



# Porsche Club

Tasmania



## FLAT CHAT

OCTOBER 2008



Porsche 3 litre air cooled diesel engine. Ca. 1960

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Quarterly Newsletter of the Porsche Club of Tasmania

OCTOBER-DECEMBER 2008

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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 3<sup>rd</sup> 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 1<sup>st</sup> Wednesday of every month at the Jailhouse Grill, 32 Wellington Street, Launceston.

## **OCTOBER EDITORIAL**

In September the Premier of Tasmania convened a Fuel Summit to discuss and propose measures to reduce petroleum fuel consumption and emissions.

During the same month the EU Parliament began to debate a proposal that European car makers must reduce CO2 emissions to 120gm/km by 2012.

Earlier this year the Tasmanian government adopted a policy not to purchase cars that emit more than 240gm of CO2 per kilometer. (Ministerial limousines exempted).

The underlying message is that many politicians now see it as their duty (and politically rewarding) to act against cars that are perceived as carbon spewing or fuel guzzling.

What is Porsche doing about it?

Quite recently I wrote that "Porsche does not do diesel". That's no longer true.

Porsche will soon fit the VW/Audi 3.0-litre TDI diesel to the Cayenne and has announced that it has begun work on a diesel engine of its own design. Porsche has also announced that the Cayenne will be offered as a petrol-electric hybrid and it is an open secret that the Panamera will offer the same option.

Given the complexities and "dust-to-dust" energy consumption of hybrid drives, Porsche is probably not applying its formidable engineering prowess to the hybrid option because it thinks it is a great idea. Hybrids may only be a necessity for Porsche (and others) to meet the political and public demands of the time.

But what about Porsche and diesel engines?

Porsche did diesel for 30 years from 1934 to 1963 - lest we forget.

Turbo-diesels now dominate Le Mans and other sports car races, and have won the Spa 24-Hour touring car race.

Subaru has shown that a boxer diesel engine is an excellent configuration.

Could we envisage a flat six Porsche Carrera turbo-diesel at Le Mans in the future? If Audi can put a stonking diesel motor in its R8, Porsche could do worse than to follow the lead of its new subsidiary.

**Leon Joubert**

### **THE CHAIR SQUEAKS**

As I write my President's Report I recall a conversation I had with Wendelin Wiedeking two years ago when he excitedly told me that Porsche would release a new model every six months from that time on.

I must admit I was surprised and a little doubtful. But now, looking back, he was right. He knew what was coming.

First it was the Cayman, then the 997-911, then the 997 Turbo and now the Panamera.

On the eve of my departure to Chicago to attend the international dealer preview of the Panamera (the "Fourth Dimension") I freely admit my excitement at being one of the first to see and touch this car, a car that Dr Ferry Porsche wanted to build but never did. A four door, four seater sports car.

It is now a reality and will be available world wide in 2009.

Comments from inside Porsche are that the Panamera will be "the best Porsche ever!"

Excitement is also building as the new Porsche Centre Hobart is nearing completion. The new home of Porsche will be in Argyle Street, Hobart.

The old home at 269 Davey Street has been that since 1970 when Performance Automobiles was first appointed Tasmania's Porsche dealer and has served the marque well. But now with so many amazing new models from Porsche it is only fitting that a new World Standard home be built in Hobart.

The official opening will be early in 2009 when the whole Tasmania Porsche family will be invited.

I will provide a full report on the Panamera on my return, and look forward to a strong entry in the Motorkhana on 19 October. We need to win this one!

Enjoy your Porsche, and drive it often.

**John Pooley**

### The Other Chair Speaks

Spring has sprung and the longer days are on the way back. And with more than two months to go before the longest day it will only get better! It's time to get that favourite car of yours out and about!

The Clubs Annual General Meeting has come and gone for another year. The club continues to mature now having - a terrific quarterly newsletter (many thanks to the Editor), a wide range of club events on offer and a faithful and (slowly) growing membership. The club administration continues to be refined and improved, hopefully making the jobs of committee members a bit easier.

Considering the membership base I think the Club "punches well above its weight". The only concern that came out of the AGM was the lack of nominations received for committee positions. This has left the club (as of writing) without a Secretary and only a temporary Treasurer and Event Director (see PCT Committee article elsewhere in this issue).

