



# Porsche Club

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## Tasmania



# FLAT CHAT

## OCTOBER 2011



2012 Porsche 911 Carrera

# **FLAT CHAT**

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

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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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### **Meetings:**

Hobart	3 <sup>rd</sup> Tuesday Night	Monthly
Launceston	3 <sup>rd</sup> Sunday Morning	Monthly

## **OCTOBER EDITORIAL**

If we want the Porsche Club of Tasmania to prosper and grow we may have to create a partitioned subsection for our 911 owner/members?

I estimate that during my career as a motoring journalist I evaluated around a thousand cars, yet there are only two special Porsche 911's that I remember.

One was the first 911 I ever drove (ca. late '60's), a dark blue Targa with a black leatherette roof and a 2.2-litre engine. The other is John Pooley's GT3-RS which I drove about 35 years later.

There were many excellent 911's in between but nothing that particularly sticks in my mind. Yet I distinctly remember the continent-covering ability of a Porsche 928S on a fast run through France and the superbly balanced dynamics of the 944 Turbo at first experience on the Hockenheim race track.

I recently conducted some Google searches for "other" Porsches and found an immaculate (105 000km) 924 Turbo for \$12 000 and a rare, one owner Martini 924 for \$11 000. Another \$10 000 could buy a well cared for 944 or 968 Cabrio and \$60 000 would get you (believe it or not) an immaculate 928S4 with a genuine 13 000km on the clock.

But find a 914 or a 914-6? I saw one at our annual Economy Drive three years ago and whoever owns it is in possession of a real collector's item. I couldn't find any for sale in Australia. There are very few 914-6's for sale anywhere.

There is a misguided belief that 911's and 356's are the only "true Porsches".

The 356 has more in common with a Volkswagen Beetle than we care to admit and the Harm Lagaay-designed 924 may have started life with an Audi engine but its genes were pure Porsche. The Turbo already had a Porsche cylinder head and quickly morphed into the 944 and 968.

As a *Porsche* Club we should recognise and encourage the culture that Porsche not only designed and built 356's and 911's. We should encourage potential new Club members to join the PCT with old, but perfectly sound 924's bought from a used car lot for \$5000 and help them restore it for the cost of a set of 911 wheels!

Porsches are Porsches – not just the ones with tail dragging engines. The Subaru WRX now gets better retained values than a 911 on many markets, which could begin to make used 924's, 944's or 928's an excellent potential return on investment. Never mind a very rare 912 or 914-6.

**Leon Joubert**

**Editor**

## **THE CHAIR SQUEAKS**

Dear Members

I would firstly like to welcome our new committee members Bob White, Rob Sheers and Bruce Allison and thank re elected members for their commitment for another year.

Bob has taken the very important role of Events Director and Rob has returned to the committee, after a year's break, and Bruce has offered his help in the North of the State.

We can be proud of the fact that we have a full committee and one full of enthusiastic Porsche people to drive the Club forward during the next 12 months. Embrace your Club, get involved and have fun with your Porsche and like minded people.

Leading up to the end of this year we have several important events.

A very special visit to Chas Kelly's private collection of amazing two and four wheeled gems, held in September, our ever popular Economy run, to be engineered by our Editor, Leon Joubert, in October.

November, we organise and run a round of the Tasmanian Hill Climb Championship, with the assistance of the Club Motori Italia, at Baskerville on the 20<sup>th</sup> November. All club members are invited to compete or assist in running these important events and I look forward your participation.

All events attract points towards Clubman and Club Champion for 2011. See current point's scores elsewhere in the newsletter.

Porsche AG have reported a record year in sales reaching 100,000 units, boosted by exceptional Cayenne and Panamera sales, helped by huge growth in China and Russia, albeit from a low base and they are purchasing heavily specified top end models.

2012 model 911s are due for release here in Australia, first cars arriving in March and major changes are incorporated in this totally revamped sports car, but amazingly external changes are hard to pick by the uninitiated. Is this another 911 legend born?

Porsche is profitable again and about to re enter Le Mans in 2012. We can look forward to that with great interest and expect an exciting new sports car bristling with new technology and faster than all the competitors?

A big thank you to each member contributing to the newsletter and especially to, "The cars I have owned or should not have sold".

This really does give insight to the member's past and makes fascinating reading, please prepare your story and photos as the Editor may be calling on you next!

Members club nights are about to change as demand for the old format has dropped , so Bruce Allison will be organising early 3rd Sunday morning runs in the North and a different format utilising Performance Automobiles, our Porsche dealer's show rooms so we can enjoy the latest models and up to date factory videos.

Watch out for exact details in your inbox.

The Tasmanian spring is with us again and we can rejoice that the time for 'going for a drive' has returned and what better car could anyone find to do that in, but a Porsche.

See you at the next event.

Cheers

**John Pooley**  
**President**



## **WELCOME NEW MEMBERS**

We have a lively and exciting Porsche Club in Tasmania and each month we are very pleased to welcome new members, their families and of course , their Porsches. We are a one make car club and for good reason, the car is the common catalyst amongst us. As you all know there are many model Porsches, most are sports cars and that is over 60years. They are varied, some rare , some not so, some very expensive and others not, but what is important is that they are Porsches and when you own one, you are Family and if this is your first or your last, this Club makes you welcome.

A BIG WARM Porsche welcome to the following new members:

Milton Moody	.....	2007 911 Carrera
Gary and Jeanette Spriggs.....	1984 911 Turbo	
Ralph and Suzanne Norton.....	2004 911 Carrera	
Gavin Brown	.....	2003 911 Carrera
Alex and Catherine Nicholson.....	2000 Boxster	
Chris and Michael Walpole.....	2009 911 GT2	
John Hamilton	.....	TBA
Gary and Barbara Gynn.....	2002 911 Carrera	

Please feel free to contact myself or any of the committee listed in the front of Flat Chat and we look forward to catching up at the Economy Fun Run on 30<sup>th</sup> October, if not before.

## **2011 AGM – PRESIDENT’S REPORT**

It gives me great pleasure to hand down my ninth President’s Report.

