



Porsche Club

Tasmania



1

FLAT CHAT

April-May 2004





Porsche Club

Tasmania



2

FLAT CHAT

**Bi-monthly Newsletter Of The Porsche Club Tasmania.
A CAMS affiliated club.**

Contents

Page:	3	<u>Executive Committee Of The Porsche Club Tasmania, Club address & Contact Numbers.</u>
	4	<u>EDITORIAL</u> <i>By Leon Joubert (Newsletter Editor).</i>
	6	<u>THE CHAIR SQUEAKS - In which the Club Chair makes a contribution</u> <i>By John Pooley (Club President).</i>
	7	<u>EXCO NEWS & NEW LOGOS</u>
	9	<u>WHAT A WHEELS UP</u>
	12	<u>AGM NOTIFICATION</u>
	15	<u>2004 EVENTS SCHEDULE</u>
	18	<u>REGULARITY RACING</u>
	21	<u>TARGA BARBEQUE</u>
	22	<u>ADVERTISEMENTS</u>
	23	<u>MEMBERSHIP RENEWAL</u>



Porsche Club

Tasmania



3

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.

Executive Committee Of The Porsche Club Tasmania

President	John Pooley	Tel (03) 6236 3700 (bus) Mobile 0418 120 055 john.pooley@performanceautomobiles.com.au
Vice-President	Rob Sheers	Tel (03) 6232 3235 (bus) rob.sheers@aad.gov.au
Secretary/Treasurer	Andrew Forbes	Tel (03) 6232 5292 (bus) andrew.forbes@csiro.au
Motorsport Director	Charles Button	Tel (03) 6231 3858 (bus) Mobile 0418 126 450 button@iprimus.com.au
Committee Member	Philip Petersen	Tel (03) 6233 8724 (bus) philip.petersen@dier.tas.gov.au
Northern Representative (Northern Tasmania)	Bruce Allison	Tel (03) 6334 3455 (bus) Mobile 0418 134 424 allisonfot@bigpond.com.au

Address Of The Porsche Club Tasmania

Postal Address P.O. Box 10, South Hobart, Tasmania
7004.

Newsletter Editor Leon Joubert Tel (03) 6233 9787
ljoubert@performanceautomobiles.com.au

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.



Porsche Club

Tasmania



4

EDITORIAL

There are few motor companies whose strategic position and future scenarios elicit as much editorial and specialist opinion as Porsche.

The basic reason seems obvious. Porsche is one of the last remaining independent manufacturers and, if rumours are to be believed, at the same time the most profitable motor manufacturer in the world.

While waiting for TV Tasmania to catch up with a FIA Formula 1 Grand Prix which had been screened 5 hours earlier in the rest of the developed (and even developing!) world, I did a bit of internet browsing to see what commentators currently think and have to say about Porsche.

The following common threads emerged:

- 1) The Cayenne is not – as many claim – a flop. In fact it sold so well in its first full year of production (2003) that it was a huge boost to the Porsche income stream.
- 2) That said, in the same period (2003) sales of the Boxster and 911 both dropped. General figures appear to be around 40 percent for the Boxster and 20 percent for the 911 in most markets.
- 3) The introduction of the Touareg-based V6 Cayenne will provide a big boost for Cayenne sales and bring the Porsche badge within reach of many more buyers.
- 4) Porsche will launch a 4-door sedan/coupe with Cayenne S/Turbo mechanicals in 2007.

The conclusion appears to be that Porsche management has decided on a strategy that will increase sales volumes, even if it be at the expense of profit/unit.

If the company succeeds in increasing sales to around 100 000 units p.a., most analysts seem to think that Porsche will become more profitable than ever before.

I can see only one weak spot in this scenario, and that is the critical role of the Cayenne.

Even though the development cost of the Cayenne has reportedly already been capitalised, Porsche could face a serious problem if the global SUV Bubble bursts.



Porsche Club

Tasmania



5

Consider that not all car buyers can be fooled all of the time.

Somewhere in the foreseeable future recognition will dawn that the global motor industry has been making a fortune out of expensive cars that people do not really need.

