



Porsche Club

Tasmania



FLAT CHAT

FEBRUARY 2005



The Porsche GT3 RS In The Showroom Of Performance Automobiles

FLAT CHAT

Monthly Newsletter Of The Porsche Club 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 Tasmania, or Dr.Ing. h.c.f. Porsche AG or any of its authorised representatives.

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The Porsche Club Tasmania meets at 7:30pm on the third Tuesday of every month at Shannons Car Club Rooms, 337 Argyle Street, North Hobart. Members & guests are always welcome.

FEBRUARY EDITORIAL

If, like me, you enjoyed watching the 2005 Dakar Raid on television, you probably marvelled at the ability and endurance of the vehicles and competitors in this challenging event.

In recent years the car section of the Dakar has inevitably been dominated by “homologation specials”. The front-running Mitsubishi’s, Nissans and VW Touaregs that we see have very little – if anything – in common with their road going counterparts. (For example – some of the Nissan Pickups are actually a mid-engine, tubular space frame design from South Africa).

Twenty years ago a sports car manufacturer won the Dakar Raid at its first attempt, with a car that it would sell to the public 2 years later. That car was the Porsche 953, an all wheel drive 911 which was the forerunner of the Porsche 959.

In 1986 Porsche won the Dakar again (finishing 1st and 2nd) with the 959.

Not bad for a small company which specializes in making sports cars, and would not actually produce an off road car until 15 years later.

It is easier to understand that a company which manufactures sports cars will also produce race winning sports cars. Yet it is a bit overwhelming to page through history and realise that it has produced a seemingly endless stream of champions: The 904, 906, 908, 910, 917, 935, 956 and 962, and it has not ended there.

There is a good book on the motor sport history of the Ford Escort entitled “The Car That Won’t Stop Winning”. But if you were to try and write a book (a very thick book, or several volumes) on the sports cars racing successes of Porsche, what conceivable title could you give it?

Not all of Porsche’s motor sport history has been perfect. Its ventures into Formula 1 took it away from its core in 1960/62. The flat eight F1 car driven by Ginther, Gurney, Moss and Bonnier was a credible attempt, but did not set the world on fire. As for the 1991 V12 engine for the Footwork Arrows team – it is best forgotten.

Nevertheless, 1983-87 produced an extremely fruitful partnership with McLaren and TAG (Techniques Avant Garde) in the manufacturing of the V6 turbo engine which took Prost and Lauda to 3 World Championship titles. It is probable that the engine was built to a design specification from Dr John Barnard, but it was still well enough made to rule F1 for three successive years.

Closer to its core, Porsche road cars can also claim several Monte Carlo rally victories, a European Rally Championship, and probably thousands of other victories by privately entered Porsches in rallying and circuit racing around the world.

Given the enormous scope of Porsche’s success in motor sport, it therefore seems logical to assume that the company maintains a large, specialized motor sport division. After all, a modern Formula 1 team employs around 800 people merely to race two cars on 19 Sundays a year!

We all know that Porsche does nothing of the kind. The reality is that every Porsche road car shares an enormous amount of common design, engineering, and components with the cars that have collected all those thousands of race, rally and rally-raid trophies. Road cars like the 911 GT3 RS are virtually indistinguishable from some of the most potent competition Porsches, and almost every Porsche is designed and engineered so that its owner can take it to a race track with little more than compulsory safety enhancements.

There was a time in the 1970's when the Ford Motor Company rather grandly advertised in some markets that "Motor Racing Improves The Breed".

It must have amused the good people of Zuffenhausen. The record books already said it all for Porsche.

Leon Joubert

THE CHAIR SQUEEKS.

This month I would like to share the international launch of the new Porsche Boxster with you, an amazing event that I was privileged to attend in San Diego during December.

After meeting up with other Australian Porsche dealers in Melbourne we left on a long flight direct to Los Angeles, and then spent 3 hours going through customs and security before queuing again for another 2 hours to fly to San Diego. This time in a SAAB aircraft (!).

Porsche personnel met us at the airport and took us to Carlsbad where we stayed at the Sheraton Country Club hotel. After a quick nap, it was off to the welcoming cocktail party to meet US dealers and Porsche senior management.

