



Porsche Club

Tasmania



FLAT CHAT

APRIL 2007



FLAT CHAT

Quarterly Newsletter of the Porsche Club of Tasmania

APRIL-JUNE 2007

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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, Chairman 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) 6236 3700 (bus) Mobile 0418 120 055 John.pooley@performanceautomobiles.com.au
Vice-President	Rob Sheers	Tel (03) 6229 2556 sheerswish@bigpond.com
Secretary	Gerard McGuire	Tel 0418 123 060 Autosearch.tasmania@bigpond.com
Treasurer and Motorsport Director	Charles Button	Tel (03) 6231 3858 (bus) Mobile 0418 126 450 charles@button.id.au
Committee Member	Philip Petersen	Tel (03) 6233 8724 (bus) Mobile 0418 587 741 Philip.petersen@dier.tas.gov.au
Committee Member	James Barber	Tel (03) 6229 2110 (w) (03) 6226 4524 (h) jamesbarber@bigpond.com
Northern Representative	Neill Daly	Tel (03) 6234 3689 (bus) Mobile 0417 343 042 Neill.daly@utas.edu.au
Newsletter Editor	Leon Joubert	Tel (03) 6236 3762 (bus) ljoubert@performanceautmobiles.com.au Joubert@netspace.net.au

Address Of The Porsche Club Of Tasmania

Postal Address PO Box 10, South Hobart TAS 7004.

Meeting Venues

- The Porsche Club of Tasmania (Southern Clubroom) meets at 19h30 on the 3rd Tuesday of every month at Shannons Car Club Rooms, 337 Argyle Street, Hobart.
- The Porsche Club of Tasmania (Northern Clubroom) meets at 19h00 on the 1st Wednesday of every month at the Jailhouse Grill, 32 Wellington Street, Launceston.

APRIL 2007 EDITORIAL

In recent months many politicians in the USA, Europe and Australia have become overtly ecology conscious.

Their enthusiasm may be due to increasing and undeniable evidence that we are polluting Planet Earth at an unsustainable rate, but perhaps also because there are elections looming in many of those countries.

Either way an immediate effect has been more stringent demands on motorists and the motor industry to use “cleaner” cars.

How does Porsche – which has not been in the business of making small “peoples’ cars” since the late 1930’s – measure up to these demands?

According to a 2006 “Dust to Dust Energy Report” on 350 cars published by CNW Marketing Research Inc., the Maybach, VW Phaeton and various Rolls Royce and Bentley models rank as the world’s worst energy consuming cars.

CNW also claims that the Honda Accord Hybrid, Toyota Prius and Honda Civic Hybrid are all less energy efficient than (for example) cars like the Porsche Boxster, because CNW’s holistic “dust to dust” energy assessment factors in the disposal of items like battery packs and control systems, and the energy consumed in complex manufacturing processes.

Thus the proposed Porsche Cayenne Hybrid, reported elsewhere in this issue, may not contribute as much towards refreezing the polar icecaps as we may have hoped!

What is interesting for us is that the ubiquitous Porsche 911 Carrera only appears at position no.73 on CNW’s list of energy consumers, a mere three slots above the VW Golf in position no.76.

Given its fantastic performance capability and superb engineering quality, the 911’s ability to match a VW Golf for holistic energy usage adds yet another astounding fact to the history of this amazing car.

If you are interested in digging out some more pub facts on automotive energy consumption you can find the CNW report at <http://www.cnwmr.com/nss-folder/automotiveenergy/>.

Leon Joubert

THE CHAIR SQUEAKS

Summer is now over and as we move into the fabulous autumn in Tasmania I can reflect on the amazing island on which we live. Those chilly mornings and evenings sandwich glorious clear warm balmy days of bright sunshine and clear blue skies and depending on your location, often sprinkled with the yellows reds and browns of our deciduous trees, shedding their leaves and pointing towards the looming winter. Most of the harvests are in, and our preparations almost done. For this time of the year means a different type of preparation – one automotive – you see autumn is also Targa Tasmania time and since 1992 it has been that way.

All over Australia Porsche owners are busy preparing their cars, crews and selves for one of the most unique motor Sport events in the world which gets under way on our island state in April. Porsche cars from all the decades will line up in various categories to prove that they are the greatest sports cars in history. They come because we have some of the best roads in the world, combined with our fantastic Tasmanian scenery and our friendly Tasmanian population make our April Autumn the best place to be! – enjoy!

Thank you to the Porsche Club Victoria for visiting us recently during your Tassie tour we were very enthusiastic to meet you and drool over your lovely Porsches – Thanks to those of PCT that joined in on the Saturday run to Richmond.

Our concours at Performance Automobiles was well supported again and some of our very best cars were on display showing that we have a magnificent collection in our club. Thanks especially to Neil Daly for entering his almost perfect 911, which was the only entry from the North. Guests were treated to the unveiling of the very latest model from Porsche – the 2007 Cayenne V6 – now with direct fuel injection (DFI) for the first time resulting in lower fuel consumption where fuel savings of up to 15% are possible. The new V6 3.6 litre petrol engine now has 290 bhp (213kw) and peak torque is now 385NM. It needs only 8.1 seconds to accelerate from 0 to 100 kph and as this is the first time the V6 Cayenne has been sold on the Australian Market everyone was pleasantly surprised to hear the list price tag at under \$100k – Now a real family Porsche many people can afford and enjoy has joined our ranks – I do hope you enjoy your Porsche Club Magazine.