The Sixtieth birthday for Porsche goes on – with a new 911 recently released too much world wide acclaim, various major motor sport events have had some very special Porsche museum cars attend to celebrate the anniversary. Most recently at the Goodwood Festival of Speed some famous Porsche racing cars were given a good run along with the new 911. Also at the corporate level the take over of the giant VW Empire continues apace with Porsche AG now having a controlling interest.

The new 911 (997.5) has received very positive press all around the globe. It may look almost the same (nothing wrong with that) but with a new engine, a new (optional) transmission, the *Porsche Doppelkupplungsgetriebe* (PDK) - literally "Porsche double-clutch gearbox" which replaces the Tiptronic transmission employed on previous models. It has seven speeds and is able to shift up to 60 per cent faster than a standard automatic transmission. The new 911 has a variety of other changes and updates making it very special indeed.

A little bit of interesting trivia - recently at Shannon's Classic auction during September a number plate was sold for \$60,000, surely a record price. The Victorian plate number was "928". Adding the "928" plates to a 928 would be a good way to double (or triple) its value!!

As usual things tend to speed up as we head towards Christmas (certainly for me!!). Anyway we hope to see you at one or more club events before years end.

Enjoy those Porsches, cheers from the other chair.

**Rob Sheers – Vice President**

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### **THE PCT COMMITTEE**

After many years of faithful service to the club Gerard Maguire has stepped down from his secretarial role. Gerard has worked tirelessly looking after club membership, correspondence, meeting minutes and agendas, assisting with newsletter distribution plus many other things to keep the club running smoothly. On top of this he has organised the Christmas Rally (for many years) and helped and contributed in many ways over the years.

We look forward to enjoying the company of Gerard and Irene at coming events and also again the challenge of his Christmas Rally!! Thanks Gerard for your professional efforts that were above and beyond the call of duty much of the time.

Gerard's departure from the committee brings me to the next point. The lack of nominations for committee member positions for the election held at the AGM. Also compounding the problem is that Charles and Claire Button, who have also worked hard serving the club, have agreed to continue in the Event Directors and Treasurers positions only on a temporary basis pending an extended holiday in the north.

A new position was created prior to the election – the position of Membership Officer. This position was split off the Secretary's position making both jobs much easier to handle.

On the positive side Barry Smith was nominated and kindly agreed to take on the Membership Officers role, thanks Barry for taking up this important job. I'm sure Suzie will be there to help out if needed!

This leaves the club currently without a Secretary and only a temporary Event Director and Treasurer.

As the club has matured administrative systems have been improved and refined making committee jobs easier and reasonably straight forward.

If you would like to get a bit more involved with your club we are currently looking for nominations for Secretary, Treasurer and Events Director. If you are interested or would like to discuss what's involved please give me a call or email.

Best regards,

**Rob Sheers – Vice President**

### **BITS AND PIECES**

- In our Editorial the suggestion is made that Porsche could (quite easily – one would think) design a high performance diesel engine that will reflect its outstanding engineering capabilities. So here is the challenge.....
- For the next issue of “Flat Chat” we will accept *your* design proposals for a flat-six (boxer) diesel engine of no more than 3-litres capacity. All we want to know are the basic principles of the engine (fuel feed, air feed, operating range and estimated torque and power outputs) and you will get bonus points for predicting the average CO2 emissions and fuel consumption rates by EU or ADR standards.
- Our esteemed Vice-President, The Right Hon. Dr. Ing. Robert Sheers will be the judge of the most practical and saleable design to fit into the back of some volunteer’s 911 (his own car will *not* be available for the experiment) and the winner will be rewarded with a year’s free membership of the Perkins 248 Diesel Engine Club as well as a hatful of bonus points (variable according to the adjudicated excellence of your proposal) towards the PCT Club Champion Award!
- All entries *will* be published in the next issue of Flat Chat, though it should be noted that the late Peter Ustinov already used the concept of an all-wooden engine for a racing car, for his entry derived from the sloop HMS Pomeranna in his classic 1960’s tale of the “Grand Prix of Gibraltar”.
- At our Premier’s Fuel Summit in Launceston on 3 September one of the lunch time conversation pieces was the arrival of a convoy of Porsches in Lonnie. As you would subsequently have seen and read in the media, Porsche launched the new 911 Carrera there. Pity they couldn’t arrange for either the Tasmanian dealership, or members of the PCT, to see the cars – if only briefly. So near and yet so far.....



