



Porsche Club

Tasmania



FLAT CHAT

JULY 2006



FLAT CHAT

Quarterly Newsletter of the Porsche Club of Tasmania

JULY-SEPTEMBER 2006

CONTENTS

Committee

Editorial

The Chair Squeaks

The Other Chair Speaks

Notification of AGM

Events Update

Economy Run

Northern Cryptic Drive

Indianapolis 500

Motorkhana – Powranna, June 06

Flat Chat Backchat

Club Champion

Clubman Points

Pit Torque

Editor's Notes

For Sale

FLAT CHAT

Quarterly Newsletter of the Porsche Club of 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 of Tasmania, or Dr.Ing.h.c.f.Porsche AG or any of its authorised representatives.

Executive Committee Of The Porsche Club of Tasmania

President	John Pooley	Tel (03) 6236 3700 (bus) Mobile 0418 120 055 John.pooley@performanceautomobiles.com.au
Vice-President	Rob Sheers	Tel (03) 6232 3235 (bus) Rob.sheers@aad.gov.au
Treasurer	Charles Button	Tel (03) 6231 3858 (bus) Mobile 0418 126 450 Button@iprimus.com.au
Secretary	Gerard McGuire	Tel 0418 123 060 Autosearch.tasmania@bigpond.com
Motor Sport		
Director	Charles Button	Tel (03) 6231 3858 (bus) Mobile 0418 126 450 Button@iprimus.com.au
Committee Member	Philip Peterson	Tel (03) 6233 8724 (bus) philip.petersen@dier.tas.gov.au
Committee Member	Leigh Mundy	Tel (03) 6223 1048 leigh.mundy@hotmail.com
Northern		
Representative	Neill Daly	Tel (03) 6234 3689 (bus) Mobile 0417 343 042 Neill.daly@utas.edu.au
Newsletter		
Editor	Leon Joubert	Tel (03) 6236 3762 (bus) ljoubert@performanceautmobiles.com.au Joubert@netspace.net.au

Address Of The Porsche Club Of Tasmania

Postal Address PO Box 10, South Hobart TAS 7004.

Meeting Venues

- The Porsche Club of Tasmania (Southern Clubroom) meets at 19h30 on the 3rd Tuesday of every month at Shannons Car Club Rooms, 337 Argyle Street, Hobart.
- The Porsche Club of Tasmania (Northern Clubroom) meets at 19h00 on the 1st Wednesday of every month at the Jailhouse Grill, 32 Wellington Street, Launceston.

JULY 2006 EDITORIAL

The 2006 Le Mans 24-Hours race did not have a Porsche as a category winner. Porsche withdrew from competing in the prototype categories a long time ago and no longer even runs factory entries in the GT categories but one expected Porsche privateers to keep the latter categories safe for ever?

Of course this can't be realistic.

As we have seen at Le Mans in recent years, and most recently a few weeks ago, Chevrolet, Aston Martin, Ferrari, Panoz and others are beginning to muscle in on territory which used to belong almost exclusively to "our" brand.

The recently run Targa Tasmania 2006 provides further food for thought.

Thanks to the incomparable Jim Richards/Barry Oliver combination, this year marked Porsche's 10th outright victory in Targa Tasmania. The strength of the marque in tarmac rallies is further underlined by the fact that half of the top ten finishers were Porsches.

But one should also note – with some concern – the appearance of very quick cars like the Lamborghini Gallardo and the ever present threat from assorted Subaru's, Mitsubishi's and Nissans. It is probable that had Targa 2006 been a wet event, Jim Richard's two wheel drive 911 Turbo may not have won.

Porsche is still producing "ready-to-race" versions of the 911 and of course supports the Carrera Cup, but beyond that I don't see much signs of an active interest in motor sport. If you look at the current motor racing programmes of Ferrari, BMW, Mercedes-Benz, Audi et al, you may understand my concern.

