



**Porsche Club**  
Tasmania



# FLAT CHAT

**JANUARY 2013**



**2013 Porsche Cayman S**

**Issue No. 40/2013**

# **FLAT CHAT**

**Quarterly Newsletter of the Porsche Club of Tasmania**

**JANUARY-MARCH 2013**

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# **FLAT CHAT**

## **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:**

- Hobart: At 8.00pm on the 3<sup>rd</sup> Tuesday of every month at the Civic Club, 134 Davey Street, Hobart.
- Launceston: At 9.00 am on the 4<sup>th</sup> Sunday of every month at the Blue Cafe, Invermay Road, Inveresk.

An email confirmation will be sent to members a week before every meeting.

## **JANUARY EDITORIAL**

The Porsche Club of Tasmania will celebrate its 10<sup>th</sup> Anniversary (and *Flat Chat* its 40<sup>th</sup> issue) this year. It is also an interesting time in the Porsche club environment for different – and even somewhat conflicting – reasons.

Though it is now a wholly owned subsidiary of the massive Volkswagen Group, Porsche is still a very small manufacturer in the worldwide automotive context but churning out a surprising amount of new products and activities.

The new Cayman has just been released and the S-model is generally regarded as a viable 911 competitor at a lower price and has therefore again fired debate about the long term future of the rear engine 911, still the world's most enduring sports car.

The baby Cayenne (Macan) will debut later this year and, though it will share many components with Audi and VW, it will add a spicy new flavour to the Mom's Taxi run and is bound to be a great money spinner for Porsche.

Lurking just over the horizon (though already well publicised) is the part-electric Porsche 918 sports car which can burn up the Nurburgring Nordschleife while snuggling up to Greenies at the same time. No mean feat.

And then, perhaps the most interesting of all, there is talk of a new "normal" flat-eight sports/GT model to slot in above the 911, quite possibly with a "proper" mid-engine layout to challenge Ferrari and Lamborghini.

To crown all of that – all Porsche enthusiasts will be licking their lips in anticipation of Porsche's re-entry into world sports car racing next year.

Yet all that very exciting news probably needs to be tempered by some challenging issues at Porsche Club level.

In 2013 most Australians own cars – if they own cars at all – as essential, failsafe transport conveniences. Australian car users are cosseted by air bags, guided by computers, shifted seamlessly, assured of Green credentials and warned that they will fall off the planet if they travel faster than 110km/h.

Required driving skills no longer include fast driving and/or under difficult conditions. Socializing is ever more virtual and on-line. As more people move into towns other forms of transport are also emerging to replace cars.

The *raison d'être* for Clubs like our own is thus increasingly under threat and we, like Porsche, may also have to innovate substantially to remain relevant and viable for the next decade, and beyond. It's an important challenge.

**Leon Joubert**

3.

### **THE CHAIR SQUEEKS**

Another big year for our Club in Tasmania has passed and as I learnt years ago, "keep both eyes looking forward as far as possible (through the windscreen) all the time, but with an occasional regular glance in the rear vision mirror". Good advice on the track and in life generally.

So an occasional look back to 2012 is good to see, with satisfaction, what we achieved and what we celebrated.

Porsche Clubs world wide celebrated 60 years and as Club number 201 we celebrated our first 10 years as an officially approved Porsche Club, of which we are justly proud. We celebrated both events last year and in close cooperation with Performance Automobiles, Porsche Cars Australia and Porsche Community Management, Stuttgart, of which we are extremely grateful.

Our Club membership grew by 10% and we welcome those keen Porsche owners who have joined and look forward to enjoying great Porsche fun with you in 2013 at our events and as always invite your ideas and input.

Committee membership is fully subscribed and I thank them for their keen support and enthusiasm.

*Flat Chat* continues to be our record and source of activities and Porsche news for members, and thanks goes to our Editor for his many hours of research and interesting topics, also member articles have been abundant and very welcome, attracting Clubman points for the year.

Congratulations to Keith Ridgers and Bruce Allison for achieving the Clubman of the Year, South and North awards.

These members have shown real commitment to the Club supporting all events and contributing to *Flat Chat* and event organisation, amassing the most points.

Their awards were announced at the Christmas lunch function held at Pooley Vineyards, when many of you were able to enjoy this day with family and other members, entertained by the beautiful singing of Kirsten.

After lunch some model 911 drag racing, kids games and finally the cutting of our 10 year Birthday cake by Keith, Rob and myself as original 10 year members.

4.

All events during the year were well supported and I must say that the two events held at Baskerville Raceway, Driver Training and the Hill Climb in November, were very well supported and it was great to see members driving their Porsches with great skill, enthusiasm, and in complete safety. Speed events that allow you to drive your cars the way they were designed.

Club Champion points for the Hill Climb will go to the 2013 awards as none were awarded in 2012.

I vote for more competitive events in 2013!

A big “thankyou” to members that organised events and those that offered their homes as venues, contributing to a very successful social events calendar.

Now time to look through the windscreen!

Please check the Event calendar but, as a recommendation, look out for the National event, RennSport in May, local events, Show and Shine on 23rd February, our Economy Run in March, and the Circumnavigation of Tasmania in June, and again the Hill Climb in November. \

This year is the 60th year since the 550 Spyder ran its first race, 50th year of the 911, 30<sup>th</sup> year of the 959, and the release of the new Cayman. So expect celebrations of our beloved sports cars.

