



Porsche Club

Tasmania



FLAT CHAT

JANUARY 2007



2007 PORSCHE 911 TURBO

FLAT CHAT

Quarterly Newsletter of the Porsche Club of Tasmania

JANUARY-MARCH 2007

CONTENTS

Committee.....	1
Editorial.....	2
The Chair Squeaks.....	4
The Other Chair Speaks.....	5
National Porsche Presidents Meeting.....	6
Powranna Motorkhana.....	9
Xmas Rally.....	14
Porsche 928S4	16
European Correspondent.....	18
Porsche GT3 RS.....	22
Final Clubman Points Awards.....	27
Club Champions.....	29
Pit Torque.....	30
Events Calender.....	32
Tail Piece.....	34
For Sale.....	35

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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.**

JANUARY 2007 EDITORIAL

The three most successful (at least in terms of net income) motor companies in the world are reportedly Toyota, BMW and Porsche.

Toyota is now the Goliath of the motor world. In asset value it is more than twice the size of Ford and General Motors.

BMW is no where near Toyota's size but with sales of more than 1,2-million cars it has taken the lead in the luxury car market.

Porsche sells less than 100 000 cars a year.

You could almost imagine that Toyota could buy Porsche simply by signing a purchase order.

And you could not be more wrong.

The genie popped out of the bottle last year when Porsche purchased 18,5% of Volkswagen AG. Porsche claimed it did so to protect its interests in joint ventures.

Since then several other things happened quickly.

Porsche upped its stake and now owns 29,9% of Volkswagen, a tenth of one percent short of control of the company. Dr Wendelin Wiedeking sits on the Volkswagen board and Bernd Pischetsrieder was recently replaced by Dr. Ferdinand Piech's favourite, Martin Winterkorn, as Volkswagen's CEO.

Minority shareholders that hold 20% of Volkswagen (notably the state government of Lower Saxony) currently have special blocking rights. This rule is being contested in the EU (by Porsche) and may soon be declared illegal.

If the blocking right of minority shareholders is removed Porsche is thought to be ready to raise about \$10-billion through a rights issue and acquire up to 50% of Volkswagen and take full control of the company.

Control of Volkswagen will also bring Porsche effective control of Audi, SEAT, Skoda, Bentley, Lamborghini and Bugatti.

The year ahead may become a very interesting one for the one-time family car business of Dr. Ing. h.c.F. Porsche – and a few other motor companies it may suddenly own.

Leon Joubert

3.

LETTERS TO THE EDITOR

14 December 2006

Hello Leon

Please find attached my contribution to the forthcoming edition of Flat Chat.

Bill McGowan has forwarded to you three sheets of results of our Club Annual Awards; also his article on the 928 Porsche.

On a more serious note. I was most insulted by your questioning of my integrity and honesty in the last edition of Flat Chat.

There is a vast difference between a good old-fashioned Australian rubbishing of an individual compared with a straight-out questioning of a person's honesty and integrity. You did so not once but on four separate occasions in the one article.

To put the records straight: Phillip and Sylvia Petersen set the course and neither Gerard nor myself had any knowledge of the route, nor the questions asked. We were purely competitors, the same as all the other participants.

I expect you to make some mention in this forthcoming edition of Flat Chat clarifying the true situation regarding my knowledge of the answers, together with and an apology.

Leon, I think that when you re read the article you will realise, as have many others, that you really did over step the mark.

Regards
Charles Button

It should be noted that Charles is a Tasmania Steward of CAMS (the Australian Confederation of Motor Sport) and that any inference that he could have an unfair advantage in a sporting event is indeed a serious matter. Of course I therefore unreservedly apologise for making jokes at the possible expense of his integrity!

For that matter, the irreverent comments in the same article about Rob, Elspeth, John, Gerard, Philip, myself and/or any others were of course not meant to be taken seriously either!

Editor.

THE CHAIR SQUEEKS

This issue of "Flat Chat" is the biggest and the best that we have had since the formation of our Club and is indicative of the enthusiasm of our members and the resultant strength of the PCT.

The many articles and reports illustrate what an enjoyable and active quarter we experienced to the end of 2006 and all indications are that we can look forward to an even more stimulating and enjoyable 2007.

As our Editor also comments, 2007 has every indication of being a particularly exciting year for Porsche, and not just because of new models that we can expect to see.

Porsche's increasing influence on the global motoring scene stems from the excellence with which the company has always conducted its business. As Porsche owners and enthusiasts we appreciate that better than most. It really is an exciting time to be closely associated with such a dynamic and successful brand.

Towards the end of 2006 we experienced the local launch of the mighty new 911 Turbo, a 480 bhp car which has often been the recipient of "World's Best Car" awards by motoring magazines and was recently also voted 2nd in the Performance Car category of Australia's best cars.

It was particularly pleasing to see such a good turn out of PCT members at the 911 Turbo launch.

At about the same time we received information on the revised and updated Cayenne range (featured on our cover) which now includes the remarkable option of a V6 model which will retail for under \$100 000.

Our Xmas function (reported elsewhere) was by all accounts a huge success and I apologise once again for not being able to attend this year as I was traveling inter state at the time.

My best wishes to you and your families for the Xmas and festive season, and many miles of safe and enjoyable Porsche motoring.

John Pooley
President

THE OTHER CHAIR SPEAKS

This January 07 edition of Flat Chat has hopefully arrived before Christmas thanks to efforts of our editor and the contributors who had to get their articles in a bit earlier.

