



Porsche Club

Tasmania



FLAT CHAT

OCTOBER 2009



Panamera Dawn

Photo: Porsche

FLAT CHAT

Quarterly Newsletter of the Porsche Club of Tasmania

OCT-DEC 2009

CONTENTS

Committee.....	1
Editorial.....	2
The Chair Squeaks.....	3
The Other Chair Speaks.....	5
President's report 2008/2009.....	6
Baskerville Historic meeting.....	8
East Coast Drive & AGM.....	9
Accessorise Your Porsche	11
QUO VADIS PORSCHE	14
2009 Porsche Club Tasmania Economy Run.....	18
Keeping The Faith	20
Panamera comes to Tassie.....	23
Clubman Award Points.....	24
Coming Events.....	25
For Sale.....	26

FLAT CHAT

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

Opinions expressed in this Newsletter do not necessarily represent the opinions of the Editor, 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 7.30pm 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 7.00pm on the 1st Wednesday of every month at the Jailhouse Grill, 32 Wellington Street, Launceston.

OCTOBER EDITORIAL

“The Moving Finger writes; and, having writ, Moves on: nor all your Piety nor Wit shall lure it back to cancel half a Line, Nor all your Tears wash out a Word of it”.

Omar Khayyam penned an erudite conclusion to the failed efforts of the Wiedeking/Porsche alliance to control the Piech/Volkswagen colossus.

Wendelin Wiedeking has excited stage left and, as we surmised in our last issue, Dr Ferdinand Piech now holds the reins of Porsche.

Porsche is, for most people, more about technology and engineering prowess than financial manipulations.

Wiedeking probably deserves to best remembered for his financial and general management prowess rather than his mechanical engineering ability, despite holding a doctorate in the latter discipline.

We should not forget that Wiedeking pulled Porsche out of near bankruptcy and deserves much respect for saving the marque from possible absorption by unfriendly rivals, or even complete demise.

Ferdinand Piech has genuine Porsche family DNA in his veins, has an impressive reputation as an automotive engineer, and is a very formidable executive and autocrat in the worldwide motor industry.

He now has the “moving finger” that will write the next chapter of Porsche.

How and what he writes, we expectantly wait to see.

Leon Joubert

THE CHAIR SQUEEKS

As the first Panameras arrive in Tasmania and Performance Automobiles launch them to the eagerly awaiting customers and Porsche faithful, I contemplate the last 40 years (2010) as Tasmania's Porsche Dealer and what lies ahead.

The structure of the Porsche Company has changed , yet again, with it becoming part of the VW group in a messy battle that Porsche lost.

The C.E.O. of Porsche ,Dr Wendelin Wiedeking, that turned the Company from the brink of disaster in the mid 1990's, to the most profitable automotive company in those euphoric times of 2007, is now gone, somewhat disgraced and facing possible legal action against him.

I remember him saying at the launch of the Boxster at Scottsdale, Arizona in 1996. "Gentlemen we need this car to succeed as the future of the Company rests with you and the Boxster."

It did succeed.

The dream of Dr Ferry Porsche, to create a four door sports car, has been achieved, even without him. Surely an achievement that shows a deep commitment to the Company's heritage today. Yet now some of the press are asking if the Panamera is worthy of the Porsche badge!

Dr Piech has achieved his long held ambition to control Porsche and can now tick this one off his impressive list of achievements.

But what of the future? I ask myself.

Will Porsche go like many other iconic brands have in the recent past ? Will it go like, Austin Healey, Bristol, MG and Fraser-Nash and disappear like many others.

Will Porsche morph itself into something else like the Mini, Jaguar, Lotus, Rolls Royce and Aston Martin?

Will Porsche lose its true heritage?

With heavy heart I look in the rear vision mirror with fondness, satisfaction and achievement, knowing that this era is closing and a new one is opening. I have always reminded my staff at PA , for 45 years, " change is the only constant in life and change is good and bad. It depends on how you embrace it as to the outcome".

Change is with us all, always. We can all look back on our lives and view the outcome of our decisions, some with satisfaction and some without. So we must keep up with change and always look forward or get left behind.

Porsche will go on and change will continue to happen in Stuttgart and the love of the brand will remain in our hearts.