What a year ahead we can look forward to and I look forward to enjoying it with you all in 2013.

Safe and enjoyable Porsche motoring,

**John Pooley**  
**President**

5.



John Pooley, Rob Sheers and Keith Ridgers cutting the 10<sup>th</sup> birthday cake

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**Porsche Club**  
Tasmania



## CALENDER OF EVENTS

2013

**February -**

**Barbeque at Sue & John Davis' – Orford: Sunday 3<sup>rd</sup>**

Sue & John have again kindly offered their Orford holiday home for the PCT BBQ. Previous years have seen a great turn out and we look forward to the weather gods smiling upon us!

**The address:** 19 East Shelley Beach Road Orford.

**Directions:** Turn right at the cafe before the bridge on arrival into Orford, which is Charles St. Drive toward Spring Beach, past the cricket ground on the left. Turn left into Jetty road (second street after cricket ground). Turn right into East Shelly Beach Road, go down the hill. At the green high fence on the left after you cross the small bridge at the bottom of the hill.

**What to bring:** Please bring your meat, fish, vegetables/salads, wines/beers. John & Sue have a BBQ and sufficient cutlery, crockery and glasses for about 25 people, and will provide tea and coffee. So please RSVP by Wednesday 30<sup>th</sup> January to enable the committee to arrange additional artillery if necessary.

**February -**

**Show & Shine - Sorell: Saturday 23<sup>rd</sup> 10:00am to 3:00pm**

PCT have been asked to incorporate our annual Show & Shine with a street festival/market in Sorell.

We will arrange a lunch venue, so please let me know if you are available by Wednesday 20<sup>th</sup>

**March -**

**Economy Run – Preliminary Notice**

**June -**

**Circumnavigation of Tasmania – Friday 7<sup>th</sup>**

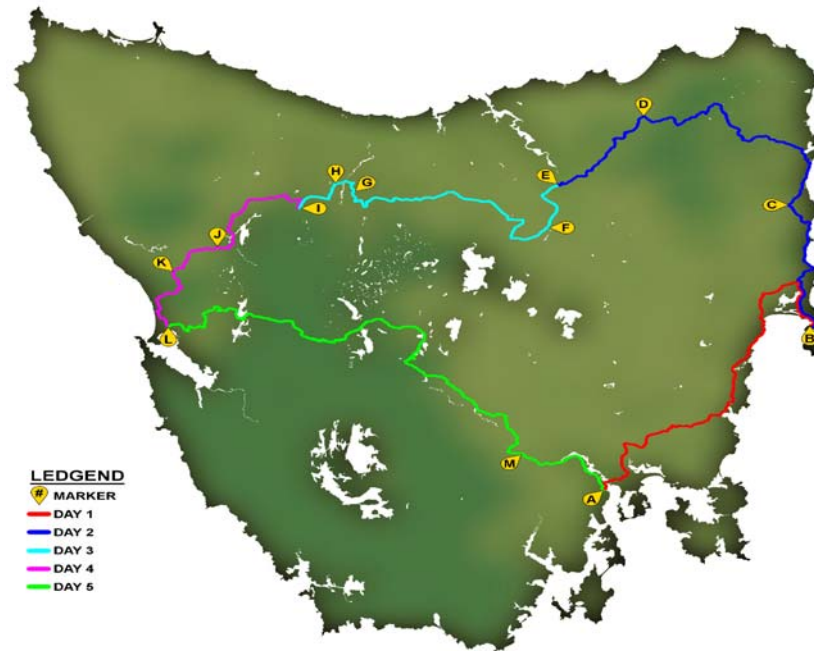
Please refer to the accompanying preliminary road map and notes for details of this unique event. It is not compulsory to participate for the full 5 days, so it provides options for PCT members to tailor the course to suit yourself.

It is intended that we utilise the Federal Group for accommodation and lock in a club booking. To ensure that we have competitive rates we need at least 10 cars for each accommodation venue.

Given the extent and effort that is required to organise an event of this size we require confirmation of interest by the end of January. If we get 10 cars committed by then we can proceed to commence negotiations with the Federal Group and provide final prices for accommodation.



7.



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## **ME AND MY PORSCHE**



**I brought a Porsche because.....**I always loved the shape and sound.

**I picked that colour Porsche because.....**Colour wasn't that important .it was more so the right car.

**I like the Porsche because...**it's a Porsche.....

**The speed at which I normally drive the Porsche is.....**fast as possible where possible.....

**The music I listen to in the Porsche is...**None, I listen to the motor.....

**The passengers that I allow in the Porsche are.....** My partner mostly.

**I may replace the Porsche with...**another Porsche.

**What I don't like about Porsche is...**having to be selective where I park it.

\* Long Long term project Guards Red 74RS never ending story

\* Project near completion maybe 2013 Targa 74RS

\* Above: My 993 Turbo I will never part with.

**Robert Barrow**

9.

### **ME AND MY PORSCHE**



**I brought a Porsche because...midlife crisis**

**I picked that colour Porsche because...no option**

**I like the Porsche because...like the shape, a bit like my woman**

**The speed at which I normally drive the Porsche is...depends on my mood.....**

**The music I listen to in the Porsche is... j j j.....**

**The passengers that I allow in the Porsche are...many and varied....**

**I may replace the Porsche with...911 Carrera 4 1998.....**

**What I don't like about Porsche is...spare part prices.....**

**Peter Dove**

**2012 PORSCHE CLUB OF TASMANIA: PRESIDENT'S DINNER**

**19 OCTOBER 2012**

This year's dinner was held at the Royal Yacht Club in Hobart.