New model development at Porsche is now focused on the Panamera. Not a car which you will expect to see in motor sport. There are rumours of a club sport version of the Cayman, but not a car you would expect to become a GT winner at Le Mans.

Should there be a re-alignment of focus in Stuttgart to rekindle the motor sport genes?

Leon Joubert

THE CHAIR SQUEAKS

Well done to all members that have managed, organized and participated in events over the last 3 months since our last newsletter.

The passion for our brand and the love of Porsche is forever bonding, and it shows amongst our members. This is what makes a club such as ours successful, fun and rewarding to be a member.

Not all of us can make every event and that's fine, not all of us can compete or organize, but so long as all of us are involved some of the time in whatever way we can then a great club we will part of.

The Porsche is a great catalyst, a great car today and great car in years gone, whether we own a \$10,000 924 or a \$300,000 911 Turbo we all have the same bond – Porsche!

For those of you who can make it, I will be hosting the FIRST Presidents Dinner at the Boat House Restaurant in Hobart on 11th August at 7pm. I have booked for 16 but 28 would be great. Good food, wine and a view of the Tasman Bridge at night. All Welcome. RSVP Laura 6222 1601 by 4th August. Please call early as numbers are limited.

Wishing you all safe and enjoyable driving.

John Pooley
President

THE OTHER CHAIR SPEAKS

A belated happy Mid - Winters to all. It's so nice to know that at long last the days have stopped shrinking. I don't know about you but I really look forward to the days getting longer again. I reckon every day's a winner for the next six months or so.

The last couple of months have been busy for our little club. There has been so much happening on the event front. And I'd like to think there's been something for everyone. June in particular was pretty full on with three terrific events. A competitive day at Powranna motorkhana doing battle with Club Motori Italia that was a good day for PCT (more elsewhere in this edition). A week later there was a terrific drive day expertly organised by Chris Berry. And following that we had a Porsche Trivia quiz night following the monthly club meeting which was enlightening for most and maybe little frustrating for some!

Things have also been busy on the Porsche vehicle front as well. Hot on the heels of the new 911 GT3 comes the new Turbo and the base model Cayman. The GT3 looks like being another classic with its high output naturally aspirated engine and lighter weight and very focused chassis. While the Turbo is getting incredibly good press world wide – the latest edition of Wheels magazine describing it as “the most complete, cost effective supercar ever”! The 997 Turbo is also unique with the automatic version being quicker in straight line than the manual version. With the Carrera GT now out of production and the GT2 yet to be released the 997 Turbo is currently Porsches performance flag bearer. It's interesting to note that despite having a less power than the Carrera GT, the new Turbo is actually a faster accelerating vehicle to 100kph.

I guess there be may a few of you wondering what has happened to, or what is happening with the PCT web site?? We have a factory sanctioned site, have just agreed to pay for domain registration for the next two years and that's about as far as the clubs current resources will take it unfortunately. The committee work hard to provide a range of events that hopefully are enjoyed and I guess the web site is just that bit further down the priority list. Also there isn't anyone on the current committee with the technical understanding and enthusiasm to sort it out. The current aim is, at the very least, to have it set up sometime in the not to distant future with some basic club information. Hopefully looking further into the future some keen member with the necessary skill and experience will volunteer to be the club web master and really sort it into something appropriate.

Enjoy those Porsches, cheers from the other chair

Rob Sheers – Vice President.

PORSCHE CLUB TASMANIA INC
ANNUAL GENERAL MEETING 15th AUGUST 2006

Notice is hereby given of the Annual General Meeting of the Porsche Club Tasmania which will be held at Man-o-Ross Hotel,
Ross 15th August 2006 at 8.00pm.

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 2006-2007
9. General – Changes to Constitution
10. Members' Comments
11. Closure

Gerard Maguire
Secretary

ELECTION OF COMMITTEE 2006-2007

Nominations will be invited for the positions of:

**President
Vice President
Secretary
Treasurer
Motor Sport Director
Committee Member
Northern Representative**

- Fax nominations to the Secretary on the form provided below to **6231 3020** by 8th August 2006. (Only financial members may nominate)

I

Nominate

For the position of

Signature	of	Nominator
.....		

