



# Porsche Club

T a s m a n i a



# FLAT CHAT

April–June 2012



2012 Porsche Boxster S

PHOTO: PORSCHE

ISSUE No. 37/2012

# FLAT CHAT

QUARTERLY NEWSLETTER OF PORSCHE CLUB TASMANIA

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**APRIL-JUNE 2012**

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# FLAT CHAT

## QUARTERLY NEWSLETTER OF PORSCHE CLUB TASMANIA

A CAMS Affiliated Club

Opinions expressed in this Newsletter do not necessarily represent the opinions of the Editor, Chairman and Committee members of Porsche Club Tasmania, or Dr.Ing.h.c.f.Porsche AG or any of its authorised representatives

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### MEETING VENUES

**HOBART:** Third Tuesday of every month at 7.30 pm  
SHANNONS CAR CLUB ROOMS, 337 ARGYLE STREET

**LAUNCESTON:** Fourth Sunday of every month at 9.00 am  
BLUE CAFÉ, INVERMAY ROAD, INVERESK

Full meeting details will be advised in the preceding week

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# EDITORIAL

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If Dr Ferdinand Piech called a VW Group sales meeting early this year he presumably would have had some nice things to say to the Porsche personnel. They deserved it.

Porsche had a fantastic 2011.

The company posted net earnings of US\$2.69 billion before interest and tax and sold 116 978 cars. These were increases of approximately 20% over the previous year's results. Total sales earned the company US\$14.34 billion for a margin of approximately 18% per car.

Cayenne sales (59 873) accounted for 51% of total 2011 sales and Panamera sales of 28 216 exceeded Porsche's own expectations by 41%.

Thus the two Porsche 'family cars' now make up 75% of sales. It is a massive change from the days when Porsche was only a specialist manufacturer of sports cars and a very strong vindication of Porsche's product strategies.

Those hard facts, if nothing else, explain why the proposed entry level Porsche sports car has been shelved and the small SUV model (Macan) is being given accelerated gestation. Money does talk, as does market demand.

One is reminded of a comment by Edzard Reuter of Mercedes-Benz: "We should build cars that people want, and not cars that we think they should have."

Before you despair that the income (mainly from Cayennes and Panameras) is going to end up being spent on more SUVs remember that a tidy billion, or two or three, would probably have been needed for:

- The new Porsche 911 Carrera range
- The new Porsche Boxster range
- The new 2013/14 Cayman and Porsche 918.

We should hope that the Chinese market (where the current waiting lists are 12-months long) will buy many more Cayennes and Panameras as well as many little Porsche SUVs. It will be vital to finance the Porsche sports cars that we are getting this year, and expect to be getting next.

Porsche's astute money and product management is well on track to ensure that our children and their children will still be able to enjoy Porsche sports cars long into the future. Give them all the credit where it is due.

**Leon Joubert**

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## FERDINAND PORSCHE

11 DECEMBER 1935 – 5 APRIL 2012

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As we finalise this newsletter we regret the loss of Ferdinand Porsche. He was the eldest of the four sons of Ferdinand 'Ferry' Porsche who established Porsche as a marque in the years following World War II.

Ferdinand was the 'father' of the iconic Porsche 911. As his legacy to the world of fine automobiles it is a most fitting memorial to his talents as a designer.

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# THE CHAIR SQUEAKS

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As we celebrate 60 years of Porsche clubs, our Porsche Club Tasmania, Number 201, was started exactly 50 years after the very first Porsche club was formed in Westfalen, Germany – Club Number One. How special is that, 200 clubs between us and now, 10 years later, there are 648 clubs, in 75 countries, worldwide.

This explosion of clubs since WE started, is quite remarkable, a reflection of the growth of the Porsche brand and the reflection of the growth of the economies of the developed world. Today the countries with the most growth in Porsche sales are Russia, China, India and the Arab states, countries where new wealth is reaching more people and hopefully poverty is declining as well. More and more people are discovering the pleasure of owning a Porsche and belonging to a club of like-minded people to enjoy this remarkable and unique car.

The Tasmanian release of the all new 911 was a great success and full credit must go to the team at Performance Automobiles and on behalf of all the PCT members I pass my sincere thanks to Adrian and Nick for the refreshing and unusual presentation of the seven model series of 911s from 1964 through to 2012 and the new 991.

My thanks to all the members who prepared and loaned their 911s to illustrate the decades of change and innovation of this wonderful sports car. It was very pleasing to see so many members attend and to be able to chat about all things Porsche.

Adrian told me there were many road tests, on the Saturday, of the new car and that all were blown away by the transformation, the luxury, finish, comfort and style, the extra room inside, the performance and handling. We thought the 997 was a perfect car, but wait until you drive this one!!!

Very soon you will notice that we have a new logo for our club. To comply with world Porsche club standards it was necessary to redesign the old one.

Your committee has passed the final design which has our Tasmanian island map with the outline of a 911 superimposed over it. This change was not taken lightly, in fact took many meetings to all agree on the design, which we did at the last meeting. We hope you like it? So does Paul Tucker and boys, as they did the graphics, many thanks.

