



Porsche Club

Tasmania



FLAT CHAT

APRIL 2011



Porsche 918 Concept

FLAT CHAT

Quarterly Newsletter of the Porsche Club of Tasmania

Apr-Jun 2011

CONTENTS

Committee

Editorial.....	1
The Chair Squeeks.....	2
Coming Events.....	3
Fun Run To Orford.....	4
Porsche Club Fun Run.....	6
Parliament House Display.....	11
The First Seven Thousand Kilometers.....	13
Volkswagen Beetle History.....	17
Cars I Shouldn't Have Sold.....	23
Once Upon A Time.....	27
Club Championship Points.....	33
Porsche And Formula 1.....	34
Porsche News.....	35
Flat Chat Back Chat.....	40

FLAT CHAT

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

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

Executive Committee Of The Porsche Club of Tasmania

President	John Pooley	Tel (03) 6260 2895 (bus) 0418 120 055 (m) jrdpooley@hotmail.com
Vice-President	John Davis	Tel (03) 6233 2751 hbtDavis@bigpond.com
Secretary	Kevin Lyons	Tel (03) 6234 8687 (bus) 0418 125 820 (m) kevin@salters.com.au
Treasurer	Keith Ridgers	Tel (03) 6228 3384 (w) 0408 127 998 (m) kridgers2@bigpond.com.au
Events Director	Kevin Lyons	Tel (03) 6234 8687 (bus) 0418 125 820 (m) Kevin@salters.com.au
Membership Officer	Barry Smith	Tel 6244 7450 (h) 0407 766 455 (m) hbs.sbs@bigpond.net.au
Committee Member	Joe Hand	Tel (03) 6228 8381 0408 866 675 (m) jhand@tassie.net.au
Committee Member	Paul Tucker	Tel (03) 6229 9244 0417 557 527 (m) tasgerevik@gmail.com
Northern Representatives	Neill Daly	Tel (03) 6234 3689 (bus) 0417 343 042 (m) Neill.daly@utas.edu.au
	Michael Parker	Tel (03) 6331 5898 parkermjk@yahoo.com.au
Newsletter Editor	Leon Joubert	Tel (03) 6210 7062 (bus) joubertaus@gmail.com

Postal Address – Porsche Club Tasmania, PO Box 910, Sandy Bay, TAS 7006

Meeting Venues:

- At 7.30pm on the 3rd Tuesday of every month at Shannons Car Club Rooms, 337 Argyle Street, Hobart. At 7.00pm on the 1st Wednesday of every month at the Jailhouse Grill, 32 Wellington Street, Launceston.

APRIL EDITORIAL

“If you were a young graduate engineer, passionate about motoring and with great visions for the future of automotive engineering, which company would you most like to join?”

The newly graduated Dr Ferdinand Piech joined Porsche after completing his doctorate thesis on the design of a Formula 1 engine. No surprise given that his grandfather owned the company and the young Piech already had a substantial chunk of it allocated to his own name.

The Porsche 917 then cemented his name in Porsche (and motor sport) history, irrespective of whether he designed the car in whole or part.

Fast-forward to 2011 and I posed the question above to a few enthusiastic 3rd year engineering students and expanded their choices to the likes of Red Bull, Cosworth and Simtek as possible employers.

Red Bull got a “No thanks, you’ll simple be doing what Adrian Newey tells you”. Ferrari: “Nothing special, just part of another big corporation”, and BMW: “Maybe, if you are into thought processes to control cars”.

So who then, are the main motoring drawcards for Generation Y?

“Aston Martin and Audi. They are free thinking environments for engineers, and willing to expose themselves very visibly to motor sport programmes”.

Porsche invested another \$150-million in a new design centre last year.

One wonders how much old Ferdinand had in the company account when he gave young Piech the go-ahead to design and build the 917?

Whether affordable or not, Porsche made the commitment, the car happened, and it became a legend. The undergraduate engineers of 2011 could tell me more about the Porsche 917 than about most modern sports racing cars.

So let’s hope Dr Piech remembers that bit of history and brings on the 918 on our cover rapidly to create another Porsche legend.

Even if it does blow the entire \$150-million additional budget of the design centre!

Leon Joubert

THE CHAIR SQUEEKS.

As we celebrate 60 years of Porsche in Australia it gives me much pleasure to have been around this amazing automotive brand for 50 of those 60 years and a privilege, a humbling one at that, to be the elected president of our Porsche Club in Tasmania, my home state for almost 60 years.

This anniversary coincides with the 20th Targa Tasmania in which Porsche has dominated so many of those 20 years, just as Porsche dominated the Targa Florio, in Sicily, for most of its duration.

Without the foresight of Targa Tasmania's founders, enthusiastic motor sport people, the competitors, officials and spectators, along with good management and support from sponsors, police, government departments and of course the Tasmanian public, there would be no Targa and no Porsche cars competing.

There would be no Museum Porsches or famous racing drivers for us to witness them driving the cars the way their engineers designed them to be driven. We are indeed fortunate to live here in the Island State, a state that Walter Rohl once said had hundreds of kilometres of amazing roads like a great big Nurburgring. He should know, he was World Rally Champion in 1985 and is visiting us for the second time to compete in Targa driving a Porsche.

This celebration year Porsche Australia has given a once in a life time chance for Porsche owners to be on the course with the champions, driving their own cars on the closed roads in the Porsche Spirit of Targa and I am thrilled that six Club members have entered. Congratulations.

I must say that the Fun Drive that Rob Sheers organised, with lunch at Home Hill Vineyard, was a huge success and so well supported by members and enjoyed by all. Congratulations to the winners and a *Big* thank you to Terry and Rosemary Bennett, Porsche owners, for emptying the Barrel Room for our long table, and Hans and Sheila for afternoon tea at their lovely home at Cygnet.

Please see the next Club events, elsewhere itemised in Flat Chat, and I look forward to your company there.

Make sure you attend The Longford Revival on 1st-3rd of April. Nostalgia galore and lots of fun. Great Porsches too.

Love your Porsche!

John Pooley
President

PCT 2011 COMING EVENTS CALENDAR

April 1-3 - Longford Revival Festival. Porsche Museum Cars on display.

April 8th - Porsche Owners Dinner, by invitation only, in Launceston, hosted by Adrian Brown, Porsche Centre Tasmania.

April 10th – Club Night with Klaus Bischof and Walter Rohl, at The Athenaeum Club Davey Street, after Targa Tasmania

April 12th- Cocktails with the Museum Porsches at Porsche Centre Hobart, Host Adrian Brown.

April events, contact Organiser, John Pooley or Hon Secretary Kevin Lyons.

May – Cryptic run, to visit Chas Kelly's Car collection or similar. In North.
Organiser. Bruce Allison.

June – President's Dinner Organiser. John Pooley
Funkhana Pooley's Paddock Richmond.
Organiser. Leon Joubert/J. Pooley

July – Cradle Mountain weekend
Organiser wanted

August – AGM (run & lunch)

Sept – Economy Run
Organiser Rob Sheers
and/or Leon Joubert

October – East Coast breakfast run (Swansea)
Organiser wanted

November 20th – Baskerville Hill Climb, Round 2 State Series
Organiser, PCT committee.