When I think back to the humble beginnings of our Club in 2002 and that first meeting at the Performance Automobiles, Porsche Showroom in Davey Street, we can all be well satisfied. There were about 15 of us that evening, all keen to share our passion for Porsche with one another and after a Porsche racing video or two, a glass of wine and a stubbie, we got down to business and formed our first committee. I have admiration for those great people that put their hands up and nominated for a job to build a club that has had an event every month over those past nine years; has always been able to pay its bills; grow its membership to 50 and maintain that number. We have today a club that has a high participation in all types of events from driver training, hill climbs, economy runs, motorkhanas, concours and show and shines, cryptic drives in the country, lunch and breakfast outings, weekends away, club nights and dinner functions, BBQ’s at historic homes and even take off to the mainland at least once a year to be part of the National Porsche Club scene.

All of this is good fun and allows us to experience our beautiful Porsches in the manner that they were designed, but someone has to organise these great events and it is usually the committee members. Surprisingly, because we have almost a full committee, the work load is shared and is not onerous at all. So I encourage all members to have a turn and to nominate for your place at the AGM or by proxy and by doing so we will continue to have new ideas and enthusiasm. The club will continue to prosper and grow and all will have fun, just as we have over the last 9 years and for the next 60 years. If Norman Hamilton had not been such an enthusiast for the sports car back in 1951 when he spotted his first Porsche on the road in Austria, I wonder what we would be celebrating today?

My sincere thanks to all of my committee this past year and congratulations for helping to continue the building of a great Porsche car Club. We can also be well pleased with our newsletter, Flat Chat and I thank Leon Joubert, our editor and all who have contributed to its great success over the years.

Porsche Centre Hobart has again been a strong supporter of our Club and has included us in all their exciting activities, especially during Targa Tasmania, sincere thanks go to Adrian Brown and his team. Pamela Ward and Porsche Cars Australia are due a big thank you too for their ongoing support.

**John Pooley**  
**President**



## **2011 – PCT Coming Events**

### **30 October**

### **PCT Economy Drive**

This year's event will **start at 10h00** and finish at lunch time at the Wrest Point Casino Hotel in Hobart. There is a Caltex service station with 98-Octane fuel at the start point.

The route will cover varied terrain, and hence different sections of it will have different recommended *average* speeds.

There will be pre-calculated time checks in the route guide to help you monitor your progress during the event.

There will be penalties if you try to drive too slowly to save fuel, and route check controls to prevent shortcuts. The recommended average speeds take all traffic regulations into account.

There will be different classes for different types of cars, and many prizes!

*The route guide and instructions will be sent to all members before the event. Feel free to practice, if you think it will help!*

### **20 November**

### **Baskerville Hillclimb**

Last year's event was a great success, and a competition between the PCT and the Club Motori Italia. The event is perfectly safe for standard vehicles, and no special fittings like roll cages or full harness safety belts are required.

Look out for more information closer to the date.

### **18 December**

### **PCT Christmas Lunch**

We have booked the Waterline Restaurant on Hobart's waterfront for the lunch. The cost will be around \$50 for a two course meal and \$70 for a three course meal.

More details to follow.

### **31 December**

### **New Year's Eve Function**

We are considering a possible joint table(s) at a charitable function in Hobart.



### Test Day at the Red Bull Ring, Austria

First it was just a high octane drink, then sponsorship of high octane extreme sports events, then a Formula 1 Team – what could Red Bull Company owner Dietrich Mateschitz do for an encore? Create a brand new, completely re-developed race track in his home country, Austria, of course! First a little history:

*“Engines were first started on the newly built, approximately six kilometre-long racetrack in 1969. The Österreichring was a high-speed course and within a short time it was considered to be the best racetrack and fastest Formula 1 course in the world. Spectacular racing, quirky events and the special atmosphere quickly made the course popular among drivers and fans in Styria. But after two collisions at the start of the 1987 Austrian Grand Prix (turn 1 was unusually narrow leading to congestion immediately after the start), which caused damage running into millions, the track was dropped from the Formula 1 calendar.*

*Premier racing did not take place on the track, which was called the A1-ring from 1996, again until 1997. After long political discussions, high costs and various renovations, the track was incorporated into the racing calendar again. The new track layout was a prototype for the construction of a new generation of racetracks due to several stop and go sections which forced overtaking manoeuvres. However, the rapid ‘danger bends’ which were also popular with the drivers disappeared during renovations.*

*Over the next few years there were exciting and sensational races which until the last chequered flag in the Grand Prix circus was brandished in 2003. Michael Schumacher set the lap record that year, 1:08 for 4.326 km (averaging 229 kph!”*

Fast forward to 2011 – a month before the official opening, when Mark Webber and Sebastian Vettel were to christen the track – the Porsche Club Wien (Vienna) booked the track for a test day.

Every Spring, the PCW conducts a test day to allow the serious racers to test their improved or replacement cars for the summer series of club races. Road cars are also welcome, so I had the RS serviced and safety checked, then headed south for the 200 km drive from Vienna (less than 2 hours – oh, those lovely autobahns).

The Red Bull Ring (RBR), not to be confused with Red Bull Racing (RBR) is situated in a beautiful wooded area south of Graz, near the village of Spielberg.

After a comfortable overnight stay at a local hotel, I left Carolyn to a leisurely breakfast and headed out to the track nice and early for registration and safety inspection. With only a month to go before the official opening, there was plenty of landscaping activity at the approaches to the track, and the cafe and restaurant staff in the trackside facilities were unpacking brand new chairs and tables for their first customers. The track itself, however, was totally ready for the day's activities, and a full complement of flag marshalls and safety/recovery vehicles (even a doctor in the medical centre) were prepared for any eventuality.



Last year I participated in a similar event at the new Slovakia Ring in Bratislava, so I knew more or less what to expect. There would be full-on Carrera Cup cars on slicks, GT2's, GT3's, RS's, Turbos, and almost every other model of Porsche, all keen to have a go. There were so many entrants (about 60 from the PCW alone plus 40 assorted Historic Cup cars), that the organizers split us into road and race classes.

Good thing too, because having to keep your eye on the mirrors for fast-charging racing Porsches can be little unsettling.

The general rule is to stick to the racing line and let the faster boys go around you, rather than try to get out of the way. We had half hour sessions alternating between the groups, then some Historic Cup cars had a go while we rested and thought about how to do it better next session. In my case, quite a bit of thinking!