The Porsche Museum in Stuttgart has a worldwide club exhibition of Porsche clubs and we have been asked to contribute. Rob Sheers and I have provided information on the early days of our club and a couple of members are writing a short story of their dreams of Porsche, past and present. Their stories will be published in the next *Flat Chat*. I look forward to that!

On Saturday, 14 April, we are holding a display on Parliament House Lawns. We need every member to bring along their Porsche, all clean and shiny to help raise funds for Lifeline.

We will start with a breakfast at Smolt restaurant, after the cars are set up of course, time 8 am–3 pm.

Clubman points will be awarded to those participating. See the Events page for full details and mark your diary for other upcoming events.

This edition of *Flat Chat* has a new look as we are using Forty South to prepare it in order to lift the presentation and enjoyment of our newsletter. Hope you like it.

Please get your membership annual fees in before 30 April and you will go into the draw to win a Porsche prize AND receive 20 Clubman points.

We need your money now!! Thank you.

I wish you all happy and safe motoring..

**John Pooley**

PRESIDENT

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# CALENDAR OF EVENTS 2012

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- APRIL 14 Saturday PCT SHOW & SHINE**  
**Parliament House Lawns, Hobart**  
Kevin Lyons will be distributing details of this event
- MAY 20 Sunday PICNIC AT ROSS**  
**Ross**  
Come along and join us at the 'Picnic at Ross'  
A great day out for car and motorcycle enthusiasts  
For more information: [www.postvintage-tas.org](http://www.postvintage-tas.org)  
We are trying to arrange a dedicated area for PCT members, so will need to know numbers by early May
- JUNE 23 Saturday AUSMAS DINNER**  
The committee is arranging a 'Christmas Down Under Dinner' should be a good occasion  
Date subject to change – more details will be provided shortly
- SEPTEMBER 22 Saturday PRACTICE / FAMILIARISATION DAY and**  
**23 Sunday SPRINT DAY** with Class (Power to Weight) Events  
**Symmons Plains**  
Organised by Porsche Clubs Victoria & Tasmania  
More details to follow, but looks like being a good weekend as PCV will have about 20 cars attending and it would be great if we could have 10!

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# PCT SHOW AND SHINE, 14 APRIL

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Our next event is one of the principal events we undertake for the year. It gives the general public and also club members, an opportunity to see a large display of Porsche cars, at the one location.

Details are:

DATE	Saturday, 14 April 2012
TIME	9.00 am–3.00 pm
PLACE	Parliament House Lawns
BREAKFAST/	Smolt, Salamanca
BRUNCH	Reserved back area

We would ask for all cars to be in position by 9.00 am with retrieval from 3.00 pm. If anyone needs to leave earlier, then we will make arrangements to get your car out. Access is from Parliament House, Murray Street entrance. Simply inform the Rotary Club car parking attendant that you are part of the Porsche display and then drive across the front of Parliament House to the Salamanca side and at this point there is an access road down onto the lawn area.

Would all participants provide Bob White (BobWhite@wmca.com.au) with the technical specs of their car and he will make up a complimentary, laminated A4 Spec Sheet, outlining your car's specs, for placement under your windscreen wiper. This saves you having to answer endless questions on the car's basics.

There is no problem if you wish to leave your car and do other things. Club members will be on hand

to provide security for the cars in shifts, so you can attend breakfast or simply wander around Salamanca.

We would really appreciate it if all members and any friends who have Porsche cars would make a special effort to attend this function. All you need do is simply give your car a base clean and display it. Nothing else is asked of you.

We will also try for as much media exposure as possible to cover the display and will approach Performance Automobiles also to display any cars they have from their showroom stock.

Would all members attending, please respond to me ASAP, with confirmation of your attendance. If you are unsure, please let me know anyway as we will always accommodate late entries. If you are away but would like to include your car in the display, no problems, club members will gladly help you out in getting your car to and from the lawns.

To enable us to place the cars in some semblance of order, please also supply me with the colour, model and year, so we can allocate you a pre-determined park position.

Let's make this a first class, large display of the best club cars in the state!

**Kevin Lyons**



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# ORFORD BARBECUE

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**WITH JOHN AND SUE DAVIS**

This delightful event has now become an annual fixture, much like President Pooley's 'President's Dinner', and one has to wonder how either party will ever be able to wiggle out of the commitment!

Orford is one of the idyllic and largely uncrowded seaside towns on Tasmania's east coast.

It is an easy hour-and-a-bit-more drive from Hobart and if, like some members chose, you want to meander slightly inland and enjoy a cup of morning

coffee in the picturesque beauty of Richmond, such a diversion just provides a few more of the enjoyable roads that underpin the worldwide fame of the Targa Tasmania roads. It is Porsche country, if ever there was one.

We arrived slightly late (in company with Rob and Elspeth Sheers!) and by the time we got to the deck of the Davis' seaside lodge the gathering was already humming.



Timely arrivals already enjoying the day by the time we finally got there



Ever the excellent host, Dr Davis got a prawn BBQ going for starters while his guard dog kept any uninvited early tasters at bay!



While the men were talking cars ...



... the women wondered where's lunch?





