



# **Porsche Club**

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## **Tasmania**



# **FLAT CHAT**

**APRIL 2009**



**The opening of the new Porsche Centre Tasmania  
Jim Richards, Barry Oliver, John Pooley and Michael Winkler**

# **FLAT CHAT**

**Quarterly Newsletter of the Porsche Club of Tasmania**

**APRIL – JUNE 2009**

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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 3<sup>rd</sup> 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 1<sup>st</sup> Wednesday of every month at the Jailhouse Grill, 32 Wellington Street, Launceston.

## **APRIL EDITORIAL**

This is a very important month for Porsche.

Just in case you have forgotten, on the 20th April the Porsche Panamera is scheduled to have its first public launch at the Shanghai Motor Show in China.

Though the public unveiling of this very important new Porsche will take place in China, where it will be somewhat out of the mainstream vision of the US and European motoring public, Porsche has counter balanced that decision with the advanced release of a great deal of information about the car.

The extent to which Porsche has pre-released so much information about a major new product is, in my own experience, quite unique.

Thus there are few, if any “secrets” of the Panamera that still remain to be unveiled at its launch, though there are no doubt many, many people anxious to have a first drive of this amazing car.

We know that the engines will have direct petrol injection and a stop-start facility, that the transmissions will be PDK-equipped, there are air suspension options available, and that the body is an excellent combination of strength, light mass and advanced aerodynamics which all combine to deliver terrific performance with remarkable fuel efficiency.

One probably would not have expected anything less from Porsche.

A picture tells a thousand words, and elsewhere in this issue we let Porsche's official photographs do their own talking. Enjoy.

**Leon Joubert**

### **THE CHAIR SQUEAKS**

In the *Christophorus* Edition 336 Porsche celebrates the opening of their fantastic new museum. What an awe inspiring address for an architecturally amazing building – Porscheplatz, Zuffenhausen, Stuttgart, Germany, Europe.

Every word reverberates “Porsche” and the man in charge, the man with first hand knowledge of most of these cars even before they became part of history, is our dear friend and colleague Klaus Bischoff.

Klaus has been working on this new museum for many years now, supervising the restoration of most of the rare cars and all historical Porsches.

He is well known to many people in Tasmania – and of course all over the world.

Klaus first came to Tasmania on holiday in 1994 (with three lady companions) and called in to see the local Porsche dealer, yours truly.

We had a great couple of hours together talking about Porsche race cars and Targa Tasmania, and Klaus became most interested in Targa Tasmania, “unique in the world today” according to him.

At that time (1994) Targa was only three years old, and having competed in every event in a Porsche, Klaus was very envious of me. “I must see if I can bring some of my museum cars”, he said, “and perhaps some famous people to drive them”.

Armed with some videos and the first Targa book, Klaus returned to Germany with the promise: “I will be back”.

That was the start of the regular entry of Porsche museum cars in Targa Tasmania, and (later) other Australian events as well.

I have often wondered how humans can be so attracted to “things” like particular cars. Most of us only have one car for which we have a burning passion but Klaus Bischoff has hundreds to be passionate about and yet he still has plenty left over to share with his friends.

He is an amazing Porsche person, and an inspiration to us all.

Thanks again Klaus, for continuing to bring those wonderful museum cars to Targa Tasmania and to Australia, and congratulations on your fantastic new museum.

**John Pooley**  
**President**

### **The Other Chair speaks**

I hope 2009 is progressing well for you. With all the media talk about Global Financial Crisis etc it can be a bit depressing at times. But looking about things seem to be going full steam ahead, maybe things aren't as bad as the media makes out.

The club year got off to a good start with the opening of Hobart's new Porsche centre. John Pooley (PCT President) has created a fabulous looking facility which he needs to be proud of. Jim Richards was the guest speaker at the opening. He entertained us in his understated way with some terrific stories from past to present (many thanks to Rod Belbin from Shannon's Insurance for arranging Jim's appearance).

Also the drive day to Strathgordon and the Southern Cryptic drive both received with good comments from those who participated (see event reports elsewhere in this issue).

Charles and Claire Button who have been such a big part of our club since the beginning have moved to Queensland for an extended time. It's a serious move this time as they have taken the Porsche and even joined the Queensland Porsche club! Next they will be doing a course on Banana bending! We will certainly miss their camaraderie and the big effort they both put into the club. Charles also did a lot of work for CAMS over the years and has been recognised for his efforts - our esteemed ex Events Director, has been awarded a CAMS Service Award which was presented at the recent CAMS Annual Awards night – well done Charles!

Porsche AG has been in the news a bit this year with the opening of the new Museum which looks terrific and has attracted some very good press. Also Porsche picked up a valuable award recently for "Quality Excellence". The German motoring organisation TUV (think NRMA, RACT etc) has analysed long – term quality of cars based on feed back from TUV approval authorities in Germany. Of the 8 million cars rated in 2008, Porsche's 911 & Boxster were ranked first and second, with the least number of defects found in all age categories between four and eleven years!

The club committee is still operating with some difficulty. We are working hard to maintain the standards expected of a Porsche club but it is hard with a couple of the key positions currently vacant. Hopefully we will be able to fill the positions sooner than later. In the interim Gerard Maguire has kindly offered to assist with some of the Event Directors duties and fill in as Secretary when required, many thanks Gerard.

Enjoy those Porsches, cheers from the other chair.

**Rob Sheers**

Vice President

5.

**OPENING OF THE NEW PORSCHE CENTRE TASMANIA**



**Michael Winkler, MD of Porsche Australia, declaring the facility open**





**Porsche enthusiasts sharing in the occasion**

6.