John Pooley - President

THE OTHER CHAIR SPEAKS

I guess for you, like myself, the year is gathering pace very quickly. Summer for me wasn't as enjoyable as usual due to breaking a bone in my right wrist a few weeks before Christmas, not very good timing! Having a cast on certainly limited my activities. As a result my trusty old 911 had a restful summer break. Anyway things are almost back to normal with my wrist now feeling much better, thank goodness.

Club activities have got off to a good start for the year with two well attended and enjoyable events thus far. The driver training day at Symmons Plains from all accounts was a terrific day. This event was run by Club Italia Motori with help from PCT. Club President (John Pooley) and Event Director (Charles Button) put their lives on the line as instructors. Participants were able to hone driving skills and experience their cars at speed without having to worry about getting booked. Also the drive day into the Huon held on Sunday the 25th of February attracted a good turn up. The drive was over some interesting roads including some used for Targa. The drive ended up at Franklin where we settled into an enjoyable lunch at Petty Sessions.

The club receives various correspondence - from CAMS, other Clubs and companies advertising their latest gadgets, services etc. While we endeavour to let you know about the important things (visits from other Porsche clubs etc) there may be other things of interest to you. If you are interested in the correspondence that the club receives it is available at the monthly club meeting.

You will note that we have included a club membership form with this newsletter. If you know or come across a Porsche owner who may be interested in joining could you please pass on a copy of the form.

It came as a bit of a shock when at the last club meeting Bill McGowan announced he and Iris would be resigning. Bill and Iris have decided to sell up (including the lovely 928!) and head off on the "big lap". Bill has been an enthusiastic member of the committee and he, Iris and family have done a terrific job organising and helping run various club events. I'd like to pass on special thanks to Bill and Iris for their enthusiastic efforts and camaraderie and wish them all the very best for the "big lap". We look forward to hearing of their adventures and maybe their return some day. The McGowan's and that tyre smoking 928 S4 will be missed!

Those who read the last edition of Flat Chat will recall Bill's terrific car profile article about his lovely 928 S4. It was a great read and I'm sure there are other members out there who have a story to tell regarding their Porsche's and Porsche experiences. The editor is very keen to receive member car profiles and or other related articles.

Enjoy those Porsches, cheers from the other chair

Rob Sheers – Vice President.

FLATCHAT BACKCHAT

Questions and Answers with David Hannan

What's the first car you ever owned?

DH: 1928 Chev Tourer with 4 cylinder OHV engine.

What is your present car?

DH: In order of age. '64 Porsche 356SC; '77 Porsche 911 Carrera 3litre; '98 Holden Jackaroo.

What is the best car you've ever owned?

DH: In terms of monetary value, the current 356SC.
In terms of most utilitarian, a '65 Landcruiser SWB.
In terms of luxury for age, a '65 Toyota Crown.

What car do you regret selling?

DH: No regrets about selling but many regrets about not buying classic cars (as they are now) and holding on to them.

You've just won Lotto! What car would you buy?

DH: I guess I would settle for any 904 or if none were available it would then be an Arbat Carrera.

What's your earliest memory of a Porsche?

DH: I remember seeing the odd 356 when I was a lad in Scotland in the 50's.

When did you buy your first Porsche?

DH: A little over 4 years ago when I bought the 911 Carrera 3.0 litre.

What do you like most about your Porsche?

DH: Engineering, reliability, shape, comfort, driving capability and "friendliness" for the home mechanic (sometimes!)

What is your favourite Porsche road or route?

DH: Lots of good roads around the north but I guess Weldborough Pass and St Mary's Pass are favourites.

When and how did you get into motor sport?

DH: Have hardly got into motor sport but having a go at "Targa Tour" this year.

What's your favourite event?

DH: Anytime I can drive the Porsche(s)!

6.

DRIVE DAY – HUON VALLEY : 25 FEBRUARY.

A superb Tasmanian summer's day, parts of the traditional Targa Tasmania route through the fruit orchards, vineyards and rolling hills of the Huon Valley, and a Porsche.

The only thing more that one could ask for was a glass of chilled Tasmanian boutique wine and a serving of fresh scallops from North West Bay.

It was all provided courtesy of Charles Button who planned the route, Gerald Maguire who acted as convenor, and Petty Sessions in Franklin which catered for lunch.

A special welcome to new member Rod Simpson (Boxster) and his guest Wayne Bennett (993) both of whom we hope to see on many more future events.

As often happens, Chris and Sinclair Berry ended up having the best of the day, with a nice long Porsche drive back home to the north!



**A good line-up before the start of the drive from Hobart.
Mount Wellington in the background.**

7.



Lunch at Franklin on the shores of the Huon River.



“At 260 km/h we were still side by side.....”

EUROPEAN SPRING

Unbelievably warm weather here in Vienna! While you folks Downunder are facing the prospect of the end of summer, your European Correspondent is relishing the thought of long warm summer evenings out on the terrace enjoying a cool glass of Gruner Veltliner from the Wachau Valley – aaaahh! We're not quite there yet, but there have already been remarkable early signs of spring. Trees and shrubs are budding, and city parks' staff are busy planting annuals for a pre-emptive show of colour. Time to change back to summer tyres, pick up a bargain in the end of winter ski sales (it has been a poor season for ski resort operators and equipment sales are way down), and dust off the bicycle for a spot of spring touring.