Well that's another year nearly gone! And our club continues to mature. Looking back over the year there was a nice collage of events, something for everyone hopefully. We were most encouraged by the excellent turn up at the last two events of the year. The rides day at Baskerville for disadvantaged children had eleven members give many children a "Porsche ride" to remember. This was a win-win, with the kids having a terrific time and the drivers having a nice spirited drive around Baskerville which is an interesting and quite technical track.

The end of season Christmas Rally & BBQ was very well attended. Not everyone competed in the rally but those who did were treated to very well organised events starting from both the north and south and finishing at the BBQ site. Thanks goes to Gerard Maguire and Neill Daly for planning and running the rallies. The BBQ was a terrific gathering of members and families. About 50 people turn up in 21 cars (mostly very nice Porsches). The BBQ was held at a lovely property near Longford. Many thanks to the property owners for hosting us in such fine style. It was a very warm day and a large oak tree provided a nicely shaded area for the BBQ. Clare and Charles Button (Charles under Clare's guidance!) presented a truly wonderful BBQ lunch. Thanks again Clare and Charles for such a fine spread. A marvellous day was had by all.

I was very fortunate recently to drive the new 997 Turbo. This is one very special vehicle. Most of us know it's a very fast, capable car and let me tell you it doesn't disappoint with exceptional handling, great brakes, very rapid acceleration etc, etc. But the most amazing thing for me was its totally composed nature. Driven at normal road speeds (slowly) it excels being comfortable, quiet and it has an exceptionally smooth ride for a sports car. It would make a great long distance touring car. I was so impressed with how easy and relaxing it was to drive. It's a vehicle that gives driving pleasure whether you are threading through a series of tricky corners or just out for a quiet cruise. Without a doubt the best car I have ever driven. Well done Porsche.

I'd like to pass on thanks to the club's hard working committee member's for their fine efforts during the year. Also many thanks to others who helped out during the year (Flat Chat articles, assisting with events etc).

Wishing you and your family all the very best for Christmas and may the coming year hold some pleasant surprises!
Enjoy those Porsches, cheers from the other chair

Rob Sheers – Vice President

National Porsche Presidents Meeting

Recently I was deputized by the Club President John Pooley (who was returning from an overseas trip at the time) to attend the National Porsche Club Presidents Meeting. I keenly accepted the offer, looked forward to the meeting and catching up with the other Porsche Club Presidents.

The meeting was arranged by Porsche Cars Australia (PCA). It was held at the Lake House, a lovely boutique hotel, in Daylesford, Victoria. Travel to and from the venue provided a great opportunity to experience a couple of Porsche's latest offerings. PCA had a very nice 997 C4 waiting at Qantas valet parking with maps on the seat for the trip to Daylesford. In typical Porsche fashion the route was over some nice driving roads

Pamela Ward (PCA) organized and chaired the meeting. Kevin Nicholls (PCA) gave the opening presentation and coordinated proceedings. Kevin's opening presentation focused on how Porsche is going, sports car sales are up while SUV sales are slightly down (less than the sector average). Kevin set the tone early in proceedings - "our aim is to get people into more than just a car". A reflection on the other things that go with Porsche ownership which of course includes the ability to join a Porsche Club.

The agenda for the meeting was wide ranging covering various issues from club pins to the forming on the "Porsche Club of Australia". Some of the items discussed were:

General issues:

1. Potential formation of the "Porsche Club of Australia" – Michael Chapman (Vic President) put a convincing case forward to establish the "Porsche Club of Australia". The proposal is to have the "Porsche Club of Australia" act as a collective/union (umbrella) for the state clubs. Although there may be standards developed it was stressed that state clubs would retain their own identity, individuality and management. The benefits may include collective insurance cover (including CAMS annual fees), enhanced buying power for clothing, printing and other supplies, etc. This proposal created a lot of discussion and most presidents and the PCA representatives seemed to be in favor.
2. Porsche Club Websites – various issues regarding website upgrades, extent of use etc were discussed. The Porsche Club of Victoria has just spent many thousands of dollars up grading their site. I came away thinking that running an effective website for small club such as ours maybe a bit beyond our resources?
3. Membership Assistance – PCA indicated they may be able to assist clubs with administration matters and other support if required.

7.

4. Club Membership profiles – PCA want to put together a data base of Porsche Club members. Pamela and Kevin advised that information required would relate to member demographics and cars owned only. There is no requirement for names, addresses etc. Apparently Porsche cars Germany has requested this information.
5. Club Member Pins – a proposal was put forward to develop an “Australian Porsche Club Pin”. Some states already have club pins.

Motor sport:

1. Potential formation of a National Porsche only Series, similar to the Porsche Sports Cup in Germany – discussion indicated this would be difficult.
2. Confederation of Australian Motor sport – again the discussion came around to creation of a “Porsche Club of Australia” to act as the main interface with CAMS for Porsche Club business. Concern was raised regarding CAMS increased rules/compliance for events, liabilities of committee members and difficulties finding volunteers/officials.

Events:

1. Porsche Club Nationals – I was a little surprised that this unique Porsche event didn't gather that much interest. For the time being the Porsche Nationals appear to be on the back burner.
2. National Club events – potential for Clubs to promote one event per year as a national event.
3. Porsche Cars Australia – PCA are planning to run a Porsche rally in Victoria later next year, South West of Melbourne. The rally will be similar to the Porsche rally run in Tasmania a few years ago and also to the rally run as part of the 50th anniversary celebrations. The event will use some closed sections of the Great Ocean road. Sounds like it will be a good one but there will be a 150 car limit so if you are interested you will need to get in early.
4. Historic racing – PCA intend to get more involved in the Historic racing scene in Australia. Next year they will be entering seven museum cars in the Phillip Island Historic meeting to be held in March. PCA intend having a Porsche corporate hospitality facility at the event.