Up early the next day for a visit to the magnificent San Diego harbour and wharf area. The harbour hosts many naval vessels and also some old America's cup yachts, and the wharf area reminds one a bit of Hobart.

Here we were welcomed aboard the USS Midway, an aircraft carrier whose keel was first laid as a battleship, but the design was (wisely) changed to an aircraft carrier before she was commissioned in 1945. After a guided tour of this impressive warship we ascended to the flight deck via the aircraft lift, and walked past various navy war planes to a grandstand on the flight deck.

Then, to our complete surprise, five new Guard's Red 987 Boxsters emerged from behind the flight deck island and began a 20 minute high speed display of synchronised, precision driving on the flight deck! Having skidded sideways in echelon and pivoted around in handbrake turns, it is a miracle that none fell off the flight deck into the harbour, but it was a brilliant display.

After the display we left the ship and got straight into 60 new Boxsters with a police escort for a 100km drive – including legally “shooting” red traffic lights! What a buzz!

We returned to the USS Midway for lunch, and in the afternoon Porsche set up a series of driving tests in the Superbowl car park where we were able to compare the new 987 Boxster against the Mercedes-Benz SLK, BMW Z4 and the previous Boxster models.

The tests included slaloms, tight and fast cornering, and even a drag strip complete with Xmas tree lights and two lanes with electronic timing.

My impressions? The new 987 Boxster is a refined and improved car and is a true, luxury sports roadster. Quality and fittings are top class and the handling and performance is superb. Yet it is also interesting how fantastically well the old Boxster still performs, especially when compared with other makes.

If all goes to plan, we should have the new 987 Boxster in Tasmania within a matter of weeks. (See Charles Button's events calendar).

John Pooley
President

Ed. Note:

If you have never driven a Boxster, think of it as 80 percent of a Carrera GT at 20 percent of the price! I'll have the yellow one with Spyder kit in your Davey Street showroom when I win the lottery John!

THE OTHER CHAIR SQUEEKS

Firstly, all the very best for 2005 and may this year hold some pleasant surprises for you (a new Porsche under the Christmas tree would be nice!!).

Reflecting back on 04 (it already seems a long time ago doesn't it!!) there were some terrific club events and get togethers during the year. And the last one for the year, the Christmas rally/BBQ, was a beauty. Gerard Maguire did a very professional job of organising the rally, yes it was a bit hard at times (hey Charles and Claire!!) but it was an excellent effort that will be remembered for a long time.

John Pooley did an excellent job of arranging the wonderful venue at Saint Peter's Pass property, many thanks John and to the Morrison's who own the property. And there was such a wonderful turn up of cars, from David Hannan's lovely old 356 to Philip Frith's racy GT3 together with a varied collection of other fine looking Porsches including 911's, a 944 and a 928. Also the clubs first "*Clubman of the Year*" awards were announced, Keith Ridgers for the South and Neill Daly for the North, well done and thanks for your participation during the year.

PCT members can look forward to another terrific year of club activity this season. Planning is well under way for this year's events calendar and hopefully it will be finalised and published very soon. Without letting too many secrets out of the bag the first happening is a restaurant social get together. This will be followed by the first big event of the year, a "Show & Shine" concours combined with a cocktail party. Hopefully on the same night there will be a "show and tell" of the new, yet to be released Boxster. So get that polish out!! For the dates for these happenings see Charles Button's column in this issue.

After chatting to some Northern members at the Christmas function I came away wondering how the Northerners, who have been well represented at most events, could become more active in the clubs decision making. One way would be to have regular (monthly?) Northern social get togethers from which suggestions could feed back to the committee. On that note I contacted Bruce Allison who has agreed to see what can be organised, thanks Bruce.

Looking forward to seeing you at the next Porsche Club of Tasmania function.

Enjoy those Porsches.

Cheers from the other chair

Rob Sheers

Vice President

FLATCHAT BACKCHAT**Questions and Answers with Neill Daly.****What's the first car you ever owned?**

N.D. Volvo 1980 242GT (2.3Ltr. 2 Door).

What is your present car?

