



Porsche Club

Tasmania



FLAT CHAT

JULY 2008



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Quarterly Newsletter of the Porsche Club of Tasmania

JULY-SEPT 2008

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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.

JULY 2008 EDITORIAL

For the first time since editing this magazine I have to apologise that it is late. I sincerely hope it will not happen again.

According to *Just-auto* magazine (2 June 2008) Volkswagen CEO Martin Winterkorn has recently said that if Porsche interferes with the day-to-day running of Volkswagen, then Wendelin Wiedeking (CEO of Porsche) might as well take over as chief executive himself.

In turn Wolfgang Porsche has been quoted as saying of Volkswagen that “the left hand does not know what the right hand is doing” and suggesting that the group should “look for competition outside the company, and not within its own company”.

Porsche executives have also reportedly criticised Audi for selling the R8 and Q7 at too low a price, which in turn has prompted Audi managers to retort that Porsche wants them to raise prices to make its own cars look more affordable.

Though it will take some time yet for Porsche to overcome the objections of other shareholders and extend its stake of Volkswagen to a declared intent of 50% or more, it looks as if the boardroom fun and games have already started while the Italians (Lamborghini), Brits (Bentley), Spanish (SEAT), Czechs (Skoda) and Swedes (Scania) have not even joined the reported jousting yet.

It may be fun to watch the executive insults, hair pulling and knee capping from a distance but we must hope that someone will be left in Weissach to continue looking after the pedigreed Porsches that we care about.

Peters and Waterman (*In Search of Excellence*. Harper-Collins) identified “stick to the knitting” as a primary reason for business excellence way back in 1982, and though the book is still popular 25 years later, the experiences of BMW-Rover, Daimler-Chrysler, Ford-Jaguar, and GM-Fiat make you wonder if many car company executives ever read it?

In the meantime you can do worse than buying a copy of the June 2008 issue of CAR magazine which is an adulation of all things Porsche.

Let's trust that in 10 years' time CAR magazine will still be able to be as complimentary (or even more so) about the new Porsche empire which is now in the process of development.

Leon Joubert

LETTERS TO THE EDITOR

Leon

Thanks for the note – your comments were appreciated. I was disappointed that “the Committee” did not discuss the reasons for non-publication. I thought you had decided it was too long and boring and I could have accepted that criticism.

I consider the story was most definitely representative of a Porsche Club (non) event. It pointed out (I hoped) that a venue like Tarraleah does not regard a black tie dinner and weekend away for the Porsche Club an “event”. The response confirmed this – no offer to reorganise something for us either now or later. Ergo – some people do not follow the belief that if you own a Porsche – you must have money. Anyway, I now realise that the newsletter is not for members’ mutterings but for the official Porsche litany as dictated by P.A.

When I set up and ran the BMW Club (NSW) newsletter in the 80s I had some “interference” from BMW so I understand your situation.

Thanks for doing a thankless job.

Regards

Hans

PS: Do I still get points for submitting an article even if you’re not allowed to print it?

Hans Waldmann recently submitted an excellent article on his experiences during a visit to a resort at Tarraleah but it unfortunately contained little of relevance to our core subjects – Porsche and our PCT events. We therefore had to suggest that it would receive a better audience and acknowledgement in the Travel section of the Mercury – where it will still hopefully appear in due course!

Since we grant Clubman’s points for participation – not necessarily finishing or winning – I trust that our Scorer will acknowledge Hans’ efforts nonetheless.

Ed.

THE CHAIR SQUEEKS

As Porsche celebrates its 60 years since inception 2008 continues to be another fantastic year of excitement.

Whether you look at an old Porsche or a new Porsche you can always tell it's a Porsche. Age does not matter, and the same excitement rushes through your heart as it always has and always will.

From those early days in Austria and a small wooden shed where the first cars were built by a few enthusiasts full of passion, to the world's most profitable car maker, one wonders what the next 60 years hold for our beloved sports car company?

As I get older I often think of my last 60-plus years with Porsche. From a small boy with a passion for sports cars and in particular Porsche sports cars to seeing my first Porsche in 1955 and my first drive in 1961 in a 356 Super 90, the same car I first worked on as a young apprentice mechanic – the passion just grew inside me.

I worked on several 356's during the 1960's and in 1962 bought a Volkswagen Beetle with a 1500cm³ Porsche engine – the nearest thing to a Porsche that I could afford. By 1964 I had started my own car business with my late father, Denis, and in 1970 we were appointed the Tasmanian Porsche dealer.

The first new Porsche I drove was a 1970 911T and this car became our demonstrator from which we sold 2 cars in our first year, a 911E in Guards' Red and a 911T in white.

The 1970's became very busy with many sales and many new models being launched. There were the 914 models, 924, 924 Martini, 911 Turbo, and 928. My first visit to Porsche was in 1974 and it was a particular thrill to undergo training on the 924 and the 930 – the first production turbo Porsche.

This two week stay in Ludwigsberg also involved a visit to the Weissach test and development centre and this was also the first year of the 10-year warranty for the fully galvanised body on all Porsche models.

My greatest thrill over 60-plus years has been to have a Porsche heart and memories and involvement in more than 100 new Porsche model introductions to the world and to Tasmania from 1970 to the present day.

I have been blessed and touched by my relationship with the Porsche family and its beautiful sports cars and believe it has no match anywhere in the world. So, PTC members, enjoy your cars and the excitement and passion of Porsche.

John Pooley : Club President

The Other Chair Speaks

As I write this mid winter in not far away (shortest day). Having spent a year in the Antarctic where the sun doesn't rise at mid winter (inside the Antarctic Circle) I really look forward to the passing of the 21st of June and the days getting longer after that. Anyway as you read this day light hours will again be growing in length and thank goodness for that!

