



Porsche Club

Tasmania



FLAT CHAT

APRIL 2008



Philip Island: Jim Richards in the ex-Mark Donohue Porsche 917/30

FLAT CHAT

Quarterly Newsletter of the Porsche Club of Tasmania

APRIL-JUNE 2008

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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.

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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 2008 EDITORIAL

The onetime 'tail' is now firmly wagging the 'dog'.

Elsewhere in this issue you can read the official confirmation that Porsche AG, the "little sports car company" which began hand building sports cars in a saw mill in Gmund, Austria, in 1946 and is the origin of our passion and enjoyment, is now very much in control of the enormous Volkswagen Group.

It means that Porsche now controls the manufacturing and sales of around six million cars and trucks a year, holds about 10% of the world's car market and 20% of the Western European market, has about 44 manufacturing plants in 18 countries and directly employs some 330 000 people worldwide.

Porsche now also controls the destiny of the Volkswagen, Audi, SEAT, Skoda, Bentley, Bugatti and Lamborghini brands, as well as the dormant NSU, Auto Union, Horch, DKW and Wanderer brands.

Through its Volkswagen empire Porsche also controls the Scania truck company and owns 29.9% of the MAN truck company.

It is the 4th largest automobile manufacturer in the world and the second biggest supplier of new motor vehicles in China.

Unsurprisingly, industry commentators are already suggesting that it will be taking direct aim at companies like Daimler-Benz AG and Toyota.

It has been claimed that events at the end of the Second World War which saw the arrest of Prof. Ferdinand (at the instigation of the French) as a "war criminal", and the separation of Porsche from Volkswagen, always rankled the Porsche family. That despite the fact that Heinrich Nordhoff negotiated a deal for Prof. Ferdinand as a Volkswagen consultant, and awarded Porsche the retail sales rights for Volkswagen in Austria.

If true, sixty years later the Porsche and Piech families have reversed events to an extent which must please the old professor no end, albeit *in absentia*.

What they will do with it now – is the next interesting question.

Leon Joubert

THE CHAIR SQUEEKS

Targa Tasmania is in April each year and as I am sure you all know is an event that has been, and will continue to be, dominated by our sports car – Porsche.

Porsche has won the event more times than any other make and each year is the marque with the most entries. The reason is that Porsches are built for sports driving, are affordable high performance cars, and span over 50 years of production which covers the opportunities for classic and modern competition.

But is this about to end?

Whenever Porsche dominates the organisers tend to change the rules. We have seen this happen in many motor sport categories. Will Targa see a decline in sports car entries in favour of an increase in all wheel drive rally cars? There seems to be a trend towards that now, and one wonders what will happen in the future?

Porsche entered the SUV market a few years ago with the Cayenne because many Porsche owners also had an X5 or ML in their garages to use as a family car. But Porsche, being a sports car manufacturer, could not help themselves, and their SUV performed and handled like their sports cars!

Now Porsche has released the even more incredible Cayenne GTS. It is a visually very powerful looking SUV with V8 power and 408 bhp from 4.8 litres. The GTS achieves 0-100 km/h in just 6.1 seconds and 253 km/h. Wider wheel arches, a suspension that is 24mm lower than the Cayenne S, 21-inch wheels and quad exhausts that emit a fabulous V8 growl are other features of this car.

Porsche engineers have combined a 5% power increase with a 15% shorter axle ratio for the GTS to endow it with outstanding performance and agility on a winding road. The Cayenne GTS is the ultimate high performance SUV at a realistic price.

Get to drive one at the Porsche Centre in Hobart and you will see what I mean.

In the meantime enjoy your Flat Chat, and a special thanks to all the contributors to this issue.

John Pooley
Club President

The Other Chair Speaks

Well it's all over for another year, summer that is. As we were reminded recently with the early impression of winter during James and Kay Barber's Huon drive on the 24th of February. The pounding seas on the run around the coast were quite a sight for those who came along. Even though it felt like winter had come early the day was an enjoyable experience for all who attended. Some terrific roads in the channel region, an interesting cryptic challenge (for those that were game enough to have a go at it!) and a nice lunch at the Huon Manor topped off the day. And adding to the day was the maiden club outing for the Button's "new" car – a very nice 944S2. Many thanks go to Kay and James Barber for organising an excellent event.

Your committee has been hard at work planning and putting the finishing touches to the club events schedule for the year. We have tried hard to provide something interesting and enjoyable for all members.

The committee is constantly on the look out for members that want to "have a go" at an event. If you have an idea and would like turn it into an event please contact any of the committee members. New faces and ideas are certainly much appreciated.

On events it was pleasing to attend the clubs first "big" event for the year, the annual Concours/cocktail party. The standard of the cars on show were excellent and all who attended were well catered for and really seemed to enjoy the evening (see elsewhere in this issue for a full report on the Concours).

Porsche values - it's interesting to note that the value of early Porsches continues unabated, particularly for the rear engine models. Since the last time I commented on this the values have moved considerably higher. An article in the latest Excellent magazine (May issue) regarding early 911's (1965 to 1973) shows the continued growth in value. Examples of the increased values of 911 coupes in the American market over the last five years are - 1965 coupes have increased by approximately 250%, 1970 911's (all models) have increased by nearly 300% and 1967 911 Targa's (first model Targa) have increased by over 300%!! Wouldn't it be nice to have one of these old 911's in the garage!!

Enjoy those Porsches, cheers from the other chair.