Signature	of	Nominee
.....		

(Copy as required)

EVENTS UPDATE

DIARISE NOW!

PRESIDENT'S DINNER

DATE: FRIDAY 11TH AUGUST, 2006

VENUE: BOATHOUSE RESTAURANT
QUEEN'S WALK
CORNELIAN BAY

TIME: 7.00 p.m.

RSVP: **Tuesday 8th August, to**
Laura at Performance Automobiles – 6222 1601

Come along and join the President and fellow "Porscheaphiles" for a night of fine food, fine wine, fun and fine company.

ANNUAL GENERAL MEETING

DATE: TUESDAY 15TH AUGUST, 200620

VENUE: MAN-O-ROSS HOTEL
ROSS

TIME: COUNTER TEA – 7.00 – 8.00 P.M.
MEETING PROPER – 8.00 P.M.

We have decided to make the venue for the AGM at Ross. This will make it possible for Northern members to attend.

Come along and join your fellow members and "have your say".

See enclosed attachment

DIARISE NOW !

LOST WEEKEND

DATE: SATURDAY 7TH AND SUNDAY 8TH OCTOBER 2006

**VENUE: BAY OF FIRES COTTAGES
BINALONG BAY, and the**

'ANGASI' RESTAURANT

**Numbers are filling fast so if you would like to join us for a relaxing
PORSCHÉ weekend, make your reservation NOW:**

Phone: 6376 8262 (Bay of Fires Cottages)

E-mail: bayoffirescottages@bigpond.com

Hosted by our "man on the East Coast" the suave JACK BOCK

SHANNON'S EXPO

DATE: SUNDAY 15TH OCTOBER 2006

VENUE: ROSNY PARK

Porsche Club Tasmania will have its own separate display area.

For further details, contact:

Bill McGowan

Mobile: 0419 366 711

Home: 6265 7878

See your next Newsletter for further details..

DIARISE NOW !

- * **OCTOBER 22ND** Round three – PCT/CMI Motorkhana Championship – Powranna.
Organizer: Charles Button
-

- * **NOVEMBER 4TH/6TH:** Mountain circuit touring road event.
Northern Tasmania
Organized by the Light Car Club of Tasmania
-

- * **NOVEMBER 25TH:** CHRISTMAS RIDES DAY FOR DISADVANTAGED CHILDREN.
Baskerville
(In conjunction with Hobart Sporting Car Club)
Co-ordinator: Charles Button
-

- * **DECEMBER 3RD:** NOVICE TRIAL/CHRISTMAS BBQ
(Including trophy presentation)
Northern Tasmania
Organizer: Neill Daly and Gerard Maguire

- * Further details to be advised later.

REMINDER**CRYPTIC DRIVE/LUNCHEON****RICHMOND/TARANNA**

DATE: SUNDAY 23rd JULY 2006

TIME: 10.00AM FOR DEPARTURE 10.30 AM

**WHERE: CAR PARK
ST JOHN'S CIRCLE, RICHMOND (just over the bridge)**

**REQUIREMENTS: A CLIPBOARD AND PEN
Please bring along your PCT name tag, if you have one.**

**ROUTE: VIA SORELL, EAGLEHAWK NECK TO TARANNA
(Approx. 86km)**

DESTINATION: THE MUSSEL BOYS RESTAURANT, TARANNA

**COSTS: A LA CARTE (Sylvia and I have road-tested the Mussel
Boys Restaurant and found the food to be of excellent
quality, a wide variety of choices and reasonably
priced).**

A great Sunday drive, an unlimited number of clues to answer

RSVP: MONDAY 17th JULY
If we don't hear from you by that date, we will presume
you are unable to participate.