I have actually been out on the bike the last couple of weekends (yes, I know this column is supposed to be about Porsches, but they have been pretty scarce this winter), to try out my new Garmin Nuvi GPS navigator.

"What's that doing on a bike", I hear you ask? Well, I have found the navigation system in my car so useful (girls, buy your man one for his birthday – it saves sooo many discussions about left, right or straight ahead, or which way up to hold the map – you know he's always wrong but hates to admit it!), that I treated my bike to a sophisticated system too. Only trouble is, there is no milk crate sized 12V battery on a bike, so after a couple of hours of the screen being on bright setting and the volume turned up so you can hear the navigator's instructions above the traffic noise, the poor mini-battery is exhausted, long before your correspondent's legs. Incidentally, I have received quite a few puzzled stares as I brake to a halt at an intersection or traffic light, and nearby pedestrians somehow think I'm talking to them - "Please turn left in 100 metres.", or "Prepare to keep right in 30 metres..." I just grin and point to the screen jauntily bracketed to the handlebars.

OK, back to the exhausted battery. No problem, just cycle along to your nearest Modelbau Schop (Hobby store) and purchase a small but powerful rechargeable 12V battery meant for a remote control model Porsche (see, this is an article about Porsches after all), slip it into a sports drink bottle, wire up a suitable connector and pop it in the bottle rack on the bike frame. Presto, your GPS navigator springs back to life for many hours of happy route planning, display and instruction.

Speaking of bikes, have you seen the latest crop of automotively engineered bicycles? BMW, Porsche and Mercedes all offer beautifully designed corporately branded bikes with titanium frames, 27 speeds, disk brakes and suspension, complete with ingeniously crafted, compatible roof racks to complete the illusion that you were just about to stop the car, demount the bike from rooftop, hop on and let your partner drive the car home while you put in a few Tour de France kilometres. Hah! What are they thinking?

Believe me, I've cycled up a mountain (Grossglockner, Austria's highest) while Carolyn drove the Mercedes, and there's a distinct difference in horsepower and therefore speed. If you want to get to the top and have a relaxed lunch, I strongly advise using the 250 horsepower so thoughtfully provided by the manufacturer and drive the car. I'm about 0.25 horsepower, so it took me about 1000 times longer to get to lunch. The sensible thing to do with your BMW, Porsche or Mercedes designer bike, is to leave it **on** the roof rack until you get to the top, have your relaxed lunch (**with** your charming wife) **then** demount it and whiz down the mountain like the Lance Armstrong you know you really could be.

As usual I have kept my eye open for developmental Porsches out on test runs where they hope no-one will snap a spy photo. Imagine my delight when in Graz recently, a cleverly disguised Panamera rolled up beside me and stopped for a red light. That Carrera badge on the bootlid didn't fool me for a moment. I quickly rolled down the window and snapped this photo. Correct me if I'm wrong, but I think it bears an uncanny resemblance to a VW 1300 – quite a smart tactic to mask its real shape. Somehow they even managed to disguise the four doors that I know the new Panamera features.



10.

On a less sensational note, our officially sanctioned Club website is up and running. Just type www.porscheclubtasmania.org.au into your favourite internet browser and take a look. It's early days, but the skeleton is there. If you'd like to help flesh it out with some material you think would be of interest to Porsche enthusiasts elsewhere, please send me your contributions – text, photos, facts, figures! I welcome your comments and constructive criticisms too. It's your website, so I'm happy to take your suggestions for improvements at any time.

Auf wiedersehen!

Andrew
European Correspondent



This photo, reportedly of the new 2008 Volkswagen Beetle 1302S, arrived unsolicited in our mail, and is purely included out of curiosity and to fill a vacant space at the end of Andrew's article. – Ed.

An interesting week on the big island

I had terrific trip to the big island recently to attend the Melbourne motor show, the Phillip Island Historic racing meeting and also the first day of the Grand Prix.

Melbourne International Motor Show

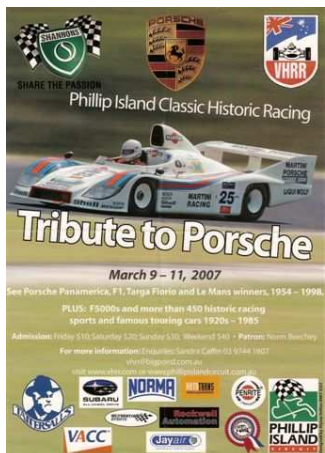
I hadn't been to the Melbourne International motor show for a few years and it was nice to have a day looking at and climbing in and out of all the latest offerings. There were also some very innovative and interesting concept vehicles to see.



Porsche Cars Australia had an impressive stand. The just released updated Cayenne was on show for the first time in this country together with a good sampling of the Porsche range. And the Porsche boutique shop had some great things for sale.

Phillip Island Historic Racing

On to the main purpose of my visit to Victoria - the Phillip Island Classic Historic racing meeting which this year was a "Tribute to Porsche". This event was one of the best motor sport events that I have attended. It was an international meeting with 515 entrants and well over 400 cars!



The main attraction for Porsche enthusiasts was certainly the factory museum cars. Klaus Bischof (Porsche museum curator) and his helpers provided seven unique Porsche historic racing cars for the event. Many of these cars ran in the regularity events and it was terrific to see them in full flight. The Le Mans cars really got going on the island's long straight.

