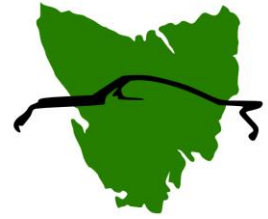




Porsche Club

Tasmania



FLAT CHAT

JULY 2013



PCT President John Pooley at 2013 Porsche Rennsport Festival

Issue No. 42/2013

FLAT CHAT

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

JULY-SEPTEMBER 2013

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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 3rd Tuesday of every month at the Civic Club, 134 Davey Street, Hobart
- **Launceston:** At 9.00 am on the 4th Sunday of every month at the Blue Cafe, Invermay Road, Inveresk

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

JULY EDITORIAL

This issue of *Flat Chat* is bulging with coverage of a wide variety of Porsche Club Tasmania activities. It's makes my task easy when so many members contribute reports and features on events that they have attended or news learned through their special interest in all things Porsche. I hope you enjoy reading their articles as much as I did when they landed in my email inbox. I always welcome unsolicited articles, reports or ideas, so keep the material coming to andrew.forbes.911@gmail.com. If you think there's something missing, fill the gap!

This issue features several articles from our Northern members. Launceston is only a two hour drive from Hobart, and Bruce Allison issues a standing invitation for Southern members to join him and his group on their monthly Early Morning Run meeting (9.00 am on the 4th Sunday of every month at the Blue Cafe, Invermay Road, Inveresk). Keith Ridgers does this regularly and can attest to the friendliness of the group and the interesting nature of their "rolling" meetings. I urge more Southern members to take an occasional drive north on a Sunday morning scheduled for an EMR and get to know our Northern members better. Our Club is one big family and we shouldn't let the geography of Tasmania and its two major population centres, although 200 km apart, be an excuse for not getting together more often.

Events Director Bob White welcomes suggestions from any and all members for events and activities that will appeal to the broadest range of members regardless of where they live in the State. His recently successful Circumnavigation of Tasmania was by all accounts, huge fun and touched all points of the PCT membership compass. Read his report in this issue and I'm sure you'll want to join in the adventure next time!

A personal highlight for me this past quarter was the trip north to Eastern Creek (Sydney) to participate in the Porsche Rennsport Festival. It was especially memorable as I had the pleasure of John Pooley's company, advice and encouragement both on and off the track. If you want to learn how to drive your Porsche faster and safer, watch, listen and learn from John, he's a true Porsche-Meister! Read more about the event in later in this issue.

Our Editor Emeritus, Leon Joubert, has crafted a fine article about Porsche's return to the World Endurance Championship and Le Mans in 2014, not just as a supplier of LMP2's to privateers, but with LMP1's designed, built, and raced by the official factory Porsche Motorsport Team. And a well-known Aussie will be driving one of them!

Now, relax, pour yourself a glass of your favourite beverage and enjoy the rest of this issue!

Andrew Forbes
Editor

THE CHAIR SQUEAKS

Dear Porsche Family,

Congratulations must go to Porsche Cars Australia, Michael Winkler and the hard working people who organised the very first Rennsport event in Australia , a wonderful festival of Porsche from the very early cars and people, from the 1950's right up to today's latest gorgeous cars and young people. Showing off their best appearance in the concours , on the track racing each other and the clock, and telling great stories every day at the track and at the Celebration dinner on the Saturday night. Well done to you all, a fantastic success, so bring on the next one.

Andrew Forbes and I were fortunate to be able to attend and compete, representing Porsche Club Tasmania, along with our most special member, Klaus Bischof at Eastern Creek in New South Wales last month. An experience that anyone interested in Porsche sports cars would have loved every minute, and if our feelings were anything to go on, will cherish the memories as highlights of our motoring life's experiences. Andrew covers this very well in his article in this edition of *Flat Chat*. Watch out for the next Rennsport event and make it a must do on your bucket list of life.

Congratulations also to Bob and Dimity White for their many hours spent organising the Club's Circumnavigation of Tasmania, another event that was enjoyed by Club members in June. I must say that having a short holiday of a few days, driving our State's amazing roads, experiencing what Tasmania has to offer in scenery, food and wine, accommodation and Porsche people company, resulted in more great memories, fun and photos. After all, life needs a balance and events like this are an important part for us to include in our busy lives of the 21st century.

More great events coming up over the winter months, so make sure you don't miss the fun, photos and memories to add to your busy life's balance.

John Pooley
President

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NEW MEMBERS

We warmly welcome new members to the Club, Shane Mann of Mt. Nelson and Alex Atwell of Newstead. Alex drives a sleek black 911 SC and Shane, please let Barry Smith, Membership Officer (barry@islandice.com.au) know what model Porsche you have tucked away in the garage. We look forward to seeing you both at future Club events.

FORGETFUL MEMBERS

We love to welcome new members, and by the same token, we hate to lose old members, so if any of you have "forgotten" to send in your renewal form and subscription for 2013, please do so immediately. There's a form at the back of this issue. If you let your membership lapse, you will miss out on many fun and exciting social and competitive events that we hold every month of the year. At \$110 it's the lowest cost Porsche Club membership in Australia!



Porsche Club

T a s m a n i a



CALENDAR OF EVENTS

2013

June Funkhana – Sunday 30th

Unfortunately, due to the wet weather, we need to delay this event to Sunday 14th July. Again, subject to favourable weather conditions!

July Funkhana – Sunday 14th

More details to follow

July Ausmas Dinner – Saturday 20th

The committee is arranging a “Christmas Down Under Dinner” will be a good occasion. Kev & Mary Lyons have kindly offered their home for this event and it will be professionally catered. We had a great night last year at the Davis’s, and the numbers are limited, so please book early.

August AGM – Sunday 18th

Preliminary Notice: The committee are looking at arranging to stay at Freycinet Lodge on the Saturday night. The AGM will be held in the Swansea area on Sunday. More details to follow.

October President’s Dinner – Saturday 5th

Preliminary Notice: More details to follow

October Baskerville Training Day

Preliminary Notice: More details to follow

November Baskerville Hill Climb - Sunday 17th

Details to be provided in a later issue

PCT CIRCUMNAVIGATION OF TASMANIA JUNE 2013

by Bob & Dimity White

What an event; nine members and five cars participated in the inaugural PCT Circumnavigation of Tasmania.

FRIDAY 7TH JUNE



VIEW INTO WINEGLASS BAY

The members were;

- John & Libby Pooley
- Kevin & Mary Lyons
- Keith Ridgers
- Bob & Dimity White
- Colin & Annette Denny

We travelled separately to arrive at the Freycinet Lodge for Friday evening and arranged for a meal in the Dining Room after a couple of pre-dinner drinks. Nice meal and good company, was entertaining with John and Kevin discussing, selecting and drinking almost every red wine on the list. I handed out the route instructions and advised that they were not to be treated as gospel, so the crew decided that instead of travelling via the Sideling they wanted to visit a winery the next day.

SATURDAY 8TH JUNE



LEAVING FREYCINET LODGE

Saturday after breakfast we lined up for our photograph and patiently waited whilst Keith tried to get his credit card to work in order to settle his account. After we finally had our photo taken we headed off in convoy, led by our fearless President and Libby to St Marys via Elephant Pass, in clear weather. It was a good run, and received Annette's blessing as "rather quick." I think those were the works she used! After stopping for a coffee at St Marys it was my turn to lead the pack down St Marys Pass, and I failed miserably. Got held up by slower traffic, and Kev & Mary's engine decided to play up! There was an issue with the exhaust that reduced power, but it was decided that they would progress and see what would eventuate. Fortunately, apart from a slight loss of power the beast made it all the way home. We fuelled up at St Helens and then it became Keith's turn to lead to the Holy Cow Cafe at the Pyengana Dairy Company where we had lunch and sampled the latest Pooley Pinot, which John had stored in the front of the Pooley Boxster S, where it had been chilled and required placing in front of the fire to bring it up to room temperature. Both the meal and wine were excellent, the lunch was large, the wine was small, but that didn't matter as we had a long way to travel to get to the Launceston Country Club for the night. Keith showed us a clean pair of heels after lunch and we regrouped at Derby and from there the Pooleys took over as they knew the way to the winery. The little deviation to the Bay of Fires Winery turned out to extend our travel for the day from 288 to 326 Kms, not to mention our credit cards! After leaving the Winery we were guided by Colin & Annette, as this was Colin's stomping ground in his youth he

knew exactly which way to head out of town! Arriving at the Country Club we decided to meet for a pre-dinner drink at 7:00 prior to our dinner booked for 8:30pm. Dinner was in the form of a banquet and Keith couldn't help himself with the chocolate and meringue deserts. John and Kev (the duelling Sommeliers) were separated to reduce the number of alternate reds to be consumed, and during the meal it was agreed to modify the route instructions (again) for the day in order to arrive at the Cradle Mountain Chateau sufficiently early to allow us to take a walk around Dove Lake.