Just because the days are short and it's a bit cool outside doesn't mean the Porsche should be garage bound. They have good heaters (usually) and being built in a country whose climate is a little cool in winter are well suited to winter driving. Those who attended the June drive to National Park will agree that Porsches are in deed fine cold weather cars. Especially Phillip and Sylvia Petersen who had the roof down on their Speedster from start to end, a good effort.

It is a special time in Porsches history about now. On June the 8th in 1948 Porsche No1 (codenamed 365-001) was cleared for road use. "It all started when I began looking around and just could not find my dream car. So I decided to build it myself, said Ferry Porsche. It's amazing that this first little Porsche that weighed about 600kg and was powered by an 1131cc/26kW engine would lead to the current range of Porsches!

The sixtieth anniversary of our favourite German car maker isn't passing without some fan fare around the world. The limited production Boxster RS60 Spyder was released to mark the occasion. Also in Porsche's 60th year there is a new (revised) 911 to be released. From early reports this will be pretty special with a "new" engine (direct fuel injection) and an optional PDK seven speed transmission. Apparently it uses less fuel (10%) and has more power, the engineers have again done a good job by the sounds of things!!

Also of note is that Holden as well celebrates its sixtieth anniversary this year.

Recently the committee were encouraged by the editor meet with representatives of the newly formed BMW Club of Tasmania to discuss the possibility of getting members together to do an event or two (Leon happens to own a very nice BMW 2800CS). This resulted in a meeting with James Porter and Shane Mann of the BMW Club. It sounds like their members enjoy similar things to us and the "fit" between Porsche and BMW clubs would probably work well. So sometime in the future we intend invite the BMW Club to join us for a drive day, sporting event or something.

Oh and it's very encouraging to see some new faces turning up at our events.

Enjoy those Porsches, cheers from the other chair.

Rob Sheers
Vice President

6.

James and Kay Barber have left the fold

It came as a bit of a shock to hear that James and Kay Barber would be leaving the club to pursue other interests. As we travel through life I guess it's best to focus on the priorities and it sounds like that's what James and Kay intend to do.

We thank James for his efforts as part of the committee - managing the Clubman and Champion points and working with Andrew Forbes to look after the club web site and his (and Kay's) willingness to assist when ever required. Also the Barber's will be remembered for the excellent cryptic drive day they organized earlier this year.

James mentioned that they intend to purchase another Porsche sometime in the future, I'm sure it will happen these things kind of get into the blood!

We wish the Barber's all the very best with their future endeavours.

Hopefully we will see James and Kay back sooner than later!

Rob Sheers
Vice President

Proof That The PCT Newsletter Has Gone International !



We received this photo of a Porsche Club gathering in Pretoria, South Africa, after sending one of their members a copy of "Flat Chat" on request. Some nice 912's there.

7.

EVENT UPDATE

SUNDAY 6TH JULY 2008 **Cryptic Drive and Lunch**

Meet in Campbell Town in the car park adjacent to the public toilets at 10.00 am for 10.30 am start.

Lunch will be at the Country Club Hotel, Longford.

Please bring a clipboard and pen.

Please RSVP by 2nd July to allow Neill to inform the Hotel numbers for lunch.

Contact: Neill Daly for further details:

Neill.Daly@utas.edu.au

0417 343 042

Run and done !

SUNDAY 13TH JULY 2008

Gala Sunday Drive and Luncheon culminating at **The Mussel Boys Restaurant, Taranna**

Meet at Barilla Bay (the oyster place) 10.00 am. to 10.30 am. for coffee, for an 11.00 am. departure.

Hans and Sheila Waldmann have organised a couple of questions to keep the passengers occupied on the trip to the venue, so, bring a clipboard and pen. (Hans has said that if the questions are too difficult, blame Sheila, if not, Hans was responsible for the lot!)

Mine host, at the Mussel Boys, Elle, will provide a luncheon of two courses consisting of a selection of 2 appetisers and 3 main courses for \$30.00.

For those who may care to take in the sites of the Peninsula and wish to stay overnight, a special deal has been negotiated for Porsche Club Members of \$135.00 per night **including breakfast** (these luxurious units are normally \$180.00 per night). This is a great deal.

Should you wish to book one of the luxurious studios at this special price, please phone Elle on 6250 3088 and mention the PCT.

RSVP for the luncheon is Friday 4th July: Phone Hans or Sheila Waldmann on 6295 0444 or 0412 412 968. Run and done !

8.

SUNDAY 3RD AUGUST 2008

Annual Economy Run – North and South

Further details to be advised at a later date.

SUNDAY 24TH AUGUST 2008

Sunday Drive and Luncheon. Including Annual General Meeting

Bark Mill Tavern, Swansea.

South: Meet at Performance Automobiles, 269 Davey Street at 9.30 am. for 10.00 am start.

North: Meet at the Motor Museum, Cimitiere Street at 9.30 am. for 10.00 am. start.

SUNDAY 21ST SEPTEMBER 2008

Sunday Drive and Luncheon – North and South

Great Lakes

Further details to be advised at a later date.

SUNDAY 19TH OCTOBER 2008

Final round of the PCT/CMI Motorkhana Championship

Powranna Dragway

The Porsche Club Tasmania members need to put on a good showing at this event in order to retain the PCT/CMI Motorkhana Championship Trophy for 2008.

We desperately need your help. **Revenge the Battle of Baskerville !**

Further details to be advised at a later date.

SUNDAY 7TH DECEMBER 2008

Christmas Rally/BBQ/Trophy Presentation

Further details to be advised at a later date.