“Tribute to Porsche”– Museum Cars



804 - Formula 1 car

One of the most famous museum cars was the pretty little 804. This was Porsche's first and only Formula 1 car. The car had a short racing career which included two wins with Dan Gurney at the wheel (the French GP of 1962 and the Solitude race). The 804 has a 1498cc flat eight engine producing 180HP. Klaus Bischof looked like he really enjoyed giving the 804 a good “run” around the island. This bloke certainly has one of the best jobs going. It makes an incredible noise for such a small engine. It literally screamed its way around Phillip Island!



908/03 - Targa Florio winner

The 908/03 is extremely light at 545kg. It apparently handled very well and is powered by a 3 litre 265kW flat eight engine giving a very good power to weight ratio. The unique thing about the 908/03 is that it was only ever raced four times, winning on three occasions. Dominating the 1970 Targa Florio road race by filling the first four places! It also won the 1000km races at Nurburgring in 1970 and 1971.



Martini 936 Le Mans car



The 936 was specially developed to contest the World Sports Car Championship, starting in 1976. It was powered by a 2.1 litre turbocharged engine. And was the first turbocharged Porsche to win the famous French endurance race. The 936/77 is famous for possibly Porsche's most emotional victory at Le Mans. After fighting back from 41st position to take the lead the Porsche struck engine trouble with only two hours to go. Running on only five of its six cylinders and producing only a fraction of its 397kW it managed to keep the Renault, driven by Australian Vern Schuppan, at bay and went on to record another Le Mans victory for Porsche. The interesting thing is that Schuppan later become a Porsche factory driver recording many wins at the wheel of 956's and 962's.



Spyder - Le Mans car



GT-1

Together with the long-tail version of the 908, the Spyder carried off the first Constructor's World Championship victory for Porsche.

The GT1 was first raced at Le Mans in 1997 but unfortunately had mechanical problems. Coming back in 1998 with a revised model Porsche had an emphatic 1-2 victory taking Porsche's Le Mans tally to 16 outright victories. With Le Mans gearing this thing was very fast down the long straight at the Island.

The other museum cars there were the 550 Spyder that Hans Herrmann drove to a class win in the 1954 Carrera Panamerica road race and a rare light weight 358B 2000 Carrera GT coupe that won the classic category in the 1998 Targa Tasmania.



911 Club Cars



Rusty French's 935

There were many other Porsches at the event including many nice road, club and race cars. There was something from just about every class/type of circuit or road racing that you could think of. There were Grand Prix cars, Formula1 cars, Formula 5000 cars, Indy cars, American speedway cars, touring cars, rally cars, specials, sports cars, wonderful collection of motoring gems from most eras.



Ford/Cosworth DFV V8



Jackie Stewarts Tyrrell F1



Talbot Lago & Maybach



Eagle Indy

There were 27 Formula 5000 cars at Phillip Island, probably the largest meeting for this class ever! These fast and furious machines put on a terrific show with some great racing. The sound of all those five litre V8's going

hammer and tongs was fantastic. Many of these cars came from New Zealand where this class of racing is strong.



Repco Holden powered F5000



Ferrari F1

The racing was fast and furious. In one event it was on for young and old with Bert Skidmore from the USA (Lola T286), Rusty French (935) and Vern Schuppan (956C) really fighting it out. It nearly ended in tears when French went off at the end of the fast straight during a white knuckle braking dual. He had a rough 300kph ride but somehow managed to hang on and get back onto the track! In the end Skidmore managed to hold out Schuppan and French.



Norm Beehey's famous Chevrolet 409 Impala

Event patron Norm Beechey was on hand signing autographs and chatting to all. Norm's mechanic, Peter Lewis Williams, told a great story about picking up the Chevy in 1962. The car was shipped into Brisbane where Norm and Peter took delivery and drove it back to Victoria. By the time they had reached Lockhart Norm reckoned it must be "run in" and as Peter recalls he

let her go - they averaged 145MPH from Lockhart to Rianna!! The "409" remains Beechey's favourite car.



Brock/Chivas 1973 LJ XU-1



note the 48mm Webers

The Brock/Chivas 1973 Bathurst LJ XU-1 was on display. It looked and sounded great and recently changed hands for \$500,000! There were nineteen XU-1's competing at the meeting (I have a soft spot for these as I owned a 73 model many years ago).

Unfortunately the ex Bob Jane XU-1 was badly damaged in an accident that occurred when the ex Win Percy Walkinshaw Commodore stalled during a race start.



Bugatti



Stanton Corvette

There were many interesting older race cars. The Kiwi Stanton Corvette was a bit of a classic. It had a very unique chain drive set up and home made wheels! Some of these old machines were surprisingly fast.

The three day event had a good feel about it. Most areas were accessible on a normal entry ticket. The average punter could have a really good look about and get amongst it in the pits and paddock area. Competitors and officials were friendly and the general atmosphere at the meeting was terrific.



The TYP901 Register had an interesting display of early 911's and the odd 914.



I went as part of the “support” crew for a friend who was running an Alfa GTV (Club Motori Italia would be impressed!). Following the event he commented - “We have now participated in the largest International Motor sport event in the Southern Hemisphere and (subject to checking) in the world!”

Oh yes, the Thursday at the Grand Prix topped off the visit to the big island. Where we saw some very keen Carrera Cup racing.

Rob Sheers (PCT Vice – President)

PCT CONCOURS AND COCKTAIL PARTY – 24 MARCH

It was an evening of quality.

Rodney Belbin of Shannons said that when the Concours judges were running their fingers inside the wheel rims of the entrant's cars they could not find a smidge of dirt! To impress someone who must have judged dozens (if not hundreds) of classic car events, says a lot for the quality of our Porsche car care.

