



Porsche Club

Tasmania



FLAT CHAT

APRIL 2006



FLAT CHAT

Quarterly Newsletter of the Porsche Club of Tasmania

APRIL 2006

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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.

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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.

APRIL 2006 EDITORIAL

One of the nice things about editing a Porsche Club publication is that one can usually comment on how rich and competent Porsche is and feel smug that you are associated with the world's most successful car maker.

When you are at the top of the tree, the only way to go higher is to make the tree grow higher. That is not an easy task but one that Porsche has done successfully for many decades.

In the motor business (as in most businesses) a good idea is quickly copied. It used to be said that when the Germans invented something the Americans patented it and the Japanese copied it, but in the 21st century the speed of development is so swift that everything seems to happen simultaneously.

The Cayenne S once stood alone as the world's ultimate SUV but is now being pursued by the Range Rover Sport, BMW X5 4.8iS, new Mercedes-Benz ML AMG, and even the Cadillac Escalade. The Audi Q7 has just joined, albeit with 'only' 350 bhp but probably with more power to come.

The Cayman S has made its very welcome debut as a compact coupe which has all the attributes of the Boxster's mid-engine layout coupled with more power and torsional stiffness. It can also accommodate a set of golf clubs and is very competitively priced but has hardly entered the show room when BMW announced its new M-Coupe to challenge it.

With the exception of the Maserati GranSport most Italian sports cars are much more expensive than comparable Porsches, but the 911 range still faces respectable competition from Jaguar, BMW, and Mercedes-Benz.

To some the Porsche Panamera will have an enviable niche all to itself but others argue that the Mercedes-Benz CLS prompted the Panamera project and in the meantime Aston Martin has revealed its four door Rapide.

Porsche certainly does not have everything its own way and reign unchallenged. On the contrary, it faces continuous stiff competition from some of the best automotive companies in the world.

Which probably explains why Porsches are as good as they are, to continue making the tree grow higher.

Leon Joubert

THE CHAIR SQUEEKS

I am very happy to report that our Club continues to grow with four more new members since last Flat Chat, membership now stands at 69. Our combined Sunday drive to the Lakes & Highlands, Miena lunch was very well supported and a number of members have called me to say how great it was, well done everyone, unfortunately Libby and I missed it.

Your committee has worked hard driving a new points scoring for Club Champion (a new award) and revised point system for Clubman (person) of the year.

A wonderful opportunity is planned for Club members around Australia to visit the Porsche factories in Stuttgart and Leipzig between 28th June and 9th July 2006. This is a very special behind the scene visit to the companies production, testing and motorsport facilities exclusively for Club members.

The tour will be escorted by Porsche personnel and can be expected to include the Le Mans Classic historic race week-end and the French Formula 1 and much more!!

Details are available from myself or Jessica at Performance Automobiles – please call (03) 6222 1601 or call Pamela Ward at Porsche Australia on: (03) 94730911. But don't delay places are limited this is a once in a life time opportunity.

John Pooley
President

THE OTHER CHAIR SPEAKS

The year is looking good for Porsche Club Tasmania members with a couple of terrific events already under the belt and an exciting calendar of events to look forward to over the remainder of the year.

The annual club Concours was run in conjunction with the release of the new Cayman and as expected was a very enjoyable function (see article in this issue). Also the drive day held on the 19th of March involved a memorable run to Miena enjoyed by a colourful collection of Porsches and owners from the north and south. The clubs event director (Charles Button) who organised the run didn't let us off the hook with an easy drive, he just had to include a couple of tricky tasks for the competitive types. One being a timed section where a predetermined average speed had to be maintained, easier said than done I can tell you!

Another exciting development this season is the introduction of a club Champion award. This award is for the clubs top competitor in club events. During the year members will be awarded points from major club events (motor sport events and Concours). The PCT Club Champion of the year will be announced along with the Clubman of the year award at the end of year get together.

Porsche is certainly on a roll with new model announcements and releases this year. Hard on the heels of the Cayman comes news of a new 911 GT3 and Turbo. The motor sport oriented GT3's are special but the new model sounds extra special with it's naturally aspirated 3.6 litre six now developing 305kW (408 HP)! That's 84kW (113HP) per litre, easily bettering BMW's M3 and M5 (M3 - 73kW per litre & M5 - 75kW per litre). I think this is the second only to Honda's highly strung S2000 for the highest output per litre for a naturally aspirated production car engine. Also the new Turbo from the early photos and information looks like being another winner.