The theme was a tribute to the Targa Florio, the amazing motor race once held on the island of Sicily and in which Porsche ultimately stood on the winner's rostrum more often than any other manufacturer.

Tasmania has a unique linkage with the Targa Florio.

Tasmanian motor sport enthusiasts embraced the concept of the former Targa Florio more than two decades ago and established the annual Targa Tasmania which has become the acknowledged modern successor to the Targa Florio and attracts some 300 entries every year, of which a large number are still Porsches.



Theme for the 2012 PCT President's Dinner



**Guests mingling before dinner**



**Bob White and Paul & James Tucker**



**A splendid setting for dinner**



**President Pooley welcoming guests**

On the following pages we reproduce a few of the illustrations projected as a background to the Presidential dinner and which illustrate some of the fascinating history of the Targa Florio and particularly Porsche's participation.

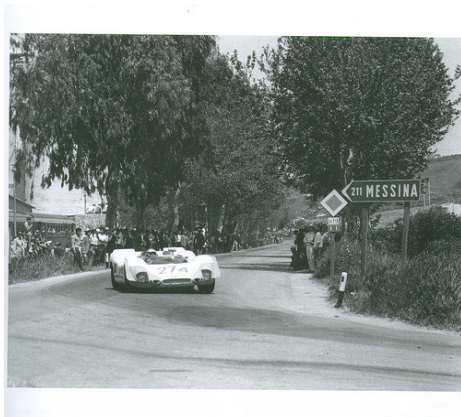
Porsche cars won the Targa Florio outright 11 times, in 1956, 1959, 1960, 1963, 1964, 1966, 1967, 1968, 1969, 1970 and 1973 one more than Alfa Romeo (10 times) whose victories were mainly achieved prior to 1950.

Ferrari won the Targa Florio 7 times between 1948 and 1972.

**Leon Joubert**



12.



13.



## **SHANNON'S CAR SHOW ROSNY PARK HOBART**

**Paul and James Tucker**

The Shannon's car and bike expo held on October 21<sup>st</sup> represents a pilgrimage for "motoring enthusiasts". Incorporating all eras, it brings together the classic vehicle diehards with a modern, and often younger crowd of modifiers and petrol heads.



It is always encouraging to see the next generation caring for older marques, no doubt having being infected by a parent or grandparent at a crucial point in early development! Like the food hall at the Taste of Tasmania, there is something for everyone.

Unfortunately, this year the Porsche marquee was poorly represented. Only Keith's arterial blood –hued 993 and our 911SC flew the PCT flag.

Le Frog was in grand European company , rubbing shoulders with a Fiat Topolino brandishing a "Mafia Staff Car" sticker .With 17hp powering the beast , who would bother trying to flee?





The show gives people a chance to sample the full menu from sleek Italian supercars through to the latest “muscle”, with everything in between. People marvel at the ingenuity of both home grown and professional restorations and modifications. There is chit and chat about every aspect of vehicle acquisition, stewardship and value. The air reeks of nostalgia, sausages and fuel with plenty of eye candy for dreamers, movers and shakers.

Owners range from the literally laid back to the fiercely protective. Some owners rope off their metal with virtual Dobermans and erect “keep off the car” warning notices. This is a bit sad, but an insight into how serious car ownership can become.

Any Porsche brings a gaggle of admirers – often inquisitive – and James enjoys showing unsuspecting folk the spare engine we keep behind the back axle.

James and I welcome strangers to have a good look around and in a Porsche. This can help dispel some of the stereotyped views of Porsche owners and attract new converts to the marque.

James and I are always drawn to the humble and honest, as well as the stylistically and mechanically intriguing. Ergo the entire palette of European brands and especially anything air-cooled. A low slung, metallic lime-green and white leather Beetle with turbocharged Subaru engine was noted, but a little confronting for our tastes. Similarly, a few Karmann Ghias were on show but our consensus is that they are better left as the maker intended. A favourite was this very original Beetle with totally period correct camper trailer – a perfect combination of style and function for that special weekend away!



Other German brands were poorly represented, with a distinct lack of BMWs and Mercedes and not a Borgward or Trabant in sight. Perhaps a pied piper had led them away to a secret Oktoberfest?

Having enjoyed the best of Ferdinand Porsche –inspired engineering we did the rounds of Gallic cars, always a talking point of styling and engineering. The French certainly have their way of doing things! Our favourite was without doubt this very rare Matra Djet ; we renewed acquaintance with the owner and car after the first meeting at the Ross gathering in May.





There is but one of these delightful 60's purpose-built rally cars in Australia. Mid engine, very light and agile, lovely styling and a suitably rorty tone. The owner, in true French fashion does not wash the car and drives on dirt roads with aplomb and glee. Indeed in the grand scheme of the car show this was the belle of the ball and the blue mademoiselle was much admired if not coveted by many.

The show is a carnival of eccentricities, some old and some nouveau.

We hope that in 2013 more PCT members take the opportunity to share some of Stuttgart's finest automobiles with the general public.

**Paul & James Tucker**

18.