December – Christmas Function South.

Notes:

1. Visit to Chas Kelly's car collection (Devonport).
CMI did this last year and had a good time - apparently it's an impressive collection.

2. Funkana (All cars).
The Funkana held last year was a lot of fun. John and Leon will do it again. *(This time I'll make special allowances for the Pres. to be able to compete in his pick-up truck with Porta-Loo on the back - Ed!)*

FUN RUN AND BBQ TO ORFORD

On Sunday 23 January the Davis's again kindly offered their holiday home for a summer PCT BBQ get together.

Whilst the weather was not fully co-operational (bathers left at home or in the boot!) the rain held off and the cruise to Orford was typically Porsche friendly with plenty of twisty bits and hills to test handling and brakes, mindfully within Mr Plod's rules .

Six decades' worth of shiny Teutonic machinery compressed the backyard at #19 . Whilst the rising sun remained hidden, a shiny new metallic red motor from the aforementioned land of rising sun provided some bright rays as compensation. A rose amongst the thorns. Good onya Rob!



The crowd of around 25 assembled for a delicious combination of carnivorous and vegetarian comestibles accompanied by tads of Tasmania's best fortified grape extract, including the Pooley brew.

The male ensemble maintained a vigil at the altar of fire expertly tending the cuts from various beasts whilst discussing the ongoing progress and foibles of Dr Ing. H.c. F. Porsche & son in the 21st century.



"I don't think it's cooked yet " Keith said, on arrival, as chief inspector of the meat!

Meanwhile the ladies worked their charms and distracted the less hardcore Porsche males with their enchanting tales of summer ; the combination of wine and women is indeed potent , albeit with no song - though I stand to be corrected - the BBQ was spattering rather loudly at times.

The hardier souls munched and sipped outside whilst rueing the missed bathing opportunity

The water wasn't THAT cold was it? Nonetheless the conversation covered the gamut of climates and latitudes and provided a platform for all to plan future adventures!



James T chilled on the deck and was thrilled to have another younger PCT member (Hannah) to woo with acres of historical Porsche facts and figures. At one stage he was possibly overheard querying Rob B on his choice of vehicle for the day (the Nissan Maru) – and making suggestions for appropriate modifications to Rob's P 2011 TT P car project.

The first PCT event for 2011 threatened to become a sleepover , thus various womenfolk were heard to rouse their snoring better halves for the cruise home.

As the mere whiff of an open road is enough to bring any P-male to full throttle, there was no shortage of eager "I'll drive back" replies , and the happy punters departed whilst Mr Plod was enjoying afternoon tea.

Thanks Sue, John & Ella for a grand day out!

Paul Tucker

Porsche Club Tasmania 2011 "Fun Run"

On the 27th of February Porsche Club Tasmania members gathered at Petty Sessions in Franklin for the start of what turned out to be a fun day in the south of the state. The coffee machine at Petty Sessions was flat out from the time we arrived until we left.



There was a great turn up of people and cars, 34 of us in 15 cars – a nice collection of Porsches from Michael & Maria Hobden's racy little 356 to a various current models. As well there was some wring in's - John King asked for permission to bring his Aston, Leon (Ed) had his trusty BMW CS and the Petersons were in their Volvo XC90 with "Brains Trust" (visitors from the UK). And we welcome Dave & Josiane Eve who joined the club on the day.

During morning tea we were briefed on the days happenings – from Franklin it was down to Dover, next it was the “Average Speed” stage from Dover to a secret finishing point (17 to 28km from the start), then onto Home Hill Winery at Ranelagh for lunch and for those with real staying power onto Hans & Sheila Waldmann new place for a cuppa on the way home!



Hobdens' lovely 356 Carrera replica on the left



Hans Waldmann clearly understands what Rob wants him to do

The run down to Dover was nice – once Scotts road is cleared there is some great twisty bits. Bob, Keith and I enjoyed a spirited drive without exceeding the speed limit. Unfortunately some managed to get lost before even getting to the start!! Leon (Ed) had a particularly hard time of it – our local maps must be harder to read than the South African ones!

(In South Africa they have – or had – road signs. (Before they were made into spears by the Zulus.) Not hand-me-down folklore tales to track down long lost heritage tracks where they may once have been! - Ed).



The start point, found by all – especially after John Pooley “phoned a friend”!

Once we had all the punters assembled it was time to start the “Average Speed Challenge”.

This was run on the scenic loop from Dover around though Police Point back onto the A6 then onto Scotts Road. The speed was set at a lofty 62kph which as it turned out was a nice cruising average for the roads ahead.

Drivers were given a last minute briefing and told it **“wasn’t a race”** before leaving at 2 minute intervals. Leon was first away in a great cloud of rubber smoke (those BMW’s obviously haven’t got enough weight over the drive wheels). *(And L/S diffs were not invented yet.– Ed).*

Thirteen of us managed to find and stop at the “secret” finish point but two teams went missing while another just drove on by! After clocking in with Hans and Sheila at the finish it was then onto lunch at Home Hill.

We were well located in the “barrel room”. The setting was spectacular with a long table surrounded with barrels of fine wine. It certainly was a memorable and enjoyable lunch.



Barrels of good wine and excellent cuisine

During lunch awards for the day's efforts were presented. The best effort in Group 1 (up to 1999) went to Joe & Jane with an average of 61.90kph, not bad for a couple who thought they wouldn't be good at this sort of thing!

Kevin & Mary in the mighty Turbo were best in Group 2 (cars 2000 to present) and also took best overall with an incredible effort of 62.06kph!

Post event scrutiny revealed an error in time calculations for Dave & Josiana – this resulted in our newest members moving from the slowest average up to 2nd in class! Apologies to all concerned!!



Club attendees at Home Hill Winery after a superb Lunch and the Fun Run.

PCT - "Fun Run"				
		Average	Group	
Hand	968	61.90 km/hr	1	1st
Sheers	911SC	61.87 km/hr	1	2nd
Ridgers	993	62.66 km/hr	1	3rd
White	930	60.38 km/hr	1	
Hobden	356	58.89 km/hr	1	
Joubert	BMW CS		1	DNF
Berry	911SC		1	DNF
Tucker	911SC		1	DNS
Lyons	997 Turbo	62.06 km/hr	2	1st
Eves	Carrera	60.13 km/hr	2	2nd
Davis	997S	59.91 km/hr	2	3rd
Pooley	Boxster S	59.82 km/hr	2	
Catchpole	Boxster S	59.45 km/hr	2	
Peterson	Volvo SC	57.15 km/hr	2	
King	Aston Martin DBS		2	DNF

DNS – did not stop at finish! **DNF** – did not reach the finish!!

Notable other awards were given for:

Navigating Excellence – to Leon (well done Ed) for not managing to find the start or the finish of the Average Speed stage!!

Sightseeing – to John & Anne and Paul & Kerry for deciding to do a bit of sightseeing around Geeveston rather than visit Hans & Sheila at the finish.

Drive though award – to Paul & James who were happy to drive straight past the finish Marshalls and on to Home Hill

To top things off about half of us called into Hans & Sheila's lovely new place on our way home and enjoyed some nice southern hospitality.

