



Porsche Club

Tasmania



FLAT CHAT

JANUARY 2008



The new Boxster RS 60 alongside “our” Targa Tasmania winning Type 718 RS 60

FLAT CHAT

Quarterly Newsletter of the Porsche Club of Tasmania

JANUARY-MARCH 2008

CONTENTS

Committee.....	3
Editorial.....	4
The Chair Squeaks.....	5
The Other Chair Speaks.....	6
Programme of Events.....	7
Airborne with Porsche.....	8
Shannons Car and Bike Expo.....	12
Motorkhana Report.....	13
The Great Ocean Road Escape.....	15
Make A Wish Foundation Drive Day.....	19
356 Porsche Parade.....	22
Xmas Barbeque.....	25
Xmas Barbeque II.....	28
Christmas Rally.....	32
2007 Clubman Award Points.....	34
2008 Clubman Award Points.....	39
Porsche Boxster RS60 Spyder.....	40
The Schlumpf Ratio	42
Pit Torque	45
Porsche Record Results.....	46
Keeping The Faith.....	49

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.

Executive Committee Of The Porsche Club of Tasmania

President	John Pooley	Tel (03) 6236 3700(W) Mobile 0418 120 055 jpooley@pahobart.com.au
Vice-President	Rob Sheers	Tel (03) 6229 2556(H) sheerswish@bigpond.com
Secretary	Gerard Maguire	Tel 6225 2481(H) Mobile 0418 123 060 autosearch.tasmania@bigpond.com
Events Director	Charles Button	Tel (03) 6225 3981(H) Mobile 0418 126 450 charles@button.id.au
Treasurer	Claire Button	Tel (03) 6225 3981(H) claire@button.id.au
Committee Member	James Barber	Tel (03) 6226 4514(H) (03) 6229 2110(W) jamesbarber@bigpond.com
Committee Member	John Davis	Tel 623 2751(H)
Northern Representative	Neill Daly	Tel (03) 6234 3689 (W) Mobile 0417 343 042 neill.daly@utas.edu.au
Newsletter Editor	Leon Joubert	Tel (03) 6236 3762 (W) ljoubert@pahobart.com.au Joubert@netspace.net.au

Address Of The Porsche Club Of Tasmania

Postal Address - PO Box 910, Sandy Bay TAS 7006

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.

JANUARY 2008 EDITORIAL

What should we make of the announcement that Porsche is going to produce a hybrid version of the Cayenne?

Has Porsche – a car maker primarily in the business of making high performance cars for high performing people – suddenly gone all “touchy-feely” and decided that it is politically expedient to be seen in the “Hybrid” segment of the industry?

Maybe not. The real reason for Porsche’s decision may be different.

The small hybrid cars currently being produced by (mainly) Toyota and Honda are not quite so green and clean as the global tree huggers are fond of claiming them to be.

In terms of dust-to-dust energy consumption they gobble up more of the planets’ resources than a V8 Ford, and a modern turbo-diesel car is not only cleaner and more fuel efficient, but costs about 30% less to buy.

That’s before you pay \$14 000 to replace a broken electronic control box for your hybrid, as recently happened to a business acquaintance of ours!

At recent motor shows “hybrid” has also become the flavour-of-the-month word for large vehicles, especially *very large* American vehicles. The fact that these vehicles can easily accommodate extra electric motors and batteries, and that they already have horrendous fuel consumption, no doubt makes them an attractive proposition for conversion.

But why would Porsche fiddle with hybrids?

The answer may lie in threatening EU legislation that will demand across-the-board low CO2 emission ratings from all European manufacturers.

Diesels already have very low CO2 emissions, but unlike its obvious rivals Audi, BMW and Mercedes-Benz, Porsche does not do diesel.

Thus hybrid technology may be the best option for Porsche to keep the bureaucrats from Brussels at bay – albeit with a Cayenne.

Incidentally, Porsche probably *invented* the hybrid car decades before a Toyota engineer tested the first Corolla with petrol-electric motors at the company’s Sapporo proving grounds in Hokkaido.

Remember Dr Ferdinands’ “System Lohner-Porsche” with an internal combustion engine and wheel mounted electric motors from the early 1900’s?

Leon Joubert

THE CHAIR SQUEAKS

Welcome to our December edition of "Flat Chat" and our last for yet another year, 2007.

We can look back on the year with satisfaction as all expectations have been met and our small enthusiastic Club has again grown.

Porsche sales in Tasmania have been buoyant and many of the new owners have joined the Club. Twelve new cars were sold and delivered including three new 997 Turbo's, a Cayenne Turbo, three 997's, two Caymans, two Cayennes and a Boxster. So even in Tasmania, the world wide success of Porsche can be seen reaching to all parts of the globe.

Congratulations to Charles Button, and Claire, for winning both Club Champion and Clubman of the Year awards for 2007. They have set a wonderful example of enthusiasm, commitment and involvement all year and at every opportunity, to achieve a great result for all of us to emulate.

Porsche Germany has this year provided the trophies free of charge, showing their encouragement and recognition of the award winning Porsche club members.