The Lincoln Navigator, Porsche Cayenne, BMW X5, Lexus RX 300 et al are almost all a waste of money (for the buyer). They cannot be used as proper off road vehicles, cannot compete on equal footing with a luxury sedan (or sports touring car) and cost a small fortune to acquire and operate. Yet (for the time being) the buying public still believes that this genre is the greatest thing since the introduction of sliced bread.

Motor manufacturers (mostly) build what the punters demand. Porsche cannot be faulted for joining the gravy train of SUV production.

If buyers come to the conclusion that it is not really possible to wrap a Land-Rover Defender, Mercedes-Benz E320 and Porsche 911 all in one package, the major motor manufacturers will not have a too many problems. Most of their SUV's are simply variants on existing main stream platforms.

However Porsche may soon be dependant on the SUV segment for as much as 30 percent of its volume. That's only acceptable if you are Land-Rover.

So one can see why Porsche management is looking at a contingency plan to utilise the guts of the Cayenne for an alternative product – just in case the bottom drops out of global SUV demand.

It's a risky business, but Porsche has a proven record of being masters at business management, as well as engineering.

Leon Joubert



Porsche Club

Tasmania



6

THE CHAIR SQUEAKS

Happy Birthday. Our Club is now 1 year old !! How time flies. I thought a quick look back over a very quick year seems appropriate. Those early meetings at the Performance Automobiles showroom seem so far away as our progress has been swift and positive.

We now meet every 3rd Tuesday of the month at 7:30 pm for members night at Shannons in Argyle Street and your Committee meets before hand at 6:30 pm. The support for the regular monthly “get togethers” has been very good where we can share our Porsche thoughts, watch the latest Porsche videos and DVD’s and share complimentary refreshments. Remember all welcome!

Our membership continues to grow and so does the enthusiasm. Subs are again due soon and Andrew Forbes, our hard working, highly qualified Secretary/Treasurer will be sending you reminders for renewal.

The AGM is due later in the year and any financial member wanting to stand for election should nominate soon. All positions are vacant.

Charles Button, our competitions director, has completed an excellent year organising and running many great and varied events. Thanks to Charles and Claire.

Highlights were the Home Hill Cryptic Run, Baskerville Motorkhana, Symmons Plain Driver Training Day with Club Motori Italia, and of course the Campbell Town to Swansea Economy Run in which I got the best results based on Charles’ formula!

As a state wide Tasmanian Club we will continue to hold events to cater for all Porsche Club members no matter where you live. So keep supporting all events and we will all continue to enjoy our Porsche cars and have much fun!

A big thanks to Leon Joubert for a great job as editor of our newsletter. Pressure of work means we must seek a new editor – any nominations?

Our new logo will be approved by the time we go to press. Porsche AG has to accept the final design. Our own website is the next project. Thanks to everyone who put in so much time and effort to achieve great results and a great logo.

The future looks very bright for the Club as your hardworking, enthusiastic committee continues the planning of a broad mixture of



Porsche Club

Tasmania



7

activities so that everyone can be involved some of the time, if not all of the time.

Happy Birthday, Porsche Club of Tasmania and a big thank you to my fellow office bearers and all the Club members for your support, hard work and enthusiasm.

Here's to our 2nd year!

John Pooley
President

EXECUTIVE COMMITTEE REPORT

Your Club Exec Committee has again been hard at work planning and organising events, managing the finances, promoting the Club and the marque, distributing Flat Chat and hosting social Club evenings. Hardly any time left to indulge in our favourite activity – driving our Porsches! Over the past couple of months, the Committee has ultimately, absolutely, irreversibly, finalised the design of our PCT logo. President John Pooley, at our March meeting thanked all who had contributed ideas, sketches, drafts, comments and constructive criticisms.

You may wonder what took so long, and you might now be expecting a super-duper, 3D, animated Tassie devil that morphs into a whirling Porsche wheel, raising dust as it zooms across the Tasmanian landscape! Well, not quite, but we have agreed on a simple, elegant design that almost literally puts Porsche (Fuchs wheel) on the map (Tasmania). There are two versions; a basic logo that compliments the mandatory Porsche emblem to form a balanced letterhead or banner (see the top of each page of this issue), and the other encircles the basic logo with lettering that says who we are, for caps, badges, stickers and the like (see the following figure). We should receive approval from Porsche AG in Stuttgart very soon, then we can produce a line of cards, stationary, clothing or whatever.