For those who own earlier 911's with manual door locks this may be of interest. I recently had a problem with a door lock on my old 911SC. The lock on the driver's side just suddenly stopped working. The key lock felt disconnected, as if the linkage had dropped off or something? On closer inspection (after removing the inner door panel, the problem revealed itself as a loose screw that attaches the door lock linkage onto the lock barrel assembly. I'm happy to report this was an easy fix, basically add some Loctite and re-tension the screw.

Enjoy those Porsches, cheers from the other chair

Rob Sheers
Vice President

RALLY TO THE BBQ 11th DECEMBER 2005

A beautiful day greeted the crews, lined up in Launceston and Hobart, ready to give the organiser another chance to make their day. After last years threats from a frustrated group, the director decided to make this years navigation really, really easy.

Well it seems I haven't been forgiven up north as only a couple of Northern members accepted the challenge and fronted the starter. (Even with the promise of easy instructions written by a fellow Northerner!).

In the South, some eight keen hopefuls set off, "filling in" two hours to cover a distance which normally takes 45 minutes. They were warned. "Only mapped roads are to be used". It seems that some lessons were learned from last year, with most crews heeding the warning.

A mix of cryptics in built-up areas and enjoyable cruising on the open roads was the order of the day, with everyone seemingly happy.

The Northern starters arrived first into the Vineyard followed soon after by the locals. It was great to see an extra two members from the North and three from the South also turn up for the BBQ and enjoy a great day. And of course we ordered the highest temperature in the State, and we got it.

The Pooley family (4 generations in attendance) organised a wonderful day in a lovely setting and are to be congratulated.

Thanks must also go to Neill Daly & Sonia Johnstone for organising the Northern section. It certainly shed a fresh light on the event and looks good for next year.

Next years BBQ will be held up North, with Bruce Allison planning the venue.

After some close scrutiny and an adequate bribe, the winners were announced:

NORTH - 1 st Place	David, Tilly & Poppy Hannan.
2 nd Place	Yogi Burghart (Driver & Nav)
3 rd Place	Chris & Sinclair Berry.
SOUTH - 1 st Place	Charles & Claire Button (at last)
EQ 2 nd Place	Leigh & James Mundy.
EQ 2 nd Place	Rob Sheers & Elspeth Wishart.
3 rd Place	Philip & Sylvia Petersen.

Neill and I look forward to seeing **at least** another twenty participants next year. **Therefore put December 3rd in the diary now.** The venue will be in the North and if Bruce Allison has anything to do with the days function, I'm assured it will be memorable.

Gerard Maguire



Wish they were mine

06 PORSCHE CLUB TASMANIA CONOURS

On Saturday 11th of February in conjunction with the Australian release of the exiting new Porsche Cayman, Porsche Club Tasmania held its third annual Concours event.

Some major planning went into how to reveal the new Cayman. John Pooley and helpers had some interesting times organising a novel way to unveil the latest Porsche. At the appropriate moment in the evening the stunning new Porsche was lowered from it's hiding place high up on a workshop hoist beneath a huge red wine coloured velour rug.

The Cayman certainly impressed all who attended and looks like being another successful chapter in the Porsche story. I found it particularly good looking (and unique) from the rear $\frac{3}{4}$ view.



The roll up for the Concours was terrific with 18 cars, covering 45 years of Porsche's rich history. From John Pooley's lovely little 356 cabriolet to Davis's very young 997 series 911, Jack Bock's imposing Cayenne to John Pooley's racy 996 GT3. There were many lovely 911's, a 928 and if you include John's 944 Turbo race car, most Porsche types were represented. A terrific collection of great cars.

During the evening invited guests and Porsche Club members enjoyed a pleasant cocktail party atmosphere in Performance Autos impressive workshop.



The Concours competition was divided into three classes, "A" class for all Porsche models up to 1979, "B" class for models from 1980 to 1989 and "C" class for all models from 1990 to present.

The judges were very particular on the night, carefully checking interiors, exteriors, under bonnets and boots, underneath etc. The real "white glove" treatment! This was good but time was getting on and the scores were yet to be tallied. The pressure was on and maybe as a result a couple of mistakes were made with the class winner tallies and the results as announced on the night. Unfortunately the errors weren't apparent until too late. One car somehow managed to be in the wrong class??

After the event the tally sheets were carefully checked by the events director (Charles Button) and results revised accordingly. The main change was moving Peter Richardson's 85 Carrera from class "A" into class "B" where it belonged.