SUNDAY 9TH JUNE

Next morning we asked the Concierge to fetch the cars down for a 9:00 start, and the President's car was parked right where it shouldn't be, refer photos below!



LEAVING LAUNCESTON COUNTRY CLUB



HARDLY A BUS!

Today we were to travel to Deloraine via Cressy and a number of Targa Tasmania Stages, but as indicated previously this was axed! We travelled in fine weather led by Colin & Annette from the Country Club directly to Deloraine where we fuelled up the cars, and ourselves at the coffee shop, after which it was yours truly's turn to have another go at leading! We fired up the old 930 and headed west toward Mole Creek where we were going to traverse the Targa Tasmania Cethana Stage, and I got it right this time, no traffic! We gathered together at the junction of Cradle Mountain Road where it became Kev & Mary's turn to lead the way as they had previously stayed at the Cradle Mountain Chateau. On arrival at about 1:00pm it was raining and as no one else but Kev & Mary had appropriate wet weather clothing we sent them off to do the healthy thing whilst seven of us retired to the dining room for a light lunch and a couple of bottles of wine. After lunch some of us, who wanted to do the healthy thing (or at least look like they did), made their way to the water to get a photo for posterity. We arranged to catch up at 6:30 that evening for, you guessed it, a pre-dinner drink! After a fine meal in the dining room and some more wine we were joined by the Resort Manager for a couple of scotches whilst he & Kev whipped Keith & I at 8-ball. Definitely rigged, we were hustled! Turns out that Kev actually went to school, this was confirmed by the Resort Manager who was fortunate enough to be educated with him!



GLAD THE WEATHER CLEARED, ALLOWED US TO WALK AROUND THIS LAKE



THE CREW

MONDAY 10TH JUNE

Next morning John & Libby departed to head back home for family duties whilst the rest of us headed toward Strahan. I had the crew snookered this time as there wasn't an option to modify the route instructions, only one way to get to our destination today! Kev & Mary in the 930 and us in the Lyons' mobile. With Kev's car leading the pack, weather clear, road wet, we had a good run to Roseberry to visit the local coffee shop and off again to team up at Zeehan before heading into Strahan. When entering Strahan we came across a Police vehicle parked on the road and two Police Officers wearing hi-vis clothing. If we had a guilty conscience, we shouldn't have, but that is human nature, so we ambled slowly toward what we thought could be bad news!



STRAHAN POLICE ROAD BLOCK

Turned out the Police were carrying out vehicle compliance checks, so, Dimity and I in the Lyons mobile were waved straight through as the Police Officer said “this is a nice new car, won’t be anything wrong with it!” We parked on the other side of the junction and had a laugh while the Police carried out a very thorough check of the 930! Kev didn’t help when he said he” didn’t know where half the switches were as it was not his car!” Fortunately for our Club Secretary everything was okay. Anyway, after we all regrouped and had a chuckle we decided to return to the scene of the crime and asked the Officers if they wouldn’t mind us taking some “happy snaps for the PCT Flat Chat magazine.” As you can see they were enjoying the joke as much as we were. By this time we were looking for some lunch, and were told by the Police Officer that there is a nice little Restaurant called Risby Cove that he recommended. The photo below is of him booking us into the Restaurant, but alas the place was closed as the Chef was on holiday.



YOU, OUT OF THE CAR

BOOKING US A RESTAURANT

We still visited Risby Cove anyway as it has an art/crafts gallery, and we were told that the only places in town that were open for lunch were Banjo’s Bakery or Regatta Point Hotel. No need to guess which option we went for, but after entering the Hotel we were told that the Cook was off sick, so no meals. Well, Keith spat it and wiped his LHS door mirror off on a palm tree when leaving the car park. After licking our (Keith’s) wounds we had lunch at Banjo’s .



KEITH'S MISHAP (Lucky it was post Police inspection!)

Whilst lunching we planned the rest of our day, Keith went for a drive, Colin & Annette had a siesta, and the Lyons & Whites went for a walk, even though it rained on the way we set a plan for our ritual pre-dinner drinks for 6:00 that evening. This consisted of purchasing a few bottles of wine from Hamer's Hotel Bottle Shop, and some nibbles from the local IGA. We had the Lounge in the Resort on top of the hill all to ourselves, and after a bit of a chat and vino we walked to Hamer's for dinner.



THE LAST SUPPER

TUESDAY 11TH JUNE

Next morning we had breakfast and agreed to meet at the BP service station for fuel before heading home. The road was wet, the old 930 was up front again, and we had a great uninterrupted run all the way to New Norfolk, albeit we experienced the "four seasons ." Absolutely blessed!

My/our unbiased opinion is that it was a success, thanks to all who participated; we know that everyone thoroughly enjoyed themselves and we look forward to organising a similar event in two years time with more members from PCT and other Porsche Clubs.

Bob & Dimity White

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356 NEWS

Editor's Note: *The May visit of ten 356's to Tasmania from the Victorian Porsche 356 Registry was enjoyed by many members of the Porsche Club Tasmania who joined the Victorians at various stages of their island tour. Below you can read two accounts of their visit, one by Sue Davis and another by Bruce Allison. I think you'll agree that their two perspectives complement each other nicely.*

356 PORSCHE REGISTRY IN TASSIE

by Sue Davis

The day began at 6am when we travelled in tandem with Cathy and Michael Parker to ETC at Elizabeth Town to greet the Melbourne 356 contingent who had just arrived on the Spirit of Tasmania. David and Clare Hannon and Bruce and Krista Allison joined us in 911 support vehicles!

After breakfast and in perfect conditions the morning drive began from Deloraine. Two Targa stages were completed. What a sight 12 magnificent 356 (As, Bs and Cs).



A coffee stop at Velo Winery and a wine tasting at Stoney Rise Vineyard completed the morning's drive. Lunch was enjoyed at the pub at Rosevears. The afternoon was free for our visitors to explore Launceston.

Our first nights dinner was at Hallams by the water in Launceston. Fine Tasmanian fish and wine.

Sunday morning saw a frosty start as we departed the Hotel Charles. 12 cars in convoy to Ross. A quick coffee at the Red Bridge in Campbell Town or some shopping for some of the ladies.

Next stop the Ross Picnic where we joined PCT members. The line-up of twelve 356s was impressive and added to the 1000 cars in attendance. The variety and number of cars present surprised our Melbournian friends.

A number of our guests visited MONA on their way into Hobart on Sunday afternoon. Sunday night was a free night to enjoy curry on the docks, the hotel bar or whatever.

Monday began at C3 in South Hobart for another coffee and the start of a "poker run". Michael Hobden joined us for coffee in his "new" 550 Spyder, what a stunning car. John and Libby Pooley in their 356 A convertible joined us for the days drive.

The drive was along the Old Huon Road to Vince's Saddle then via Margate to Oyster Cove and the Targa stage to Cygnet. Another stunning day, 3 in a row, typically Tasmanian.

After a short break at Cygnet we proceeded to Home Hill Winery for a leisurely lunch. More fine Tasmanian food and wine. Our guests were pleased to be able to enjoy lunch looking out through the restaurant windows toward Mt Wellington with their 356s parked on the lawn.

The afternoon's drive back to Hobart was the "route of your choice".