### **CMI/PCT BASKERVILLE HILL CLIMB**

**18<sup>th</sup> November 2012**

**Rob Sheers**

The Baskerville Hill Climb held on the 18<sup>th</sup> of November 2012 was a round of the Tasmanian Hill Climb Championship. This year the event was organised and run by PCT with some help from Club Motori Italia (CMI).



We were hoping for 40+ entries but alas not. This year we had to make do with just 27. The fixed costs to run an event like this are considerable and we needed more than 30 entrants just to cover the costs.

Included in the 27 entries were 10 PCT members who were keen to give it their best shot.



**Gary Cannon fine tuning the “Beast”**

19.

Unfortunately the electronic timing gear was still on the way back from a mainland event so it was out with the trusty old stop watches. Two watches were used for the best accuracy and it worked well thanks to the trusty timer's Joe Hand and Leon Joubert, and scribes Dave and Josie-Anne Eve.

The Hill Climb was two competitions in one for PCT Members who competed against each other in various classes, as well as against all comers in the general event classes. This report will focus on the efforts of PCT members.



**Chris Wilson and his very quick RSR replica**



**Paul Tucker and his trusty SC**



20.

The competition was keen from the get go with some notable PCT members running hard at the sharp end. Gary Cannon in his 930 ("the Beast") was very fast despite having no third gear (it was second gear last time!). John Pooley, having dusted off his 944 Turbo for the day, was running well and Peter Dove as usual was also doing well in his self-built Locost Clubman,



**Bob White was very quick in his 930.**

The Hill Climb was again fully catered with the entry fee covering refreshments during the day, and lunch. Coast to Coast Golden Roast looked after us very well, providing a lovely lunch.



**J. House, Yamaha special was the fastest car on the day - 31.32 sec**

There were some good efforts by PCT members on the day. Chris Wilson was a real surprise - having returned from a year at Mawson Station in the Antarctic he turned up in a well prepared RSR replica and he was very quick!!

Our illustrious Event Director Bob White also raised a few eyebrows with some very fast times in his "old" 930!

But the fastest of all, with a time of 35.03sec, Chris Walpole in his beautifully presented GT2 RS.

As well as being the quickest Porsche he was second only to J. House's Yamaha Hill Climb Special which unfortunately "let go" its engine on its third run.

#### **Porsche Club Tasmania - Class results**

<b>2001 – 3000cc</b>			<b>Best Time</b>
<b>1<sup>st</sup> Place</b>	<b>Rob Sheers</b>	<b>911SC</b>	<b>41.85 sec</b>
<b>2<sup>nd</sup> Place</b>	<b>Paul Tucker</b>	<b>911SC</b>	<b>43.21 sec</b>

<b>3001 – 4000cc</b>			<b>Best Time</b>
<b>1<sup>st</sup> Place</b>	<b>Chris Wilson</b>	<b>911 RSR</b>	<b>37.38 sec</b>
<b>2<sup>nd</sup> Place</b>	<b>David Catchpole</b>	<b>Boxster S</b>	<b>39.66 sec</b>

<b>T&amp;SC/GT</b>			<b>Best Time</b>
<b>1<sup>st</sup> Place</b>	<b>Chris Walpole</b>	<b>997 GT2 RS</b>	<b>35.03 sec</b>
<b>2<sup>nd</sup> Place</b>	<b>Gary Cannon</b>	<b>930</b>	<b>35.97 sec</b>
<b>3<sup>rd</sup> Place</b>	<b>Bob White</b>	<b>930</b>	<b>36.19 sec</b>
<b>4<sup>rd</sup> Place</b>	<b>Peter Dove</b>	<b>Locost</b>	<b>37.53 sec</b>
<b>5<sup>th</sup> Place</b>	<b>John Pooley</b>	<b>944T</b>	<b>37.84 sec</b>
<b>6<sup>th</sup> Place</b>	<b>Andrew Forbes</b>	<b>GT3 RS</b>	<b>38.97 sec</b>

**T = Turbocharged, SC = Supercharged, GT = GT2/3 series**

Best non Porsche PCT entry was Peter Dove in his quick little Locost Clubman with a time of 37.53sec.



**Chris Walpole's GT2 RS – the quickest Porsche at Baskerville**

An event like this relies heavily on volunteers and many thanks to all those who helped make the day successful. Steve Caplice - Scrutineering, Kevin Knight - Clerk of Course, and CAMS official's - Bob Sincock, David Button & Geoff Store.

Also thanks to the PCT members and their families who worked tirelessly during the day. Joe Hand & Leon Joubert on the timing, Mick Walpole and Alex & James Tucker at the start line. Dave & Josie-Anne Eve who did the check-ins and looked after the paper work and last but not least, John Pooley who managed to "keep the balls in the air" all day!

It was a different event to previous years. Fewer entrants which made it financially challenging for the club but great for the competitors who wanted to have lots of runs!

Club Motori Italia was less involved and the little interclub competition that we have enjoyed over the years was suspended this time due to the lack of entrants from their side.

Overall things went well and those who attended enjoyed a good day of club level motorsport at Baskerville.

**Rob Sheers**



## **TARGA HIGH COUNTRY.**

**Keith Ridgers**

Porsche Cars Australia, Pamela Ward and her team have done it again, that is, the Porsche tour in Targa High Country at Mount Buller in Victoria.