Rob Sheers
Vice President

EVENT UPDATE

- ** SATURDAY, 24 MAY, 2008**
CMI-PCT MOTORKHANA – BASKERVILLE
- * TUESDAY, 27 MAY, 2008**
Quiz Night – North/South
- * ** SUNDAY, 6 JULY, 2008**
Cryptic Drive – North
- * ** SUNDAY, 3 AUGUST, 2008**
Economy Run – North/South
- * SUNDAY, 31 AUGUST, 2008**
AGM and Sunday Drive
- * SUNDAY, 21 SEPTEMBER, 2008**
Sunday Drive/Luncheon – North/South
- * ** SUNDAY, 9 OCTOBER, 2008**
CMI/PCT Motorkhana Championship – Round 3 – Powranna
- * ** SUNDAY, 7 DECEMBER 2008**
Christmas Rally/BBQ/Trophy Presentation – North and South
- * Clubman Points**
- ** Club Championship Points**

A Weekend On The Big Island

March in Victoria is a big month for motoring enthusiasts. The International Motor Show, the Phillip Island Historic racing meeting and the Grand Prix all within a two week period in March! I managed to get away for a weekend to take in both the motor show and the Phillip Island Historics.

Melbourne International Motor Show

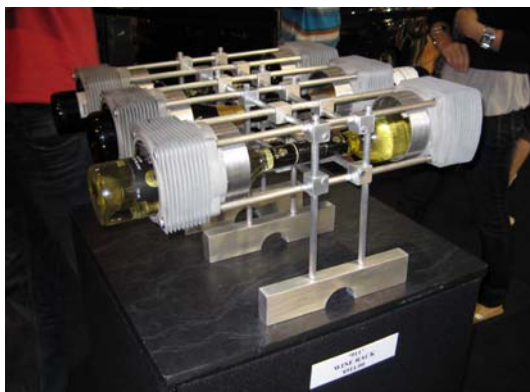
The Melbourne motor show is usually a good way to catch up on motoring developments and get glimpse of what may be on the way. And the 74th running of the Melbourne Motor show didn't disappoint.



The "new" Bolwell Nagari



The new generation Bolwell looked very impressive. It's interesting to note that Campbell Bolwell, the company CEO and chief designer for the new Bolwell, apparently drives a Porsche Boxster S!!



911 wine rack (\$911)!!



New Subaru Forester (some of it!)

This year there were some notable absentees. The Italians were there in force (Maserati, Lamborghini, Ferrari, Alfa Romeo, Fiat, etc) but a couple of very important Germans weren't to be seen!

Unfortunately one of these was Porsche and the other notable being Mercedes. Apparently doing two major shows in Australia each year is considered to be too many for some. And Europe has only one annual major show which alternates between Frankfurt and Paris year about. The closest thing to a Porsche on display was a “911” wine rack!!

Although our favourite marque was missing there was still much to see. There were many new releases and first time seen (in Australia) cars on show. Notables being the Subaru Forester, Ford Falcon, Holden Sportswagon, Fiat 500, Nissan GTR, etc.

There were also some really impressive show and concept cars - the “new” Bolwell Nagari which looked very good in the flesh, the Holden Coupe 60 (a new Monaro?) and HSV W427 (all 7 litres of it), and many other weird and wonderful looking machines.



Holden Coupe 60 (new Monaro?)



HSV W427 (7 litres!)

And if the cars weren't enough, the guys could get some serious pampering at the popular L'Oreal Paris mens' lounge. And the Volkswagen stand even had free Gelati!

Phillip Island Historic Motor Racing

The Phillip Island Historic race meeting this year was a dedicated to “Australian Legends” and John Bowe was the event patron. This event continues to grow, attracting 400 entrants and over 550 cars this year!

You may remember that last years' event was dedicated to Porsche.

It was well supported by Porsche AG who provided a number of the “great” Porsche racing cars for the event. I think Klaus Bischof (Porsche museum curator) must have enjoyed the meeting, because he was back this year with one of the most famous Porsche racing cars of all time, the phenomenal 917/30 featured on our cover and elsewhere in this issue.



The mighty 917/30



There's 1100+ horsepower in there!

Wandering around looking at the cars and chatting to people (many well known legends) was just as good as the watching the racing. The 'beaut' thing about this event is that once you got through the main entry gate most areas were open to all.



911 RSR



More of our favourite brand



Bob Jane's 7 litre Camaro



Unique Repco Special

The racing was also excellent with a very full programme. There were events for open wheelers, touring cars and sports cars of all types. The competition was very competitive with lots of close racing. Many cars racing were originals - Jack Brabham's 1967 Grand Prix car was out there looking and sounding great, together with many other valuable originals.



1932 Alfa Romeo P3



1935 Kleining Hudson Special



Cologne Capri (raced by Jochen Mass & Hans Stuck in the 70's)

The grids were large for most classes. There were 50 cars in the over 3 litre Touring Car event (19 Torana XU-1's!). And 31 Formula 5000's were entered, certainly a record. On the same grid included four Formula 1 cars.



Rusty French's very fast 935

There were many good looking Porsches on and off the track. In the production sports car class Bill Pye (who won his class in Targa last year) did very well in his mid seventies 911 beating all comers.



It's good to see this special event has continued to mature and grow. My feeling is that Porsche recognise the popularity of the classic car movement and this event. I hope their involvement and support continues.

The Phillip Island Historic motor race had a good feel about it. 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 very good.