N.D. 1984 911 Carrera 3.2, 1994 Falcon ED XR6.

What is the best car you've ever owned?

N.D. 1984 911 Carrera 3.2

What car do you regret selling?

N.D. The Volvo.

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

N.D. Tough one, would like a 1971 XY Sedan GTHO Phase III, but these are a bit rural in styling and handling. Have never seen one, I presume it exists, the 1948 Porsche 356 Roadster, it predicts the on-set of minimalism in the 1950's and '60's, and contains styling parallel to a street-rod sled, with such simplicity.

What's your earliest memory of a Porsche?

N.D. My fathers garage (workshop), I recall the presence of a 928, quite distinct from everything else (at the time).

When did you buy your first Porsche?

N.D. Easter this year (2004).

What do you like most about your Porsche?

N.D. The engine hovering over the back wheels; seems to make sense really.

What is your favourite Porsche road or route?

N.D. Poatina to Bothwell, past Arthurs Lake.etc.

When and how did you get into motor sport (as a spectator)?

N.D. Father always having European eccentricities in the garage and racing an XJ Sprinter. In his early days he had a quirky Bingham Renault, Group C I think.

What's your favourite event?

N.D. Enjoy watching most motorsports, however enjoy F1's, even with disparity in the field. The speed, technology and ability is still amazing.

NEILL DALY'S '84 CARRERA



NEILL AND PARTNER SONYA



PAST EVENTS REPORT

RALLY AND XMAS BBQ - 12th DECEMBER 2004

It was 6am on the day of our first club rally experience. Apart from bashing in the unmanned route check markers along the way, all was in readiness for a great drive to our first Christmas BBQ at “St Peters Pass”.

Was it going to be too challenging? How were we going to ensure it wasn't too easy? After all, we didn't want to have everyone coming equal first.

Seven entrants from the North set off simultaneously with five from the South at 10am, expecting the unknown- and that's exactly what they got, it would seem. What seemed simple to a minority of one, turned out to be “lynching material” to the vast majority.

After many, shall we say, “disagreements” by the crews, all arrived safe and not so sound at “the Pass”. When the results were tallied it became patently obvious the worry of having everyone coming equal first had evaporated immediately.

The Director decided, on local advice, to stay well clear of the “lynch mob” for a respectable cooling down period in order not to spoil everyone's lunch.

And talking of lunch- what a splendid spot we were given by the Morrisons. We had the run of the gardens, BBQ, pavilion and tennis court. The flags were flying, the sun shining and everyone chatting, having forgiven the Director for spoiling the start to a beautiful day.

Now that the dust has settled, there's talk of running another event similar to this next year. The Director promises to make it more enjoyable and less confusing by having a pre-event briefing cum simple navigation lesson. Remember this was a first for *all* of us.

Thanks to John Pooley for arranging the venue, Charles, Bruce and Rob for the help, Greg, Marlene and Grant Wilson at the finish control and all who attended.

Results: NORTH. 1st Neill Daly & Sonya Johnstone.
 2nd Philip Leith & Dinah FitzGerald.
 2nd David & Louise Hannan
 3rd Bruce & Joel Allison.

SOUTH. 1st Rob & Elspeth Sheers.
 2nd Keith Ridgers.
 3rd Charles & Claire Button.

See you all soon,
Gerard Maguire.

CLUBMAN OF THE YEAR AWARD

Clubman on the Year Award for 2004:

The winners of the Northern and Southern Awards were announced at the Christmas BBQ held at the Morrison property at Antill Ponds.

The worthy recipients were: Keith Ridgers from the South
and: Neill Daly from the North

The very impressive Perpeptual Trophy is now displayed at the Shannon's Clubrooms.

Well done Keith and Neill.

It is interesting to note that approximately 70% of our members participated in our events. Come on the other 30%. We would like to see you.



Keith Ridges receives his award as Clubman of the Year (North)



Neill Daly with the award for Clubman of the Year (South)

CLUBMAN POINTS
As at 27th January 2005

North:	Steve Gibson	2 Points
South:	Gerard Maguire	2 Points
	Rob Sheers	2 Points
	John Pooley	2 Points
	Leigh Mundy	2 Points
	James Mundy	2 Points
	David Browne	2 Points
	Philip Petersen	2 Points
	Keith Ridgers	2 Points

Charles Button.