There was the surprise roll-out of the new 2007 Porsche Cayenne, boasting an expanded (and more affordable than ever before model range) yet with improved performance and more features. It is another outstanding example of Porsche quality.

It was backed up by Pooley's gold medal winning wines, and an excellent assembly of Porsche owners and guests.

It was indeed an evening of quality.



The line-up awaiting inspection by the Concours judges.

19.



Not a speck of dirt to could be found anywhere



Enjoying quality refreshments and quality companionship.

20.



The new Porsche Cayenne was a surprise arrival at the party.



“On the previous model the radiator cap turned this way”.



Prize giving is always the best part of the event.



Next year's model will be twin pedal, single overhead saddle with run flat tyres and a perspex windscreen.

22.
Concours

The day dawned fine but was a little cloudy: not a good sign for getting a concours vehicle to the venue.

11am came and it was all go at PA's workshop at Patrick Street. John Pooley, Rob Sheers, Gerard Maguire and yours truly were decorating the area with Porsche posters and Banners. I must admit that at one stage I could envisage the headlines in Sunday's paper: "Elderly gentleman falls from ladder". Fortunately all was well and we left to rush home and give our cars that last minute polish.

After a few problems getting access to the venue things were soon sorted out thanks to the help of many willing hands. Trestles set up, cars parked and numbered and our judges given their tasks.

After the guests had partaken in a few glasses of that excellent Pooley wine and a few nibbles, everyone started to relax.
The judges toiled on, working in pairs, with each pair marking cars in specific areas.

Soon our hardworking judges were ready to deliver their findings with the awards being based on five specific areas and twenty points being allocated to each, making a total of one hundred points. The areas examined were:

General Appearance
External Cleanliness
Engine Bay
Trunk
Interior

One of the highlights of the evening was the launch of the magnificent new Porsche Cayenne... What a great vehicle and all for under a hundred thousand dollars.

All in all a great night. What a pity we only had one entry from up North – that of Neil Daly.

A big thanks to Laura from PA who assisted in organising and to John and Adrian for allowing us to use their premises.

Charles Button

Concours Results 24th March, 2007

People's choice:

Pre 1989:	John Pooley	356	13 votes
Post 1990	John Pooley	GT3 RS	15 votes

Class A:

(Up to 1978 inclusive)

John Pooley	356	80.5 points
Gerard Maguire	911	78 points

Class B:

(1979 to 1989 inclusive)

Charles Button	911	87 points
Neil Daly	911	85.5 points
Rob Sheers	911	82 points

Class C:

(1990 to 2000)

Keith Ridgers	911	89 points
Wayne Bennett	911	85.5 points

Class D:

(2001 onwards)

John Davis	911	92 points
Wayne Bennett	Boxter	89.5 points
Rod Simpson	Boxter	89 points
John Pooley	GT3 RS	89 points

24.

FRIDAY 20TH APRIL
TARGA VIEWING

START: Road to Neika closes at 11.50 a.m.

LOCATION: Area adjacent to Old Neika School on the Longley Stage.

This is a great spot to watch the TARGA competitors pass on the challenging Longley Stage.

Bring your own eats and refreshments. Check with Rob Sheers: 6229 2556 regarding BBQ facilities.

Note: The first car is due at 12.54 p.m.

STOP PRESS

Porsche Cars Australia Event

From November 8th to 11th 2007, Porsche enthusiasts will gather for an unrepeatable event. The Great Ocean Road Escape is four days of fun and driving as 150 Porsches weave their way back and forth along one of the worlds most spectacular and dramatic roads.

Contact Rob Sheers or John Pooley if you would like to partake – Be Quick!

25.

EVENTS FOR 2007

DIARISE NOW !!

*** FRIDAY 20TH APRIL**

TARGA viewing/BBQ Longley Stage – South. (Rob Sheers)
See separate details

SUNDAY 29TH APRIL

Cryptic Drive/Luncheon – North and South – Great Lakes
(Keith Ridgers)

TUESDAY 29TH MAY

Quiz Night – North/South (Rob Sheers)

SUNDAY 10TH JUNE

PCT/CMI Motorkhana Championship – Round 2 - CMI

SUNDAY 1ST JULY

Cryptic Drive – North (Chris Berry)

*** SATURDAY 28TH JULY**

Dyno Day – Performance Automobiles, Patick Street
(Charles Button)

SUNDAY 10TH AUGUST

Economy Run – North/South

*** SUNDAY 26TH AUGUST**

Annual General Meeting and Luncheon – North and South

SUNDAY 16TH SEPTEMBER

Sunday Drive/Luncheon – East Coast – North and South
(Charles Button)

* Not subject to Club Champion Points

CLUBMAN OF THE YEAR POINTS TALLY

SOUTHERN

1	Charles Button	82
2	Gerard Maguire	80
3	Rob Sheers	65
4	Keith Ridgers	61
5	John Davis	45
6	James Barber	44
7	Bill McGowan	42
8	Stewart Harper	30
9	Rob Simpson	30
10	John Pooley	27
11	Philip Petersen	15
12	Andrew Forbes	15
13	Adrian Richardson	15
14	Paul Berry	15
15	Wayne Bennett	15
16	David Cowles	15
17	Ben Barber	10
18	R Barrow	6
19	P Richardson	6
20	Peter McFarlane	0
21	Kerry Luck	0

Once again commitment has led to Charles Button taking the lead. He doesn't have it all his own way through as Gerard Maguire is pushing him along. Rob Sheers and Keith Ridgers are drafting behind both of these strong competitors whilst John Davis and James Barber have stuck there noses into the fray. Bill McGowan has dropped out of competitors whilst John Davis and James Barber have stuck there noses into the fray. Bill McGowan has dropped out of the race with "need to go around Australia trouble. Can Charles continue his domination or will Gerard sneak past.