Philip Petersen Email: pp.smart@h130.aone.net.au
Mobile: 0418 587 714
Home: (Evenings) (03 6223 8986)

ECONOMY RUN – 7TH MAY 2006

RESULTS AND REPORT

<u>Entrant</u>	<u>Car No</u>	<u>Fuel Used</u>	<u>km per litre</u>	<u>Questions</u>	<u>1</u>	<u>2</u>
<u>Time</u>		<u>(Litres)</u>				
C Button	1	10.65	12.21	✓	✓	✓
G Maguire	2	10.60	12.26	✓	✓	✓
K Ridgers	3	9.05	14.36	✓	✓	✓
R Sheers	4	9.50	13.68	✓	✓	✓
Y Burghart	5	17.15	7.58	✓	✓	✓
T Meyer	6	9.05	14.36	✓	x	✓
Z Meyer	7	9.70	13.40	✓	✓	✓
D Hannan	8	14.15	9.19	✓	✓	✓
N Daly (Cortina)	9	14.30	9.09	✓	✓	✓
M Batten	10	10.35	12.56	✓	✓	✓
J Batten	11	10.95	11.87	✓	✓	✓

Winners:

Under 2.000cc:

1st Michael Batten
 2nd Neill Daly
 3rd N/A.

2.000 – 3.000cc:

1st Rob Sheers
 2nd Zac Meyer
 3rd Gerard Maguire

3.000cc and over

1st Keith Ridgers
 2nd Charles Button
 3rd John Batten

What started as a somewhat miserable Sunday morning weatherwise, turned out to be a most enjoyable event. We had eleven vehicles competing and with both drivers and passengers, there were twenty four people involved in the event.

After topping up with fuel at Campbell Town and urging some competitors to leave the warm sanctions of Banjo's Bakery, cars assembled and then were flagged away at approximately 3 minute intervals heading for Bicheno.

I am pleased to report that there were no incidents in the wet conditions en route and that all cars finished under the allotted time. I apologise for the gravel roadworks section before St Mary's, but it was not there three weeks ago when I was checking the route. So I would imagine many vehicles received a bucket and sponge treatment late in the day, as mine did.

Lunch was most pleasant and I hope enjoyed by all.

Thanks to all competitors for making the event a success. A special thanks must go to PCT Event Co-ordinator Charles Button for organizing all the relevant

documentation for holding the event, his advice and somehow procuring an extra five entries after I had only a disappointing six responses by the R.S.V.P. date.

Until next time.

Bill McGowan



NORTHERN CRYPTIC DRIVE : Sunday, 18 June 2006

The weather was crisp and clear with a hint of dampness and traces of the nocturnal frost still evident on the ground when those members keen enough to participate assembled at the National Motor Museum in Launceston. Although only a relatively small group (including some southern members who had braved the fog and slippery roads to be present – *much appreciated* - CB) all were eager to experience the pleasures of the Tamar Valley in winter.

The Assistant Drive Co-ordinator – Sinclair Berry – performed his duties as Secretary by collecting the necessary paperwork from participants before providing crews with their roadbooks. The instructions followed a similar format to previous years although a new innovation of “Clue Free Zones” was trialled. These instructions allowed participants to partake in some active driving on a number of sections of the course free in the knowledge that they were not missing any of the cryptic clues.

Crews were briefed on the requirements of the day and then released at given intervals to enjoy the tarmac rally style roads of the surrounding countryside. They were taken over a ‘figure 8’ course via Hadspen, Westwood, Bridgenorth, Beaconsfield, Frankford and Legana before returning to the Riverside Pub for lunch.

Although the instructions were presumed to be quite explicit they still managed to confuse one crew who became hopelessly confused and decided to venture further afield – they did return to the fold later in the day after completing the best part of the course. Another participant adjourned to the Bar early to await the return of his compatriots after making a miscalculation (*well that's his story*).



Following an interesting and sometimes fleeting glimpse of sections of the Tamar Valley countryside all crews enjoyed a pleasant luncheon at Riverside before parting to various corners of the state.



