



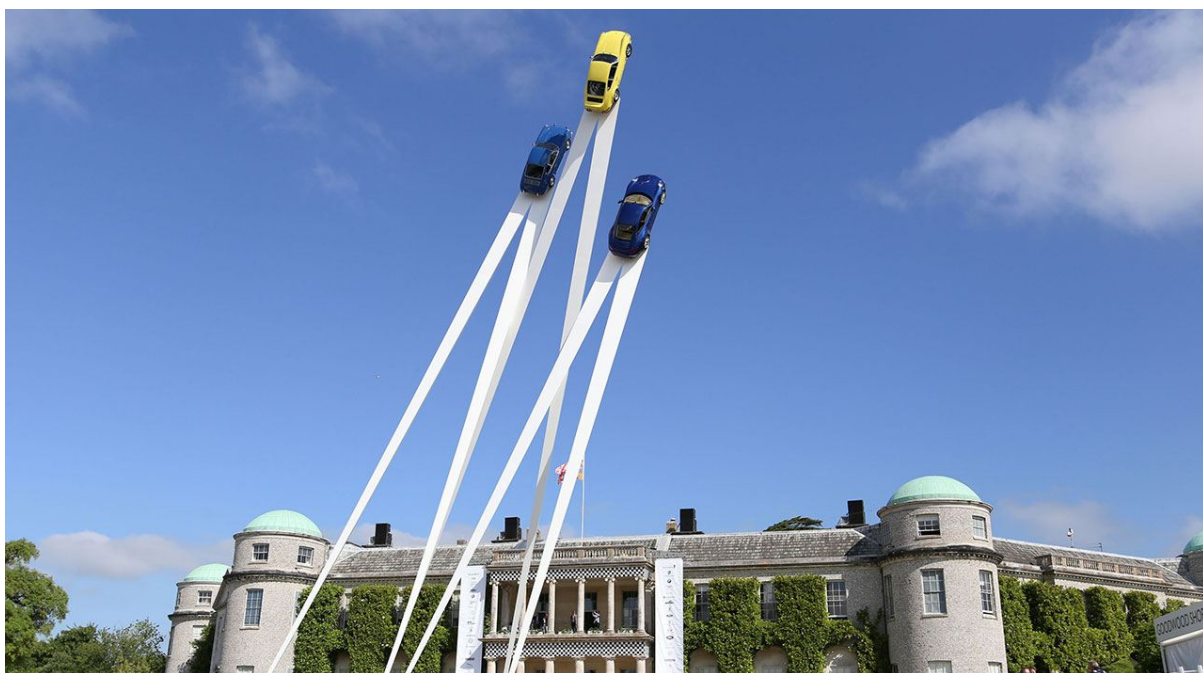
Porsche Club

T a s m a n i a



FLAT CHAT

October 2013



Celebrating 50 years of the Porsche 911 at Goodwood Festival of Speed 2013

Issue No. 43/2013

FLAT CHAT

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

OCTOBER-DECEMBER 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 3rd 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

OCTOBER EDITORIAL

One very important election has been held in the past few weeks. You probably think I am referring to the Federal election, which after weeks of media speculation and comment, tireless campaigning and massive advertising expenditure, resulted finally in a change of Government. But eclipsing the Federal Election was one much closer to home - the Porsche Club Tasmania election of officers, which saw all but one of the incumbents returned to office. Your refreshed (although not new) Executive Committee has rededicated itself to carrying out its fiscal and organisational responsibilities in steering the Club through the next twelve months and in providing members with the best possible variety of Porsche-related activities. Congratulations to the new and re-elected Committee members!

September 1st was Father's Day, beautifully bright and sunny. My son Duncan took me for a mystery drive (in a Porsche of course), following the eastern shore of the Derwent until we reached Hamilton, then back-tracking slightly to the Bothwell turnoff and heading east. This is a lovely twisty road, and I was piloted along at a nice brisk pace until we reached Bothwell. A few kilometres past this pretty town we reached our surprise destination, Nant Distillery. Nant is an historic rural property with a recently restored water mill that is now used to grist barley, the fundamental ingredient for Nant's single-malt whisky. Here I was treated to a distillery tour, whisky tasting and lunch in their fine restaurant. I'm relating this pleasurable story to sew the seed of a possible Porsche Club outing this summer. The drive to Bothwell, whether you approach it from the west or east is a great, Nant Mill and Distillery is fascinating, the Atrium restaurant is excellent and if you like malt-whisky, the 4 year old cask-strength Bourbon Wood example is a winner. We are so lucky here in Tasmania that within an hour or so's drive from Hobart, there are so many choice destinations that combine Porsche-friendly roads, wineries, distilleries, restaurants and cafes!

As usual, in this issue you will find many articles contributed by members, and I especially encourage you to read Chris Walpole's beautifully illustrated article covering his recent triple Porsche experience in Europe. The content is lively, his writing style flows smoothly and the graphics are worthy of a professional publisher. Chris has set the bar pretty high and gives us all something to aim at!

Andrew Forbes
Editor

THE CHAIR SQUEAKS

Dear Porsche Family,

I write my report for Flat Chat during a very special month , after a very special visit to a very special place, in a very special year. I refer to September, and my first visit to the New Porsche Museum and the 50th year and month since the 911 was first shown to the public at the Frankfurt Motor Show. I was also able to witness the museum's special 50 years of 911 exhibition; what an amazing presentation of 911, from the first to the anniversary 991's, every model, all the engines, transmissions and major changes over the years, the people, engineers, designers, race cars and victories, including many of the trophies.

One often wonders what it is about the Porsche 911 and why it is so unique. I think there are many reasons, too many to mention now, but in the end I think it comes down to our individual relationship with the car, our experiences, memories, feelings. Seeing our first 911 in the street, in a book, or a poster, perhaps on a racetrack. Is it the flat six engine, the sound, the way it feels on the road, emotional even. It is just a car after all.... no it's a 911.

Many thanks to members that have taken up positions on the committee for the next year, it is very gratifying to me to have so many enthusiastic and passionate Porsche people to manage and grow our small but strong Club.

We are currently planning the Presidents Dinner for October, a very special one, and preparations are underway for a round of this year's State Hill Climb Championship in November.

Welcome to our new members. I look forward to meeting them at our next events.

John Pooley
President

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NEW MEMBERS

We warmly welcome new member to the Club, Simon Froude of Evandale. He brings a '73 911 Carrera RSR to the Club "collection". We look forward to seeing you 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

October

President's Dinner Saturday 12th

Rockwall Restaurant, 89 Salamanca Place. Battery Point

www.rockwallbarandgrill.com.au

We have booked the rear area for the Annual PCT Presidents Dinner from 7:30pm.

This Restaurant, for those who have not enjoyed the experience, provides a diverse menu that will suit everyone's taste and diet. Nice wine selection as well!