### **MORE BITS AND PIECES...**

#### **Does anyone have a photo of Mike Draeger's 911?**

Mike Draeger, a PCT member who has lived in Hong Kong for many years, is looking for any photos of his pride and joy that may have been taken at early PCT events. Hopefully someone out there will be able to help out.

See below Mike's email (sent to our web site some time ago):

**From:** Draeger, Mike [mailto:mike.draeger@kgv.edu.hk]  
**Sent:** Monday, 14 April 2008 9:18 AM  
**To:** pct.info@chello.at  
**Subject:** old photos.

Hi to all at PCT. I wonder if in the next newsletter or email to our membership, a personal request might be added. I am trying to track down a photo of my 911. I haven't seen it for several years but we were at just about every PCT event until we moved to H.K. in 2002. I'm trying to decide if I should sell her, or bring her here, as I don't plan on returning to Tas. Seeing her again might help me make the right choice. She is a black 75 911 RSR body with speed yellow Simmons wheels and speed yellow detachable hard top.

Thanks in advance,  
Mike Draeger.

#### **Porsche Club Tasmania Member I.D. badges**

All PCT members will be receiving new plastic club I.D. badges (credit card size). These will sent out (with holders) over the next month. If you haven't received your I.D. badge by the end of October please contact Barry Smith (PCT Membership officer). Email; [hbs.sbs@bigpond.net.au](mailto:hbs.sbs@bigpond.net.au)

Also John Davis has managed to secure a number of Porsche Lanyards courtesy of Porsche Cars Australia. These can be used in conjunction with the new I.D. badges. The lanyards will be issued to members at coming events.

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## **PORSCHE CLUB TASMANIA AGM**

Dear PCT Members,

The 2008 Porsche Club Tasmania AGM was held at Swansea.

Thanks to those who came along for the drive and to those who also attended the meeting.

A summary of the meeting will be published in the next newsletter.

Committee Member elections were held with John Pooley being returned as

President, myself being returned as Vice President, Barry Smith being elected as

Membership Officer, Keith Ridgers returned as committee member and clubman/club

champion point's manager, and John Davis returned as a committee member.

Charles Button has agreed to continue as the Event Director on a temporary basis

and also Clare Button has also agreed to continue as a temporary treasurer (before Charles and Clare head off to Queensland for an extended holiday).

As of writing the club doesn't have a Secretary and is looking to permanently fill both the event Director and Treasurer positions. If you would like to get more involved with your club and could spare a little time we would welcome your help in filling these positions.

**Regards,  
Rob Sheers.**



**Members enjoying lunch after the AGM**

9.



**Committee members contemplating how to fit a diesel engine in there...**



**Charles Button contemplating how Rob talked him into the job ....again!**

**PCT Fuel Economy Run – 3<sup>rd</sup> August 2008**

**Campbell Town – St. Helens**

Did Charles ask Clare to get out and push?

The outstanding economy figures returned by the Button 944 will cause the reader to stop and consider.

Eight cars entered this years' challenge to travel the 120 kilometers in an allotted 2 hours. The challenge was simple, to average not less than 60kms and use as little fuel as possible. The selected route, from Campbell Town to St. Helens, would provide enough flat, twisty and hilly sections to test the miserly qualities of Stuttgart's finest.

An almost perfect day weather wise was enhanced by a slow Sunday drive in our toys. Being overtaken by trucks and buses would not deter these stingy and serious Porsche drivers on some of Tasmania's finest touring roads.

After departing Campbell Town, participants travelled through the Fingal Valley and on to St. Helens via St. Marys and Scamander. Re-fuelling was undertaken at St. Helens under Neill's watchful eye.

The group then headed another 10kms north to the restaurant, Angasi, at Binnalong Bay for lunch, dining on the deck, looking north across the beach.