A great day was had by all who came along.

Rob Sheers

PORSCHE CLUB DISPLAY: PARLIAMENT HOUSE HOBART



Window dressing and polishing the displays Rob and John.



Waiting for the chief Traffic Warden to line 'em up



Porsches in the autumn morning light



Delectable display for the citizens of Hobart

Thanks to Kevin Lyons who made all the arrangements for the display as well as the breakfast in Salamanca.

The display attracted considerable public interest and created a nice opportunity for local charities to obtain donations from the many keen visitors.

THE FIRST SEVEN THOUSAND KILOMETERS OF MY LIFE.

Autobiography of a Porsche Boxster S

CHAPTER TWO

(Having enjoyed a long sea journey from Germany to Australia and across the Bass Strait to Tasmania, our intrepid Boxster once again finds itself at sea....)

This ship was quite smooth during the Bass Strait crossing. I was told by a 4wd Toyota that this is one of the world's roughest straits and we were lucky to have a good trip. I was pleased, as I don't like rough stuff.

Eventually we docked back in Melbourne and it was still dark. My new owner and his wife seemed in good moods and soon we were off the ship and cruising the boulevard towards St Kilda, where we parked and they went for a walk, special shoes and all.



The Spirit of Tasmania, waiting to go again!

The traffic soon got busy and I could see from my parking spot as dawn approached that there were plenty of German cars passing by and I felt quite at home. Lots of BMWs , Mercedes Benz and even some of my Porsche relatives, as well as plenty of Wolfsburg Volkswagens, some of whom I met on the boat trip from Hamburg.

As I waited for John to come back from his morning walk, it seemed a long time as I took in this new freedom in Australia.

After a few days taking them around Melbourne I heard them planning a long run and they started to fiddle with my Sat nav. I had to smile as they could not make it work. They didn't read the handbook and when they did, an argument started and soon I was back to Porsche Centre Melbourne where good old Donovan came to the rescue.

Apparently John and Donovan went to my home in Stuttgart back in 1974, long before I was even thought of, and they were talking about working on 916s, 924s and even the old 930s.

Those cousins were very young then, so John and Donovan must be getting on a bit?

My Satnav always worked properly, but it is always the new owner that gets it wrong. (They wouldn't admit it though). Libby called my female voice Pamela, after Pamela Ward at PCA, who, she said, was always showing the men what to do and where to go! Or sometimes CB (for Clever Bitch) who is always right and knows where to go, when they don't.

They took me to a BP petrol station and I was filled up with 98 RON. Oh how I love it, it makes me feel cool and I have more torque and can just sip it and perform to my best. Better than that low octane stuff which I hate.

Soon we were on the Westgate bridge high above the city and on our way to Geelong. John said Ford Falcons were born there and Libby said she liked the Geelong football club, but I found out later that they play with an oval ball, not a round one like we use at home.

I have never seen a match but heard plenty on my radio. We stayed with their friends in Geelong for a night and I had to sleep in their driveway.



The very old and the very new.(don't I look great!)

The next day we were off early for Port Fairy and an old friend of John's who lived in Bunninyong, I have trouble with the Australian aboriginal names and my pronunciation is still very German, but i am sure I will master this language before too long.

John's friend, John Emery, is a retired Porsche dealer from the mid 1980s and I heard them talking about old times when Emery had one of my ancestors , a "Moby Dick " 935 race car, on his showroom floor for the people of Ballarat to see. How our family have travelled far and wide the world over always amazes me! I thought I was a pioneer for Porsche, but not so.

They made me sleep outside in the garden, my it got cold that night and old Jack Frost settled on my roof and hood. I found it difficult to sleep and over- heard the two Johns laughing over an old bottle of wine that Emery had opened, a 1976 Balgowini Cabernet Sauvignon. By the sound of the conversation they seemed to enjoy it.

Then, to my surprise, I heard a long sigh come from inside the garage! Soon I was chatting with Emery's 944, which he had owned since he had retired. We swapped notes and I was fascinated to hear 944s heritage, the first one I had met in my life. He was envious of my mid engine but assured me that he could hold the road as well as I do. I asked lots of questions about his specs and he went on and on and on, I never did actually did meet him as the garage door remained closed and I wondered what 944 really looked like. Pretty amazing, by his description.

Next morning we did get away eventually and I was pleased to stretch my legs on the highway to Port Fairy on the south coast , a pleasant and quite picturesque fishing village with lots of history of early European settlement and the whaling industry. Some nice old buildings, but not nearly as old as ours back home in Germany though. We stayed overnight and then set off for Mt Gambia.



No Petrol here! Just lovely old car books

John knows the Mercedes – Benz dealer there and I had to wait in a yard with lots of pre-owned cars that were not too friendly towards me. I tried to be nice and eventually they were and let one of the workers wash me and I even got chamois rubbed and left there looking fresh and clean again.

John and his friend went kart racing on a clay oval track at night under lights, and watched as they raced each other for over an hour. They had lots of fun and I got quite sad wishing I could show them how good I was on a race track.



I really did stretch my legs on this road and no one saw me!

Another night sleeping out in the open and a late start the next day as Libby wanted to go shopping. That done, we were off to Coonawarra (another one of those aboriginal names) to visit Libby's most favourite winery ,Majella.

On the way I saw something I had never seen before. Hanging upside down on the roadside fence there were at least 300 dead red foxes spaced about 1 meter apart. Oh what a stink! They were decomposing and I will never forget that smell. I think John took a photo so he could show the humans back home. Apparently the local farmers shoot them and hang them up to show every one how many there really are. I hope we never see this in Tasmania.

Coonawarra was not much but I hear they make fantastic cabernet and shiraz because the soil is red and very special, they said there is only a strip of about 60kms long by 3kms wide that produce this rich red wine. I can't use wine as it won't burn in my cylinders so I guess I will never know why so many people enjoy wine especially with their dinner.....

To be continued.

JOHN POOLEY

VOLKSWAGEN BEETLE HISTORY

By John Goldsmith

(First published in the March 2011 issue of "Wheels Within", the monthly publication of the Post Vintage Car Club of Tasmania).

Volkswagen Background

In the early 1930s Germany's future history as a maker of high quality automobiles was already becoming established, most notably being the rise of Mercedes and their success with luxury cars and also sports models equipped with sophisticated superchargers. However, such vehicles were beyond the financial reach of many Germans at the time, many of whom made do with motorcycles. Some car makers recognised this state of affairs and began to release more affordable models such as the Adler Autobahn, Steyr 55, Hanomag 1.3L.

Even Mercedes got in the act with the 170H, with a body which bore a striking resemblance to the future Volkswagen.



Influence of Adolf Hitler

One man who we do not like to think too much about is Adolf Hitler, who became Chancellor of Germany in 1933. This article is about cars not politics so to concentrate on facts - Hitler was born in 1889 in Austria and during the First World War became a decorated veteran. He joined the National Socialist German Workers Party (NSDAP) in 1919, a group which would later become the NAZI Party. He immediately became a political activist, and spent one year in prison after a failed beer hall coupe in Munich. After this he concentrated in winning political power legally and was voted in by the people as Chancellor and the rest became history. We remember Hitler as a megalomaniac, but in the years prior to the Second World War there were SOME good things, for example his "Strength Through Joy" program which rewarded workers with holidays and other incentives.