The Presidents Meeting proved an excellent meeting for sharing ideas, looking at potential ways to improve the ways clubs operate and attract members. Also it was an excellent opportunity to be brought up to date with PCA operations and coming events.

8.

I came away with clear impression that both PCA and Porsche Germany understand the important role Porsche Clubs play in fostering brand loyalty and the “Porsche life style”. My impression is that PCA genuinely value the Porsche clubs of Australia and will endeavor to provide support for the clubs where possible. I was interested to note that globally Porsche Club members own more Porsches than non members!

The return to the airport the next day was by a Boxster with the roof down, very appropriate given the lovely warm sunny day. It was a spirited drive in a convoy of nine Porsches with Pamela at the rear in her Cayenne.

I'd like to thank John Pooley for the opportunity to attend. And PCA for putting on a very well organized meeting and also for looking after us in fine “Porsche” style.

Rob Sheers – Vice President



2007 Porsche 997 GT3 RS

PORSCHE CLUB TAS POWRANNA MOTOKHANA – October 06



Keith Ridgers about to give his 993 a work out

On Sunday the 15th of October Porsche Club Tasmania (PCT) again teamed up with (or should that be against) Club Motori Italia (CMI) for the final round of the interclub Motorkhana series for 2006. It was held at the Powranna Drag Way and again we were blessed with lovely weather for the event. This third and final round of the PCT/CMI Motorkhana series was the decider, as it was one event each leading up to this event. So the pressure was really on!!

Seven PCT members entered to uphold the honor of our Club. Some very nice Porsches presented on the day plus also a couple of "other cars". James Barber turned up in a good looking 911 Targa, Bill McGowan in his mighty 928, Keith Ridgers in his rapid 993, Yogi Burghart in his trusty 911, Rob Sheers in his 911SC, Chris Berry in his very nice BMW Alpina (take note Leon) and Philip Leith in his fast and furious Elfin Clubman.

The number of PCT entries for this event was again just seven which follows the last couple of events which also had seven PCT entries. We seem to be stuck on seven but at least the mix of people and cars has been different each time!



James Barber on the start line in his Targa

10.

The other “Mob” fronted with an amazing collection of interesting machines. Every thing from a Jowet Jupiter to a very nice looking Ferrari! Other notable cars being a BMW M5, a Toyota Celica GT4, a very rapid and well driven Peugeot 205 GTI (that had an engine transplant from a 405 MI16), a Triumph Dolomite Sprint, a quick Nissan EXA, a fast little Honda S600 (that had a some what bigger engine), Graham Mitchell’s Targa Mercedes 220SE, a Datsun 240Z, an Alfa and of course a number of Fiats. They started with 19 entries but dropped back to 18 when Kev Crowe’s Fiat developed a problem early in the day and had to withdraw.



An interesting collection of cars line up for the start

The Drag way again proved to be a good venue. It’s well surfaced and wide enough for a range of interesting Motorkhana layouts. Drivers competed in four different events (layouts), having two runs on each layout. The competitor’s scores were determined by adding the best result (fastest time) from each event. The winners were those with the lowest overall time for the day. Each club had its own competition while the outright best time (overall winner) determined which club had won the day.



Keith, Bill and others line up for a start

11.

The competition amongst Porsche Club members was pretty keen all day. Philip Leith was extremely quick in his Efin Clubman but had a couple of little problems (like the hand brake sticking on after a nice hand brake turn!) which tended to upset his overall score. Bill McGowan and Keith Ridgers were fast and consistent performers. While other members put in good efforts on the day.



Bill McGowan and his winning 928

The competition between the Porsche Club Tas entrants produced the following winners:

- 1st - Bill McGowan
- 2nd - Keith Ridgers
- 3rd – Philip Leith



PCT-CMI Motorkhana Series Perpetual Trophy (left) and PCT trophies and prizes (right)

The inter Club competition between PCT and CMI was full on, especially as this event was the decider for the 06 Series. Unfortunately for us the “other Mob” won the day and the 2006 Series. It looks like we will have to lift our game a bit next year! Maybe we will have to encourage a few more of our members to dust off their cars and come along and support the cause. On a final note I would like to thank the all important helpers on the day, “Little” Bill, Catcher, Iris McGowan, Piet Blokker, James Barber’s lads and any others who assisted.