The turnout of vehicles would prove to be a very good mix of years and models in which to compare final results from 1964 onwards, 356, 911, 944, Boxster and GT3 were represented in the final tally.

Prizes were awarded for best consumption in each category and for best and worst consumption overall.

		Total Kms	Fuel Filled ltr's	Litres/ 100kms		min's	Average km/hr	Overall Speed	Overall Cons.	Category
Hannan	356	121.0	7.11	5.88	1	100	72.54			
Parker	356	120.8	8.33	6.89	2	95	76.36	fastest		< 1.999 ltrs
Button	944 S2 Carrera	125.8	4.53	3.75	1	119	60.96	slowest	best cons	
Sheers	SC	124.0	8.20	6.78	2	109	66.55			
Eve	Boxster	121.6	7.71	6.38	0	116	62.53			2.0 - 2.999 ltrs
Davis	997	120.0	6.90	5.71	1	112	64.77			
Pooley	996 GT3	113.0	8.07	6.67	2	117	62.00			
Ridgers	993	121.0	9.34	7.73	3	97	74.78		worst cons	> 3.0 ltrs.
Average Kms		120.9								



Dave Hannan under the pump.

12,

**More Economy Run Fun...**



**The Parker Porsche**



**Lunch at Binnalong Bay**



**Bowled over by a GT3-RS**

### **356 WEST COAST HOLIDAY 08 (USA)**

I have been up to my ears in Porsche history lately, which is not unusual for me as I always have my head buried in a book of some type and I guess recently receiving a couple of new books on the 356 is no doubt the cause. But it did serve to remind me that I need to fill you all in on the recent WCH so here goes; I hope I don't prattle on too much.

Kath and I registered for this holiday almost as soon as we returned from the East Coast Holiday last year; we had such a great time we didn't want to miss this one.

The venue was the Squaw Creek Resort, Squaw Valley California near Lake Tahoe between June 18 and 22<sup>nd</sup>. The resort was the venue for the Winter Olympics of 1960.

As this is a Porsche holiday we needed a car, and not having our own 356 to play with we hired the only sporty car available, a Mustang. We hired it upon arrival at Sacramento Airport. Although not a Porsche, we quite enjoyed it over the next two weeks.

We headed off up highway 80 through the famous Donner Pass in the Sierra Nevada range I think the pass was approximately 8000 feet, and quite a drive it is.

Upon arrival at the resort we completed registration, checked in to our room, and then proceeded to find friends we had meet before at similar events, in fact these holidays are all about friendships and having fun together. Of course the 356's are the centre piece but it wouldn't amount to anything without the people.

Wednesday night, our first night included a reception at the Sierra Boat Company (Lake Tahoe). These people are famous for their care and restoration of "Woodies" which are those beautiful wooden speed boats from the 1950s, a very appropriate venue for lovers of 50s and 60s sports cars. Looking at these beauties makes you want to go out and buy one.

Thursday morning and it was breakfast in the motor sports tent (village car park) in fact this was arranged every day, and also included most lunches. The food was outstanding as was the organisation. I forgot to mention that there was over 600 people attending the event, and they had brought along a staggering 350- plus 356 cars. Amazing!

Thursday was to be a day of tours both organised and free. Once we had completed breakfast we were divided into two groups to visit the National Automobile Museum and the private collection of Mr. Ranson Webster.

In Reno each group went to a different attraction in the morning, but meeting at a conference center at the Auto Museum for a catered lunch, before going on to the other attraction.

Mr. Webster had arranged to have a small number of his cars delivered into the conference center so we could have lunch among them!

I must try to explain the Webster collection, though it won't be easy.

I am told that Mr. Webster is of the Webster Dictionary family, and that since his retirement in 1999 he has dedicated his life to collecting, restoring, and racing one of the most impressive private collections of Porsches in the world. In fact it probably isn't possible to put a value on this collection, but figures of \$600-700- million were bandied about on the day.

The gated complex is very modern and very secure, we were first taken to the race work shop, which was spotless with various racing cars (all Porsches) scattered about. I loved the workshop.

By the way we were asked not to bring any cameras or bags of any type into the building, so, unfortunately other than the cars at lunch, I was unable to take any photos.