Please come and join us for this annual event where we celebrate Porsche.

RSVP's to bobwhite@wmca.com.au

November

Baskerville Hill Climb: Sunday 17th

Andrew Forbes and Rob Shears have done a top job organising this club event and all is coming together for a great day.

In order that we can attract a good number of PCT and other club participants we have this year "tightened the purse strings" and have received generous offers that has enabled us to reduce the cost from last year's \$150.00 to \$120.00

Lunch this year will be a BBQ lunch, kindly and caringly cooked by the PCT Secretary.

We will be distributing additional details and entry forms, so please give this event serious consideration.

RSVP's to bobwhite@wmca.com.au

December

Christmas Function Sunday 8th

Roaring Grill, 301 Elizabeth Street, North Hobart

www.roaringgrill.com

We have booked the first floor and open area for the PCT Christmas luncheon from 12:00pm.

More details will be provide later, but please pencil this function into your diary, hopefully it will be good weather to enable us to utilise the large open deck!

RSVP's to bobwhite@wmca.com.au

2014

Events planned for early 2014 are;

Funkhana – Unfortunately, due to the wet weather, we needed to delay this again, so have decided to postpone this event til early 2014, subject to favourable weather conditions!

Baskerville Training Day – Preliminary Notice More details to follow.

AUSMAS CELEBRATION

by The Editor

The first time I heard of Ausmas was from an expeditioner who had over-wintered at one of Australia's Antarctic bases. It makes perfectly good sense to have a special celebration in austral-mid-winter at Mawson, Davis or Casey, since the days are short, the weather freezing, and snow abounds, just like mid-winter Christmas in the Northern Hemisphere. But in Hobart? Despite the lack of reliable snow in July, Ausmas has grown in popularity and many Australians now celebrate Ausmas as an alternative to, or in addition to the December 25 Christmas celebration, whether they have been to Antarctica or not.



The Porsche Club Tasmania has adopted Ausmas as one of its annual activities, and this year, Kevin and Mary Lyons graciously offered to host an Ausmas dinner at their Sandy Bay home. Twenty three members accepted their invitation for the evening of July 20, and Kevin sprang into action to organise catering, seating, decorations and refreshments. Kevin's considerable experience (as the owner of Salter's Hire) was certain to make this a success, and all guests looked forward to an enjoyable night.



Paul Berry, Bob White, Kevin Lyons, Mary Lyons, Kathleen Daley, Colin Denny, Milton Moody

Upon arriving at the Lyons' home, we were warmly greeted by our hosts and ushered in the living room for pre-dinner drinks (by Kevin) and hors d'oeuvres (by Mary). Members from around the State caught up with each other and a lively hub-bub of conversations ensued. Since there was no sign of dinner being prepared in the kitchen, curiosity got the better of us, and we asked Kevin how he and Mary had managed to prepare dinner for 23 with scarcely a pot, pan or utensil in evidence. Kevin beckoned to the hallway and led us to the garage!



Sonya in her "kitch-arage"



Keith Ridgers asking for the turbo-recipe

Curiosity satisfied, we made our way downstairs to the expansive fitness room which had been cleared of exercise equipment. A suitably long table was in its place, beautifully decorated and set with immaculate tableware and cutlery.



A series of Sonya's delicious courses commenced, each accompanied by Kevin's selection of wines. It was a festive feast alright!



One less pigeon in Franklin Square?



Dessertilicious!

I asked Kevin how he had managed to choose such appropriate wines to match the dishes, and he beckoned once again to the hallway and Pied Piper-like, he led us to the cellar. Not some damp, earth-walled, low-ceilinged cavern with under-house plumbing, but a bright cool room lined with racks and racks of wine! What a lovely surprise, and judging by the labels of his extensive collection, Kevin knows his wines very well indeed!



Spoiled for choice

The evening flowed seamlessly by, and shortly before midnight, when Porsches turn back into Pumpkins, the well-fed and watered guests expressed their appreciation to Mary and Kevin for a wonderful Ausmas, and made their various ways home.



(L-R) Paul Berry, Sylvia Petersen, Kevin & Mary Lyons, Dimity & Bob White, Sue & John Davis

Next year, when you see the announcement of the 2014 PCT Ausmas Celebration, book your places at the table – you are guaranteed to have a fabulous evening with friends!

Andrew Forbes

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PCT EARLY MORNING RUN JULY 2013

by Bruce Allison

There are some EMR Sundays that you sit in the car park at Inveresk and wonder how many starters will turn up on a dry but average winter's day, but to see a GT3RS lurking unattended in the car park gives a hint, then all breaks loose and members from as far afield as Hobart and Port Sorell arrive along with local members, 8 cars spanning over 40 years of Porsche development and production.



The backdrop of the University's modern lightning bolts and art deco stemming from the ground reflect the age span of our cars.

Rarely would two 2004 996 GT RS be seen together in a country town (possibly in a capital) as member Kerry Luck arrives and guests of the day Keith and Sonya, the early arrivals escape Blue Cafe. Kerry's car is well known to us but the Keiths' car is new to all having been recently imported from the UK with an impressive competition history, Spa etc. and appearing as a bit of a sleeper being devoid of the Red GT RS script, a nice crisp look.

Keith Ridgers in the Red hot 1997 993 C2 made the trip up from Hobart on the morning, a good supporter of our events and always welcome.

Sam Bucknell brought along his Guards Red Carrera C4 and NW Coast members David and Deidre Young had a slow frustrating drive up the traffic laden Bass Highway from Port Sorell in their late 80's 911 Cabriolet.

Phil McCafferty had the fire breathing 1985 930 complete with laptop connected for a mixture change on the run for a catch me if you can.

New member Alex Atwell attended in the nice Black SC and I brought up the end of the lineage in the 1973 911.

We headed out North East towards Lilydale, the Larder being the objective, an old bakery in the process of a refurbishment, via the Lilydale Road and past the Archerville Go Kart circuit and onto some really good twisties through Turners and

Lower Turners Marsh, then on through the Bangor road, or was that “The Road to Bangor” and into Lilydale.



The Lilydale Larder is well on the way to being a good stop on this road to Scottsdale and we all enjoyed a bite, coffee and chat, it is good to see some partners coming along , they are always welcome and add an extra dimension and as the run is a drive to your comfort level hopefully feel comfortable in the spirit of the event.

There was some particularly technical info on the setting up of suspension on a GT3 RS courtesy of Kerry, think I'll stick with my antique torsion bars !



We then headed of en masse back to Launceston via the Lalla Targa stage , a good little twisty, even the Rodeo ute in front got into the swing of things, I think until his

kids maybe got car sick and he pulled over, there was no harassment involved whatsoever.



We hit the outskirts of Launceston a bit before noon which is the whole spirit of the event, have fun, get home before lunch and have the rest of the day to yourself.

Thanks to for all attending it was a ripper day and I look forward to catching up next time out.