PORSCHE CLUB TASMANIA INC.

NOTICE OF ANNUAL GENERAL MEETING

24 AUGUST 2008

Notice is hereby given of the Annual General Meeting of the Porsche Club of Tasmania which will be held at 14h00 on 24 August 2008 at the Bark Mill Tavern, Swansea.

The meeting will be preceded by a luncheon for members and guests. Booking for luncheon is essential and may be made with the Club Secretary at 0418 123 060 or 6225 2481.

AGENDA

1. Welcome and introduction of visitors.
2. Apologies.
3. Minutes of the previous Annual General Meeting.
4. Matters Arising.
5. Presidents' Report.
6. Treasurers' Report.
7. Committee Reports.
8. Election of Office Bearers 2008-2009.
9. General Business.
10. Members Comments.
11. Closure.

Gerard Maguire
Club Secretary

PORSCHE CLUB OF TASMANIA INC
ANNUAL GENERAL MEETING 2008-2009
ELECTION OF OFFICE BEARERS

NOMINATION FORM

Nominations are invited for the positions of:

President
Vice President
Secretary
Treasurer
Motor Sport Director
Committee Members
Northern Representative

Fax nominations to the Secretary on the form provided below to 6231 3020 by 13 August 2008. (Only financial members may nominate).

I.....nominate.....

for the position of

Signature of nominator.....

Signature of nominee.....

Date.....

(Copy as required)

Porsche Club Vic Sprints Weekend - April 08

On the weekend of April 5-6th Porsche Club Victoria (PCV) came to Tasmania for a weekend of speed – timed laps and sprint racing at Baskerville and Symmons Plains race tracks.

A number of very keen PCV members arrived on the ferry Saturday morning to be greeted by a nice Autumn Tasmanian day. After a quick breakfast at Christmas Hills Raspberry Farm (Elizabeth Town) it was down to Baskerville.



As the cars rolled in it was obvious that some serious punters had arrived. They all had competition tyres, many were gutted out with roll cages and fully set up for some serious track work.



Porsche Club Tasmania members were invited to join the Victorians for a bit of fun. Only John Pooley in his very suitable for the track GT3 RS and I in my old bone stock 911 SC joined the fray to wave the local flag at Baskerville and David Hannan in his nice little red 356 was the lone PCT runner at Symmons Plains.



Doran timing was used for the weekend. All cars were fitted with timing transponders which made the lap times very easy to keep track of. Team PCV were very organised and well set up for track days. Prior to the event PCT (Charles Button and helpers) looked after most of the local arrangements and also assisted on the days.



This car is a LeMans winner!

Some of the cars that turned up were very interesting. A 911 Turbo that won its class in the 1984 LeMans 24 Hour and finished eleventh outright. It had a huge turbo bolted on the back! A 964 RS replica fitted with a twin turbo 993 engine. A very quick 911SC that is a race series leader and lap record holder at many main land tracks. And many others from GT3's to Boxster's but all were well set up track cars.

The PCV drivers proved very quick. As they got their eyes in the times tumbled and started to look very respectable.



Well done Mr President!

John Pooley drove the wheels of the GT3 RS to record the second fastest time of the day to a very well driven 997 GT3. While I toured the old SC to record the second slowest time of the day! All went well on day one and the Victorians seemed to really enjoy their time at Baskerville.

After packing up there was a drive north ready for the next days challenge at Symmons Plains. All the driving didn't seem to faze the Victorians they obviously liked spending time behind the wheels of their Porsches.

I didn't attend the day at Symmons Plains but apparently it also went well and by the days end Team PCV had had a lot of fun mastering our local tracks. The reports back from PCV since have all been very positive.

Rob Sheers – Vice President

The Targa Tour 2008
From a PCT Perspective

An excellent insider's report – at our request – by David Hannan.

- Ed.

What is the Targa Tour?

The Targa Tour is becoming more popular as car owners realise how much fun can be had on closed roads without modifying their cars with roll bars and 6 point harnesses or having to buy expensive race suits, boots and helmets.

The Tour is permitted by authorities because it is non-competitive and movement is restricted to road legal speeds. In other words 60kph in towns and posted speed limits out of built up areas. Participants are required to carry two 1kg fire extinguishers, which is not a bad option in any sports car, especially older ones, and to have a first aid kit as well as red reflective triangles. All cars need to pass scrutineering prior to the event.

So what actually happens? Essentially the tour runs about 40 minutes ahead of the Competitive cars. Both Tour cars and Competition cars have Targa Stages and Transit Stages. There are slightly fewer Targa Stages for the Tour than the Competition.

In Transit Stages everybody is an ordinary road user and must obey all road rules. In the Targa Stages roads are closed and for the Competition it is open slather, but the Tour is limited to posted road speeds. Town stages for the Tour is slightly restrictive and the cars process rather than race.

In the country most stages are on sinuous roads e.g. Elephant Pass, Weldborough Pass and the Sideling and so the 100 kph restriction is no problem and good fast motoring over the whole width of the road can be achieved.

In the Tour the cars run in packets (groups of about 10 cars) with a leader at the front and a follower behind. Leaders and followers are generally driven by experienced drivers, some who have successfully completed multiple Targa competitive events. There are rules, the most important of which is that there is no overtaking unless the car in front breaks down, runs off the road or for some reason waves the following car through. Cars move along with gaps of about 50m and it is not allowed to slow down to create a longer gap so that greater speed can be achieved in catching up.

