



# Porsche Club

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T a s m a n i a



## *FLAT CHAT*

January 2014



PCT's first Life Member, Leon Joubert (left), with Club Secretary Kevin Lyons

*Issue No. 44/2014*

# *FLAT CHAT*

## Quarterly Newsletter of the Porsche Club of Tasmania A CAMS Affiliated Club

**JANUARY- MARCH 2014**

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*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 3<sup>rd</sup> Sunday of every second month at the Blue Cafe, Invermay Road, Inveresk

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

## JANUARY EDITORIAL

I've given the game away on the cover of this issue... the election of the Club's first Life Member, Leon Joubert, which recognises his extraordinary services to the Club for more than a decade. For those of you who have not had the pleasure of meeting Leon, the photo captures him mid-way through recounting (probably) a story from his colourful motor racing and journalism past, or perhaps sharing some business insights with Kevin Lyons. Freely sharing stories, knowledge, opinions and advice is central to Leon's character, and as a writer and raconteur, he is unparalleled in the Club's annals. As Flat Chat Editor-Emeritus, Leon still contributes news from his many contacts in the motoring world, with special emphasis of course on Porsche. He also continues to write illustrated articles and opinion-pieces reflecting his own thoughts on where the Porsche brand stands or may be heading, supported by thoughtful analysis of the market, customers and manufacturing trends.

Coincidentally, several of the features in this issue are authored by Leon, which collectively should remind you what a talented and knowledgeable writer he is, especially when it comes to Porsche matters. Hopefully, conferring Life Membership will mean we will continue to benefit from Leon's contributions "for the term of his natural life".

No single individual, however extraordinary, can cover all the roles and responsibilities in a lively Club such as the PCT. There are several members who are the life blood of the Club. A couple spring immediately to mind, and I have no hesitation in singling them out as future candidates for Life Membership. Our founding President, John Pooley, has been the inspiration and backbone of the Club since its inception. His tireless energy and wise guidance have seen the Club steadily grow and flourish. Our present status as having the highest proportion of Porsche Club members out of any state's total Porsche ownership is due largely to his infectious enthusiasm for the brand. Then there's Rob Sheers, who served as Vice President for many years and devoted incalculable hours to those duties. Moreover, he contributed, often single-handedly, to organising, documenting and reporting many Club events, and he continues to do this as a Committee member today. Like these two, your whole Committee works quietly and effectively behind the scene, providing sound governance, event planning and organising, financial control, website management and interclub liaison. They should be congratulated for keeping the Club on track (sometimes literally!).

In this issue you will find more exciting information about the latest Porsche model launched in Los Angeles, the Macan. There's also an update on Porsche's World Endurance Championship bid using the revolutionary 919 LMP1 race-car with Mark Webber at the helm. 2014 should be a fantastic year for all Porsche enthusiasts!

**HAPPY NEW YEAR!!**

**Andrew Forbes**  
**Editor**

## THE CHAIR SQUEAKS

Dear Porsche Family,

2013 draws to a close, another amazing year for Porsche, especially the 911's fiftieth birthday, the 991 introduced to the market and the 500,000th Cayenne rolling off the production line. Locally the first Rennsport event in Australia, many amazing 911 birthday celebrations across the country and in Tasmania, the New Cayman launch, the first Circumnavigation of Tasmania by Club members in their Porsches, the birth of our first Life Member, a successful round of the State Hill Climb Championship and other notable club events, all well attended, and a great Christmas Lunch and presentation to our new Club Champion and Clubman of the year. Hearty congratulations to all. What a year!

2014 heralds yet another exciting year ahead for us all. The all new GT3 Cup car hits the tracks weighing only 1175 kg, 6-speed sequential gear box, and like the new 991 series road cars, has improved stiffness from the new steel and aluminium composite body for reduced weight and a wider wheel track making new improved handling. Its 3.8 l engine is further improved, delivering increased power, 338 kW. Its first races will be at the Australian Grand Prix on March 14-16 and as an added bonus, we will get to see the all new F1 cars, 1.6 l, turbo charged!

Porsche returns to Le Mans after 10 years of absence, aiming to win outright with Mark Webber driving one of the three hybrid factory cars. Porsche are putting together a guided package for those that want to be there and enjoy the spectacle. If anyone is interested, please feel free to contact myself or Pamela Ward at Porsche in Melbourne for more information.

The all-new 991 GT3RS will be launched this year, a chance for the Editor to upgrade his 996 GT3RS (*I haven't mastered this one yet!* Ed).

Mid-year we will see the long awaited Macan, ready to take on and set new standards in the medium SUV luxury segment. Dealer Principal, Adrian has just returned from the World launch in Los Angeles, very excited and is convinced it will rewrite the sales record books in Australia.

Your Club Committee has a great line up of events too for you to enjoy in 2014, so make sure you line up for your share of fun and enjoyment.

On a personal note, Libby and I wish all of our members, new and long serving, safe and enjoyable summer holidays, and lots of Porsche driving, just for the sake of going for a drive!

**John Pooley**  
**President**

## ADVERTISE IN *FLAT CHAT*

*... and reach the right market!*

### ADVERTISING RATES

*for supplied 'camera -ready' ads*

**Half Page** \$400 for a year (four issues)

**Full Page** \$700 for a year (four issues)

*NOTE: There will be an additional charge if we prepare the ad for you.*

### NEW MEMBERS

We warmly welcome new members to the Club,

Mark & Bronwen Dewey, 924 S

Mathew & Tammy Bowen, 928 S

Mick & Gillian Arnold, 964 C4

Steven Wade, 968 CS

Kingsley Wallman & Genevieve Lilley, '73 911

We look forward to seeing you at future Club events.



**Porsche Club**  


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**T a s m a n i a**



# CALENDAR OF EVENTS

## 2014

### **February Drive Day and BBQ Sunday 2<sup>nd</sup> Barbeque at Sue & John Davis' – Orford:**

Sue & John have again kindly offered their Orford holiday home for the PCT BBQ. Previous years have seen a great turn out.

**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, wine/beer. 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.

Sue has kindly offered to provide salads & deserts. RSVP's to bobwhite@wmca.com.au

### **February Funkhana: Sunday 23<sup>rd</sup>**

We had planned to have this event on two previous occasions, but cancelled due to wet weather. Hopefully we will get it right this time!