GETTING TO KNOW YOUR COMMITTEE MEMBERS.

CHARLES BUTTON, Motor Sport Director.

Charles was born in Smithton back sometime in the early part of last century just before they got the power down that way. His parents thought the best way to knock some sense into him was to pack him off to boarding school. So it was to The Hutchins School in Hobart he went, later to be fine tuned at the renowned Launceston Grammar.

Some say that it was here that his fine taste in women and cars was formed. As this was a 'boys only' school, Charles insists that his interests lay firmly in the latter.

Chas commenced work in the building industry with Beck's Plaster of Launceston, as a clerk and general dog's body. His interest in building has been retained for nearly 40 years.

His first motorised vehicle was an Acme 2 stroke motorbike at 14 years of age. Once working, his first car was no less than the "new look" Ford Prefect in the early 50s. He next had a short love affair with a Holden ute and then came the real thing, a '54 MG TF (1.5 model). It was at that time that a car club interest emerged with a good friend Wayne Tyson. Charles actually helped form the Northern branch of the MG Car Club. An interest in hill climbing developed with Charles and Wayne competing everywhere they could.

His first motor sport event was a hill climb at Muddy Creek (Legana) where the TF went into the wattles. An indelible memory is of Wayne and Charles driving back from the Penguin hill climb in their MGs with Wayne getting out of control and flipping his. Apart from scratched hands (from improvising a roll bar no doubt) Wayne and his passenger brother crawled out unscathed only after Charles and his mate lifted the car off them (strength when you need it). Both Wayne and Chas later raced their TFs at Longford in the late 50s.

Then came the MGA which saw many events including a fine win in the Examiner Rally (a fore runner to today's bitumen events, being a series of special tests between competitive bitumen stages). Longford, Quorn Hall (at Campbell Town) Symmons Plains and Baskerville came and went before the hand brake was applied. An early memory was taking the car to Devonport for tuning by Brian Bowe with a young John Bowe on tricycle making a nuisance of himself in the cramped workshop. With a promotion came a company car. This enabled Charles to build the MG Peugeot Special which ran at Symmons Plains and Baskerville with a great deal of success and enjoyment.

Charles's first recollection of a Porsche came in the early 60s in the form of John Youl's 356. His first Porsche was a 1982 911SC purchased around '86. Then came the ex James Morrison's C4, followed by the ex Porsche Cup 911 with a genuine RSR 3 litre motor. The hand brake was applied again. The RSR went and so did Charles – down to a 924 turbo, whilst on the lookout for a useable 911 turbo body Cabriolet. The current dark blue gem is the answer and much admired.

Interest in motor sport was rekindled with 7 Duttons Grand Prix rallies, 3 competitive Targas and 4 as a driving official. 2 Rally Tasmanias with daughter Tracey has kept the petrol running in the veins. Charles repeated his previous Muddy Creek "off" with another into a muddy dam while filming in the Nissan GtiR for Southern Cross during Targa. This has been a constant reminder that contrary to legend Charles is, in fact, a mere mortal.

Naturally, someone like Chas can't stay away from motorsport for too long. He and Claire decided to semi retire by taking on the Revolution Racegear franchise in Tasmania. After seven years, it was time for them both to "really" retire. Chas now has an active interest in CAMS as a steward, State Councillor, member of the scrutineering panel and a member of the State Executive. In addition to his involvement with CAMS Chas still finds time to organise Porsche Club events. Added to this a bit of hunting, fishing and travel and life's just great.

EVENTS CALENDAR

DIARISE NOW!

Friday 25th February 2005:

Restaurant evening get-together at Le Provençal Restaurant, 417 Macquarie Street, South Hobart. (See details below).

Friday 11th March 2005:

Concours and Cocktail Party at Performance Automobiles, 6-8 Patrick Street, Hobart. (See details in Newsletter).

Sunday 29th May 2005:

Economy Run and Luncheon. Meet Campbell Town – Lunch Swansea. (More details in the next Newsletter).