That evening we concluded the event with a farewell dinner at the Water Line Restaurant. More fine food and wine!

All our visitors enjoyed their stay and are talking of making it an annual event on the 356 calendar.

Thanks to our Melbournian 356 friends for making the journey and to Cathy and Michael Parker for arranging the northern part of the event and the participant's "show bags"

PORSCHE 356 REGISTRY VISIT TO TASMANIA

by Bruce Allison

I was very fortunate to be invited by Michael Parker, former PCT member, and Tasmanian Representative for the Victorian PORSCHE 356 Registry to accompany as 'tail end charlie ' on the Saturday of their Tasmanian Tour of 2013

The day commenced with breakfast at ETC Cafe after the 10 cars had come off the Spirit of Tasmania and progressed through to Deloraine where we completed the Deloraine Targa stage in reverse, passing by member John King's property, my airhorns were evidently not sufficient to wake him !! John kindly lent his property for our Xmas Dinner and 60th Anniversary some years back.

We then crossed over the Bass Highway and completed Quamby Brook Targa stage ,lovely roads these and much appreciated by the contingent.

From here we travelled via Westbury, through the Birralea Road and headed towards Westwood where I followed Barry 'nameless' in his 356 Super 90 and was privileged to see some of the best grass track driving in many years as he piloted through a nice slide, American style (wrong side of the road, on the grass verge) for 50 metres, top stuff and best of the antics for the day.



We then assembled for morning tea at Velo Cafe, a magnificent spot in the middle of a vineyard at Legana on the West Tamar. Luckily my early Type 901 car was accepted by the group. I was please to rekindle an old Targa relationship with Stewart Webster one of the stalwarts of 356 Clubs in Australia. He has brought many vehicles in over the years and improved the breed, not least his generosity in loaning a car to some friends to complete the Tour after they suffered a setback with theirs. Naturally I have registered an interest in the future for a "loaner".



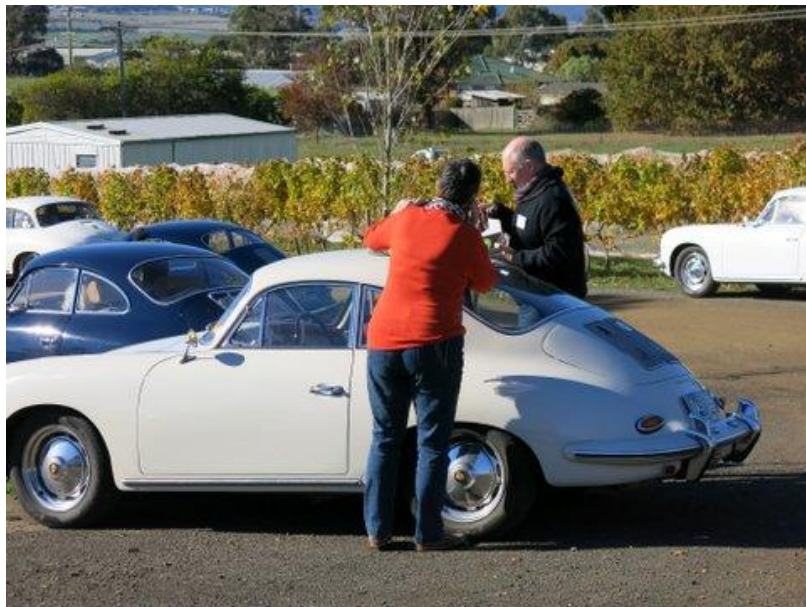
We then continued to the Stoney Rise Vineyard at Gravelly Beach for a wine tasting and further 'get to know' before heading onto lunch at the Rosevears Hotel. The steak sandwiches are highly recommended by John Davis and myself.

Saturday afternoon was free time - needed that to work a few calories off!

The Evening Dinner at was held at Hallam's Waterfront Restaurant and a good time and meal was had by all.

Due to a rare mechanical fault with my car this was the limit of my time with these lovely people as they headed off to Ross Car Show and then onto Hobart. Some stayed the rest of the week.

I would like to thank Michael for organising this event and bringing people to our state; well-done mate, and also to Sue and John Davis for organising the Ross/Hobart end; they are featured in an accompanying photo.



THE 2013 ROSS PICNIC

by Rob Sheers

On the 19th of May PCT members packed their picnic baskets and headed for the “Picnic at Ross”. Southern members meet in Oatlands for an early cuppa before travelling together onto the “Picnic”. We were hoping to meet the northerners before going into Ross but no one showed so on we went.



The first Picnic at Ross was held in 2009 when a couple hundred classic car owners gathered at Ross for a picnic. It was organised by the Post Vintage Car Club (PVCC) and was a great success. This unique gathering has continued and grown in size every year. Last year the numbers started to overwhelm the Ross Township. So this year PVCC decided to move the event from in and about the town streets to the nearby oval.



It was a real pilgrimage with classic vehicles heading towards Ross from all directions. By the time we arrived there were already hundreds of nice looking vehicles nicely lined up on the oval. The new location provided plenty of space and was a good clean grassed area located just outside the township. The organisers did a great job of sorting out and parking the hundreds of cars and bikes that turned up. Many participants agreed that the new venue didn't have that character of previous "Picnics" that were held in the Township streets.

Some members of the 356 Register happened to be travelling in our state at the time of the "Picnic at Ross" and came along adding a bit of "classic class" to the day. John & Sue Davis joined with this group with their lovely 356 Coupe.



There was a huge collection of interesting vehicles on display - most well known classics were present as well as some not so common types and models. And of course there were all the proud owners and lots of enthusiast's out and about keen for a chat. Vehicles continued to arrive well into the day totally filling the oval and overspilling onto the outfield. Also there were a few groups who decided to stay in town parking their machines in the streets of Ross.

After a good look around it was time for lunch and the picnic part of the day. Out came the rugs, chairs, tables, fine food and wine etc. It was very enjoyable getting together for a picnic in a group right next to our cars. To top it off the weather

behaved providing us with a beautiful autumn day - sunny and warm, just ideal for a picnic.



They say every picture tells a story!



A very rare air cooled 1907 Aerocar (one of only a few remaining)



An interesting Alfa powered Fiat 600

Apparently over 1000 classics (cars, trucks & bikes) had turned up on the day! Congratulations and thanks go to the Post Vintage Car Club for organising such a great event – well done!

NEW CAYMAN LAUNCH AT JOSEF CHROMY WINERY

by Andrew Forbes



On Sunday April 28th Porsche Centre Hobart held the launch of the new Cayman at Josef Chromy's vineyard and winery in Relbia. Dealer Principal Adrian Brown invited all members of the Porsche Club Tasmania to join key PCH staff, customers (present & potential) for the Launch and Lunch event at the winery restaurant. Members from around Tasmania gathered at midday for aperitifs and hors d'oeuvres, having lined up their Porsches on the sweeping lawns in front of the restaurant. The new Cayman was shrouded in white, and while guests chatted among themselves, a gust of wind momentarily lifted the cover, teasingly revealing part of the new model. The full "reveal" followed shortly after, when Adrian introduced the new Cayman to the assembled guests. Its doors, boot and bonnet were opened to show off its internals, and a string of people gathered around to examine its new features. Some even sat in it to see how their next spare \$105k could be spent.



Next on the agenda was a gourmet lunch, courtesy of Porsche Centre Hobart, meticulously prepared by Sean Keating, Josef Chromy's head chef. PCT members and other guests enjoyed three delicious courses of local produce and sampled Chromy wines, while being mindful of their long drive home. Chromy's Cellarmaster, gave everyone an interesting insight into Josef Chromy, from modest immigrant beginnings to owner of successful Tasmanian businesses, culminating in establishing his present award-winning winery.



Coffee, conversation and new versus old Porsche comparisons followed, then most made a move to return home after thanking Adrian and PCH for a thoroughly enjoyable afternoon of Porsches and a splendid lunch.