It's a beautiful track, wide with generous run-off areas at critical corners, a smooth surface and some nice changes in elevation to make it more interesting. The main straight is 900 metres long, so there's an opportunity to use 5<sup>th</sup> gear to about 200 kph if you're brave enough before the first hard right turn.

It took me a few laps to get the hang of it, and since my rear tyres were rather worn, it sometimes got a bit "exciting", but huge fun! I managed to concentrate long enough during each session not to do anything stupid, and by lunchtime, when Carolyn appeared from some "light" shopping in the village, was ready for a break and a cool (non-alcoholic) drink.



***The only RHD Porsche at the PCW Test Day******Approaching the starting grid***

The facilities are really first class, and we relaxed on the upper deck with our tasty sandwiches and juices. Some “better men than I” were tucking into wiener-schnitzels and rosti-kartofflen, but it’s not a good idea to feel sleepy after lunch when trying to pilot your nice Porsche around the track at high speed. Maybe they were pit crew? Yes, some of the serious club members have pit crew, covered semi-trailer transporters with team logos emblazoned on the sides, and stacks of spare wheels, huge tool chests and tuning equipment. Very impressive, but I think my fun/\$\$ ratio is pretty favourable.

After lunch the half hour sessions resumed, and the second set was just great. I felt I’d got to know the track much better and was getting smoother each lap. It’s at that point I retired for the day. Why, you ask? My rule for track days is – quit while you’re still smiling!



**And the winner is.....**



**Ex-Moffat/Garretson/Rahal 935 K3**

The fastest Porsche by far was the Alan Moffat/Bob Garretson/Bobby Rahal 935 K3 originally driven to success in the 1978 12 h Sebring (1st), the 1979 12h Sebring (3<sup>rd</sup>) and 1979 24h Le Mans (8<sup>th</sup>). A lovely sight and sound!

You can get a better idea of what the track looks like if you are able to watch the DTM or GP2 series (Sky Sports in Australia?), as they will both be holding a round of their respective 2011 championships at the Red Bull Ring.

Perhaps one year soon, Formula 1 racing will return to Austria. I'm sure Herr Mateschitz hopes so. But, the track has a total annual noise quota, so very loud cars like F1 GP use up most of a year's allowance, which currently makes it uneconomic to host a round of the championship.

Maybe they could run with silencers at the expense of a few horsepower – there's a novel idea!

**Andrew Forbes**  
**European Correspondent**

*Our European correspondent and his GT3-RS are on their way back to Tasmania soon. This is a good time to thank Andrew for the many interesting and enjoyable contributions that he sent us from his temporary Austrian abode.*

*We look forward to seeing both car and driver at a PCT event very soon. Ed.*

## **PCT PRESIDENT'S DINNER – 2011**

The Porsche Club Tasmania's annual President's Dinner was held in the Athenaeum Club in Hobart this year and also celebrated 60 years of Porsche in Australia.

Club President, John Pooley, suggested a subtle Germanic theme for the event and though nobody arrived in Lederhosen (!) there were a few Tyrolean hats (far right) and some colourful trouser braces (not) to be seen.



**Pre-dinner drinks in the Athenaeum Club member's bar**

The main course was a surprise 'Eisbein (Schweinshaxe) und sauerkraut mit kartoffellen' and the actual recipe used had its origins in the former East German embassy in Harare.

It was probably a tough challenge for the young chef of the Athenaeum!

Finding a couple of dozen smoked pork hocks in downtown Hobart was never going to be a simple matter, and preparing a full-on sauerkraut requires a great deal of patient preparation. He nevertheless coped extremely well.

The outcome was a great effort and a real eye opener for those who had not sampled this traditional German dish before. It was book-ended by superb starters and sweets.





**The table laid and waiting for the surprise main course**



**The Eisbeins have arrived (!) L to r Bob and Dimity White, Adrian and Rene Brown.**



As has become the norm (Pooley for Life President?) Pooley Wines generously sponsored a selection of their finest, medal winning wines to compliment the meal.

Every guest also got a complimentary wine glass inscribed with the name and date of the event, as well as additional mementoes of the 60<sup>th</sup> anniversary year of Porsche in Australia, the latter with the compliments of Porsche Australia.



**L to r, Josiane and David Eve, Sylvia Petersen and Club President, John Pooley**

Our thanks to the Athenaeum Club, Pooley Wines, and Club President Pooley for what has now become one of the most enjoyable annual events on the PCT calendar.



**Ed.**

## **GUEST ARTICLE – TARGA TASMANIA 2011 - BY BEN OLIVER**

*This article by well known international motoring journalist Ben Oliver first appeared in the July 2011 edition of "Wheels" magazine. We requested permission to reprint it here.*

Peter Robinson said I should rent the most boring car I could find (he advised a Camry automatic) so that I wouldn't be tempted to speed. And I'd read editor Bill's letter in the April issue bemoaning your "draconian and largely senseless" speed limit enforcement, and driving standards that are "the worst in any developed country".

Bloody hell. I was worried I wouldn't make it out of Tullamarine Airport without either getting 20 years' hard labour for pushing my luggage cart at over 2km/h, or run over by some retiree with his.

So it was a bit confusing to find myself a few days later driving a Porsche 911 GTS over some of the greatest roads on earth, and standing by the side of those same roads and watching others drive an insane collection of cars – from Brute Utes to tweaked Gallardos – absolutely as fast as they could.

Okay, so the Targa Tasmania is not your Typical Australian Driving Experience. I don't quite understand how it continues to exist in an atmosphere of "government oppression", as Bill describes it. But I'm very grateful it does. I suspect the fact that it celebrated its 20<sup>th</sup> anniversary this year explains a lot. If you went to your authorities today and explained that you'd like to hold a five-day, 2000km tarmac rally for 300 barely-legal cars, around a quarter of which would fail to finish, many in spectacular accidents, you'd be unlikely to get a favourable response.



But Tassie, I'm told, has a slightly more liberal attitude to life than other states. And doubtless the \$12m in direct spend that the Targa brings to the island more than pays for the lamp posts, street signs and fences taken out by the backwards-exiting competitors.