The Porsche Club Tas team

PCT/CMI Motorkhana results - 15th Oct							
Porsche Club Tasmania							
	No	Car	Event 1	Event 2	Event 3	Event 4	O/all time
Bill McGowan	2	928	34.4	30.9	32.9	39.4	137.6
Keith Ridgers	16	911 C4	33.7	31.9	33.3	39.1	138
Philip Leith	15	Elfin Clubman	34.4	36.8	30.9	36.9	139
Yogi Burgart	19	911	35.6	32.1	32.4	40.1	140.2
Rob Sheers	3	911SC	35	32	34.8	39.3	141.1
Chris Berry	12	BMW Alpina	35.7	33.8	35	40.1	144.6
James Barber	17	911SC	38.1	33.6	35.2	41.2	148.1
Club Motori Italia							
J Biernachi	23	Celica GT4	31.2	31.9	33	39	135.1
Nicole Bryan	20	205 GTI	33.7	30.6	33.7	37.8	135.8
Brad Dale	18A	Fiat X19	32.6	30.5	34.1	39.1	136.3
Paul Rice	9	Nissan EXA	33.4	31.9	33.3	39	137.6
Neville Cook	18	Fiat X19	34	31.5	34	39.2	138.7
Norman Henry	21	Alfa Guiletta	34.1	33.5	35	39.1	141.7
Philip Blake	8	Fiat Abarth	34.4	32.9	34.9	39.9	142.1
David Wishart	13	BMW M5	36.4	32.2	34.4	39.8	142.8
John Fagg	11	Datsun 240Z	34.3	34	34.4	40.6	143.3
Graham Mitchell	5	Mercedes 220SE	34.5	35	35.3	38.5	143.3
Bruce Heron	6	Triumph Dolomite Sprint	34.7	33.8	35.5	40.5	144.5
Ian Sylvester	10	Honda S600	36.9	34.3	34.1	39.2	144.5
Alex Rice	9A	Nissan EXA	36.6	33.3	35.4	41.5	146.8
Tristan Roberts	4	Fiat 850	37.6	34.4	36.9	40.8	149.7
Peter lowe	22	BMW	37.6	36.5	36.3	42.5	152.9
Mary Blake	8A	Fiat Abarth	55.7	42.1	43.3	49.1	190.2
Ricardo Morganti	7	Ferrari Dino	36.1	32.8	33.4	DNS	DNF
Paul Buryne	14	Jowett Jupiter	42.6	38.8	DNS	DNS	DNF
Kev Crowe	1	Fiat 131 Rally	DNS	DNS	DNS	DNS	DNS

Rob Sheers.

CHRISTMAS RALLY / CRYPTIC DRIVE, 10th Dec.

For the forty four participants who ventured out to the wonderful Longford location of our third annual Christmas barbeque, the day certainly was most memorable. The Northerners were treated to a very clever cryptic drive courtesy of Neill Daly while the Southerners were once again confronted with 'Maguire's Simple Navigation' in order to get there. Perhaps, judging by the pained expression on some of the arriving southerners, we might have to look at a simpler, faster method to get to next years location. Yeah right!

With a mixture of open country roads without interruptions and boring highways with cryptic clues thrown in, you might say the event from the south had plenty of variety. The northerners filled in a couple of hours with some ***extremely*** clever cryptic clues travelling south of Launceston. **Neill has the northern results to follow.**

Most crews started filtering into the finish around 12.45pm onwards to be met with a most welcome glass of bubbly and the promise of a superb fillet of beef and marinated chicken. The promise was superbly delivered by our most obliging hosts together with the team to beat all teams, the wonderful Claire Button and her sidekick Chas. The time and effort put into the catering by Claire and Charles and also Iris McGowan in providing that mouth watering, 'pink eye' potato salad was appreciated by all.

After being adequately fed and watered the results were announced.

SOUTH. Taking out first prize: Stewart & Cathy Harper
Equal with Rob Sheers & Elspeth Wishart.
Third prize to none other than Chas & Claire
Button.

Congratulations to all those who participated. I'm sure there were some fun bits amid the confusing bits. The BBQ was second to none and I'm already looking forward to next year, perhaps somewhere on the sunny and hopefully greened up East Coast.

Gerard Maguire.

PS! Apologies to those who missed out on the 'Miss Porsche' Competition & the rendition of "Old 'person of darker persuasion' Joe". The 'entertainers', when learning of Chas' arrival without the cheque book, gobbled down what they could as part payment and left in a huff. Maybe next year Chas.

XMAS BARBEQUE – THE NORTHERN LEG.

The Northern leg of the event set off from the Auto-museum in Launceston at 10:30. A gathering of 6 vehicles, which included Michael Parker's stunning new 356, or perhaps it just looks new. A drive through the farm-fields (not literally) North of Longford, with a few cryptic questions along the way preceded the BBQ lunch.

Literal and Porsche-centric questions were raised along a set route, which required some "hunting" when driving through the townships.

One more Northern member joined, the 356 of David Hannan joined us at the BBQ adding to the impressive display of Porsches which represented everything from the early 1960's through to a current model 997.

The beautiful surroundings and the shade of the "old oak tree" were a welcome sight to many without the luxury of A/C in their early models. The grounds were a most appropriate fitting to the ultimate event for the Porsche Club of Tasmania for the year.

Cryptic Drive Results

=1st Bruce Allison/Joel Allison

=1st Graeme Pitt/Sherryl Pitt

2nd Christa Allison/Alana Allison



PORSCHE 928 S4 - CAR PROFILE

Nearly 30 years after the Porsche 928 first took to the roads, Porsche's very own muscle car is still a force to be reckoned with. Developed over six years and launched at the Geneva Motor Show in 1977, Porsche's long serving 928 has always been a controversial car.

The marques' most fanatical supporters were horrified by rumours that this big front engined, water cooled two-plus-two was intended to replace the rasping, snarling 911. Other critics dismissed the 928 as a compromise, because it lacked the raw appeal of a genuine sports car and was not quite smooth and refined enough to qualify as a classic grand tourer. But there were also those who praised this Porsche for holding the middle ground with its pulverising pace, fool proof handling and superb built quality.

There were four main variations on the original 928 theme: The 928 S, 928 S4 (my car), 928 GT and the 928 GTS. Through the years the Porsche 928 has become something of an invisible exotic while other cars, notably Ferrari Testarossa, Lamborghini Countach, Lotus Esprit and even in recent years Corvette ZR-1 dominated the exotic car spotlight. The 928 soldiered on in the shadows with the introduction of its air cooled stable mates the 911 Carrera 2 and 4 stealing much of the fastbacks' limelight.