This will be held at John & Libbie Pooley's, 1431 Richmond Rd, Richmond.

The last Funkhana we held had only one Porsche (a Cayenne), so bring along your old ute, bush buggy, whatever, anything goes... Leon Joubert will be Clerk of Course for this event!

Entries from 9:30am, start time 10:00am sharp, BYO BBQ lunch 12:30pm, and awards 3:00pm.

**March**      **Show & Shine – Parliament House Lawns**, More details to follow. May be moved to April, subject to the PCV/PCT event proceeding.

**April**      **Porsche Club Victoria – Tasmanian Bush Fire Appeal:**  
**Around weekend of 12<sup>th</sup>**

PCT have been invited to be part of this event. It comprises PCV members arriving in Devonport, travelling down the west coast with two nights in Strahan, a show and shine at Salamanca, a charity dinner function, visit to Dunalley School to support the Bush Fire Appeal, a luncheon at Frogmore Creek Winery, and some laps at Symmons Plains Raceway. More details to follow in the New Year.

**TBA**      **Symmons Plains: Training Day – Preliminary Notice** More details to follow. Subject to April event.

**TBA**      **Luncheon at NANT Distillery, Bothwell – Preliminary Notice** More details to follow.



## PRESIDENT'S DINNER

by John Pooley

A record number of members attended the Presidents Dinner held in Hobart at Rock Wall Restaurant on Salamanca. Thirty five members and their partners enjoyed a glass of Sparkling wine on arrival and a toast to the 911 for 50th birthday wishes. A Porsche gift for the men and a single rose for each of the ladies. We were very pleased to welcome, new members, Mark and Mick and their ladies to this special night.



Bob White and the President had previously, before the guests arrived, precariously erected the Porsche Club banners on the Rock Wall, flood lit, wet and slippery (it was raining that night). They slipped and balanced and after several attempts they stayed up!!.... only to remain up all night, as we forgot to remove them on leaving. Happily they were still there the next morning for removal and safe keeping.

After starters President John chimed a wine glass to get the members attention, and got on his feet again to make a short speech. All sighed, as the chatter was thick and loud; Pooley usually rambles on, but not tonight, a very special award was to be announced and all slid to the edge of their seats in anticipation. All wondered who was and what was this to be? Then the announcement was made, The Club's first Life Member was born. In a unanimous decision of all Committee members, Leon Joubert was made the first Life Member of our Club. This award is in recognition of outstanding contribution to our Club. Over ten years Leon has committed countless hours of research and talent in his writings and content, frustrating times working on the layout and graphics of our newsletter, Flat Chat, with questionable computer software and battling occasional complaints. Flat Chat has been said by the CEO of Porsche, to be

the best content newsletter in Australia! Leon was embarrassed and shocked at such an honour.



All the dinner attendees agreed, and a resounding applause followed. Leon will be presented with the three volume edition of The Porsche Book by Jürgen Barth at the Christmas Lunch to be held on 8th of December, as the books were still in transit from the northern hemisphere!

The dinner proceeded on for a couple of more hours and impeccable service, food prepared to perfection and gorgeous wines (Pooley of course). It was agreed by all that it was a fantastic night; cabs were ordered, designated drivers arrived and all went home safely.



### **Leon's Response:**

To the President, Executive Committee and Members of the Porsche Club of Tasmania.

Dear Friends,

Thank you very much for the tremendous honour of awarding me Life Membership of the Porsche Club of Tasmania.

The award, granted in recognition of the decade or so that I was privileged to edit our newsletter "Flat Chat", was announced at the 2013 Presidential Dinner and came as a complete surprise to me.

If those present at the dinner were disappointed that I did not publicly acknowledge the award at that moment, please accept my apologies. I was quite overwhelmed by the unexpectedness of the award.

I thank you all very much again for the honour, and I hope to be able to continue to serve and participate in the activities of our Club for many years to come.

Yours sincerely,

**Leon Joubert**

## **Brief Bio of Leon:**

Born Cape Town, South Africa. 28 September 1946.

Conscripted SA Navy. Qualified as a 'ship driver'. Retired Lt.Cdr after 13 years service in active reserve.

Studied at South-African Public Service College, University of Witwatersrand School for Business Leadership, and UTAS.

Efficiency Analyst with South-African GBE's, Senior Manager and Head of Electronic Banking Services for Trust Bank Group, tobacco grower in Zimbabwe since 1988. Kicked off farms by Mugabe in 2002.

Escaped to Tasmania on new year's eve 2002, offered a job at PA by John Pooley in 2003 and have been there ever since.

Married Gail in 1986 - probably the only intelligent thing I ever did.

Long bachelorhood allowed a 30-year parallel career in motor sport (works teams for Ford, Toyota, Fiat, BMW a.o) and motoring journalist (freelance writer/editor/technical editor/Chairman of the SA Guild of Motoring Journalists). Also played with boats, motor cycles and aircraft, and CofC for a number of national motor sport events.

Travelled extensively to USA, Japan, Europe and Australia as a journalist. Sometime consultant to international motor industry (GM, BMW-Rover, Automobiles Peugeot, a.o).

Two sons, Pieter (24) ex-merchant banker, now consultant with US outfit that looks for business opportunities in backwaters like South Sudan (!), and Nic (22) graduate geotechnical engineer employed by MMG.

Still looking for (honourable) employment so I can afford to move my 30-ft cabin cruiser from Lake Kariba to Hobart, and fit it with a new set of Volvo Penta turbo-diesels.

**Leon Joubert**

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## WHAT PRICE MY PORSCHE?

*In which the Editor Emeritus delves into the world of old Porsche Pricing.*

Just about the only thing that one can guarantee about answering the above question is that you will probably think that your Porsche is worth more than it actually is.

### **The Porsche 356-Series.**

Economics 101 teaches that, according to the Price Theory, price is governed by supply and demand.

Given that more than 76 000 356's were produced between 1948 and 1965 and about 35 000 – 38 000 of them are still running around, these cars should not be terribly expensive.

And they are not.