As I contemplate change in my own life, I step down next year at Performance Automobiles and hand over to my new business partners, Adrian Brown and Nick Clark.

It is 46 years since my late father, Denis and I founded the company in October 1964 and 40 years as Tasmania's Porsche dealer.

Performance Automobiles will go on and change it will, for the better, I am sure, as I have complete confidence, as I hand over the steering wheel and accelerator to Adrian and Nick.

Our Porsche Club has seen much change with some of our key members moving to Queensland and it is how we handle this change that determines our Club's future.

When we put in and contribute, and many of you have, the Club will continue to grow and that's change.

On the 15th of November we are hosting our biggest event ever, a speed event, a hill climb at Baskerville.

This is a costly event and must succeed. The committee and I call on all members to put in and get involved.

Enter your car, you will get so much enjoyment, it's built for this, use it.

If you can't drive then you can help as an official. So get to it Team, this will be big and we need you all there. So call Rob Sheers early and let him know what action you will be taking.

See you all on the 15th. As they say: "BE THERE"

John Pooley
President

THE OTHER CHAIR SPEAKS

This last issue of Flat Chat for 2009 seems to have come along to very quickly. A reminder that Christmas is just around the corner! The year may be disappearing quickly but days are at least getting longer and warmer. After the wettest winter I've experienced since arriving in Tasmania some twenty eight years ago I'm certainly looking forward to some warm, dry weather!

You may have noticed the **PCT/CMI Baskerville Hill Climb** mentioned recently in club communications. We have taken a chance and decided to go with the hill climb following a good response from members who said they would be competing on the day.

The hill climb is an inter-club event being run and organised by Porsche Club Tas and Club Motori Italia (CMI). PCT are doing most of the pre event organising while CMI will provide most of the officials and hopefully the timing system on the day. Other clubs will also be invited to compete as well.

Over the last few years there has been a friendly inter-club Motorkhana series run between PCT and CMI. While this has been reasonably successful PCT member participation was marginal at best.

We have been looking for a car friendly, fun form of club level motor sport to replace the Motorkhana's. After some consideration we decided on a "club level" hill climb.

The hill climb will be held at Baskerville race track from the start line area to the top off the hill. Anyone who's driven around Baskerville will agree this is a great part of the track.

It's a great opportunity for members try "club level" motor sport and be able to have a go in their Porsche's legally!

We are hoping to attract a good entry and be able to cover event costs (which are considerable). And most of all we hope all who attend have a fun time of racing the clock and generally enjoying the day.

This event is a big commitment from our small club but we are a Porsche Club and should have at least one motor sport event each year. I look forward to receiving your entry.

Enjoy those Porsches, cheers from the other chair.

Rob Sheers – Vice President

PRESIDENTS' REPORT 2008/2009

PORSCHE CLUB OF TASMANIA

It gives me great pleasure to present my Annual Report for 2008/09.

Another busy year has passed and our 6th Milestone has now been reached, though not without some difficulties.

I must say however that we have had an event every month and attendance has been good. Club members have contributed well in assisting and organising these and much pleasure has been had by all in attendance.

The 60th anniversary of Porsche's foundation was the most popular event attracting a record number of cars 'on parade' at Parliament House, Hobart, last year.

The annual Concourse event was again hotly contested and showed that we have many fine examples of Porsches here in Tasmania, equal to any in the world.

Country drives remain extremely popular and I thank all those members for much enthusiasm in organising and participating in these, ensuring their success.

The cars in a car club may be the catalyst for its inception but it is the PEOPLE in the club that make it alive and well. That's why ours is so successful.

This year saw us lose another of our inaugural member families, Gerard and Irene Maguire. They left our island state for warmer weather and retirement in Queensland, following in the footsteps of Charlie and Claire Button.

I must take this opportunity to record our thanks and appreciation to them both for all that they did to help establish our Club and set it on a strong foundation for the future.

My Committee has again worked tirelessly and performed exceptionally well, filling the gaps and taking on extra duties as required without exception, and I thank you all.

To Rob Sheers, my right hand man, a huge thank you Rob for your total commitment, attention to detail, constant and excellent communication and organisation without which we would struggle to achieve what we do.

Many thanks to our Editor of Flat Chat, Leon Joubert, who has again put together our magazine to an extremely high standard, keeping us well informed of all things Porsche in the world.