The revised class "A" has Gerard Maguire's 76 911S move up into second (apparently with some borrowed parts!) and John Pooley's 356 cabriolet move into third place.

Unfortunately the revised results class "B" caused some pain. This class was very close, made even closer with Peter's Carrera moving into it's correct class. Only one point separated the top three cars.

Class "C" remained as announced on the night



And so the class winners were:

Class A

1 st	David Hanna's	356C
2 nd	Gerard Maguire's	911S
3 rd	John Pooley	356 Cabriolet

Class B

1 st	Peter Richardson	911 Carrera
2 nd (equal)	Rob Sheers	911SC & Neil Daly 911 Carrera

Class C

1 st	John Pooley	996 GT3
2 nd	Rob Barrow	993 Turbo
3 rd	Jack Bock	Cayenne

The PCT committee has agreed given the closeness of the revised results that prizes awarded on the night remain as is. Only some of the class results change. Additional rosettes will be awarded where required. On behalf of the PCT committee I would like to apologise for this "mess up". Hopefully we have learnt enough to overcome this sort of situation in the future.

On the positive side the judges were very impressed with the standard of cars presented. Many thanks to all those who entered and for the effort put into preparing those lovely Porsches.

Rob Sheers
Vice President

LAKES DISTRICT DRIVE – 19 MARCH 2006

Our cover photograph should tell you something, as will some of the other photographs with this story.

If you have a Porsche, Tasmania is the place to come and enjoy it!



Paul Berry bribing the Editor before proceeding to claim every prize on the event

Winding my way from Melton Mowbray to Miena in the 996 Cabriolet with Classic FM on the radio and the instrument dials doing some of the things they were designed to do, reminded me of great trips in fine cars through Bavaria, northern Italy, along the Cote de Azure, heading to Johnny Dumfries' island in Scotland, and winding through the eastern highlands of South Africa.

Eat your hearts out, non-Tasmanians, or come and join us, for we are privileged to have some of the best driving roads in some of the most beautiful scenery in the world – even if we do tend to take much of it for granted.



A Porsche afraid of a bit of rain – outside a typical holiday home in the Lakes District

Philip told me confidentially that if Charles had not insisted on dropping the top of his Cabrio *before* the drive started, it would not have rained. As it was, I was forced to keep the canvas stretched over the 996 instead of folding it, but could at least marvel at how clever the German Dipl.Ing. was who designed all the hinges, motors and clips that make the roof appear and disappear at the touch of a button.

Intermittent wet/dry surfaces provided a useful environment to confirm the grip of the more modern Porsches.

I doubt whether any of the older cars would have been asked to express preferences for over- or understeer in conditions that may have provided some answers, but the grip levels of the more modern cars are so high that I (for one) did not even pursue the issue.

Charles included some “regularity” practice which I resolved to conquer by setting the cruise control, and then refusing to touch either the brakes or the throttle over the distance. It made for a nice little driving challenge. The fact that most of our members arrived at the time control late, having been set a very moderate speed to maintain accurately, is a good indication that most were enjoying the scenery and were in no particular hurry to join it!



Lining up for the start at 10 minute intervals – or when you’ve finished your coffee

As for the ‘cryptic clue’ - hats off to the intrepid souls who ventured into the damp forest to read the numbers on a tree. Those who sent their children into the forest should consider that their children may remember it when their parents are old and infirm, and expect the same children to care of them! (Which is why I only asked my Nic to take some photographs).

It was good to have such a fine turn-out of members and their cars from both regions of the state.

Our thanks to Charles and Claire for their usual fine efforts, and congratulations to those who won prizes, and also those who were clever enough to order lunch the moment they arrived at the lunch venue.

Equal First:

Paul Berry	4 Seconds early
Gerard and Irene Maguire	4 Seconds late

Third

Philip and Sylvia Petersen	21 Seconds early
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The Challenge Award

Paul Berry

The Most Outrageous Time

Rob Sheers (Did not have Elspeth with him)	6 minutes 40 seconds late
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Other Record Attempts

Jacob George	29 seconds late
Leon Joubert	30 seconds late
John Batten	1 min 7 sec early
Steve Gibson	1 min 21 sec early
Greg Wilson	1 min 39 sec late
Stewart Harper	1 min 49 sec late
David Hannan	2 min 7 sec late
Keith Ridgers	2 min 58 sec late
Bill McGowan	4 min 3 sec late



Porsche Club Tasmania
Flat Chat – April 2006

STUTTGART OR LEIPZIG? – A TOUGH CHOICE!