Somewhere between \$60 000 - \$100 000 AUD will get you a very nice 356 locally, and they pop up for sale fairly regularly.

Many more 356's (of course LHD) were sold in the USA than in Australia, and in terms of the Price Theory the cars should therefore be much cheaper there?

But unfortunately there are also a few hundred million more potential Porsche 356 collectors in the USA competing for available offerings and hence the trend appears to be that good 356's fetch closer to \$70-80 000.

UK prices (admittedly for spotless cars with full records etc.) are also closer to US prices.

The 356 originally sold for around \$4 000.00 so it has simplistically appreciated by more than 17 times its original value over a period of about 50 years.

That sounds like a great investment?

However if you stuck \$4 000.00 in the bank at 5% in the 1960's it would now be worth well over \$300 000 and it would not have required as much care and maintenance as the Porsche?

Scarcity tends to drive prices upwards.

In the 356 environment one finds that the very early pre-356A models now attract big money. Cars like this one (on offer in the USA) will probably fetch more than \$250 000, and thus get closer to matching your hypothetical 1957 bank deposit.



Another 356 variant that will attract \$250 000-plus bids is a 356 Carrera – assuming it is a genuine “Carrera” with a quadcam “Fuhrmann” engine.

Convertibles attract better prices than hard tops even if the canvas roofs leak, and when the roof is totally useless and the windscreen almost non-existent (as in the 356 Speedster) you will probably pay even more. There is no logic in this.

Porsche 356 ownership should not be a demanding affair as parts are freely available and not expensive. Some are presumably even still interchangeable with the 356’s genetic parent, the VW Beetle.

Specialist suppliers like Pelican Parts and Auto Atlanta from the USA will supply a complete clutch kit for less than \$250.00 as well as every possible body part, cable, piston or piece of interior trim than you can think of.

That may be useful knowledge for potential 356 owners but there is no good reason to believe that the value of a 356 will appreciate any better than that of a good equity portfolio, or a well located property. It may just cost less to acquire.

Perhaps just aim to enjoy owning and driving a 356 for what it is.

### **Porsche 924/924S/944.**

The 924/924S/944 range had a production run of around 350 000 cars between 1976 and 1991, all based on the same platform.

The original 924 used a 2-litre VW/Audi engine while the 924S/944 models used larger capacity, Porsche-designed and built four cylinder engines ranging from 2.5-litres to 2.7 and 3.0 litres.

With so many cars built over so many years, plus the common perception that the VW-engined 924 was not a “real” Porsche, it is no surprise that this model range provides the most attractive entry into affordable Porsche ownership.

Putting aside the issue of “genuine” and “non-genuine” Porsche because of engine origins (a perennial Porsche albatross) the 924/924S/944 had one of the finest chassis of the 1970/80’s sports car era.

The front engine with rear transaxle and gearbox layout gives the little car almost perfect balance and its suspension and brakes were also a class act. Thus it is no surprise to still see 944's (especially the turbo variants) burning up race tracks.

Assuming that you are not looking for a race car, you can acquire a perfectly tidy and usable 924 for around \$6-\$10 000 in Australia, and they are frequently available.

You'd probably want to avoid automatics so as not to lose out on the fun of driving the car, and should check on service history to ensure that important items (especially on the 924S/944) like cam belts were changed when they should have been

But as with the 356 it is easy and cheap to obtain almost every conceivable part from specialist suppliers. By way of example, a full set of 944 brake rotors from Pelican Parts will cost you less than \$700 and E-bay is also a good source for (often unused) parts.

The 924S (944 with 924 bodywork) is rare in Australia (perhaps only about 60 examples). Only about 3 000 were ever built and it may have some scarcity appeal but it is still a cheap car. You can often get a good one in the UK for less than \$10-\$12 000.

The early 944 models were noted for their "telephone dial" wheels which they also shared with the Porsche-engined 924S. In later iterations the wheel designs were one of the few notable things that changed externally.



The asking prices for 944's can differ substantially depending on age, mileage and condition.

The mid-teens (AUD) should get you a very nice, normally aspirated car with either 2.5 or 2.7 litre engine and a reasonably comprehensive service history.

However the last of the series, known as the S2, with 3.0-litre engines, will probably nudge towards 25K for a well preserved example.

The 944 Turbo was probably (in my opinion) one of the finest cars that Porsche ever built. However remember that turbo's add heat, plumbing, waste gates, intercoolers, and complex air and fuel measurement. Things which you probably cannot fix with the tools from your No.1 Meccano set.



The same caveat applies to the 924 Turbo – perhaps even more so.

Will these cars appreciate in price?

The answer has to be “No”. Their original prices ranged around \$25 000 – \$40 000 and most are now only worth about 30% of that.

That is still a commendably low rate of depreciation at 2-3% p.a. over a span of 20-30 years – especially when compared with the erstwhile Mercedes-Benz Maybach which at one time depreciated by almost 40% p.a. (!).

### **Porsche 968**

This was the last version of the 924/924S/944 though a substantially different car since more than 80% of it was new, compared to the preceding 944.

Produced from 1992-1995, less than 13 000 were made until it was replaced by the Boxster and it is rare to get a good example for much under \$30 000. Prices between \$40 000 and \$50 000 are common for well-maintained examples.

Given that the cars cost around \$50 000 new, the 968 is one of the Porsche models that has shown the lowest rates of depreciation.

Next issue: The Porsche 928 and 914/6 models.

**Leon Joubert**

## **PORSCHE CENTRE HOBART NEWS**

**by Adrian Brown**

On the 21st November Porsche AG revealed to the world their new Porsche Macan, at a special event during the press days at the LA Auto Show.

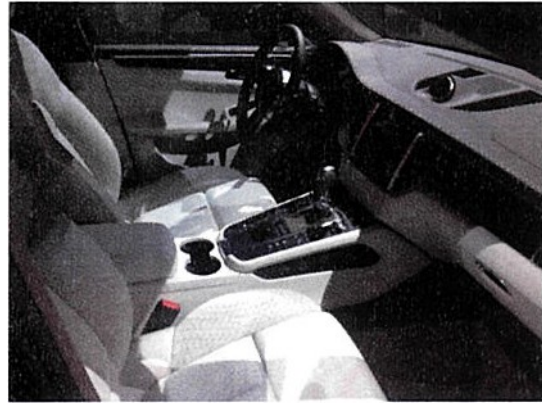
The response was pure excitement and jubilation.