But what struck me most about the Targa – more even than the fact that this crash-fest continues to exist in the world's most humourless state – was the age of some of the front-runners. The overall winner, self-made dog-food magnate Tony Quinn, driving a GT-R, is 53. Rex Broadbent, who won the classic section, is 62. There was some 63-year-old called Jim Richards – ever heard of him – who drove his 456kW 911 GT2 RS so fast in the torrential rain of the last couple of days that he reeled in dozens of younger blokes in all-wheel-drive cars. There was 64-year old double World Rally Champion Walter Rohrl who, despite an uncompetitive, museum-piece 1981 911SC looked 20 percent quicker than everyone else, everywhere.



But my favourite was probably 68-year old Tasmanian Porsche dealer and winemaker John Pooley, who has raced in every Targa Tas, and despite having one of the biggest accidents in this one, told me he'll be back for the next one too. "I wasn't going to stand there and watch it burn", he said of his Impreza, as he stood coolly chatting in the hotel lobby in Strahan after the crash. "But when the mushroom cloud went up I couldn't really avoid it".

I want to be John when I'm old. Most British 68-year-olds are busy working out which slipper goes on which foot. I don't get how the country that produces blokes like Pooley also produces the cops and lawmakers you suffer from. But the Targa Tas changed my mind about driving in Oz. I'll be back for five days a year.



## Ben Oliver

Photos: Targa Tasmania.

### **CARS I SHOULD HAVE KEPT OR NEVER SOLD**

Well I have a bit of a task ahead of me here, I am a two year member of PCT and have the challenge of following our “el presidentee” John Pooley to comment on this topic. Thanks Leon!

Cars I should have kept or never sold! Is that to consider nostalgic, performance or rare cars??

I started behind the 8 ball, loved to drive, but didn't have performance or competition experience until I was nearly 40! See what I mean about having a task with this article!

Okay, my first car was a 1956 Austin A30, donated to me from my dear grandmother, what a machine.

My father and I rebuilt the engine as it had done a whopping 60,000 miles, 100,000 kms, from when Nan had purchased new. It wouldn't go, wouldn't stop and certainly wouldn't handle! Good car to learn to drive in as it was solid, no air bags, no seat belts, no ABS, but I got by.



It was very similar to this one, but without the sun visor. 803cc 4 cylinder engine, 4 speed manual gear box, drum brakes – front hydraulic, rear mechanical.

Check out the power plant, there is an engine in there below the battery and air cleaner!





After going through a few cars, and motor bikes – as you do, I happened to be at a Building Industry meeting with the then Premier of Tasmania, Ray Groom, who had recently competed in Targa Tasmania 1993, yes early days Targa, and as it goes things got a little ambitious.

A business partner, Angus MacLeod, asked if I was interested in competing in Targa the next year, and his statement was that “we would buy a car, and he would navigate.” Yes there is a God!

Next week I contacted the Targa Tasmania office to find out what the go was. Angus and I decided that we would buy a Mini Cooper, low budget, and mix with the big guy’s. But Targa told me that they had sufficient Mini Coopers and we should look at entering something else if we want to run in 1994.

What can an electrician and a plumber buy, with no rallying experience, to cement an entry into this new Tasmanian iconic event? That’s when another business partner, Harry Williscroft, suggested that we purchase and enter a Sunbeam Tiger, which sounded great to me, but what was a Sunbeam Tiger?

Right then, the next step was to find a Tiger, not so easy!

I looked in the “book of dreams” and found one, but the owner was not contactable.

We only had a few weeks before we needed to have our entry submitted so we decided to photocopy the “book of dreams” 1965 Tiger and submit that with our entry form. All done, but not quite, Targa Tasmania had a function at the Great Northern in November to introduce the 1994 competition at which all competitors were invited. That’s handy when you haven’t got a car!

Fortunately we managed to contact the said Sunbeam Tiger owner who had been in Canada for a while and secured a purchase! So, after the drama of finding a Sunbeam Tiger we set about preparing the car for Targa 1994.

There was an engine rebuild, brake upgrades within the Standard Specification regulations, roll cage to fabricate, etc, etc! This was not “a walk in the park” for Angus and myself as we had not competed in any car race/rally events.

After completing a mandatory driver training course run by Greg Crick and Barry Oliver we lined up at the George Town Prologue and had our first experience at driver/navigator teamwork at high speed.

We did not go all that flash the first year, with mechanical and crew issues that I will not elaborate on, and did not achieve a Targa Plate that is awarded to a crew that completes all Targa Tasmania stages within the maximum allocated times. But we came, we saw and we had experienced something that cannot be described.

1995 was okay for us and we received our Targa Plate, but 1996 was to be an exceptional run for the plumber and electrician, we finished second on Handicap to Jochen Mass and Jeff Hutchinson driving the Porsche Museums 1960 Porsche Type 718 RS 60 Spyder.

We also competed in the inaugural Classic Adelaide National in 1997, Targa Tasmania 1997 and 1998, achieving our Targa Plates, and 1999 was to be our glory year with an outright win in the Targa Classic.

We ran again in 2000 to attain Platinum and Millennium Plates, calling it quits after that, and selling the Tiger.

The Tiger was very well balanced with the Ford Windsor V8 under the bonnet and was well at home in dry and wet weather. The two photos below are of the same corner of the Riana Stage, the top one was taken in dry conditions in 1996, the bottom in extreme wet conditions in 2000.



I got the bug for Targa type competitions and ran a Subaru WRX in the Sunday Examiner Challenge in 1999 and again in 2000. This event focussed on the North West coast, after which the WRX was sold! I haven't gone very well to date in "not selling" the cars, have I?

