

RS & GT3 REGISTER

The Year in Review

WINTON 6 HOUR

September 2005 saw the first competition event for the RS & GT3 Register we entered 6 vehicles in the annual Winton 6 Hour event. Team members included:

- Mike Herrod 993 RSCS
- Tony Robertson 993 RSCS
- Greg Cook 993 RSCS
- Ian Knight 993 RSCS
- Mark Cummings GT3
- Paul Stuart GT3 RS

Under the Team

Management of Chris Alp (Winning Manager of the last 3 Winton 6 Hours) and Team Sponsorship secured from Fitzgerald Racing Services the Team travelled to Winton with high expectations. Most of the team competed in 2004 coming a credible 2nd in a team comprising 5 993 RS's.

Thanks go to a myriad of support crew with particular mention to Roger Vella & Glen Diamond.

Working to a 2 second timing window and having no broken laps or penalties, we were still not good enough to beat the excellent performance of the 2004 champions who repeated with another win, notwithstanding Roly Newman being an innocent bystander when another vehicle hit oil and spun into the side of his car - luckily he was able to pit without losing critical time.

Unfortunately 2006 classes with Mt Buller Sprints and is also around Classic Adelaide, so our victory will have to wait!

MT BULLER SPRINT - A RACE IN PORSCHE HEAVEN

Mt Buller Sprint, a Porsche Cars Australia Sponsored Event, had all the signs for a repeat performance of prior years with a Porsche win on the cards. The event is so well suited to Porsches with the torque to pull out of tight corners and steep uphill gradients.

The race starts shortly after the gates into Mt Buller and continues up the hill some 10kms to near the top of the mountain - just past the start of Bourke Street. For those that do not frequent the ski slopes a normal driver typically takes some 20 - 30 minutes to do this drive assuming they are wanting passengers to arrive without feeling car sick - well normal passengers anyway.

FROM THE CAPTAIN

I did say the RS & GT3 Register Newsletter would be "non" regular. However, I didn't think it would take this long to get edition #2 out. Unfortunately, work has just been too busy and with the tarmac rally season into full swing over the last six months this has meant no spare time for the Register let alone a Newsletter. Anyway, enough of the excuses here is No. 2, I hope you enjoy it.

In this edition I have recapped on the year including the following reports:

- Winton 6 hr.;
- Mt Buller Run;
- Targa Tasmania;
- Social Report;
- The best Porsche?
- Upcoming Events for 2007.

Jim Richards was doing the same run in under 9 minutes, my best was 9.28 (my wife's was 28 minutes!).

The challenge to do 8 runs up the hill trying to improve your time with each run is not to be understated. It is a great event, albeit at the wrong time of year.



For those uninitiated in Targa type events it is a great way to start to familiarise yourself with the calling of pace notes and the challenge of speed through mountain roads that don't have much armco and no sand pits or

To try and cool it down the organisers had the local watering truck drive over it and wet it down. This assisted in cooling the road but brought with it another challenge - wet roads!

Unfortunately, a serious



run-offs. It is daunting to say the least.

For first timers I strongly recommend you do the drive in your road car a few times beforehand and get used to pace notes. Furthermore, treat the first event as a training event, don't try to set the world on fire with your times, get used to the requirements as it is not like a track event. Unfortunately, too many first timers in events like this end up with damaged cars and damaged egos by taking a too aggressive approach.

2006, the 3rd Mt Buller Sprint, was my first time at Mt Buller, so after visiting the "hill" a week before, unfortunately without my navigator, I was looking forward to the challenge. The event had a number of new challenges with the heat causing the road to meltdown and become quite tricky with it moving around under the tyres.

accident on the last day prevented the final run being made. Mark Cummings and Chris Alp were again first on the scene (maybe they should get some red flashing lights on the roof!). Luckily both survived, but the navigator was still wearing a halo many months later to keep his neck straight as his spinal injuries repair.

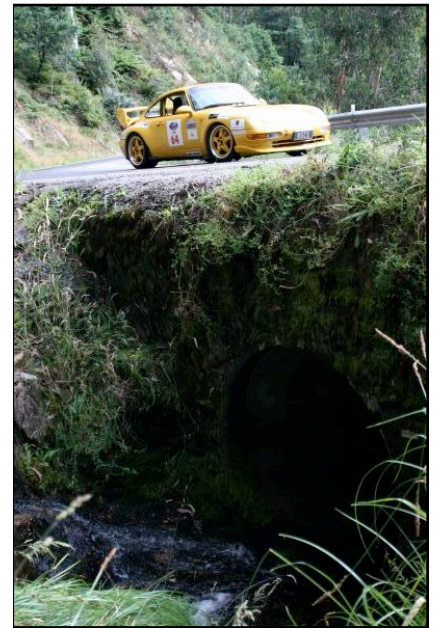
I have to say there was a number of relieved drivers when the last run was cancelled, me included, as the melting bitumen, a special alpine tarmac mix, had melted and adhered to our tyres filling up the tread gaps and caking in a 2 cm layer over the tyres. Special permission from the Clark of Course to try and strip it off on the road outside of the competition stage before the start was somewhat reluctantly allowed. There were many black strips left on the road as competitors did aggressive starts and braking exercises to try and

strip the tar off. Coming across a Lamborghini doing donuts at a cross road trying to get rid of the tar was a sight to behold.