For the Tasmanian contingent, Bob and Dimity White, David and Dianne Catchpole, Anne Archer and yours truly it started on Thursday 8<sup>th</sup> November with a trip on the Spirit of Tasmania.

After disembarking on Friday morning we went to the Velvet Bar in Bay Street for breakfast where I picked up my navigator, Anne. After breakfast we set off for Mt. Buller and Bob went to the airport to pick up Dimity who flew over on Friday morning. David and Dianne led the way and we stopped at Yea for a coffee break.

On arrival in Mansfield we parked in the Shire Council park with twenty three other Porsches where we checked in and got our car numbers and decals which were put on our cars while we were at lunch.

At briefing before the prologue we were told to take it easy and wave to the crowd etc. When we lined up for the start I was only six or seven cars from the front. Time to go and after two blocks Anne said the cars in front have disappeared into the distance so we put on a performance for the crowds around the streets.

At the end of the stage Anne commented that was excellent can we do it again, I said sorry we get only one go at it. All the Porsche tour cars parked in the main street and we all went to the balcony of the cafe where previously we had lunch for afternoon tea and to watch the Targa cars.

At around 5.30pm we set off for Mt Buller with a refuel stop on the way. Our stay at Mt. Buller was at the Breathtaker All Suite Hotel & Alpine Spa Retreat. First nights dinner was at the Signature restaurant in the hotel. Breakfast each morning was in the dining room in the hotel.

The first of eight stages on Saturday was going down the mountain, very steep drops and no guard rails. The following stages were Barwite, Tolmie, Whitfield, King Valley, Power Lookout and Bridge Creek. The longest stage of the day was back up Mt. Buller, 18.44Km.

We were back for a late lunch at Spurs Restaurant located at the top of the Horse Hill chair lift. Dinner Saturday night was at Kooroora Hotel in the Village Square.

24.

Sunday's first stage was again going down the mountain.

Other stages were Jamieson, Big River, Devils River, Skyline, Eildon, Mt. Terrible and Mt. Buller. Eildon was the longest stage at 31.45Km.

One Porsche came to grief, finishing on its roof in the ditch against the cliff face. Fortunately neither navigator nor driver was hurt, except the navigator got some cuts on top of his head. Apparently he was hanging in his seat belt and when he released it he fell on his head.

At the end of the last stage which finished at the entrance to the village, all cars drove through the square where we all received our official finishers' medallion.

Afternoon tea was at the Breathtaker Hotel and Anne decided to walk back down to the village square to get some Targa memorabilia and on the way back to the hotel she got lost. For her effort she received recognition with a prize at the farewell dinner which was at the Apres Restaurant, a short walk down hill from the hotel. Going down was OK but after a good dinner and a few wines going back up was not so easy!

After breakfast on Monday morning it was time to pack up and depart Mt. Buller.

I enjoyed the Targa tour and would like to thank Anne for so competently navigating for me. I know she was hanging on, but at the end of the day the door handle was still intact..

**Keith Ridgers**



## **CARS I HAVE OWNED AND SHOULD NEVER HAVE SOLD**

**Andrew Forbes**

**First Car:** A 1964 Triumph Spitfire. This sporty little Triumph was my introduction to car ownership, when I was a university student in California.

Surrounded daily by large American automobiles, it really felt tiny, nimble and foreign, but I loved the drop-top breeze-in-the-hair motoring. It came to a sad end when I rolled it down a steep bank into a field of wildflowers. The sturdy windscreen frame acted like a rollover bar and saved my head from damage, but the car was a write-off. So, you could say I owned it and should never have ROLLED it!



**Vintage Car:** A 1939 Triumph Dolomite. While studying at university in North Wales, I joined a local car club and was introduced to the world of restoration.

Eager to learn, I bought a rather rundown Dolomite Six with the characteristic “waterfall” grill. I did the best I could on a student’s budget and got it looking pretty good (from a distance). Rebuilding the engine was a tremendously valuable experience, guided by an old mechanic at the local bus company, who knew how to cast and line bore white metal bearings.

It was a great picnic car with its dicky seat and drop-head, so when the Welsh weather permitted (not often!) I could be seen touring the lanes and B-roads of Anglesey in search of a suitable spot to spread a blanket and open the appropriately vintage wicker hamper. Should I have kept it? Tempting, but probably best that it found a new owner who could really afford a ground-up restoration.

26.



**Fast Car:** A 1958 Jaguar XK150. With a 3.4L twin overhead cam straight six, my XK150 would really fly, once it got its considerable mass rolling.

Fly in a straight line that is... around curves and corners it wasn't very agile, but it did everything in style... full leather interior, swooping curves and shining wire wheels, it was the picture of British sporting elegance.

As a young single bloke working on the south coast of England, it acted as quite a magnet for young ladies. Had I known how XK's would appreciate over the next 20 years or so, I should never have sold it, but that's the wisdom of hindsight!



**First V8:** As a newcomer to Australia in 1975, I was hugely impressed by the rumble of Holden's and Ford's 308, 350 and 351 cu inch V8s.

After owning a few very second-hand non-V8 cars, I bought a brand new Torana SLR5000, and rumbled around the suburbs of Sydney quite convinced that I had become a real Aussie at last.



27.

It turned out that a purple Torana with huge lettering down the sides and along the rear spoiler attracted more attention from the boys in blue than girls in short skirts, so eventually, having found the love of my life, Carolyn, I swapped the Torana for something less likely to gather traffic infringements.