I highly recommend a visit to Victoria for next years Phillip Island Historic motor races.

Rob Sheers (PCT Vice – President)

The 2008 Formula 1 Experience



This years 2008 ING Australian Grand Prix promised to be one of the best yet and from my point of view it didn't fail to impress. Six different racing categories and every little gap filled with something meant that there was little time to go for food or drinks. The only complaint was that the weather was hot, real hot and the shade was sadly hard to find.

Out to do their best were the Aussie racing cars, Australian GT super cars, Carrera Cup cars, V8 super cars, celebrity challenge and of course the Formula 1s.



The Aussie race cars where absolutely fantastic to watch and where only out done by the F1s. Basically they are a 1.2 litre Yamaha motorbike engine framed in body kits looking either like a Falcon/Commodore V8 super car or an older style Ford/Holden. They develop 125bhp and weigh 450kgs in total. With a width of 1.35m it was not surprising that they provided some of the most spectacular viewing. At every corner these things slid round at incredible speeds and at times where three deep, touching and bumping and somehow, just somehow staying up right.



The Australian GT provided the opportunity to see many of the biggest names in motor racing going head to head over four races. As many would agree in this category the cars are the stars. Porsche featured strongly in the event but as can be expected from such a high speed circuit the Ferraris and Lambos dominated.



The Carrera Cup made history this year by being the first national category to race for points at Albert Park.

There were four races and the 997s didn't disappoint. Many around me could be heard commenting about the speed and ability of the cars and their drivers. There was a feeling in the air of people getting the bug and racing out to buy one and there was more than one smug mug sitting there thinking I've got one of those.



Of course the V8 super cars were there in force and so too were the fans. I reckon there was more Ford/Holden memorabilia on display than F1 stuff, well maybe not Ferrari gear. These fans are fanatical. I went to this event with a Holden supporter and as the Fords played dodgems his smile got bigger and bigger. I was quite surprised at how hard these guys raced, given no

championship points were up for grabs, yet I suppose at their level they know no different.

The Fiat 500 was the weapon of choice for the celebrities and with speeds up to 170km/h things were going to get interesting. During the first race many celebs played smash up derby but as the cars started to get destroyed someone thought better of this and as the second race started it was obvious someone had done some stern talking. All in all these cars sounded great and went pretty well.



The results don't show it but the F1 racing was pretty good, unless you are a diehard Ferrari supporter.



During qualifying we managed to get up and close with Mark Webber, or rather he got up close and personal with us.

Honest, I didn't duck as his car smashed into the wall in front of us. Hamilton is a machine, he didn't seem to make any mistakes and as one car beat his time he just went round again and beat them.

With qualifying over and Kimi sitting way back I knew things were going to get tough as he tried to come through and as it turned out that's exactly what happened. Blame it on the heat or what ever but this race was one of attrition. I think this made it a fantastic event as the attrition proved that the cars and drivers where real and not just players in a script. Towards the end many were wondering if the pace car was going to get a podium spot, but this didn't happen. What did happen was that no Ferraris crossed the finish line, instead a McLaren, BMW and Williams powered by a Toyota and a Renault did. So now that we know the Ferraris are mortal maybe it won't be a repeat of last years two horse race, maybe.



In addition to the racing there were heaps of other marques to see which included:

A James Bond DB9,
Bugatti,

A 2.7 million dollar



A Rolls,

one of Brockies 05 Commodores



and some really cool old cars (meaning I don't know their names).





In an attempt to top all of this the race finished with a concert by Kiss. For me this just topped the cake and as I boarded the tram back to Melbourne CBD I couldn't get the words 'I'm gonna rock and roll all night and party every day' out of my head.



Truly the 2008 Australian Grand Prix promised to be a great event and it was.

Results:

Aussie Race Cars

1. Richie Rapa
2. Ben McCashney
3. James Small

Australian GT

1. Mark Eddy
2. John Bowe
3. Hector Lester

Carrera Cup

1. Craig Baird
2. Dean Fiore
3. David Russel

V8 Super Cars

1. Garth Tander (Holden)
2. Will Davison (Ford)
3. Rick Kelly (Holden)

F1

1. L. Hamilton
2. N. Heidfeld
3. N. Rosberg

James Barber
(rocking and rolling all night)

The Porsche 917/30



The World's most powerful sports car comes to the Phillip Island – the Porsche 917/30 Spyder was developed for the Canadian-American (CanAm) racing series.

Reputedly producing up to 1580HP (1178kW) in qualifying form and a reliable 1100HP (820kW) in race trim, the spectacular Porsche 917/30 with its 5.4 litre turbocharged 12 cylinder air-cooled engine could reputedly accelerate from 0-100km/h in 1.9 seconds, 0-160km/h in 3.9 seconds and 0-320km/h in 10.9 seconds, on to a top speed of 400km/h.



The 1973 CanAm winner and the 917/30's most famous driver, Mark Donohue, established a closed-circuit record in one of the Porsche team cars that still stands today, lapping the Talladega oval in Alabama in August 1975 at a speed of 355.85km/h.

The 917/30 that came to Phillip Island from the Porsche Museum in Stuttgart is chassis number 917 30 002 – one just three 917/30s built for the 1973 Can-Am racing series.

Porsche Cars Australia and the Porsche Museum have been special supporters of the Phillip Island Classic in recent years. Museum Director Klaus Bischof has managed to bring some very special Porsche racing and sports cars to the circuit each year for the enjoyment of enthusiasts unable to get to the Stuttgart factory.