In general cars are grouped by the tour leader so that those of similar vintage and speed run together. This year, for example, the first packet was led by the following cars: 2008 GT3, 2003 911 Turbo, 2008 Mazda RX8, 2003 Nissan 350Z and a 2007 Holden HSV GTS.

15.

The Tour in 2008 completed approximately 1750 km of which nearly 350 km were the Targa Stages. The five town stages were about 15 km in length so open road stages dominated in number and distance.



The Porsches and Members of PCT in the Tour of 2008

The tour made up about 40 cars of the 300+ cars in the whole event. That is more than 13%, a figure that keeps going up each year. (I believe that there are restrictions on how big the Tour is allowed to be and so it is anticipated that there will be more Tour entries in 2009 than there are positions for cars.)

Of the 40 cars in the Tour there were 12 Porsches. They were in various states of repair from excellent to moderate and the drivers' knowledge was about the same - one driver had to ask where he checked the oil in a Porsche!

In order of age they were:

- (i) 1956 Porsche 356 1600 from Victoria. This was an immaculate blue car that had gone through a full restoration. It took the whole Tour with ease and kept its place in the packet well, although it had minor problems with an oil leak from just below the filler and the starter motor.

16.

(ii) 1969 Porsche 911T from WA. A very original car that had undergone a left to right conversion. It had a standard 2 litre engine and performed very well considering it had not been running at all for 18 months before Targa. It was driven very hard and towards the end was getting a little ragged, but nothing serious.

(iii) 1970 911 Targa from NSW. This had a 2.4 litre motor and was not all that well prepared. It needed a starter motor solenoid in the first day and a new bearing on the fan after the second day. It was sounding extremely rough towards the end and needed a new fuel pump to get home. In spite of all that it was driven solidly and cornered beautifully all the way through.

(iv) 1971 Porsche 911 Targa from NSW. This had a 3 litre motor and was LH drive. It was a well prepared car with Webers and had been involved in track racing. A small oil leak near the filler caused it to smoke oil from the exhaust but this looked a lot worse than it actually was. It was driven quickly and performed very well.

(v) 1971 Porsche 911T from Tasmania. This is Chris Berry's immaculate machine. It looked the part the whole way through and won an award for one of the best 30 year old cars on the Tour. It had no problems and took Chris and Sinclair to their Tour Gold Plate in style.

(vi) 1977 Carrera 3.0 from Tasmania i.e. my car. With the work that I did prior to the event there were no troubles at all in fact I think the car was running better at the end than it was at the beginning. We gave it heaps on some of the stages and it just stuck to the road and kept going - most gratifying.



(vii) 1986 Porsche 911 Cabriolet from Tasmania. This is a good car driven by potential members Scott and Helen Parkes. They had slight problems with blowing smoke all the way through but the car performed well.

(viii) 1999 Porsche Boxster from Victoria and (ix) 2007 Porsche Boxster from NSW Not a lot was seen of these cars as one was ahead of our packet and the other one behind. The fact that they were not brought to notice suggests that they performed efficiently with no fuss.

(x) 1992 911 from Queensland. This red car looked, sounded and went well. The driver told me that he wished he had changed tyres prior to the event as they went off a bit towards the end.

(xi) 2003 Porsche 911 Turbo from Victoria and (xii) 2008 911 GT3 from Victoria. Both these cars looked the part and were great to listen to under acceleration. They completed the Tour with ease and the GT3 won a Unique Cars award for the best sounding car in the Tour.

An honourable mention should be made to the 1968 VW beetle from Queensland that performed extremely well. It has been in the event before and has an engine with lots of "go fast" bits. It certainly looked the part and took the whole Tour in its stride.

Our members were represented by three crews. Chris Berry and his son Sinclair who have done many Tours in the past but needed this one for their Tour Gold Plate. They achieved this, so congratulations to them for their persistence and good record.

John Batten and his son Nic deserve a mention, even though they were renegades in a MG RV8. This is John's second successful Tour with his second son.

The third crew was David Hannan with son David Hannan. This is my second Tour as I completed it last year with my daughter in the 356. Mention should be made of Scott and Helen Parkes who are keen Porsche people and are being encouraged to join the PCT.

All of us and our cars came through unscathed although John and Nic Batten got a scare on the Pyengana stage when the Lotus they were following went off the road in front of them leaving an oil slick that caused them to rotate 90 degrees and sit there until the rest of the packet went through. The oil slick was felt by a number of us but nobody else moved much.

Driving the Targa Stages

All drivers are encouraged to drive within their limits and generally this was the case as evidenced from there being only one "off" that caused retirement from the event and that was the Lotus mentioned above. There were a number of scrapes, slides and minor dings that did not involve exclusion from the event. All in all, a good year for the Tour.

Speaking personally, the Elephant Pass (going up) is a favourite. For a short 11 km sprint it has it all, reasonably open corners at the start tightening in the middle, with a flowing section to follow, then tightening again at the top with a slight downhill to finish.

The Hellyer Gorge was also enjoyed greatly. This section is over 15 km long and consists of very winding road that first descends steeply and then rises equally steeply after the Hellyer river. It is an extremely smooth piece of road that gives confidence to the driver.

Some of the stages were not as smooth and tended to pitch the car around, especially on sharp corners. Parts of the Sideling come to mind as being like this. Some parts are very rough and the front spoiler on the Carrera 3.0 took a hammering as did the tie down loop in the front. There were also problems on heavy acceleration uphill with the rear mudguard touching the tyre. I concede that I may have to look at the shockers if I enter in such an event again.

Octagon provides notes for the Tour drivers, but unless your speedometer coincides exactly with the notes they can be hard to use. Certainly the notes highlight dangerous or awkward corners or situations and these are marked on the road with red triangles. Pace notes used in the Competition are discouraged.