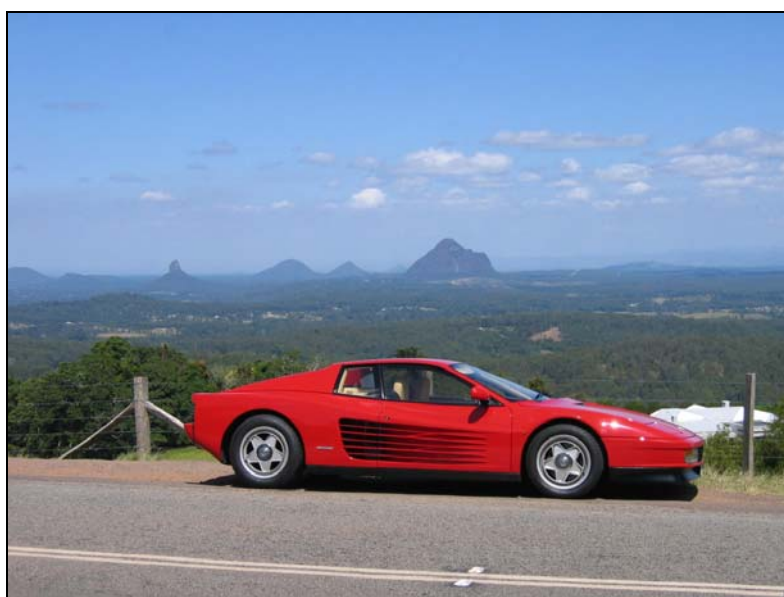
The photo below was taken in the Sunday Examiner Challenge. The nut is the big rock on the other side of the car!



After 2000 I did not compete in any driving competitions and now have three cars that we use in club events/drive days. These cars I will not be selling!

Firstly, the 1988 Ferrari Testarossa which Dimity and I have taken to two Ferrari Club Australia National Rallies, these include track days, but we are both rather reserved to ensure that we bring the car home each day.

The photo below was taken during FCA Toowoomba National Rally 2009 and the one below that at Mallala Raceway during the Adelaide National Rally 2011. See what I mean about Dimity driving reservedly?







Secondly, the 1985 Porsche 930 in which Dimity and I completed the Spirit of Targa Touring 2011 event to celebrate 60 years of Porsche in Australia and 20 years of Targa Tasmania. A great event as described by Keith Ridgers in the last edition of FLAT CHAT.

The photo below was taken during this event and is at the same corner of the Riana Stage previously indicated with the Sunbeam Tiger. As you can see the Tiger appears to be travelling at a higher velocity, those “sticky tyres” worked a treat in the dry and wet!



The second photo below was taken of Dimity at Symmons Plains Raceway going sedately, as usual! Yes that is Keith Ridgers as well.



And thirdly a 2007 Mercedes SLK55 - there is a story behind this one!!!!

When we purchased the second car, the 930 in Melbourne in February 2009, we arranged to pick it up after a FCA Victorian Branch Valentine's Day weekend as we had taken the Testarossa to Melbourne for this two day social function.

The 930 is black with black interior and had been sitting in the sun all day! All we had to do was drive to the Spirit of Tasmania, I drove the Testarossa and Dimity the 930. Too easy, except Dimity did not appreciate the ineffective air conditioning system and lack of power steering in the Porsche, and I was spoken to sternly enough for me to get the message. "If you buy another supercar that does not have power steering and air conditioning then.....", you could imagine the rest!

So I thought I might get her a nice little car like an SLK55, they have power steering and efficient air conditioning so I should be able to gather some points!

Pretty smart eh?





Another car I have no intention of parting with is a 2000 Commodore SS. It has power steering, efficient air conditioning, ABS, seating for five, a large boot and a tow bar that comes in handy sometimes!



I suppose you have gathered by now that I don't mind having a few kilowatts available. It must be a long term psychological reaction from the Austin A30! You cannot have too much power, you don't have to use it all, least not all the time, but it's nice to have available.

**Bob White**  
**Events Director**

## **EVENT REPORT**

### **CHAS KELLY CAR COLLECTION**



I am pleased to report that the visit to Chas' collection on the 11<sup>th</sup> of September 2011 was a huge success.

The day started with a coffee meet at the ETC Elizabeth Town Bakery from where we collectively set off at 10.30 to the location after viewing a fine collection of the marque assembled in the car park, in particular Kerry Luck's Wrest Point Targa winning 996 GT3 RS complete with race exhaust.

Chas has a magnificent property at Port Sorell, a quartz-lined manicured driveway complete with 200km/h speed limit sign which thankfully was not exceeded.

Chas and Robyn welcomed the club members (31 attendees at this point) and gave a description of his collection which apart from his Ducati motorcycle collection encompasses everything from a Ford 700 series truck, formally used for transporting the Don Elliott Racing Stable, through to the latest Maserati Quattro Porte which is used as the baby seat car (for their grandchild).

Chas is noted for his long and famous race career on the speedway and, as he describes his collection, it is the type that appeals to him and I must say, did to us as well.

His latest addition is a Lotus type 39 with 2.5l Coventry Climax engine which ran at the 1966 Grand Prix at Longford and comes complete with race program and start line photo, driven by the late Jim Clark. This was part of the John Dawson Damer collection recently auctioned in Sydney after John's untimely accident whilst competing at a speed event in the UK.

We commend Chas that he has kept this car within Australia as some other lots unfortunately were sold overseas. He also has an extensive collection of memorabilia as you will see in the attached photos and we bid the Kelly's farewell after an hour and a half visit having presented them with 2 of Pooley's best, and Porsche wine glasses to suit.

We then headed off in convoy to Hawley House, our luncheon venue.

Hawley House is an old character property conjoining a national park and has beautiful grounds and views. Unfortunately due to the cool weather we had to decline the offer of a white marquee on the front lawn in favour of the main dining room where the 28 remaining members enjoyed a sumptuous lunch.

Following a few kind words from club representatives, we ran a pick of the day on Chas' collection. The results of which are shown below, with a few surprises.

#### **Cars:**

Fiat 500, Lotus 39, AMG CLK Black - **All tied on five**

Austin Healey, Mustang Race Car, Ferrari F40 - **All tied on four**

Holden FX, Lotus Cortina, Ford Truck, 57 Chevrolet, Red Mustang – **All tied on one**

All in all a very good day, the weather was kind and was enjoyed by all. We thank Chas and Robyn very much for the opportunity and may well repeat it in the future as his collection extends.

My thanks to Michael Parker for providing photographs for this article.