To Neill Daley and Bruce Allison, thanks to you for keeping the North and South together so that we can be a truly Tasmanian Porsche Club.

Our appreciation is extended to our sponsors and we thank Porsche AG, Porsche Cars Australia, Performance Automobiles, Shannons and Jail House Grill for providing support, premises and services free of charge to the Club.

Many thanks from us all in Porsche Club Tasmania.

We can all be proud of our small enthusiastic Club and I look forward to another exciting year ahead.

John Pooley
Club President
Swansea
30 August 2009

Baskerville Historic meeting

I attended the M.G. Car Club (MGCC) Historic race meeting at Baskerville today (20th of September). It was the biggest crowd I've seen at Baskerville for a very long time. The collection of old racing machines was impressive. Apparently the largest gathering of pre EH Holden's for over 30 years.

PCT members Bruce Allison in his heavily modified MGB (the 911 was having the day off) and Michael Hobden in his lovely 356 café racer were amongst those enjoying some track time. There was also a very nice 911 RSR (replica) from Victoria.



Michael Hobden's 356



911 RSR



John Bowe with the 05 FX

John Bowe had a huge grin on his face after giving the "05" Holden FX a good work out around Baskerville (this was car Peter Brock raced in England just before his tragic accident).

This "back to the future" historic event was a roaring success! Well done MGCC.

Rob Sheers – Vice President

East Coast Drive and 2009 AGM



On the 30th of August PCT members came from north and south to attend the PCT 2009 Annual General Meeting (AGM). As it turned out the AGM was a good excuse for an east coast drive and social catch up.

We had a solid turn up from the south but only Bruce Jessup and his partner came from the north in their 993 Turbo. We meet at the Bark Inn at Swansea for lunch and the AGM

The lunch was a great catch up opportunity and would have gone on for much longer if not for the business of the AGM.



The AGM and committee election was over and done fairly quickly allowing us to continue with social activities and more Porsche talk. As it turned out some Ferrari talk as well (as two 911 Turbo owners who came along also happen to own a couple of nice Ferraris as well!).

Regarding the AGM - elsewhere in this issue you will find the President's address and hopefully the AGM report.

Committee elections – the elections resulted in the return of some familiar willing workers to their posts as well as a new Club Secretary. John Pooley was returned as Club President, I was returned as Vice President, Barry Smith was re-elected as Membership Officer, Keith Ridgers returned as Treasurer and also Club Points Manager (clubman & club champion points) and John Davis was elected as Club Secretary. Also Neill Daly who was overseas at the time has agreed to continue as the northern PCT representative.

The Club Event Directors position remains vacant. We are keen to fill this important position as soon as possible. If you would like to get more involved with your club, like a challenge and could spare a little time the committee would like to hear from you.



Thanks to those to all who came along on the day. I hope you enjoyed the drive and catching up with your Porsche Club Tasmania friends.

**Regards,
Rob Sheers.**

Accessorise Your Porsche!

Recently we were out for a Sunday drive in the Porsche through some lovely country roads in rural Austria, and as lunchtime drew close, we looked for a picnic table in a park or lay-by. There had been a few back along the road an hour ago, but of course, when you need one, can you actually find one? No! The only solution is to take your own.

So, when we found a roadside bench that offered extensive views of the valley we'd been driving through, we stopped and unpacked the ingredients of our alfresco picnic.

When you order a new Porsche, the list of possible options is truly extensive; navigation, sports chrono, parking assist, Bose sound system, carbon trim , picnic table.... What? A picnic table?? Yes, the original owner of our GT3 must have ticked that box, because, as you will see in the accompanying photo, it comes equipped with a very nicely crafted, and I must say, quite attractive Kevlar picnic table that mounts on the engine cover.



Once the food and refreshments (non-alcoholic for the driver of course) have been consumed, you have the option of leaving the accessory table in place where, with a little imagination and some adjustment, it might act as a sort of wing to create a modest amount of down force for improved cornering. I am so taken with this idea that I intend writing to Porsche AG to recommend they develop the optional picnic table into a proper rear wing and include it as a standard item on the GT3.

After testing out this theory around a few corners after lunch, and somewhat pleased with the results, we rapidly found the next phase of the progressive picnic approaching, afternoon tea and Sacher Torte.