A superb setting by the seaside



The best back yard on a Sunday afternoon in Orford

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# THE NEW 911 CARRERA: TASMANIAN LAUNCH

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As John Pooley mentioned in his President's column, the Tasmanian launch of the new 911 Carrera set new standards of excellence by the Porsche Centre Tasmania, and dealer principal Adrian Brown and his team deserve high praise for the event.

The Porsche Centre Tasmania remodelled an old warehouse into a display of seven generations of the 911, using cars provided by PCT members for the static display.

President Pooley provided a short historical commentary to each 911 generation and his overview was backed up by an excellent Porsche audiovisual presentation.

Prior to the main event of the evening, suitably introduced by Adrian Brown, a vibrant audience of Tasmanian guests (including many PCT members) enjoyed fine wines and excellent light snacks amongst the Porsche display.

If there were any interruptions in the many spirited conversations, it was only from the flash of cameras from the local media gathering pictures for their social event pages.

The main event of the evening was suitably dramatic, with the new 911 bursting out of a black backdrop onto a red carpeted roadway in the middle of the gathered guests.

Any spilled wine, could be easily forgiven!

It was a great opportunity for the Club to participate with the local dealership, and every member who attended will agree with our congratulations to the Porsche Centre Tasmania and our thanks for the invitation to the launch.

**Leon Joubert**



A gleaming selection of Porsche 911 models from PCT members provided a stunning historical backdrop to the presentation of the new 2012 Porsche 911 Carrera





More Porsche 911 models from PCT members



In the evening, when guests arrived at the black tie function, the Porsches were bathed in soft lighting from pillar illuminators.



The bright lights of day would soon make way for ...



A classy environment in which guests enjoyed fine wine, food and company.



The star of the evening is about to burst onto the scene.



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# DRIVING IMPRESSIONS: THE NEW TYPE 991 CARRERA

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I would like to thank Performance Automobiles' Adrian and Nic for a great night put on by them to view the new 911 Carrera S (Type 991) and for the opportunity to drive the 991.

On first getting in the car you notice it is easy to enter and exit with plenty of head and leg room. The lack of a handbrake lever threw me a bit until Nic pointed out the switch for an electric hand brake.

Although a short test drive on smooth roads and only 3 or 4 kilometres at 100 kph it was obvious what this car is all about. Luxurious comfort for every day driving, press a couple of buttons and the 911 becomes a petrolheads heaven by firming up the suspension and altering the exhaust note. The 3.8 litre six cylinder boxer engine has plenty of power; put a little pressure on the accelerator pedal and the transmission smoothly drops back a gear or two and will push you firmly back in the seat.

One of the many things I did not know (but often commented on) about the work that goes into development of Porsche cars is the sound you hear as the doors are closed. With the use of an acoustic camera and measurements of the height of a persons ear inside and outside the car as the door is closed is all recorded and door components optimised for the right sound.

I am not surprised that Porsche was recently awarded first place in three surveys by J. D. Power & Associates for reliability, product appeal and consumer satisfaction.

I like.

**Keith Ridgers**



# THE NEW PORSCHE BY THE NUMBERS

	<b>NEW 911 CARRERA</b>	<b>NEW BOXSTER S</b>
Engine size (cm <sup>3</sup> )	3 436	3 436
<b>Power increase (kW)</b>	<b>4</b>	<b>4</b>
Max r/min	7 800	7 800
<b>Max r/min increase</b>	<b>300</b>	<b>300</b>
Fuel usage reduction with PDK (percent)	16	—
<b>Wheelbase increase (mm)</b>	<b>100</b>	<b>60</b>
Overall length increase (mm)	56	—
<b>Combined overhang reduction (mm)</b>	<b>—</b>	<b>44</b>
Mass reduction (kg)	45	35
<b>Swivel of headlights (degrees)</b>	<b>15</b>	<b>—</b>
Top speed (km/h)	289	279
<b>CO<sub>2</sub> with PDK (gm/km)</b>	<b>194</b>	<b>188</b>
L/100 km combined – with PDK	8.7	8.0
<b>Price (UK)</b>	<b>£71 449</b>	<b>£47 306</b>
	(\$107 173)	(\$71 000)



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# LONGFORD REVIVAL 2012

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The Lotus 39 Jim Clark drove at Longford in 1966

This event is a celebration of an amazing time in motor sport history, not only for Tasmania but Australia and the world. The period 1953–1968 was the rebirth of post World War II Formula One and the birth of many other categories of motor racing which still operate today. During this time much changed in all aspects of the sport, cars and, of course, drivers, many of whom are legends and heroes. Sixty years on from the first Longford races, many of those are no longer with us, but the memories are, the photos are, some of the cars are and most importantly, some of the race drivers, officials and spectators are. For these people this event, the Longford Revival, is so special that those times and memories cut right through to the core of one's emotions, one's foundation of the rest of one's life! Well that's the case for me, anyway. Having been

a junior flag marshal from 1959 to 1962 and then raced there from 1963 to 1967, in a sports car I built myself, in races with famous Australians, Bib Stillwell, Frank Matich, Spencer Martin, Alan Hamilton and cars, Cooper Monaco, Lotus, Ferrari 250 LM, Porsche 906, Elfin Mallalla, and various Austin Healeys, MGs and Triumphs. Then in the latter years, my car was a Morris Cooper S racing against Bob Jane, Alan Moffat, Brian Foley, John Goss and many well known Tasmanian drivers. As a young man I saw, raced with and talked to international drivers like Jim Clark, Bruce McLaren, Graham Hill, Jack Brabham, Phil Hill, John Surtees, Jackie Stewart and Frank Gardner, to name just a few. How fortunate we were here in Tasmania to be part of the world scene and little did we know we were part of 'Motor Sport History' in those days.