**Bruce Allison,  
Northern Representative.**





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### **PCT ANNUAL GENERAL MEETING AT COLES (BAY)**



**The AGM Attendees outside the Coles (Bay) hostelry - (Freycinet Lodge)**

Here goes - some light hearted highlights:

- The President posted a printed copy of his Annual Report to the Secretary, as he could not produce an electronic copy. Work that out then – from what source did he print it? Early signs of dementia? Red Wine affecting the Brain Cell count??
- The meeting broke all time records as it was chaired by the Secretary, in the very timely absence of the President & Vice President.
- With the Executive out of the way, all the usual protocols were dispensed with & “Mob Rule” took over.
- For the Minutes - the President was on the gas overseas drinking everything in sight & the Vice President preferred to host a doctors’ booze-up in Hobart. Payback – we re-elected both of them for another 12 months!
- Jobs were handed out press gang-style with no right of refusal or appeal. Natural justice was dispensed with & Dissenters were warned they would shout the bar.

- Rob Sheers could not attend the AGM because of the pathetic excuse “I can’t – I am in America”. We stitched him up & elected him to the Committee in his absence. Bet he will be here next year!
- Anne Archer (it was rumoured) hosted a wild, late night party in her unit, constantly bemoaning the fact she had a spare bedroom & no-one to occupy it. HmMMM!!
- She was seen next day driving around with a male accomplice in a certain well known red Porsche, with a whale tail. This seems to be a common occurrence of late, a-la the last Launceston Drive Day where they were seen parked on the side of a country road, purportedly checking map directions!!
- After a boozy first night at the Bar, everyone left for bed with the Secretary having to meet the gigantic bar bill from his own pocket, as memories had faded & deep pocket syndrome took over.
- The new Events Director boasted he would pick up the initial tab, before it grew substantially . When the final bill arrived he regretfully realised he had left his wallet at home.
- The Treasurer & Secretary were left lamenting the motley crew that they would now have to manage over the next year & after we had tucked them all in to bed, needed a scotch or two to settle the nerves.
- We won’t mention to Performance Autos that their Dealer Representative on the Committee didn’t sell, or even mention selling, any new cars to attendees. He spent a good deal of his time in his room with his wife, purportedly discussing how soft & cuddly their Alpacas are & how could they rig their Alpaca AGM, (same weekend) so his wife could become President. He keeps a job at PA because he is an admin bean counter as he is obviously not a salesman!
- The Editor did not attend – claiming that his Left Hooker car could not get back from the East Coast without circumnavigating Tasmania via Launceston, Devonport, Strahan and the Lakes District. Apparently every time he turns the steering wheel to the right on the open road, his wife complains...
- Paul Tucker brought along his walking, talking Porsche Encyclopaedia, in son James, who embarrassed everyone with his flawless photo memory of everything Porsche. He doesn’t even have a license!! It is so embarrassing to be around a Porsche Mensa, when certain people like me are still trying to work out why the engine is missing from the front of my car.



- The Membership Officer ignored the needs of his flock & retired early to bed for a night of indulgence, without any regard whatsoever for his pastoral responsibilities.
- The Secretary unanimously agreed with himself that the next AGM should rather be held at Coles in Sandy Bay instead of Coles in Coles Bay, but the Treasurer has a Point of Order pending on behalf of Pooley wines for the alternative consideration of Wineglass Bay.
- It has been resolved in the e minutes of the 2011 AGM (and can only be amended by a Special General Meeting of 99.8% of all members of the PCT), that all Executive appointments (except that of Hon. Secretary) are for life, or until the PCT is placed in liquidation or the President's wife's name.
- For all those who did not attend this fabulous weekend, we have no sympathy for you. We didn't even consider you for a job or think to buy you a beer.

**Disclaimer:**

To anyone who has not been offended, insulted or defamed in this article, we apologise unreservedly for this, as well as for embellishing rumours & handling the truth recklessly.

**Kevin Lyons**  
**Secretary**  
**(with malicious input from the Editor)**

## **DEATH VALLEY USA**

Recently while on our adventure in the United States we travelled though Death Valley national park.

This amazing place is where you'll find the lowest place in the western world (Badwater is 282ft/85meters below sea level) and it can get very warm. The day we travelled though Death Valley it was 120 degrees Fahrenheit (47C)!!



Car companies from around the world use Death Valley for hot weather testing of prototypes and new models.



**A pre-production Alfa on test**

We noticed what looked like an Alfa (camouflaged) in a high speed convoy early in the day. Later on we stopped at Stovepipe Wells for lunch and I couldn't believe my eyes. It must be the place to stop for test engineers because there were camouflaged cars everywhere! Needless to say the camera got a good work out.

The Alfa was travelling with a number of other current model cars that I guess were being used for comparison.



**Engineers at work**



**Pre-production Mercedes AMG**



**Prototype & pre-production KIA & Hyundai**

The AMG guys were happy to talk (but not give away anything) but the Asians hid in their cars. Unfortunately there weren't any Porsches about.

**Rob Sheers**  
**Committee Member & Tourist**

### **PRESIDENT RETURNS (now sober)**

As some of you may know, Hon. Secretary reported my untimely absence from the AGM and accused me of being “on the gas overseas”. Well Kevin, you were right. Libby and I managed to drive 3500kms looking for vineyards and tasting their produce from London to Nottingham to Pitlochry, only found whisky distilleries here, I think we went too far North so came back south and across the Channel. They are making some nice Champagne in the south west of England but the French are trying to buy up this land to protect their interests, when will the ever stop fighting those two? Then a long drive to Burgundy to check out the Grand Cru’s (France’s very top rated wines from tiny vineyards in the best soils and on the south facing slopes) and back to beautiful Beaune and Dijon. Pinots and Chardonnays are superb here, the Pinots revealing those flavours of ripe black cherries, raspberries, and strawberries with hints of mushrooms and smells of earthy forest floor, which sent us into orbit in a very short time. We bench marked our Pinots at this point and agreed we are on the right track to reach the French style with our Butchers Hill Pinot noir in quality and flavour, but our RRP \$40 and theirs \$400 is not going to happen, here. Don’t worry Kevin, we will have to have been growing grapes and making wine as long as they have, over 1000 years to be able to sell out at their prices. We won’t see it!!