Still that familiar "Shark" profile hides some fairly impressive figures. With four cams, 32 valves and 326HP the all aluminium 5.0 litre, 90 degree V8 has all the right numbers and can push the coupe through the quarter mile in 14.6 seconds. Whilst the factory tech specs suggest a top end of 270 km/h is achievable, I have not been able to verify this claim due to the local snakes in the grass with their radar equipment.

Acceleration guaranteed to put a smile on your face is matched by a ballet dancers' balance for reasons that include mounting the transmission at the back of the car, where the battery is also located. The Weissach axle, named after Porsche's research and development centre, virtually eliminates the risk of lift-off over steer and helps make the 928 feel exceptionally safe.

The 928 body was the epitome of modern light weight design. The body shell unit was made of hot dipped galvanised steel and the doors, front wings and bonnet were made of aluminium.

The 928 S4 was appreciably better than that of its predecessors. Top speed was 270km/h, making the 928 S4 the fastest production Porsche to date (1988).

Production numbers of the 1988 928 S4 was 4,332 vehicles.

1995 marked the end of the 928 model line when the 928 GTS finished its final year, overall Porsche built 61,056 examples of the 928 concept.

It's true that the Porsche 928 has undergone little more than cosmetic changes over its lifetime, but it may hardly be called a dinosaur. Just think of it as little ahead of its time. In 1978 the 928 was the first and to date only sports car to be named "Car of the Year" by the European Motoring Press.

My particular 928 S4 was sourced in Melbourne approximately two years ago, after many disappointing inspections of inferior models. It goes without saying that I am absolutely stoked with my 928 S4, it's proving the point that you can not surpass good breeding and that, if the designers and engineers at Porsche had not realised their dream of creating a front V8 engine car, I would not be the proud owner/driver of this "Stuttgart Shark".

What more could a boy want?

Bill McGowan



Shannon's 'Cars In The Park' – The 928 S4 is on the right.

The “Other” Porsche Museum

As lucky Australians living for a few years in Austria, Carolyn and I toured through Switzerland to Tuscany for our summer holiday this year. We spent a wonderful relaxing week in the Chianti region at a centuries-old villa surrounded by vineyards and olive groves. Every day was a culinary exploration and I now know the difference between fresh delicate Italian pasta and what is called pasta in the rest of the world. I don't think it is possible to reproduce the real thing anywhere else, and I'm glad this is the case, as it gives everyone a solid excuse for visiting Northern Italy. The other reason you should visit Tuscany is for the lovely red wines, all produced from small vineyards by individual families. Good Chiantis and Montepulcianos are only a few Euros a bottle, and most vigneroni are only too happy to greet you at the cellar door and walk you through an informative tasting of their entire range. A piece of advice if you are driving – taste each sparingly, then find a nearby restaurant to spend a couple of hours enjoying the inevitably excellent local cuisine and to give the wine a chance to be metabolised. You don't want to be “counselled” by the Carabinieri.

As your European Correspondent, I did more than eat, drink and relax, of course - I kept an eye open for any Porsche-worthy news or events while on the road. There were two which are well worth noting. The first was a chance encounter with the Porsche Club Bergamo (Italy) at 2239 metres in the Pordoi-Joch Pass through the Italian Dolomites. As the photo below shows, the club had stopped at the crest of the pass for a breather (otherwise I may not have been able to catch the predominantly turbo-powered group). The club outing had covered many kilometres of twisting mountain roads – such a wonderful playground for Porsches. The members I talked to were very pleased to meet a Porsche Club member from Tasmania. I think I set some kind of record for the most distant club member they'd ever met.



On the return trip to Vienna, we made two detours. One was to Maranello to visit the home of that almost-as-well-known-as-Porsche sports car manufacturer (you know, they're usually bright red and have a prancing horse on the bonnet). Ferrari doesn't allow factory tours, so we had to be content with a visit to the museum. This was rather "vanilla" compared with our visits to Porsche AG in Stuttgart and Leipzig, and I got the feeling that the Ferrari museum is more of a marketing exercise than an enthusiast's resource. Didn't even get to sit in one, unlike at Porsche Leipzig! So I didn't buy one.

The second detour was to Gmund in Carinthia, a southern province of Austria. Many of you are aware that Prof Dr. Ing. Ferdinand Porsche lived and worked in Gmund from 1944 to 1950. It was here that the first car to bear his name was built, the type 356. 44 Coupes and 8 convertibles were built by 300 employees in the Gmund works. In 1982, Helmut Pfeifhofer founded in Gmund, the first and only private Porsche museum in the world, to preserve the history and memory of the infancy of Porsche automobiles. The Works itself is a modest dark timber building on the outskirts of the village, with little to remind you of the creativity and ingenuity that once thrived there, but in the heart of Gmund, Herr Pfeifhofer's museum is a wonderful place to step back sixty years and see how the early 356's were designed and built. The museum is absolutely bursting with technical data and living examples of the evolution of key components – engines, gearboxes, suspensions and bodies. My favourite, shown below, is the hand-formed aluminium prototype 356 and its accompanying full-size wooden model. The model was used to check each panel for conformity to Dr. Porsche's design before assembling the entire shell.



Not just early examples of the 356 are displayed, but a whole range of unique and interesting sports and racing Porsches, including a pristine 962 IMSA Coupe. It really is worth a visit when you are in Austria, so add it to your list of “must do” Porsche pilgrimages. Bring any of your puzzling, obscure Porsche History questions with you – there’s a strong chance that Herr Pfeifhofer will be able to answer them.