And then of course was his initiative to introduce a new “Peoples Car” that everybody in Germany would be able to afford, and would be considered part of the Strength Through Joy program.

Beginnings of the Volkswagen

After Hitler’s rise to power in 1933 he immediately initiated a state sponsored program to develop the People’s Car, which was to be able to carry two adults and three children at 100 km/h (62 mph), get 33 miles per gallon, cost only 1,000 reichsmarks and would be available to citizens through a savings scheme. An all new state sponsored factory was to be established and an engineer chosen to design the car, his name: Ferdinand Porsche. Porsche was already a well known engineer and was the designer of the Mercedes 170H, which probably explains the similarities in appearance between the 170H and the new Volkswagen. He had worked with Steyr Automobiles during the 1920s and worked on Peoples Cars projects with motorcycle makers NSU and Zündapp, neither of which came to anything. After being approached by Hitler, he officially agreed to create the German People’s Car on June 22nd 1934.



Prototypes of the car appeared from 1936 - the distinctive rounded shape was already established, as was the air cooled flat four rear mounted engine configuration. The name itself means “People’s Car”, and the prefix “Volks” (“people’s”) was applied to other products, for example the “Volksempfänger” radio receiver. The new company officially came into being in 1937 and initially had the rather challenging title of “Gesellschaft zur Vorbereitung des Deutschen Volkswagens mbH” (sometimes abbreviated to “Gezuvor”. It was later renamed “Volkswagenwerk” on 16 September 1938.

Erwin Komenda, who had been chief designer at Auto Union, was chosen to assist Porsche with body development for the first prototype. This body became one of the very first to be designed with the aid of a wind tunnel and was recognizable as the "Beetle" shape we know today, with some differences such as a fully enclosed window-less rear with many louvres - "Tatra" style. The new state sponsored factory was in Wolfsburg and was designed to be worker-friendly. Despite these promising beginnings, timing was not in the Volkswagen's favour and when the war broke out in 1939 only a handful of cars had been produced. Around 336,000 people had paid into the savings scheme, which required the amount of five marks per week, but none received their cars except for Hitler himself, who received a "Type 1" cabriolet in 1938 for his 49th birthday.

Volkswagen production switched to war materials in much the same way as British, American and Australian factories did. The Beetle was heavily modified to become the "Type 82 Kübelwagen" ("Bucket car") utility vehicle and there was an amphibious "Schwimwagen" - both these vehicles were heavily utilised by German troops during the war. The new car and company survived the war even though Hitler did not, and the area where the factory was situated was within the British occupied area, having been captured by the Americans in 1945. The British reopened the factory and eventually handed control back to the new German government. Volkswagen honoured the financial commitments of West Germans who had invested in the loan scheme, but those finding themselves in East Germany were not so fortunate.



The first post war cars were assembled late 1945 and the British army ordered 20,000 of them with the first few hundred going to allied occupying force personnel and the German Post Office. Some of these first Volkswagens were taken back to Britain and these were the first Volkswagen Beetles to hit the UK.

Post War Volkswagen

In 1946 the name of the company was officially changed to "Volkswagen" and 1,000 cars per month were being produced in the Wolfsburg factory. The future was still uncertain - the German government offered the business to the British, French and American motor industries but none wanted it, with some making rather scathing remarks about the Beetle - if only they could have foreseen the future success! Much of German industry was dismantled in the period just after the war, as part of an allied program to reduce Germany's capability for future military activities - it is fortunate that Volkswagen was exempted from these programs, and became part of the German economic recovery.

From 1948 Volkswagen was a valued and prized part of the German recovery both symbolically and economically. A one model policy was adopted which led to the amazingly long production life of the Beetle with minimal changes. The only exceptions to this were the "Type 2 Commercial Vehicle" which would become fondly known as the "Kombi", this arrangement continued until the early '60s when the "Karmann Ghia" sports car was introduced and the new "Type 3" models.



Volkswagen first appeared in the United States in 1949, but only two cars were sold in that year. To begin with they were sold as "Victory Wagons" and "Volkswagen of America" was formed in 1955 with sales of the Beetle reaching one million in that year. Canada received the Beetle in 1952 and they were well received. Sales in America and Canada soared, helped on by an imaginative and artistic advertising campaign with then the ad's themselves becoming popular items. The names "Beetle" and "Bug" were used extensively, but were not officially applied until 1968 when the Beetle name appeared in US advertising.

The Volkswagen range increased in 1961 with the introduction of the "Karmann Ghia" sports car and the new Type 3 range of "Notchback", "Squareback" and "Fastback" models, a range which would be updated in 1969 with the larger "Type 4". 1971 saw the introduction of the "Super Beetle" or "Super Bug" which was the ultimate development of the theme - it had some modern revisions to the body, new MacPherson Strut suspension on the front, longer nose, bigger curved windscreen and huge chunky tail lights.

Volkswagen purchased Auto Union in 1964 which had built “Audi” cars prior to the war, and NSU in 1969. The two companies were merged into one by Volkswagen and the new “Audi” company was born. With Auto Union came technology for new types of machinery and more luxurious products - thus Volkswagen now had the capability of expanding its products beyond the Beetle range. By 1973 Beetle sales were in decline and the Super Bug had not been a great success - the knowledge acquired from Auto Union came into its own and the new “Passat” was introduced. A massive change from the Beetle it had modern styling, water cooled OHC four cylinder engine and front wheel drive. It was followed by the “Scirocco” in 1974, and the first Golf also arrived in 1974 followed by the “Polo” in 1975. During the 1990s a “Retro” fashion overtook car makers and VW joined with the “New Beetle” for 1994 which boasted original Beetle styling re-done in a very modern way coupled with Golf mechanicals.

The Beetle

As mentioned earlier the characteristic Beetle shape emerged very early in the car’s development, having been achieved with the assistance of a wind tunnel. The first prototypes would be recognisable today as Beetles even though there were changes to be made. The prototype photos on the previous page depict the familiar front end and a rear which is recognisable but with the absence of windows. The Beetle went on sale in 1946 although there are examples in existence which were assembled in 1945, not including of course the handful of examples put together before and during the war.

The first production Beetles were designated the “Volkswagen Type 1”. They were surprisingly comfortable and fast, compared to other small European cars of the time, having been designed for use on Germany’s new Autobahns. The mechanical design is well known - the engine was a horizontally opposed rear mounted, air cooled four cylinder and the suspension was by torsion bars. Despite the engine’s economic design there were modern touches such as an engine oil cooler which was thermostatically controlled. The body was almost identical to more modern versions, the most obvious difference being the small split rear windows - thankfully the fully enclosed rear design of the prototype was not used. Four people could be carried comfortably and although luggage space in the front was limited there was a second luggage compartment behind the rear seat. The Beetle was a ground breaker in that it pioneered the modern economy car and inspired other designs such as the Morris Minor MM, Fiat 500, Renault 4CV and Dauphine and the Citroen 2CV.