**Jim Richards: “It’s scary at 380 km/h with your feet in front of the axle...”**



**An imposing new landmark in Argyle Street, Hobart**



## **A drive into the Wild West! – February 09**



On Sunday 22<sup>nd</sup> of February a group of PCT faithfuls gathered at the “new” Performance Automobiles for a club drive to Strathgordon. It was also the Grand opening of the “new” Performance Automobiles and things got off to a good start with the offer of a coffee and something from the BBQ for those that hadn’t had breakfast (thanks Ed for organising an early start to the P.A. celebrations). Once we’d checked out the Grand opening and had a look over the nice selection interesting cars on display we headed off.



**The Possum Shed at Westerway – a good spot for morning tea**

First stop was Westerway where we had a very enjoyable morning tea at the Possum Shed. From here it was into the unknown for many of us. The road from Maydena on was just right for a Sunday drive – in a Porsche!

This road was originally built by the Hydro Electricity Commission and they did a good job of it. And it’s still in surprisingly good condition.

8.



**Nice roads and great scenery**

Driving under a beautifully clear sky the scenery looked quite stunning. Such great views so close to home. There wasn't much traffic except for a carefully driven BMW 2800 CS (well done Ed), the odd four wheel drive and a few slow moving tourists.



**The Lake Pedder Chalet - We were looked after well**

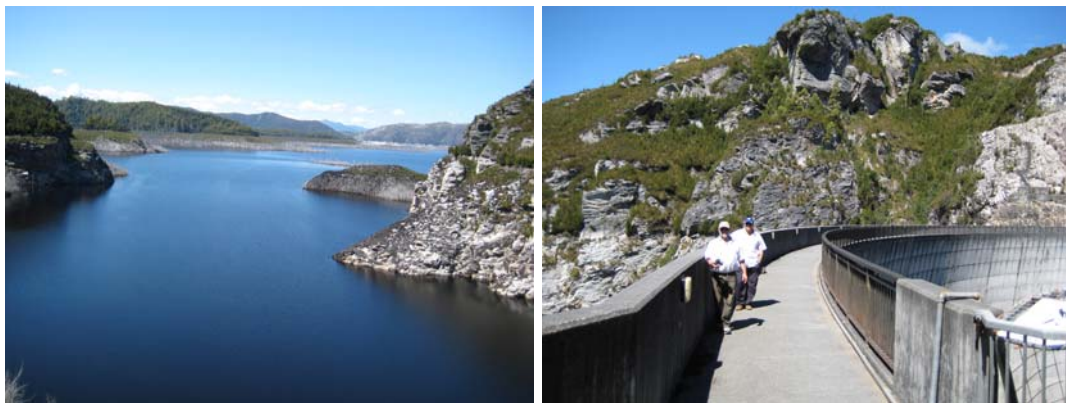
We arrived at the Lake Pedder Chalet to find the Chef waiting for us at the door. Oh dear, late for lunch! No, just in time and it was a lunch with a terrific view out over Lake Pedder.

After lunch we drove down to the dam which was about 12km further on. The dam is a huge structure. And the views onto the South West from here were pretty interesting.

9.



The most adventurous of the team were keen enough to climb down to the dam wall for a closer look (well worth it). But then had to climb the 196 steps back up to the car park (thanks Kay for counting!!).



The drive on roads less travelled turned out to be a good day out for those who came along. And the weather gods were kind to us (and so they should be after the drowning we got at the 60<sup>th</sup> anniversary event!). All's well that ends well!

**Rob Sheers**  
**Vice President**



10.

**THE STRATHGORDON DRIVE DAY**



**Keith Ridgers found some balloons on the way to the start**



**The former Hydro accommodation at Lake Pedder is now used for tourism**

## **A Taste of Targa**

### **Observation Run and Lunch, Sunday 22 March 2009**

One of the worst things you worry about when organising an event is “suppose no one turns up? By the due date for reservations we were 6 for lunch. Now, bearing in mind we had to confirm our booking for the spit roast in the vineyard and pay a deposit for the minimum 30 people required (estimated 20 Porsche and 10 BMW) I had no option other than to phone Rob on Sunday morning (15<sup>th</sup>) and cancel the event. I was even more disillusioned by the fact that the BMW Club had requested the event, set it down for the 29<sup>th</sup>, changed it to the 22<sup>nd</sup> and then did not bother to participate. No bookings. Not even the person responsible for initiating the event. Enough said.

By late Sunday, Rob had rounded up the usual suspects and with a bit of gentle persuasion (he is so diplomatic) I was back on side and the event was back on track. Sheila made a visit to the pub over the road and in no time she had a cheap and cheerful lunch organised for the 20 or so starters.

Being close to home it had the advantage for the more sociable members to retire to our place and continue their discussions (or watch the V8s) over coffee after lunch.

John King and Anne Archer travelled down from Lonnie and stayed with us on Saturday night. We enjoyed a meal at Cygnet's only restaurant, the Red Velvet Lounge – a venue we had considered for lunch after the run. Unfortunately the chef considered his Sunday ‘tourist trade’ more lucrative than a fixed price menu for 30 odd people and was just not interested.

And so – Sunday morning and rain. Probably just as well we weren't heading for the vineyard. By the time we reached the start for breakfast things had brightened – with the numbers also – we now had 28 (plus Leon who had turned up for a photo opportunity) with apologies from the Davis crew. I won't say John King was overjoyed that John Davis was unable to compete but he was heard to remark that at last he might have a chance at winning something.

I also have to make an apology. When writing the instructions I forgot a “turn left” at the exit from the car park. I suppose my excuse is that if you looked at the maps provided before the start you should know Oyster Cove, Woodbridge et al are ‘south’, ie turn left. Sorry guys (but it serves you right for following Leon!).



Hans forgets to tell everybody that Cygnet is the *other way*!

Yvonne at Pear Ridge had done a great job for us by setting up a long table (and extending it for the late arrivals) serving breakfast and continuous coffee all morning until it was time to move out.