If you've attended one of our social Club evenings (3rd Tuesday of each month, 7:30 pm, Shannons Car Club Rooms, 337 Argyle St, N. Hobart), you will have noticed that most other Clubs have a display cabinet to keep memorabilia, literature, and essential information available for members. Keith Ridgers has kindly agreed to construct a cabinet to his usual high standard for the exclusive use of the Porsche Club Tasmania. It will be installed at Shannon's very soon, so come along to a social evening and check it and its contents out.



Porsche Club



Tasmania

There are two notices elsewhere in this issue, one regarding Election of Officers and the other, an Annual General Meeting. Your hardworking Committee could always use some fresh faces, so if you care to nominate for any of the offices, President, Vice President, Secretary, Treasurer, Events Director or Committee Member at Large, please fill in the form and send it to Andrew Forbes by April 30. This is your chance to make a real contribution to running your Club. An extract from our Constitution accompanies the nomination form, explaining the rules of the Election road.

The PCT AGM will be held on August 3rd, 7:30pm, at Shannons Car Club Rooms. Another extract from our Constitution explaining the need for and purpose of the AGM, forms part of the notice.

Gerard McGuire has agreed to become the PCT's representative on CAMS State Council, replacing Charles Button, who has done a sterling job in this role.

If there's anything you want to know about the behind-the-scenes Exec Committee activities, please drop me an email (andrew.forbes@csiro.au) and I'll respond personally and report on it in the next issue of Flat Chat.

Andrew Forbes
PCT Secretary/Treasurer





WHAT A WHEELS UP

“Brand Image” is an important part of the motor business.

Some have it, and some have not. Some develop it, some lose it. Some confuse it, and some abuse it.

The descriptions below are how an unknown female author perceives the users of well known automotive brands:

ALFA ROMEO:

You would like to believe you are part of the new generation that is caring, environmentally conscious and family orientated. Actually you are quite boring and just a glorified wuss. You will probably drive a Mercedes some day but still sometimes wonder if you should not have bought that BMW.

BMW:

Self centred, ambitious, dynamic and assertive. Can be a big show-off and likes impressing too. Yuppies, Buppies and Kugels, often past the sell-by date. You think you will be CEO one day but are actually an office weenie who thinks you are God’s gift.

CITROEN:

Thinks France is the best country in the world and bores everybody with your limited French knowledge and tales of the Louvre and the Sorbonne.

DAEWOO:

Faceless, subservient and demure (except for Matiz drivers). To you a good deal is to work from nine to five, get nothing for it, and still say thank you. And then you wonder why you don’t have money for time after hours.

FIAT:

Cute, self-confident girls climbing the corporate ladder with ball breaking as their hidden agenda. They will take everything you own if they divorce you.



Porsche Club

Tasmania



FORD:

You still live in the 1970's and are trying to cope with the 1990's (never mind the new millennium). A loyal, diligent worker baffled by office politics and labour policies. Your next car will also be a Ford.

HOLDEN:

You are the ultimate on-road wanker. You think your 1980's Commodore is a V8 super car, or you think that by owning a Barina you are a true Holden fan. You're either a redneck or a way-too-standard family parent. Either way you most likely drive like you are the only person on the road. You are even ignorant enough to argue that the new Commodore is better than the new Ford.

ISUZU:

You like the smell of diesel and have a secret fantasy of being a truck driver.

HYUNDAI/KIA:

Quite progressive, intelligent and practical – but misguided. The kind of person who will suggest a sub-committee to find solutions that a committee couldn't.

JEEP:

You would like to believe you are living the American Dream and just love the great outdoors. The closest you get is watching the Adventure Channel on TV.

LAND-ROVER:

You are a designer person with a designer life, who always pays too much for everything. Designer mud comes free with the badge. You are a closet colonial racist and have fantasies about the Queen. If you have a Freelander it was probably a break-up gift from your ex.