Competition was fierce with 3 minutes separating the final results of the top ten after 7 runs.

Final results saw PCV RS & GT3 Register Members in 1st, 8th, 9th, 11th & 12th positions out of the top 20, with Jim Richards 1st, Mark Cummings and Chris Alp 8th, Rex Broadbent 9th, Simon Froud 11th and Mr & Mrs Fitzgerald 12th. Congratulations to all but especially to Mark & Chris who were the first home in a Register car in their GT3. Further down the field were Don Tryhorn in the first RS at 30th, Paul Stuart at 38th and then Cook, Herrod & Knight at 41, 42 & 44 respectively. Others competing from the Register included: Tony Robertson, Peter Vanderzee and Neil Jeffs.

Great event, wrong time of year, a point that the organisers



have not missed with the next event will be run early November 2006 which will become its future home.

TARGA TASMANIA 2006

Most drivers dream of a dry Targa. Now Tasmania is not known as a land of sunshine and the last dry Targa was in 2001, and the last two years has seen sleet and snow on the last day.

Well our prayers (well mine anyway!) were answered this year and apart from the normal wet patches where the sun has not hit the road, we had a dry Targa until the last 10km of Arrowsmith and the final two stages. Whilst this meant the normal attrition was not as high it did make it more enjoyable and allows those that do not relish the wet (read me!) to be able to attack



the event rather than pussy foot in the rain.

As usual there was a great representation from the PCV Club competing particularly from the RS and GT3 Register including: Jim Richards, Mark Cummings, Paul Stuart, Geoff Taylor, Gary Tierney, Simon Froud, Greg Cook, Tony Robertson, Mike Herrod (nav.) and myself, along with non RS/GT3 Register PCV members in the navigators seat including, Chris Alp, Lee Harper, Roger Vella and David Cooper along with Peter Eames,, in the drivers seat and the 968 teams - Jeff Bobik & Craig Rayner and Matt & Casey Close.

With awards including Diamond, Platinum and Gold up for grabs for our members it was bound to be a great presentation dinner. Little did we know on day one how good an event it was to end up for PCV members.

The event is broken down into a number of Categories and Classes to provide a somewhat level playing field to all competitors, with Register members in numerous Categories linked to the ages of their vehicles.

2006 saw over 130 new competitors - many in Porsches. Whilst the vetting of new entrants is

fairly strict, the organisers are not able to avoid over enthusiasm which can creep into the minds of some competitors when the red mist comes over the eyes.

As usual there was heaps of competitive spirit amongst the RS and GT3 Register members epitomised by the nightly "reading of the wills" where each team in order gives his times on a stage by stage basis. followed by much revelry and chest beating by the quickest.

The final day saw all of us in one piece looking forward to a fast run down the west coast. Competition in the Classic Category for outright was the closest with Taylor, Cook and Eames all challenging for number 1 interspersed with a few other cars including Pye's 1976 Carrera at the front of the pack. Stuart was leading his Class, Froud was still chasing at 2nd in Classic Sprint, and I was leading Category 8 and sitting just inside the top 30. With Cummings sitting in the top 20 outright position. However, as you come to realise once you have done the event for the first time that halfway through day 4 you reach the halfway point on competition miles. Leaving day 5, the last day, with an enormous run of very mixed competition miles, to keep your position or to possibly make up ground. If you are leading you cannot lift off as too conservative an approach will see you loose unretrievable positions. You also have to focus on what your looking for, outright position, category wins, class wins or a Targa Trophy, as each will dictate a different approach.

At lunch time a navigator, who shall remain nameless, took great pleasure in claiming two spots from me in the outright placings having gained 1 minute on me during the morning, however, to me 25th or 26th outright meant nothing and I was not prepared to take additional risks to gain



meanless places. My aim was to hold the 3 minute lead I had on the next Class 8 vehicle, which I managed to do and in fact actually gained further time margin.

TARGA TASMANIA 2006 (CONT.)

The dampness after so many dry kms brought a few unstuck including Cookey who had a little spin over a wet bridge which ultimately cost him first place outright in Classic.

At the presentation dinner our two tables were embarrassingly full of trophies with the following picked up:

- Geoff Taylor - 15 year Award, 1st Classic Outright, Category and Class wins along with 3rd Classic Handicap;
- Greg Cook - Diamond Trophy for 9 Targa's completed within Targa Time, 2nd in Classic Outright.
- Jim Richards - 1st Outright along with First in Modern and first in Category 9 (albeit not in his Register car as he was driving a GT2);
- Mark Cummings & Chris Alp - Platinum Trophy for 6 Targa's completed within Targa Time (finishing 19th outright);
- Simon Froud - 2nd in Classic Sprint Class
- Ian Knight & David Cooper - Gold Trophy for 3 Targa's completed in Targa Time, 1st in Category 8 and first in Class.