The body work remained fairly unchanged for many years, other than the Cabriolet which was introduced in 1949. There was also a little known pick-up truck version, but it was really more like an Aussie ute. The most visible changes over the years were the alterations to the rear window - the split design was replaced with an oval shaped one piece version in March 1953 and in 1957 the large rear window arrived. In 1964 the side windows and windscreen grew a little in height and the windscreen gained a slight curve. The Super Bug revision of 1973 had the most pronounced windscreen curve. During the seventies various changes were made to the specifications and appearance but essentially the Beetle remained the same basic car.



Beetles first came to Australia in 1953 and Australian production began a year later. Volkswagen Australia was formed in 1957, and by 1960 locally produced panels were being used for the first time and by 1967 they were 95% Australian.

The Beetle continued in production in Germany until January 1978, after which production continued in Brazil and Mexico. The last Beetle came off the line in Mexico on July 30th 2003 - sixty five years after its launch. The air cooled VW engine continued to be manufactured for a while, the last one being made in 2006.

John Goldsmith

Our thanks to John Goldsmith who generously allowed us to reproduce this interesting historical review which has a considerable amount of Porsche history attached to it. – Editor.

CARS I SHOULD HAVE KEPT – OR NEVER SOLD

This is our second instalment of a series in which we expect every PCT member to own up to their past errors of judgment.

In our January issue, Hans Waldmann begged forgiveness for failed relationships with various Mini's, Volvo's and Porsches.

This time it is your Editor who has to confess to the errors of his ways, and in our next issue no less a personage than our Club President will be called to explain his past misdemeanours.



Auto Union 1000S

The main reason for including this picture of a 1960's Auto Union 3-cylinder 1000cm3 two stroke coupe (suitable equipped with a side draught 40 DCOE Weber) is that the cars appear to have been relative unknown in Australia.

I started my motor sport career with this Auto Union (eventually sold it to a lady as "never raced or rallied") and they are now keenly collected overseas.



Ford Escort RS 1600

The Escort on the left hand picture was owned and prepared by me and Gerry Gericke and it came to us via Ford AVO in Boreham, and Ford of South Africa. We always thought it was the ex-Hannu Mikkola/Gunnar Palm car that won the London-Mexico Rally.

If so, the car in the right hand picture in the Gaydon Motor Museum, is a fake.

Either way, TP 185-523 was a genuine Boreham car and got lost down the line as we got into more modern kit. It grieves me that someone in England has reportedly offered around \$120 000 to get his hands one of these...



Maserati 200 SI

I acquired the Maserati 200 SI on the left (TP 127-727) from Ken Ruby with whom I worked at Pan-Am Guided Missile Range Division under contract to the USAF, in Pretoria, in the middle of anti-apartheid sanctions, the Vietnam War and various other issues of very little concern to car enthusiasts.

I couldn't afford to maintain the Borani wire wheels on the car and eventually flogged it to Hymie Back who was a millionaire, had a dozen other classic Maseratis, and probably restored the car to look like the one in the picture on the right, and sold it at Sotheby's for \$500 000? (I know he even had parts of the tubular chassis cadmium plated after stripping it down).

Note the lack of wipers or roof, the side exhausts, and the (not visible) useless fact that at 100 mph the air flow over the bonnet folds the perspex screen back and flattens the rear view mirror. It wouldn't do for Australia....



Chevrolet Can-Am 302

In the 1970's I signed up for a season as co-driver with Jan Hettema, then the 5-times South African Rally Champion, in the Vauxhall Firenza in the pictures.

The Chevrolet Dealer Team stuck a 5-litre V8 from a Camaro Z28 and a four speed Muncie gearbox in the thing, with front brakes from a Holden De Ville and a rear axle from a Holden Kingswood (with Volvo 164 side shafts) and called it the Chevy Can-Am. It easily did 230 km/h on a dirt road.

It ran an 11:1 compression ratio and needed Avgas to survive, but went like sh...off a shovel. I had the spare car on the left as a "company loan car" and used it in some club events.

Some fellow in England recently restored the one in the right hand picture, and even painted my name on the car. See it on YouTube if you must...

Only 99 Can-Ams were ever built, and they are now highly collectable.

Chris Andrews from South Africa entered one in Targa a few years ago.



BMW 325 iS

Another South African 'skunk works" car.

The 325iS was basically an M3 with a 2.7 litre Alpina engine. It was a fantastic Group N racer, and the right hand picture shows the car of Tony Viana and Geoff Goddard in action in an endurance race (in which I has to settle for driving a works Mazda!).

I was given the last works car built by BMW Motorsport (on the left). The picture was taken in our farm yard in Zimbabwe.

The car won two Zimbabwe national titles before joining Mugabe's new collection of farm equipment.

There are a handful of 325iS's in Australia. Only a few hundred were ever built.



Nissan Skyline GTX-Z



BMW M535i

More "skunk works" cars. My road cars are on the left, the racing versions on the right.

The Skyline was manufactured by Nissan South Africa and ran gas shocks, an independent rear suspension, l/s diff and Nissan's wonderful 280L six cylinder engine "blue printed" for Group N racing.

I bought the first one from the production line (photographed here by a journalist friend) and Nissan borrowed it back almost immediately to do some more (free of charge) development work on a "Z" specification engine for the model.

They promptly blew my car's engine and then loaned me a horrible Laurel 280L sedan to drive for 6 weeks. (I tended to use my Honda CBX-B bike instead!).

Maybe that is why I later bought the BMW M535i, but the Skyline GTX nevertheless became a huge success in South-African motor racing.

Developed under the stewardship of Bernd Pischetsrieder, the BMW M535i used the M90 engine without the M88 24-valve head, but had a Getrag gearbox, oil coolers for engine and diff, 7-series brakes, massive Bilstein dampers, Recaro seats and even metric rims with Michelin TRX tyres.

It was another "homologation special" built for racing purposes and a helluva road car. Like a fool, I sold it and bought a BMW 540i when I got too old to drive proper cars.....

Leon Joubert

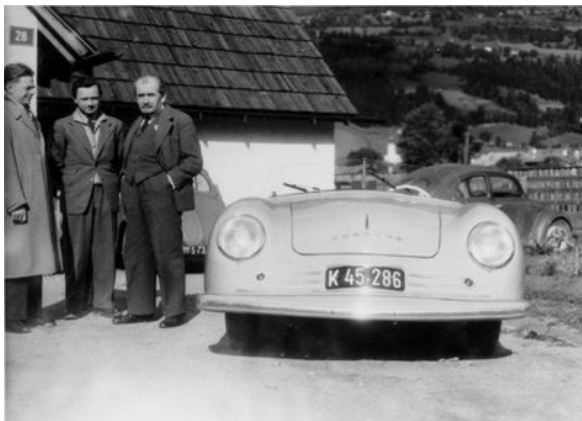
A Modern fairy tale for sentimental grown-ups

ONCE UPON A TIME IN A LAND FAR, FAR AWAY...

There was a clever engineer who designed some very clever cars.



Then there was a war and he had to wait a few years to design more clever cars.



Others copied some of his ideas.



But their own designs were not always terribly exciting.



The clever old engineer and his sons could still produce brilliant new designs.