MAZDA:

A Ford driver with less money. Mostly staid and boring with no image and less imagination. Lots of retired people drive Mazdas. You are in the way and should get off the road.



MERCEDES-BENZ:

Responsible, immaculate and conservative. Boring CEO clones with too much money or the office super-geek who can't remember what it's like to have fun.

NISSAN:

Good, solid, responsible, loyal office-fodder. You like to travel and maintain that you can sell ice to Eskimos. Favourite answer: "It's a company car".

MITSUBISHI:

Not as label conscious as your Land-Rover counterpart but still suckered into believing the Paris-Dakar image. You drive through puddles to create your own designer mud. You believe you've made the grade, but everyone else knows you've got a long way to go.

PEUGEOT:

Thinks France is the best country in the world and bores everybody with your limited French knowledge and tales of the Louvre and the Sorbonne. The conservative side of Citroen.

PORSCHE:

Small dick or mid-life crisis.

RENAULT:

An eccentric who likes to do things the wrong way round. Usually the one who asks all the silly questions at staff meetings. Quite possibly gay.

SSANGYONG:

A make-believe fool because you'd like a Pajero but can't afford it. Don't actually know that the engines are made in India and not in Germany.

TOYOTA:

Although there are thousands of them you mostly can't spot them in their zero-image cars. Toyotas are good, reliable cars and are bought by a wide variety of people who have zero personality, are chicken-shit scared people who will never take chances and will therefore be driving Toyotas forever.



Porsche Club

Tasmania



12

VOLKSWAGEN:

Highly overrated for dependability since the days of the Beetle but they do have good resale value. Usually practical, sensible people who like to drive fast where nobody can see them. Often immensely loyal to the brand because they lost their virginity on a Beetle's back seat.

VOLVO:

As square and safe as the car. Likes cloth caps and knee rugs.

Spotted anyone you know ??

Leon Joubert

ELECTION OF OFFICE BEARERS AND AGM

The Annual General Meeting of the Porsche Club Tasmania will be held on August 3rd, 7:30pm, at Shannons Car Club Rooms, 337 Argyle St, N. Hobart. We encourage as many members to attend as possible. This will be followed by a social meeting, with refreshments provided. If you wish to nominate for election to one of the offices, please complete the simple form below and return to Andrew Forbes at the address on the form, or email the identical information to andrew.forbes@csiro.au by April 30.

The following are extracts from the Constitution of the Porsche Club Tasmania (Inc.). Paragraph 13 lists the Offices of the Club, who comprise the Committee. Paragraphs 22 and 23 describe the purpose and conduct of the AGM. The Quorum for the AGM shall be ten, double the number of committee members.

Committee Membership:

13. (a) The Committee shall consist of:

President
Vice President
Secretary/Treasurer
Motorsport Director
Committee Person



Annual General Meeting:

22. Elections:

(a) All current financial members are invited to nominate for positions on the Committee. A call for nominations from members to stand on the Committee shall be given prior to the commencement of the Annual General Meeting.

(b) All nominees shall be announced prior to the commencement of voting for that position on the Committee at the Annual General Meeting.

(c) If two or more candidates are nominated. Then all other members present at the Annual General Meeting shall, if necessary, cast votes to elect that committee person.

(d) The Committee may during the course of any year appoint a member to fill a casual vacancy on the Committee.

(e) Any member of the Committee may resign from membership of that Committee at any time by giving notice in writing to the Secretary/Treasurer. Any member may be removed from office at a Special General Meeting of the Club, where such member shall be given the opportunity to fully present his case thus having the right of Appeal.

23. The Annual General Meeting of the Club shall be held no later than the 31st day of August in each year and otherwise upon a date and at a time and place to be fixed by the Committee for the following purposes:

(a) To receive from the Committee a report and the statement of accounts and balance sheet for the preceding financial year;

(b) Receipt of the auditor's report upon the club's books and accounts for the preceding year;

(c) To fill the vacancies in the Committee of the Club and to appoint an Auditor for the ensuing year;

(d) To decide on any resolution that may be duly submitted to the Meeting for which due notice has been given;

(e) To do or decide any other act or thing provided in these Rules to be done or decided by the Club in General Meeting.