Hopefully Keith can bring an entourage in the future as all members statewide are welcome,

Bruce Allison

PCT Northern Representative

PCT CRYPTIC DRIVE

by The Editor

Sunday, September 15, was a glorious Spring day, hardly a cloud in the sky, and despite a cool breeze, it was warm in the sun. Bob and Dimity White had organised a cryptic drive for the morning, followed by a BBQ at their stunning home, perched high above the Derwent. They set the route, devised a series of curly questions with cryptic clues along the way, and nominated a 9:30 assembly time at the Beach Café in Blackman's Bay. What could be nicer than a cruisey drive, solving a few simple clues and relaxing afterwards with friends, good food and wine? Nothing! Except if the drive followed challenging Targa Tasmania stages and the clues required the skills of a crossword puzzle champion! Bob handed out the route instructions, 13 turns, 53 km outbound and 19 turns, 60km return. Memorise that little lot! And... two full pages of cryptic clues! Some cheeky person asked if he could "phone a friend".



Fuelled by café coffees, the 17 participants left promptly at 10:30, heading basically south via the Channel Highway to Woodbridge. Just as promptly, despite Bob's explicit instructions, some people got lost... only temporarily, of course! Meanwhile, Bob and Dimity, having done all the hard preparatory work, cruised back home by the shortest route to warm the BBQ and chill the wine.

The first bit was tricky – what golf course? I didn't see any golf course? Better turn around and have another look! Once on the Channel Highway, there was more time to pay attention to the list of clues and try to tick them off, one by one. Not many people could find the "place that you'll never want to leave", but it eventually turned out to be the Kettering Marina, not Snug.

The stage from Woodbridge to Gardener's Bay was a lovely twisty drive, and here the clues were not too tough... how far to X, how far to Y? Nicholl's Rivulet Road was next, and this was even better for loosening the reins and building the revs, but

wait a minute, we all still had to solve those pesky questions while flying through the countryside. This was a test of multi-tasking, especially for three “singles”, Keith, Joe and Andrew, each of whom were driver/navigator/puzzle-solver rolled into one.



Back at the Channel Highway, this time headed north, we got a last chance to check a few answers in reverse order, before turning off in Margate along Sandfly Road to Longley. What nice flowing curves that road presents... a lovely section. Finally, a good run up the old Huon Road to Ferntree, with a few tight bends to test steering and traction, while still paying attention to the diminishing list of clues. No-one could solve the puzzler – what do the yellow letters SP on the road approaching Ferntree mean? Even Bob doesn't know!

Finally, who would know what date Fahan's Open Day is for 2013? Unless, of course, you have some kiddies attending Fahan. Well, actually there was a very helpful sign on the UTas footbridge that provided the answer. With that one ticked off and a growing sense of relief, we all made it back to Bob & Dimity's, with Porsches and marriages intact (why DO women insist on rotating the map when navigating??).

As is expected of an Events Director, the post-cryptic-drive BBQ was superbly organised. There was a volunteer chef (Bob), a refreshments coordinator (Dimity) and an hors d'oeuvres waitress (Mary). Even the weather order (sun and plenty of it please!) was fulfilled to perfection, with spare hats passed around to those gentlemen who are euphemistically “getting a little thin on top”. There was also a post-drive tour of Bob & Dimity's fabulous car collection – six stunning examples in a three car garage – how do they do it?). Jay Leno would be envious!

There should have been a special prize for bringing the “brightest Porsche of the day”. Nick Clark from Porsche Centre Hobart brought along a very special Racing Yellow Carrera S, with a unique number plate 991911. See details in Adrian Brown's PCH news in this issue. Perhaps the prize was getting to drive it over the day's exciting route (lucky Kevin!).



A really big THANK YOU to Bob and Dimity for organising the event, and hosting us all at their lovely home!



RESULTS:

1 st & 2 nd	Equal points, 15 each	Andrew Forbes (Mandrake) Mike & Maria Hobden
3 rd	13 points	Mark & Bronwyn Dewey

PCT EARLY MORNING RUN SEPTEMBER 2013

by Bruce Allison

Local PCT members met at the Blue Cafe University Complex, Inveresk on a rain threatening grey Sunday morning for a 38 kilometre country drive bound for Velo Cafe Vineyard Legana.



Again we had a good attendance of 6 PORSCHE cars plus one Beret wearing European, courtesy of Greg, for an all up total of 12 people, which threw Velo into a panic when I rang to increase the numbers from the 8 booked. You would not think it would matter that much, any increase in business these days is a bonus, but after a bit of cajoling I got the OK and we set off on the Bass Highway to hit the back roads of Westwood, Rosevale, Bridgenorth and through to Legana on the West Tamar Highway.

The Bridgenorth Road is a turn off from the Meander Valley Highway just before Carrick and traverses the old Westwood Targa stage from way back, in reverse, a good strip of road with a few blind crests, narrow bridges and a set of 90 degree corners in a dog leg configuration, unfortunately the rain set in which slowed the pace a little.

So it was a careful run through to Rosevale where upon we came across 2 turkeys in the middle of the road, they put a new take on playing chicken as they were determined to make US take the evasive action. Anyway it keeps you awake, besides they were only Size 28's, hardly worth bagging!

New members 'elect', Mathew and Tammie in the Blue 928S had me watching the rear view for a minute there as they surged up behind, might have to look into one of those, but the lightweight, car, not me, overcame the onset and we continued through to Bridgenorth having left Kerry in the GT3 RS to do a bit of roadside suspension tuning, a never ending chase that.

The formerly used Bridgenorth Targa stage was first for the day in the event for 13 + years and not surprisingly claimed a few souls, first day nerves, I remember a Black De Tomaso Pantera with 500 bhp+ only making it 2 km into the stage one year, dam embarrassing not to mention the repair costs. It is a twisty narrow road demanding great attention no matter which end it is approached from.



Upon arrival at Velo the greeting and venue was warm, we all enjoyed a coffee, discussed declining real estate values, the state of the nation, PORSCHE and departed before noon.

Thank you to members attending, and eligible for points;

Alex Atwell 1978 911 Black Sc

Kerry Luck 2004 911 GT3Rs

Greg Zeuschener Renault Clio Sport

John King 1988 911 Targa

Bruce Allison 1973 Porsche 911

Mathew and Tammie Bowen, New Members 1981 928S

Michael and Kath Parker 1965 356 Sc, 356 Club Associates

And to the three passengers along for the outing.

Change of EMR format:

The new format of bi-monthly meets has been well accepted, if anything probably takes the pressure off in trying to attend every month, please note it is now for the Third Sunday of the month unless advised otherwise.

However if there is a special reason to slot a run in due to say; a chance to view an interesting collection etc. a date can be made available.

Coming:

November; The next run scheduled for Sunday 17th November clashes with the PCT Baskerville Hill Climb, our EMR will be moved to Sunday 24th November and I will advise in the week leading up to it.