So the Longford Revival is a celebration of those days and a time to share with today's generations those people, cars and fun and this, the second year was a great success. Many cars were on show and demonstrating their speed down the 'Flying Mile' part of the circuit, which is now only 0.62 of a mile.

Four club members enjoyed the chance to stretch the legs of their Porsches and a couple of non-members too – about to become members?

Chris Warpole	2009	911	GT2
Bruce Allison	1973	911	2.8 RS
John Pooley	2004	911	GT3 RS
Simon Froud	1973	911	2.7 RSR
Greg Garwood	2007	911	GT2
David Young	1974	911	3.2 RS

Other cars included, Jim Clark's Lotus 39, which he raced at Longford in 1966, a 1958 Lotus Eleven, Greg Ellis's 1960 MGA 1600, and Spencer Martin drove a 1952 Jaguar XK 120 and a replica Astin Martin Zagato. Many local cars that raced at Longford were there for all to see. It was a fantastic weekend indeed. Alas, my race cars do not exist any more.

**John Pooley**



## LONGFORD ALBUM



John Pooley with his 2004 911 GT3RS



Bruce Allison's 1973 911 RS



Dave Young's 1974 911 RS



Chris Warpole's 2009 911 GT2



Libby Pooley and friend admiring the  
replica Astin Martin Zagato



Simon Froud's 1993 911 7RSR



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# CARING FOR OLDER PORSCHE

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Owning an older Porsche is immensely satisfying, if at times a little frustrating and wallet-lightening. But then again, there is no such thing as a cheap, fast and reliable motor vehicle!

A newer car will hit you with depreciation and service costs. An older vehicle will require either an investment in someone else's time or an injection of your own passion, blood and sweat. Buying an older car will cost you \$X (insert unknown figure of your choice). You either pay up-front for work completed previously, or down the track to bring the vehicle to a safe and reliable state. The latter is known as 'recommissioning'. I prefer the term 'de-ageing', as the Utopian end point is a machine as close as possible to an 'as delivered' new car.

Acquiring someone else's former pride and joy can be fraught with potholes. Low mileage means little; we know that time is not kind to tyres, seals, trim

and fluids. The car may have only been used on Sundays but driven in a 'spirited manner', equating to increased wear and tear. There is a significant difference in wear patterns in cars used in stop-start traffic and not brought to full operating temperature on each journey. Cars may have been off the road for years because second and third owners could not afford to maintain them in the style in which the cars were initially accustomed.

So much depends upon the past history – this ranges from 'exemplary with fastidious knowledgeable ownership' to 'blissful ignorance and occasional neglect'. Forgetting cosmetics such as paintwork and interior, it is wise to investigate each mechanical system and electrical component. Paramount is safety. You may buy a car for occasional use, or collectability. In most instances the latter is no more pseudo-rationalised wishful thinking. But with the



'Apprentice' James attending to all-important detailing



former, occasional use is subject to the same safety concerns as often-used cars. Thus it is essential to assess the entire braking and suspension system. Most components require renewal after around 150 000 km, sometimes earlier. You really do not want components failing, whether driving through a school crossing or on a twisty downhill section on the way to a club lunch. Remember, brake calipers are more than just pads; seals dry out and moisture rusts the pistons causing fluid leakage and seizing. Worn tie rods may prevent a quick life-saving swerve. And so on.

To defray the cost of classic Porsche ownership it is necessary to be knowledgeable, savvy and perhaps able to turn a spanner. Either that, or a job where you really enjoy making and spending money. Or both.

In these internet times, there are no excuses for not having the power that is knowledge. Forums are a great way to observe, learn and ask for help. Generally speaking the information is unbiased and allows the community to choose the best supplier or method of repair or part quality. The larger forums are frequented by thousands of DIYers, many of who are serious racers or concours types. Experience to be heeded! There are literally hundreds of technical articles ranging from what type of bolt to use to how to perform a full engine or transmission rebuild in the comfort of your own lounge room. Anything is possible, given passion, knowledge and some folding or plastic money.

My approach to a classic purchase goes thus. First, peruse the service history. Compare with

the recommended maintenance schedule. Find out online what a particular car's Achilles heels are. They all have them!

- 1 Define all items requiring urgent attention – safety items such as brakes, suspension and lights. The initial goal, if one is serious about classic ownership, is safety and mechanical reliability.
- 2 Make a contingency plan for future non-immediate but pricey items such as clutches.
- 3 Allow for all consumables; oils, fluids, filters and brake pads.
- 4 Lastly, plan for cosmetic or comfort items.