As Austria is centrally located in Europe it is easy to visit other countries from our base in Vienna, so when our son Duncan came for a three week visit last October, we made plans to include Germany in his introductory tour.

Duncan and I declared a special interest in automobile manufacture as an additional theme to the more usual historical and cultural attractions of our exploratory trips. For reasons you can guess, we decided to visit the Porsche factories in Stuttgart (Zuffenhausen) and Leipzig. Stuttgart is a long day's drive from Vienna, so we took it in two stages, stopping overnight in Salzburg. Mozart's birthplace is well worth a visit, and there is a marvellous castle on the hill overlooking Salzburg with a great museum and plenty of parapets and towers. So impregnable, it has never been taken by force.

Stuttgart

The drive to Stuttgart the next day was quick and easy, as we liberally exercised the Mercedes on the smooth German autobahn. Stuttgart is fairly industrial and large in comparison with Salzburg, but we again found a big hill to ascend to get a good view over the city. Despite informative maps and descriptive guide books, we have developed a simple strategy to get our bearings early in our visits to a new place. We find a hill or tower to get a better feel for the layout of the town or city.

We had booked our Porsche factory tour well in advance, as required. Arriving a little early, we took the opportunity to stroll through the small but fascinating museum. My favourite was a creamy white 356 cabriolet with a prominent blue light and the word POLIZEI emblazoned on the bonnet. Try and outrun that one!



Promptly at 9:45, we met our host for the morning, Volker Spannagel, Porsche Worldwide Club Coordinator. After a briefing (no cameras, no touching, and mind the yellow lines on the floor – they're guides for the robotic parts carts) we commenced the factory tour. It was very, very revealing. Porsche pride themselves in their multi-skilled staff and their teamwork; when fully trained, every assembly technician can do all the tasks necessary to build a whole car. So, they may do dashboards one day, seats another, engines on a third day and so on. This approach leads to much higher quality and a real sense of pride in the product. We watched, walked and ask a million questions as we followed a car growing slowly from bare painted shell right through installation of suspension, running gear, wiring, interior and engine/transmission to become a complete Porsche.

At the end of the tour, we returned to the Museum and two lucky people separated from the group to pick up their new cars. As the rest of the group voiced their thankyou's and left the factory, three people were asked to stay behind. The three were us! Carolyn Duncan and I were invited to join Volker and Jutta Aldenhoff in the executive dining room for lunch.

We were treated exceptionally well, and they seemed well acquainted with the Porsche Club Tasmania and President John Pooley. We had an elegant, relaxed lunch with some excellent German wine. Over coffee and a delicious dessert, Volker inquired about our plans to tour other parts of Germany. I replied that we planned to visit the Porsche Factory in Leipzig, but had been unable to book a 400+Experience for Duncan, due to high demand. This experience involves being driven very rapidly around Porsche's test track by a Factory "test pilot" in a Turbo. Volker replied that unfortunately he couldn't create more places in that program, but on the day we planned to visit, he would be in Leipzig hosting the Porsche Club Belgium. They had a special test track program booked for the whole afternoon. Would we like to join them? No need to ask twice! In unison, all three of us said "Yes please!"

After lunch we were taken to Porsche's Exclusive and Classic Centre, managed by Jutta. Here we saw many examples of customers' cars, both new and old, being equipped with unique interior exterior and mechanical options. A very impressive display of what you can have done to your Porsche if you rule a small country with a few dozen oil wells. In a special workshop, some "no expense spared" restorations were progressing with great care. It was a great way to round out a very intensive Porsche day.

Leipzig Factory Experience

Our next stop was Berlin. We had a wonderfully educational tour of the reunited halves of the city and soaked up plenty of German history, food and even the occasional beer. The next day we headed south for our appointment at the Porsche Factory, Leipzig and again thanks to the excellent autobahns, had an easy drive to Leipzig.

The visit started early the following morning and quickly developed into another special treat, especially for Duncan and me (it's where they build the fabulous Carrera GT), but also for Carolyn (great interest in the Cayenne). We met the familiar face of Volker Spannagel at the entrance to the brand new visitor centre, and he introduced us to members of the Porsche Club Belgium. The tour commenced on time (of course!) and immediately we saw that the additional space allowed by designing and planning a new assembly line from scratch has really paid dividends. The space available to each technician as he or she performs a particular step of Cayenne assembly is much more generous than in the old Zuffenhausen factory. In a series of well choreographed operations, Cayennes grew to maturity before our eyes.