Then the long drive west to Bordeaux , the Dordogne River grape districts , more vineyards, growing Gamay grapes and calling the wine Beaujolais, a vivid and unpretentious wine of cherry fruitiness suiting fatty French cooking ages well. More wine tasting, more Chateau’s with rolling vineyards and ancient stone wineries, Caves of underground cellars smelling of old musty mould, housing wines made by monks, long gone from a century ago in bottles covered in dust , their corks oozing aged red tannins, desperate to be drunk, or was it us that were desperate to drink them?

Then hop onto Ezy-Jet to Milan, hire a Lancia of some sort, terrible car, and drive to Tuscany and past Florence to Castello de Gabbiano. A 1000 year old castle and 187 ha vineyard, Italian style, of sangiovese and merlot grapes, still not picked and showing signs of heat stress and dehydration. The chianti classico is now flowing, Kevin, and another celebration is about to start that of wine maker daughter Anna, celebrating her recent marriage to Justin earlier in the year in Tasmania, with their Italian friends, and what fun that was! pretty good wine too Kevin.

A few days here then off to northern grape districts around Lake Garda and Verona. Prosecco is now our favourite and great to start a meal or a lunch time fizz. Goes really well and is very affordable. We could make this from our Riesling and may try one day, imports to Aus are growing as people are discovering this sparkling alternative to Champagne.

Got sick of driving the Lancia and took it back to rental company and caught the train from Verona to Milan then on to Zurich and Winterthur to check out the Swiss vineyards and their wines. They have had a very wet summer and were pleased for us bringing the warm weather with us to help get their grapes into a ripe state to pick. My reckoning they have 3 weeks to go before they can start picking. We tried their Pinot Gris and Pinot Noirs and prefer the



Tasmanian wines. That was it Kevin, had enough and time to get back home for the September committee meeting and to see if anyone had done a Julia Gillard on me and took my job? But no, I still get to sit in that chair that squeaks,

And yes I did go overseas and get “on the gas”, how did you guess?

**John Pooley**  
**President**



**Pooleys' New French Chateaux?**



**Bordeaux – after drinking this, no wonder the Brain Cells (& Hair) have gone!!**



**Look closely - these Barrels all have the same shape!!**

## **TOP QUALITY PORSCHE TECH JOINS PERFORMANCE AUTOMOBILES**

Let's face it, the average Porsche is a somewhat more sophisticated and complex car than your average Australian, Japanese or Korean family sedan.

One would therefore trust that when you leave your Porsche in the hands of someone else to do some work on it that they will know what they are doing and treat the car with the same TLC that you lavish on it!

*Performance Automobiles*, our Tasmanian Porsche dealer, has now acquired the specialised services of a technician worthy of that trust.

**Chris Theisel** (30) is a born and bred Tasmanian who abandoned a career in accounting to realise his passion for Porsche.

He joined Porsche Centre Perth as an apprentice and in 2008 won the Motor Industry Training Association of WA's award for "Apprentice of the Year".

Now a fully qualified Porsche Technician, Chris joined Performance Automobiles in May this year and is well on his way to achieving Porsche Master Technician status.

Chris hopes to be at PCT events regularly and has volunteered to share his knowledge with us.

**Richard Robb** is already well known to many members as the Porsche Service Advisor at Performance Automobiles and remains in that role where he can share his wealth of knowledge and enthusiasm for Porsche with members.

Members remain welcome to drop in at PA's Service Centre in Patrick Street, Hobart for a cuppa and a chat with Rob or Chris, and wander next door to the Parts Division where **Jaime Gard** is another committed Porsche enthusiast who also has a great personal library of Porsche videos!

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**CLUBMAN POINTS****(Compiled by Keith Ridgers)****Clubman South****NAME    Total**

Rob Sheers 165  
 John Pooley 165  
 Keith Ridgers 155  
 Paul Tucker 125  
 Kevin Lyons 115  
 John Davis 95  
 Joe Hand 70  
 Bob White 65  
 Barry Smith 50  
 David Catchpole 45  
 Dave Eve 45  
 Hans Waldman 35  
 Leon Joubert 30  
 Michael Hobden 25  
 Paul Berry 20  
 Gary Cumberbatch 15  
 Rob Barrow 15  
 Gavin Brown 15  
 Gary Spriggs 15  
 Anna Pooley 15  
 Colin Denny 15  
 Gary Cannan 15  
 Clive Simpson 10  
 Peter Dove 5

**Clubman North****Name    Total**

Bruce Allison 55  
 Michael Parker 40  
 John King 25  
 Anne Archer 25  
 Chris Wilson 25  
 John McKinnon 20  
 Greg Zeuschner 20  
 David Hannan 15  
 Steven Gibson 15  
 Neill Daly 10  
 Phil McCafferty 5



### **Club Championship Points:**

Keith Ridgers	20
Joe Hand	15
Kevin Lyons	15
Anne Archer	15
Dave Eve	10
Rob Sheers	10
John Davis	10
Bob White	5

### **OFFICIAL PRESS RELEASE: 2012 PORSCHE 911.**

## **Press Release August 23, 2011**

### **No. 84/11**

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World premiere at the 2011 IAA Frankfurt Motor Show

### **The new Porsche 911 Carrera: Tradition meets modernity.**

At 48, the Porsche 911 Carrera is younger than ever: The completely redesigned generation of the sports car icon is stepping into the limelight with its flat, stretched silhouette, exciting contours and precisely designed details, yet from the very first glance it remains unmistakably a 911.

True to the 911 tradition, the distinctive Porsche design language with its tendons and muscles exudes power and elegance.

The 100 millimetre (~ 3.9 inches) longer wheelbase and reduced height combined with the up to 20-inch wheels underpin the athletic appearance. At the same time, the typical sports car compact exterior dimensions were retained.

Seen from the front, the eye is drawn to the 911's trademark wide-arched wings. They emphasize the wider front track, so that the new 911 Carrera models sit even more solidly on the road.

The remodeled exterior mirrors are accommodated on the upper edge of the door and not as before on the mirror triangle. Not only is this aerodynamically advantageous, it also emphasizes the new design line and visual impression of width.

The all-new, lightweight body is an intelligent aluminium-steel construction. It is responsible for a significant proportion of the weight reduction of up to 45 kilograms.