The instructions were in a sealed envelope to deter people from reading the trick question until I had left the building. Despite being in my presence from the early hours John King could not remember what was written on my shirt other than BMW something parts (it was HIOP BMW Performance Parts).

Ahh ... an *Observation* Run is not just about answering those stupid questions.

After lunch the answers were posted on the board and of course there were the usual mutterings about those stupid questions with additional comments about the distances to the clues. Again, the instructions are clearly written – the kilometres shown are a guide to give you time to slow down or pull over. We did the run 4 times to check clues, kilometres and time. If the trip meter on the Cayman is not as accurate as yours, well ... tough.

James Barber with his encyclopaedic knowledge of all things Porsche (and BMW too!) challenged my reference book about a few details. Had I conceded his view and given him the additional points it would not have changed the result – a 2<sup>nd</sup> place to John King who is, and I quote Anne, “the most competitive man I know” is O.K. James. The end result may be however, that James will be preparing the questions for the next trivia night.

Memo to James: “The sculpture at Woodbridge school is a whale tail and as such is not found on its own “in the sea”.

James did agree that the clues are meant to be cryptic and at times you have to look beyond the obvious and get into the writer's mind. A classic example was the B&B called Green Gables. The clue "There are no ...." referred to the fact that there are no green gables on the house. Not "No Vacancies".

Getting into my mind was on Gerards' when he realised that he had nominated himself for the Wooden Spoon Award. I have often said it is more fun preparing the clues than solving them. (Particularly when I'm trying to tune into Gerard's complex, devious, thoughts.)

Despite not knowing that a whale tail can be found on a Porsche, Peter and Christine Dove were on the podium for a 3<sup>rd</sup> place. They were also one of the few teams to answer correctly "Please don't .....waste water" (from the Cygnet wastewater treatment plant).

Chris Wilson and Fiona Ransom, the other couple to drive down from the north, came in a credible 4<sup>th</sup> only 5 points behind the Doves. They were docked 5 points for missing an answer. Chris (or was it Fiona?) the answer to the clue "Tom would cruise this one" should have been "Mission Afloat" (a street sign).

For once the Sheers team could only manage 5<sup>th</sup> place – a tie with Stuart and Cathy Harper.

I was surprised that Rob didn't pick up on the whale tail although he was only one of three who made the connection Powers (Rd) equals Mike Myers as "Austin" Powers in the film "The Spy Who Shagged Me". (Clue: an English car brand).

Whilst Stuart and Cathy don't have any idea about BMW history they can tell a photo from an etching, and correctly identified the Eastern Barred Bandicoot instead of the Bettong. Not so fast ... observe ...

Keith (or was it Mike) knew where to find a whale tail and also knew that Eggs and Bacon Bay is named for a native plant not a place for fishermen to have their breakfast. I wonder why they don't know about roses on Valentines Day?

Also tying with Keith and Mike for 6<sup>th</sup> place was Barry and Susie Smith and Kevin and Mary Lyons. I had converted the kilometres to miles to make it easier for Barry but he later admitted his odometer wasn't accurate and besides "I have a G.P.S. thank you".

Kevin was one of the few able to identify the King Tiger as the German tank fitted with a Porsche turret although, as James was quick to point out, it never went into production.



Gerard managed to answer one of his type of questions – the ‘D’ was missing in ‘Midleton’ but looking at his score sheet it appears he may have stopped somewhere, retraced the route and recalibrated the kilometres.

This may have contributed to his lack of attention but in the end it wasn’t about winning or losing (although when Charles finds out he might disagree) – it was about a ‘Taste of Targa’ and a sociable, noisy, argumentative and ultimately satisfying day. Especially for Sheila and I. Thank you for participating and we look forward to the next one. Over to you Gerard.

PS: The BMW Club fielded 2 teams. James Porter – who ended up bringing an extra 3 observers but couldn’t stay for lunch, and Greg Laker with his son James who were first to arrive at Pear Ridge. James is a learner driver and very enthusiastic about BMWs (and Porsches). He and his father came an equal 3<sup>rd</sup> with our team, also sharing the honour of deciphering that ‘Austin’ Powers clue. As the BMW Club had no prizes for their team(s), James was presented with a Porsche cap as an encouragement award!

## Hans Waldmann

### Results: A Taste of Targa

Sunday 22 March 2009

Place	Points	Porsche Team	Points	BMW Team
1.	175	John King & Anne Archer	150	Greg & James Laker
2.	155	James & Kay Barber	DNF	James, Stephen, Christine Porter & Erin Kelly
3.	150	Peter & Christine Dove		
4.	145	Chris Wilson & Fiona Ransom		
5.	140	Rob, Elspeth & Hannah Sheers		
	140	Stuart & Cathy Harper		
6.	130	Keith Ridgers & Mike Draeger		
	130	Barry & Susie Smith		
	130	Kevin & Mary Lyons		
7.	85	Gerard & Irene Maguire		

### PCT 2009 Concours



The 2009 PCT Concours got off to a slow start with a very small entry response. A ring around helped but this years Concours entry remained the lowest on record. Disappointing but as they say the show must go on. And go on it did at the fabulous new Performance Automobiles Hobart showrooms, a great venue.

With only twelve cars entered for this year's event at least the judges would have an easier job. Well down on the usual 20 to 25 cars but as Rod Belbin said, "the numbers may be down but the quality is up", good to hear.



All the cars were well prepared and looked terrific displayed in the new Showrooms. Some entrants had gone to extraordinary lengths. One car was delivered on a flat bed truck earlier in the day so that it would be pristine for the judges! And apparently the Club President spent most of Saturday afternoon cleaning the engine bay on his 356 cabriolet, well done John! While a past PCT member rejoined the club on the night and went away well rewarded.