This famous Viennese cake is best eaten in either the Sacher Hotel or Demel's Konditorei. However, we were a considerable distance from Vienna at this point, so after a bit of searching, we found a worthy substitute for the conventional tea rooms. Along a quiet laneway we spotted a picnic platform high in a tree overlooking an open green field. I climbed up and declared it ideal for afternoon tea, well away from ants and other ground-based insects that can march across a picnic rug in a jiffy and make off with a slice of Sacher Torte before you know it.



After a restful tea, we returned to ground level and were about to drive off when we heard the sound of hooves clattering on the road.

In this part of the countryside, it seems there are people who still prefer a low carbon emission, ozone friendly, clean green mode of transport, so we stopped to chat with the occupants who were out for a trot in their trusty front-engined vehicle. Much discussion ensued about Porsche's preference for rear-engined design, which they likened to putting the cart before the horse!



Auf wiedersehen!

Your European Correspondent

Andrew Forbes

QUO VADIS PORSCHE?

The bi-annual Frankfurt IAA was often a good place to get interesting quotes from the chiefs of the various German car companies (Audi, BMW, Mercedes-Benz, Opel, Volkswagen etc.). They were happy to take verbal shots at each other and patriotically provide quotable quotes about their non-German rivals.

I've not attended the IAA as a motoring journalist for some years but I still follow it closely through media reports and some remaining industry contacts.

This year's Frankfurt "Oktoberfest" was meek and mild compared to many of its predecessors.

The worldwide economic recession placed a dampener on events and predictions that the German domestic market will slump by another 20% now that its government's "cash for clunkers" stimulus has ended, did not point to an encouraging near term future.

Opel has (along with owner General Motors) gone to the wall, Porsche was taken over by Volkswagen when it could not service a mountain of debt, BMW has binned its Formula 1 programme, the Karmann coach building firm has filed for bankruptcy, the industry as a whole has laid off tens of thousands of workers and the flow of bad news went on and on.

However we are mainly interested in where Porsche is going now that it has been acquired by new owners. Is there good or bad news ahead for us Porsche enthusiasts?

In his normal fashion, new Chairman Ferdinand Piech said little of interest at the IAA beyond letting slip that he thought Volkswagen's ownership of 10 brands (now including Porsche) would sound better if it was a round dozen.

Did that mean that Piech was thinking of buying Subaru, or maybe just take complete control of MAN and Scania, or make a bid for Volvo, or expand Volkswagens' substantial operations in China with local acquisitions?

When it comes to second guessing Ferdinand Piech one is bound to be wrong, so I won't even try.

We know that Piech wants to make Volkswagen the biggest and most profitable automotive group in the world and those aims will have an influence on Porsche, which will have to fit into overall Volkswagen group strategy.

If the recent experiences of Lamborghini, Bugatti and Bentley are anything to judge by, that should not create any reasons for concern.

Martin Winterkorn, CEO of Volkswagen, and Michael Macht, the new CEO of Porsche, have both referred to a doubling of Porsche sales volumes to 150 000 a year once the worldwide economy recovers.

It seems safe to assume that they have both been given this target by Piech.

We know that Porsche is developing hybrid drive trains for the Cayenne and the Panamera and these will be introduced during the current life cycles of those models.

Hybrid drive trains for the big V8's and the 'usual' make-over of the 911 and Boxster/Cayman ranges will however not double Porsche sales volumes. That will have to be achieved by other means.

Winterkorn has been suggesting for some time that the Volkswagen Bluesport concept could form the basis for a new entry level "Porsche 914".



More recently Wolfgang Duerheimer, Head of Development at Porsche, has said bluntly that a Porsche model which is 'significantly cheaper' than the Boxster, is a top priority for Porsche.

If that does not point to the strong likelihood of a "914" rebirth, nothing does.

It would be (as is the case with the Tuareg/Cayenne) a good way of sharing development and production costs for a new Porsche model.

An entry level Porsche is almost certain to attract volume sales and penetrate markets where the current models are unable to gain a strong foothold.

But do I hear groans of protest about a “lesser” model than the 911?

Remember that the origins of Porsche stem from humble VW mechanicals, and don’t forget that most motoring journalists regard the Boxster/Cayman as a better allrounder than the 911.