I asked Adrian if I could swap my GT3 RS for the new Cayman for the drive home, and he readily agreed. I'd only driven a Cayman once before as a loaner while my car was being serviced, so it was a great opportunity to try out the new model for more than just a quick demo around town. I climbed into the snug sports seat and spent a couple of minutes locating the vital controls and adjusting seating position and mirrors. Familiarisation over, I eased out of the winery driveway and onto Relbia Road. The Cayman immediately impressed with its power and poise. It was quite easy to control through the twisty bits back to Evandale and the smooth bends back to the main highway. This was my first time for driving a PDK-equipped Porsche, and I must admit I had expected to find it uninspiring and disconnecting, but I was very pleasantly surprised. It really is a cleverly designed and engineered system that makes gear changes quicker and smoother than a manual, but still allows you decide when and where to shift, unless of course you want to leave it to perform automatically. This is what I did for most of the Midlands Highway stretch, as I settled back to listen to the stereo and enjoy the smooth ride (VERY smooth compared with the GT3!). When I handed the Cayman back, I had to admit I am a PDK convert and an admirer of the extremely competent, well-priced package that the Cayman represents. If only it came in a cabriolet version too... wait a minute, it does! It's called a Boxster!

Thanks again to Adrian Brown and Porsche Centre Hobart for a memorable Launch and Lunch.



PORSCHE CENTRE HOBART NEWS

by Adrian Brown

Dear PCT members,

In the world of Porsche not much stands still. As you may be aware, Porsche AG has an ambition of selling 200,000 units **per annum** by 2018. By all accounts Porsche is well on their way to achieving this. Porsche AG is recording significantly more activity and sales in the Porsche brand worldwide in 2013 than in prior years.

Here in Tasmania, we are playing our part too. Porsche sales and orders YTD are well up on 2012. We have seen increases in sales and orders which have resulted from our current model lines and also from the new introductions such as Cayenne S Diesel, Cayman, and 911 50Th Anniversary. There is still a lot of new product to come, with GT3, 911 Turbo and of course the new model Macan.

Macan is being reported online as being “possibly” revealed at the Los Angeles Auto Show in November this year (opens Thursday evening, 21st), whilst an on sale date in Australia is yet to be confirmed, we would anticipate this to be by mid-2014.

With the recent pricing adjustments reflecting positive customer comments, that, along with the exceptional model line-up and outstanding customer service provided by Porsche dealers, this is driving greater interest in Porsche ownership. This has to be great news for the brand, dealership and the club.

I have selected some news from the domestic market and from the around the world of Porsche which I hope you find of interest.

Management Changes @ PCA

During May Porsche AG announced in the press, reassigned responsibilities for important sales regions and subsidiaries of Porsche. This included the very well respected and highly regarded Managing Director for Australia, Mr. Michael Winkler. It was advised in that press release that Mr. Winkler will be appointed to another international sales function.

Mr. Winkler has handled the Porsche brand very successfully in Australia for the past 18 years. He has covered the country and is well known to many club members personally. We thank him for his energy, passion and enthusiasm towards all matters Porsche, and his continued willingness to bring Porsche events to Tasmania and involve Tasmanians in Porsche events, nationally and internationally. All of the team at Porsche Centre Hobart extend to Mr. Winkler, our sincere best wishes for his continued success.

Effective September 1st Michael Bartsch will repatriate to Australia to assume the role of CEO and Managing Director of PCA, after serving as Chief Operating Officer at Porsche Cars North America (PCNA) since 2005. We look forward to welcoming Mr. Bartsch to his new role.

Cayman Launch

Firstly, thank you to all those members and their guest who were able to come along on Sunday 28th April at Josef Chromy Vineyard in Relbia, to celebrate the new Porsche Cayman launch. The day on the lawn turn out to be a fabulous affair, with us being blessed by warm weather, sumptuous offerings by the chef and of course the very consumable characteristic wines by Mr. Chromy.

I am pleased to report that the Cayman has been an instant success. As you would appreciate from its defining new looks, too it's open and spacious interior and its balance with propulsion delivered so perfectly from its flat 6 mid-engine, this Cayman will steer sales away from many of the competitors. We look forward to welcoming new members to the club.

Price changes - Parts

Porsche Cars Australia have announced pricing changes to a large number of fast moving part lines, which coincides with their recent announcement on the price changes to various vehicle models. Many service items have been adjusted down by (up to) 25% in price. With this initiative Porsche aftersales management have also been able to package various service options for their owners. Take a look at the www.porsche.com.au for more details or ask Richard Robb / Aaron Connor on 0362107020 at our service department for more information.

Rejuvenation

Porsche Centres around Australia are now able to offer this unique package, because nothing looks as good as a brand new Porsche. Until now.

Porsche Rejuvenation packages can restore your Porsche to 'showroom condition'. The rejuvenation process includes extensive cleaning, paint preparation, coating and detailing with Permagard paint protection - a treatment developed by the aviation industry and used by Qantas, Virgin and major international airlines to maintain aircraft appearance and reduce maintenance. The result: a glass-like finish, which prevents oxidising and fading, while protecting paint from common contaminants such as bird lime, tree, sap, UV rays and acid rain.

Restore your Porsche to Showroom condition - Porsche Rejuvenation Package, from \$995. Ask Richard or Aaron for assistance or book your car with them today. 0362107020.

International – From Stuttgart. (Awards, Limited Edition & Motor Racing)

Engine of the Year Award” for the 2.7-litre flat-six engine:

Stuttgart. Once again, a flat-six engine from Porsche has been named “Engine of the Year”. This year, the international jury gave the renowned award to the 2.7-litre engine that is used in the Boxster and the Cayman for the 2.5 to 3.0-litre engine displacement class. “A brilliant engine for a brilliant car. This centrepiece of Porsche technology combines performance and a sporty pedigree with impressive fuel efficiency.” This is how Dean Slavnich of “Engine Technology International Magazine” supported the jury’s decision.

Porsche celebrates 50 years of the 911 with exclusive limited edition model

Stuttgart. The Porsche 911 resolves apparent contradictions like no other sports car – such as between tradition and innovation or between exclusivity and high social acceptance, and of course between performance and efficiency. And so, Porsche is celebrating the 50th anniversary of the 911 at the International Motor Show (IAA) in Frankfurt with a special anniversary model based on the 911 Carrera S: like the original 911, the 911 50th Anniversary Edition is a coupé with a flat-six rear engine and rear wheel drive. Its efficient performance, active sport suspension – and special body have current relevancy: the anniversary 911 features the wide body, which is typically reserved for the all-wheel drive Carrera 4 models. This special edition will be limited to 1963 cars, a number that represents the year of the 911 world premiere.

Interactive microsite highlighting Porsche's comeback into top motor racing

Stuttgart. At the 24 Hours of Le Mans, Porsche returns to the pinnacle of endurance motor racing in 2014 with a newly designed sports prototype. The greatly anticipated comeback will be accompanied by a multimedia microsite entitled "Mission 2014. Our Return". It takes fans on an interactive journey through 60 years of Porsche Motorsport history showcasing previously unreleased films, photo galleries and stories. The microsite "Mission 2014. Our Return." is found under www.porsche.com/mission2014

I know you will agree, there is a lot happening in the world of Porsche, more than I can report in this allocated segment. It is all very exciting and sometimes challenging to keep across, we have a terrific team here at Performance Automobiles | Porsche Centre Hobart, who are here to help our local Tasmanian Porsche Club members. Please feel welcome to utilise our services for your inquiries and please drop by to see what we have new in store, it's always changing.

Fact sheet: - Rennsport

- 240 Porsches on track
- 120 Porsches in Concourse, Show 'n' Shine and Display (Porschestrasse)
- 140+ Porsche private cars in the car parks
- TOTAL "more than 500 Porsches"
- Crowd - approximately 4,000 over the two days

Rennsport On the Net: (via) www.porschepassion.com

Other: Youtube - Walter Rohrl Yellow Bird at the Nurburgring. (Please Google this and have a look).

I look forward to seeing you out and about.

Cheers, Adrian Brown

Dealer Principal | Managing Director

Performance Automobiles | Porsche Centre Hobart.