Although the theme of the 2008 Phillip Island Classic' is 'Australian Legends', the appearance of the 917/30 in the hands of local Porsche Champion Jim Richards was a highlight of the meeting.

After breaking Ford and Ferrari's grip on the Le Mans 24-Hour race with its victories in 1970 and 1971 with naturally aspirated 12-cylinder 917 models, Porsche turned its attention to the CanAm sports cars series that hitherto had been dominated by the mighty McLarens, Lolas and Chaparrals.



Klaus gives Jim a few tips

The Porsche 917/10 open Spyder with its 5.0 litre, 12 cylinder engines fitted with twin turbochargers developed 850HP (634kW) and enjoyed immediate success in the hands of George Folmer, who became 1972 CanAm champion. However it was the 917 that the factory developed for the 1973 season that stamped Porsche's absolute authority on the series.

With its displacement pushed to 5.4 litres, the 1100HP 917/30 was virtually unbeatable, with Mark Donohue in the Sunoco-sponsored Penske team car winning six races in a row, leading Porsche to take places one to four plus sixth in the 1973 CanAm standings. In fact, so dominant were the Porsches that the Can Am regulations were altered at seasons' end to exclude the 917/30 from future appearances, ironically leading to 917/30 sometimes being cited as the car that killed CanAm racing.

Jim had quite a few "demonstration laps" in the 917/30 but didn't over do it "it's an old car and needs to be treated carefully" he said. He also said that it had "phenomena power" and was certainly the most powerful car he's ever had the privilege to drive.

Rob Sheers
PCT Vice – President

24 February Sunday Drive/Luncheon

On Sunday, 24th Feb 2008 the PCT ran a cryptic clue/luncheon drive in and around the Channel and Huon Valley. The day started at 10 am at Performance Automobiles Davey Street. From there competitors armed with map and clue sheet headed along the Old Huon Highway onto the New Huon Highway, back down to Sandfly Road and around the Channel Highway to Huonville and into the Huon Manor for lunch.



Along the way competitors found answers to the cryptic clues which for the main had been strategically chosen so that driving between towns was not impeded and the pleasure of driving was again allowed to rule.

The lunch venue was changed from the Boat House Café to the Huon Manor, mainly due to weather conditions. This proved to be a sound move as it was cold and wet. The food however was well worth the effort and surprisingly well priced given the fine presentation and quality.



Our hosts Ray & Trudy Griffiths did a great job and Kay and I would like to thank them.



The day went well. Nobody got lost and no one had any car mishaps. A special thanks to Neill Daly for coming down from the North.

The clues and answer themselves were as follows

1. Angelina Jolie and Brad Pitt's daughter - Answer Shiloh
2. This fella needs a saddle – Answer Vince
3. Beach bug – Answer Sandfly
4. Musical instruments – Answer Banjos
5. Whose farm – Answer Kelly's Farm
6. You wouldn't get a young pearl here – Answer Ye Olde Oyster Cove Shop
7. \$1000 sheep – Answer Grandvewe
8. Flash – Answer Gordon
9. Provincial capital in Veneto – Answer Verona
10. Pernell Roberts, Lorne Greene, Dan Blocker, and Michael Landon, would feel at home here – Answer Ponderosa
11. Out of your depth – Answer Deep Bay
12. A contradiction in terms – Answer Near and Far Shop
13. How many 1981 911SC Targas were made – Answer 1703



14. What does the SC stand for – Answer Super Carrera

We hope all those that attended had a great time, enjoyed the food and found the clues fun. This was the first event that Kay and I have organised and we found it easy to do and very enjoyable. For any mishaps or grievances with the day Kay is to blame.

James & Kay Barber

PORSCHE CLUB TASMANIA CONOURS - 29 MARCH 2008



Lined-up for inspection by the judges



Porsches as far as the eye can see.....



Secret men's business? Keith Ridger, James Barber and John Davis



Left to right: Rodney Belbin, Neill Daly and the McGuires



Why the Parker 356 wins everything – and deserves to.



The Parkers collecting their (just!) rewards from Rodney Belbin of Shannons

Photos by Leon Joubert.

KEEPING THE FAITH

Most readers would be aware that the 356 Registry is in fact a world wide registry, with each country and the various chapters organizing their own events.

In the U.S., among the major events annually are the EAST COAST and WEST COAST HOLIDAYS. Each year a different state hosts the gathering, which is great for the members, because you get to visit different places every year if you choose.

In June/July 2007 Kath and I took part in the East Coast Holiday at the Boyne Highlands Resort, Harbor Springs Michigan. Harbor Springs is located in the northern tip of the Michigan peninsula. The resort is a sky chalet in winter and a holiday village in summer, with golf, hiking, swimming, sightseeing etc. on offer.

The Motor Cities Gruppe spent over two years planning the event and it showed. It started with check-in and registration on Tuesday the 26th June and finished on Sunday the 1st of July. Kath and I arrived on Tuesday in a hire car, having spent a few days in Grand Rapids before driving along the west coast (Michigans west coast) through beautiful little coastal hamlets. Believe me seeing is believing, the houses two and three story Victorian and Queen Ann weatherboard structures painted in bright colors with decorated trim, colorful gardens, flower boxes and matching garages was quite a sight. Add to this the tranquil waters of Lake Michigan, the ever present squirrels, and deer made for a slow but memorable drive.