In this modern day brands tend to use social media and the internet to build anticipation by providing on line teasers in the lead up to their reveal. While this is the same process adopted by Porsche there is still nothing like the real moment when the new model is brought out to the motoring press and invited guests. You can watch this on line at the Porsche Youtube Channel.

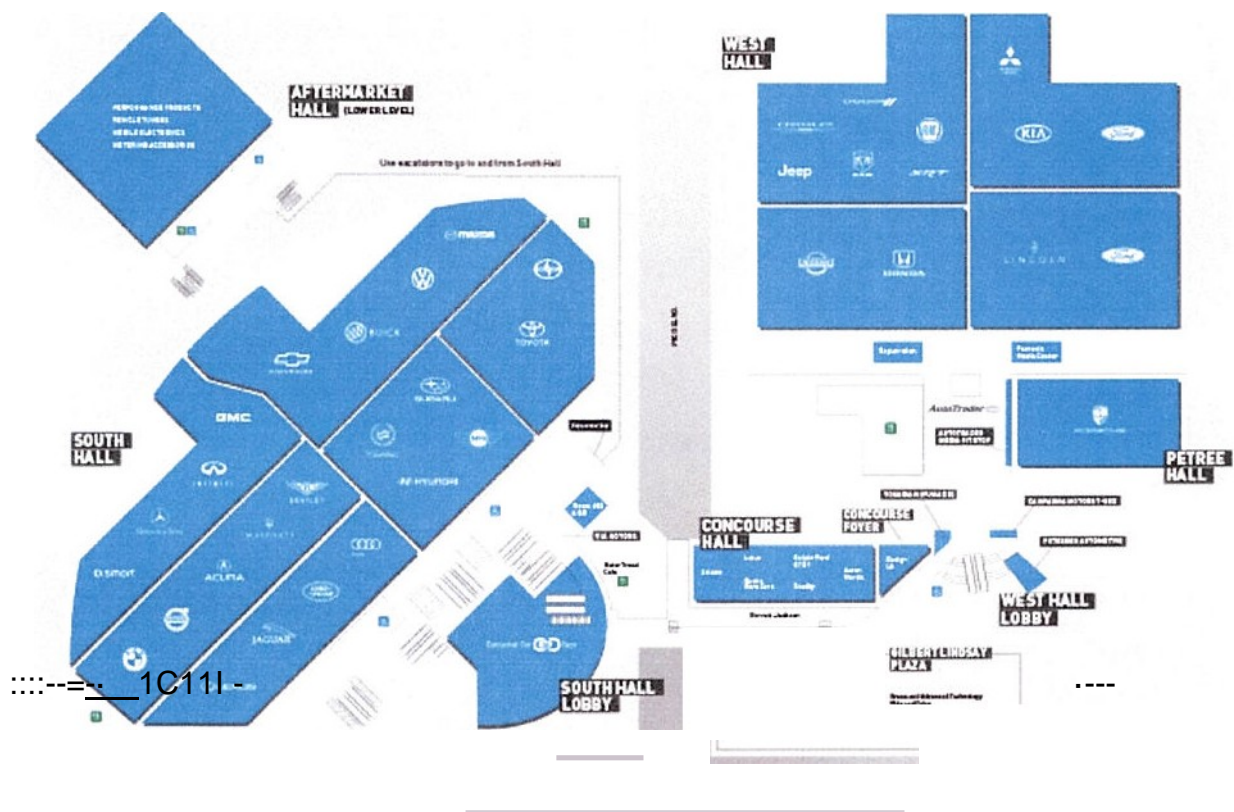
The Porsche Macan is a true Porsche, designed, engineered and manufactured by Dr. Ing. h.c. F. Porsche AG.



The Porsche design team is very intuitive when creating vehicles that look more compact on the outside and once the door is opened, reveal a luxurious spacious interior .The Macan vs Cayenne is similar in width, about 80 mm lower and is marginally shorter . This will appeal to many urban dwellers .



Porsche created an individual motor show event space, rather than joining in with the traditional format for this occasion, located in the Petree Hall, there was the complete Porsche Centre, fitted out in their new corporate identification furniture, displaying the entire range.





This unique Porsche environment ensured that only those invited were able to join in the carefully crafted event, which also featured:

### 918 Spyder



### 911 50<sup>th</sup> Anniversary



## 911GT3



### More on Macan:

Porsche AG is investing about 500 million euros in the expansion of the Leipzig factory for production of its new Porsche Macan series. The company is extending the location in the biggest construction project in its history, with a new body shop and paint shop. This is a major milestone for the entire Porsche company, its plant in Saxony and the Leipzig economic location, as production of the Macan will create some 1,400 new jobs in the region.

At the time of writing it was reported that the new factory is nearing completion. As you will appreciate this is a major project that is running at a tremendous pace to reach the ambitious goals of production and sales. The market is highly anticipating the on-sale date and most Porsche Centres have now taken a significant number of orders.

Australia will enjoy the Macan launch on 14<sup>th</sup> June 2014. At the time of launch Australia will have three models in the line-up.

Three V6 Macan models will be launched simultaneously in Australia: the single turbo 3.0-litre Macan S Diesel (\$84,900) and twin-turbo petrol twins in the 3.0-litre



Macan S (\$87,200) and range-topping 3.6-litre Macan Turbo (\$122,900). We expect to see the 4-cylinder variants on sale in Australia at a later date.

The initial 150 Porsche Macan models released in Australia will also come with the addition of a Porsche Special Sports Package which incorporates: Roof Rails, Sports Chrono package, side skirts, 21" wheels, Panoramic Roof and brushed aluminium interior .This package is offered at an additional \$14,000 and complements the standard equipment.