Porsche Club

Tasmania



Nomination for Election as an Officer of the Porsche Club Tasmania

I,(full name), wish to nominate for election to the position of,

(tick one)

- President
- Vice President
- Secretary/Treasurer
- Motorsport Director
- Committee Person

Supporting statement (optional):

Return to Andrew Forbes, PCT Secretary, PO Box 10, S. Hobart, TAS 7004

or

email andrew.forbes@csiro.au

by April 30



Porsche Club

Tasmania



15

2004 EVENTS SCHEDULE

APRIL 18TH (SUNDAY)

DRIVER TRAINING DAY – BASKERVILLE

For Porsche Club Tasmania and Club Motori Italia members.
(See separate details).

MAY 1ST (SATURDAY)

BBQ AT DEBORAH AND DAVID BROWNES' PROPERTY AT NATONE TO VIEW TARGA CARS.

(See separate details).

JUNE 13TH (SUNDAY)

CRYPTIC DRIVE/LUNCHEON (NORTH)

Preparations are under way for another one of these most enjoyable events.

A run over the Sideling, culminating at a well-known winery for a delicious

lunch. More details later.

LATER IN THE YEAR:

DYNO (SHOOT OUT)

On Performance Automobile's new four wheel dynamometer at their Patric Street, Hobart Service Centre.

TECHNICAL TALK EVENING:

With a technician from Porsche Australia at Performance Automobile's Service Centre.

CRYPTIC DRIVE/LUNCHEON IN THE SOUTH

To be advised.

NAVIGATIONAL RALLY

Gerard Maguire is well advanced with planning for this event. It is anticipated that the event will start in both the North and South and culminate in a luncheon at Ross.

More details later.



DRIVER TRAINING DAY – BASKERVILLE CIRCUIT 18th April 2004

The event will be run in conjunction with Club Motori Italia and will only be open to Financial Members of these two clubs.

The programme for the day will consist of driver instruction, both on and off the circuit. Participants will be given instruction on various aspects of car control, etc. by experienced personnel.

This is a great chance to brush up on your driving capabilities and at the same time experience driving on a race circuit under controlled conditions. Baskerville is an extremely challenging circuit with adequate run-off areas. This will not be a competitive event and no lap times will be recorded. There will be absolutely no pressure to drive quickly. Lap timing of participants will not be carried out.

CAMS Licences are not required.
Helmets are not required, but may be worn if so desired.

Prior to starting, cars will be scrutineered by licenced CAMS scrutineers for basic road safety standards.

BBQ facilities will be available.

Scrutineering will commence at 8.30 a.m.
Compulsory Drivers' briefing at 9.30 a.m. (no briefing, no start)
Commencement 10.00 a.m.

For those who may wish to have their vehicles scrutineered in Hobart prior to the event and save time on the day, contact Steven Caplice, Fogarty Automotive, 156 Argyle Street, Hobart. 6234 8868.

The Entry Fee will be:

1. Monies received prior to Friday 16th April - \$70.00
2. Entries received on the day - \$85.00

Note: Entries are limited to the first 40 vehicles. Be assured of a place and complete the attached Entry Form below.

Enquiries: Charls Button – 0418 126 450



Porsche Club

Tasmania



DRIVER TRAINING DAY – BASKERVILLE CIRCUIT

18TH April 2004

Permit Number: 7041804/01

ENTRY FORM

Being a Financial Member of Porsche Club Tasmania I wish to participate in the above activity.

I understand the following:

No CAMS Personal Accident Cover will apply.

I agree to sign a disclaimer document absolving the Porsche Club Tasmania, CAMS, Motorsport Tasmania and Club Motori Italia from any liability.

Please accept my payment of \$70.00/\$85.00 (delete amount not applicable) to cover cost of circuit hire, etc.

NAME:(please print)

CLUB MEMBERSHIP NUMBER:

SIGNATURE:

VEHICLE:Year:

Pay by (tick one): Cheque Bankcard Visa MasterCard
(Cash is ok if paying in person. Make cheques payable to

Porsche Club
Tasmania)

Name on Card:

Card Number:Expiry Date:

Fax entries to:
(03) 6222 1609

Post entries to:
PO Box 10, South Hobart, Tas 7004.