December; I will be organise a small pre Xmas get together at our residence.

Bruce Allison

Northern PCT Representative

PORSCHE CENTRE HOBART NEWS

by Adrian Brown

The sales worldwide and locally of Porsche continue to grow strongly, up 15 % YOY, following the release of the Cayman, recent price adjustments and new model inclusions in existing model lines.

PORSCHE AG Deliveries	August			January to August		
	2013	2012	Variance (%)	2013	2012	Variance (%)
World	11,481	10,912	5.2	106,777	92,474	15.5
Europe	2,537	2,800	-9.4	33,225	33,005	0.7
Germany	1,050	1,101	-4.6	14,345	12,358	16.1
America	3,918	3,537	10.8	33,230	26,075	27.4
USA	3,327	3,026	9.9	28,456	22,279	27.7
Asia Pacific, Africa and Mideast	5,026	4,575	9.9	40,322	33,394	20.7
China	3,250	2,882	12.8	24,638	21,092	16.8

In September we saw the release of more exciting product at the Frankfurt Motor show, including the 50th anniversary 911, the 911 Turbo S and the 918 production version plug-in Hybrid Spyder.

This will be followed by the Los Angeles Auto Show in November where the new Porsche Macan is confirmed for release.

Porsche inquiry locally in Tasmania is up 3 fold YOY and sales orders are 100% up YOY, with inquiry and sales being generated from existing customers, new to the brand customers and some interstate referrals.

As you would know from my prior writings Mr. Michael Winkler – Managing Director of Porsche Cars Australia is taking on new opportunities at the end of September. Many customers and Porsche dealers have extended their sincere appreciation for his tremendous stewardship of the Porsche brand in Australia which Mr. Winkler has presided over during his 20 year tenure.

Mr. Winkler's announced successor - Mr. Bartsch has since advised that he is unable to accept the new role in Australia due to personal reasons and will remain in the US. At the time of writing PAG has not announced a subsequent appointment of MD for Australia. We will keep you informed.

This year also represents the 40th anniversary of the 911 Turbo model and as indicated prior Porsche is presenting the new generation 911 Turbo and Turbo S at this year's Frankfurt Motor show.

These models offer the pinnacle of technology and dynamic performance in the 911 model line. Features like the new all-wheel drive, active rear-axle steering, adaptive aerodynamics, full-LED headlights and the 560-bhp, flat-six engine with double turbocharging underscore the role of the new 911 Turbo generation as a technological benchmark both for race cars and super sports cars intended for everyday use.

The dynamic performance has also been improved via the active Porsche Dynamic Chassis Control (PDCC) rolling-motion compensation system, which is making its first appearance in the 911 Turbo models. This system is part of the standard equipment for the 911 Turbo S, as is the Sport Chrono package with dynamic engine mountings and PCCB ceramic brakes, all of which are also available as an option for the 911 Turbo.

These modifications reduced the lap time of the new 911 Turbo S at the North Loop of the Nürburgring to 7:27 minutes – on standard production tyres, of course. At the same time, both top sports cars are now even more efficient with a New European Driving Cycle (NEDC) fuel consumption of 9.7 litres/100 km, which is 15% lower than before.

To whet our appetite, there's a nice 7-minute video piece on the Turbo S, produced by Fairfax National Motoring editor Toby Hagon. It is certainly worth watching.
- Especially the launch control demo.

<http://media.theage.drive.com.au/cars/car-reviews/porsche-911-turbo-s-video-review-4696861.html>

The newest edition in store at Porsche Centre Hobart is the "Racing Yellow" 991 911 S. It is the Sydney motor show car and we elected to stock this after considering the various Porsche Tequipment options that it was fitted with. This is a magnificent vehicle, with tremendous options which really highlight how PAG can hand craft the 911 looks in very personal methods.

Personally, I think it is the most unique 911 we have had for a long time. I hope it stays locally when it is sold.

Racing Yellow.

You may have noticed that more and more Porsche model brand images are photographed with cars produced in Racing Yellow. The current series 911 was released with a Racing Yellow 911 s as the hero car, as is the 911 Turbo S, the new Boxster features Racing Yellow on the Exclusive Ultimate Personalisation Materials and in the August / September edition of Christophorus the 918 Spyder is shown in Racing Yellow too.

So why Racing yellow?

Please let me know if you have any insights into this modern direction using Racing Yellow as the hero car for Porsche photography. Is it History revisited with a modern interpretation, a reflection on various successful racing 911's or derived from the LMP2 Spyder?

Replies to: abrown@pahobart.com.au

We always have a few spare copies of Christophorus in store, if you miss an edition or are interested in receiving this magazine please let us know. I note that the August / September edition features another great article on Tasmania and MONA. We also have loads of Porsche posters. If you are interested in these, please drop by, they are free for all club members whilst we have stock. I trust that you are all living the dream and enjoying your Porsche !

We are.....

See you out on the roads.

Adrian Brown
Dealer Principal | Managing Director
Performance Automobiles | Porsche Centre Hobart.

Playing with **PORSCHE**

...a heaven on earth experience



What a way to celebrate 50 years of Porsche 911 – at the museum and factory in Stuttgart, the UK Porsche Experience and the fabulous Goodwood Festival of Speed. Total immersion in Porsche culture! As a fair dinkum ‘Porsche-phile’, this was an experience of a lifetime > **BY CHRIS WALPOLE**





Museum >

Looking up at the gleaming facade, it represented the uniqueness, simplicity and functionality of this wonderful brand of sports car. Porsche's dedication to its heritage is very evident when you view the mix of new architecture and old brick work of the original buildings. Inside the museum was an amazing, multi-level display of Porsche sports cars floating on a sleek, white background.

A splendid range of historical and current generation Porsche cars as well as a mix of racing heritage and road going cars adorned this amazing space. It was terrific to see the cars I built using Lego as teenager based on pictures in motoring magazines. Cars such as the iconic Le Mans winning Porsche 935, splendid in her Martini livery and the Porsche 956 were my favourite Lego builds. Also looking magnificent was the first 911 Porsche ever made that rolled off the production line in 1963 and a 1973 Carrera RS white with green rims and decals. The Le Mans winning GT1's were on show as well.



> The magnificent 1963 Porsche 911 2.0 litre – 50 Years of glory in one photo!

„Am Anfang schaute ich mich um, konnte aber den Wagen, von dem ich träumte, nicht finden. Also beschloss ich, ihn mir selber zu bauen.“ Ferry Porsche

“In the beginning I looked around but couldn't find the car I dreamt of, so I decided to build it myself.” Ferry Porsche



> The Martini Porsche 935



> The Porsche 356 – the 1st Roadster



> From the comfort of the museum cafe, a dedicated team of Porsche technicians can be seen servicing and preparing old cars – and what wonderful pieces of artwork they are!



