publish the progressive clubman points tally in this issue. The results will then be a surprise to be announced at the Christmas party and the trophies presented then.

PIT TORQUE ANSWER FOR OCTOBER ISSUE

The first and smallest Porsche motors installed in the 356 was the 1086cc, 40 bhp Type 369 engine.

For Le Mans 1951 Porsche built a special aluminium bodied 356 the 356SL and a slightly worked motor known as Type 514. This was the smallest racing motor that Porsche ever made. This lone Porsche coupe Won its class (under 1.1-litre) and was placed 20th overall in the 1951 Le Mans 24 Hour Race, it was also Porsches first ever entry in this event.

For the record at least one club member answered each question correctly in both email and hard copy categories.

DECEMBER PIT TORQUE QUESTION

What was the largest capacity air cooled 911 production engine ever built and what model /models was it available in?

Please send email answers to leigh.mundy@hotmail.com
Or phone me on 0407231048 or fax to 62231048.

Are You Having Trouble Garaging Your Porsches?

David Hannan, one of our Northern members has come up with an innovative way to get his two Porsches into a single car space!!



FOR SALE

2005 PORSCHE CAYENNE S

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

Drive AwayExceptional Value\$138,900
Performance Automobiles: Darren Adams - (03) 6222 1607/ 0433 767 220



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 Club Tasmania
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2001 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.....\$138,900
Performance Automobiles: Darren Adams - (03) 6222 1607/ 0433 767 220



2004 Boxster Pre-Owned

25000 Kms
 Blue Leather Seats
 Silver Metallic
 One Owner



Drive Away.....\$93,900
Performance Automobiles: Darren Adams - (03) 6222 1607/ 0433 767 220