MY 550 SPYDER

by Michael Hobden

“1955 Porsche 550 Spyder sells for \$3,685,000 at Amelia Island auction”

For some time I've been hankering after a 550 Spyder to complement my '60 356 but the asking price somehow has been a little beyond my means. Turning to replicas was the obvious alternative but the cars proved to be scarce on the ground in Australia due mainly to our restrictive vehicle import regulations. Of course not quite as scarce as one of the circa 90 original cars built in the mid-fifties.

The car I eventually acquired has a little history and I am yet to find out a lot more about it. For some years replica Spyders have been built in the United States and even Brazil where this car was constructed. Beck, a company with a small plant in Indiana and a subsidiary in Brazil, built the car some 25 years ago filling the order of a member of the well known Sumitomo family who imported a number of cars to Japan. I believe this car resided in Nagasaki until being spotted by a Melbourne car dealer of Turkish origin who normally imports exotic “rice burners” to Australia.



The real Porsche 550 RS was inspired by the creation of Walter Gloeckler, a VW and Porsche dealer from Frankfurt, who built a tube framed sports car of 1100cc capacity which proved highly competitive in small engine racing in post war Germany. The 550, engineered by Wilhelm Hild and body designed by Erwin Komenda, was built at Zuffenhausen and proved a winner in its first outing. Initially powered by a Porsche flat four 356 engine bearing a striking resemblance to a VW engine (after all they had the same DNA), the 550 gave birth to the legendary Type 547 quad cam engine designed by Ernst Fuhrmann.

Racing success came with class wins at Le Mans and in the Carrera Panamericana with a 3rd outright behind 5 litre Ferraris and in 1956 an outright win in the Targa Florio with Umberto Maglioli.

The original cars all wore aluminium bodies mounted on a tubular chassis with trailing arm torsion bar front and rear suspension. Atypically the engine was mounted amidships with the transaxle located to the rear of the car. The Beck replica carries a near copy of the original chassis and has similar suspension, albeit of VW origin. The engine is a 1600cc twin port flat four with a four speed transaxle proudly sporting an impressed VW Audi Brazil cartouche. While the body is plastic or fibreglass, something that Porsche moved to with the 904, it is an accurate replica of the original car in size and shape. Interior wise it is similarly fitted out including an original type Banjo steering wheel.



While the car was in overall fair condition it did require a lot of detailing and minor fettling and it still needs some jobs such as resetting of the torsion bars and probably a brake cylinder overhaul. Downdraught 40 IDF Carbs are proposed to replace the twin Solexes and give a healthy HP bump although as a very lightweight car it has adequate performance. Dynamically I would say it provides an authentic ride and drive as major components are closely related to the Porsche originals.

On the registration side the car had been granted an import licence as a 1968 Porsche Roadster. Enquiries locally indicated I would be put through the hoops getting registration here so I took up the dealer's offer of Victorian rego which meant I only needed a simple roadworthy in Tasmania instead of the ADR type scrutiny the locals appear to relish. It now sports my 1993 Targa competitor plates and, one of

my mates on seeing it for the first time (having kept it a secret for 2 months) declared me to be” a lucky bastard driving an historic car on loan from the factory”!





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PORSCHE RENNSPORT FESTIVAL

by Andrew Forbes

When Porsche Cars Australia announced that the inaugural Porsche Rennsport Festival would be May 25-26 this year I thought, *that's a "must-do" event* for my GT3 RS. Now having done it, it's a "must-do-it-again" event. After reading this report, perhaps you'll understand why.

On Wednesday afternoon the 22nd, I drove up to Devonport to catch the Spirit of Tasmania to Melbourne. As I lined up to board the ferry I rolled past several 356's also waiting to board. After settling into my cabin I headed for the restaurant and found a party of Victorian 356 Register owners and partners who had spent a few days after their "Tour de Tassie", further exploring the island. They formed a very lively and entertaining presence in the normally quiet Leatherwood restaurant. It turned out that Steve Webster, a leading member of the Register, was also heading to Sydney for the Rennsport Festival, so after an excellent dinner, we wished each other "drive safely, see you there".

Bright and early the next morning I disembarked in Melbourne and drove to Porsche Centre Melbourne in Victoria Parade to pick up a set of race numbers and tickets, as they had failed to arrive in Hobart before I left. There I found John Pooley who had crossed on the ferry the previous night to have his GT3 RS suspension tuned for the track by PCA's race-prep specialists.



After a coffee and a valuable technical discussion about tyre pressures for Rennsport, we headed out of the city to rendezvous with a good friend of JP's, former Ballarat Porsche Dealer, John Emery. Helen Emery kindly supplied us with morning tea for the trip, and after a pleasant chat we headed north to join the Hume Highway for the next 900 km or so. The weather was favourable so we made very

good time, stopping at Tarcutta for lunch at a petrol station café - a surprisingly tasty homemade veggie soup.

The good weather held until north of Goulburn, when drops of rain started to sprinkle the windscreen. From there until nearly to Blacktown on the Great Western Highway, it rained increasingly hard. This was a chance to see how our “dry” track tyres performed in the wet, which thankfully they did quite capably. John (plus the other John) and I parted company near Eastern Creek, as they were staying at the trackside hotel and I continued on to stay with family in Sydney. Despite the rain, it was a smooth, uneventful trip from Hobart (1231 km), and we still had a day in hand (Friday) to prepare for a weekend of Rennsport.

Saturday morning dawned grey and cool, and the track was still a bit damp when I arrived at Eastern Creek International Raceway. There were several requirements to fulfil before the first practice session, so I proceeded to Race Control to complete documentation, attend a drivers’ briefing and pick up a Dorian timing transponder. This was all a bit hectic, as the early rush of competitors created long queues, but having completed the formalities, I returned to my assigned carport to be scrutineered. The car and I passed without a drama, and I then had a chance to seek out JP in his pit garage. John warranted a garage in the main pits because he had entered the Sports Car category, which is a full-on race class. I chose a lower risk option, Regularity, but in reality it turned into pretty lively virtual racing as most competitors strove to achieve optimistically nominated lap times.

John’s GT3 RS looked splendid in its red on white livery, complete with Pooley Wines sponsor’s stickers. John looked “the business” too in his racing overalls and full-face helmet!



We each had our practice session to attend in the morning, and our first competitive sessions in the afternoon. John had wisely booked a special track introduction on the Friday with Porsche Motorsport, during which he logged 120 km of very, very useful practice laps, so by the time Saturday practice arrived, he was thoroughly familiar with the track. I, on the other hand, felt more of a novice and circulated rather moderately at first, until the mix of curves, corners and straights started to make sense. By the end of practice I was feeling more comfortable and was lapping in a respectable 2m05s. John however, with considerably more skill and experience, was already lapping in 1m55s, proving that in identical cars, it's the driver that makes all the difference. Well, *nearly* identical... my car has blue wheels and lettering, while John's are red, so perhaps it's simply that red is faster than blue!

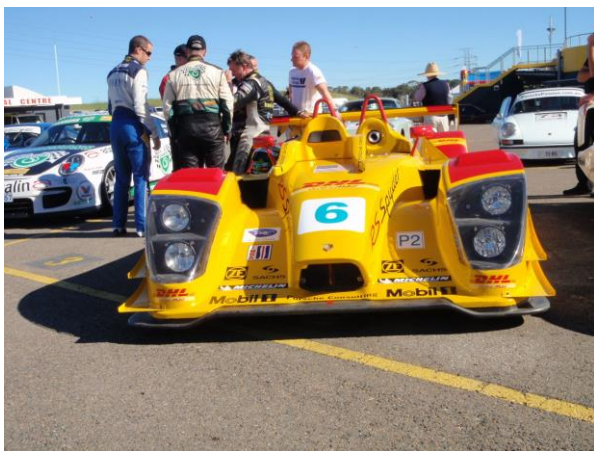
Following practice, I had plenty of time to wander around the venue to view the Carrera Cup and GT3 Challenge Cup cars in their garages, complete with stacks of spare sticky compound slicks for the upcoming hour-long endurance races scheduled for both Saturday and Sunday. Their level of team support is very impressive, as they have mechanics, tyre-guys, team managers and comm's-guys with big headsets and mikes. With all that support, the elite and pro-drivers are expected to (and do) circulate pretty quickly!