> Porsche 356 Carrera GT



> A selection of historic racing Porsche's including the 917 and 956



> The Porsche 959



> The 1998 Le Mans winning Porsche 911 GT1

Factory >

Porsche Centre Melbourne booked us a tour of the factory to view the cars as they were being manufactured along what is an amazing production facility. Unfortunately, photography was not allowed, signaling the fact that Porsche are extremely protective of their intellectual property. Our tour guide was a German university student who is studying a degree in automotive engineering and worked at the factory a couple of days a week conducting tours. It is his dream upon graduation, to work at the factory.

The cars are manufactured on three levels due to the scarcity of available land for factory expansion. The only option is to expand vertically.



The shells of the 911 cars progress through an enclosed, overpass across one of Stuttgart's major roads and if you look up you can see 911 shells moving through the overpass from the street. Extraordinary innovation!

The way Germans build these cars is nothing short of amazing where robotics are exploited to the highest degree. We viewed how the technicians wrap the leather around the dash boards and steering wheels by hand, and how they build the engines which are mainly by humans and less so by robotics. Robots are used to transport the engine parts from one space to another and they can sense when an unsuspecting tourist (like myself) is in its path by sounding a loud beep, much to my surprise! Strict quality control standards and attention to detail in every aspect of building the cars on floors which could eat your lunch from! An extremely strict career structure exists within Porsche for 911 line workers. When a rare vacancy arises for a line worker to work on the Porsche 918 project, potential applicants can apply for the position and only the best of the best workers are rewarded with an opportunity. A visit to the museum and factory is an absolute must for anyone visiting Stuttgart. Impressive indeed.



UK Porsche Experience >

The journey continued with a two day stint at the UK Porsche Experience, Silverstone, where a gorgeous black 2010 Porsche 911 GT2 RS waited patiently for my arrival. Booked 5 months in advance, the car had a fresh set of Michelin Pilot Sport Cup tyres, the car all washed and gleaming in black.

Day one and the temperature was hovering around 30 degrees. A spectrum of other Porsches were gleaming in the parking lot included 991 Carrera's, 997 turbos, a GT3, GT3 RS, RS 4.0 and GT2. My mentor for the two days was Neil Hopkinson – a Porsche Factory Safari rally driver. He was a terrific bloke who has been working as a test driver for Porsche for almost 20 years with a wealth of experience in safari rallying racing Cayennes. We met over a light breakfast where we chatted about mutual racing experiences – his racing experiences being far more colourful than mine!

My objectives for this bespoke experience were:

- 1 Drifting and sliding with traction control switched off to control “pendulum effect” including Scandinavian flicks.
- 2 Control slides on the wet kick plate.
- 3 Controlled Donuts.
- 4 High performance laps of the Silverstone Racing Circuit.
- 5 The destruction of a brand new set of Michelin Pilot Sport Cup tyres at the end!

Day 1: car control and familiarisation day satisfying (1), (2) and (3) above. The kick plate was interesting and for the uninitiated (like myself!) it was fun. Approach the kick plate at about 40 km/h and as the rear wheels hit, the plate flicks the car sideways and water sprays onto the track at the same time. The idea is to keep the car in a controlled drift, feathering

the power and steering in the direction of the slide to keep the car sideways as the car moves forward. I was allowed to perform some Scandinavian flicks and swing the rear end of the car round sharp turns in controlled drifts whilst feathering the accelerator and the brake ensuring that the enormous power of the car is respected and is not unleashed at the wrong time. I had not done any such exercise in a GT2 before so it was great to see what these cars are capable of.

Day 2: involved some high performance laps of the Silverstone racing circuit which was brilliant. It is such a wonderfully wide racetrack with plenty of run off just in case we got it wrong. Luckily for me I didn't! A glance at the digital speed readout at the end of Hangar Straight just prior to heading into the right hander was 155 mp/h (equating to 249 km/h) in 5th gear. Top speed for a GT2 RS is 310 km/h so there was more in it in terms of top-end however there was a right hander to negotiate! About 30 laps of the circuit and 6 hours in the car on day 2 was nothing short of exhilarating. The last part of day 2 was some controlled drifting around the test track with part (5) of the above requirements being satisfied. A large chunk of rubber was taken out of the Michelin tyre on the last lap so the sport cups were well and truly stuffed at the end.

A completion certificate now adorns my man cave in Queenstown.

A chance meeting with our Aussie Formula One Champion Mark Weber was certainly one of the highlights. After flying in by helicopter, Mark introduced himself with a firm handshake which almost broke my hand! I thought he dropped in to Silverstone especially to see me! Following the very brief encounter, he was whisked away quite quickly for his ongoing Porsche commitments.



As part of the festivities of the 50 years of Porsche, our F1 champ and Senior Drive Instructor Gordon Robertson were visiting a number of race tracks in the lead up to the Goodwood Festival of Speed. What a great ambassador Mark has been for Australia and for Formula One and wonderful news he is racing for Porsche next year following his retirement.



> One stuffed left rear Michelin tyre following a drift session at the conclusion of the two days!



> Mark Weber flew in by helicopter for a visit with Senior Drive Instructor, Gordon Robertson at the UK Porsche Experience Centre. Seen here on his way over to shake hands with us.

Goodwood Festival of Speed >



The fabulous Goodwood Festival of Speed is attended by 196,000 people over four days and is held on a grassy, hilly estate belonging to Lord March.

The Porsche 911 has played a key role in helping to put the Festival of Speed on the map over the last 20 years whether appearing in action in road and race form on the testing 1.16-mile Goodwood hill climb, spitting gravel sideways around the Forest Rally Stage, or sitting serenely static yet inviting on the Cartier 'Style et Luxe' concourse lawn or Porsche exhibition stand. The Festival this year coincided with the 50 years of Porsche and to celebrate this milestone, an amazing sculpture was located in front of the famous Goodwood House – a sculpture with 3 Porsche's located at the top giving the appearance of the cars reaching for the sky.

There were a number of sports car brands which made an appearance including McLaren who showcased a number of their sports cars and, like Porsche, were also celebrating 50 years. We walked for two full days around the



> The magnificent sculpture located in front of Goodwood House

Goodwood Festival of Speed >

festival which was so large, we still didn't see everything. A number of Porsche tuning stores were represented as well as specialist in after market accessories (such as KW Suspension) and Porsche restoration specialists.

On the third day, we rested our weary legs in the grandstand taking in the hill-climb which included a number of formula one cars and of course, Porsches. The main event of the final day was watching the fastest cars navigate the hill-climb with a prize for the fastest car. To celebrate Porsche's 50 years, an amazing cavalcade of cars representing the 7 generations of the iconic brand took to the hill, twice each day over the duration of the festival. There was a concourse of modern (such as 901 GT3 cup, 901 Carrera) and historic (original 911 from 1963, and historic racing cars such as the 935 "Moby Dick" and the 917).