### The Class winners

Class	1 <sup>st</sup> Place	2 <sup>nd</sup> Place	3 <sup>rd</sup> Place
Up to 1979	M. Hobden 356	J. Pooley 356 Cab	G. Maguire 911S
1980 to 1989	P. Berry 911SC	C. Wilson 911 Carr	R. Sheers 911SC
1990 to 2000	K. Ridgers 911S		
2001 on	J. Pooley 911 GT3RS	J. Christie 911	H. Waldmann Cayman

### Best car on show Awards

This year outright awards were presented for the three best cars shown. The deserving recipients of the Porsche Concours trophies were; **1<sup>st</sup> Place Michael Hobden – 356, 2<sup>nd</sup> John Pooley' - 996 GT3RS & 3<sup>rd</sup> Paul Berry - 911SC.**

### Shannons Peoples Choice Trophy

The Shannons Peoples Choice Trophy - **Michael Hobden's 356**



Laura Carr (P.A.) had organised some delicious finger food which went very well with the delightful Pooley wines on offer. All in all it was an enjoyable evening.

This year's judges were enlisted from the MG club. Many thanks to Ian Wade and Peter Curran who worked well coming up with the results in good time.

Special thanks goes to Performance Automobiles for hosting the 2009 PCT Concours, Pooley wines for providing some very enjoyable wine for the occasion, Salter Hire (Kevin & Mary Lyons) for providing the party ware, Shannon's Insurance for sponsoring the "Peoples Choice" trophy and to the helpers that made the event possible.

**Rob Sheers**  
**Vice President**

17.

**MORE - PCT CONCOURS: 4 APRIL 2009.**



**Setting up the cars: L to R, John Pooley, John Davis and Keith Ridgers**



**Lined up for inspection by the judges**



18.



**Sharing good company, good cars, and a glass of good wine**



**The judges were meticulous with their inspections**

### **THE AMAZING PORSCHE 917**

Few sports racing cars have produced such an extensively documented history as the Porsche 917.

It may be because so many were built (the car even had its own sales brochure) or because of its intriguing design in which the driver's feet were positioned in front of the front axle, or maybe because the original coupe version won almost 20 major international races between 1969 and 1971.

All these factors – and others - have probably combined to make the 917 such a legendary car.

The 1968 Manufacturer's World Championship for sports cars put a limit of 3-litre engine capacity on sports prototypes, but it allowed a capacity of up to 5-litres with a minimum mass of 800kg for "production" sports cars of which at least 25 identical units were built within a period of 12 months.

This ruling justified the creation of the Porsche 917 but it was evolved from the preceding Porsche 906 (ex-Carrera 6), 907 and 908 models with which it shared a similar space frame chassis of light alloy tube.

The Porsche 908 was, as most Porsche enthusiasts know, powered by a 3-litre flat eight engine.

By effectively building one-and-a-half 908 engines (12 cylinders and 4.5-litre capacity) with the same reciprocating parts, bore and stroke (85 x 66mm), and the same camshaft profiles and valve openings, Porsche was able to produce a much bigger and more powerful engine in a chassis which still shared the same wheelbase as the 908.

Thus the 917 was perhaps not quite such a "Greenfield" design as some people think, and in many ways evolutionary rather than revolutionary.

Yet there were many complexities involved in designing a suitable transaxle to manage an expected 600 bhp from the central power take-off of the bulky (but relatively light) air cooled engine, and also to clad the whole lot in an aerodynamically efficient body.

The suspension (which used a lot of titanium and magnesium) was also based on that of the 908, but needless to say the new car required vast new brakes to stop it from potential 300 km/h speeds.

Porsche managed to show the first 917 forty years ago in March 1969 at the Geneva Motor Show (complete with its legendary sales brochures!) and built (and lined up for inspection) the 25 complete cars that the Commission Sportive Internationale (CSI) required for homologation within the prescribed time frame.

20.

That exercise must have been quite a feat in 1969 and one is tempted to wonder whether something of similar nature, suitably updated, could even be repeated now?



**The amazing line-up of 25 brand new Porsche 917's for inspection by the CSI**

The 917 may have made an enormous impression during its first public showing, but its racing debut was not nearly as auspicious.

It was a classic motor sport scenario of "When the flag drops, the bulls\*\*t stops"!

At its first appearance at Spa in 1969 the 917 broke its engine on the first lap.

This unfortunate occurrence was apparently to the great relief of its drivers, as the mighty machine turned out to be scarily unstable at high speeds.

A month later it was entered into the Nurburgring 1000 and its wayward aerodynamics and flexing chassis, combined with the extremely powerful engine, was rumoured to make it a terrifying thing to drive. Frank Gardner and David Piper reportedly scared themselves silly but managed to get the car to finish in 8<sup>th</sup> place. At this time the chassis was flexing so much that it cracked the cars' windscreens during races.



21.

At Le Mans the 917 proved to be much faster than anything else and Vic Elford and Richard Attwood led for 20 of the 24 hours until the bell housing between the engine and transmission gave way.

In the meantime Porsche and the John Wyer Team had been seriously at work on the 917's shortcomings, producing a short tail (kurz) car with substantial tyre, suspension and aerodynamic changes. This resulted in the 917's first clear cut victory in the 1 000km Ostereichring event in 1969.

From this point onwards the 917 virtually won with ease wherever the circuits allowed its tremendous performance to be fully utilised. That said, on tight and twisty circuits or road events like the Targa Florio, the lighter and more nimble 908/03 was still quicker and preferred by the Porsche works teams as well as select customer teams like John Wyer.

The factory withdrew from direct participation in endurance sports car racing in 1970 and instead supplied cars, money and technical expertise to John Wyer who in turn obtained sponsorship from Gulf Oil. Thus the famous blue and orange "Gulf Porsches" were born.

According to data published by Autocar, JW Racing used a total of 15 Porsche 917's during 1970/71, some of which were virtually rebuilt from scratch at times.