As they have now become a valuable collector's item, I guess I should never have sold it!



**First Porsche:** In the 90's I spent several long periods working in Southern California, where sports cars are plentiful and compared with Australia, cheap.

I found a lovely 1979 911SC, white and in near-perfect condition, which soon became my first Porsche. My plan was to bring it back to Australia and convert it to RHD, but after nearly a year of ownership, a terrible thing happened.

A full-sized pickup truck ran a red light in downtown San Diego and T-boned my lovely SC! It was written off, but unusually for an insurance company, they made a very generous market appraisal, and handed me a cheque for way more than I had paid for it.

I was able to buy a very clean, two-owner Carrera 3.2 as a replacement, and in due course I shipped it home to Tasmania. The conversion to RHD was carried to the highest possible standard, with all OEM parts and professional welding and finishing by Nino and Luigi Bocchino at their European Technology Body Works.

28.

It has participated in many PCT events over the years, and still looks beautiful with its classic 911 lines and sounds great too with its air-cooled six exhaust note. There's no need to answer the question, "shouldn't you have kept it?" I still have it, and it will be in the family for a very long time.



**Andrew.**



*The latest "Forbesmobile", modestly not referred to in the story above. Ed.*

## **WHAT OTHERS ARE SAYING**

### **Porsche and F1...**

"I was told a couple of months ago to watch out for Porsche signing up Formula 1 people for its LMP1 programme, but it was made very clear to me at the time that I should not read too much into the stories and that Formula 1 remains a no-go area for companies in the Volkswagen group, at least for the moment.

It is never really (been explain(ed)) why this would be the case and the conclusion that one must draw is that company uber-boss Ferdinand Piech is not very keen on the idea. And no-one would dare to go against what the 75-year-old wants. That does not mean that a team put together now to build sports cars might not at a later date turn its attention to F1 when the political scene has changed, but that cannot be considered a concrete plan.

Porsche has always been a sporty company, and has had occasional forays into F1 when the circumstances seemed right, but the firm has generally concentrated its efforts in sports cars. These days it is run by Matthias Muller, an Audi man who began his career as a toolmaker with the company back in 1977. A protégé of Martin Winterkorn, Muller rose through the ranks to take his present job two years ago.

His head of research and development is a more interesting figure in motorsport terms. Wolfgang Hatz is a racing man. He began his career as a project manager at BMW Motorsport back in 1983, when the company was involved as an engine supplier in F1. He left the firm in 1989, moving to Porsche, where he was a member of the team that built the disastrous V12 F1 engine, used briefly in that era by the Arrows team.

After that he had a spell as technical director of Opel Motorsport before moving to Fiat as head of engine development before joining Volkswagen in 2001. The men who have been hired in the course of the last year for the LMP1 project include a number of F1 names, notably the head of the entire project Fritz Enzinger, who was previously head of the BMW F1 operations, after a career in BMW Motorsport in Munich that dated back to the 1990s. The head of the LMP1 development programme will be Alex Hitzinger, who started his career with Toyota, being one of the designers on the sports car engines before moving on to be part of the F1 team. He was then lured to Cosworth where he initially ran the Ford WRC programme before becoming head of F1 engine development. He was then taken on by Red Bull Technology to run the F1 development for both Red Bull Racing and Scuderia Toro Rosso, but that was short-lived because it was decided that teams must build their own equipment and so he became the Technical Director of the Scuderia Toro Rosso for a year.

Another recruit is former BMW race engineer Mike Krack, who will move at the end of the season, handing over his role in DTM to Australian Chris Dyer, formerly at Ferrari. It seems that another man on the move will be Sauber chief mechanic Urs Karatle, who began work with Sauber in 1989 and spent 10 years with the team before taking a year out to become a helicopter pilot, before returning to Sauber in 2010.

It is really impossible to say whether there is any long term F1 plan at Porsche, but what is clearly true is that the company wants to make sure that it is competitive when it wades into LMP1. If that programme is a success and obstacles to F1 are removed then who knows?

But I would not bet my house on it."

**Joe Saward. <http://joesaward.wordpress.com/>**

### **Motor Racing Is A Contact Sport**

NASCAR chairman Brian France told the media at last weekend's Homestead finale that the officials will continue to let drivers make contact during races.

"We have a stated approach that this is a contact sport," he said. "We expect contact, especially late in the race.

"But I always say there are limits. Drivers know what those limits are, so it is very easy for everybody to figure that out, and we deal with it when we think those limits have been broken."

**NASCAR**

### **The Future Of Motor Sport**

"Fear not for the future, weep not for the past. The old generation will still tell tales of how it was in the golden age, and the new ones will get on with their lives and interests. Somewhere in the future, on some track, a group of people will be earnestly fiddling with batteries, solar panels and gears, trying to go faster than the opposition. It will still be Motor Sport, but not as we knew it."

***The Highwaymen: Newsletter: South Africa***



**Koenigsegg Agera-R**

“Accelerating from a standstill to 186 mph in 14.5 seconds is a fairly kinetic event.

Very loud, tunnel vision, urge to pee. One moment the Swedish countryside is just sitting there, looking lovely and serene; the next it’s blowing past you in a violent blur of autumn colours.

Herregud! I’ve been pillaged.