One final highlight of our Tour d’Italie was the surprise sighting of a lightly disguised developmental model, which I take to be the successor to the Cayenne. I have dubbed it the Trayenne, after its spacious rear tray. The Cayenne has of course been a huge success in broadening Porsche’s model range, and what more logical extension of the four wheel drive SUV concept, than to produce a three wheel drive Porsche ute? The photo below was taken in a quiet lane in a Tuscan village, while the test driver was probably engaged in the customary two hour pasta lunch. More scoop photos will surely follow in the motoring press.

21.



Andrew Forbes



The PCT at Shannon's "Cars In The Park" November 2007.

22.

PORSCHE 911 GT3 RS

To quote a former team manager at Ford Motorsport: “When the flag drops, the bulls***t stops”.

There are fast road cars that have reasonably good roadholding, but none of them are much good on a race track. Just as genuine race cars are seldom much good on the road.

To bridge the gap between road car and race car you often have to create a “homologation special” which – depending on how much money you can spend – may differ very substantially from the original car.

The gap between the 911 Carrera Type 996 and the 911 GT3 RSR Type 996 is remarkably small but there are nevertheless three distinct progressions from Porsche road car to Porsche race car.

The 911 GT3 trims a bit of flab from the 911 road car, adds more performance, and lays the building blocks for a race car.

The GT 3 RS is the next step up. It is the “homologation special” which bridges the gap between a honed road car (the GT3) and a fully fledged race car (the GT3 RSR).

Thus the GT3 RS also becomes the final evolution which is still road legal though (almost) ready to race.



23.

In the RS the normally aspirated 3,6 litre flat six produces 400 bhp at 7 400 r/min but it is distinctly different from the standard engine. For example, to gain the structural rigidity required for a “big six” that can spin to 8 400 r/min (and probably more in race conditions) the block is no longer split into separate casings. In fact this engine has its origins in the original GT1 racer and there are numerous other small, but important, changes as well.

The rear track of the RS has been widened by 44mm and the rear body is also wider. There is a purpose designed carbon fibre wing on the back of the RS, bespoke aluminium bonnet and doors, and a plastic rear window. It knocks 20kg from the mass of the GT3 despite the fact that the RS also gets a half roll cage as standard equipment.

Side braces for the roll cage, an ignition cut-out system and six point harnesses are plug-and-play items that are available off the shelf.

Get some stick-on numbers and your CAMS licence, and you should be ready to take your GT3-RS racing with very few modifications.

Hard To Miss

You won't easily mistake the GT3-RS for a standard 996 Carrera.

The only alternative colour choice with the 996 GT3-RS was apparently to select blue wheels. In the latest 997 GT3-RS the colour choices seem to vary somewhere between day-glow green and violent orange. If nothing else, you should see them coming at 300 km/h!

The white and red colour scheme of the 996 model is therefore mild by comparison, but even without the “see me!” sign writing along its flanks, the GT3-RS is still a striking beast.



24.

You cannot hide the size of the massive brakes with 6-piston callipers or the splayed footprint of 295/30ZR1 Clubsport tyres. The carbon fibre rear wing is actually smaller than some other Porsche 911 designs, but it looks every bit the professional piece of equipment that it is.

The larger, additional front air vents are for real, as is the roll cage glimpsed through the windows.

The widened rear track and bodywork is subtle, but it embodies the GT3-RS with a menacing stance without looking like an obvious modification of the bodywork. Note the minimal ground clearance and prominent front splitter. This car is not set up for cruising country lanes.



Made To Be Driven

Get into the car and you need not even start the engine to realise that the GT3-RS is unashamedly a driver's car.

To begin with the seats are effectively racing bucket seats. Snug, very firm and tremendously supportive, and not made for ladies wearing short dresses, or Bavarian farmers in lederhosen.

The seats and steering wheel are trimmed in alcantara (or possibly suede?) and so tactile that you would only wear Nomex gloves if you absolutely have to. The pedals are placed to heel-toe, and the left foot rest is a proper brace. Once you are belted in, you don't feel that you have to adjust anything except (perhaps) the rear view mirrors.

This car has a straightforward, normally aspirated engine. Its power therefore comes from revs, and maximum torque (385Nm) is only released at 5 000 r/min and max power at 7 400 r/min (with a red line of 8 400 r/min). As you fire up the engine the ECU immediately gives the throttle a blip before settling down to slightly off-beat idle. There is no whirring of supercharger belts or whistling of turbo charger vanes. It is a pure mechanical sound of exquisitely made and balanced machinery waiting to unleash power. It is music to an enthusiast's ears.

Despite creature comforts like power assisted steering, air conditioning and electrically operated windows, the RS is not going to be your favourite shopping car.

For openers, it is damned near impossible to drive the car at 50 km/h. With 36 x 10 km/h markings crowded into a small analogue dial, it is also well nigh impossible to find the 40 or 50 km/h marks on the dial. To remain legal you quickly have to become fixated on the little digital speed display quadrant.

The GT3-RS should not require more than 4,5 seconds to accelerate from standstill to 100 km/h. Thus you could be over the urban limit within 2,5 seconds from leaving your driveway. For that matter, you can probably exceed the Australian freeway limit within 2,5 seconds of joining a freeway..

At low speeds the RS is not a particularly relaxing car to drive. The steering is direct, and feels heavy. The short throw, six-speed gearbox and precise clutch combine beautifully, but you can feel the absence of unnecessary and artificial assistance. The suspension is track tuned and cup holders would be (literally) an empty gesture in this car.