Whilst at Goodwood, we met with my mentor at the UK Porsche Experience, Neil Hopkinson, who offered us a ride in the Cayenne doing some drifts and slides in the mud. I was amazed at what a Cayenne could do and I had no idea a 4 wheel drive Porsche could be drifted like a speedway car. Impressive.

I could do it all again in a heart-beat! ■



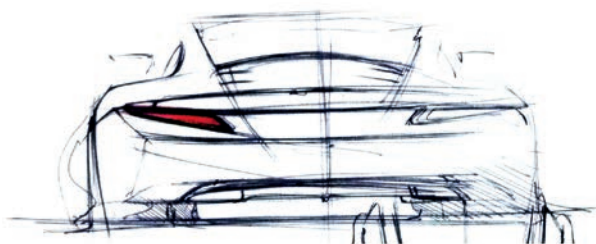
> The 1973 Porsche 911 Carrera RS Lightweight – magnificent!



> 1964 Porsche 901



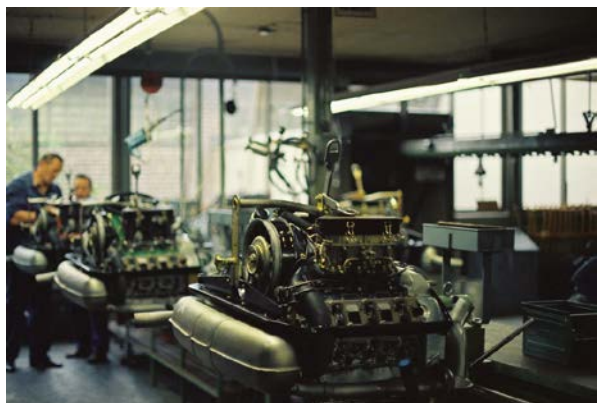
> 2013 Porsche 918



> The 2013 Porsche 911 Carrera Cup Race Car looking terrific in Martini livery

EARLY PHOTOS FROM PORSCHE FACTORY VISIT 1971

To help illustrate the 50th anniversary of the birth of the 911 in 1963, the following photographs were snapped during a visit to the Porsche Factory in Zuffenhausen, Stuttgart in 1971, only eight years later. They have just recently been scanned and made available publically.





It's a far cry from the ultra-modern semi-automated factory that exists today on the same site. But isn't it great to see the 70's factory workers in their blue overalls fettling and fitting everything by hand? Does it make you want to own a '71 911 that was created by men, rather than a current model designed and manufactured largely by computer controlled machines? Some of our members fortunately don't have to choose... they own one of each!

The Editor



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WHO ARE WE?

..and (maybe) where are we going?

Leon Joubert dissects the *Porsche Club of Tasmania*.

The Porsche Club of Tasmania (PCT) is now 10 years old.

Its membership has hovered steadily around 75 persons. It has only ever had two Newsletter Editors and one President and diligently recycles its Committee members.

Conclusion: The PCT is an extremely stable institution.

Like most motor marque clubs the majority of its membership is largely (and probably quite happily!) dormant.

The Club strives (and often succeeds) in having one organised event per month for its members' entertainment.

These events are almost always attended by the same, small contingent of enthusiasts that tend to form a little sub-group that shares valuable information like holiday destinations, drinkable wine labels and the names of coffee shops to avoid.

They quickly know all about each other's cars, so there is little interest there.

There are also just enough of them to make up the required numbers for recycling as Committee Members and Office Bearers.

PCT membership fees are a reasonable \$110.00 p.a. and club funds are often re-distributed to members through event prizes and subsidies.

The good people of Porsche (to whom the Club is officially linked) also often supply the PCT with brand paraphernalia at reasonably affordable prices.

The PCT is therefore quite a nice club to belong to.

A common denominator amongst all of the aforementioned is that all the Club members either own a Porsche, or would like to own a Porsche, or perhaps know someone who owns a Porsche.

If you examine the membership list in more detail there are at least nine members (12% of the total) who would either still like to own a Porsche, or just know someone who owns a Porsche.

(They are probably too shy to admit that they own something like a Toyota Prius Electrolux).

The balance of Club members (88%) either own a Porsche or, in a few instances of excessive greed, own a pile of Porsches.

There are only one Cayenne 4x4 and one Panamera saloon listed amongst member's vehicles. The rest of the 'declared goods' are all Porsche sports cars.

This statistic stands in stark contrast with Porsche's worldwide sales achievements which are currently dominated by the Cayenne SUV, which accounted for 53% of the marque's 2012 total sales of 141 075.

The PCT is obviously sadly out of touch with the realities of 2012/13.

It thus also comes as no real surprise to find that more than 60% of our PCT members are still hanging on to their iconic rear engine, flat six 911's.

That is, of course, a car that has no right to exist in terms of modern physics and automotive engineering.

A little more detailed analysis also reveals quite how very far we are actually living in the past.

Almost 60% of our member's cars were manufactured more than 20 years ago. (The ages of our members are not declared in membership records – so it's impossible to judge whether their own ages may relate to those of their cars!).

The breakdown of older cars are 928 (3%), 356 (4.4%), 924/944/968 (10.2%), and pre-1990 911 models (34%).