The hospitality was terrific and it started at check in, every one wanted to meet us, and most couldn't believe how far we had come just to take part in the gathering. Their greatest concern seemed to be making sure we had a good time.

The accommodation was great with our room overlooking the pool. The resort has two restaurants, so there was never any shortage of good food available

There was over 400 people at the event, with approximately 190 Porsche 356's, covering all models including rare race cars, speedsters, convertibles and Carreras. There was a hospitality room set up, which was open around the clock, providing coffee, tea, soft drinks, beer, wine and all manner of snacks. All of this was designed to create a relaxed meeting place for everyone between events.

In addition a coach was arranged to take participants to the near by hamlets of Harbor Springs, and Petoskey. The coach left each pick up point on the hour; it was very popular and provided a relaxed way to explore the local area.

The activities arranged included country runs, wine tours, a fun kana, a hill climb, a run to Mackinaw City, where the cars were looked after while the participants took the ferry to Mackinaw Island for the day. In addition we had Tech sessions, a fashion show and shopping tour for the ladies, a swap meet, a concourse with gourmet luncheon and presentations, and finally a formal dinner. Of course mixed in with all this was the memorabilia for sale, the socializing and trying to see all the different cars and talk to their owners. All in all it was a very full six days, a time where you meet many people and made new friends.

Kath and I took part in most activities, excluding the fun kana and the hill climb, but only because of the hire car. Although we were offered the use of one members car in order to compete, but I was too concerned with possible mishaps and so declined his kind offer.



A rare Dolphin Porsche

Two of the tech sessions are worth a mention; one was the complete restoration of a speedster by Neil and Lee Schlaubaugh, transforming a very sad and rusty motor car into a very sound thing of beauty. The presentation included a comprehensive slide show with explanations, question time etc. Very informative.

The second was a presentation by Jim Schrager (Author of the book “Buying, Driving and Enjoying the Porsche 356”) titled “Is my Porsche Collectable”. Jim is an economics professor at the university of Chicago and continues the study of Porsche pricing and valuations, but especially the type 356. Jim’s articles appear in the registry newsletter.

Although his presentation was generally based on the American market, there are definite parallels here in Australia



An American Roadster: One of only 14 built.

Here is something to consider, a collection of eight 356s recently sold for \$8,500,000 US. They comprised the prototype convertible “D”, three hand built pre-production Speedsters, the first two Carrera Speedsters, an “American Roadster”, and the prototype Speedster. All quite special!

The Saturday night formal dinner included an interesting gift for all present from PORSCHE AG. Mr. Alexander Klein who was a guest at the event, representing Porsche told us how they had recently found the original drawing of the Porsche crest in their archives. The story goes that Ferry Porsche at a meeting with Max Hoffman (U.S. Distributor) in a restaurant sketched the now famous Porsche crest on a paper napkin, and it was this napkin that they found. Mr. Klein decided to have the original duplicated so we could all have a copy of it. It is quite an interesting piece of memorabilia, and no doubt a future collector’s item.

An event like this could see me prattle on for ever, but I don't want to bore you so I'll finish by saying, the event was outstanding. Kath and I enjoyed ourselves so much that we have already registered for the 2008 West Coast Holiday at Squaw Creek, near Lake Tahoe CA. It's going to be a long wait.



If you are thinking of an overseas holiday at any time, why not consider including one of the many Porsche events around the world, you'll not be disappointed. I know that to some the thought of travelling half way around the world to go to a car event might be a bit much, but they are much more than that. The events cater for all tastes including wives/partners and really are a great way to make new friends and see places that the average travel agency has never heard of.

Until next time “Keep the Faith” Michael.

(Who also took the excellent photographs – Ed.).

2008
Club Champion Points Tally

1	Michael Parker	15
2	Stewart & Cathy Harper	15
3	John & Libbie Pooley	12.5
4	Adrian & Heidi Richardson	12.5
5	John & Ann King	10
6	Rob & Elspeth Sheers	10
7	Charles & Claire Button	10
8	David Hannan	5

The King and Queen of cryptic clue Stewart and Cathy Harper have managed to sprint past everyone and have shunted their way into 1st place along with Michael Parker. 3rd position looks to be tightly contested and so does 4th. With the concours/cocktail party looming and points up for grabs, it's still anyone's race. So get those cars out, polish them up and get them on the floor.

Inside news has it that Charles & Claire Button have acquired a 944-S that's in pretty good nick, would we expect anything different. So those 911's in their class may get shown up. The later model classes will see Boxters, possibly Caymans run against the mighty 911 in its many successive guises.

Winning for points and trophies sake are not the only things on offer, pride of model it seems may be the next great bragging point.

Club Champion points are allocated as follows:

First	15 points
Second	10 points
Third	5 points

2008
Southern Clubman
of the Year Points Tally

1	Rob & Elspeth Sheers	95
2	James & Kay Barber	60
3	Charles & Claire Button	55
4	Keith Ridgers	55
5	Gerard & Irene Maguire	45
6	Hans & Sheila Waldman	35
7	John & Sue Davis	35
8	Barry & Suzanne Smith	35
9	Stewart & Cathy Harper	30
10	John & Libbie Pooley	25
11	Adrian & Heidi Richardson	15
12	John Christie	15
13	Ken & Naomi Patton	15
14	Zac & Ellen Davis	15
15	Peter & Christine Dove	6
16	R Barrow	6
17	Kevin Robinson	6

Rob & Elspeth Sheers are really starting to put up the pressure. 2nd, 3rd and 4th place are locking horns and trying to stay in contact. The competition doesn't get any weaker with many others pushing along and in with a chance. With many events still to come can anyone mount a serious challenge?