The Agera R’s mugging of Newton begins with a bespoke, race-spec, dry-sump 5.0-liter, twin-turbocharged V8 weighing a mere 435 pounds and boasting some staggering statistics: 228 hp/liter of displacement; 737 pound-feet of torque from 2,700 to 7,300 rpm, with redline at 7,500 rpm; and a brake mean effective cylinder pressure (BMAP) of 28 bar, about 406 psi, which would blow most gas engines’ spark plugs to the moon.”

***The Wall Street Journal: 20 October 2012***

**RECENT AUCTION RESULTS.**

1960 Porsche 365B Cabrio with hardtop.	Lhd.Good. (UK)	\$59 200.00
1988 Porsche 911 Carrera 3.2 Targa.	Excellent. (UK)	\$24 500.00
1986 Porsche 911 Turbo SSE	Excellent (UK)	\$31 300.00
1979 Porsche 924	Very good. (UK)	\$3 900.00
1987 Porsche 962		\$862 000.00
1960 Porsche RS 60		\$3 412 000.00
1970 Porsche 914/6		\$60 600.00
1954 Porsche 356 1500 Speedster		\$282 000.00
1972 Porsche 917/10		\$5 740 000.00

***Classic and Sports Car. November 2012***

### **NEW 3<sup>RD</sup> GENERATION CAYMAN LAUNCHED**

The new Porsche Cayman was launched on 28 November at the 2012 Los Angeles Auto Show. The first examples of the new car should reach Australia in the second quarter 2013.

The third generation of the Cayman is lower and longer, lighter and faster, more efficient and more powerful than ever. It has a longer wheelbase, wider track and larger wheels.

The new two-seater is – after the 911 Carrera and Boxster – the third sports car model line from Porsche to feature innovative lightweight body design. The new Cayman is up to 30 kg lighter and consumes up to 15 per cent less fuel per 100 km than the previous model – despite higher engine and driving performance.

The base Cayman is powered by a 2.7-liter flat six-cylinder engine with 275 hp (202 kW). It accelerates from zero to 100 km/h in 5.4 seconds and reaches a top speed of 266 km/h. Its NEDC fuel consumption lies between 7.7 l/100 km and 8.2 l/100 km, depending on the selected transmission.

The 3.4-liter engine of the Cayman S produces 325 hp (239 kW); the best possible acceleration from a standstill to 100 km/h is 4.7 seconds. The Cayman S can reach a top speed of 283 km/h, and its NEDC fuel consumption value lies between 8.0 l/100 km and 8.8 l/100 km, depending on the selected transmission.

Both models are equipped with standard manual six-speed transmission. The seven-speed Porsche Doppelkupplungsgetriebe (PDK) is available as an option that enables faster acceleration and better fuel economy.

Porsche has also upgraded the Cayman with new optional features. Adaptive Cruise Control (ACC), which controls the distance to the car ahead in traffic and vehicle speed, is available for the first time.

The new styling is marked by sculpted edges that emphasise the car's low, extended silhouette with the windscreen shifted forward and the roof line that reaches far back.

From the front end, the new Cayman is marked by its dominant cooling air inlets, which increase in size towards the sides of the car.

The large, low rear lid is made of aluminium. Mounted directly to the rear lid is a rear spoiler, which – in contrast to that of the Boxster – is higher and deploys at a steeper angle.

33.

The market launch of the new Cayman generation in Europe is scheduled for March 2, 2013 and base prices in Germany are 51,385 euros for the Cayman and 64,118 euros for the Cayman S, each including 19 % VAT.

Australian prices inclusive of local duties and taxes have yet to be announced.

\*\*\*\*\*



*Photos: Porsche*



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**CLUB POINTS**

## Southern Clubman 2012

### Member

### Name

Ridgers. Keith	345
Tucker. Paul & Marguerite	305
Pooley. John & Libby	250
White. Bob & Dimity	240
Joubert. Leon & Gail	235
Lyons. Kevin & Mary	190
Sheers. Rob & Elspeth	175
Davis. John & Sue	150
Smith. Barry & Suzie	150
Catchpole. David & Dianne	140
Hand. Joe & Jane	140
Eve. Dave & Josiane	95
Moody. Milton & Ann	90
Hobden. Michael & Maria	75
Forbes. Andrew & Caroline	60
Walpole. Chris	50
Barrow. Rob & Vicki	30
Dove. Peter & Christine	30
Berry. Paul	30
Cannan. Gary	30
Richardson. Adrian & Heidi	15
Gynn. Gary	15
Cumberbatch. Gary	15
Spriggs. Gary	15
Nicholson. Alex	15
Brown. Gavin	15
Denny. Colin & Annette	15
Bocchino. Nino	15
Petersen. Sylvia	15
McPhee. Brian	10

## Northern Clubman

### 2012

#### Member

##### Name

Allison. Bruce & Krista	210
Luck. Kerry	55
Wilson. Chris	50
McCafferty. Phil	45
King. John & Anne	30
Bucknell. Sam & Kate	30
Wheatly. Mark & Hazell	20
Zeuschner. Greg & Jane	15
Hannan. David & Clare	15

#### Club                      18- Champion                Nov

Sheers, Rob	15
Wilson, Chris	15
Walpole, Chris	15
Tucker, Paul	10
Catchpole, David	10
Cannan, Gary	10
White, Bob	5

There will not be a club  
champion for 2012 as  
there was only one  
competitive  
event. The points will carry  
over to 2013.