NORTHERN

1	Neill Daly	38
2	Chris Berry	34
3	Michael Parker	23
4	David Hannan	19
5	Bruce Allison	19
6	Neil Zeuschner	15
7	Graeme Pitt	15
8	Steve Caswell	15
9	J MacKinnon	15
10	Krista Allison	15
11	Don McWilliam	4

Neil Daly has taken an early lead but Chris Berry is trying hard to make him work for it while Michael Parker endeavours to keep them honest. David Hannan and Bruce Allison have stuck their hands up and are saying 'Hey here we come' Neil's out to win but can Chris's commitment win through or will Michael Parker upstage the both of them.

Clubman of the Year Points are allocated as follows:

Competing or participating in an event	Full Day	15 Points
	Half Day	10 Points
Assisting at an event, or prior to an event, or after an event:	Full Day	15 Points
	Half Day	8 Points (min 2 hrs)
Submitting an article for Flat Chat (min. 250 words)		15 Points
Submitting an article for Pit Torque		4 Points
Taking sole responsibility for organizing running an event and writing a report for inclusion in Flat Chat		25 Points
Attending a monthly clubroom get-together		4 Points
Attending an event (not competing)		6 Points
Correctly answering a Pit Torque question:		
Flat Chat email recipients:		10 Points
Flat Chat hard copy recipients:		10 Points

Any contentious issues regarding awarding of points shall be decided by a majority.

CLUB CHAMPION POINTS TALLY

1	Charles Button	20
2	Wayne Bennett	20
3	John Pooley	17½
4	Rob Sheers	17½
5	Bruce Allison	15
6	Keith Ridgers	15
7	John Davis	15
8	Stewart Harper	12½
9	Graeme Pitt	10
10	Gerard Maguire	10
11	Neil Daly	10
12	Krista Allison	5
13	Rod Simpson	2½

Charles Button's brilliantly turned out Cabriolet and his commitment has ensured his healthy start for Club Champion. Yet new comer Wayne Bennett has shown that he's not letting Charles have it all his own way. On the spot vigilance has it that Wayne entered two cars at the Concourse event, with enthusiasm like this we may soon have a new out-right leader. Club stalwarts. Rob Sheers and John Pooley are right there with them and Bruce Allison, Keith Ridgers and John Davis are eager to start trouble. With some of the more physical challenges to come, the battle for club Champion is really starting to heat up. Some inside information for those eager punters has it that Gerard Maguire is coming to terms with some real issues relating to his outstanding 1977 911, my guess is he is preparing for a late charge.

Club Champion Points are allocated as follows:

First	15 Points
Second	10 Points
Third	5 Points

29.

PIT TORQUE

PCT TARGA COMPETITION

NOTE: NEW CLOSING DATE FOR ENTRIES

Don't forget to get your entry in for our Pit Torque question.

Select the names of the drivers of the first three Porsche placegetters in the Modern Category of TARGA 2007.

Entries close 8.00 p.m. on the 10th April. Entries via email only to Philip Petersen at: philip.petersen@dier.tas.gove.au.

Please mark your entries: "PCT Targa Competition"

One entry per member.

The winners will be published in the next edition of Flat Chat.

15 Clubman Points and a bottle of Yarra Burn bubbly will be awarded to the member with the closest correct entry.

10 Clubman Points for second placegetter, and

5 Clubman Points for the third placegetter.

Keep up to date with the full list of competitors by viewing:
www.targatasmania.com.au.

PORSCHE CLUB VICTORIA recently held one of their "Sprint" Meetings at Phillip Island. (Each car had 16 individually timed laps only).

Organisers were a little disappointed that their numbers were down to "**only 63**" entries!

A bit of a difference from Porsche Club Tasmania's battling to get **6** entries for a Motorkhana. As a matter of interest, the Entry Fee for the PCV event at Phillip Island was \$155.00 per car.

For those taking a pick at the TARGA placings competition, it is worth noting that if conditions are dry, tyre usage could be a big factor for the Japanese four wheel drive vehicles. Tyre wear on these vehicles at the recent "dry" Rally Tasmania was incredible.

If conditions are wet, look out for the Porsche turbos.

Porsche Reduces CO2 and Pollutant Emissions

Stuttgart. Dr. Ing. h.c. F. Porsche AG, Stuttgart, has set out to further reduce the CO2 emissions of its cars by a significant margin. As the Company announced at the Geneva Motor Show (5 – 18 March 2007), all Porsche models, starting as early as next year, will comply with the strict EU5 emission standards applicable as of September 2009, at the same time even fulfilling the currently defined limits of the EU6 standard not scheduled to take effect until September 2014.

A further point announced by the company is that all Porsche engines are already able today to run on fuel with an ethanol additive. This applies both to Porsche's sports cars designed for a 10 per cent share of ethanol and to the Cayenne sports utility vehicle able to run on a fuel mixture with up to 25 per cent ethanol. With ethanol being a so-called bio-fuel recovered from regenerating raw materials, this improves the overall balance of CO2 by a corresponding figure of approximately 10 and, respectively, 25 per cent. Porsche's Development Centre is also working on a so-called Flexible Fuel Vehicle (FFV) able to run on both gasoline alone and on a mixture of up to 85 per cent ethanol.