During 1970 the 917 won seven World Championship races outright using both the original 4.5-litre engines and later an enlarged 4.9-litre version. In all, the car won nine of the ten races in which it competed.



A long tail "Martini" Porsche run by the Porsche Salzburg team at Le Mans 1971

A smaller “Porsche-Salzburg” team was run by the Piech family during 1970 but was taken over by Martini Racing in 1971 and it joined the steam rolling efforts of the JW Gulf Porsche team to notch up another seven World Championship victories for the Porsche 917. In 1971 the Porsche 917 won eight out of a possible ten races.

The short-tail “Kurz” cars were the ones that notched up most of the victories as the long-tailed versions were primarily designed for Le Mans where they were able to reach around 380 km/h (240 mph) on the old Mulsanne straight.

The highest speed recorded by car no.21 (pictured above) in 1971 was 387 km/h.

However for a variety of reasons the long-tailed cars always ran into mechanical problems at Le Mans, and thus the “Kurz” models also brought the Le Mans trophies home.

An interesting statistic from this era is also that the 1971 Le Mans winning 917 (driven by Gijs van Lennep and Helmut Marko) averaged 222 km/h and covered 5 335km during the 24-hours, a record which stands to this day.

The 917’s primary competitor was the Ferrari 512M, but it was never fast enough or reliable enough to pose a serious threat to the Porsches.

Like the 917, the Ferrari was also a “homologation special” of which 25 examples were built, and the Ferrari and the 917 ultimately worried the CSI (forerunner of the modern-day FIA) sufficiently for the controlling body to take a knee-jerk decision and slap a 3.0-litre limit on the World Sports Car Championship for 1972.

Thus the further participation of the Porsche 917 and Ferrari 512M in the World Sports Car Championship was killed off with a stroke of a pen.

Fortunately for Porsche the 917, now reclothed in an open body and called the 917/10 “Spyder”, qualified for the American Can-Am series and could moreover be the beneficiary of Porsche’s superlative knowledge of turbo charging.

The resultant, turbo-charged racer would produce an estimated 1 000 bhp and in the hands of the Penske Team notch up five race wins and the 1972 Can-Am Championship in short order.

The famous Mark Donohue 917/30 car with 1 200 bhp (pictured below) and driven by Jim Richards at Phillips Island last year, was used in 1973.

Given the absolute dominance of the 917/30 in the 1973 Can-Am Series it was no surprise that this car also became a victim of the rule makers in 1974, but by then one can reasonably assume that Porsche had very little left to prove with the 917.



Porsche built a total of 65 models of the 917 in various guises. There were 44 long- and short tail coupes, two Spyder (open) versions of these cars, and another 19 CanAm and Interserie Spyders of which the most powerful versions developed up to 1 400 bhp.

Had Porsche continued with the development of the normally aspirated 917 the next possible step would have been the introduction of a 16-cylinder engine.

Porsche revealed this flat-16, 5-litre engine as early as 1971. It was in fact based on two 2.2-litre T771 flat-eight engines with a central power take-off like the 12-cylinder 917 engine.

Bore and stroke was 80 x 62 mm and maximum power was rated at 690 bhp at 9 200 r/min. The engine was never needed because the 12-cylinder was still fast enough for World Championship races while the 5-litre formula was in place, and of course the turbo charged versions were more than powerful enough for the CanAm and Interserie races.

It would nevertheless have been quite something to hear this engine at 9 000 r/min in a race car! The engine is on display in the Porsche Museum, along with seven of the most famous 917 models.

As a final footnote to the 917 history, it appears that at least one 917 was converted to road use for Count Gregorio Rossi of the Martini & Rossi drinks company in 1974. He apparently drove the car on the road in Europe, but it had to be registered in Alabama in the USA! It will be interesting to know where that car is today.....

### Leon Joubert

*All photos courtesy of the Porsche Press Database.*



The classic poster of the Porsche 917 victories in Le Mans 1970  
Note the results of the 914-6. Sixth overall and 1<sup>st</sup> in GT Class

25.

### **BUTZI**

I have often been asked by various people (including Porsche drivers and even a dealer principal) the meaning or origin of my number plate “**BUTZI**”.

When I ordered the car I immediately went to Service Tasmania and ordered **CAYMAN** – yes it was available. Pay now. A few weeks later I received a phone call saying “Sorry, it’s not available – it’s been taken but not registered to a car”. It appeared that when the Cayman was released in 2005, some enterprising person had paid for it in the hope of one day owning a Cayman or selling the plates for a profit. They were sitting in a drawer at Service Tasmania all the time.

Anyway, I knew ‘Butzi’ Porsche had designed the mid engine 904 also known as the Carrera GTS in the first sales brochure. He had declared it one of his best designs and as the obvious precursor to the Cayman it seemed logical to honour his name by raising awareness of the connection. A simple decision I should have made originally.

There is no literal translation for ‘Butzi’ – it can mean most things related to love and affection. For instance you can call your child Butzi as in the Porsche family, your grandchild, your lover (wife?), your dog or even your car.

My father’s favourite term of endearment for his grandkids was a Swiss variation: Schnookie-Putzi.

For those of you interested in a bit of history the following is an extract from Wikipedia on the life of the real Butzi.

Excuse please der translation.

**Hans Waldmann**

## **Ferdinand Alexander Porsche**

**Ferdinand Alexander Porsche** (born December 11, 1935, in Stuttgart), nicknamed “Butzi”, son of Ferry Porsche, grandson of Ferdinand Porsche, is a designer whose best known product is the sports car – the very first Porsche 911.