Tip for this quarter - get those articles into Flat Chat and score an easy 20 points.

Checkout the point system, after Northern Clubman, to see how you can get better results.

2008
Northern Clubman
of the Year Points Tally

1	Michael Parker	60
2	Neill Daly & Sonya Johnstone	60
3	David Hannan	30
4	John & Ann King	15
5	Bruce & Krista Allison	5

This is more like it, two fighting for 1st, and these guys are hungry. Other placings are showing signs of putting their twos bobs worth in and with the year only beginning can someone catch these guys?

Tip for this quarter - get those articles into Flat Chat and score an easy 20 points.

Checkout the point system below to see how you can get better results.

Clubman of the Year Points are allocated as follows:

- Competing or participating in an event
 - Full Day 15 Points
 - Half Day 10 Points
- Attending an event (not competing) 5 Points
- Taking responsibility for organizing and running a major¹ event and writing a report for inclusion in Flat Chat 35 points
- Taking responsibility for organizing and running a minor² event and writing a report for inclusion in Flat Chat 25 Points
- Assisting at an event, or prior to an event, or after an event: Regardless of whether competing or not 20 Points
- Submitting an article for Flat Chat (min. 250 words) 20 Points
- Submitting an article for Pit Torque 5 Points
- Attending a monthly clubroom get-together 5 Points
- Correctly answering a Pit Torque question:
 - Flat Chat email recipients: 10 Points
 - Flat Chat hard copy recipients: 10 Points

1. Major events are those that take considerable time to organize and generally involve competition, e.g. rally event followed by a luncheon.
2. Minor events are those that require less time and normally involve no competition, e.g. luncheon run.

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

James Barber

Fan Tales

How many of you know that the 1976-77 Carrera 3.0 Porsches were delivered with a 5-blade fan instead of an 11-blade fan? Porsche engineers never do anything without a good reason and in this case it was to allow the motor to run hotter and thus reduce emissions. Any of the learned Porsche manuals will tell you that this is not particularly good for the longevity of the engine and so it was that I acquired an 11-blade fan to put on my 1977 Carrera 3.0.

It did not look to be a difficult job, take off the belt from the a/c, take off the belt from the fan and remove the fan and alternator, then of course put it all back together. It went well for a start as everything came off relatively easily. The alternator was outsourced for new bearings, brushes and a general check and then the whole was re-assembled into the motor. There was one small problem, the fan was touching the housing. Not badly, but there were 2 or 3 blades that hit the magnesium alloy housing for about 3 centimetres. The easy solution would have been to file off the ends of the blades. This did not seem to be a good idea as the fan had clearly been carefully balanced as evidenced by the holes drilled from the inner parts. The alternative of course was to remove the offending parts of the housing. So with wet and dry emery paper (an excellent abrasive as it does not clog if cleaned and kept wet, and makes no dust) the work was done. It was slow but eventually the fan spun freely.

People ask me if I can see any difference in the temperature gauge now that my car is sporting a new 11-blade fan. The honest answer is "No," but I feel better within myself and I am sure the car does too.

A couple of tips:

1. If you carry a spare fan belt for emergencies make sure that you can actually put it on if the old one breaks. The a/c belt has to come off first and that means the a/c housing has to be loosened and moved. Also the nut that holds the fan in place (the one with all the shims) may not be easy to budge. First of all you need the special implement from the tool kit to hold the pulley stationary and in my case the nut was extremely tight. In the end I needed a 2 foot (60 cm) bar and 24 mm socket to move it. I'm told that this is the norm as you certainly would not want this nut to come undone whilst driving. Anyway check your own and see how it is and take the appropriate tools if you think you may need to use the spare fan belt.
2. In removing the excess from the magnesium alloy housing 800 grit wet and dry paper was used first and of course it left scratches. These were removed with 1000 grit and it left finer scratches, that in turn were removed with 1400 grit. In the end application of metal polish left a very shiny fan housing. So if you wish to shine this part of the engine you can do the same. I recommend caution and try it out on a small part first using the finer of the abrasives mentioned above.

How Cool Is Your Porsche?

Having successfully upgraded the fan on my Carrera 3.0 from a 5 blade to an 11 blade, I decided that enough was not enough and that the air conditioning (a/c) just had to be upgraded as well.

Why bother? Well I had been thinking of it for some time because of the irritation suffered when changing the oil, and the oil filter could not be removed without first removing that chunky old York compressor.

The story was the same when the plugs needed replacing. As well, the last time that "professionals" were allowed to work on the car they took the compressor off and removed paintwork from the body on the edge of the motor bay. That, by the way, did not happen in Tasmania.

The last straw came when my brother-in-law who drives a Kenworth B-double scoffed and proclaimed that his a/c compressor was half the size of mine! There is also another reason: Improved a/c makes for cooler summer travelling and rapid defogging of the windscreen in winter.

At this point I have to declare that I live in a prime location in Launceston. Prime, not in the sense of real estate, which incidentally is OK, but in the sense that my neighbour is a very helpful fellow who for many years ran a successful auto electrical business and at one time raced VW dune buggies.

All of which is a superb resource for someone who owns a 911 and 356. So a lot of what follows, and some of the work that was done, is not necessarily my own but shows influence from someone much more knowledgeable than me.