We were then shown part of his collection, which is housed in the next large room, all carpeted and beautifully finished. The individual cars were lined up each on its own black carpet pad, and around the walls were glass display cabinets containing a fantastic collection of rare accessories, and memorabilia. If that wasn't enough, the surrounding walls were covered with the best collection of official Porsche posters in the world.

Priceless.

I can't list all the models here but they included an example of every 356 model produced from 1949 through to 1965, beginning with the 1949 356SL Gmund Coupe, every racing model produced through to the mid 60s, including but not limited to one of six Porsche 550 Spyder Prototypes; a 1958 Type 718RSK; the 1962 Porsche 804 Formula 1 car in which Dan Gurney won the 1962 French Grand prix; Abarth Carrera number 16 of 21 manufactured, one of several cars that Ranson Webster routinely vintage races today.

In addition to the vintage Porsches there are a number of other cars that help make the collection unique; they include a 1973 Carrera RS, a 1986 McLaren Tag Porsche F1 car, a 1989 Carrera Speedster, and a 1994RSR.



To all of this add a 904, 906, 908, 956, 962, GT1, even the V10 Carrera GT, and a 1959 Volkswagen Beetle in original condition.

I could go on, but I think you get the picture. I am not sure that I will ever see anything like it again.

The National Auto Museum was also fantastic, although not limited to Porsches. It contained a wonderful variety of beautifully restored vehicles in very well displayed in natural settings.

The people who didn't want to visit the museums etc were given a series of nice touring routes to explore. Everyone meeting back at the resort for dinner that evening.

Friday was another big day with choices of self-guided tours of the area, a Fun-khana, and an Autocross, followed in the afternoon by Tech sessions on 356 electrics and disc brakes, a literature swap meet, and another Tech session and 356 talk forum.

There was also a great deal of washing of cars late that afternoon in preparation for Sunday's Concourse.

Saturday started as usual with a hearty breakfast, then more preparation for the concourse entrants.

The concourse was indeed spectacular with all the cars, some 350 in total, spread out along the fairways of the golf course, boy what a sight. This was followed by a wonderful catered lunch, this made for a big day but there was more to come with a cocktail party preceding the Awards Banquet.

It was indeed amazing how the resort staff and the registry helpers managed to put together a fine dinner and entertainment for approximately 600 people, the whole thing was simply mind blowing.

Sunday, the last day, started with a Swap Meet in the Motor Sports Area, and then people started to say their farewells and hit the road. It was very sad to say goodbye to all the friends we had made both old and new, but everyone promises to keep in touch and vows to see you at the next or at least a future event.

The Lake Tahoe area is truly a beautiful part of California, surrounded by majestic mountains and spectacular scenery, and the Squaw Valley was a perfect place to host this memorable event; it certainly will be remembered for a very long time.

I would like to thank all those people who worked so hard to put this event together. Kath and I left the area to tour south in our Mustang to spend a week in the Yosemite National Park, but that's another story.

I know I said this before but if you are thinking of an overseas holiday, why not consider joining in on one of the many Porsche Club events held all around the world, after all you couldn't meet a nicer bunch of like minded people.

**Keep the Faith**

**Michael.** (Who also supplied the photographs – Ed.).



**Pre-A Coupe from the Webster Collection**



Webster Collection: 550 Spyder – with McLaren Porsche in the background.



Ex-“Carrera Panamericana” 356 A

18.



At the Concourse display on the golf course.



Another genuine ex-"Carrera Panameri

## **PORSCHE GALORE**

*Philip Blake has just returned from a racing trip to Europe with Fiat and family, and has sent a few Porsche-related impressions.*

As my son Michael and I chuntered down the Autoroute/Autobahn/Autostrada at about 110 km/h in the Transit van with the Fiat 600 on tow behind, we were constantly overtaken by Porsches – some of them traveling at warp speed.

Apparently in Germany the speed limit on the Autobahn is 250 km/h but you can get an exemption if you have a competition license!

Having said that, the fastest thing that overtook us was not a Porsche, or a Ferrari, but a red Audi station wagon. That got our attention – especially when it changed up and went right on accelerating into the distance.