Also on view was a broad range of ages and types of Porsche. The 356's particularly attracted me, as I love their simplicity of form and function, so I spent a good bit of time perusing their neatly marshalled ranks, accommodated in long white marquees.



There was also a marquee reserved for a display of historically significant Porsches with racing pedigree. Klaus Bischof shipped two Le Mans prototypes from the Porsche Museum in Stuttgart, the “Jules” 936/81 Spyder (the actual 1981 Le Mans 24 Hour winning car) and the LMP2 RS Spyder from 2006. Both were in stunning condition and were driven expertly in demonstration races. After a particularly brisk session the Jules car experienced some brake shudder, so Klaus donned work gloves and joined his Stuttgart mechanic in jacking the car, removing bodywork and wheels to find the source of the problem. He obviously enjoyed getting his hands dirty more than just acting as custodian of the car for the weekend. He explained to me that the brakes were accumulating too much heat on the relatively tight Eastern Creek circuit, as there are no long straights like at Le Mans to allow the brakes to cool. This led to brake pad material adhering to the discs in patches, which once removed, enabled the car to run perfectly again.



One 911 of particular interest in the “special” marquee was Max May’s “Agree” 911 that was owned and raced by John Pooley from 1975 to ’77. This was John’s first racing Porsche, with which he had great success until a rule change forced him into a class of much more powerful cars, where he was no longer a front runner. Never one to be content with mediocre results, John sold the car and waited until he could race with a more competitive car.



Peter Fitzgerald’s famous blue/green 968 was on display, albeit under new ownership, and Jim Richards was there of course with his Targa-winning GT2 RS.

As always, Jim gave generously of his time to answer questions and chat with anyone who stopped by the marquee.

As well as the track events, there were two static but equally competitive events; a Concours and a Show & Shine. A stroll around the grassy display area provided ample evidence of cleaning, polishing and detailing of every possible surface, inside and out, of the many beautiful entries. My favourites were of course the 356's (again!).



Saturday afternoon was the first session for Regularity Group 3 (2004 to present), so I donned overalls and helmet, switched on the GoPro and headed for the marshalling area. There were several GT3's and two other GT3 RS's in my group, so when we were released onto the track for a warm-up lap and a flying start, it was "on" for young and old. There were plenty of quick drivers to try and keep with, or even pass if an opportunity came, so I was very busy for the next 15 minutes. I certainly wasn't the fastest, but I think I may have had the most fun!

John was also running in the afternoon in the Sports Car Category, so after finishing my session, I made my way to the viewing area on top of the main building to watch his start. Although positioned in the middle of the grid, John passed three cars on the green light, and steadily improved as the laps ticked by. In the pit garage afterwards, he said there was still room for improvement, as he was chasing a target of 1m50s lap-time and still had a few seconds to shave off.

By the end of the first day, we were both pleased with our times, the cars had no damage, and the Rennsport Gala Dinner beckoned. A slight difficulty arose here for me... I had planned to drive back that evening to the northern suburbs of Sydney where I was staying with family, so had not reserved a place at the dinner. As it was almost an hour's drive from Eastern Creek, my Carolyn suggested I stay at the trackside hotel so that I could enjoy more than a single glass of wine at dinner and get an extra hour of sleep the next morning. Thus arose the second difficulty... the hotel was completely booked, as you can imagine, by Rennsport participants. On mentioning this to John, however, he rose to the challenge of finding both accommodation and a place at dinner for me. Somehow, under John's gentlemanly guidance, the obstacles melted away and a vacant room materialised, followed by a place at the Gala Dinner table, thanks to PCA's Pamela Ward! We had a wonderful

evening, the meal was excellent, the entertainment was lively and the cab driver took the worry out of navigating to and from the Rosehill Racecourse Club venue.

Sunday morning was thankfully dry and fine, with hardly a sign of winter, so again we each had the prospect of two sessions, one in the morning and one in the afternoon. John repeated his brilliant start of the first race, but unfortunately, three cars came together at the back of the grid. The damage was too severe to clear quickly, resulting in cancelling this session. This left only one chance for John to reach his target of 1m50s, which he came within a whisker of achieving in the afternoon race. His placing improved dramatically too, from 23rd in the first race to 11th in the final. Great result John!

I also improved with each Regularity session, the fourth and final being the last track event of the whole weekend at 4:58 pm, when the sun was already setting. I felt some sympathy for the flag marshals, emergency personnel and race control centre staff who had to man their stations until the last competitor has crossed the finish line in twilight. The results of this last session were tallied in record time, and I was pleased to find that I had set my PB of the weekend, 2m01s! And... the car was still undamaged and ready to drive home! That is, apart from the rubber marbles stuck to the soft track tyres and the black marble "kisses" marring the duco (who'd have a white car?). However, an experienced competitor recommended applying old-fashioned eucalyptus oil to remove them, and it worked a treat!



After all the track activity, the drive back home seemed very relaxed and easy. Just stick to the speed limit and cruise back down the Hume Highway to Melbourne, then repeat the Bass Strait crossing and transit of Tasmania. All went smoothly and my lovely GT3 is now safely tucked away in the garage awaiting its next challenging event.

PORSCHE'S BRAVE QUEST TO REGAIN ITS LE MANS DOMINANCE

by Leon Joubert



This is the new Porsche LMP1 racer. LMP stands for 'Le Mans Prototype' and the numeral '1' refers to the top category, the cars that are most likely to win races outright.

Porsche has begun testing this car and will race it next year.

In June 2014 the car will also set out to do what no Porsche has achieved in the last 16 years. It will try to win the legendary 24-Hours of Le Mans motor race.

Porsche last won Le Mans outright in 1998 with the Porsche GT1 but it still remains the most dominant winner of the world's most famous sports car race.

In 1970 the 12-cylinder Porsche 917 of Hans Hermann and Dickie Atwood gave Porsche its first outright victory at Le Mans and the following year Dr. Helmut Marko (nowadays of Red Bull/Sebastian Vettel fame) and Gijs van Lennep repeated the feat in another 917.

Thereafter a succession of 936, 956 and 962 models contributed to another string of victories, often in the hands of privately managed teams like Joest and Kremer, with the latter model (956 = short wheelbase and 962 = long wheelbase) notching up an unbroken run of six victories between 1982 and 1987.



The often ‘forgotten’ Porsche 936 (above) was arguably and pro-rata the most successful of all Porsche’s Le Mans winning racers. It was entered 5 times and won on three occasions but the surprising thing is that the factory only ever built three 936’s.

The 935 (most famous in its long tail “Moby Dick” format) also had its day on the top step of the Le Mans rostrum and two more victories with privately entered “WSC Porsches” (which were actually Porsche-engined derivatives of an abandoned Jaguar project initiated by Tom Walkinshaw Racing) saw Porsche’s overall tally of outright Le Mans victories reach an unmatched 16 in all.

One must also not forget the many class victories that Porsches achieved at Le Mans and which adds to the marques’ success in the endurance racing classic.

From the earliest days, Porsche 550’s and 356’s regularly won their classes at Le Mans.

Porsche’s first class win came in 1951 when a French crew won the “Under 1100cm³” class – something that must have upset many local DB Panhard supporters.

That ubiquitous GT racer, the 911, has notched up more than 30 class wins and can claim more than 350 starts at Le Mans since it made its first race debut in 1966.

Porsche’s presence in the GT categories at Le Mans became so much part of the event that for many years it was a brave soul that would consider entering anything but a 911 model in that category and it was not so much a question of *whether* a Porsche would win in GT, but rather *which* Porsche would.

In all, Porsche has a record of over 50 class victories at Le Mans.

But all of that success now belongs to history, and change and progress are both unavoidable and unforgiving.

In the new millennium Audi has already posted 11 outright victories at Le Mans and as I write this the marque appears set to add a 12th to that tally.

Even the GT categories have not been a Porsche benefit for a long while.

Just as we have seen Lamborghinis and Nissans topple Porsche from its one-time dominance of Targa Tasmania, so Ferrari, Aston Martin, Chevrolet and others have clipped the wings of the Porsche GT3 RSR's in GT racing.