It is well known that the air conditioning in the early Porsches is not good. (*Dare we quote Jeremy Clarkson: "Like an asthmatic blowing air through a straw? – Ed*) One of the reasons is that the air coming into the Porsche condenser comes through the engine vent at the rear. This volume is small compared with the volume coming through a front mounted condenser that is normal for a conventional car.

The volume does improve in Porsches fitted with rear spoilers. I may have improved my situation slightly by upgrading to an 11 blade fan that would have to drag more air in than the old 5 blade fan. Also, it is often said that some of the very earlier Porsches lacked sufficient outlets in the cabin. This is not a serious problem in the Carrera 3.0.

In a previous project I tried to upgrade the a/c by having the old gas - that was detrimental to the ozone layer - replaced by new type, and the hoses and other parts updated accordingly.

This made no significant difference to cooling or access to the engine as the York compressor still dominated the right side of the engine bay.

The next logical step was to replace old components that were not as efficient as they should be.

The notion was that a modern electrical device is more efficient than an old one, and an upgrade could lead to improved performance being achieved from a smaller unit.

An internet search quickly revealed that there are a number of possibilities available, all tailored to the Porsche 911. As usual there is a wide cost range and after careful scrutiny the option chosen, for reasons of cost and keeping the engine bay as close as possible to original, was to replace the compressor and upgrade the other components as required.

A kit was obtained that comprised a new smaller and more efficient compressor, a new mounting device that would allow it to be fitted on to the York mount, and a new receiver drier and sundry hoses that would allow the new compressor to be connected to the existing "plumbing".

First it had to taken to a licensed workshop to have the existing gas removed from the system. I then put the new parts in and returned it to the workshop to have the system re-gassed and have the receiver drier installed. Due to the fact that the kit came with exceedingly clear instructions it all went according to plan with no hassles putting on the new parts, or with the re-gassing.

So far everything is running extremely well and the a/c is working much better than it ever did, although it is not in the same league as a modern car. The bonus is that the engine bay is much neater and access to the right hand side is greatly enhanced.

Anyone who wants more details, costs or brand names can email me at dandm_hannan@hotmail.com

David Hannan

08 Concours & Cocktail Party

The fifth annual Porsche Club Tasmania Concours was held on Saturday 29th of March at Performance Automobiles (PA) workshop in Hobart. The event included an excellent cocktail party hosted by Performance for invited guests and PCT members.

As well as the Concours cars PA had on show a very impressive 997 Turbo which had been delivered especially for the event.



There was a good turn up of cars with most classes full of gleaming Porsches. The judges would have a difficult job ahead of them. A notable absence this year was front engine Porsches (Charles you'll have to start preparing that 944S2 ready for next year!).

There was a fine collection of Porsches on display at the Concours. The stand out class was the **up to 1978**. With three very nice 356's, Gerard Maguire's neat 911S and new comer Kevin Robinson's early 911 (964 kitted) all looking very good. The **1979 to 1989** class had a couple of very sharp 911 Carrera's as well some well prepared 911SC's. The **1990 to 2000** class for some reason only had two contenders this year, Keith Ridgers 993 wide body and Rob Barrow's very impressive 993 Turbo. The **2001 and up** class had some great looking contemporary Porsches on display. This years event was also very colourful with a great range of vibrantly coloured cars to brighten up the workshop surrounds.

While the judges got on with their work guests and PCT Members enjoyed some nice food and drinks. There were some especially nice Pooley wines on offer.

Also we were suitably entertained by John Pooley (Club President) who did a terrific job of "spinning" his talk on the 997 Turbo out to give the judges a little more time.

The judges enlisted this year were Peter Shaw and Barry Wiggins. These experienced concours judges were genuinely impressed with high standard of the cars on show.

The class award winners are:

Up to 1978 - 1st Michael Parker's 356, 2nd David Hannan's 356 and 3rd Kevin Robinson's 911

1989 to 1989 - 1st Neill Daly's 911 Carrera, 2nd Rob Sheers 911SC and 3rd Barry Smith's 911 Carrera Targa

1990 to 2000 - 1st Rob Barrow's 993 Turbo and 2nd Keith Ridgers 993 (no third place)

2001 and up - 1st Wayne Bennett's Boxster, 2nd Hans Waldmann's Cayman and 3rd John Pooley's GT3RS

The **Peoples Choice** competition this year was clear cut with Michael and Kathy Parker's lovely and unique 356C taking out the award.



Those who attended enjoyed a nice evening of cars, good company and terrific hospitality.

Many thanks to Performance Automobiles for hosting and supporting the event. And a special thanks to Laura Carr (PA) who organised the excellent catering.

Thanks to Shannons Insurance (Rod Belin) for providing the "Peoples Choice" trophy.

Thanks to Barry Wiggins and Peter Shaw who did an excellent job of the judging on the night.

And also many thanks to the club members and others who helped make the 08 Concours successful.

Rob Sheers (PCT Vice President)

Porsche Group still going strong

Porsche Automobil Holding SE, Stuttgart, is still going strong.

In the first six months of the current financial year 2007/08 (August 1, 2007 to January 31, 2008), a pre-tax Group profit of 1.658 billion Euros was achieved. The prior year result on a comparable basis was 1.341 billion Euros.