Concluding Remarks

I have been a bit of a Targa groupie since it started in 1992, first as a keen spectator and then as an official and keen spectator. Participating in the Tour is clearly the best involvement that I have had and it could only be surpassed by competing in the Competition.

During the event the driver's "swing tag" allows access to lots of areas - displays, scrutineering and parc ferme where repairs are effected after the day's run. As well as seeing all these, you meet a wide range of people on the Tour and some of the people in the Competition.



The tour participants are generally motor lovers, and that gives a common bond that overcomes personalities that vary from boy racers to genuinely great people with much knowledge of car mechanics and rallying. Nearly all are interested in learning more about their own and their car's ability to perform under the pressure of the winding roads of Tasmania.

There is plenty of time for socialisation and chat during the event as there are lengthy periods to wait at the start of many of the Targa Stages. As well there are many social events staged around the Tour that allow for friendships to be established.

I can thoroughly recommend the Tour to all members of the PCT. Get in early as I am sure that there will be a cut off in 2009. Also there is a good Scottish reason as the 'early bird' fee is considerably less.

David Hannan I (and David Hannan II).

National Park Drive - June 08

On the first day of winter a number of intrepid Porsche Club Tasmania members gathered at Performance Automobiles for a drive day that would take us to National Park for a BBQ get together. A few more met up with us along the way.



The Peterson's started with the roof down on their Speedster and that's how it stayed all day!

The drive up to National Park was free of any cryptic or other diversions (what a relief!!). The only interruption was a well deserved coffee break at the Possum Shed at Westerway.



It was bit cloudy early on but as we got closer to National Park the clouds cleared into a beautiful winters day, well done Charles for arranging such good weather.

21.



The day went well, good company, a nice BBQ location, some good food and a lovely sunny day. Pretty good considering it was the first day of winter!

Rob Sheers
Vice President

CMI/PCT MOTORKHANA – BASKERVILLE May 08



The first round of the 08 Club Motori Italia (CMI) versus Porsche Club Tasmania (PCT) Motorkhana series was held on Saturday the 25th of May at the Baskerville racing circuit. It was a cool but fine day just right for a bit of spirited driving around the witches hats. This first round was organised by CMI with some help from us.

Eight keen drivers turned up to defend PCT's honour. Last year we managed to win the series and currently hold the trophy so the pressure was on. PCT President John Pooley turned up in his seriously quick GT3 RS, Keith Ridgers in his motorkhana proven 993 Carrera, Leon Joubert (editor) was sponsored on the day in JP's Subaru STI (thanks John), the King's arrived in force with John in his Cayenne Turbo (with Ann navigating) and son Campbell fully sponsored in the 997 Turbo, Gerard in his nimble 911S and also supporting the cause was Kevin Knight and his daughter Emily sharing a turbo diesel Fiat!!



The "other Mob" (CMI) arrived with the usual interesting collection of vehicles which even included a couple of Italian cars! They had a strong entry of sixteen drivers.

The CMI cars were mainly Japanese including a fast and well driven Honda CRX, a rapid Nissan EXA, a noisy but quick Mazda RX7 and a nice handling Mazda MX5 (so much for being an Italian car club!). Other cars of note were a current Golf GTI, a 306 GTI and a race prepared Alfa Sud.



Although CMI were the main organiser of this event we provided a lot of help and assistance as it turned out. Charles Button (PCT events director) was the Clerk of Course for the day and other PCT members assisted where required.

The day started off with a tight but short slalom. This was followed by longer, faster layout more suited to our cars. A total of six different courses were run during the day. All except one were run on the race track. The layout run in the pit area wasn't liked by many.



As expected John Pooley was very quick (and spectacular) in his hard charging GT3 RS. Leon in the Subaru STI (it has a boxer engine just like a Porsche!) backed up Johns' efforts with some pretty sharp runs (well done Ed). As the day went on it became clear that we have a new star amongst our ranks, Campbell King being consistently fast all day. Gerard was surprisingly quick in his 911S but unfortunately had to leave early to attend to business. Backing up PCT efforts was Keith in the smooth 993 and the Knight's in the surprising little turbo diesel Fiat.

24.

The fastest times seesawed between John and Campbell during the day. Other PCT members backed up well with some excellent driving helping the cause.

Somehow CMI managed to sneak a new scoring system past our noses for this event. Last year the fastest five entrants from each club were used to calculate the club scores. This time around CMI came up with a system that awarded points to all entrants! Makes it a bit hard when we have eight entrants to their sixteen!!



At the end of the day Campbell had the highest point's score of the PCT supporters and was equal first overall, well done Campbell (and thanks John for sponsoring your son!). John Pooley was a very close second to Campbell and second overall. And Leon drove the STI into a well deserved third place (great effort Ed!). Even though we were first (equal), second and third outright they won the day!! Hopefully we will be able to revise the points system before the next round to make the inter club competition a little fairer.

Porsche Club Tas Team results

		1	2	3	4	5	6	T/Points
1st	C. King	10.07	23.19	10.27	28.93	19.70	23.13	123
2nd	J. Pooley	9.57	23.13	10.04	29.76	20.13	22.54	121
3rd	L. Joubert	14.88	22.79	10.11	31.48	19.26	22.80	103
4th	K.Knight	10.25	25.77	10.47	29.64	20.23	24.49	89
5th	K.Ridgers	10.8	29.52	10.63	32.46	20.79	25.13	64
6th	J. King	11.57	31.55	10.89	37.11	21.24	29.61	41
7th	G. Maguire	10.24	23.89	DNS	DNS	DNS	DNS	37
9th	E. Knight	17.84	24.51	18.15	41.61	31.76	38.67	20

Many thanks to all Porsche Club Tas members for your fine efforts on the day.