The Carrera GT assembly area, by contrast, was small, slow and technically complex. Each car is totally hand-built and even though the price of a completed car is astronomical, you can see some of the contributing reasons – exotic materials, extraordinary care and attention to detail, and time – plenty taken to get everything just right! I particularly liked the engine assemblies sitting quietly in on their pads, waiting patiently to be married to the chassis, and primed to deliver 600 horsepower at their new owner's command. After this technically fascinating tour, we had another lovely lunch in the visitor centre restaurant which overlooks the Porsche test track. It's FIA approved for all classes up to F1, and its design combines sections of famous racetracks from all over the world.

In the afternoon, we were divided into two groups. Half of us were given Cayenne's to drive through the off-road proving (torture) ground - lots of mud, steep ascents and descents, rugged bits and bumpy bits, and sections where some wheels left the ground completely. Carolyn was the first to drive "our" Turbo and had a great time. Luckily we didn't have to wash them when we returned an hour later!



The second group was given new 911 Carreras to drive on the test track, so when we returned from the off-road trials, we swapped vehicles with them and were led around the track for some very spirited laps by a Factory test driver in a GT3. I (bravely?) volunteered to ride with him for the first ten laps through the series of famous bends and corners. It was huge fun, although by the end of the first session I was feeling a bit strange from the extraordinary lateral G-forces that tug you all over the place. A GT3 in the hands of an expert just hurtles and lunges and grips and grips!

Each of us had the chance to try a couple of different model Carreras, as we followed (or tried to!) the test-driver for 10 lap sessions. Duncan felt especially lucky to have had the opportunity to drive such a capable, fast car in a safe environment. The Belgian Club members were very kind to give us the chance to join in their fun, and Volker and all the Porsche Leipzig staff were wonderful hosts.

Andrew Forbes
European Correspondent

IMPORTANT NOTICE

PORSCHE CLUB MEMBERS TRIP TO EUROPE

Porsche Cars Australia is offering a tour to the same venues so well described by Andrew, from 28 June to 9 July 2006, with additional options of including the Le Mans 24-Hour race and the French Grand Prix.

It is a rare opportunity specially arranged for Porsche Club members.

Reservations close on 15 April 2006 and if I read the brochure correctly, the cost for the basic tour (Zuffenhausen and Leipzig) is \$ 6490 per person sharing.

Brochures and other information are available from John Pooley.

Having also has the privilege as a motoring journalist to visit most of the major motoring museums and many of these manufacturing facilities and development and test grounds, I heartily recommend the experience, especially if you have not done something like it before.

Needless to say, if you were to be part of a group of like-minded enthusiasts, including some good friends from the PTC, the experience will be even more enjoyable.

Ed

THE CAYMAN S IN IBISA

Further to last edition of Flat Chat and the 997 Carrera 4 Majorca, we sailed 100kms to the Spanish island of Ibisa. We departed at 6:00pm and after a fabulous dinner on board by 9:00pm the Seven Seas Voyager “steamed” slowly into port. Over looking the harbour is a medieval castle well lit, keeping guard over the small island capital and port against the night sky. Shining with warmth and welcome a fabulous fire works display greeted us lighting the castle and surrounds even more. 500 meters to our berth and we could see from the decks and balconies of the ship another light show commencing this time electric, with 3 large video screens playing the Porsche Cayman S promotional films. The wharf danced and came alive with sound and light as the ship came along side. 20 Caymans drove from all directions, Zenon lights blazing and drove up ramps especially built for this spectacle arriving up to different levels and then strategically parking on stages and platforms. By now we could see and hear the Spanish, live rock band performing and providing music for the 20 dancers now moving to all levels on the platforms to be with their respective cars. More lights, more music, sounds and sights, fantastic! The Cayman S is born alive and real, another party followed on The Voyager tied up and we went ashore to see and touch the new cars, while enjoying champaign and the excitement of the evening.

Next day was drive day. 80 cars red, black, and silver, 6 speed manuals and tiptronic – an organised drive around the roads of this Mediterranean island – 2 days here and memories forever. Viva La Porsche Cayman a fabulously well balanced, handling sports car like not others, great performance the real deal – the ultimate affordable great value sports coupe setting new benchmarks – Porsche leads again – make sure you drive one soon and own one before you die.

John Pooley
President

FLATCHAT BACKCHAT

Questions and Answers with STEPHEN GIBSON

What's the first car you ever owned?

SG Vauxhall Cresta

What is your present car?

SG 993 Carrera S

What is the best car you've ever owned?

SG The above 993

What car do you regret selling?