This includes the proportional VW result for the fourth quarter of 2006 of about 272 million Euros and it is adjusted for the one-off effect of the revaluation of VW stake that resulted in an appreciation of 521 million Euros. Calculated on a comparable basis the Group result after taxes increased from 0.897 billion Euros in the previous period to 1.295 billion Euros in the reporting period.

Operating result before taxes grew in line with the increase in the turnover and sales figures. Turnover grew by 14 percent to 3.49 (prior year: 3.07) billion Euros and sales reached 46,736 vehicles versus 39,265 units in the comparable period for the prior year. The expansion of the dealer network, in particular into the new markets, and also the increased attractiveness of Porsche's product range contributed to these successes.

The new top models of the successful 911 sports car series introduced during the reporting period, the 911 Turbo Cabriolet and the 911 GT2 were received with great enthusiasm by customers. And the Cayenne series was successfully expanded with the especially sporty Cayenne GTS which Porsche showed at the 2007 International Automobile Exhibition in Frankfurt.

However, the reporting period was once again affected by special factors, first and foremost the contribution to the result provided by hedging transactions in connection with the acquisition of VW shares. This rose from 791 million Euros to 850 million Euros.

In line with the 22.5 percent holding in VW's equity, the VW result attributable to Porsche reached 484 million Euros versus the prior year figure of 275 million Euros. The prior year figure was revised and increased by the proportional VW result for the fourth quarter of 2006 so as to ensure comparability.

Porsche Supervisory Board gives Go-ahead for Majority Stake in VW

The Supervisory Board of Porsche Automobil Holding SE, Stuttgart, has given the go-ahead for an increase of the stake in Volkswagen AG to more than 50 per cent. At its extraordinary meeting the Supervisory Board authorized the Managing Board to initiate all steps needed under regulatory and antitrust laws throughout the world.

The reviews by the regulatory authorities are expected to take several months. As soon as the requisite clearances have been obtained, Porsche SE can acquire the majority of the shares in Volkswagen.

Dr. Wendelin Wiedeking, Chief Executive Officer of Porsche SE, said: "Our aim is to create one of the strongest and most innovative automobile alliances in the world, which is able to measure up to the increased international competition."

He went on to say that as a result of this decision Volkswagen and Porsche will in future "be able to write a new chapter in automobile history, working together in a partnership based on fairness and collegiality." At staff briefing events to be held, the Managing Board will inform the Porsche workforce about the decision and the next steps.

As soon as a majority stake has been acquired, Volkswagen AG will – in addition to Dr. Ing. h.c. F. Porsche AG – constitute a further sub-group of Porsche Automobil Holding SE. As a result, employee representatives from the Volkswagen Group will become members of the Supervisory Board of Porsche Automobil Holding SE. Together with the representatives of Dr. Ing. h.c. F. Porsche AG, they will constitute the employee grouping within the 12-member Supervisory Board of the holding company.

At the same time, employee representatives elected by the European employees of Volkswagen will become members of the SE Works Council. As a result of the difference in the numbers of persons employed by both sub-groups, the SE Works Council will then be dominated by employee representatives of Volkswagen AG.

"Our aspiration to become the majority shareholder of Volkswagen is good news for the employees of the Volkswagen Group and of Porsche. The decision of the Supervisory Board secures the long-term future of both companies," said the Chief Executive Officer.

It is not planned to merge the two companies. Based on the current stock exchange price of approximately 150 Euro per ordinary share, the acquisition of a further 20 per cent in VW corresponds to an investment of almost ten billion Euro.

Pit Torque

Q. Which manufacturer has won the original TARGA FLORIO the most.

A. PORSCHE.

Q. How many times have they won.

A. 11

Q. What years were the wins recorded.

A. 1956, 1959, 1960, 1963, 1964, 1966, 1967, 1968, 1969, 1970, 1973.

Q. Porsche also scored hat tricks, taking out the top three places. What years did this happen?

A. 1959, 1967, 1969.

All the best

Michael.



Advertising In Flat Chat

Recently a club member made an enquiry regarding advertising in the newsletter. This enquiry lead to some long discussions by the committee regarding - type of adds permitted, club member ads, paid for advertising etc.

Anyway after much discussion the following guide lines were arrived at:

1. All advertising published in Flat Chat shall be Porsche or PCT related.
2. Adds for Porsche related items (cars, parts etc) shall be free to PCT members.
3. PCT member ads must be **prepared ready for printing** and sent to the editor by the editorial deadline.
4. Performance Automobiles will continue to have the right to Porsche related advertising in Flat Chat (cars, parts and service etc). This is in return for services provided with the production of the newsletter.

For the time being the newsletter will not carry any paid advertising.

The newsletter guidelines may be reviewed from time to time and members will be advised of any changes.

Rob Sheers
PCT Vice - President



Photo by Michael Parker

PORSCHE NATIONAL SERVICE OFFER

From next month Porsche Australia is launching a special national service campaign for Porsche owners.

Though the campaign is mainly focused at 986 and 996 owners, our understanding is that it will apply to all Porsches (presumably excluding any tractors and/or tanks!).

In Tasmania a flat fee of \$595.00 (including GST) will buy you a new fill-up with Mobil-1, a service "kit" (but which also includes new wiper rubbers and washer additive) , all labour, an inspection report, and 12 months complimentary Porsche Roadside Assist.

The same deal costs \$100.00 more if you take your car across the ditch to Victoria!

Contact Aaron Conner, Service Manager of Performance Automobiles , Hobart, at (03) 6236 3720 for more details and a service booking.



Photo by Michael Parker