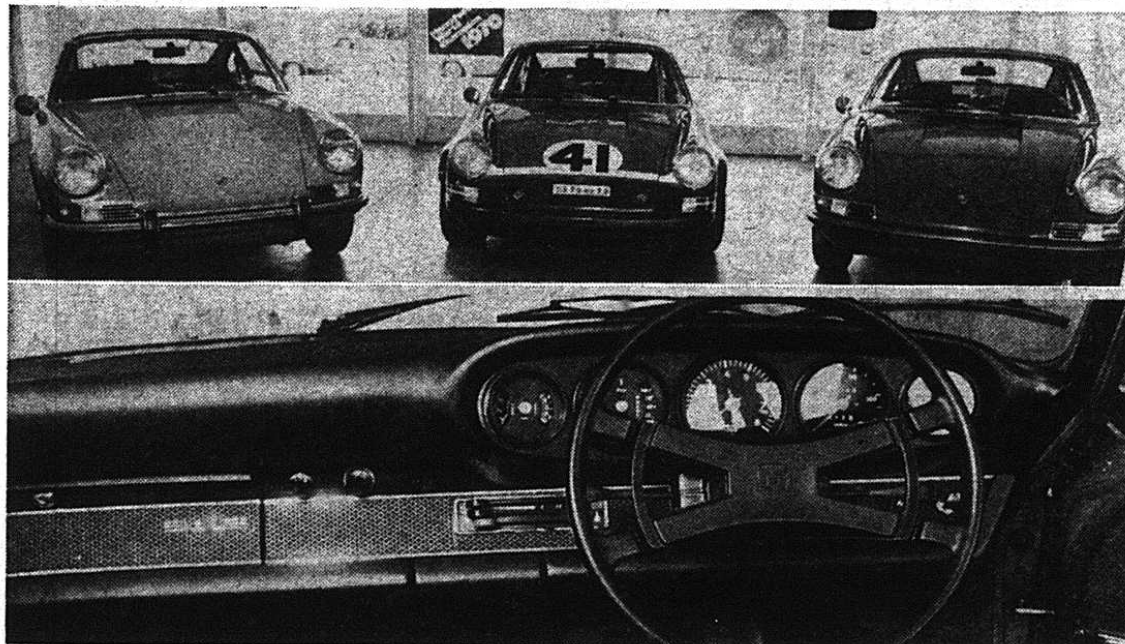


The rare beautiful Porsche



ABOVE: THREE VERY BEAUTIFUL CARS—from the left the 911T Porsche, centre Jim Palmer's racing 911S Porsche and on the right the 911S road machine. BELOW, the dashboard of the 911S—a car with everything.

CAR CLUB CATERS FOR ALL

By Jenny Capstick,
bulletin editor
Hamilton Car Club

New Zealand Motorsport has produced men who have reached the pinnacle of success in their chosen sport, men whose achievements have brought prestige to themselves and

their country.

All of these men made their debut in motor sport with a local car club.

These organisations have much to offer their members. Their activities cater for all age groups and any type of car. It is unfortunate that the public often has the impression

that unless their car has "fat feet" and a hot motor, Car Club's have little to offer them.

Hamilton's Car Club has a current membership of approximately 300. Its activities include trials, rallies, sprints, hill climbs, rally cross, motor racing, socials, and film evenings.

A club night is held once a month and the programme covers films, demonstrations, panel discussions and occasional gimmick events.

The club hall is situated in Valle Road, Newstead, on a three and a half acre property. This site is often used for gymkhanas and Sunday Siestas.

By Dal Gibson
Every once in a while one sees a car which is different. It may be vintage with noble ancestry or sleek and purposeful, and completely unique, and still hand built in a world of mass produced automobiles.

I saw one such car on display in a Hamilton distributor's showroom. A closer look revealed not one car but three. They were the 911 series Porsches, brought into the country by the N.Z. distributors, George Palmer Ltd.

These cars are unusual, not in design but mainly for the fact that they are something of a rarity in this country.

Basically the reason for this is that not everybody can afford the \$10,000 \$16,000 price tag. Another possible reason could be that only a very few Porsches are made in right-hand drive for export. Almost 80 per cent of the factory's exports eventually find their niche in left-hand drive countries.

The first reason relating to price could be overcome if the N.Z. Govt relaxed the import tax on foreign cars. If all the taxes were reduced import tax, purchase tax etc the Porsche would cost considerably less.

Well I suppose we all have a pet moan in some way.

The 3 Porsches in George Palmer's showroom were the racing 911S, raced by son Jim a 911T and a fuel injected 911S.

The only pity was that both the road Porsches

were awaiting delivery to two lucky people who have waited months for their arrival. In other words, they were sold, so understandably no road test could be carried out.

Seeing my disappointment, George boosted my spirits when he told me that a demonstration model was on the way and this could be used for a road test at a later date.

The inside of the cars, 911T and 911S are excellent in design and the use of exotic materials subtly toned adds splendour to the well-shaped interior.

The body is beautifully contoured and streamlined the result of extensive wind-tunnel testing and racing.

Magnesium alloy wheels with wide, wide Michelin radial tyres are fitted to both Porsches and give the impression that these cars are made to travel fast in comfort and safety over long distances.

Of the two cars the 911S is the fastest. Its fuel injected 2.2-litre motor develops 200 B.H.P. and propels the car up to speeds in excess of 140 M.P.H. The automatic 911T, though not quite as quick (127 mph), has a vivid acceleration; enough to beat most in the constant tussle for supremacy on the road.

Brief specifications:

Porsche 911T: Engine 2195cc. 142 bhp at 5800 rpm.

Gearbox: Five speed.

Porsche 911S: Fuel injected 2195cc. 200 bhp at 6500 rpm.

Gearbox: Five speed close ratio, four wheel disc brakes on both models.