At the Silver Flag Hillclimb in Northern Italy there were a couple of 956s – one of them ex-Ayrton Senna – and a bunch of other Porsches. Not many 911s at that, as they are fairly selective about what runs in it.

In the Porsche Museum at Stuttgart we saw the 1998 Le Mans winner, a 60's 904 and a 16-cylinder 917 engine – but we missed Klaus Bischoff, who had arranged to meet us but had double-booked himself.

The Nurburgring was crawling with them – six at a time under tuition on the Nordschleife.

The Goodwood Festival of Speed was where we finally did catch up with Klaus. I rang him from outside the Hillclimb but he was on the startline with the ex-Mark Donohue 917 CanAm car and I couldn't compete with it for noise.

When I called back an hour later he told us where the Porsche transporter was and said to ignore all the public car parks and just drive up to it. We had no tickets and the event was sold out, so we just lied and bluffed our way in until we found the huge truck with its awning on the side, and parked.

Klaus was delighted to see us, rolled off three days' worth of tickets for us, and then told us to make ourselves at home. So for the three days of the festival we did, courtesy of Porsche.

I even ran into Jochen Mass, who of course didn't know me, and invited him to return to Targa Tasmania. He's thinking about it.

**Philip Blake**

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**Proof from Philip Blake that old racing Porsches never die.....**



**2008**  
**Club Champion Points Tally**

<b>Member</b>	<b>Total</b>
Michael & Kathy Parker	<b>55</b>
John & Libbie Pooley	<b>37.5</b>
David Hannan	<b>40</b>
Rob & Elspeth Sheers	<b>40</b>
Charles & Claire Button	<b>50</b>
Stewart & Cathy Harper	<b>15</b>
Wayne Bennett	<b>15</b>
Neill Daly & Sonya Johnstone	<b>15</b>
Rob Barrow	<b>15</b>
Campbell King	<b>15</b>
Keith Ridgers	<b>30</b>
John & Sue Davis	<b>45</b>
Adrian & Heidi Richardson	<b>12.5</b>
John & Ann King	<b>10</b>
Hans & Shiela Waldman	<b>10</b>
Bruce & Krista Allison	<b>25</b>
Gerard & Irene Maguire	<b>5</b>
Gary Cannon	<b>5</b>
Kevin Robinson	<b>5</b>
Barry & Suzanne Smith	<b>5</b>

Michael Parker is narrowly in the lead in the championship but with the motorkhana still to be run it could be a very close finish with Charles Button only 5 points behind and John Davis 5 points further back. So come on chaps get those Porsches tuned and have a go on Sunday 19<sup>th</sup> October at the Powranna dragway.

Club champion points are allocated as follows

First	15 points
Second	10 points
Third	5 points

**Clubman Points Tally****Northern**

Neill Daly & Sonya Johnstone	<b>195</b>
Michael & Kathy Parker	<b>160</b>
David Hannan	<b>135</b>
Bruce & Krista Allison	<b>40</b>
John & Ann King	<b>30</b>
Stephen & Julie Gibson	<b>30</b>
Don McWilliam	<b>10</b>
Kerry Luck	<b>10</b>
Steve & Jennie Caswell	<b>5</b>

**Southern**

Rob & Elspeth Sheers	<b>300</b>
Keith Ridgers	<b>190</b>
Charles & Claire Button	<b>180</b>
Hans & Shiela Waldman	<b>125</b>
Gerard & Irene Maguire	<b>115</b>
Barry & Suzanne Smith	<b>115</b>
John & Sue Davis	<b>115</b>
James & Kay Barber	<b>110</b>
John & Libbie Pooley	<b>95</b>
Stewart & Cathy Harper	<b>45</b>
Philip & Sylvia Petersen	<b>30</b>
Gary Cannan	<b>30</b>
Randell & Robyn Mullins	<b>30</b>
Kevin & Mary Lyons	<b>30</b>
Rob Barrow	<b>26</b>
John & Pru Christie	<b>25</b>
Adrian & Heidi Richardson	<b>20</b>
Kevin Robinson	<b>16</b>
Joe Hand	<b>15</b>
Ken & Naomi Patton	<b>15</b>
Wayne Bennett	<b>15</b>
David & Beth Nunn	<b>15</b>
Peter & Christine Dove	<b>6</b>
Victor Folloso	<b>5</b>
Tony Pattniotis	<b>5</b>



Rob Sheers has worked hard this year to amass 300 clubman points, Rob is not so closely followed by yours truly on 190 points and Charles Button on 180 points. Well done Rob

Neill Daly leads the northern members with 195 points followed by Michael Parker 160 points and David Hannan on 135 points.