Rob Sheers - Vice President

25.



Now how the h..... does the Clerk of the Course expect us to remember that?



If I follow the photo of the course layout on my iPod like this.....

KEEPING THE FAITH.

Our little 356, (Casper) recently won the peoples choice award at our annual concourse.(Thank you to all those who voted for us.) I have restored quite a few cars over the years, and when discussing preparation for these events a number of people have said they could never win, because they simply don't know what to do with the engine.

These people are quite happy to wash, polish and generally clean the car, but when it comes to the engine they would be happier to leave the deck lid closed.

The following article or tips are not necessarily designed to win a concourse, but are primarily intended to improve the condition of your vehicle; the fact that it will improve your chances in a concourse is a bonus.

So let's start at the beginning.

Lift the lid on your pride and joy, get a good light (one that you don't have to hold) a small stool to sit on, and a pencil and paper.

Next, put some of your favourite music on, and make a cup of coffee, or something stronger if you like.

There is a difference between looking and seeing, to some people an engine is just a lot of black bits. However if you sit there and really look you will see all sorts of interesting bits and pieces, all of which will vary in their cleanliness and general health.

First let's start with cleanliness, even a good engine will have a certain amount of road grime or dust, poorly maintained engines may include oil leaks or grease, so have a good look and make a note of everything you see.

Don't forget the engine bay, and general surrounds.

Next and it really doesn't matter what order you put these headings in, but you could have a look at the wiring, make notes on the condition of the wires in general, what the terminals are like, and whether the wires are neat.

If you like, take a picture of your engine and compare it to an original picture in a suitable book published on your model. This is a great way to find out just what your engine should look like, especially if your car is an older one as it is amazing what happens to engines over the years.

Next have a good look at all the ancillaries, things like generators, alternators, fuel pumps, coils, anything that's attached to the engine. Look for leaks; look at terminals clamps, fuel lines, oil lines etc. Make detailed notes on as much as you can.

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Think it looks good?

Now have a look at the plastic parts, on modern cars this includes air cleaners, electrical covers, and clips.

Next on the list is all the various hoses, there are numerous hoses on a Porsche, most carry air of some sort from one place to another, and can be anything from dirty to crushed. There is of course fuel and oil lines to consider as well.

OK! So now we have a list, what next?

CLEAN, CLEAN, and CLEAN.

The cheapest way to clean your engine is to use kerosene, but first let me make a suggestion: If you are concerned about the effects of solvents etc on your skin, buy a box of disposable gloves from the supermarket. They will tear and in some cases just fall apart, but you can simply replace them, and they will improve your own OH&S issues, and keep at least some of the grease and grime off your skin.

Kero doesn't harm your engine; you can apply it with a cheap brush to the affected areas and clean it up with rags.

NOTE. Don't just squirt degreaser all over the engine and then hit it with a hose. To do so would invite all sorts of trouble, as you would end up with water all through the electrical components.

You can however apply degreaser to the underside of the engine and running gear, but be prepared to hose it off as soon as possible.

I once had a well meaning mechanic work on my 911 some years ago, and he washed it down with some form of degreaser. I was unaware of this and a week later when I went to check the oil I discovered the engine and fan covered in white corrosion. The degreaser wasn't washed off and the material was attacking the magnesium. If this happens to you give it a coating of WD40 or similar and clean up with a rag.

Kero works very well on the engine, and when used on a rag is good to remove grime from electrical wires, it also leaves a shine which is a bonus.

Of course if you don't want to do this your self you can always get your service provider to do it for you, but at a cost, and you will still have to do the little bits anyway. (Up to you).

Any oil or other leaks you have will be easier to find now that the engine is clean.

Dealing with oil leaks and the like is often best left to your Porsche mechanics, but I can assure you that they will appreciate a clean engine to work on, and it will make their task that much easier.

Electrical wires and their terminals are often easy to replace, either by making up new ones, and carefully replacing old with new. If you do one at a time you avoid getting everything mixed up and of course the resultant electrical hiccups.

The workshop will also replace them for you if that's easier.

You can make everything so much neater with in some cases the original wire clips (ordered from Porsche) or with cable ties. (Dick Smith).

Plastic covers and the like usually respond well to a good clean, and a rub with either kero or Armourall, you'll be surprised just how well they come up, the same is true of rubber hoses.

Plastic air cleaners (911) are sometimes scratched and discoloured, but do respond to 1. A good clean.2. Rub the scratches out with wet and dry paper starting with a med course and working down to very fine grades until smooth.3. I have had very good results in restoring the colour by spraying the outside with vinyl spray, (Auto parts store) and then applying Amourall.

This same process can be applied to other plastic parts, and it makes everything look new again(follow the directions on the can).

Metal type air cleaners, simply need a coat of enamel paint, just make sure you only paint the outside and mask up the inside very well, you don't want to risk getting paint particles into the carbs.

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Air hoses, are best replaced with new ones. These are available from Porsche and are not very expensive. They will improve the appearance of the engine, but will also improve the air flow as well.

Clamps, clips etc these bits and pieces are cheap and are easily replaced, in some cases they will respond to a good clean or polish with a wire brush. Make the effort; again you will be surprised with the results.

Decals and stickers.

Original engine bays are covered with various decals and stickers, some of these may be available from Porsche, and those that are not can in most cases be obtained from STODDARD in the US. (www.stoddard.com) Taking the trouble to locate and fit the original stickers to your engine and its surrounds makes a great deal of difference.