Martin Winterkorn has also (perhaps incorrectly) been quoted as suggesting that there is room in the market for a smaller Porsche SUV than the Cayenne.

A smaller Porsche SUV to compete against the likes of the BMW X3 could achieve higher volumes but it will have little hope of economic viability as a stand-alone project.

It will have to be a cloned derivative of a stable mate and the most likely donor sibling is probably the Audi Q5.



The production economics could make sense if it will sell in sufficient numbers without undermining its own siblings. But the idea of a re-badged small SUV as a “Porsche” does not kindle my personal enthusiasm.

Spinning additional derivatives off the Panamera platform has also been floated as a future option and it also makes some economic sense for even though the Panamera shares some bits with the Cayenne, it is still a very expensive and small volume model to produce.

It will be up to the marketers to try and make a profitable case for coupe, drop top or shooting brake (sport wagon) versions of the Panamera, but the engineers should have no trouble building it, even if volumes will remain small.

Finally we return to Porsche's new CEO, Michael Macht, who has said that Porsche may have an all-electric car in showrooms "within 5-10 years".

Even BMW is touting an "electric GT" as a future model so one should not discount Macht's statement of intent, though they may have to sell the car with a recorded sound track of a genuine GT-3 RS engine!

There have recently been sufficient comments above and below the line to surmise the following about future Porsche developments:

- Porsche is going to be pushed hard by Volkswagen to substantially increase its sales volumes;
- This will most likely be achieved by the introduction of cheaper, higher volume models that can also find buyers in major expanding markets like China, and are likely to be;
 - A new entry level sports car shared with Volkswagen;
 - A smaller entry level SUV shared with Audi.
- The Panamera range may – if financially viable – be expanded to spread its production costs and widen its market appeal by introducing coupe and/or sport wagon variants;
- The Cayenne will get (*must* get) hybrid drive to lower its overall emissions and fuel consumption ratings in EU assessment programmes and remain attractive to ecology conscious buyers;
- Porsche is talking about all-electric cars but whether it (or the likes of BMW – never mind Ferrari) will actually walk the walk and produce all-electric sports cars within next decade, is open to question.

Leon Joubert

2009 Porsche Club Tasmania Economy Run



Twenty keen Porsche enthusiasts took part in the 2009 PCT Economy Run in ten Porsches and a “ring in” Falcon XR8. We meet at Zeps in Campbell Town for morning tea before setting off for the East Coast.

This year's course ran from Campbell Town to Coles Bay via the Lake Leak road (around 110kms). The minimum average speed was bumped up a little this time (to a heady 75km/h!) thus avoiding some very slow moving Porsches (not a good look) that we have had in the past.



This year the classes were revised to better reflect the march of technology and give the older cars fair go. Also for the first time we had an Index of Performance award for the best combination of economy and average speed.

Air cooled - under 3 litres

		Average Speed	Litres/100km
1st	Rob Sheers – 911SC	77.9 km/h	7.31
2nd	Paul Berry – 911SC	83.9 km/h	9.36
3 rd	Bruce Allison – 911RS	94.9 km/h	14.56

Air cooled - over 3 litres

		Average Speed	Litres/100km
1st	Chris Wilson - Carrera	75.3 km/h	7.26
2nd	Keith Ridgers - 993	91.9 km/h	8.63

Water cooled - under 3 litres

		Average Speed	Litres/100km
1st	Peter Dove - 944	77.9 km/h	9.45
2nd	Leon Joubert – 986	76.1 km/h	??(see text)

Water cooled - under 3 litres

		Average Speed	Litres/100km
1st	Stewart Harper – 986S	81.7 km/h	6.08
2nd	John Davis – 997S	76.1 km/h	6.60
3 rd	John Pooley – 997C4	76.1 km/h	7.93

Index of Performance award – Stewart Harper (Boxster S)

Best overall – Stewart Harper (Boxster S)

Worst overall – Bruce Allison (911RS)

One of the Boxster's had an odd result – maybe it wasn't filled properly at the start (was that you Leon?!).



Once the driving was done we had a nice catch up lunch at Freycinet Lodge. It's amazing just how economical a Porsche can be!