In its efforts to minimise fuel consumption and emissions, Porsche currently gives top priority to the introduction of a hybrid engine which the company is developing together with the Volkswagen Group and which is planned to enter the market in a further variant of the Cayenne before the end of this decade. This alternative drive concept will then reduce fuel consumption by another 30 per cent, the hybrid Cayenne thus consuming less than 9 litres of fuel on 100 kilometres (better than 31.4 mpg Imp).

Porsche plans to introduce a so-called "full hybrid" combining a gasoline combustion engine with an electric motor. Benefiting from this system, both power units can be run together and independently of one another, thus allowing three different operating modes. In this process the electric motor provides the power required not only when starting off at a moderate pace or when manoeuvring, but also when driving in, say, residential areas.

Apart from ongoing efforts to reduce fuel consumption through consistent lightweight technology and the use of innovative VarioCam Plus valve management and direct gasoline injection, the planned measures serve not only to significantly reduce CO2 emissions, but also to cut back the share of nitric oxide in exhaust emissions by fulfilling the EU5 and EU6 standards ahead of time.

**Porsche Group Shareholders' Letter for the First Six Months
of the 2006/07 Fiscal Year**

Stuttgart.

Dear Shareholders,

Our involvement as the largest individual shareholder in Volkswagen AG provided the stock exchange with the makings of an impressive success story. Since the start of our investment in Europe's biggest automotive group around a year and a half ago, Porsche's share price has risen by 50 % and Volkswagen's share price has doubled. Any initial doubtful voices in relation to our shareholding in VW have long since faded.

In the first half of the 2006/2007 fiscal year (August 1, 2006 to January 31, 2007) we reinforced our strategic and industrial partnership with VW by increasing our shareholding to 27.3% of the ordinary shares. As a result, our total capital expenditure for this equity investment has risen to over four billion euro taking account of hedging transactions. Our investment has increased in value by more than a billion euro since we first acquired a share.

With the outdated 'VW law' due to expire in the near future, our role as a long-term investor in Volkswagen will be strengthened substantially. On February 13, 2007, the advocate general presented a final ruling at the European Court of Justice in Luxembourg in the negotiations concerning the VW law. In this final ruling he recommended that the lawsuit brought by the European Commission be upheld. The lawsuit claimed for example that the cap on voting rights to 20% and the special rights of the state of Lower Saxony contravened European law. We expect that the Court will back up the advocate general's recommendation. As a result, it is possible that we will be able to exercise our full shareholder rights in proportion to our shareholding before the end of the year.

Unit sales and sales revenue at a high level

The Porsche Group was able to maintain its successful course in the first six months of the current fiscal year. The 7.0% drop in unit sales to 39,265 vehicles is a result of the model change for the Cayenne. Production of the first generation of this model range was discontinued in November 2006, with the sale of the new Cayenne not commencing in Europe and Asia until February 24, 2007 and in America until March 3, 2007. We wanted to avoid having the predecessor model and the new Cayenne in dealers' showrooms at the same time, and accepted the fact that unit sales of our sporty all-terrain car would fall as a result. The corresponding decrease totaled 41.4% to 9,940 vehicles. All in all our strategy was successful: the predecessor model is more or less sold out and a healthy level of orders has been received for the launch of the second generation Cayenne.

The two sports car series were linked to sustained growth. 17,329 vehicles were sold from the 911 series, of which 3,461 were the top model, the 911 Turbo. Total growth for the 911 series amounted to 15.7%. The Boxster series even experienced growth of 19.6% to 11,979 vehicles; this figure included 7,687 Cayman and Cayman S models. After adjustment of the prior-year figures to account for the sale of CTS Fahrzeug-Dachsysteme GmbH, Bietigheim-Bissingen, sales revenue thus only declined marginally by 1.4 % to € 3.07 billion in the first six months of the fiscal year.

A closer look at the breakdown of unit sales by region shows just how difficult the market in the USA has become. Unit sales in the US fell by 19.3% to 14,545 vehicles, while Porsche increased unit sales in Germany by 0.2 % to 5,498 vehicles and in the rest of the world by 2.7% to 19,222 vehicles.

Earnings significantly higher

The large earnings power of the Porsche Group continued in the first half of the current fiscal year. The final half-year figures, determined on February 15, 2007, are even higher than the preliminary figures (as of the cut-off date January 13) published at our annual general meeting on January 26, 2007. Earnings before taxes rose to € 1.59 billion after a figure of € 277.8 million in the prior-year period. Earnings after taxes reached € 1.14 billion after € 169.8 million in the previous year.

The increase was principally attributable to special effects in connection with the involvement in Volkswagen. Income from hedging transactions in connection with the purchase of the VW shares was in the range of a substantial three digit million figure. In addition, a positive effect on earnings stemmed from the revaluation at € 520 million of the VW share package, which had increased to 27.3% of ordinary shares. This step became necessary because the value of the company increased considerably in line with the VW share price. Furthermore the result from operations increased thanks to an improved model mix in the vehicles division.