Porsche Club

Tasmania



18

REGULARITY AT BASKERVILLE

Baskerville Raceway was the scene of the Hobart Sporting Car Club's 50th Anniversary Race Meeting on the weekend of March 13-14. Over 100 cars entered in 10 categories, more than a thousand spectators attended each day and the weather was kind. By any measure it was a roaring success. WIN and ABC TV news covered the event and the food and beverage concessions had a bumper weekend. BUT, there was only one Porsche entry, my 911 Carrera! Well, there actually was another in attendance; Charles Button, Chief Steward for the meeting brought his immaculate 911 Carrera Cabriolet which attracted many admiring glances and a coating of pale Baskerville dust.

I had a ball, though, and I think it's well within the capabilities of many members to run their Porsche in the Regularity class at open race meetings like this. All you need is a roadworthy car, fire extinguisher, bonnet restraint, battery sticker, headlight tape (clear stuff), helmet and coveralls, plus a CAMS level 2S licence (\$83 by mail, phone Terry Curtin, 6224 0420, or download a form from www.CAMS.com.au).

Regularity means that you are rewarded for consistency, not just speed. Passing is allowed (but not immediate re-passing) and cars are started at 2-second intervals to avoid congestion. Faster cars start first in an order determined by your nominated lap time. I'll just "drive" you through it and you'll soon get the idea!

Friday evening, I changed to a spare set of wheels with serviceable, but well scrubbed rubber. This isn't strictly necessary, but saves track wear and tear on your "good" street tyres. Saturday, 7:30 am I arrived at Baskerville, and having already lodged my entry by post (\$90, a bargain for a whole weekend of fun!), picked up my paperwork, showed my licence and lined up for inspection. The scrutineer checked all required safety items, made sure my fire extinguisher was "fresh" (i.e., the powder moved about freely), and plastered a sticker of approval on the window.

At 9:00, the compulsory driver's briefing was on, and I listened carefully to the "do's and don'ts" for the day. Reviewed the flags (yellow for caution, green for go, blue for passing, red for race stopped, etc.) in case a flag marshal waved one at me. Incidentally, it's a good idea to volunteer to be a "flaggie" at a race meeting. You'll be taught the fundamentals, and applying them makes you much more aware as a driver, of the reasons a marshal may be waving pretty coloured flags in your direction.



Porsche Club



Tasmania

Qualifying runs were next, a class at a time. Regularity came up just before lunch, so I strapped on my helmet, adjusted my driving position and made sure no loose objects were in the car.

Historic Regularity (pre-1970?) had already had a go, so with a 1984 Carrera, I was in Modern Regularity. What an interesting field of cars! There were a few very racy-looking cars with roll cages, racing seats, wide slicks and loud exhausts, but after all, a Porsche doesn't need all that kit to go moderately fast – the engineers from Stuttgart made sure it goes like the clappers right out of the box.

Qualifying means you are given a few laps to warm up and practice setting a quick but consistently achievable lap time. Our PCT driver training day at Symmons Plains last October was invaluable in getting the basics right – accelerate hard, brake firmly in a straight line *before* the turn, shift decisively (try this with a 915 box!), steer smoothly, try and pick the apex, squeeze the throttle, and look and think ahead to the next turn. After a half a dozen laps the chequered flag waved and we circulated more sedately (cooling off) back to pit lane.

A few minutes later, our lap times were posted, and we were invited to nominate a time for the remainder of the weekend. I picked 1:16, not fast by race standards (sub-60 secs is possible!), but for me, driving 90%, having a ball and bringing the car home in one piece at the end of the weekend is what Regularity is about.

Sure, an experienced Pooley, Bocchino or Cannon could eclipse that time if I gave them the keys, but I'm not in their league. But I still get a buzz out of blasting down the back straight at over 160, then braking hard for the bottom turn, and it's all perfectly legal!