Being born the first son of sports car company founder Ferry Porsche F.A. Porsche was nearly destined to be involved in the development of cars. After his grandfather and his father were [engineers](#), he got more involved into working out the looks of a product. He never thought of himself as kind of artist like a designer could be considered, but more as a technically talented craftsman in shaping. After attending Waldorf education he began studying industrial design in Ulm, but was soon dismissed by the examination board, because his talent was doubted. In 1975 he started practical training at the body design department of the family owned sports car company under design director Erwin Komenda.

When it came to the design works of the body shell for the company’s so far most successful car, the Porsche 911, F.A. was heavily involved as it was family tradition that every generation of the Porsche family took part in the genesis of a new car generation. It was Ferry Porsche wishing the successor of his 356 should provide more space and comfort in the cabin (though he was also cited: “Comfort is not what makes driving fun, it is more on the opposite”). Especially the boot should provide more space. F.A. made first drafts which were accepted very well. But Komenda did not walk in line and made as F.A. and Ferry complained changes on his own not being approved.

Ferry set the main attributes concerning wheelbase, power figures and suspension and after Komenda still did not cooperate he took F.A.’s drawings to the bodyshell manufacturer Reutter across the street. They gave the actual shape to the 901 (The original project code, changed to 911 after intervention of Peugeot who had a trademark protection on three-number-combinations with ‘0’ in the middle.) as it was presented on 1963’s Internationale Automobil-Ausstellung (Frankfurt Motor Show). Production began in 1965.

F.A., also known for his nickname ‘Butzi’, shaped another important Porsche car, the 904. F.A. states the 904 was his favourite work for Porsche. Its bodyshell was made of fiberglass-reinforced resin at the aircraft company Heinkel. The car was to be approved by racing homologation officers until a set date in order to attend the same year’s racing season. Thus the development team was under extreme time pressure. F.A. likes the design of the 904 best as there was not time for anyone to demand or initiate changes, so it is his most original draft.

After the family decided to change the company's legal form and to keep the family out of its management F.A. founded his own industrial design company, Porsche Design, in Stuttgart which was later moved to Zell am See in Austria where the Porsche family owns an estate called Schüttgut. The first product Porsche Design came up with was a chronograph wristwatch made by Swiss watchmaker company Orfina. Its design started during F.A. was still working at the Porsche Style bureau. It was launched in 1973 and was different to other chronograph wristwatches as its case and bracelet were made out of matt black chromed steel.

It was intended as accessoire for Porsche drivers and sold by the Porsche dealers. It operated the then new movement Valjoux 7750 which is today still the most widespread mechanical movement for chronograph wristwatches. As many customers would have liked a normally coloured watch, a version with glass blasted stainless steel was issued. Later the movement was changed to the Lemania 5100 which was a simple and rugged movement mainly used for military watches.

The Porsche Design Chrono I was made in different versions (color of case and straps, print on dial) for several country's air forces as well as the NATO alliance.

In 1978 F.A. teamed up with Swiss watchmaker International Watch Company (IWC) to develop a wristwatch combining a non-magnetic automatic movement and a compass, the so-called Kompassuhr.

The movement was housed in a hinge-attached upper case that could be flapped to give sight on the compass in the lower part of the case. Its cases and bracelet was made out of PVD coated aluminum (matt black or matt olive). Late versions had the cases and bracelet made out of titanium. IWC pioneered use of titanium in watch cases/bracelets together with F.A. in the development of the Titan Chronograph launched in 1980. The Titan Chronograph was the first watch to use titanium in wristwatches. IWC had to develop working processes paying attention to titanium's specific attributes. The unique design aspect of the Titan Chronograph were the pushers to operate the stopwatch functions being integrated in the case's contour.

F.A.'s appeal to using unusual materials showed in the very rare Chrono II made by IWC. Its case was made of glassblasted aluminum with bracelet made out of fibre-reinforced resin. This watch also employed integrated pushers.

Watches are still a main business of Porsche Design. In 1996 the Swiss watchmaker Eterna, which invented the ball bearing for the winding rotor used in automatic movements, was bought by F.A. holding company.



The Porsche Design product suffering most often from plagiarism is probably the sunglasses with drop-shaped lenses, which was issued during the 80s in a lot of weird colour combinations e.g. purple lenses with golden or white frame. F.A. designed many more spectacles. Most often they had some unique attributes – e.g. a saddle shaped cushion adapting to the nose shape automatically and opening symmetrically through an internal cam mechanism. The drop-shaped spectacle had a quick release mechanism to provide quick lens changes. One sunglass even had magnetically held lenses. Another one got its shape from the intended production method: its shape was accommodated to a sand casting process of titanium. The production issue was actually not made of titanium, but the shape remained.

Transportation design remained an issue on F.A. Porsche. He made several studies for metropolitan trains, a motorcycle, several bicycles and a slightly dolphin-shaped racing boat called Kineo.

As the company grew the product categories diversified. There are three possibilities how designs made by Porsche Design can appear: the Porsche Design brand products made exclusively for Porsche Design, products bearing the manufacturer's name and the writing 'Design by F.A. Porsche' and products with no hint of Porsche Design at all. Porsche Design came up with several bathroom designs, a washing machine, furniture, knives, TVs, desk lamps e.g. one with 3 telescopic radio antennas attaching the light bulb holder to the base and one employing design aspects of a guillotine in its pull-out mechanism, tobacco pipes with air-cooled-engine-inspired cooling fins, pens made out of wire-cloth used in oil hoses for racing engines, computer monitors, computer external hard drives, coffee makers, and even a grand piano for an Austrian manufacturer Bösendorfer.

The formerly completely private owned Porsche Design company belongs in the meantime to a cooperation company between F.A. Porsche and the Dr.-Ing. hc F. Porsche AG of which F.A. holds roughly 13%. F.A. Porsche retired in 2005 due to his state of health. He was given the title honorary chairman of the supervisory board, a title that was originally invented for his father when he retired.