Rob Sheers (Vice President)

KEEPING THE FAITH

Greetings all, not a great deal has happened up here since my last update. David Hannan did remove the carbys from his SC, with a view to re-kit them, but that proved to be a bigger job than first thought. David will tell you all about that when he returns from a trip to Cairns.

We also had a coffee run in late June to the Christmas Hills Raspberry Farm.

Unfortunately the only 356 there was Hazel and Mark Wheatleys "B" coupe, as Davids "SC" was at this stage without carbys, and I had a last minute hiccup.

Ten minutes before we were due to leave, I went to start "Casper", but was greeted with nothing! I turned the key but there wasn't a murmur at all. My first thought was naturally enough that I must have left something on, and subsequently flattened the battery, but not having time to check it out we had to go without it. I suppose one 356 out of a possible four, here in the north, isn't bad!

The next day David came over to see what went wrong The first thing I did was check the battery, and as it was registering 6.28 volts, I then started to scratch my head.(It should read 6.3)

Being the "experienced" mechanics that we are, we figured that the answer was probably in the starter motor or maybe the solenoid, so we jacked the car up. (I was looking for a reason to try my new trolley jack)

The sequence of events, and therefore my logic will probably prove to be a source of amusement, but that's ok, I have done worse, believe me.

Well, you guessed it. The starter motor and solenoid appeared to be ok! I mean nothing was falling off or missing. What next?

Let's try the ignition switch; I have read somewhere that they can fail.

David suggested I "HOT WIRE" it. At this stage I was wondering where David spent his youth, as this was not something I had ever thought of doing before. But what the hell, if Richard Gere can do it in the movie "Breathless", I guess I can too.

Luckily I have a copy of Joe Leonis book "356 Electrics" for the "C" model, and was able to easily locate the correct coloured wires.

Amazingly I touched the two wires together and it started easily, and settled into a nice even idle. David is full of good ideas, as he suggested replacing the wires and trying the key! Yes you guess it, the car started again.



Quiet! Amateur auto electrician at work.

If there is a moral to this story it would have to be check all contacts.

Oh did I mention that I did check all the fuses earlier on, but obviously that didn't work.

Subsequently I thoroughly cleaned all the wire contacts in the ignition switch, and haven't had a problem since.

Hindsight is a wonderful thing, but I always seem to take the long way around when fixing any problem, next time I'll tell you about my failing stop lights.

The National Auto Museum (Launceston) held a Car Club Expo on the 29th August, where entry to the museum was free all day, food and coffee was also available. Unfortunately I only found out about the event a couple of weeks before hand, and had to arrange for a space to include a sample of 356s, and any available Porsches

There were 22 car clubs invited,(not including us) but as luck would have it the rain came down with a vengeance and as a result only a hand full of clubs turned up.



David Hannan's "SC" was already in the Museum, but David was stuck in Victoria and couldn't make it. Mark Wheatleys "B" coupe leaks so he opted to bring his Lancia Delta, but Mark Hobden (Super 90), and my "C" coupe were there to wave the flag for Porsche and the 356.

I have now had my contact details included on the Museum data base, so I should know of any events coming up.

One last thing, I mentioned last time that someone saw a Super 90 here in Launceston at the time of the Targa, well so far we haven't found it, however a black "C" coupe has surfaced in Hobart, and is for sale so I'll keep my eye on that.

One other item of interest is that I have spoken to a gentleman who owns an RSK replica, I haven't seen it yet but plan to catch up with him in the near future.

Well that's about it from me, until next time.

Keep the faith,

Michael.

Pamamera Comes to Tassie

The Tasmanian launch of the new Panamera was held at the Porsche Centre in Hobart on the 9th of October. The crowd was suitably impressed as Performance Dealer Principal Adrian Brown removed the covers revealing this important new addition to the Porsche family.



“Porsche Guru” Warwick McKenzie was on hand to highlight the Panamera’s technical details and finer points. Warwick arrived earlier in the day in the Panama S that had just completed a lap of the big island. It still looked show room fresh after travelling 20,000km over all sorts of roads. The Panamera was compete with it’s “round Australia” graphics that was notably missing Tassie!



Adrian and Warwick did a magnificent job of showing and telling us all about this significant new edition to the Porsche family.