As far as the half-year result is concerned, it was only possible to consolidate the result for the third quarter of 2006 in terms of the VW shareholding. This was because the figures from VW containing the final quarter of 2006 were not yet available when Porsche's half-year result was calculated. Consequently these figures will be included in Porsche's group result for the second half of the 2006/2007 fiscal year.

More jobs created

Porsche created new jobs once again in the reporting period. The decline in the Group's headcount by 4.3% to 11,393 employees was a result of the sale of CTS Fahrzeug-Dachsysteme GmbH, Bietigheim-Bissingen, and of Porsche Engineering Services (PES) in Wilmington, USA. These two companies together accounted for more than 1,000 employees. Adjusted to account for these disposals, the headcount in the Porsche Group actually increased by 4.5% or 493 employees. The additional staff were needed especially at the Leipzig plant, in the services area and in research and development at Porsche AG.

Increase in capital expenditures

Investments in intangible assets and property, plant and equipment climbed by 32.0% to € 227.0 million. The financial services companies accounted for capital expenditures of € 267.8 million. In the first six months of the 2006/2007 fiscal year, Porsche invested mainly in expanding the plant in Leipzig, the Porsche Museum currently under construction at the head office in Zuffenhausen and the preparation of future model projects such as the Gran Turismo Panamera.

Outlook

Porsche is more optimistic for the 2006/2007 fiscal year as a whole than it was at the beginning of the fiscal year. Even the difficult market environment in the USA does not overshadow this optimism. Porsche aims to match the high prior-year level of unit sales and sales revenue with the growth markets in eastern Europe and Asia contributing substantially to sales. In Russia, for example, the distribution network will encompass 16 dealers this fiscal year after just 10 in the previous year. Porsche will expand even more dramatically in China, increasing the number of dealers from 12 to 20. As a result, Porsche is confident that it can double unit sales in China this year by comparison with the previous year, during which roughly 1,920 vehicles were sold. The pace of development in these markets is restricted by the limited availability of qualified service and sales employees who have to be hired and trained accordingly.

The powerhouses behind Porsche's success in the current fiscal year will be the two sports car series. We expect record unit sales of around 36,000 vehicles from the 911 series alone, and some 6,000 of these are expected to be the top model, the 911 Turbo. The Cayman S is also holding its own in the face of ever-increasing competition. Porsche's model mix is thus influenced by a preference on the market for the models in the upper end of the price scale. Provided that there are no surprises at VW or in the development of the VW share price, Porsche is confident that it will exceed the prior-year earnings of € 2.1 billion in the current fiscal year. This figure takes account of burdens such as the development costs for the four-door Gran Turismo Panamera, which are expected to be in the three digit million euro range.

Sustained positive impetus from the Cayenne series is not expected to ensue until the coming 2007/2008 fiscal year, when it will have been present on the market for a first full fiscal year. Nevertheless we aim to match the unit sales figures for the predecessor models in the previous year before the end of the current 2006/2007 fiscal year, as the new Cayenne thanks to its direct fuel injection system uses up to 15% less fuel and the Turbo model up to 20% less fuel. The sporty all-terrain vehicle sold around 34,000 times in the previous year.

The next boost to growth is likely to be the market launch of the Panamera in 2009. On a global scale, we see substantial demand for four-door, four-seater sports cars, that offer excellent performance. This model series will provide material for a further chapter in Porsche's success story.

For Sale



1989 911 Porsche Targa Carrera

One previous meticulous owner, now with a careful female owner.
 UK import and only ever been a "cruising" car.
 Immaculate original condition throughout.
 Very much admired car. One of the best 3.2 Carreras around.
 106,000 touring miles
 \$45,000 neg.
 ph: Sam 0419 548 933



1997 Porsche Boxster Convertible

Finished in Guards Red with Black Leather interior, 5 speed manual, wind deflector, 2.5ltr Boxer 6 cyl engine, 92,000kms with Porsche service history. The car has never left Tassie, is in terrific condition and very well priced at; \$43,990
 Contact Kevin Knight, Performance Automobiles – (03) 6222 1602



Porsche Club

Tasmania



PORSCHE CLUB TASMANIA - Application for Membership

I/We would like to become member/s of Porsche Club Tasmania.

Name/s:

.....
(Please give your full name and names of Family Members)

Postal Address:

.....

..... Post Code:

.....

Home Phone: Work Phone: Fax:

.....

Mobile Phone: Occupation:

.....

Email Address:(for newsletter, etc)

Porsche – type/year Colour: Reg No:

.....

Porsche – type/year Colour: Reg No:

.....

Porsche – type/year Colour: Reg No:

.....

Signature: Date:

Nominated by (PCT member): Name.....

Signature.....

Select Membership required (membership fees inclusive of GST)

Single Membership \$100 per year —

Family Membership \$110 per year —

Social Membership \$60 per year —

Family Membership allows spouse, and children under 21, to apply for a CAMS licence and enter Competition events.

Pay by (tick one): **Cheque** _ **Bankcard** _ **Visa** _ **MasterCard** _ for the fees indicated
(Cash is ok if paying in person. Please make cheques payable to **Porsche Club Tasmania Inc.**)

Name on card:

Card Number: Expiry Date:

Signature: Date:

CAMS Licence (required for competition events) if required please request a CAMS Licence Application Form.

Please mail this form together with payment to Porsche Club Tasmania, PO Box 10, South Hobart TAS 7004. Upon acceptance of membership by the committee you will be sent a membership card, CAMS form if requested. This may take up to 4 weeks from receipt of your application. If accepted as a member I agree to abide by the constitution of the club.