If Porsche were not to become identified as merely a manufacturer of expensive SUV's (which is now its main source of income) it needed to regain the sporting high ground and, in the words of many a motoring journalist, prove that it had not lost its sports car *mojo*.

Porsche's decision to put its money, skills and reputation back in the brightest spotlight of international sports car racing scene is brave, and deserving of our highest admiration, whatever the eventual outcome.

It is thought that it costs around \$50-million a year to run the smallest F1 team.

Porsche has already hired a bevy of engineers from the Formula 1 world and it is reasonable to assume that the facilities that it had to establish (or expand from an existing base) for its ambitious LMP1 project will not be any less sophisticated than that of an F1 team.

Don't therefore expect the LMP1 project to come cheap.

The days when Dr Ferdinand Piech could (it is rumoured) crawl underneath the chassis of a Porsche 917 with a magnet to see where there was excess metal, are long gone.

The 2014 Porsche LMP1 will be largely constructed of carbon fibre and Zylon, none of which have particularly good magnetic properties (!).



Fortunately Porsche will also not have to build and homologate as many examples of their 2014 LMP1 racer as they once had to do with the 917 (above) and, if they did, the company accountants (and shareholders!) will doubtless have stopped the LMP project dead in its tracks.

The new rules for the 2014 LMP1 category are interesting and probably an important reason why Porsche has decided that this is the right time to stage a comeback.

In a nutshell the LMP1 rules (for factory-entered cars) are:

- The engine type, design and size is free;
- The car may not weigh less than 830kg;
- The car must have a KERS (energy recovery system) but the type is free;
- The cars must have a closed cockpit, certain minimum visibility standards, certain dimension limits, and the wheels may not be wider than 14-inches.

However the “trick” bit in the fine print is that cars will be fitted with *fuel flow restrictors based on a formula of fuel consumption per lap*.

Thus you will have ‘X’ amount of fuel available through the fuel flow metering device based on a consumption rate per lap.

If you think a V10, 1.5 litre turbo-diesel engine will make you go faster than others with the amount of fuel that you are allowed through the fuel flow restrictor, then that is what you use. Or if you think a V8, 5-litre two-stroke petrol engine might be a better choice – go for it. The choice is yours.

Added to this relatively simple fuel flow rule is an equivalence formula which applies to whatever KERS system you decide to use.

Again in a nutshell, the more powerful your “electrolux” helper system is, the less fuel you will be allowed for your engine per lap. Use a less powerful KERS system, and you will be allowed more fuel...

The overall, quite laudable, goal is that the most energy efficient car (given all design options, parameters and restrictions) will also be the fastest. It will of course also need to remain the fastest for 24 hours of extremely demanding motoring.

One can easily see how this challenge should appeal to Porsche.

The company has always excelled at designing and building excellent petrol engines (and has already indicated that its LMP1 model will use a petrol engine) and it has also done extensive KERS research work with the 911 RSR Hybrid racer.

The technology from the latter (based on the Williams F1 flywheel storage system) will also be used in the forthcoming 918 “halo model” sports car – which will also use the V8 engine from the former LMP2 Porsche RS Spyder racer.

So most of the building blocks are there and – most impressively – a lot of them relate to Porsche sports cars that you can order through your friendly local dealer.

Expect the forthcoming 2014 LMP1 to continue that exceptional Porsche tradition – win or lose.

However we will be fervently hoping for outright Le Mans victory No.17.

Postscript: Just before going to press, and as Leon predicted in the April issue of *Flat Chat*, Mark Webber has signed with Porsche to drive the LMP1 car. An extract from Porsche’s Press Release follows...

WORLD ENDURANCE CHAMPIONSHIP AND LE MANS 24 HOURS

FORMULA 1 PILOT MARK WEBBER TO CONTEST LE MANS FOR PORSCHE

Stuttgart. The Australian Formula 1 pilot Mark Webber has signed a contract with Porsche that extends over several years. From the 2014 season he will compete in Porsche’s new LMP1 sports prototype at the Le Mans 24 Hours and in the sports car World Endurance Championship WEC. The 36-year-old Australian has already raced at Le Mans twice. In 1998 he finished runner-up in the FIA GT Championship at the wheel of a sports prototype. Over the course of his Formula 1 career from 2002 until today, Webber has achieved 36 podium places, nine race victories and has started from pole position eleven times.



“It’s an honour for me to join Porsche at its return to the top category in Le Mans and in the sports car World Endurance Championship and be part of the team. Porsche has written racing history as a manufacturer and stands for outstanding technology and performance at the highest level,” says Mark Webber. “I’m very much looking forward to this new challenge after my time in Formula 1. Porsche will undoubtedly set itself very high goals. I can hardly wait to pilot one of the fastest sports cars in the world.”

“I’m very pleased to have secured Mark Webber for our LMP1 project as one of the best and most successful Formula 1 pilots of our time,” says Wolfgang Hatz, Board Member for Research and Development at Porsche AG. “Mark is without doubt one of the world’s best race drivers, he has experience at the Le Mans 24 hour race and on top of that he’s been a Porsche enthusiast for many years.”

“I learned to appreciate Mark’s qualities when we were both involved in Formula 1,” says Fritz Enzinger, Head of LMP1. “He is one of the best pilots I could imagine for our team. I’m absolutely delighted that we have such an experienced and fast regular driver onboard from 2014.”

Competing in the new LMP1 car alongside Mark Webber are the two long-standing Porsche works drivers Timo Bernhard (Germany) and Romain Dumas (France) as well as the ex-Formula 1 test driver Neel Jani (Switzerland). Bernhard and Dumas already joined forces in 2010 to bring home overall victory from the Le Mans 24 hour race. In the years 2007 and 2008, they secured the American Le Mans Series title at the wheel of the RS Spyder LMP2 sports prototype. Neel Jani has contested the LMP1 class since 2010.

PCT NORTHERN EARLY MORNING RUNS

by Bruce Allison

February 2013 EMR

Sunday the 24th February dawned a damp , murky day and I wondered why I had not consulted the bureau the night before ,but anyway when you organise these things you have to turn up so I headed down to Inveresk with not a soul in sight , ripper I thought , I can go home!

But then the intrepid Keith Ridgers arrived so I knew it was on in more ways than one !

We were shortly after joined by Phil in the White 930, visitor Alan Williams in the Black SC and my son Joel in the Type R Honda.

Alan's (previous member) car was originally from Hobart, some of you may remember it , she used to wear Gold Simmons wheels and is totally stock, somewhat of a time warp car with just on a 100k now with the original grey /black berber upholstery, no sunroof which is unusual and a nice patina. I am hoping he will rejoin but he has a heavy schedule in the hotel industry..

I recently saw his father's 1971 Porsche 911E at Robin Day's workshop in Devonport, it had just been brought down from NSW, from where the family came. After sitting in a barn for 20 years, it was in the process of being recommissioned, but if I can use the term again, a time warp car, as original as the day it rolled out of the showroom resplendent in White with Tan leather and only needing the basic fluids to hit the road again.

Anyway on with it; the destination was Pipers Brook Vineyard 1216 Pipers Brook Road, no mention of a or b just 1216. We headed off North East on the Lebrina road toward Scottsdale into a combination of fog and a sprinkle, through some of the greasiest roads I have struck in a long time. It was fast and challenging but not the most enjoyable of runs.



On arrival at a grand portico entrance, poorly signed as it turns out; there are two separate vineyards at this location 1216 a and b, the b being Jansz (but unsigned) As you can imagine I picked the wrong one and after a slow drag up a 1km gravelly track we had to back-track to an even worse 2km road complete with mound in the middle designed expressly for lowly hung cars!

Upon arrival and bone shaken we were joined by members the Zeuschener family, an enjoyable morning tea and chat followed and back off to home by lunch time, the beauty of an early morning run.

May 2013 EMR

Our Early Morning Run held on 26th May 2013 was encouraged by fine sunny weather as we assembled at Inveresk.

There was a great collection of cars from Michael Parker's 356 through to Kerry Luck's 996 GT3RS, still resplendent in Targa Wreath Point and sponsors livery.