**Retrieved from**

**[http://en.wikipedia.org/wiki/Ferdinand\\_Alexander\\_Porsche](http://en.wikipedia.org/wiki/Ferdinand_Alexander_Porsche)**

**Hans Waldmann**

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**Fearless 28 powerboat by Porsche Design**



## **Delivery Trip**

Writing about the European Porsche scene was easy when Carolyn and I first moved to Vienna in 2004. Seeing Porsches in the city and out in the country was an everyday occurrence, so material for an article was abundant. However, for the past year or so nothing special seemed to be happening locally, other than a steady stream of new global-market models with new features like PDK and Direct Injection. These developments have been well covered by other members in Flat Chat articles, leaving me with a problem. What to report on next? The next big event I have been hoping to attend is the opening of the new Porsche museum in Stuttgart. There have been significant delays to the project though, and the latest forecast is for a 2009 opening.

There seemed only one solution. Buy a Porsche and join the Porsche Club of Vienna. That way, I could give you an insider's view of the Austrian scene. I have been without my Carrera 3.2 for four years now (it is safely garaged at home in Hobart) compounded by seeing Porsche owners zooming by on a Sunday drive through the Vienna Woods, as I cycle up some beautiful curvy road for my weekend exercise. So, I have been looking at the British market for a while for a RHD model, and the recent downturn in the economy has seen some fine cars come up for sale (distressed businessmen needing cash in a hurry?). Prices for some models, especially late 996 and early 997 have dropped dramatically, so it seemed the perfect opportunity for me to acquire something special.

After many internet searches and telephone enquiries, I found the THE car. It's a 2004 996 GT3 RS, like our President's, except blue lettering and wheels. I flew to England in late October to inspect and drive the car, was really impressed and settled on an equitable price that weekend. The car is in exceptional condition, and has obviously been looked after very well during its short life. But, I couldn't drive it home immediately because of the problem of getting insurance for the trip. My Austrian insurers wouldn't cover it until they could sight it in Vienna. Eventually I found a British company that offered whole of Europe coverage, so I was able to schedule the delivery trip for early December.



Carolyn and I flew to London last weekend to pick up the car, and after a few formalities, headed for the Channel Tunnel from Folkestone to Calais. The motorway drive to Folkestone was a warm-up for the continental trip, as speeds are limited to 75 mph (yes, those quaint Brits still use the Imperial system). It gave me a chance to learn where all the switches and controls are located, with Carolyn reading from the Owners Manual along the way.

We found you can change the units to kilometers and kph on the digital display, although the fuel consumption stubbornly remains on mpg. The headlights are easily adjusted to European alignment with a switch on the back of each lamp assembly, so we were well prepared for the continental part of the trip. Arriving in Folkestone early for our reserved place on the Channel Tunnel train, we had time for lunch in the bilingual terminal (baguette pour monsieur or sandwich sir?). Lining up and loading (self drive) into the carriages was smoothly accomplished, and after a brief pause, we were transported effortlessly through the Chunnel (as it's affectionately known), arriving in Calais about 45 minutes later.



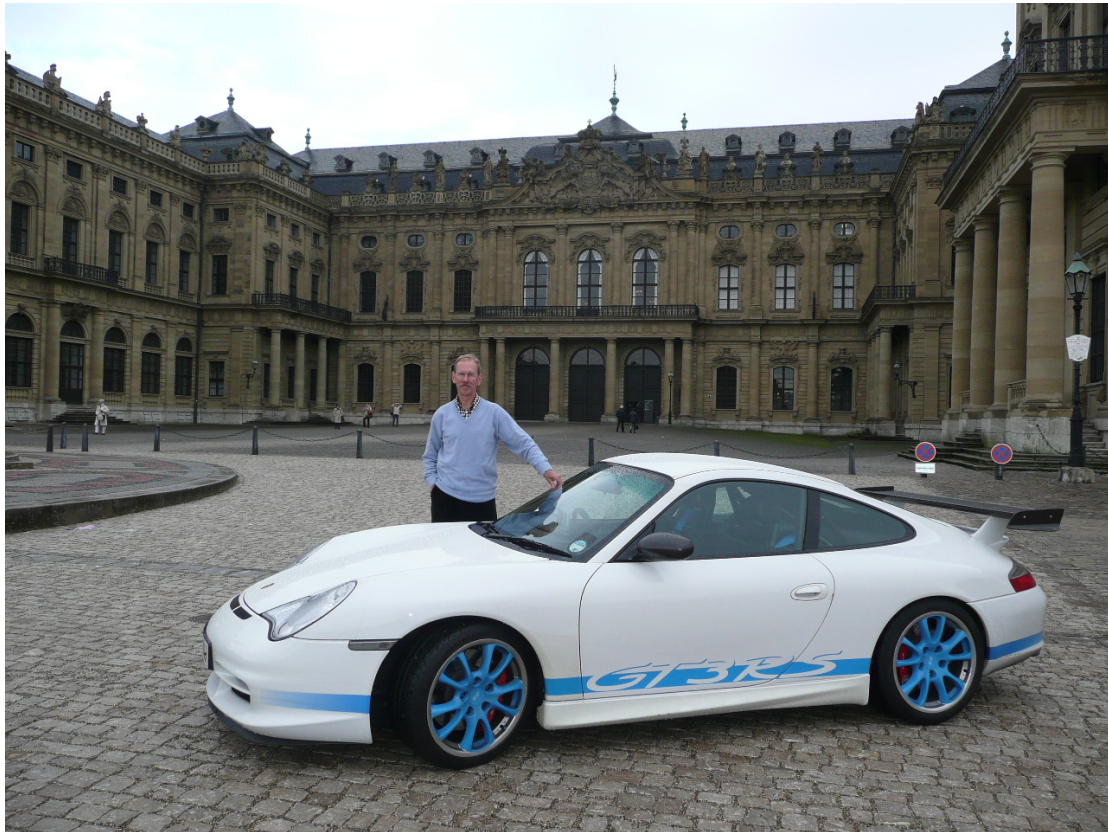
Exiting the French terminal, I repeated three times, “drive on the right, drive on the right, drive on the right”, as I was now sitting on the “wrong” side of the car on the “wrong” side of the road, amongst all those devil-may-care LHD French drivers. Easiest just to follow the leader and after a few kilometres I relaxed and felt quite comfortable.