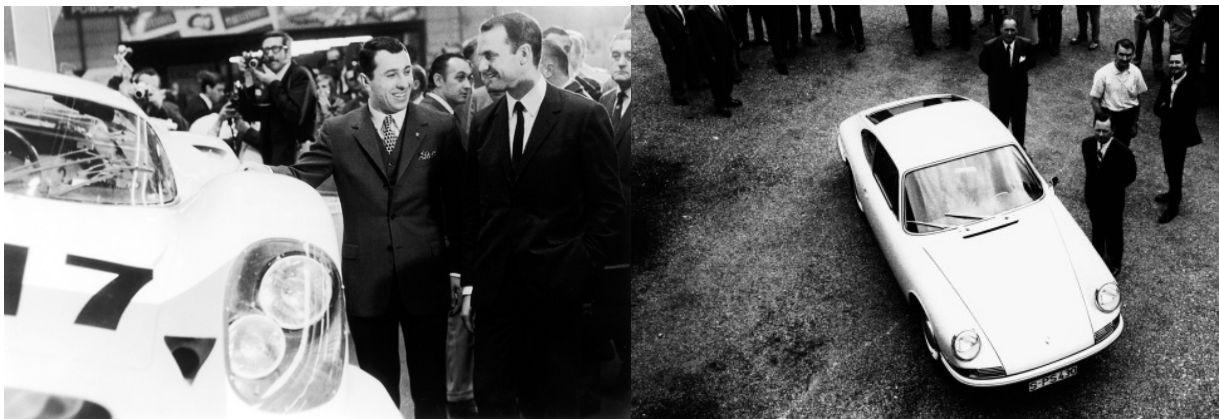
Others tried to create alternatives, but without much success.



The old engineers' young nephew also designed some very good cars.



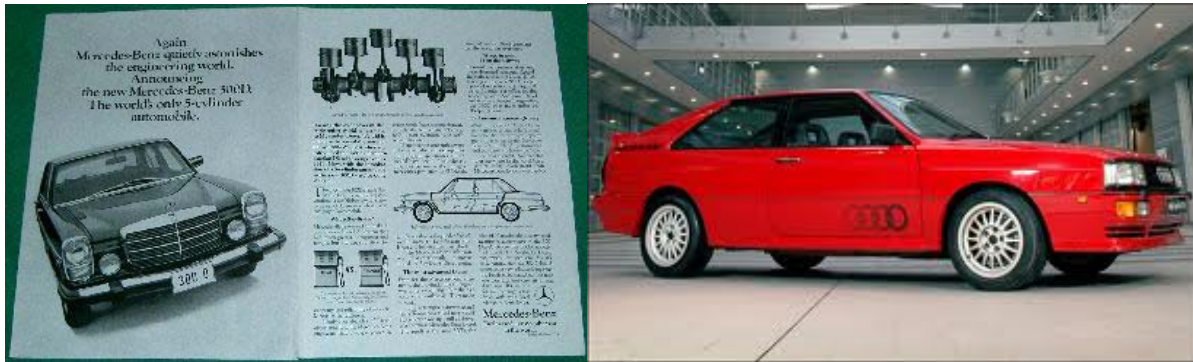
And probably expected some special recognition from his family.



But there was a family argument, and the outcomes were not particularly good.



The nephew went to work elsewhere, and continued to produce some clever ideas.



But the family business soon got back on track without him.



And some of its cars were again very special.



But then the nephew began to compete with his family.



They took their contest to the race tracks.

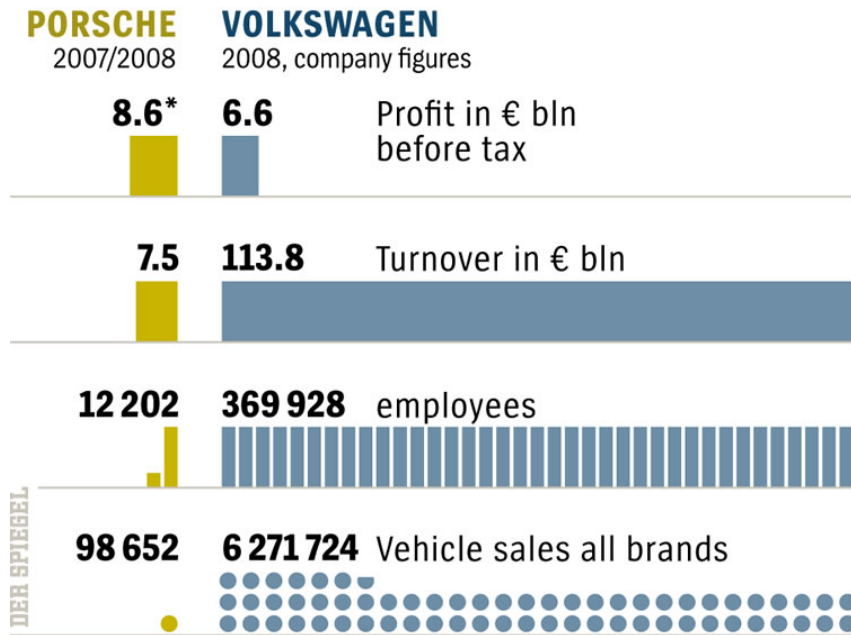


And to the market place.....



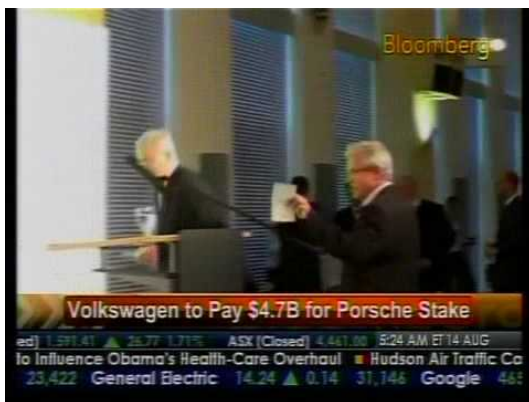
The family business still had great achievements and expectations.....

Glamour and the Giant



* includes extraordinary profit from the stake in VW

But then the clever nephew went bought the family business!



But in the end they all lived happily ever after. (At least we hope so).

THE END ?

2011 CLUB CHAMPIONSHIP POINTS (AS AT MARCH 2011)

COMPILED BY KEITH RIDGERS

[illegible]

PORSCHE AND FORMULA 1 – COMMENT FROM JOE SAWARD

No doubt all of us fervently hope to see Porsche back in motor sport at the sharp end of the sport, and there have been many rumours of whether Volkswagen or Porsche may appear in Formula 1. The excellent and erudite Joe Saward published the following comment very recently in his web blog.

“The other day there were a slew of stories about Volkswagen NOT entering Formula 1 nor NASCAR. All the usual monkeys with typewriters duly pumped out lots of stories parroting the news (if indeed monkeys can parrot), without even engaging the first gear in their brains.

The big question in such matters is what constitutes Volkswagen. You see, there is Volkswagen and then there is Volkswagen...