Rob Sheers – Vice President

2009 – PCT Coming Events

15th November

PCT/CMI Baskerville Hill Climb. This will be a great day of club level motor sport – get your entry in!

5th December

Charity drive day for disadvantaged children will be held at Baskerville on the 5th of December, This is a win win event where we get to provide some fun for disadvantaged children and their carers as well as has a good run around Baskerville.

6th December

Christmas Rally/BBQ/Annual Club Awards Presentation. This year the Christmas get together is being held at the Pooley Vineyard at Richmond – John & Libbie look forward to seeing you at Richmond. There will be an interesting Rally coming from *North and South to get us there.

Note:

Events and dates may be subject to change.

Event Updates will be sent out monthly (or as required) giving full details of club events.

*Denotes proposed events that need someone to organise and run them. A great opportunity to have a go at organising and running an event! If you think you would like to put on an event please contact Rob Sheers or John Pooley for more details.

COMPILED BY KEITH RIDGERS

Clubman Points Southern Members	Total	Clubman Points Northern Members	Total
Rob & Elspeth Sheers	245	Michael & Kathy Parker	95
Keith Ridgers	170	John & Ann King	90
Gerard & Irene Maguire	135	Chris Wilson	75
Hans & Sheila Waldman	130	Neill Daly & Sonya Johnstone	70
John & Libbie Pooley	130	Bruce & Krista Allison	65
John & Sue Davis	115	David Hannan	60
Barry & Suzanne Smith	100	Bruce Jessup	35
Kevin & Mary Lyons	80	Stephen & Julie Gibson	25
Peter & Christine Dove	75	Kerry Luck	15
Stewart & Cathy Harper	60		
Peter Cane	45		
Leon Joubert	40		
James & Kay Barber	35		
Philip & Sylvia Petersen	30		
		Club Champion Points (all members)	
Randell & Robyn Mullins	30	Rob & Elspeth Sheers	35
John & Pru Christie	30	Keith Ridgers	25
Michael Hobden	30	Paul Berry	25
Joe Hand	30	Peter & Christine Dove	25
Rob Barrow	25	Chris Wilson	25
Paul Berry	30	Bruce & Krista Allison	20
Kevin Robinson	20	John & Libby Pooley	20
T Williams	20	John & Sue Davis	20
David Browne	20	John & Ann King	15
Andrew Forbes	20	Michael Hobden	15
Nino Bocchino	20	Bruce Jessup	10
Charles & Claire Button	15	James & Kay Barber	10
Adrian & Heidi Richardson	20	John Christie	10
Ken & Naomi Paton	15	Leon joubert	10
Adrian Brown	15	David Hannan	5
Nick Clarke	15	Gerard Maguire	5
Chris Wilson	15	Hans Waldman	5
Adrian Brown	15		
Mike Draeger	15		
Gary Cannon	10		
Bob White	5		

PORSCHE FOR SALE



Baby Boxster

Genuine Porsche Baby Boxster for sale.

One caring owner - this Baby Boxster is very low mileage, has been well cared for and is in excellent condition.

It is suitable for keen young Porsche drivers from about 2 to 5+ years old.

Asking Price \$45.00 (current replacement cost approx \$200)

Contact Hannah or Rob – 0362292556 or sheerswish@bigpond.com

PORSCHE FOR SALE



2008 Porsche Boxster S Demonstrator: Guards Red and black leather. Six speed manual with 3.4 litre Varioplus engine, Bose sound system and Parktronic. Only 4 500km.

\$ 109 990 ON ROAD.



2004 Porsche Boxster: Crystal Silver and black leather. Five speed manual. Sports exhaust, 18-inch wheels. Immaculate. Only 34 000km.

\$ 72 450 ON ROAD

* 2002 Porsche Boxster. Black/Havanna beige trim. 73 400km. Immaculate.

\$62 990 ON ROAD

**Porsche Centre Tasmania
301 Argyle Street
Hobart
(03) 6210 7000.**

PORSCHE FOR SALE



2008 Porsche Cayenne S 4.8. Basalt Black with black leather. Sunroof, factory window tint, 19-inch wheels, Only 14 000km.

\$129 000. ON ROAD



2008 Porsche 911 Targa 4. PDK Transmission. Black Sapphire/Black leather. 1170km.

POA

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