SG The 964

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

SG 250LM Ferrari

What's your earliest memory of a Porsche?

SG Leonard Teale Racing 911S at Symmons Plains

When did you buy your first Porsche?

SG 1982 Carrera

What do you like most about your Porsche?

SG Dynamics/Style

What is your favourite Porsche road or route?

SG Lakes Entrance, Omeo, Hotham & Bright.

When and how did you get into motor sport?

SG. "Targa '93" Raced Superbikes (70's)

What was your best result?

SG Staying alive on the bike

What was the worst result?

SG None

What's your favourite event?

SG World Superbikes Phillip Island

EVENTS 2006

APRIL 25TH – 30TH	TARGA TASMANIA – Northern and Southern gathering to view the event. Organiser: Charles Button Time and locations to be advised.
MAY 7TH	Economy Run – Campbell Town – North and South Organiser: Bill McGowan
JUNE 12TH	PCT/CMI Motorkhana – South Organiser: Charles Button
JUNE 18TH	Cryptic Drive/Luncheon – North Organiser: Chris Berry
JUNE 20TH	Quiz Night – North and South Organiser: Rob Sheers
JULY 23RD	Cryptic Drive/Luncheon – South Organiser: Philip Petersen
AUGUST/SEPTEMBER	Disadvantaged Kids' Day – Baskerville Exact date to be advised
OCTOBER 7TH- 8TH	Lost Weekend – Binalong Bay <i>See details elsewhere</i> Organiser: Jack Bock (Early booking required)
OCTOBER 22ND	PCT/CMI Motorkhana – Powranna - North Organiser: Rob Sheers
NOVEMBER 4TH – 6TH	Mountain Circuit Touring Road Event – North Light Car Club of Tasmania
DECEMBER 3RD	Novice Trial/Xmas BBQ including trophy presentation North Organisers: Neill Daly and Gerard Maguire

Transfer these dates to your diary now!

As you will see, various members have kindly volunteered to take responsibility for organizing an event. This spreads the load. Hopefully others will follow and take up the challenge. Charles Button will offer assistance in co-ordinating when required.

IMPORTANT NOTICES

LOST WEEKEND **OCTOBER 7TH AND 8TH**

Jack Bock, our East Coast representative, has assured us that this will be a great gathering.

Accommodation for eight couples has been pencilled in at the “Bay of Fires Cottages”. A booking has been made at Angasi Restaurant which is nearby for dinner on the Saturday night.

As accommodation is limited to eight couples, it is essential that you let Marion or John at Bay of Fires Cottages know of your acceptance **prior to Monday 17th April.**
Phone 6376 8262 (please mention Porsche Club booking)

More information about the venue can be found at
www.bayoffirescottages.com.au

CLUBMAN OF THE YEAR AWARD POINTS

A new system of awarding Clubman of the Year Points has been decided upon by your Committee. This new system commenced after the awarding of the 2005 Clubman of the Year at the recent Xmas BBQ and Rally event.

Points gained at the 2005 Xmas BBQ/Rally are included in the 2006 points calculations.

A Northern and a Southern Clubman of the Year Member will be maintained

The cut-off point for award points will be the event prior to the annual Xmas BBQ function.

Points will be awarded on the following basis:

Competing or participating in an event:	Full Day	15 Points
	Half Day	10 Points
Assisting at an event, or prior to an event, or after an event (min 2 hours) :	Full Day	15 Points
	Half Day	8 Points
Submitting an article to Flat Chat (min. 250 words)		15 Points
Submitting an article to Pit Torque		4 Points
Taking sole responsibility for organizing and running an event		25 Points
Attending a monthly Clubroom get-together		4 Points
Attending an event (not competing)		6 Points
Correctly answering a Pit Torque question:		
Flat Chat email recipients:		10 Points
Flat Chat hard copy recipients		10 Points

Any contentious issues regarding awarding of points shall be decided by a majority vote by the Committee

CLUB CHAMPION AWARD:

This award is based on **actual competition results**.

There will **not** be a separate North and South Award, as is the case with the Clubman of the Year Award.

Points will be awarded for winning or placing in an event.

Where an event has a separate Northern and Southern section (as in the Xmas BBQ/Rally) both Northern and Southern place-getters will receive points. Events where points may be gained shall be those listed on the calendar. Winners and place-getters at joint PCT/CMI events will also be recognized.

Points will be awarded as follows:

First	15 Points
Second	10 Points
Third	5 Points

Leigh Mundy and Charles Button will take responsibility for compiling the results and allocation of points. The points allocated will be vetted monthly by your Committee.