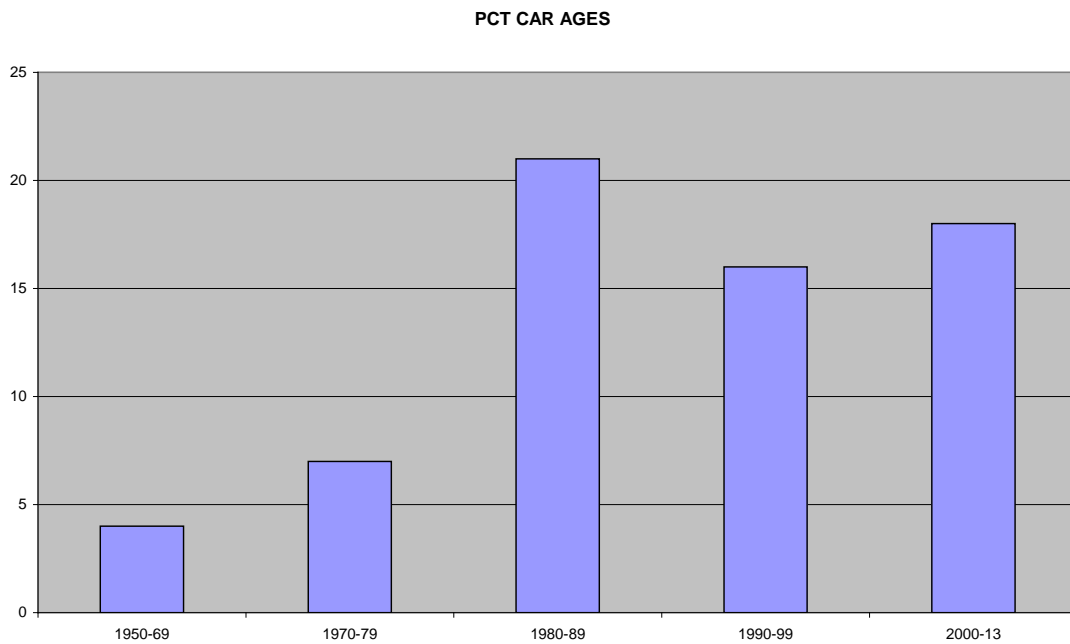
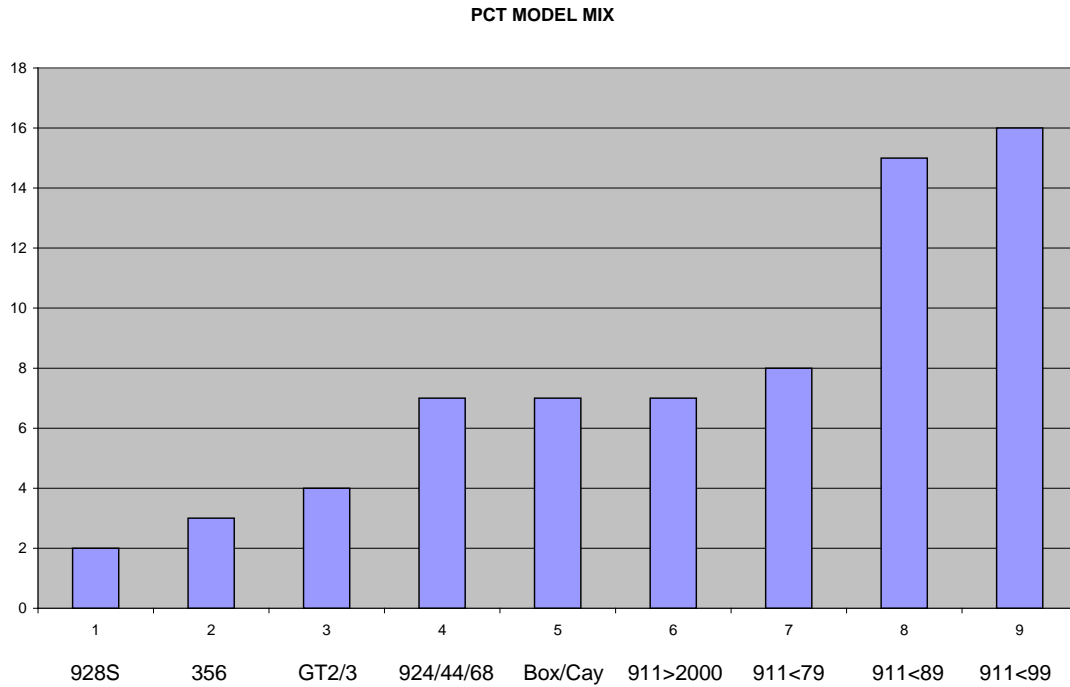
The Naughty Nineties account for a further 23.5% of our total Porsche count - all of those being tail dragging 911 models.

Post- 2000 there is an even split of 10% each for more recent 911 models and Boxster/Cayman models.

What is perhaps interesting is that there are more front-engine Porsches (excluding the single Cayenne/Panamera examples) than there are Boxster/Cayman models in the Club.

However the most telling conclusion may be that 75% of our members' Porsches are at least 13-years old – and many are much older than that.

Presented in pictures, our Club anatomy looks like this:



To attract new members and retain current members it is probably incumbent on our leaders to take serious cognisance of this information when planning future Club strategies and membership acquisition.

It is probably also high time for us to begin to organise “swap” meetings, “car part exchanges” and “technical blogs” to keep our ancient Porsches running and their owners well served while the “other 10%” who own the post-2000 models can (hopefully) just continue to maintain their babies through their Platinum credit cards.

Instead of screaming around Baskerville, we should probably be having more leisurely treasure hunt drives followed by high tea in Richmond, with perhaps the odd crochet or scone making class thrown in.

If you analyse the membership of a typical Porsche Club (assuming that the PCT is a typical example) it is therefore no wonder that Porsche is now making more diesel automatics and electric-assisted models.

Porsche has obviously been monitoring the anatomy of Porsche clubs more diligently than even the US spy agencies could, and they are (as usual) well ahead of the game.....

It may purely be a matter of time before the first Porsche mobility scooter hits the market, in which case our PCT membership should expand quite rapidly.

Ends

PORSCHE MACAN – EARLY PICS

Porsche's long-awaited Macan SUV has been spied wearing very little camouflage, giving the best look yet at how the new smaller model will look.



Spy photographers at Automeia grabbed these shots of the Macan undergoing final testing ahead of its launch at the Los Angeles motor show in November.

Although the Macan has been spied before it has previously been disguised with modified bodywork from the bigger Cayenne SUV.

While there are still stickers to try and disguise some of the details including the headlights and taillights, the basic styling is clear to see. Not surprisingly it bears a strong family resemblance to the Cayenne - much like the 911 and Cayman - but with a more heavily raked rear windscreen giving it a sportier appearance. The front bumper looks drastically different, however, with a wide horizontal series of intakes.

The Macan is expected to be powered by a range of petrol and diesel engines, including an all-new four-cylinder boxer turbo petrol unit that will eventually power the Boxster as well.

But it will also get V6 options, including a turbocharged six-cylinder powerplant capable of 280kW, as well as a diesel and plug-in hybrid.

For the full article, go to <http://news.drive.com.au/drive/motor-news/porsche-macan-uncovered-20130808-2rjlp.html>

2013 CLUBMAN POINTS

CLUBMAN SOUTH 2013		CLUBMAN NORTH 2013		CLUB CHAMPION 2013	
NAME	TOTAL	NAME	TOTAL	NAME	TOTAL
RIDGERS . Keith	240	ALLISON . Bruce	115	SHEERS .Rob	30
FORBES . Andrew	145	McCAFFERTY . Phil	90	FORBES .Andrew	25
SHEERS . Rob	140	KING .John	60	HOBDEN .Michael	25
DAVIS . John	135	WILSON. Chris	60	RIDGERS .Keith	25
TUCKER . Paul	135	WHEATLEY . Mark	30	WILSON . Chris	15
LYONS . Kevin	135	LUCK. Kerry	30	WALPOLE .Chris	15
WHITE . Bob	115	BUCKNELL. Sam	30	POOLEY .John	15
HAND . Joe	105	ATWELL. Alex	30	KING .John	15
JOUBERT . Leon	100	HANNAN . David	15	TUCKER . Paul	10
POOLEY . John	80	ZEUSCHNER . Greg	15	CATCHPOLE .David	10
DENNY. Colin	60	YOUNG. David	15	CANNAN . Gary	10
EVE . Dave	55			HAND. Joe	10
HOBDEN . Michael	45			WHITE . Bob	5
SMITH . Barry	45			FORBES . Duncan	5
MOODY . Milton	45			DENNY. Colin	5
BERRY . Paul	45				
McPHEE . Brian	30				
BARROW. Rob	30				
CANNAN. Gary	20				
CATCHPOLE . David	15				
DOVE. Peter	15				
CANE. Peter	15				