Combined with significantly greater rigidity; Aerodynamic optimisation – including a wider, variably extending rear spoiler – enabled the new 911 Carrera's lift to be reduced yet further while retaining a very good  $C_d$  value.

To complement the modern exterior design, the Porsche designers created an interior, the architecture of which takes its cue from the Porsche Carrera GT.

The driver is now even more closely integrated with the cockpit thanks to the centre console rising up to the front with the high-mounted shift lever or gear selector located especially close to the steering wheel in typical motorsport fashion.

Classic Porsche elements are also to be found inside, as they are on the outside: the instrument cluster with five round instruments – one of them a high resolution multifunction screen, the central rev counter and the ignition lock to the left of the steering wheel.

Setting the standard in its class, as it has for generations, the new 911 Carrera and Carrera S raise the performance and efficiency bar yet another notch.

All versions get by with significantly less than ten litres of fuel per 100 kilometers (28 mpg imp.).

Fuel consumption and emissions are up to 16 per cent lower compared with its predecessor. Among other things, this is achieved by systems and functions such as auto start/stop, thermal management, electrical system recuperation, the world's first seven-speed manual transmission and – in conjunction with the Porsche-Doppelkupplungsgetriebe (PDK) – sailing as it is called.

The new electro-mechanical power steering offers not only Porsche's typical precision and feedback but also helps to increase efficiency and reduce fuel-consumption.

For example, the 911 Carrera with the new 350 hp (~ 257 kW) 3.4-litre boxer engine and optional PDK consumes a mere 8.2 litres per 100 kilometres (~ 34 mpg imp.) based on the New European Driving Cycle (NEDC) – 1.6 l/100 km (~ 6 mpg imp.) less than its predecessor. Also, at 194 g/km CO<sub>2</sub>, it is the first Porsche sports car to make it below the 200 g/km mark.

With the 911 Carrera S as well, with its 3.8-litre boxer engine and what is now 400 hp (~ 294 kW), fuel consumption when paired with the optional PDK is reduced by 14 per cent or 1.5 l/100 km (~ 5 mpg imp.) to 8.7l/100 km (~ 32 mpg imp.) despite 15 hp (~ 11 kW) more power. That equates to CO<sub>2</sub> emissions of 205 g/km.

At the same time there are performance improvements in both models.

The 911 Carrera S with PDK manages to accelerate from nought to 100 km/h (~ 62 mph) in 4.3 seconds. Pressing the Sport Plus button on the optional Sport Chrono package cuts that to 4.1 seconds. The 911 Carrera with PDK needs only 4.6 seconds (Sport Plus 4.4 seconds) to sprint from a standing start to 100 km/h (~ 62 mph).

The new 911 doesn't just offer better longitudinal dynamics, however, but top performance at an unprecedented level in terms of transverse dynamics as well.

In addition to the longer wheelbase, the greater agility, precision and driving stability are based, among other things, on the wider front track, the new rear axle and new electro-mechanical power steering.

Depending on the model, there are other standard or optional active control systems available as well that further enhance the driving dynamics. That is especially true for the Porsche Dynamic Chassis Control (PDCC) active roll stabilisation system, available for the first time on the 911 Carrera S.

For example, the system reduces lateral inclination when cornering, the tyres always being in the optimal position relative to the road surface and able to transmit higher lateral forces. Maximum cornering speeds are increased; even faster lap times on racing circuits are possible.

It has therefore been possible in the new model to extend yet further the span of apparently contradictory attributes such as performance and efficiency, sportiness and everyday practicality that has always typified the Porsche 911.

That makes the 911 Carrera more of a 911 than ever.

The new Porsche 911 Carrera celebrates its world premiere at the 2011 IAA Frankfurt Motor Show.

The launch of the new 911 models gets under way on 3 December 2011, the new cars can be ordered from September 1<sup>st</sup>.

Prices in Germany are 88,038 euro for the 911 Carrera and 102,436 Euro for the 911 Carrera S, including 19 per cent VAT and market-specific equipment.

## **FLAT CHAT – BACK CHAT**

I'm happy to see that the new 911 (the 991 version) still looks like a 911! It seems the engineers and designers have yet again managed to continue the iconic shape that was first shown in 1963.

From what I've seen they have mostly done a good job. OK, the tail lights look a bit odd, the interior is more luxury car than sports car (especially the centre console) and the electric power steering has yet to be proven, but otherwise it seems good. On the plus side there's an extra 100mm in the wheel base (which should have happened years ago) and it's a little more powerful and more economical as well. And even though the size has grown the weight has been reduced.

But I'm not happy with the price Australians will have to pay for their new 991's.

I've watched with concern for some time as Australian customers have been paying ever more for their 911's compared to those in most other countries. The rise in the value Australian dollar over recent years has meant some commodities are now over priced.

There was an opportunity with the release of the new 991 to rebalance with a price reduction (like many other brands have managed). When the 993 was released in the US back in 1994 it had a price reduction on the superseded 964 model. Unfortunately the 991 will cost more than the outgoing 997 (not a lot more but none the less more). You would think that given the new model is made of 45kg less material it should cost at least a few % less!

The Australian dollar is at an all time high against the Euro and has been at and above parity with the US dollar for some time.

Comparing the cost of the still current 997 model around the world, using list prices, is an enlightening exercise.

The Australian list price of \$223,000 (base 997 Carrera) would buy 2.8 x Carreras in the US, 2.47 x Carreras in Canada, 2.05 x Carreras in the UK, 1.73 x Carreras in South Africa 1.87 x Carreras in Germany and, over the ditch in NZ. 1.40 x Carreras!

Some may say it's the Australian taxes (luxury car tax, GST etc) but its not.

Adding the Australian taxes plus say a 10% small market allowance plus an additional \$5 000 for shipping to the US price for a base model Carrera only totals up to less than \$140K??

I guess like many commodities the selling price is what the markets will bear?

Historically new 911's have been judged fairly harshly by enthusiasts but early reports for the new 991 are very positive.

I'm hoping the 991 will go onto become another great chapter in the 911 story even if it seems to be overpriced in Australia.

**"Ferdinand"**



**2012 Porsche 911 Carrera interior**