The Volkswagen Group, also known as Volkswagen AG, is the holding company for the entire Volkswagen empire, which will soon include Porsche, as well as Audi, SEAT, Skoda, Bentley, Bugatti, Lamborghini, Scania, Volkswagen Commercial Vehicles... and Volkswagen Passenger Cars, which is the division will sells cars branded VW.

According to the company website, “each brand has its own character and operates as an independent entity on the market”. Thus Volkswagen Motorsport, run by former racer Kris Nissen, does not dictate what happens at Audi’s motorsport division in Ingolstadt, or the motorsport activities at Skoda, or SEAT. Nissen looks after VW brand activities such as the Dakar Rally programmes, Formula 3 engines, Polos and – so rumour has it – a nascent scheme to compete in the World Rally Championship with Sébastien Loeb...

Ulrich Hackenberg, the man quoted as saying that Volkswagen has no plans for F1 or NASCAR, is one of the men in charge of the Volkswagen brand. He is not a member of the Board of Management of Volkswagen AG, nor is he a member of the Supervisory Board of the main company. Hackenberg is actually a pretty small fish, as simply a member of the Board of Management for the Volkswagen brand. Thus he cannot speak for anything other than VW vehicles. There is no guarantee, in fact, that he would even be part of the decision-making process about an F1 or NASCAR programme involving Porsche or Audi or Skoda, SEAT, Bugatti etc etc etc...

So, when Hackenberg says that VW is not getting involved, he does not mean that Volkswagen AG is not getting involved in a particular sport, he means that the VW brand is not...”

Which debunks another wild rumour, does it not? – Ed.

PORSCHE NEWS FROM BLOOMBERG

March 17 (Bloomberg) -- Porsche SE, the sports-car maker that plans to merge with Volkswagen AG, said a timetable to sell 5 billion euros (\$7 billion) in shares still stands amid the volatile financial markets following the Japanese earthquake.

"One would probably select an environment that's different to the current one" to carry out a sale, Chief Financial Officer Hans Dieter Poetsch said today at a press conference in Stuttgart, Germany. That said, there's "no reason to depart from the original plan."

Porsche, which plans to complete the sale by May 30, aims to cut debt to about 1.5 billion euros with the proceeds. Net debt at Porsche's holding company increased to 6.34 billion euros as of Dec. 31 from 6.05 billion euros on July 31 because of tax repayments.

The two car manufacturers agreed to combine in August 2009 after Porsche racked up more than 10 billion euros of debt in an unsuccessful attempt to gain control of VW. European stocks advanced today, halting a six-day slide, amid speculation Group of Seven nations will move to calm markets after Japan's earthquake-induced nuclear crisis.

'Window of Opportunity'

"It would be premature to say we can't proceed with the stock sale only because the market is down," said Michael Tyndall, a London-based analyst at Barclays Capital. "They got a window of opportunity and the message today was fairly clear: We'll go ahead with it."

Porsche preferred shares rose as much as 3.7 percent, or 1.85 euros, to 52.55 euros and were trading at 52.35 euros as of 2:40 p.m. in Frankfurt, valuing the sports-car maker at 9.2 billion euros. VW's preferred shares were up 0.8 percent.

Wolfsburg, Germany-based Volkswagen now owns 49.9 percent of Porsche's carmaking operations. Proceeds from the share sale will help pay back a 2.5 billion-euro bank loan expiring at the end of June.

"Porsche intends to use the target issue volume to significantly improve its net liabilities," Poetsch said. Cutting debt "is a prerequisite for the merger."

Orders at Porsche's car-making operations are "high" at the start of 2011 as demand for models such as the Cayenne sport-utility vehicle and Panamera sedan is "undiminished," Matthias Mueller, the unit's chief executive officer, said.

Earthquake Impact

Porsche has moved its Japanese headquarters from Tokyo to the Nagoya area, Mueller said. The automaker, which buys transmissions from Aisin Seiki Co., expected to sell more than last year's 3,000 vehicles in the country, he said. Even as supply chains are intact, it's too soon to gauge the impact of the earthquake on future deliveries.

"I'm not ruling out that we will run into problems too," VW Chief Executive Officer Martin Winterkorn, who also runs Porsche's holding company, said. "At the moment, it doesn't look like it, at least not in the near-term period."

Full-year revenue at Porsche's auto-making division may exceed last year's levels, according to Mueller. The carmaker posted record revenue of 3.87 billion euros for the August to December period. Porsche's holding company expects another profit in 2011, Poetsch said.

The merger, originally scheduled for completion in the second half of 2011, will probably be delayed into next year because of German legal obstacles. An investigation into share-price manipulation allegations will likely push the deal's completion into 2012, Porsche said Feb. 24.

Legal Hurdles

Short sellers of VW stock have sued Porsche in the U.S., claiming the carmaker secretly piled up VW shares and later caused the investors to lose more than \$1 billion. At the same time, institutional investors in Germany are seeking 2.5 billion euros in damages over the matter.

"Of course, we have not cleared all hurdles yet," Poetsch said. "However, we can underscore that Porsche assumes that it will be possible to successfully clarify the current uncertainties and that the merger will be able to go ahead, even if this is after 2011."

--Editor: Chris Reiter

Porsche 918 RSR – racing laboratory with even higher-performance hybrid drive

Stuttgart. Dr. Ing. h.c. F. Porsche AG, Stuttgart, is continuing to extend its performance and high efficiency competence via intensive development work in the field of hybrid technology. With the Porsche 918 RSR, the manufacturer of sporty premium vehicles is presenting a high-end synthesis of 2010's successful hybrid concepts. The two-seater mid-engine coupé 918 RSR clearly reveals what happens when the technology fitted in the 911 GT3 R hybrid and the design of the 918 Spyder are transferred to a modern, innovative super sports car.

With its highly-efficient flywheel accumulator, the 911 GT3 R hybrid racing car proved to be an attention magnet during competition racing on the Nürburgring Nordschleife circuit, during the American Le Mans Series races (ALMS) in Road Atlanta/USA and the ILMC run in China's Zhuhai. It demonstrated its massive performance potential under realistic motor racing conditions against top competitors. The 911 GT3 R Hybrid, referred to internally as the "Race Lab" actually surpassed the high expectations of Porsche Motorsport. Competitiveness, high reliability and exemplary fuel efficiency combined with top performance underscored the Porsche technicians' basic idea of generating additional power in an intelligent manner. The 911 GT3 R Hybrid obtains its additional power from its own vehicle dynamics when braking. Porsche is now transplanting this technology into the mid-engine coupé 918 RSR, the motor sports version of the 918 Spyder concept car.

From the tradition established by classic Porsche long-distance race cars such as the 908 long-tail coupé (1969) and the 917 short-tail coupé (1971), the Porsche designers created a link to the postmodernism of the "form follows function" philosophy. In the 918 RSR, the lines' elegant flow is dominated by muscular wheel arches, dynamic air intakes and a pulpit-like cockpit. A visible fan wheel between the ram air intake tubes and a rear spoiler with RS Spyder dimensions additionally emphasise the racing laboratory function. The new "liquid metal chrome blue" colour which has been created underscores the sculptured curves of the forms, whilst the typical Porsche hybrid orange colour on brake calipers and the body's longitudinal stripes lends remarkable touches.