## CHOOSING THE DOODADS

- 1 Your local dealer can procure almost anything. You will pay for speedy service and Porsche factory items. You will get some sort of warranty, perhaps limited if you install said item yourself. Fair enough.
- 2 Many items are generic, and cheaper non-Porsche items will do the job. Porsche 924 and 944 used many VW and Audi parts.
- 3 It is better to stick with original for critical consumables such as oil filters, and never skimp on fluids such as oils.
- 4 A number of aftermarket replacements are of better quality than original, reflecting improvements in materials and manufacturing techniques. However, choosing on price alone can be dangerous. Get the knowledge and know your supplier's supplier.





- 5 Used items are readily found. In a little used classic there is no reason why a set of shock absorbers with 20 000 km wear wouldn't suffice. Also, certain parts are no longer available new, especially true of the '50s, '60s and '70s cars.

You have no choice but to source from the used market.

### FINDING THE RIGHT DOODAD FOR YOUR BUDGET OR PURPOSE

- 1 Forums often have a new and used part section
- 2 Sports/racing oriented stores do not stock rubbish. Their stock is often better than original quality, either in materials, manufacturing tolerances or functionality. Remember, older Porsches were never perfect and the factory was reliant upon a variety of external parts suppliers. But a better, newer product is not infrequently cheaper than original. Unless you are entering the cleaning/concours competitions, functionality overrides originality.

Always remember that most of these cars are not especially rare and future owners will have access to original parts for many decades.



- 3 Do not fear Ebay! But be aware that many suppliers will not ship offshore, or if they do charge a premium for postage. Always compare 'price plus postage' as the raw price often seems deceptively good!
- 4 Know your car! As a minimum know the VIN and current engine type and number and transmission. Porsche exports to all parts of the globe, there are many nuances peculiar to the country of destination – emissions equipment,





Paul in ideal working conditions in the Tasmanian winter!

lighting regulations, fuel types etc. Don't forget right-hand versus left-hand drive! My Japanese delivered 911 is different to your UK delivered one, etc.

- 5 Download a parts catalogue, aka 'katalog'. Check and double check the part will fit your month and year of vehicle.

## RESOURCES

**Performance Automobiles**, Hobart! The local bloke. Excellent service and genuine parts.

**ABS Brakes**, Hobart

**Pelican Parts** (all Porsches from 356 to 997, including 924 and 928): superb forums, superb parts availability and service. Very active used parts forum.

**Ebay** – USA, UK, Australia etc.

**Auto Atlanta** – parts not stocked by Pelican.

**Sierra Madre Collection**.

**Stoddard's** – especially for the 356 and early 911 enthusiast

**Clark's Garage** – internet site, a complete guide to every possible job one can perform on a 944!

**924.org** – forum for the 924 enthusiasts.

## PRINT MEDIA

**Bentley** service manual

**Haynes** manuals

*101 Projects for your 911/Boxster* (Dempsey)

*Porsche 924/944 Tech Tips* (Hussey)

**Factory technical booklets and manuals** – can be hard to source!

**Magazines:** *Excellence*, *Classic 911*, *Total 911* etc. – all carry restoration and performance enhancing articles. Reading about other enthusiast's cars is always inspiring and sobering!

Hope this helps, cheers!

**Paul & James Tucker**

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# 'NEW 914' PUT ON ICE FOR THE TIME BEING

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Porsche enthusiasts who had been following Volkswagen and Audi's often publicised plans to introduce an affordable, two-seater, mid-engine roadster to challenge the domination of the Mazda MX-5, and had hoped that such a car could spawn a new 'Porsche 914' equivalent, will now have to look elsewhere.

Porsche CEO, Matthias Mueller, recently confirmed that Porsche had shelved the idea of a new small roadster – at least until some time well into the future.

However it has been confirmed that Porsche will be producing a four cylinder turbo engine for the Boxster, presumably for a new entry level model.

Such an engine, possibly also with direct injection, will be more economical and have lower emissions than the current generation of six cylinder engines and with turbo charging it should have excellent torque and power.

Audi, BMW and Mercedes-Benz already have comparable engines in use in sports cars.

Instead of a completely new, entry-level sports car Porsche will be producing a new mid-engine halo model above the 911 to challenge in a segment currently dominated by Ferrari and Lamborghini.

This car will cost around \$500–600 000, but less than the expected \$1 million price tag of the 918 Spyder.

Mueller has reportedly expressed concerns of about potential market and image dilution by an 'entry-level' Porsche, and a more fuel efficient, yet nevertheless powerful Porsche Boxster is unlikely to be regarded as a downward step for the Porsche brand image.

In this context it is perhaps relevant to remember that the official dealer price of a Porsche Boxster is already less than \$50 000 in the USA. It is unlikely that Porsche will be interested in joining the sub-\$40 000 market segment in that country.

**Leon Joubert**

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# PORSCHE MACAN SUV SCHEDULED FOR DEBUT NEXT YEAR

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Before some other wit beats us to it, we had better say, "Ah Macan, you've done it again!"