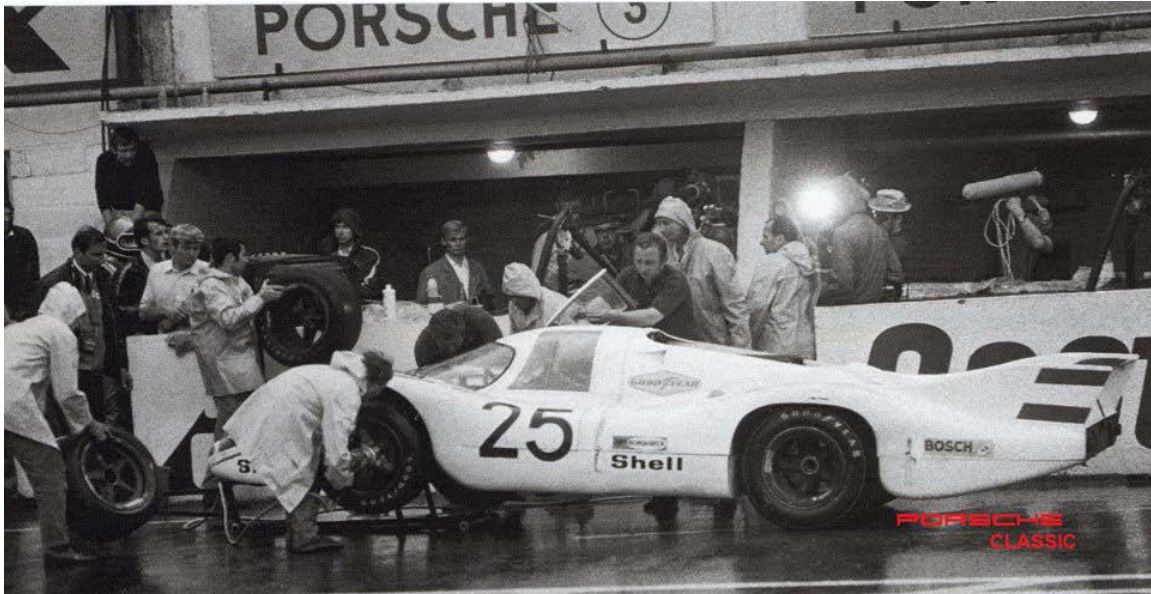
Compiled by Keith Ridgers

Flat Chat / POOLEY WINES “KNOW YOUR PORSCHE COMPETITION”

COMPETITION No. 5 RESULT

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

Bonus Question: Name one of the Drivers



The Answer: 1970 24 h Le Mans

Porsche 917L 042 - Porsche Konstruktionen K.G. Salzburg

Drivers: Vic Elford (GB), Kurt Ahrens, Jr. (D), DNS - Rico Steinemann (CH)

DNF – 225 laps vs the winner's 343

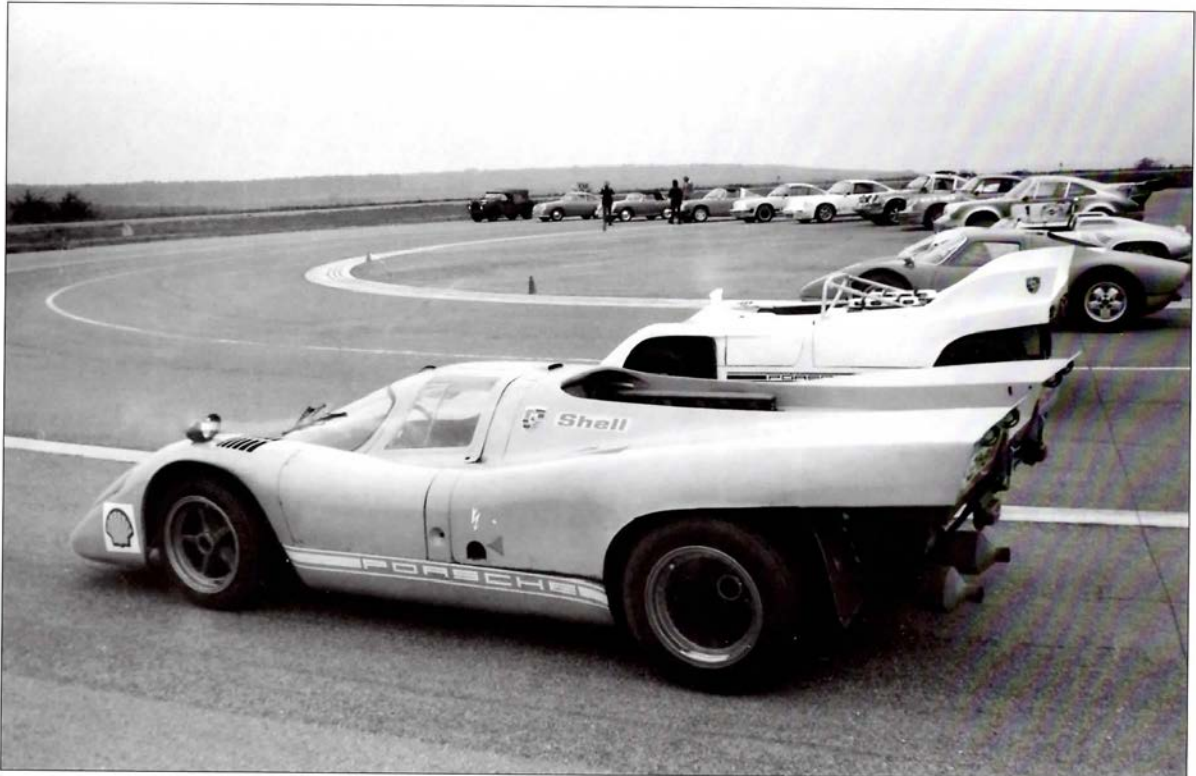
The Winner: James Tucker (completely correct)

The winner's agent may collect his prize from Pooley Wines Cellar Door, Richmond

COMPETITION No. 6 (*next page*)

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

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\$990.00	XHN	Seat belts in racing yellow
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NC	022	Instrument dials in black
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\$5,950.00	250	PDK
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NC	840	Sport Design steering wheel
\$4,950.00	DD	Dealer Delivery
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\$12,868.00	Stamp Duty	
\$600.00	Registration	
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\$335,098.00	ON ROAD	

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Porsche Club

Tasmania



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