Our plan was to reach Germany that evening via a little bit of France, a chunk of Belgium and a sliver of Netherlands. We made it easily to Koln (Cologne) by nightfall, and found a nice cosy hotel with (most importantly) secure underground parking for my new baby.

The next day we set off early across Germany, planning to stop in Wurzburg and Regensburg, which are famous for their Cathedrals and Christmas markets. The Weihnachtsmarkte as they are called are very special. Handcrafted gifts and ornaments from all over Germany displayed in beautifully decorated stalls, whose owners are rugged up against the cold and always greet you with a smile.



Maybe the periodic topping up with warming Gluhwein helps! Carolyn was in 7<sup>th</sup> heaven and I only just managed to get away without buying a particularly attractive huge bunch of mistletoe. Unfortunately it would not have fitted into the boot (a tiny affair in a Porsche as you know).



My 7<sup>th</sup> heaven though was the German autobahn. I think one word (well two) sum it up...ZOOM-ZOOM! It was great to stretch the legs of the new car, and although conditions were far from perfect (grey and intermittent rain), the GT3 RS performed wonderfully. Even at speed, it felt firmly glued to the road at all times, perhaps helped by the Boeing 737 wing mounted on the bootlid. In short, it was a wonderful trip in an astonishing car. Having astutely bought a RHD model, I will of course be bringing it home with me at the end of our time here, so you can judge for yourselves whether I made the right decision.

Statistics for the trip:

**Distance: 1565 km**

**Average speed: 105 kph**

**Fuel Consumption: 28.5 mpg**

I have placed a short video clip of our autobahn experience on the PCT website, under NEWS. Member login required to view it.

**Andrew Forbes**  
**Your European Correspondent**

**PORSCHE PANAMERA IN PICTURES**





34.





**2009 Clubman & Club Champion points****COMPILED BY KEITH RIDGERS**

<b>Clubman Points Southern Members</b>	<b>Total</b>	<b>Clubman Points Northern Members</b>	<b>Total</b>
Rob & Elspeth Sheers	<b>120</b>	John & Ann King	<b>75</b>
Gerard & Irene Maguire	<b>110</b>	Neill Daly & Sonya Johnstone	<b>55</b>
Keith Ridgers	<b>95</b>	Michael & Kathy Parker	<b>45</b>
John & Libbie Pooley	<b>65</b>	David Hannan	<b>30</b>
John & Sue Davis	<b>60</b>	Bruce Jessup	<b>30</b>
Peter & Christine Dove	<b>60</b>	Bruce & Krista Allison	<b>30</b>
Kevin & Mary Lyons	<b>60</b>	Stephen & Julie Gibson	<b>15</b>
Barry & Suzanne Smith	<b>55</b>	Chris Wilson	<b>15</b>
Hans & Sheila Waldman	<b>50</b>		
Peter Cane	<b>40</b>		
Philip & Sylvia Petersen	<b>30</b>		
Stewart & Cathy Harper	<b>30</b>		
James & Kay Barber	<b>30</b>		
Joe Hand	<b>25</b>		
		<b>Club Champion Points (all members)</b>	
Rob Barrow	<b>20</b>	Rob & Elspeth Sheers	<b>15</b>
Kevin Robinson	<b>20</b>	Bruce & Krista Allison	<b>15</b>
Charles & Claire Button	<b>15</b>	John & Ann King	<b>15</b>
Randell & Robyn Mullins	<b>15</b>	John & Sue Davis	<b>10</b>
John & Pru Christie	<b>15</b>	Bruce Jessup	<b>10</b>
Adrian & Heidi Richardson	<b>15</b>	Peter & Christine Dove	<b>10</b>
Ken & Naomi Paton	<b>15</b>	James & Kay Barber	<b>10</b>
Michael Hobden	<b>15</b>	David Hannan	<b>5</b>
David Browne	<b>15</b>		
Nino Bocchino	<b>15</b>		
Nick Clarke	<b>15</b>		
Chris Wilson	<b>15</b>		
Adrian Brown	<b>15</b>		
Mike Draeger	<b>15</b>		

## **2009 – PCT Coming Events**

### **May**

Porsche Gymnastics at the Pooley Vineyard (TBA)

### **June**

Quiz night South (TBA)

### **July**

\*Economy Run – North/South (TBA)

### **August**

AGM and Sunday Drive (TBA)

### **September**

\*Cryptic Drive (with BMW Club??) – North/South

### **October**

Baskerville track day – inter club (CMI & BMW) hill climb and driver training (TBA)

### **November**

\*Breakfast/brunch on the East Coast (TBA)

### **December**

Christmas Rally/BBQ/annual Club Awards Presentation – North and South (TBA)

### **Note:**

This Event Program is a draft only and may change.

**Event Updates** will be sent out monthly (or as required).

\*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

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**Porsche Centre Tasmania (Hobart)**

**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 4500km.

**\$ 109,990 ON ROAD.**



2004 Porsche Boxster: Crystal Silver and black leather. Five speed manual. Sports exhaust, 18-inch wheels. Immaculate. Only 34000km.

**\$ 72,450 ON ROAD**

38.



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**



NEW! Porsche Cayenne V6. Basalt Black with black leather. Electrically adjustable seats, sunroof, 18-Inch Turbo wheels, and many other options.

**\$109,900 ON ROAD.**

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