Rob is too far in front to be caught (or is he?). Can Michael make ground on Neill?

Keep an eye on notices for up coming point scoring events. Come along and join in, you never know your luck.

**Clubmen of the Year Points are allocated as follows:**

- Competing or participating in a PCT event;  
Full Day 15 Points  
Half Day 10 Points
- Attending an event (not competing) 5 Points
- Taking responsibility for organizing and running a major<sup>1</sup> event and writing a report for inclusion in Flat Chat 35 points
- Taking responsibility for organizing and running a minor<sup>2</sup> 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***

## **KEEPING THE FAITH.**

### **“THIRD BRAKE LIGHT”**

Owning and restoring an older car has its challenges, among them is the question of “Originality”, just how far do you go?

There is of course many schools of thought involved here, however I am simply going to mention a couple of things that are primarily safety issues and that are areas that I am personally prepared to go to bat for. That said it is a personal approach.

There are a couple of things that I have done to my 356, and in fact to my 73 911 some time ago that I’ll share with you. Of course these are not new, many of you have already done them, but bear with me.

The first was changing the seat belts from the original “LAP” variety (original option complete with Porsche crest) to up-dated inertia types. It would have been nice to keep the originals, but as Martin Brundel says “ If I was taken directly to the scene of an accident, they would be next to useless”.

The second example was the fitment of a 911 dual master cylinder, to give me dual circuit brakes; I think this is a necessary update, as anyone who has experienced a brake failure will agree.

In fact, at the recent West Coast Holiday (US), a registry member was telling me of his friend who was traveling down the mountain highway 80 towards Reno in his Speedster when he lost his brakes. He had to slide the little car along the concrete barrier until he finally stopped, you can imagine the mess. I am sure that if he can repair the car he will include dual circuit brakes.

I know this is a round about way to get to “third brake lights” but the first two examples are the sort of modifications most of us do.

Seat belts are a necessity, and everybody accepts them, the dual master cylinder is not seen by many and therefore is ignored. The third brake light is however noticeable, you can go to any auto store and buy a third brake light, but they are for the most part ugly and too big. They certainly look out of place on a 356 or early 911 and if you are still running 6 volts you can forget it.

I am sure most of us at one time or another have noticed the driver directly behind seeming to be interested in everything other than driving his or her car.

There seems to be more things aimed to distract the driver today than ever before, i.e.; CD's, DVD's, SMS, mobile phones, eating, drinking, or just plain stupidity. So I think it would be nice to have a small, but bright third brake light that is very discrete and can be fitted without damaging anything on our pride and joy.

I am happy to report that at the recent WCH in Lake Tahoe (US) I met Jack Biersdorff of the Lereyn Co ( [www.thirdbrakelight.blogspot.com](http://www.thirdbrakelight.blogspot.com)) and as a result purchased a small third brake light for my 6-volt 356.

This unit is great as it measures just 150mm x roughly 10mm, and is black. It has a bracket attached on top to allow the unit to slip behind the rubber at the top of the rear windscreen (inside), the wires tuck behind the rubber and then are hidden behind internal trim. The unit is next to impossible to see from outside, and is hardly noticeable inside, but at the same time is very bright when you apply the brakes.

Jack makes them to suit Speedsters, cabs, and coupes, in both 6 volt and 12 volt. The cab/speedster type is hidden inside the rear deck lid. If I have sparked your interest have a look at his web site, examples and prices are there to see. I paid \$85.00 US for my unit, and it comes with instructions, and all necessary wires etc.

For those who don't have access to the internet the details are as follows;

The Lereyn Co, Jack & Sally Biersdorff  
1272 Ridgemark Drive  
Hollister, CA 95023  
(831) 6363046

**Cheers,  
Michael Parker.**