Any contentious issues regarding awarding of points shall be decided by a majority vote by the Committee.

CLUB CHAMPION

(As at 15th March 2006)

David Hannan	30 Points
John Pooley	15
Charles Button	15
Rob Sheers	15
Peter Richardson	15
Gerard Maguire	10
Rob Barow	10
Neill Daly	10
James Mundy	10
Yogi Burghart	10
Philip Petersen	5
Chris Berry	5
Jack Bock	5

CLUBMAN OF THE YEAR AWARD(As at 15th March 2006)**Southern Members:**

Charles Button	67 Points
John Pooley	50
Rob Sheers	50
Bill McGowan	50
Gerard Maguire	48
Keith Ridgers	42
James Mundy	34
Yogi Burghart	34
Leigh Mundy	33
Philip Petersen	23
Rob Barrow	21
Peter Richardson	21
David Cowles	15
Stewart Harper	15
Paul Berry	15
Nino Bocchino	15
John Davis	15
Adrian Richardson	12
Gary Cannan	8
Joe Hand	6

Northern Members:

Neill Daly	42
David Hannan	38
Jack Bock	21
Chris Berry	15
Michael Parker	14
Alan Williams	14
Steve Gibson	8
Scott Anthony	6
John Batten	4
Bruce Allison	4
Kerry Luck	4
Don McWilliam	4

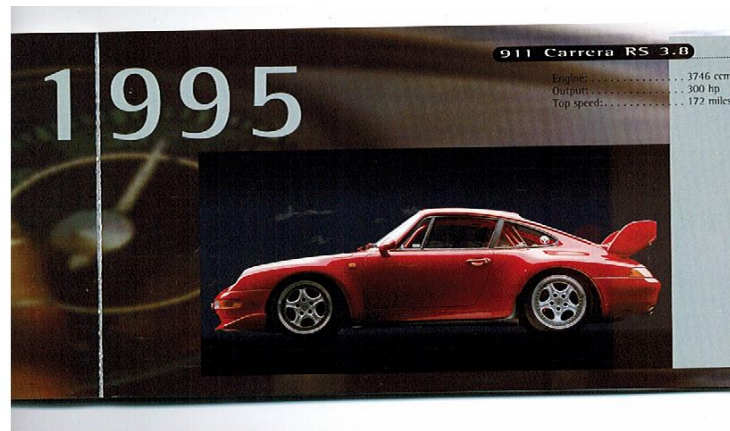
PIT TORQUE ANSWER FROM JANUARY
by GRUMBLE RACING TASMANIA

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

ANSWER :

Thank you for all your variety of answers. Charles Button thinks BIG and yes the 5.7 liter air-cooled flat 12 twin turbo charged 917 Porsche motor was the largest . But it was a racing motor and not a production model. Bad luck but good try! Again close was Bill MCGowan but the 5.0 liter 32 valve 928S of 1985 was water cooled as was the Porsche Carrera GT, V10 of 2003 with 5.7 liters and the 2003 Porsche Cayenne V8 of 4.5 liters.

So the answer comes back to the evergreen 911 flat six air-cooled base Porsche motor. From 1994 - 1996 Porsche offered the lowered and lightened 993 Carrera RS in both normal and Club Sport models, with the 3746cc six called the " 3.8 liter ", total production was only 1203 units. What an investment if you buy one, their value has increased by at least 20 % per year ever since production ceased. John Pooley find me one now please for my Superannuation Fund to invest in and I can store and look after it as Trustee!!!



PIT TORQUE QUESTION FOR MARCH 2006
by Grumble Racing Tasmania - AKA -Leigh Mundy

Now at the date of the launch of the new Porsche Model by Performance Automobiles in Hobart at the Porsche Club of Tasmania Cocktail party/ Concourse de Elegance/ Porsche Cayman S introduction/unveiling , which was held on 11th February 2006.

How many different models of Porsche cars are there available for sale?? A clue is to look in the front of the lovely free white "PORSCHE THE MODELS" bound book available to all at the event. Be the first and the brightest as the second clue involves that night or text above.

Have a GO the answer is between 2 and 20

Send answers to: leigh.mundy@hotmail.com Or Fax to 62231048

Porsche Club Tasmania
Flat Chat – April 2006

NEWS FROM SHANNONS

Question: Why is Shannons different to the main stream insurer?