Prizes were awarded as follows

Position	Crew Members	Year	Car	
1 st place	Gerard and Irene Maguire	1976	911SCoupé	85%
2 nd place	Bruce and Joel Allison	1973	911 Carrera R	75%
3 rd place	Krista and Lana Allison	2005	BMW 330i	70%

The organisers of the Cryptic Drive were appreciative of those southern members that braved the treacherous road conditions to travel from the colder part of the island to participate in the day's activities.

Thanks to all those who attended and we trust that you enjoyed the opportunity to give both your cars and your minds a run in the open air. As always, we look forward to seeing you at future club outings.

PS

Once again special mention must be made of Performance Automobiles of Hobart who continue to provide those fantastic Porsche glasses and drinking mugs as prizes.

Special thanks to Sinclair Berry for his assistance in the preparation of the documents and on the drive, which ensured a successful day.

Chris Berry

Indianapolis 500 – “THE GREATEST SPECTACLE IN RACING”

As a small boy I have had a fascination for American Cars and American Auto Racing, not because I loved it but because it was quite different from my love of European Motor Racing.

Since 1947, when I received a birthday present from my family “The Wonder Book of Motor Racing”, I was just five years old and my father took me to Wembley Stadium in London to see my first Motor Sport event (cinder oval track motor cycle speedway) my passion started to grow.

American cars were big and ugly and really turned me off, their racing cars had lots of advertising and graffiti style racing numbers, and their drivers were always standing beside their cars posing for the cameras. British, French and German race drivers were always photographed in action driving their cars!

So you can imagine my excitement when almost 60 years on from those first impressionable days I was invited to go to the Indy 500 with a group of colleagues last May. WOW!

We arrived in Indianapolis on the Thursday afternoon and stayed about 30 minutes drive from the oval track on the outskirts of the city

On Friday we were up early as we had a study tour to the Subaru Factory in Lafayette just north of Indianapolis, where the US Subaru's are built including the about to be released in Australia, large SUV “Tribeca”, a very impressive factory, inspect the vehicle and test drive at their private oval test track.

Saturday was the Big Parade in the city of everything American leading up to the “500”. A parade of Marching Girls, floats of all kinds, high school bands, TV celebrities, pop stars past and present e.g. Gene Simmons of Kiss with current gorgeous girlfriend. He still has black hair and that long tongue at 60. How does he do it?



All the drivers of the big race and their girlfriends (all models of course) sitting atop Chevy utes and some riding in the classics from the 50's, 60's and 70's, Corvettes, Thunderbirds, front wheel drive Cords, Deussenbergs, SSK Mercedes. Lance Armstrong was in the Cord. On and on it went for four hours, thousands of people and kids lined the streets of Indianapolis City on a hot summers day.



Race day dawned Sunday, 92°F, second hottest Indy 500 ever (global warming no doubt). Our bus had a private although paid for, police escort, one officer on his Harley in full uniform, siren and flashing blue lights lead us to the "Brickyard" through the traffic, all stopped to let us pass, down the rows of traffic on the wrong side of the road, we felt very important and everyone looked at us!

Our arrival at the 2 1/2 mile oval race track was early and activities were just getting underway. We were escorted up to our corporate box high up above the grandstands and just on the Start/Finish straight past turn 4. I could not believe the sheer size of the facility. Seating for 350,000 spectators and a Grand Prix Circuit fits inside the oval track, almost.



As the grandstands started to fill and still 3 hours to go before the green flag start, some of us waltzed over to the Hall of Fame. All the old cars from 1911, the first Indy 500, priceless cars on display. Mostly American racers, but some of the challengers, Lotus, Cooper, TAG and Porsche designed engines on stands. Cars from all era's, fascinating and brought back those boyhood memories.

One car I had never seen is on display, a 1955 Mercedes Aerodynamic Full Bodied FI car of Fangio that he won the World Championship with. Two hours later I thought I should make my way back to our box. On exiting the Hall of Fame to my shock people, people and more people, Gasoline Alley crammed full, crowds you have never seen.