Events later in the year:

Cryptic Drive and Luncheon – North
 Cryptic Drive and Luncheon – South
 Lost Weekend Drive
 Motorkhana - North
 Novice Trial and Christmas BBQ

RESTAURANT EVENING:

This will be the first of this type of event the Club has had. It will be a chance to catch up with your fellow Porsche Club members for an enjoyable evening.

Le Provençal is a byo restaurant with fabulous food.

Mine hosts, Jean Claude and Julie, have kindly let us have the use of a separate room for our get-together.

Numbers are strictly limited and, in this case, when we say strictly limited, it will be just that.

Venue: Le Provençal Restaurant
 417 Macquarie Street
 South Hobart.

7.15 – 7.30 p.m.

B.Y.O.

Please email or phone me (**Charles Button**) prior to **Friday 18th February** on button@primus.com.au or 0418 126 450.

MORE EVENTS FOR YOUR DIARY

COCKTAIL PARTY AND CONCOURS

Friday 11th March 2005

Judging by the feedback we received following the last cocktail party/concours event, members can be assured that this event will be a VERY enjoyable night.

Thanks to Performance Automobiles, we are again privileged to have the use of their customer care facilities at 6-8 Patrick Street.

As an added bonus, we will hopefully have a new Boxster on display.

The evening will consist of the concours judging in conjunction with a cocktail party for which a charge will be made of \$15.00 per head.

Awards will be made to vehicles in the following categories:

- * Up to 1978 inclusive
- * 1979 – 1989
- * 1990 – 2000
- * 2001 onwards

There will also be a “Peoples’ Choice” award.

So, put on your glad rags, polish up you pride and joy and get set for a great evening.

Location:	Performance Automobiles 6-8 Patrick Street Hobart.
Time:	7.00 .p.m. Judging commences – 7.30 p.m.
Cost:	\$15.00 per head
Dress:	Lounge suit or smart casual

Charles Button.

PIT TORQUE

The answer to our last "Flat Chat" question as to who drove the first Porsche in competition in Tasmania. This answer is: John Youl in a lovely red 356 Super 1600 in the late-1950's.

Don't forget that Porsche Club Tasmania sew-on badges and windscreen stickers are now available. Contact our Treasurer, Philip Petersen on 0418 587 741.

If you presently receive Flat Chat in electronic form and would prefer that you receive it in hard copy, please contact our Secretary, Gerard Maguire, on 0418 123 060.

It was nice to see prospective members Philip and Robyn Jackson at the Christmas BBQ.

Andrew Forbes, our recently departed Treasurer, who is now residing in Vienna has agreed to be our "foreign correspondent". Looking forward to his contributions in future editions of Flat Chat.

Proof that Cocktail Party/Concours events are extremely enjoyable, is borne out by the sight of a well known member and his wife, who shall remain nameless, making their way home from last years event at 9.00 a.m. the following morning, still in evening dress. Who could that have been?

It is rumoured that well known 911 Targa driver, Gary Cannon, is considering entering a V8 sedan in circuit racing as well as running the "repaired" 911 Turbo in Targa 2005. Shame, just when we were thinking he had a bit of class !!

What was the code number of the competition version of the original 911 Porsche turbo? They did extremely well at Le Mans in 1979 Answer in next edition of Flat Chat

Charles Button.