We also had visitors Tammie and Mathew in a very nice 1981 Porsche 928, a very rare manual transmission car and Alex Atwell in his Black SC, Alex has since joined the club after a few outings ,which is heartening and proves these days do foster interest in the club.

Sam Bucknell brought along his lovely red C4 and Phil McCafferty in the jet thruster' 930 Turbo. The ever-welcome Keith Ridgers travelled up from Hobart for the run.



From Inveresk we headed out to the old Meander Valley Highway passing by Hadspen and stopping for the necessary re-groups.

We then traversed the old Rosevale Targa stage (in reverse) and on through Westwood to the Bridgenorth Targa stage(reverse also), duration of the run was 40 minutes and saw us arrive at Cafe Velo Legana for morning tea/breakfast in good time. This is a top spot and was only visited the previous week in the 356 Tour.

We were treated by hosts Mary and Michael Wilson to several tastings, nice at that time of day and I see it paid off with several sales. Member Anne Archer was the winner in our PORSCHE wine draw and took home a lovely drop.

All had a very enjoyable morning, as seen in the following photograh.



Best Regards,

Bruce Allison
Northern Representative PCT

VW ASSOCIATION OF TASMANIA SHOW AND SHINE, JUNE 2013

by Paul Tucker

VW and Porsche have been variably joined at the hip and umbilical cord over the past seven decades. Ever since the old Professor's glint in the eye became the reality of a lightweight sports car with VW mechanical components, the relationship between the two has ranged from blood brothers to somewhat distant cousins. Until the 70s, air cooled rear engines were de rigeur , later and in modern times , water cooling provides a common link. But there is no denying stylistic and mechanical elements between the two brands remain across the range. Just Google Cayenne and Touareg for a start.



Well known Hobart Porsche, VW (and Ferrari) maestro mechanic Nino Bocchino has devoted his life to loving , caring for and occasionally punishing his German children . A Formula V race car and blood red Porsche 911 targa are prized possessions. Recently, in his longstanding role as President of the VW Association of Tasmania, Nino extended an invitation to PCT members to the annual show and shine. Held at the Bocchino body repair villa adjacent to Nino's operating theatre, a healthy collection of vehicles was assembled, with loving owners in tow.

Partly a fund raising function for disadvantaged youth , the day was conducted in magnificent fashion by the extended Bocchino family. Wood fired pizzas, expertly cooked on site using traditional though secret methods in a secret facility (not the paint oven) , fuelled and warmed the hardy souls braving the almost wintry weather.

Safely stored indoors, the meticulously prepared and pampered Porsche 356's of Mike Hobden and Sue Davis showcased the many similarities between the Beetle and the late developments of Prof Porsche's sports car, prior to the 911s arrival. It was a useful opportunity to compare and contrast , with a bevy of bright bugs parked outside. Representing all eras, including the latest iterations and hemmed by hippies' coaches (no offence to Kombi owners!) , the VW contingent was presented to the same high standards as the Bocchino comestibles!



James & I enjoyed tremendous hospitality and though our Le Frog was surrounded by delicious bugs , he was well behaved and thoroughly enjoyed the attention. We left late and there was nary a greasy fingerprint on his rain speckled bum.



It was a fine occasion to mingle amidst our neighbours and friends in the greater Porsche /VW community. Sincere thanks to Nino and the Bocchino family for their organisation and hospitality – and to the VW members for tolerating some modified Beetles in their midst. A memorable occasion and hopefully we can do it again next year. As James will tell you , holding a fine trophy for the Porsche entrant , *Sie haben in ihm zu sein, es zu gewinnen* (you have to be in it to win it.)



Cheers, Paul

2013 CLUBMAN POINTS

CLUBMAN SOUTH 2013		CLUBMAN NORTH 2013		CLUB CHAMPION 2013	
NAME	TOTAL	NAME	TOTAL	NAME	TOTAL
RIDGERS . Keith	195	ALLISON . Bruce	75	SHEERS .Rob	30
SHEERS . Rob	130	KING .John	60	FORBES .Andrew	25
FORBES . Andrew	115	McCAFFERTY . Phil	60	HOBDEN .Michael	25
TUCKER . Paul	110	WILSON. Chris	45	RIDGERS .Keith	25
DAVIS . John	110	WHEATLEY . Mark	30	WILSON . Chris	15
LYONS . Kevin	100	HANNAN . David	15	WALPOLE .Chris	15
JOUBERT . Leon	100	ZEUSCHNER . Greg	15	POOLEY .John	15
WHITE . Bob	90	LUCK. Kerry	15	KING .John	15
HAND . Joe	90	BUCKNELL. Sam	15	TUCKER . Paul	10
POOLEY . John	70	ATWELL. Alex	15	CATCHPOLE .David	10
EVE . Dave	50			CANNAN . Gary	10
HOBDEN . Michael	45			HAND. Joe	10
DENNY. Colin	45			WHITE . Bob	5
MOODY . Milton	30			FORBES . Duncan	5
McPHEE . Brian	30			DENNY. Colin	5
SMITH . Barry	30				
BERRY . Paul	30				
CANNAN. Gary	20				
CATCHPOLE . David	15				
BARROW. Rob	15				
DOVE. Peter	15				
CANE. Peter	15				

Compiled by Keith Ridgers

Flat Chat 1 POOLEY WINES “KNOW YOUR PORSCHE COMPETITION”

Competition No. 4 Result

The Question: Identify the car, the team, the place and the year



The Answer: International Martini Racing Team (D) - Porsche 908/02 - 200 miles Norisring 1970

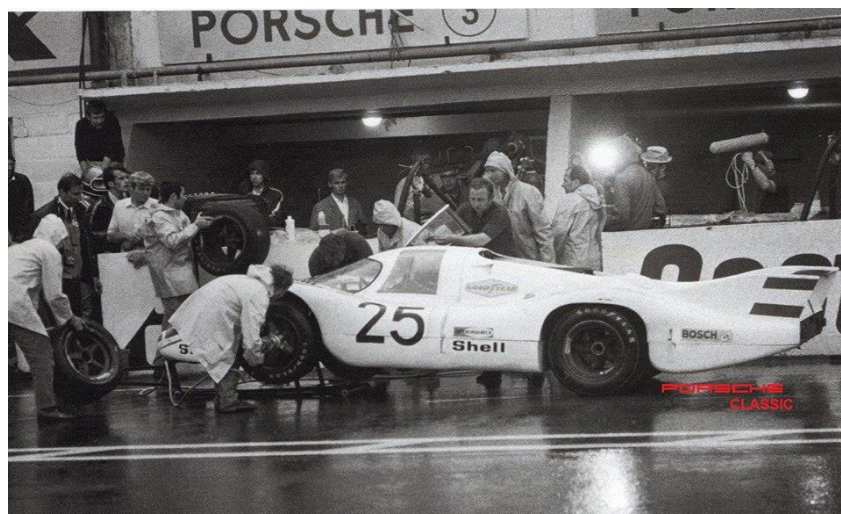
The Winner: Rob Sheers (100 % correct)

The winner may collect his prize from Pooley Wines Cellar Door, Richmond, at his convenience

COMPETITION No. 5

The Question: Identify the Car, the Place and the Year

Bonus Question: Name one of the Drivers



Answers to: andrew.forbes.911@gmail.com

POOLEY



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Porsche Club

Tasmania



MEMBERSHIP RENEWAL

1st April 2013 – 31st March 2014

Amount due 30th April 2013

Member - \$110.00

Remittance Advice

Please advise via return email if you are paying Direct Debit - or
post form when paying by Cheque or Money Order

Name:.....

Member Number:Payment amount:.....

Pay by:

Direct Debit – Payment can be made by direct debit into the
PCT Sandy Bay Westpac Account: BSB 037 001 Account Number:
375727

NOTE: Please include a reference to name/membership number on
the transaction

or Cheque: - Send with membership renewal form to:
Porsche Club Tasmania
PO Box 910
Sandy Bay 7006
Tasmania

Australian Post Money Order – obtainable from any post office