Porsche will no doubt hope that the forthcoming Porsche Macan mid-size SUV will be just as big a success, or bigger, than the Cayenne, and indeed 'do it again'.

The market segment in which the new Macan will compete is already heavily populated by such in-demand urban off-roaders as the Audi Q5, BMW X3, Land Rover Evoque, Jeep Grand Cherokee, Lexus RX350 and even the Subaru Outback 3.6R.

But as Porsche showed with the Cayenne, its engineers can take a donor platform like the Volkswagen Touareg and work enough Porsche magic on it to make it a uniquely desirable and successful upmarket product.

It is thought that the Macan will also be based on an existing VW Group platform, most likely that of the Audi Q5. But Porsches' Sales and Marketing boss, Bernhard Maier, has already been quoted as saying, "The Macan combines all sports car characteristics with the benefits of an SUV and is a genuine Porsche."

The expected power plants for the Macan will also be derived from existing Audi engines and will very likely be 2-litre turbo petrol and diesel units, as well as 3.0 litre V6 petrol and diesel units. All-wheel drive will be standard as will seven-speed double clutch transmissions.

There are rumours of a 'go-faster' Turbo S model at a later stage, as well as possible three-door 'coupe' versions.

Hybrid versions to compete against the likes of the Lexus RXh models are also a future possibility.

The Macan will be produced in Leipzig, alongside the Cayenne and Panamera, and Porsche is reportedly targeting 50 000 units a year.

Australia will probably not see the first Macans in local showrooms until early 2014.

**Leon Joubert**



PORSCHE

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## PRESS RELEASE No. 27/11

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**21 March 2011**

### **918 UNITS OF EXCLUSIVE FUTURE TECHNOLOGY**

#### **STARTING GUN FOR SALES OF THE PORSCHE 918 SPYDER HYBRID SUPER SPORTS CAR**

**STUTTGART.** Today is the day that Dr. Ing. h.c. F. Porsche AG, Stuttgart, puts on sale the 918 Spyder super sports car with its innovative plug-in hybrid drive. Production development is proceeding apace in the wake of the outstanding customer response to the concept car unveiled at the Geneva Motor Show 2010. Thanks to its unique hybrid technology, the 918 Spyder is estimated to consume a mere three litres of fuel per 100 kilometres (94 mpg imp.) based on the New European Driving Cycle (NEDC). Its V8 engine delivers more than 368 kW (500 hp), assisted by two electric motors with a total of at least 160 kW (218 hp). The 918 Spyder is available for immediate order priced from 645 000 euro – subject to VAT and country-specific charges.

To ensure a 918 Spyder's exclusivity, the two-seater is limited to no more than 918 units. The earlier a customer orders his vehicle, the earlier it will be delivered, as production is initialised in the same sequence in which orders are received. Production of the 918 Spyder is scheduled to commence on 18 September 2013 – 9/18 in US date convention – in a quasi manufacturing operation at Porsche's main plant in Stuttgart-Zuffenhausen. Delivery of the initial vehicles will commence in November 2013.

The design's DNA is derived from the Carrera GT and Porsche 917 sports car as well as the RS Spyder and is very closely modelled on the 2010 concept car. Unlike the concept car, however, the production version of the two-seater, based on a carbon fibre-reinforced plastic monocoque, features a manual

roof system with removable roof panels that can be stowed in the front luggage compartment.

The 918 Spyder is driven by a unique type of plug-in hybrid system. It comprises a high-revving V8 engine with a displacement exceeding four litres and output of more than 368 kW (500 hp). The mid-engine power unit is based on the racing engine of the successful Porsche RS Spyder, which provided impressive proof of its efficiency with its multiple victories in the Michelin Green X Challenge in the American Le Mans Series, the Le Mans Series and the 24 Hours of Le Mans. Power transmission to the rear wheels is by means of a compact, seven gear Porsche-Doppelkupplungsgetriebe (PDK). This is complemented by two electric motors – one each on the front and rear axle – with a joint mechanical output of at least 160 kW (218 hp). This configuration offers an innovative, variable all-wheel drive with independent control of the propulsion force on both axles. The energy storage unit is a liquid-cooled lithium-ion battery that can be charged from a conventional domestic power socket, delivering a range in excess of 25 km (16 miles) in the NEDC on purely electric power. The charging time depends on the country-specific mains network, being approximately three hours in Germany, for example. A quick charging option is planned to reduce charging time yet further.

The 918 Spyder's combined total fuel consumption in the NEDC (ECE-R 101) is anticipated to be 3.0 l/100 km (94 mpg imp.), equating to CO<sub>2</sub> emissions of 70 g/km (112 g/mile). Despite that, the super sports car offers performance of the highest order. It accelerates from a standing start to 100 km/h (62 mph) in a maximum of 3.2 seconds and has a top speed of more than 320 km/h (199 mph). That

means the Spyder will be able to manage a lap of the Nürburgring Nordschleife in less than seven minutes and 30 seconds – trumping the Porsche Carrera GT, which needs seven minutes and 32 seconds. The top speed on purely electric power is 150 km/h (94 mph).