First Regularity run was in the afternoon, and I lined up this time for "real". I had my eye on a very smart BMW M3 who had nominated 1:15, so if I kept him in sight, I shouldn't lose too many points. You start with 50 points, and lose 1 point for every 0.1 sec you're slower than nominated, and 2 points for every 0.1 sec faster. First lap doesn't count, so I zoomed off to warm up the tyres and brakes (oh, forgot to mention that some semi-competition pads help enormously!), then crossed the start line "flying" on the first timed lap.

All went fine, until a couple of laps later, when one of the quick boys caught me and although the Clerk of Course's phrase, "maintain your racing line when being passed" rang in my ears, I found it hard to concentrate with a bright orange race car up my rear. So, I stuffed up the next turn or two and he was soon past. That didn't do my lap time any good, and I lost sight of the M3 too!



Tasmania

At the end of the allotted four timed laps, I had got back into the groove, then the chequered flag waved again and it was time to ease off and cruise back to the pits to give myself a good talking-to, “next time *concentrate* and don’t let those speedy guys put you off – you’re driving a shiny Porsche and you’ve gotta *think* smooth and *think* fast!”.

Sunday morning was fine and mild (as they say in the Met Bureau), promising good racing conditions. Modern Regularity wasn’t until later on, so I enjoyed the spectacle of the thundering V8’s, buzzing Formula V’s, whining Rotaries and bellowing HQ’s. There was some very spirited racing in all classes, and although there was a big spectator crowd, Baskerville’s natural contours mean that there are many points from which you can get an excellent view of most of the circuit.

Contrast that with my experience a week earlier at the Melbourne Grand Prix, where unless you pay mega-bucks for a reserved seat, you only see a short section of the track at a time, partly obscured by thousands of fans crowding the popular viewing spots behind steel mesh fences. Give me Baskerville or Symmons any day!

I was lucky enough to share a marquee with Elfin/Modus ace Kevin Miller (also a Porsche owner) and legendary Lyn Archer, and a fine collection of historic open wheelers. That made changing gear or brewing a cuppa much more pleasant. John Bowe even stopped by for a yarn and recounted some of his early race experiences in similar cars.

But, back to reality, or should I say, back to Regularity. Mentally prepared by my “inner voice”, I made a much better times, coming 2nd and 3rd in the morning an afternoon runs. I even caught the M3 this time!

Driving your road car like this is a real pleasure. It’s what Porsches were designed for and how they’re meant to be driven. Hard enough to warm the tyres and the brakes well, yet in a pretty safe environment. Unlike public roads, everyone is travelling in roughly the same direction, and speed differences between vehicles are low, so the chances of doing some damage are also low. You must bear in mind though, that most insurance policies do not cover timed events where “speed is a factor”. You bend it, you pay for it! I’m hooked! From now on, I’m going to be a regular at Regularity! I’d love to see you and your Porsche out there too.

Andrew Forbes

What an excellent read! As Andrew rightly says, this is what Porsche ownership is all about. That’s Andrew and the Carrera on this month’s cover. Next contributor please....! Ed.



Porsche Club

Tasmania



PCT TARGA BBQ, Saturday, May 1st

Browne Family Farm, 172 Camena Road, Natone

Hosts: David & Deborah Browne

David and Deborah, as members of Porsche Club Tasmania, invite you to join them on Saturday, May 1st at their farm to view the Natone stage of Targa Tasmania 2004. Their property is a third of the way along Camena Road and provides excellent views of the winding section of the Natone Stage (#35) on Day 4 of the event. Upper Natone Road, Camena Road and Stotts Road will be closed from 1 pm to 5:30 pm, so it is essential to arrive at the Browne's farm well before that occurs. David suggests that members travelling from the south consider staying in the Burnie vicinity on Friday night to ensure arrival before the road closure.

To quote David, "The corner by the pump shed would be interesting or the mini straight past the front drive. We could assemble the cars in the paddock near the road to give the Porsche drivers a glimpse of our support".

This is a BYO event, so bring something to barbeque, and a salad or other dish you'd like to share. RSVP to Andrew Forbes by April 9th, either by phone (0417 325 292) or email, andrew.forbes@csiro.au, cc to David (biggles@our.net.au). If you need more local information, please contact David or Deborah on the following numbers: 6436 2122 or Deborah 0408 122211 David 0428 781411.