Hot, sunny, hot dogs, barbeque, turkey legs, McDonalds and Coke of course.

I managed to crush past and get onto the track at turn 1. What a sight looking up past the start/Finish to turn 4. I have a photo to prove it!

Finally back to my suite, seat, food, drink and colleagues. By now we have more marching girls on the track, more brass bands, military marching in (what for?), oh yes I forgot, Monday is their Remembrance Day public holiday.

Out come the race cars pushed by the pit crews the full length of the Start/Finish straight down pit lane and back down the other side of the safety wall (pit wall).

By now the 350,000 spectators are in their seats, I have never, never seen so many people in one place at once. Indy holds the world record for the most spectators at a single days sporting event.



F 111's fly over just like our GP, National Anthem "God Bless America", and then the announcement "Lady and Gentlemen, Start your Engines". To the horror of the Establishment, Indycar has a 24 year old Rookie, Danica Patrick., that until

last years race was unknown. In 2005 she qualified for the 500 at 226 mph lap average speed, 9th and led the race for 10 laps and after 500 miles finished 4th, only 4 seconds behind the winner, Englishman Dan Wheldon. She became one of the most celebrated female sports stars in the world. Danica proved a woman can race with the big boys' right down to the chequered flag. This year she was just as fast finishing 8th.

After the slow parade lap, the race cars, 33 in all, led by 2 Corvettes side by side painted with stars and stripes (of course) pulled off and into pit lane. The cars increased speed in formation 3 abreast waiting for the start of the race. The green flag – there it is – the crowd is on its feet – the excitement is electric and from our position we could see the cars coming into and out of turn 4 and down the Start/Finish straight.

Here they come, now in single file, huge speed and noisy. Not as light pitched as F1 cars but, just fantastic, 40 seconds per lap, average speed 228 mph per lap. Race time 3 hours 10 minutes. Race average 157 mph with pit stops and safety car periods.

We saw several crashes, cars hit the walls and spin off uncontrollably down the track, and at those speeds no wonder!



2006 saw the Andretti family almost dominate the race with Mario team owner, and manager son Michael return to Indy out of retirement and grandson Marco both racing. On the closing laps Michael led Marco by a few yards, second last lap Marco passed his father to lead the race only to be caught and passed by

Sam Hornish, passing on the finish line with a winning margin of 0.065 seconds, the second smallest winning margin in the history of the Great Race.



An interesting point, all the cars are powered by Honda engines, all have the same chassis, long gone is the Offenhauser engine.

A fantastic experience, a once in a lifetime for me. The sheer size and spectacle of it all. Make sure you go at least once.

John Pooley

CMI/PCT MOTORKHANA – POWRANNA, June 06

You may remember the motorkhana that Porsche Club Tasmania (PCT) ran in conjunction with Club Motori Italia (CMI) last October (especially if you competed). It was a terrific event enjoyed by all who attended. As a result a three event series was proposed of which the October event was to be the first of the series. Germany's best verses the Italians or what ever CMI members fronted up with as it turns out. So a three event series it is and the recently run event at Powranna was the second in the series.



David Hannan in his Concours wining 356C

This time around CMI took the lead role as organisers with PCT members as keen assistants. It was held on the Queens' Birthday holiday (God bless the old dear), Monday 11th. After a cold start to the day and a lingering get together at the Campbell Town coffee shops 29 keen competitors arrived at Powranna ready for a very competitive day. The weather after the cold start turned into a sunny, windless and very nice day.

Eight enthusiastic PCT members turned up on the day and there was a nice variety of Porsches to do battle with the "other mob". David Hannan came along again with his beautiful little 356C, Bill McGowan in his tyre smoking 928, Keith Ridgers in his smooth but very quick 993, Rob Barrow in his recently acquired 911 club racer, Greg Wilson in his nice sounding 928, and Rob Sheers in his 911SC. Neil Daly fronted up with his lovely little early model Cortina club car complete with a pair of Weber carbies. Also Chris Berry turned up as a spectator and was quickly recruited as the club photographer, thanks Chris for your good work with the camera.