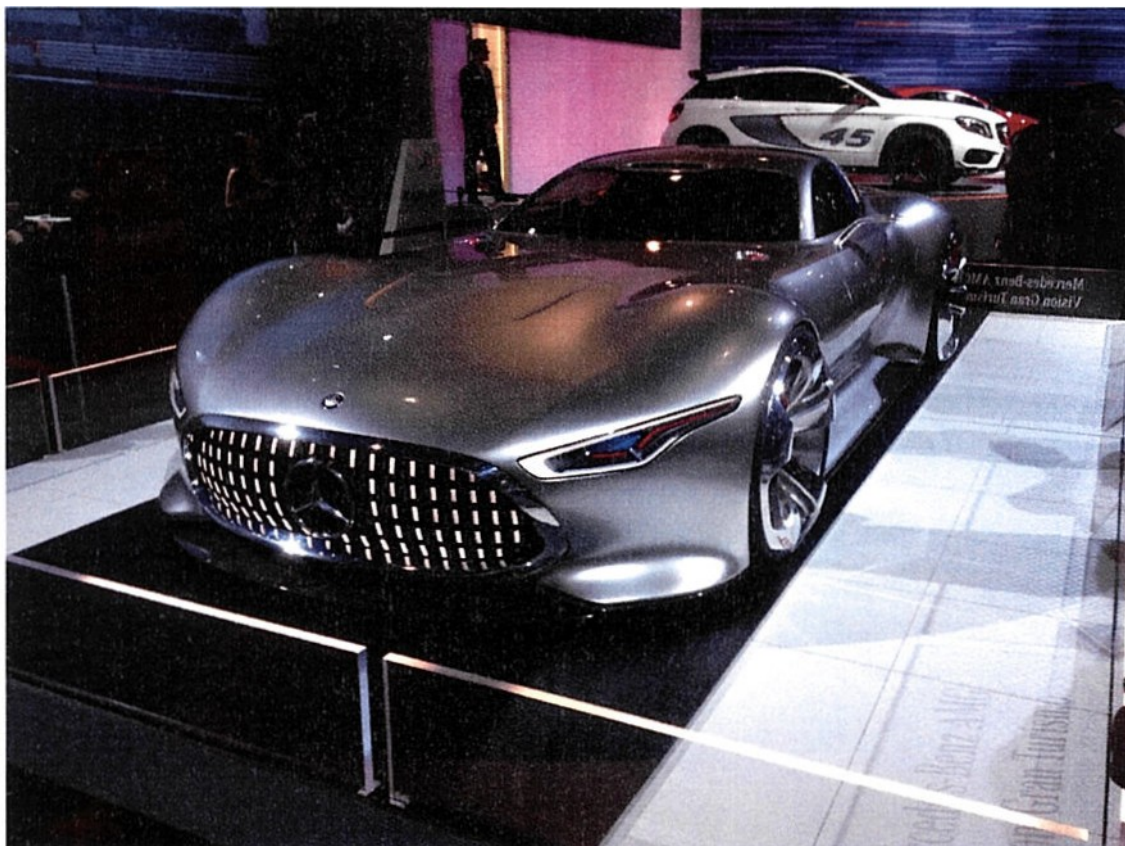
Porsche Centre Hobart expects to host a launch event in the week leading up to the Porsche Macan release. We will keep you posted.

### **LA Auto Show:**

The press days and the VIP cocktail party were very enjoyable events. The product that was on display in the main halls was phenomenal. While Porsche was the highlight, there were many brands that have started to ignite the motoring world.

Without seeming to be too biased, we witnessed a lot of good releases.

Mercedes-Benz introduced the new GLA compact soft roader, based on the A Class platform, the new S Class SGS long wheel base luxury saloon and showed the world their "911" fighter which is set for production in the forthcoming years, replacing the SLS.



There were many other notable display's, with Jaguar drawing a lot of attention from their new range of sports cars, Subaru released their new WRX and also displayed a Liberty Concept, Land Rover had their LWB Range Rover and their new RR Sport model, Mini looked good with their new compact range, Volvo had the MY 14 XC60 range and BMW were showing off their new 4 Series range.

American brands look well advanced in their design achievements too; GM's new Corvette is a real head turner and builds on that American muscle car heritage.



#### Other News:

Porsche continues to record growth in sales around the world.

All markets recorded increases. This trend is expected to continue into 2014, with the release of various new models and limited editions.

We expect to see the New Cayenne Platinum Edition do very well from January production, there is excellent interest in the new 4 wheel steer GT3 and of course Macan.

PORSCHE AG	November			January - November		
	2013	2012	Variance %	2013	2012	Variance %
World	14,150	12,928	9.5	147,290	128,978	14.2

Europe	3,900	3,641	7.1	46,031	44,321	3.9
Germany	1,465	1,197	22.4	19,210	16,137	19.0
America	4,532	4,447	1.9	45,662	37,581	21.5
USA	3,966	3,865	2.6	39,077	32,091	21.8
Asia Pacific, Africa and Middle East	5,718	4,840	18.1	55,597	47,076	18.1
China	3,707	2,919	27.0	34,113	29,268	16.6

### **Porsche Cars Australia announces new Managing Director:**

Porsche AG has announced the appointment of Mr. Sam Curtis, 55, as the new Managing Director of Porsche Cars Australia (PCA), effective March 1<sup>st</sup>, 2014.

Mr. Curtis joins PCA with a wealth of experience in the Australian luxury car industry, across key fields of sales and operations.

He has held senior executive roles with both BMW and Mercedes-Benz head offices in Australia as well as extensive retail experience with both brands.

### **Travel advice - Los Angeles area.**

#### *Recommended Transport service:*

We used a terrific transport company called Mona Lisa Limousines. Great value and easy to book on line: <http://www.monalisa limousine.com/>

#### *Recommended lunch spot:*

If you have a few hours to enjoy, perhaps before that 14 hour flight with that horrendous late night departure back to Australia, head up the coast to Malibu and enjoy Nobu.

<http://www.noburestaurants.com/malibu/experience/introduction/>

#### *Best Dinner Location:*

Tar and Roses in Santa Monica. It is an absolute stand out.