To shorten the time the customer has to wait for the 918 Spyder, Porsche is offering everyone placing an order the exclusive opportunity to acquire a 911 Turbo S 'Edition 918 Spyder', also limited to no more than 918 units. Visually, both inside and out, the special edition is inspired by the 918 Spyder's characteristic individual features. That includes the distinctive acid green features such as the specific and part-embroidered model logos and seams, the instrument cluster needles, the specific PCM screen and illuminated door entry guards. The limited edition badge on the glove compartment lid bears the same number as the 918 Spyder the customer

has ordered. The 911 Turbo S 'Edition 918 Spyder' can also be ordered in the same colour.

Both the technology and basic equipment of the new 911 Turbo S 'Edition 918 Spyder' are based on the 530 hp (295 kW) 911 Turbo S. In the case of the special edition, the already comprehensive standard equipment is complemented in particular by an enhanced leather interior, a special instrumentation version and additional carbon elements both inside and out.

The 911 Turbo S 'Edition 918 Spyder' is being offered to coincide with the commencement of sales of the 918 Spyder with deliveries starting in June 2011. The Coupé version of the special edition costs 173 241 Euro in Germany and 184,546 Euro as a Cabriolet – including VAT and country-specific equipment items respectively.



PORSCHE

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## PRESS RELEASE No. 06/12

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*12 January 2012*

### **LIGHTER AND MORE MUSCULAR, MORE DISTINCTIVE AND MORE FUEL-EFFICIENT**

#### **THE NEW BOXSTER GENERATION – THE MID-ENGINE ROADSTER FROM PORSCHE**

**STUTTGART.** Never before in the history of the Porsche Boxster was a change of generation so comprehensive. The open-top two-seater car is being marketed with a completely new lightweight body and a completely revamped chassis. Considerably lower weight, longer wheelbase, a wider track and larger wheels significantly enhance yet further the mid-engine sports car's driving dynamics, already far and away the best in its class, supported by the new electro-mechanical power steering. The new Boxsters boast superior performance and are also up to 15 per cent more fuelefficient. Depending on model, they get by with significantly less than eight litres of fuel per 100 kilometres.

The new Boxster thus delivers what the fundamentally changed styling with shorter overhangs, significantly forward-shifted windscreen, flatter silhouette and expressive edges promises. The passengers are enclosed by the completely redesigned, fully electric hood, which now dispenses with a convertible top compartment lid. The interior concept offers the occupants more space and reflects the new Porsche outline with the raked centre console, which, originating with the Carrera GT, ensures further improved ergonomics in all models.

The new sports car generation makes its debut in the classic Porsche pairing of Boxster and Boxster S. Both models are powered by flat-six engines with

direct petrol injection, the efficiency of which is further enhanced by electrical system recuperation, thermal management and start/stop function. The base model's new power unit delivers 265 hp (195 kW) from a 2.7 litre displacement – ten hp more than its larger displacement predecessor. Technically, it is now based on the 3.4-litre engine of the Boxster S. This now delivers 315 hp (232 kW), which is five hp more than before. Both models feature a manual six-speed gearbox as standard with the seven-speed Porsche Doppelkupplungsgetriebe (PDK) available as an option. Both sports cars achieve their best fuel consumption and acceleration performance with the PDK. The Porsche Boxster's fuel consumption with PDK is 7.7 l/100 km and 8.0 l/100 km for the Boxster S. With gear changes without interruption to the power flow, the Boxster sprints from zero to 100 km/h in 5.7 seconds, the Boxster S in 5.0 seconds.

To enhance driving dynamics yet further, Porsche offers the Sport Chrono Package as an optional extra for the Boxster, featuring dynamic transmission mounts for the first time. Also new in the Boxster is Porsche Torque Vectoring (PTV) with mechanical rear axle differential lock.

The market launch of the new Boxster generation will be on 14 April 2012. The basic list price in Germany will be 48 291 euro for the Boxster and 59 120 euro for the Boxster S, including 19% value added tax in both cases.



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# CLUBMAN POINTS 2012

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*Compiled by Keith Ridgers*

## CLUBMAN NORTH

NAME	TOTAL
Allison, Bruce & Krista	40
Wilson, Chris	20
Luck, Kerry	5
McCafferty, Phil	5
King, John & Anne	5

## CLUBMAN SOUTH

NAME	TOTAL	NAME	TOTAL
Lyons, Kevin & Mary	50	Eve, Dave & Josiane	20
Pooley, John & Libby	45	Catchpole, David & Dianne	15
Sheers, Rob & Elspeth	45	Moody, Milton & Ann	10
Davis, John & Sue	40	Barrow, Rob & Vicki	10
Ridgers, Keith	35	Dove, Peter & Christine	10
Joubert, Leon & Gail	35	Hobden, Michael & Maria	10
White, Bob & Dimity	30	McPhee, Brian	5
Smith, Barry & Suzie	25	Berry, Paul	5
Tucker, Paul & Marguerite	25	Cannan, Gary	5
Hand, Joe & Jane	25	Richardson, Adrian & Heidi	5
Forbes, Andrew & Caroline	20		

NOTE: No Club Champion scores have yet been established for 2012



New Porsche Boxster interior

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# BACK CHAT

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When the Cayenne was released some years ago there was much talk about Porsche, the designer and maker of fine sports cars, turning its attention away from its main calling to sport-utility vehicles (SUVs). The Porsche faithful were not happy.