Let's show the Porsche competitors we're proud of the marque! We hope to see a good number of you at the Browne's farm for a wonderful social day!

Andrew Forbes
PCT Secretary/Treasurer



Porsche Club

Tasmania



Market Place

FOR SALE

PERFORMANCE AUTOMOBILES	
<p>1973 Porsche Targa, \$27,990</p> <p>1998 Porsche Boxster, 2.5 litre, Tiptronic, 35,000kms. \$77,990</p> <p>2002 Porsche 911 Carrera, 3.6 litre, 6-speed manual, tungsten/black, 17 000 km, sport suspension, PSM, sunroof. \$179 000</p> <p>1985 Porsche 944, 2,5 litre, 5-speed manual, red/tan , 84 500km, sunroof, local history. \$19 990</p> <p><i>Kevin Knight</i> Performance Automobiles, 269 Davey Street, Hobart. 6222 1602 A/H: 0418 825 679</p>	
<p>Porsche Alloys, CSA brand 16x7, 16x8 with worm Bridgestone RE71'w, excellent condition. Ideal for track days, etc. Off '90 911 Carrera 4. \$550</p> <p><i>Norman Henry - 0407 083 159</i></p>	
<p>911 Club Car, CAMS log book, 964 RSR bodywork, RSR specs,</p> <p>3.4 litre, CR transmission, LSD, big brakes, adjustable sway bars, coil covers, super light 975kg, full cage, super fast 0-100 4 sec's. Quarter mile 12.2 sec's. Rep. Cost \$95,000. \$59,000 <i>May trade 911/cash.</i></p> <p><i>Peter Hayes - 6257 1527</i></p>	

Should any member wish to place an advertisement in the Newsletter "Market Place" section, either for a Porsche vehicle "For Sale" or "Used Porsche Part" contact Charles Button 0418 126 450 or button@primus.com.au



Porsche Club

Tasmania



23

MEMBERSHIP RENEWAL

Our PCT membership year runs from April 1 to March 31, so it is now time to renew your membership for 2004/05. Would you please complete and return the standard membership form, as some of your details may have changed. It is to your advantage to provide an email address as this is the most timely and efficient way of communicating with you, especially for our social and sporting events.

Some of you who joined part way through last year or recently, paid a full year's subscription, extending past April 1, 2004. In these few cases, I ask that you also complete and return the membership form now, but pay only the remaining portion of the 2004/05 PCT year. For example, if you are paid up through June 2004, you only need pay the remaining 9 months' subscription to March 31, 2005 (\$75 single, or \$82.50 family).

I look forward to seeing you all at one or more social or sporting activity, as we enter our second successful year as one of Tasmania's fastest growing clubs!

Andrew Forbes



Porsche Club

Tasmania



PORSCHE CLUB TASMANIA - Application for Membership

Porsche Club Tasmania, PO Box 10, South Hobart TAS 7004

New Renewal

Membership fees inclusive of GST

Select Membership required

Single Membership \$100 per year
 Family Membership \$110 per year
 Social Membership \$60 per year

Family Membership allows spouse, and children under 21, to apply for a CAMS licence and enter Competiton events.

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

Name/s:
 (Please give your full name and both names of any Family Members)

Postal Address:
Post Code:

Home Phone: Work Phone: Fax:

Mobile Phone: Occupation:

Email Address:

Any expertise or services you may be able to offer the Club?

Vehicle Make: Model: Year:

Ext. Colour: Int. Colour: Reg. No:

Please send me a CAMS Licence Application Form (Required for Competiton events).

I/We agree to abide by the rules of the Club

Pay by (tick one): **Cheque Bankcard Visa Mastercard** for the fees indicated above.
 (Cash is ok if paying in person. Make cheques payable to **Porsche Club Tasmania Inc.**)

Name on card:

Card Number: Expiry Date:

Signed: Date:

Please mail this form together with payment to the Club's PO Box address specified above. Upon acceptance of membership you will be sent a membership card, CAMS form if requested and a list of upcoming events. This can take up to 4 weeks from receipt of your application.