<http://tarandroses.com/>

**Adrian Brown**

**Dealer Principal | Managing Director**

**Performance Automobiles | Porsche Centre Hobart.**



## **PCT Baskerville Hillclimb 2013 State Hillclimb Championship, Round 3**

**by John Pooley**

Our Club's biggest event of the year was held on 17<sup>th</sup> November at Baskerville Raceway not far from Hobart. It was the third round of the State Championship and the fourth year that the Club has been responsible for its management and direction. Baskerville, a club circuit and the longest continuously operating one in Australia, is ideal for all forms of speed events because it has all the infrastructure necessary for conducting a safe event. The course is 1010 metres long, has its finishing line higher than the start, which qualifies it with CAMS to be a hill climb!! Nevertheless it is a challenging driver's course and favours the drivers with the best "power to weight" and grip.



Preparation started several months before hand and Directors, Andrew Forbes and John Pooley had a great team of talented assistants to get the paperwork, permits, compliance, marketing and people in place to ensure a successful event. Considerable expense is invested in running a State Championship event and with our Club's small bank account, failure is not an option! The committee members have many skills and these were harnessed to ensure it would be successful. Race day dawned bright and sunny, a lovely 20 degrees, ideal for the drivers and their machines and all looked good. Setup started at 7.30 am and very soon all officials were in place, course marked out and timing set up. Competitors arrived for documentation and scrutineering, driver's meeting and welcome, with some advice from Clerk of Course Kevin Knight, and confirmation that the CAMS stewards were happy after testing the "Peter Lowe" electronic timing gear. The drivers filed out to jump into their cars for two laps behind the Clerk of Course, to familiarise themselves and warm up their cars and start their seven timed runs for the day.



The morning ran well with some fast times from the start. Excitement and competitiveness started to show on the drivers' faces, adjustments were made to their lines through the esses and which was the best gear at the bottom of the hill! 12.30 and the lunch stop came up fast. Red flag up and all had to file back to the pits for lunch where Secretary Kevin and Event Director Bob had performed a miracle to produce a gourmet BBQ fit for many kings and gorgeous salads for the hungry multitude.



Times for the morning runs were posted and some drivers realised that digits had to be extracted or they would be left to lament! One driver was overheard to say, "I had better get a move on or that old pensioner will beat me!"

Lunch over and back to the fray, where more fast times were recorded until 3 pm when it was all over, 7 runs each, and the checkered flag came out. The results were finalised by chief timekeeper Rob Sheers, winners announced and trophies and medallions presented, good byes and thank-you's said to all; "drive home safely and a Merry Christmas".

A quick tidy up, Porsche Banners down, and we all departed in time to be home for dinner, well satisfied with a fun-filled, successful day, covering all our costs and leaving some over for donation to Charity, Ronald McDonald House.

### **John Pooley**

PS. My sincere personal thanks to everyone who assisted to make our round of the State Hill Climb Championship a well-run successful event. Congratulations to all.

### **RESULTS**

A great line up of Porsches entered from our Club, thank you; a total of nine performed perfectly to record some commendable times.

#### **Fastest run time for Porsche Club Members, outright**

J Pooley	911 GT3 RS	35.99	Winner Class D	4th Fastest
D Young	911 RS	37.58		8th Fastest
K Johnson	944	37.90	Winner Class C	10th Fastest
B White	911 Turbo	38.11	Winner Class E	11th Fastest
C Wilson	911 RS	39.26		
A Forbes	911 GT3 RS	40.21		
K Ridgers	911S	42.16		
S Wade	968 CS	43.41		
P Tucker	911 SC	44.02		

A separate Porsche section was run concurrently with the State Championship to arrive at our Club awards.

#### **Porsche Club Results**

Fastest Time of Day		John Pooley
Porsche 2 to 3 litre	1 <sup>st</sup> Place	Steven Wade
	2 <sup>nd</sup> Place	Paul Tucker
Porsche over 3 litre	1 <sup>st</sup> Place	David Young
	2 <sup>nd</sup> Place	Chris Wilson
	3 <sup>rd</sup> Place	Keith Ridgers
Porsche GT/Turbo	1 <sup>st</sup> Place	John Pooley
	2 <sup>nd</sup> Place	Bob White
	3 <sup>rd</sup> Place	Andrew Forbes



## Manthey Racing

by Leon Joubert

Porsche has taken a majority shareholding in the Manthey team that represents the German manufacturer in the GTE Pro class of the World Endurance Championship. It has purchased 51 percent of Nurburgring-based team established by former racer Olaf Manthey, with which it has long-standing links.



Porsche Motorsport boss Hartmut Kristen said: "Olaf's son died in an accident a few years back and his daughter has no interest in taking over the company, so he approached us a few years ago and asked if we were interested in taking more of an involvement. We worked through the opportunity and reached an agreement that is only going to make life easier for everyone and keep a great team alive for the future."

Manthey Racing was established in 1996 for twin assaults on the Porsche Supercup and the Porsche Carrera Cup in Germany, going on to win the former for four consecutive years with Patrick Huisman in 1997-2000. The team ran one of two development 911 GT3-Rs at the 1999 Le Mans 24 Hours prior to the 996-shape car's release to customers and has maintained strong links with Porsche Motorsport since. It has claimed victory in the Nurburgring 24 Hours on five occasions with different of levels of support from the factory.

Under the Porsche AG Team Manthey banner in 2013, it mounted the first world championship campaign by a factory Porsche team for more than 20 years in the WEC with the new 911 RSR and will return to the series in 2014.



Source: <http://www.autosport.com/news/report.php/id/111658>

## Porsche 919 Hybrid

by Leon Joubert

Porsche has acknowledged the legacy of its successful 917 racer of the 1970s by naming its new LMP1 coupe the 919 hybrid.

The name also gives next year's World Endurance Championship racer a synergy with its 918 Spyder plug-in hybrid supercar, which is about to go into production.

Porsche research and development boss Wolfgang Hatz, the board member responsible for motorsport, said: "The vehicle name 919 hybrid follows on from the tradition of the Le Mans-winning 917, but it is also with a view to the 918 Spyder and also

acknowledges the company's embarkation into the hybrid future."



Porsche briefly showed the 919 at its Night of Champions event in Germany on Saturday night, but did not reveal technical details. That means it has yet to confirm the configuration of petrol-powered turbo engine in the car, which is understood to be a V4.

It has already confirmed that one of the 919's two hybrid systems is an exhaust-driven Motor Generator Unit Heat system akin to those that will be used in Formula 1 next year.