Answer: Because we only insure motoring enthusiasts and the vehicles they own and because we "share the same passion"

Some of the unique benefits of our comprehensive policy are as follows-

1. Agreed Value - We realise that our customers make modifications and add accessories to their vehicles and keep them in above average condition in many cases, we therefore offer an AGREED VALUE and not a market value. Thus in the event of a total loss, you receive the full sum insured without any depreciation deducted. At Shannons we are not concerned with vehicle modifications as long as they are legal.

2. Your Choice of Repairer - We realise how important your car is to you and that you know who you would want to repair your car, so we only require you to obtain ONE QUOTE in the case of a claim. We even appoint a qualified assessor to manage your claim.

3. Lifetime Guaranteed Repairs - The quality of workmanship and materials authorised by Shannons in repair of your car is guaranteed for the life of the vehicle.

4. Free Windscreen and Window Glass - Our policy gives you one windscreen or window glass replacement each year without an excess applying. This excellent benefit applies to accidental damage on a comprehensive policy.

5. Personal belongings - Shannons covers your personal belongings and tools for loss or damage while in your vehicle to \$400.

6. Excess - A basic excess applies to all vehicles, in addition there is an age excess for under 29 year old drivers. Excesses vary depending on the type of vehicle, vehicle age and modifications.

7. Total loss salvage option - For certain categories of vehicle in the event of a total loss you are paid the full sum insured (less any excess) and may keep the wreck. Where this option is not the case, you are given the first option to purchase the wreck.

8. Pay your premiums by the month - You can pay your premium monthly, quarterly or half yearly by direct debit from a nominated bank account or credit card with no fees applying.

9. You can insure all your vehicles through Shannons - Whatever vehicle you drive you can insure it with Shannons under one simple and flexible policy. The more vehicles you insure with Shannons the greater the premium advantage.

10. Hire Car - In the event of your vehicle being stolen, Shannons will supply a hire vehicle for up to 14 days.

11. Special low usage rates - If your vehicle is not your main form of transport and you don't use it on a daily basis you could benefit from a lower usage rate, thus creating a lower annual premium. We even have a laid up policy for vehicles under restoration and special rates for club permit and special interest registered vehicles.

Other Shannons Products

Home/Contents

Shannons recently introduced a home and contents policy which features a \$10000 insurance cover on motoring memorabilia (ie: model cars collections, motoring books/videos, antique bowlers, tools and car parts) which is automatically offered at no extra cost when you take out a home/contents policy. Also if you already have your cars with Shannons, you automatically receive a premium discount on the home/contents policy.

Motor Cycle Policy

Launched on the 12th December 2005 was the new Shannons motorcycle policy which features many benefits that the enthusiast rider has been looking for in an insurance policy for some time, these include:

1. Agreed values
2. Choice of own repairer
3. Special low usage rates
4. Riding gear cover (offer \$3000 cover for the rider and \$1500 for the pillion passenger)
5. Modifications
6. Cover during advanced/rider training courses under instruction

If we can assist any member of the Porsche Car Club with any of the above products please do not hesitate to contact us on 134646 to speak with Matt or Toby in our Hobart office.

Thank you for supporting Shannons and the motoring events we hold.

Rodney Belbin
Tasmanian Business Development Manager

FOR SALE

2006 Porsche Cayman 'S'

217kW (295bhp) @ 6200rpm
340Nm @ 4400rpm
Sports Chrono Packages
PASM (Porsche Active Suspension Management)
Metallic Paint
Tyre Pressure Monitor



Drive Away.....\$174,000
Performance Automobiles: Kevin Knight - (03) 6222 1602/ 0418 825 679
OR: John Pooley – 0418 120 055

1983 PORSCHE 911 Carrera

3.2 Litre (3 Litre Converted)
5 Speed Manual
CAMS Approved Roll Cage – New (not fitted)
Braided Brake Hoses
Full History Documented
Sunroof
Drives Extremely Well



Drive Away.....\$40,900
Performance Automobiles: Kevin Knight - (03) 6222 1602/ 0418 825 679
OR: John Pooley – 0418 120 055

2001 PORSCHE 911 Cabriolet

996 3.4 Litre 6 Cylinder Motor
5 Speed 'Tiptronic' Automatic Transmission
4 Brand New Tyres on 17" Alloys
Full Service / Ownership History
With Hardtop
Steel Gray with Light Grey Leather
Only 31,000kms



Drive Away.....\$134,900
Performance Automobiles: Kevin Knight - (03) 6222 1602/ 0418 825 679
OR: John Pooley – 0418 120 055