THE VORACIOUS PORSCHE-POWERED POOL CLEANER



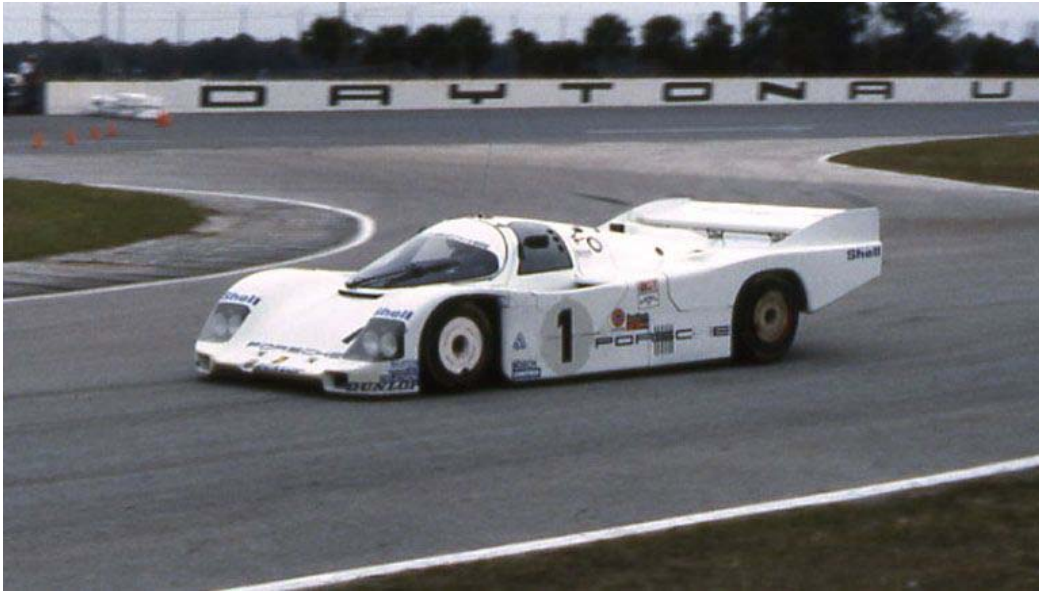
One of my school mates was a fellow called Sarel van der Merwe.

Readers familiar with South African folklore will know that “Van der Merwe” is the omnipresent star of South African jokes.

This particular Van der Merwe (though possessed of a sharp intellect and wit) was no joke. At a comparatively early age he became a very successful rally driver and quickly proved just as capable at circuit racing. His career record not only includes a host of National Rally Titles, but also Sports Car, Group N and Modified Saloon Car Titles.

In the mid-1980’s, Van der Merwe was in demand for international sports car races and spent a good amount of 1983 racing a “Moby Dick” Porsche in the USA and Europe. In 1984 a South African manufacturer of pool cleaning robots decided to structure an all-South African team around Van der Merwe to compete in the 1984 Daytona 24-Hours race and publicise the “Kreepy Krauly” pool robot in the USA.

The Kreepy Krauly outfit tried to obtain a Porsche 962 but eventually had to use a March 83G with Porsche 962 mechanicals. The works Porsche 962 would be driven by Mario and Michael Andretti at Daytona.



The works Porsche 962 of Mario and Michael Andretti in the 1984 Daytona 24-Hour.

The opening hours of the race produced a terrific battle between Van der Merwe and Mario Andretti, but unfortunately the works car retired after 127 laps. The Creepy Krauly partnership of Van der Merwe, Graham Duxbury and Tony Martin ran out overall winners by 9 laps from the Porsche 935 of A.J Foyt, Bob Wollek and Derek Bell.



The Foyt/Wollek/Bell Porsche 935 in the 1984 Daytona 24-Hours.

Later that year I was a member of a team of drivers attempting to set new speed and distance records with BMW's on a 3km banked oval test facility in South Africa. While circulating the track at 200 km/h in the midnight hours, Graham Duxbury kept us awake by recounting their experiences at Daytona in the March-Porsche.

Graham (who is a great story teller) got so carried away describing his experiences that he quite forgot that he was in a BMW saloon car driving perilously close to an Armco barrier at high speed in the dark.

A shower of sparks, a flash of brake lights, and some choice language over the radio network brought Graham back from Daytona to the Gerotek Test track in a rush – fortunately without serious damage to either car or driver.

Porsche power has been used to propel all sorts of vehicles, even light aircraft. However Porsche's venture into powering a mobile billboard for a pool robot, must surely be the only time that a motor manufacturer has won a major international sports car race with such an unusual device!

Leon Joubert

FOR SALE

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Speed Yellow 2,7 litre 168 kW 5-Sp Manual

Electric roof
Full leather upholstery
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Options:

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On road drive away **Reduced To: \$118,750**



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Air conditioning	May 2005 Rego	
FSH	Immaculate	\$36 500.00
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TAILPIECE



I don't care that your BMW is 35 years old and the only one of its kind in Tasmania. This is a PORSCHE Club meeting so take that thing away!