Motor racing technology also dominates within the particularly light, torsionally stiff carbon fibre-reinforced plastic (CFRP) monocoque. The V8 engine is a further development of the direct injection engine from the successful RS Spyder race car and now offers an output of precisely 563 hp at 10,300/rpm in the 918 RSR. The electric motors on the two front wheels each contribute 75 kW, i.e. a total of 150 kW, to the peak drive power of exactly 767 hp. This additional power, which is generated during braking, is stored in an optimised flywheel accumulator.

In the 918 RSR, the two electric motors offer a torque vectoring function with variable torque distribution to the front axle. This additionally increases agility and improves steering response. Mounted upstream of the rear axle, the mid-engine is integrated with a racing transmission also based on the RS Spyder race car. This further developed six-speed constant-mesh transmission with longitudinally mounted shafts and straight-toothed spur gears is operated using two shift paddles behind the racing steering wheel.

The vehicle's functional equipment underscores its puristic motor racing character. Whether it be the characteristic doors which open obliquely upwards, the air intake in the roof between the wing doors, the quick-action locks on the front and rear CFRP lids, the two roof-mounted aerials for pit radio and telemetry, the RS Spyder-like small, lateral front flics or the air splitters beneath the front lip or no-profile racing slicks on 19" wheels with central locking, the vehicle can be clearly recognised as an experimental racing laboratory.

In contrast to the 918 Spyder concept car, unadorned racing atmosphere predominates in the interior of the 918 RSR. The figure-hugging bucket seat's brown leather covering cites the history of the gentleman driver; the gear flashes on the racing steering wheel and a recuperation display on the steering column in front of the display screen supply the pilot with information. Instead of the futuristic, ergonomically avant-garde centre console with touch-sensitive user interface from the 918 Spyder concept car, the 918 RSR's cockpit is split by a minimalistic console with rocker switches. Instead of a second seat, the flywheel accumulator is positioned to the right of the console.

This flywheel accumulator is an electric motor whose rotor rotates at up to 36,000 rpm to store rotation energy. Charging occurs when the two electric motors on the front axle reverse their function during braking processes and operate as generators. At the push of a button, the pilot is able to call up the energy stored in the charged flywheel accumulator and use it during acceleration or overtaking manoeuvres. The flywheel is braked electromagnetically in this case in order to additionally supply up to 2 x 75 kW, i.e. a total of 150 kW, from its kinetic energy to the two electric motors on the front axle.

This additional power is available for around eight seconds when the system is fully charged. In the successful 911 GT3 R Hybrid, this additional power can also be used as a consumption aid depending on the racing situation, e.g. to delay pit stops or reduce the fuel tank volume and therefore the weight of the vehicle.

With the new 918 RSR racing laboratory, Porsche is now elevating this motor racing hybrid concept to an experimental level. In the 918 RSR, "Porsche Intelligent Performance" equates to research into methods for further sustainable efficiency improvement under the intensified conditions of the race track, lap times, pit stops and reliability – a metier in which Porsche has been demonstrating its success for over 60 years.

Finally, the starting number, 22, pays homage to the anniversary of a further triumph. Back in the days when overall victories in Le Mans were not yet an entirely routine matter within the Porsche racing department, the pilots Dr. Helmut Marko and Gijs van Lennep were the first to cross the finishing line in 1971's 24-hour classic. The distance record set by their Porsche 917 short-tail coupé – 5335.313 kilometres (3315.21 miles) at an average speed of 222.304 km/h (138.13 mph) – did not remain unbeaten for an eternity, but for exactly 39 years until 2010. At the time, the 917 in the Martini colours was also an experiment and far ahead of its time: a magnesium space frame set new standards in Porsche's lightweight construction domain.

Ends.

FLAT CHAT – BACK CHAT

In recent years the Australian new car market has undergone some major changes. Probably the biggest influence has been the reduction of import tariffs over time and the increase in the value of the Australian dollar.

These major changes have prompted many a discussion around the BBQ about the list prices of new vehicles imported into the country. And many are comparing new car costs here with those for similar vehicles sold in the US & Europe.

So I thought I'd do a little research to try and find out if in fact there was any truth in the chatter and rumours.

First things first: The Australian dollar is at an all time high against the Euro and has been close to parity with the US dollar for some time. And import tariffs have dropped from 45% to the current 5% (from Jan 2010).

Many have heard about the "Big Mac" index (McDonald's burger purchase prices compared world wide). Well how about the "WRX" index ?

These popular little pocket rockets were introduced here in the early 90's and listed at \$39 900 back then. Well guess what? That's still the going rate today, \$39,900!!

If we take a 911 Carrera for comparison it gives us a 1994 Australia list price of \$179,900 and today its lists for \$233,000 (an increase of +30%).

But the current (Australian spec) 911 is much better equipped these days (but with maybe some things that not all of us want – more about this later).

But the little Subaru that sells for the same price as it did 17 years ago is also a much improved and better equipped car, umm.....

The release of the limited production Speedster (a unique limited production model) has driven discussion to another level with its list price of \$519,800!

A club member who purchased a new 964 Speedster back in 1993 was shocked to hear the price of the new model.

In the US the same car ilists for \$204,000.

We have some taxes which other countries don't (including the luxury car tax). These make our favourite cars more expensive.

Taking a 911 Carrera as an example (which lists for \$77 800 in the US) I've added:

- say %10 for smaller market allowance = \$85 580
- say \$5000 for extra shipping costs = \$90 580
- say \$5000 for extra administration & misc. costs = \$95 580
- 5% import duty = \$100 359
- 33% Luxury car tax (on amount over \$57K) = \$114 688
- 10% GST = \$126 757
-

Which still gives us a price well below the Australian list.

Apparently dealer margins are similar here to those in the US so the cost variation must be somewhere further down the supply chain.

Using similar calculations for the WRX (but halving the extra allowance for shipping, admin & misc) the US price of \$25,495 converts to about \$38,200 here, which compares well.

Some car companies have been adding extras to justify increases or why prices haven't fallen in line with tariff reductions and the increased value of our dollar. While this is some sort of compensation it removes the choice from those who don't want some of the "compulsory extras". I'm referring to things like sunroofs etc (and don't get me started on sunroofs – they reduce head room and can leak - even in a Porsche!).

While Porsches are expensive they are considered reasonable value by most enthusiasts, especially taking into account the build quality, performance and style (and when compared with the competition).

There are differences between our market and that of the US which we must feed into the prices we pay for our imported cars but I guess the bottom line is that cars, like other commodities, are priced to what the market will bear.

It certainly looks like we Australians are still willing, or simply have to pay a large premium for our nice cars.

"Ferdinand"



SYMMONS PLAINS SUPER SPRINTS

1ST MAY

**Scrutineering 8.30am
Drivers briefing 9.45 am
First Run 10.00am**

Entry Fee \$95.00; Family Entry \$135.00 (2 members) \$20.00 each additional Family Member.

Further details Contact Tony Gurnhill: ph 64272648;
mobile 0439 143 990 or email: gurnhill@skymesh.com.au

A good opportunity to bring those Porsches out again and safely blow any unwanted carbon deposits out of their engines!