The car remained in the camouflage livery in which it has been testing since June. Porsche said the car had made real progress during the final day of testing at the Algarve circuit at the beginning of last week, when Mark Webber got his first taste of the Porsche P1.

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### Press Release

10/12/2013

### Sports Car World Endurance Championship (WEC) and the Le Mans 24 Hours

#### LMP1 test programme concludes for 2013. Debut for Mark Webber

**Stuttgart.** Porsche has concluded its 2013 test programme with the new LMP1 race car. The Porsche LMP1 completed its final test laps of the year on the Autódromo Internacional do Algarve near Portimão, Portugal. Testing will resume in early 2014. Porsche AG will field two LMP1 race cars in the sports car World Endurance Championship (WEC) which starts in April 2014, with the Le Mans 24 Hours as the highlight of the season.

The WEC regulations stipulate that manufacturers run hybrid vehicles in the highest

class for Le Mans Prototypes (LMP1). In developing the all-new LMP1 race car featuring a very efficient, high-performance hybrid drive, Porsche's engineers are faced with major challenges that can only be solved using innovative solutions. Therefore, the race car features a hybrid system that consists of a four-cylinder petrol engine with direct injection and two energy recuperation systems. The recovered energy is stored in a battery until retrieved by the driver. A powerful electric motor then provides additional drive to the front axle. However, the WEC rules limit the amount of fuel as well as the electrical energy, or so-called boost, available to the driver per lap. The development of such a highly-efficient drive will have positive influences on production development at Porsche.

On the Autódromo Internacional do Algarve, Mark Webber (37) got his first chance to climb aboard the Porsche LMP1 racer. The Red Bull Racing Formula 1 team gave the Australian the green light to conduct these initial tests, despite Webber still being under contract. From 1 January 2014, Mark Webber officially joins the Porsche factory team as a works driver and reinforces the already-signed driver line-up of Timo Bernhard (32), Romain Dumas (35) and Neel Jani (30). Mark Webber commented in Portimão: "My first day in this fascinating project was an intense experience for me. I would like to thank Red Bull Racing for giving me the chance to join the project so early. This is a major and important step for us all. It allows me to integrate with the team quicker and to contribute to further developing the LMP1 race car. We have a long way to go and it involves a lot of hard work. I have no misconceptions about this." Head of Porsche LMP1 Fritz Enzinger also appreciated the goodwill shown by the Austrian F1 team: "I'm delighted to have Mark in the team so early. Red Bull Racing has helped us considerably in allowing this!"

On the schedule of the final test for 2013 in Portugal were primarily suspension and tyre tests with partner Michelin. Previously, the Porsche LMP1 squad had pressed ahead with the development of the new race car on the Magny-Cours (France), Monza (Italy) and Paul Ricard (France) circuits, as well as on the Eurospeedway Lausitz (Germany). Enzinger stated: "Between the roll-out of the completely new car in June and now we have made significant progress. Every single kilometre was important, providing us with new data that brought the development forward. The whole team has worked extremely hard and I would like to express my sincere thanks for this. Our efforts will continue unabated in 2014. Until the start of the season at Silverstone mid-April there is still a lot to do."

Wolfgang Hatz, Member of the Executive Board for Research and Development at Porsche AG, added, "We always knew it wasn't going to be easy to return to top endurance racing after 16 years. Hence, our efforts in developing a competitive Porsche LMP1 race car are immense. Up to this point, our engineers in Weissach, the drivers, and the entire team have performed impressively. We are finding new approaches in the development, implementation and application of leading edge efficiency technologies. This also leads to further improvements of the entire hybrid technology in our production cars. Ultimately, our customers will benefit the most."

To follow the preparations of the LMP1 team in the lead up to tackling the WEC and the 24 Hours of Le Mans, visit: [www.porsche.com/mission2014](http://www.porsche.com/mission2014). Many exciting images, films, background information and a multimedia journey through Porsche's racing history await visitors on the homepage



## 2013 PCT Christmas Lunch

by Rob Sheers

The Christmas get together for the club this year was a lunch held at Roaring Grill in North Hobart. There was a good turn up on the day.



An optional event during the afternoon was the “Carrera Cup”. At great expense the Club procured a number of 911 Carrera GT3 racers so that the competitive members amongst us could test themselves “on the track”!!



*The Carrera Cup gets under way*

Barry Smith was appointed “Judge of Fact” (sounds very important) by Leon Joubert, I was the event organiser and starter, and Hannah Sheers was the Chief Track Marshall. As it turned out just about just about everyone was keen to have a go, we only just had enough GT3’s. What a competitive lot we are!! There were some good prizes on offer which may have helped.



*The racing was hard & fast!*



*And emotions were showing*



*The boys tried hard but failed!*



*Barry & Hannah had their work cut out!*

It all started amicably enough but as the pressure built it got a bit rough and tumble. Poor Rob Barrow got taken out big time by his partner Vicki Johns - I hope they are still on speaking terms! As the racing continued a pattern developed with the women working their way to the top of the leader board. Even the previous PCT Carrera Cup Champion Paul Berry had no answer. In the end Vicki Johns won the day with Dimity White and Sue Davis taking up the minor placing's – well done girls!!!

We had some fun with a Christmas “lucky dip”. Keith Ridgers was very happy to win the grand prize, a sparkling new 911 GT3 RS! While many other members did well with their dips!

The club had an end of year clean out of the prize cabinet and there were still some goodies left so we had a Porsche related quiz. Some of the answers were very surprising and it was a learning experience for many!

As well as having fun there was a formal part to the day - annual Club & Hill Climb awards were presented. Also Leon Joubert was finally presented with “The Porsche Book” by Jürgen Barth - a gift from the club for his work editing Flat Chat for many years. John Davis (Vice President) did a good job of looking after the official proceedings on the day.



The 2013 PCT Club award winners were:

**Northern Clubman of the Year – Bruce Allison**  
**Southern Clubman of the year – Keith Ridgers**  
**Club Champion of the year – Andrew Forbes**



*Keith Ridgers was the very proud Southern Clubman of the Year (again!)*



*Leon was presented with "The Porsche Book"*



*Leon ordered very well!!!*

The day went very quickly and just didn't seem long enough. It was another terrific PCT end of year get together and many thanks to all who helped make the 2013 Club Christmas function another very memorable affair.