Overall the 2006 Targa, whilst down in numbers, was one of the best in my time of entering, a similar comment came from a number of other competitors. The organisation seemed to be spot on this year. As usual everyone is now looking forward to Targa 2007.

SOCIALLY SPEAKING

FUTALAC AWARD

Some of the Register, or more particularly the Targa Sub-Register, got together for a BBQ at Paul Stuart's ranch in Main Ridge to talk about how good we were in Targa this year, and to award the inaugural FUTALAC award.

Now for those that have not heard the story, the name was first used at Targa a number of years ago with a Team Entry in that name. Anyone at the presentation dinner would know, as Glen Ridge asked Andrew Farmer to explain the meaning to all at the black tie presentation dinner - well a Futralac is a rare bird of some beauty - well that's what Andrew said - really it stands for F'd up the Arse Like A Chook.

So who won the inaugural award - Geoff Taylor who was battling with Cookey all through the event ultimately forcing Cookey to make a mistake on the last day of the event where he spun in the wet ultimately being beaten by Tails for outright honours in Classic. We look forward to future awards - by the way the trophy was a mounted rubber chook.

DA VINCI CODE

No I am not going to start movie reviews - unless they have RS's or GT3's in them.

However, the RS and GT3 Register had a movie night at Gold Class at Crown Casino in the first week of June.



Apologies for lack of communication of this event as it was conceived one night at dinner at Targa and was full of Register Members before dinner was over.

Whilst none of us would put the movie in our top 10 it was still great to see it along with some mates and partners.

It was a great night and Geoff Taylor organised for a dinner at Number 8 before venturing into the movie where we took over control of the cinema with drinks being served throughout the movie.

I have promised to arrange another night in the bigger Gold Class which can take more attendees. As they say "*watch this space*".....

**TARMAC RALLIES
- WHERE DOES THE
FUTURE LIE**

It was not that long ago that the choice of tarmac rallies was limited to the style conducted as a precursor to the FI meetings which combined navigation with speed events and motorkhanas held at race tracks and airfields or the full-on Targa Tasmania. We are spoilt now with a variety of events including Mt Buller Sprints, Lake Mountain Run, Dutton Rally (Series), East Coast Targa (albeit rumored to be dead), West Coast Targa, Rally Tasmania, Classic Adelaide, Noosa Classic(2007) and of course Targa Tasmania along with a number of similar events in New Zealand. It is now a case of trying to fit in a very full agenda of fairly expensive events. Regrettably one of the fall-outs is the numbers are down on the older events such as Targa Tasmania which compared with some of the new compact events is very much a marathon.

Talk is around now about creating a Tarmac Series with cumulative points towards an annual championship. The combination of this and an increasing level of professionalism entering into the events including manufacturer backed teams is sure to make for an interesting and challenging future for tarmac rallies in Australia.

For those not yet taken on the challenge I commend it to you, however, be aware it is addictive. The advantage of some of the shorter events is that it provides an opportunity to see if you like it and allows you to build up to the longer

events where you only do each stage once.

Recent concern of the unfortunate death of Peter Brock has caused some angst in many households over the risks of competing in Targa type events. I know it has in my family! However, as with all motorsport accidents unfortunately can and do happen. As there are no safety barriers or run offs/sand pits, you do have to drive within your and your cars capabilities. Do not try and set the world on fire, try and enjoy the ability to drive your cars as they were made, take caution on corners and crests, finish first and worry about your placings second - and above all enjoy!

If you are interested there are a number of the RS & GT3 Register Members who have competed and would be more than willing to give you some guidance.

WHICH IS THE BEST PORSCHE.....EVER?

Well as we all know beauty is in the eye of the beholder, so it is true for Porschaphiles. To try and trim the range of options down it may be best to limit this to roadgoing Porches as for us mere mortals the access to dedicated racing Porches would be somewhat limited and therefore difficult to pass judgement.

So what is the informed view of people that have a wide exposure to Porches over the range, well this too is varied but there is a common thread that evolves out of the research I have undertaken into various Porsche Books and magazines over recent years.

Calendar

RS & GT3 Events in Red

TBA 2007

73 RS Replica Night at Weltmeister Followed by Dinner (venue TBA) (Flyer being sent out shortly)

TBA

Register Dinner and Private Porsche Collection Viewing (Stay tuned as only limited numbers, so you will need to get in quick on this one)

18 November 2006

Annual Dinner - 2 tables reserved for GT3 and RS Register members

Other Events:

**4-6 November 2006
Mt Buller Sprint**

**15-19 November 2006
Classic Adelaide**

PCV Club Events

5 November - President's Day

Contributors for this Issue

EDITOR: Ian Knight RS & GT3 Register Captain.

PHOTOS: Perfect Prints, Hot Lap Pty Ltd

For the results of this research you are going to have to wait until the next edition of Porsche Parade where I have written an article on the topic, it is very interesting. My view.....well I will also hold that back until you see the article, I don't want to spoil a good story.

HOW MUCH FOR AN RS?

Take a look at RSR Services website - www.rsrservices.com.au

- RSCS \$195k;
- RS \$189k!!!!