Rob Barrow trying out his new club car

There no doubt about the CMI mob who manage to turn up with an amazing collection of vehicles, even some of them being of Italian origin!! CMI had the numbers with 21 driver entries. A few of their cars were shared. There was everything from a Subaru WRX STI to a Triumph Dolomite Sprint, with the odd Nissan, Mitsubishi, Mercedes and even a couple of Alfa's and Fiats!

The dragway again proved a good venue for a club day motorkhana. The well surfaced, long and reasonably wide track allowed a range of different track layouts. The layouts that worked best last time at Powranna were used again plus a couple of newbies thrown in. One of the new layouts (test 5) was a bit dodgy. It took Phillip Blake and Tristan Roberts (CMI) three demonstration runs to get it almost right!! Needless to say many of the punters (including myself) gone it wrong some where on the course, oh well. Apart from this the day went pretty smoothly.

The competition was fast and furious, especially between PCT members. The wheels for some fall during test 5 (the really dodgy one) which ultimately determined the day.



Bill McGowan having fun in his 928

At times Bill seemed to be having a bit of trouble with traction. If there had been a prize for the best burn out he certainly would have won it!



Greg Wilson giving his 928 a good work out



John Batten in his 964



Rob Sheers in his 911SC



Keith in his 993 that won the day

The following club members did well and also took home some nice trophies and prizes.

Awards for PCT participants:

1 ST	Keith Ridgers	390.26 secs
2 ND	Rob Barrow	406.49 secs
3 RD	Rob Sheers	406.71 secs

Although the competition was keen between PCT members the object of the day was to beat the CMI mob. And thanks to Keith's efforts in his speedy 993 in which he netted the best score of the day we came away smiling.

So that's one to CMI and one to PCT. The decider will be in October, again at Powranna.

Outright results for the top ten participants:

1 ST	Keith Ridgers	PCT	390.26 secs
2 ND	Paul Rice	CMI	396.92 secs
3 RD	Derek Oates	CMI	399.73
4 th	Norman Henry	CMI	405.46
5 th	Rob Barrow	PCT	406.49 secs
6 th	Rob Sheers	PCT	406.71 secs
7 th	Andrew Blakney	CMI	411.97
8 th	John Batten	PCT	412.26
9 th	Bill McGowan	PCT	412.96
10 th	Ross Williams	CMI	417.24

FLATCHAT BACKCHAT

Questions and Answers with KEITH RIDGERS

What's the first car you ever owned?

KR. 1940 something Commer ute.

What is your present car?

KR. '97 '93 Carrera S (and a '86 Mazda T3500 Truck)

What is the best car you've ever owned?

KR. The 911 naturally.

What car do you regret selling?

KR. 351c.i. Fairlane ZC. (another real car)

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

KR. 911 Turbo or maybe a Carrera GT

What's your earliest memory of a Porsche?

KR. Not much really until '96 when I thought "hell, I would like one".

When did you buy your first Porsche?

KR. 1997. A 944 Turbo. And what a beauty.

What do you like most about your Porsche?

KR. Everything.

What is your favourite Porsche road or route?

KR. Central Highlands & West Coast roads.

When and how did you get into motor sport?

KR. As a spectator at Longford weekend. My motorsport involvement was really power boat racing. Starting with a Pride Cheeta runabout then progressed to a secondhand Nipper Tunnel & fitted a new Johnson Stinger "Short Shaft" outboard.

What was your best result?

KR. Winning a return trip for two to Melbourne.

What was the worst result?

KR. A backward flip on Lake Dulverton (Oatlands) back when it was full of water.

What's your favourite event?

KR. I enjoy most PCT events particularly where driving is involved.