Thanks to Leon for providing the terrific photos.

Best Wishes to all for Christmas and may the coming year be a good one.

**Rob Sheers**



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NAME	TOTAL	NAME	TOTAL	NAME	TOTAL
RIDGERS . Keith	315	ALLISON . Bruce	195	FORBES .Andrew	45
FORBES . Andrew	270	McCAFFERTY . Phil	90	HOBDEN .Michael	40
SHEERS . Rob	220	WILSON. Chris	90	SHEERS .Rob	30
WHITE . Bob	220	KING .John	75	RIDGERS .Keith	30
JOUBERT . Leon	200	ATWELL. Alex	60	POOLEY .John	30
LYONS . Kevin	180	LUCK. Kerry	45	WILSON . Chris	25
TUCKER . Paul	175	WHEATLEY . Mark	45	TUCKER . Paul	20
POOLEY . John	165	BUCKNELL. Sam	45	WALPOLE .Chris	15
DAVIS . John	160	ZEUSCHNER . Greg	30	KING .John	15
HAND . Joe	155	Bowen. Mathew	30	WHITE . Bob	15
HOBDEN . Michael	95	YOUNG. David	30	YOUNG. David	15
DENNY. Colin	75	McLean. Jock	20	WADE. Steven	15
MOODY . Milton	75	HANNAN . David	15	CATCHPOLE .David	10
EVE . Dave	70	Froud. Simon	15	CANNAN . Gary	10
BROWN. Adrian	70			HAND. Joe	10
SMITH . Barry	60			FORBES . Duncan	5
BERRY . Paul	60			DENNY. Colin	5
DEWEY. Mark	35			DEWEY. Mark	5
McPHEE . Brian	30				
BARROW. Rob	30				
PETERSEN. Sylvia	30				
CANNAN. Gary	20				
WALPOLE. Chris	20				
CATCHPOLE . David	15				
DOVE. Peter	15				
CANE. Peter	15				
ARNOLD. Mick	15				
CLARKE. Nic	15				
WADE. Steven	15				

**Compiled by Keith Ridgers**

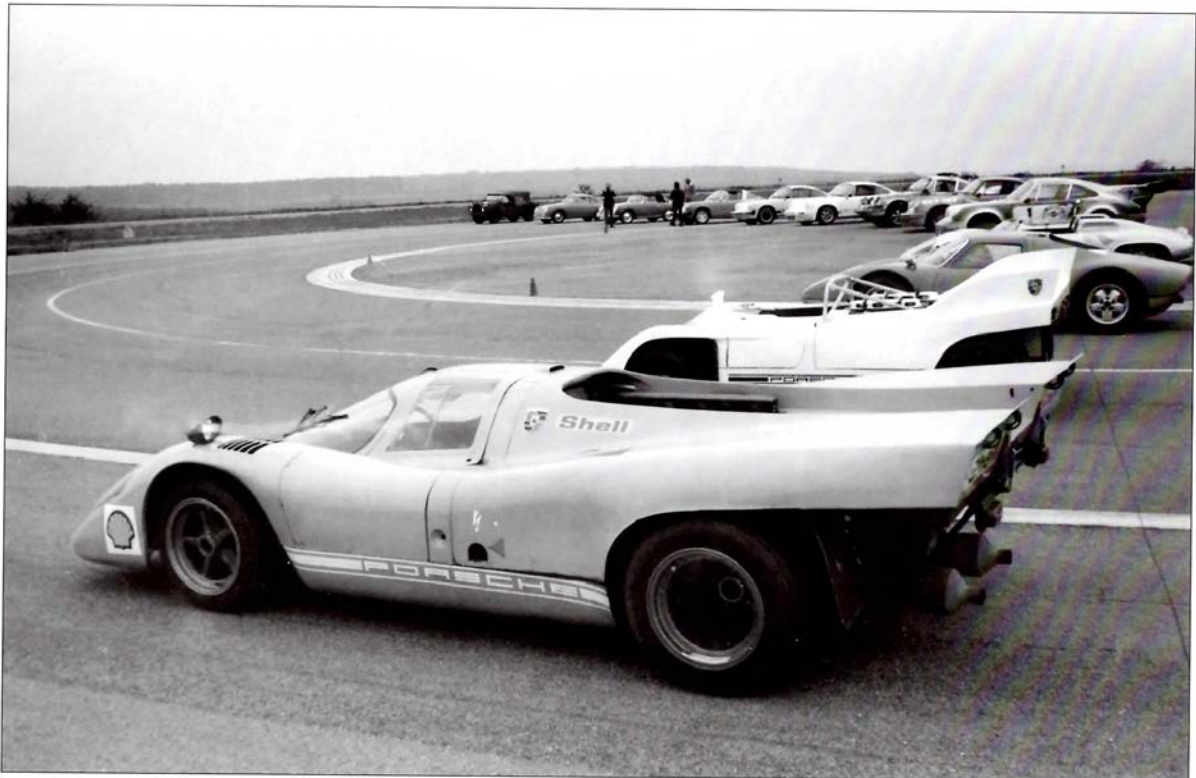


*Flat Chat* POOLEY WINES “KNOW YOUR PORSCHE COMPETITION”**COMPETITION No. 6 RESULT**

Astonishingly, we have no winner in Competition No. 6. Is that because the question was too tough? I doubt it, so I'm going to give you a second chance to browse the internet and come up with at least a partially correct answer. Here it is again:

**COMPETITION No. 6****The Questions:**

1. Where is this track?
2. One of these vehicles was used for non-standard purposes. What was that purpose - and who was the driver?
3. What is the total number of cylinders represented in this picture?



**Answers to: Paul Tucker** [tasgirevik@gmail.com](mailto:tasgirevik@gmail.com)

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If No. 6 doesn't drain your brain completely, there is a new puzzler on the next page!

**COMPETITION No. 7****The Questions:**

1. In which country was this Grand Prix held?
2. Which year?
3. Who is driving the lead car (hint, it's a Porsche)



**Answers to: the Editor** [andrew.forbes.911@gmail.com](mailto:andrew.forbes.911@gmail.com)

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