**Compiled by Keith Ridgers**

**FLAT CHAT / POOLEY WINES “KNOW YOUR PORSCHE COMPETITION”**

The question for Competition No. 2 was:



*Identify the car, driver and event.*

**ANSWER: Jean Behra in the Targa Florio in the Porsche 718.**

*James Tucker submitted the first correct answers to all the questions and won two bottles of Pooley's award winning wines.*



38.

**KNOW YOUR PORSCHE**

**COMPETITION NO. 3**



*Photo: The Cahier Archives*

**Question:**        *Identify the driver, the place and the event.*

**Bonus question:** *Who is the photographer on the left who is congratulating the driver?*

Answers to John Pooley at (61) 03 6260 2895. or by email to [jrdpooley@gmail.com](mailto:jrdpooley@gmail.com)



# POOLEY



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### **PANAMERAS'S IDENTITY CRISIS**

Opinion on the styling of the Panamera is divided. Some love it, others hate it.

The current Panamera reminds me of Jaguar's effort to stretch the E-type from two to four seats, resulting in an unattractive bulging roofline that spoiled the elegant sweep and balance of the original design.

Similarly, the present Panamera can't help but look rather like a 911 on steroids, bulging in odd places and looking muscular but not exactly elegant.

But, it has been a sales success for Porsche, broadening its customer base and winning new converts to the brand. Building on this success, Porsche is inching closer to admitting it'll do a station wagon version of its next Panamera after getting what it calls 'positive' feedback on the Panamera Sports Turismo revealed at the [Paris Motor Show](#).

A UK Porsche spokesman admitted that the next version of the sports saloon could have "not just one body style", while sales and marketing boss at Porsche Bernhard Maier commented that "it is getting more likely that we will do such a car."



#### **More is less?**

Whatever your view of the show car, I challenge anyone to argue plausibly that the Sports Turismo doesn't improve on the looks of the current Panamera. It's easy to imagine that the much more elegantly resolved rear end would attract more buyers than the 100 litres of luggage space.

Somehow it manages to shrink the car despite measuring the same at five metres end-to-end. Instead of trying to be a four door sports car, it is a legitimate, unashamed super touring wagon.

The bad news is that the current Panamera only arrived in 2009 so it'll be three years or so before we can actually buy anything that looks like this.

Much closer is a version of the plug-in hybrid drive train that Porsche said was powering the Sports Turismo. The spokesman advised that the 3.0-litre V6 plus big battery pack with plug-in charging capabilities was "similar" to the system coming to the Panamera soon.

If the numbers are anything like those given for the Sports Turismo then you're looking at a combined power of 306kW with zero to 100kph arriving in less than six seconds.

Top speed is quoted at 290kph and, if you're gentle, an economy of around 3.53l/100km compared with the official 6.89l/100km for the current Panamera hybrid.

That's because the batteries are said to give a range of 30km before the V6 helps out.

In Australia we might expect a price tag above \$350,000, compared to \$320,167 for the standard hybrid.

Pricey but a lot cheaper than the \$1,000,000 the [Porsche 918](#) is expected to cost, which will offer a somewhat more exotic version of the hybrid technology.

### **“Ferdinand”**

*We welcome back “Ferdinand” after a brief absence. “Ferdinand” is a long standing Porsche enthusiast, Porsche owner and Porsche Club member whose identity is only known to the Editor and whose identity may also change from time to time. (Like Top Gear’s ‘Stig’!).*

*“Ferdinand” is free to comment on all matters relating to Porsche provided the comments are not rude, patently incorrect and unfounded, defamatory or libellous.*

42.

**FOR SALE**

**1986 Porsche 944 Turbo, 2.5 L, 3 Door Coupe, White**

**Features:**

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- 4 Speaker radio / CD
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- Power sunroof
- Factory 'Telephone dial' alloy wheels
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- Immaculate condition – always garaged
- Great reliable performance car
- Powerful, but fuel efficient

**Price: \$18,500**

**Contact: Greg**

**Mobile: 0407 410-403.**



43.

**FOR SALE**

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## TAILPIECE

### A NEW ELEMENT HAS BEEN DISCOVERED

The new element is ***Governmentium*** (***Gv***). It has one neutron, 25 assistant neutrons, 88 deputy neutrons and 198 assistant deputy neutrons, giving it an atomic mass of 312.

These 312 particles are held together by forces called morons, which are surrounded by vast quantities of lefton-like particles called peons.

Since *Governmentium* has no electrons or protons, it is inert. However, it can be detected, because it impedes every reaction with which it comes into contact.

A tiny amount of *Governmentium* can cause a reaction that normally taking less than a second to take from four days to four years or even more to complete.

*Governmentium* has a normal half-life of 2- 6 years. It does not decay but instead undergoes a re-organization in which a portion of the assistant neutrons and deputy neutrons exchange places.

In fact, *Governmentium's* mass will actually increase over time, since each re-organization will cause more morons to become neutrons, forming isodopes.

This characteristic of moron promotion leads some scientists to believe that *Governmentium* is formed whenever morons reach a critical concentration. This hypothetical quantity is referred to as critical morass.

When catalysed with money, *Governmentium* becomes *Administratium*, an element that radiates just as much energy as *Governmentium* since it has half as many peons but twice as many morons.

All of the money is consumed in the exchange, and no other by-products are produced.

\*\*\*\*\*