CLUB CHAMPION AWARD POINTS
AS AT 30TH JUNE 2006

Gerard Maguire		60
Keith Ridgers	40	
Rob Sheers		35
David Hannan		30
Charles Button		25
Paul Berry		23
Rob Barrow		20
Chris Berry		20
Neill Daly		20
Peter Richardson		15
John Pooley		15
Yogi Burghart	10	
James Mund		10
Alan Willias		10
Bruce Allison		10
Philip Petersen		10
John Batten		5
Jack Bock		5
Bill McGowan	5	
Krista Allison		5

Gerardious Maguire is streaking away on 60 points, followed by Keith Ridgers on 40 and Rob Sheers on 35. Keith's performance is outstanding as he has done all the events on his own, while Rob Sheers' effort is not too bad considering he has had Elspeth with him only once!

CLUBMAN POINTS AWARD as at 30TH JUNE 2006

Southern:	Rob Sheers	153
	Charles Button	140
	Gerard Maguire	126
	Keith Ridgers	120
	Bill McGowan	118
	John Pooley	79
	Yogi Burghart	49
	Philip Petersen	46
	Leigh Mundy	43
	Rob Barrow	36
	James Mundy	34
	Greg Wilson	30
	Stewart Harper	30
	Paul Berry	30
	Peter Richardson	21
	Peter MacFarlane	15
	John Davis	15
	Jacob George	15
	Nino Bocchino	15
	Andrew Forbes	15
	Adrian Richardson	12
	Gary Cannon	8

In the South, Rob Sheers has a reasonable lead, but with six events still to go in 2006, this could change.

Northern:	Neill Daly	95
	David Hannan	95
	Chris Berry	74
	John Batten	49
	Steve Gibson	42
	Alan Williams	36
	Bruce Allison	23
	Michael Parker	22
	Jack Bock	21
	Stephen Caswell	19
	Z Meyer	15
	M Batten	15
	Tony Meyer	15
	Krista Allison	15
	Sinclair Berry	10
	Kerry Luck	8
	Scott Anthony	6
	Don McWilliam	4

In the North, Neill Daly and David Hannon are running neck-to-neck on 95 points, so we can expect some stiff competition between these two.

PIT TORQUE

Question for this edition:

What model was the 100,000 Porsche to come off the production line?

Send answers to Charles Button: email: button@primus.com.au

Mobile: 0418 126 450

Remember for correctly answering a Pit Torque question,

Flat Chat email recipients – 10 Clubman points

Flat Chat had copy recipients – 10 Clubman points

There were no Clubman points awarded for the question in April Flat Chat.

With Targa '06 over, rumours abound as to who will drive what in the '07 event. The word is that Greg Garwood will run a new 997 GT3 and Jim Richards will have the new 997 Turbo.

Either of these two competitors are a potential winners.

Hot tip for the winner of the August 23rd Southern Cryptic Drive is the formidable team of Claire Button and Irene Maguire. Their respective partners will also compete together.

Could be an interesting luncheon.

Things were rather frosty in the Button entry during the recent Northern Cryptic Drive. We won't say whose fault it was, but an extra 40 km to travel did not help their result. She who shall be obeyed!

A big vote of thanks should go to Kerry Luck for providing a meeting venue at the Jailhouse Grill for our northern members' monthly meetings. No visit to Launceston is complete without having a great steak and a glass of red (or two) at the Jailhouse Grill in Wellington Street.

FOR SALE



2006 – Boxster- Guards Red with Black Partial Leather Trim

**5 Speed Manual
Guards Red Seat Belt
Bi-Xenon Lighting System
Wind Deflector (including Storage Box)
Park Assist System**

Price\$115,000.00 On Road

Contact Kevin Knight, Performance Automobiles – (03) – 6222 1602

FOR SALE



1997 – Boxster – Yellow

**Black Leather
5 Speed Manual
Wind Deflector
49,000 klms**

Price\$52,0000.00 On Road

Contact Kevin Knight, Performance Automobiles – (03) – 6222 1602