That does not mean to say that it is difficult to drive the RS in town. Given what it is, it is remarkably benign and docile. However I kept on wanting to apologise to the car for taking it out into an environment in which it could not be at its best and feels as if it is continuously straining at a leash.

So let's open the cage and let the beast escape (in so far as one may be prepared to risk it). If you are a genuine car lover and driving enthusiast you will find the RS a sublime piece of kit.

As velocity builds, the RS changes from hemmed in purebred to loping athlete. It is a rare privilege to enjoy. Like all very good competition cars the RS seems to suck itself ever more securely into the road surface the faster it goes. The engine note becomes purer, the steering balance and feedback starts nearing perfection and the flick changes of the transmission begin to harmonise perfectly with the engine revs. The only thing lacking is for the brakes (and tyres) to be kept continuously warm. For that you really need a race track, or long and winding Alpine mountain passes.

26.

This is also a car you prefer to drive with the windows open. The purist mechanical snarl through the exhausts is equalled by very few others. Owners of the normally aspirated 6-cylinder BMW M-Technik cars will also know this spine tingling sound. Others may have to only listen with envy.

Summary.

The GT3-RS is a very expensive car and some commentators have claimed that you will only buy one if your heart (stupidly) overrules your head.

Wrong. I believe exactly the opposite will apply.

The GT3-RS owner will (or should be) a very astute enthusiast who knows exactly what level of exquisite quality and engineering they will be getting for their money, and will also know, and be able, to appreciate it.

When the flag drops there is absolutely no risk that this car will ever be an embarrassment to its owner. It is the real deal, and, at half the price of a typical race car, actually a remarkable bargain.

Leon Joubert



Final Clubman Points Award For 2006

<u>Northern:</u>	Neill Daly	159
	Chris Berry	128
	David Hannan	115
	Steve Gibson	57
	Bruce Allison	49
	John Batten	49
	Alan Williams	48
	Michael Parker	38
	Kerry Luck	24
	Don McWilliam	24
	Stephen Caswell	23
	Jack Bock	21
	Z. Meyer	15
	P. Leith	15
	M. Batten	15
	Tony Meyer	15
	Krista Allison	15
	Sinclair Berry	10
	Jock McLean	4

With some consistent efforts late in the year Neill Daly consolidates top spot.



Final Clubman Points Award For 2006

<u>Southern:</u>	Rob Sheers	232.5
	Charles Button	226
	Keith Ridgers	226
	Bill McGowan	220.5
	Gerard Maguire	209
	John Pooley	146
	Philip Petersen	85
	Yogi Burghart	64
	Stewart Harper	55
	James Barber	53
	John Davis	49
	Leigh Mundy	47
	Paul Berry	45
	Rob Barrow	36
	James Mundy	34
	Greg Wilson	30
	Peter Richardson	21
	Jacob George	19
	Peter MacFarlane	15
	Nino Bicchino	15
	Andrew Forbes	15
	D. Cowles	15
	Adrian Richardson	12
	Gary Cannon	12
	P. Blokker	8
	J. Hand	6

A final fast finishing attack on Rob Sheers but a class performer and he holds on.

Club Champion Award Points
Final Tally 2006

Gerard Maguire	67.5
Keith Ridgers	50
Rob Sheers	45
Charles Button	32.5
David Hannan	30
Paul Berry	23
Rob Barrow	20
Chris Berry	20
Neill Daly	20
Peter Richardson	15
John Pooley	15
Bill McGowan	15
Yogi Burghart	10
James Mundy	10
Alan Williams	10
Bruce Allison	10
Philip Petersen	10
John Batten	5
Jack Bock	5
Krista Allison	5
P. Leith	5
John Davis	5

Gerard Maguire's lead could not be topped even with the late surge from Keith Ridgers.



PIT TORQUE

Question for this edition:

Select the names of the drivers of the first three Porsche place-getters in the Modern Category of Targa 2007

Entries close at 8.00 p.m. on the 15th March.

Entries via email only to Philip Petersen at philip.petersen@dier.tas.gov.au

Mark your entries "PCT Targa Competition"

One entry per member.

"Members Selection" will be published in the next edition of Flat Chat.

15 Clubman Points and a bottle of Yarra Burn bubbly will be awarded to the member with the closest correct entry.

10 Clubman Points for second place-getter, and

5 Clubman Points for third place-getter.

Keep up to date on the full list of competitors by viewing

www.targatasmania.com.au

The answer to the question in the October edition was correctly answered by Keith Ridgers, hard copy recipient and Bruce Allison, email recipient. Well done Keith and Bruce.

10 Clubman Points awarded to each of you.

The correct answer was "A Mooney PFM3200 Aircraft"

It is a little known fact that Porsche has been designing aircraft engines since the 1930's; the first was a 17.7 litre water cooled radial engine of 32 cylinders. That was followed by a 19.7 litre V16. In 1959, several small aircraft were powered by a similar motor to that which was used in the Porsche 356A. In later years, Porsche motors powered various craft, from a one-man helicopter to a helium filled lighter-than-air craft, with a payload of 2.5 tons and a carrying capacity of 14 passengers. The Mooney PFM was produced in 1988 and basically used the 3.2 Carrera engine which produced 217 bhp

Several rather interesting answers were received to our Mooney Aircraft question, including the following:

“In 1988 Ford Australia released the EA Falcon. This came with a choice of either a 3.9 litre “throttle body” central injection or the 3.9 litre “multi-point” injection motor. What is not widely known is that in December 1987 some 42 EA’s were produced with a very dubious and gutless 3.2 litre(3164 cc) motor. They couldn’t give ‘em away. At last count, there are only two remaining in Australia, with the other forty being exported to South Africa and currently still being used (as boat anchors) at Cape Town’s main port.”