I have probably left a number of things out, but hopefully this will give you a starting point and any way once you make a start, and like what you achieve there'll be no stopping you.

Good luck with your project, and Keep the Faith.

Michael.



Now it looks even better!

PIT TORQUE

CLASSICS AT THE BEACH

First Sunday of the month, classic cars and their owners gather at Beach Road, Lower Sandy Bay in front of Beach House Apartments from 10.00 am

Lots of chatter, coffee and car ogling. The next one will be on Sunday 6th July; then 3rd August.

A little known fact for all those amongst us who knock front-engined Porsches

Did you know that a 924 was placed 7th outright in the 1981 Le Mans. Not too bad for an Audi! *(With a Volkswagen van engine?- Ed).*

A couple of notable results in this year's Targa:

Our hard-charging President, **John Pooley** managed an amazing 13th fastest time on the Grass Tree Hill stage. This is undoubtedly the result of experience gained when running late on the way home for his evening meal.

Philip Leith, driving his 911 GT3, finished 39th outright.

Tracey Button, co-driving in a 968 Porsche, came 42nd outright.

Kerry Luck finished 15th in the Classic Competition.

THE SAME BUT DIFFERENT

The bonnet badge on an early 911 (ie 1965 – 1973) was made using a different tool from those of later models. The early version can be identified by the orange-red bars in the crest, compared to the burgundy-red bars of the later badge. The current style of bonnet badge, believed to have been introduced on the cars from 1993, is different again and can be identified easily because the word "Stuttgart" is embossed directly on the shield above the prancing horse. On earlier badges, the word was raised in relief within a recessed rectangle.

Notable Recipient of 2rd Place Award in the recent PCT/CMI Motorkhana:

President John Pooley graciously received his award. The prize was a "Pooley Wines" cap! Great to see it went to a good home!

PORSCHE SERVICING

Long time PCT supporters Performance Automobiles reminds us that PTC members get a 10% discount on service and repair costs for their Porsches, as well as free roadside assist!

NEW COMPETITORS?

As mentioned by VP Rob, after a recent chat between Committee members of the PCT and the BMW Club of Tasmania it has been decided to extend occasional cross-town invitations for joint socials and (perhaps more importantly) look at the possibility of expanding the Motorkhana series to a triangular contest between PCT, CMI and the BMW Club.

The BMW types have a few nice cars with "M"-badges (including an original four cylinder M3 owned by Club Chairman and local architect Shane Mann) so they should be able to add some good competition and variety to the Motorkhana series, even if they are unlikely to beat the Porsches.....

NEW 911

The car on this month's cover is the latest 911 which will soon (September) be available in Australia with new direct fuel injection engines and a resultant power boost and substantially improved fuel efficiency and lower emissions.

The direct fuel injection (as hitherto used in the Cayenne) is now fitted to both 3.6 liter and 3.8 liter engines and will also be used in forthcoming Boxster and Cayman models.

The other major upgrade for the 911 is the introduction of an optional twin clutch manual/automatic transmission with 7 speeds (PDK) to replace the well known Tiptronic system.

Though the twin clutch concept has been around for a while in some Audi and BMW models, Porsche is actually the originator of the design and it was first used in a racing transmission developed more than 20 years ago. However it was not introduced for road use until it was (typically Porsche!) suitably refined and the engineers were absolutely satisfied with the mechanical and electronic excellence of the design.

The PDK system is so efficient that cars equipped with this transmission actually accelerate marginally faster than equivalent models with manual transmission.

Porsche Trivia Quiz Night(s)

As part of the June club meetings a Porsche Trivia night was held both north and south. The northern competition was held before the southern effort on the 3rd of June.

The contestants were warned that it would be “real trivia” with questions ranging from Porsche related history to really obscure facts and statistics.

In the north, with Neill Daly running the show, the locals were competing against a “ring in” from the south, Gerard McGuire. Was Gerard really trying to get a heads up for the southern competition that followed?? It was on from the start with Michael Parker scoring well on the 356 questions and moving quickly into the lead. A lead he would hold to the end. Bruce Allison and David Hannan tried hard but were no match for Michael. And fittingly the locals managed to edge young Gerard off the podium!

The northern winners were:

- 1st Michael Parker
- 2nd Bruce Allison
- 3rd David Hannon

The southern Trivia night was held on the 17th of June. We had a reasonable turn up given the cold evening. Things got off to a good start with John Davis putting in a big effort surprising all with his depth of knowledge and quick reflexes. Charles Button was looking good early on but really let himself down with the lack of knowledge about his own car!! New members Robyn and Randall Mullins were entertained with proceedings. Stephen Gibson (from Launceston) looked good for a while but in the wash up it was Gary Caanan and Keith Ridgers tying for third place. It was a fun night with answers to the quiz questions ranging though surprisingly correct to being incredibly wrong, to outright bizarre!!

The southern winners were:

- 1st John Davis
- 2nd Charles Button (despite not knowing very much about his own car!!)
- 3rd Gary Caanan and Keith Ridgers (equal third)

A bit of fun was had at both Trivia nights and at the very least those who attended may have learnt a bit (of trivia) and had a good time.

Many thanks to all those who came along to support the trivia nights.

Rob Sheers
Vice President

Porsche Club Tasmania Web site

Dear PCT Members,

We are currently recruiting for a new web site assistant after recently losing our local web site editor.

Up until recently James Barber was the local PCT web editor who looked after site content (adding/renewing material). James has moved on and now we looking for another PCT member to pick up this role. We thank James for his efforts and wish him well with future endeavours.

Andrew Forbes continues (kindly) in his role as club web master with the overall responsibility for the site. Andrew lives in Austria and looks after the big picture web site functions while the local editor looks after the week to week editing function.