As the years progressed the Cayenne gained respect in its own right and deserves its place in the Porsche line-up.

The thing is though it really wasn't a case of a 'sports car' designer turning its hand to cross-country vehicle design at all. Long before the very first Porsche sports car was designed and built Ferdinand Porsche and his design team developed, tested and brought to production a very successful series of cross-country vehicles.

The first Porsche-designed 'SUV' was the humble Kübelwagen developed in the late 1930s for the German war effort.

The Kübelwagen was developed from early Volkswagen prototypes and was mass produced from the early 1940s. By 1944 over 50 000 had been made plus more than 14 000 of the amphibious version, the Schwimmwagen.

It was a real Porsche – rear air-cooled boxer engine, strong and lightweight resulting in excellent cross-country performance. And it had 20" wheels nearly 70 years before the 911!

So you see Porsche, the designer of very successful cross-country vehicles, actually turned its hand to sports car design – not the other way around! And also note that unlike some current Porsche models the Kübelwagen had a real spare wheel as standard!

**'Ferdinand'**



Type 82 Kübelwagen



Type 166 Schwimmwagen

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# OUR YOUNGEST CLUB MEMBER'S PORSCHE STORY

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Since the age of two, I have had a keen interest in the wonderful world of automobiles. This was sparked early on, with die-cast cars being the preferred toys. It rapidly progressed to an appreciation of cars in a more specific manner, especially Italian supercars. This happy state continued for years, and then I suffered a life changing event.

I'll start it off like this: in 1973 when dad was about my age, he watched a white 911 roaring up the street in that aggressive but graceful 911 way. At school in 1975 his friends learnt about the amazing new turbo. Since then, he kept a strong fascination for these beasts. But it was not until I was 10 that he finally realised it must be time to fulfil his own childhood dream. He bought a left-hand drive 911, in the unique colour of farn gruen. I barely knew of the word Porsche before that, but in a matter of days it became an icon! I turned away from the impracticality of my previous desires and was drawn into Porsche's superiority. As Tom Cruise said, "Porsche – there is no substitute". A very true phrase. We joined the Tasmanian Porsche club, and I was the youngest member – a title that remains mine! There have been many highlights so far, especially meeting Walter Rorhl and Klaus Bischof in 2011. Klaus is a special member of our club and luckily for us, brings the museum cars to compete in Targa Tasmania.

Now our Porsche stable has grown to three, a collection comprising the 911, a 924 and, more recently, a red 944. We carry out 90% of the work ourselves, devoting many hours of free time to our hobby of keeping these machines alive and kicking. Our interest is deeper than just the cars, as we collect books, posters, memorabilia and any other bits and pieces we can find. It is fascinating to learn the history from Ferdinand's early days and interest in electricity and hybrid vehicles, the excellence achieved through motorsports and on to Porsche's most recent achievements. Now, I am pursuing my own dream of becoming an engineer, demonstrating academic and practical qualities in my quest to contribute to Porsche's reputation of a legendary producer of reliable and unique high-performance automobiles. Last week I started to learn the German language. I think that if one day I am able to work at Weissach, I can bring work and play together as one!

The white 911 my dad saw as a child was one of the first sold in Tasmania, and as it happens was sold by our Club President John Pooley. I have ridden very fast in John's white GT3 RS and now, this is another of my dreams!



James with his 944 Porsche



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# FOR SALE

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## **1994 PORSCHE CARRERA 993 COUPÉ**



- 1994 Porsche Carrera 993 Coupé with manual 6-speed gearbox, sun roof, original Australian delivered car from Hamiltons, Melbourne.
- Completely original.
- Mileage 132 000 km.
- I am the second owner (for last five years), and always serviced at Porsche Centres either Hamiltons Victoria or Brisbane Porsche Centre
- Blue in colour with matching leather trim.
- Very good condition and always garaged.
- No accidents.
- Original tools, air compressor etc.
- All service books and history.
- Never raced or similar wear and tear.
- Please note: Car located in Tasmania and now has Tasmanian number plates
- Price \$63 000

**CONTACT: GRAHAM MARKHAM, (03) 6443 4465 or 0411 88 4030**

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# FOR SALE

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## 2000 PORSCHE BOXSTER 986



Vehicle	2000 Porsche Boxster 986 MY00
Price	\$31 500 – excluding on-road costs
Kilometres	75 000
Colour	Green
Interior Colour	Black
Transmission	5-speed Automatic
Body	2-door 2-seat Convertible
Drive Type	Rear
Engine	6 cylinder Premium Unleaded Aspirated 2.7 L (2687cc)
Reg Plate	A52UR
Reg Expiry	MAY 2012

Further information at: <http://www.carsales.com.au/all-cars/private/details.aspx?R=11933018>

**CONTACT: ALEX NICHOLSON, 0459 090 445**



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# TAILPIECE

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Only in Africa? The Chadwick brothers from Durban, South Africa



Now it is easier to explain