Looks like the SouthAfricans really know their cars! (At least some of them!)

Nice to see some young and “old” children enjoying themselves at the Christmas Rides Day at Baskerville. Most rewarding. Let’s do it again next year.

The Porsche Club Tasmania is well represented in the forthcoming Targa 2007.

David Hannan, John Batten and Chris Berry will be taking part in the Unique Cars “Tours Section”. Kerry Luck will run in the Shannon’s Classic, while Philip Leith and John Pooley will contest the Drive Travel “Modern Category”. We wish them all the best.



The PCT in action at the Children’s Rides Day at Baskerville.

EVENTS FOR 2007

- xx **SUNDAY 21ST JANUARY**
 xxx CMI Driver Training - Symmons Plains - 10 positions only for PCT members.
- SUNDAY 11TH FEBRUARY**
 CMI/PCT Motorkhana Championship - Round 1 CMI
- xx **SUNDAY 25TH FEBRUARY**
 Sunday Drive/Lunch – South (no competition) Charles Button
- SATURDAY 17TH MARCH**
 Concours/Cocktail Party
 Performance Automobiles, Patrick Street, Hobart Charles Button
- SUNDAY 8TH APRIL**
 Cryptic Drive/Luncheon - North and South - Great Lakes Keith
 Ridgers
- xx **FRIDAY 20TH APRIL**
 TARGA viewing/BBQ - Longley Stage - South
- TUESDAY 27TH MAY**
 Quiz Night - North/South Rob Sheers
- SUNDAY 10TH JUNE**
 PCT/CMI Motorkhana Championship - Round 2 CMI
- SUNDAY 1ST JULY** – Cryptic Drive - North Chris Berry
- xx **SATURDAY 28TH JULY**
 Dyno Day - Performance Autos, Patrick Street Charles Button
- SUNDAY 10TH AUGUST**
 Economy Run - North/South Bill McGowan
- xx **SUNDAY 26TH AUGUST**
 Annual General Meeting and Luncheon - North and South
- SUNDAY 16TH SEPTEMBER**
 Sunday Drive/Lunch - East Coast North and South
 Charles Button

DIARISE NOW !!

SUNDAY 21ST OCTOBER

CMI/PCT Motorkhana Championship - Round 3 - Powranna Rob Sheers

xxx **3RD – 5TH NOVEMBER**

xx Tas Mountain Circuit Challenge Rally - LCCT

SUNDAY 9TH DECEMBER

Christmas Rally - Gerard Maguire and Neill Daly

xx Not subject to Club Champion Points

xxx Not subject to Clubman Point

DIARISE NOW !!

Stop the Press!

The Porsche Club of Victoria (PCV) will be visiting us in force next year! Early plans have the PCV tour visiting the south of our state in late March. A gathering of the tour cars on Parliament House lawns is scheduled for Saturday 31st of March. At this stage 43 cars have confirmed for the Tasmanian tour. The final number looks like exceeding 50! We intend to keep members informed as details firm up. But it is certainly worth penciling in Saturday 31st of March as a "Porsche day".

Rob Sheers

PCT – Vice President

34.

TAILPIECE



Unknown sports car captured by member Michael Draeger next to a collection of wheelie bins in Hong Kong. Have they no respect?

06 Porsche Club Tasmania award winners



2006 Porsche Club award winners

Porsche Club Tasmania introduced the Clubman of the Year award three years ago (north & south). The award is given for attendance to events, organising and assisting with events, preparing articles for the newsletter etc.

The Clubman of the Year award winners for 2006 are Niell Daly (north) and Rob Sheers (south).

A new award for Club Champion was added this year. This award is for the most successful club member in all forms of club competition during the year. The deserved winner for 2006 is Gerard Maguire.

The awards were presented at the recent end of year Christmas function.

SHOWCASE OF THE PORSCHE 911 TURBO
PERFORMANCE AUTOMOBILES PORSCHE SHOWROOM 6TH
DECEMBER 2006.



Under Wraps



If Only!!!

A Cocktail Evening was held at Performance Automobiles Davey Street Showroom to showcase the Porsche 911 Turbo. A pleasant evening of conversation, drinks and finger food was enjoyed by all who attended.

UPCOMING EVENT DETAILS

SUNDAY 21ST JANUARY

Symmons Plains
Driver Training Day

This event is being conducted by Club Motori Italia who have kindly invited 10 Porsche Club Tasmania members to participate.

Cost is \$65.00 per entry.

For details please refer Club Motori Italia website. Look for "2007 Events" and then "Symmons Plains Driver Training Day".

Contact Norman Henry: ngenadsl@dodo.com.au
Mobile: 0407 083 159

GET YOUR ENTRY IN EARLY.

SUNDAY 11TH FEBRUARY 2007

CMI/PCT Motorkhana Championship – Round 1

Reserve this date. We need you.
More details later.

SUNDAY 25TH FEBRUARY 2007

Sunday Drive/Luncheon

Meet at Performance Automobiles, 269 Davey Street at 10.00 a.m.

This will be an interesting drive, with NO COMPETITION.

We will lunch at a great restaurant in the Huon area.

SATURDAY 17TH MARCH, 2007

Concours/Cocktail Party
Performance Automobiles, Patrick Street

This will be a great event, not to be missed. Please mark this evening on your calendar.

You and the "love or your life" get all spruced up for this gala occasion. Be really particular. Oh, and you had better tell the wife about it too!

More details later.