We are looking for someone who is web site savvy and would like to assist the club to take over where James left off.

If you are keen to get more involved with your club working as the local web site editor please contact myself or any of the committee members

May thanks

Rob Sheers
Vice President

PCT Newsletter

The answers to some FAQ (Frequently Asked Questions).

- We welcome as many contributions as we can get.
- We do minimal editing. (May only correct obvious spelling or grammatical errors but will probably leave some out of a sense of humour or lack of knowing any better).
- It helps if you submit your copy in MS Word Arial 12-point.
- Try to submit photos separately so we can slot them into the layout more easily.
- Try to stick with Club, or Porsche activities.

Leon Joubert
Editor

Clubman & Club Champion Points

Management of the Clubman & Club Champion points system has been handed on from James Barber to Keith Ridgers. James Barber worked hard to keep the tallies up to date and provide summaries for the newsletter during the year. Many thanks for your fine efforts James. Now filling this position is Keith Ridgers who will I'm sure do his best to manage the points system and continue to keep us informed who is in the running for annual wards.

Keith has only recently agreed to take this job on board and as a result the points summaries in this newsletter will be brief.

Rob Sheers (PCT Vice – President)

PCT 2008 Club Champion points tally

1	Michael Parker	45
2	Charles & Claire Button	35
3	John & Sue Davis	30
4	Rob & Elspeth Sheers	30
5	John & Sue Davis	30
6	John & Libbie Pooley	27.5
7	Keith Ridgers	25
8	David Hannan	25

Club Champion points are allocated as follows:

First -15 points, second -10 points & third - 5 points

PCT 2008 Clubman of the Year South - points tally

1	Rob & Elspeth Sheers	225
2	Charles & Claire Button	150
3	Keith Ridgers	155
4	Gerard & Irene Maguire	100
5	Hans & Sheila Waldman	100
6	Barry & Suzanne Smith	95
7	John & Sue Davis	85
8	John & Libbie Pooley	65
9	Stewart & Cathy Harper	45
10	Kevin & Mary Lyons	30
11	Phillip & Silvia Petersen	30
12	R Barrow	26
13	John Christie	20
14	Adrian & Heidi Richardson	20
15	Kevin Robinson	16
16	Ken & Naomi Patton	15
17	Peter & Christine Dove	6

PCT 2008 Clubman of the Year North - points tally

1	Neill Daly & Sonya Johnstone	150
2	Michael Parker	115
3	David Hannan	90
4	Bruce & Krista Allison	40
5	John & Ann King	30

Clubman of the Year Points are allocated as follows:

- Competing or participating in an event
 - Full Day 15 Points
 - Half Day 10 Points
 - Attending an event (not competing) 5 Points
 - Taking responsibility for organizing and running a major¹ event and writing a report for inclusion in Flat Chat 35 points
 - Taking responsibility for organizing and running a minor² event and writing a report for inclusion in Flat Chat 25 Points
 - Assisting at an event, or prior to an event, or after an event: Regardless of whether competing or not 20 Points
 - Submitting an article for Flat Chat (min. 250 words) 20 Points
 - Submitting an article for Pit Torque 5 Points
 - Attending a monthly clubroom get-together 5 Points
 - Correctly answering a Pit Torque question:
 - Flat Chat email recipients: 10 Points
 - Flat Chat hard copy recipients: 10 Points
1. Major events are those that take considerable time to organize and generally involve competition, e.g. rally event followed by a luncheon.
 2. Minor events are those that require less time and normally involve no competition, e.g. luncheon run.

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

Keith Ridgers



Porsche Club

Tasmania



PORSCHE CLUB TASMANIA - Application for Membership

I/We would like to become member/s of Porsche Club Tasmania.

Name/s:

.....
(Please give your full name and for Family Membership the your wife/partners name)

Postal Address:

.....

..... **Post Code:**

Home Phone: **Work Phone:** **Fax:**

.....

Mobile Phone: **Occupation:**

.....

Email Address: (for newsletter, event notification, etc)

Porsche – type/year **Colour:** **Reg No:**

.....

Porsche – type/year **Colour:** **Reg No:**

.....

Select Membership required -annual membership fees inclusive of GST (tick one):

Single Membership \$100 ☐ Family Membership \$110 ☐ Social Membership \$60 ☐

Membership payment by (tick one): **Cheque** ☐ **Direct Debit** ☐ **Cash** (needs to be paid in person)

☐

Please make cheques payable to **Porsche Club Tasmania Inc.** For Direct Debit please use the following account (internet banking or via in bank deposit). Please include your name as a reference for the payment.

Account Name: Porsche Club Tasmania
BSB 037001
Account Number 375727

Note - New members joining on or after October 1st pay only half fee, and on or after 1st January pay full 12 mth fee but receive 15 mths membership.

CAMS Licence – Porsche Club Tasmania is a CAMS affiliated car Club. If a CAMS Licence is required (for competition events) please request an application form. Family Membership allows spouse, and children under 21, to apply for a CAMS licence and enter Competition events.

Porsche Club Tasmania may publish photos of members and their cars in club publications – if you have concerns regarding photos appearing in club publications please notify the club secretary in writing.

If accepted as a member I agree to abide by the constitution of Porsche Club Tasmania (available online).

Signature: **Date:**

Nominated by (PCT member): Name.....

Signature.....

Please mail this form together with payment to Porsche Club Tasmania, PO Box 910, Sandy Bay TAS 7006. Upon acceptance of membership by the committee you will be sent a membership card. This may take up to 4 weeks from receipt of your application.