Some members were very close to winning the awards and Charles was pushed all the way to the end. A new year has now started so the awards contests are open to all for 2008. Go for it!

I would again like to mention my Committee and record my gratitude to all that assisted in organisation this past year and will make special mention of my Vice-President, Rob Sheers, for his support and great efforts in all things to do with the Club. Thanks Rob!

Also Leon Joubert, our editor, who does a professional job each edition, those that contribute, and Performance Automobiles that pays for the production, printing and wages of staff to complete it on time each quarter.

Thanks also to Porsche Cars Australia for their support and encouragement during the years past.

As most of us move into the Christmas and summer break, may I wish you all a safe, peaceful and fun time and encourage you all to take time with your family, friends and your Porsche, now and always.

John Pooley
Club President

THE OTHER CHAIR SPEAKS

Well that's it for another year! Hopefully 2007 has been a good one for you. I've just returned from the annual Christmas Rally and BBQ which marks the end of Porsche Club Tasmania's events program for the year. I'm sure all who attended would agree that it was a thoroughly enjoyable day (see report elsewhere in this issue).

Looking back over the year there was a good variety of club events that catered for most members wants. The stand outs in my mind were the Concours/cocktail party which was a real gala night for the Porsche fraternity, the drive days including the economy run are always good and of course the annual Christmas Rally & BBQ. On the minus side was motor sport events which are usually a Porsche strong point. The motorkhana series between PCT and Club Motori Italia (CMI) got off to a rocky start with the cancellation of the first round. Only two of the three scheduled rounds were run due to venue access problems. On the plus side PCT managed to take out the two Motorkhanas that were run and win back the perpetual trophy from CMI.

In December we were privileged to have Paul Watson from Porsche Cars Australia (PCA) entertain us with a terrific presentation on his recent adventures during the Trans Siberian Rally. The "Transsyberia Rallye" is a unique and gruelling driving event from Moscow all the way through Siberia, finishing in Ulaanbaatar in Mongolia. Paul was part of an Australian team entered by PCA competing in a specially developed Cayenne.

Porsche, after competing for the first time in 2006 and finishing first and second, developed a special version of the Cayenne for this rally. The Cayenne S Transsyberia. In this year's rally Cayenne's did very well again, filling the first three places and seven out of the top ten were Porsches! There was also an early 911 rally car that was doing very well until becoming completely submerged in a tricky river crossing! Paul had us on the edge of our seats with the challenges that faced the competitors in this tough event. There is plenty of info on the web regarding the rally (main site - www.transsyberia-rallye).

Hopefully you have enjoyed what your club has offered during the year. As always if you have suggestions or comments regarding events and what the club offers members please contact any of you elected committee members.

Many thanks to all who "put in" for the club this year, to Leon for his tireless efforts at the editor's desk and to those who provided material for the newsletter. And also thanks to all who came along to enjoy the events.

Best wishes for Christmas and the New Year. I hope 2008 will reward you with good health and plenty of enjoyable experiences!

Rob Sheers – Vice President

PROGRAMME OF EVENTS FOR 2008

* **Clubman Points**

** **Club Championship Points**

* **SUNDAY, 24TH FEBRUARY 2008**

Sunday Drive Luncheon - South

* ** **FRIDAY, 14TH MARCH, 2008**

Concours/Cocktail Party

FRIDAY, 21ST MARCH, - MONDAY 24TH MARCH, 2008

Porsche Nationals, Queensland

* **SATURDAY, 5TH APRIL 2008 (BASKERVILLE),**
and

* **SUNDAY 6TH APRIL, 2008 (SYMMONS PLAINS)**

Sprint days Porsche Club Victoria

* **TUESDAY, 27TH MAY, 2008**

Quiz Night – North/South

* ** **SUNDAY 6TH JULY, 2008**

Cryptic Drive - North

* ** **SUNDAY 3TH AUGUST 2008**

Economy Run – North/South

* **SUNDAY 31ST AUGUST, 2008**

AGM and Sunday Drive

* **SUNDAY 21ST SEPTEMBER 2008**

Sunday Drive/Luncheon – North/South

* ** **SUNDAY 19TH OCTOBER, 2008**

CMI/PCT Motorkhana Championship – Round 3 – Powranna

* ** **SUNDAY 7TH DECEMBER 2008**

Christmas Rally /BBQ/Trophy Presentation – North and South

AIRBORNE WITH PORSCHE

In our last issue I made reference to the fact that – other than having participated in boat design – Porsche also got involved with aeronautics.

Porsches' best known involvement with aircraft stems from its role as an engine supplier in the 1980's.

The engine was a 3.2 litre derivative of the 911 engine of the time. In its aeronautic application the air cooled flat six Porsche engine was designed to deliver 217 bhp (156 kW) at 3 200 r/min. The engine was fuel injected and fitted with a cooling fan. It had a 9.5:1 compression ratio and was able to operate on standard pump fuel instead of avgas (high octane aviation fuel).

It is quite difficult to track down any specific history of the origins and development of the Porsche PFM (Porsche Flugmotor) but it seems to have made its aeronautic debut around 1981 and first appeared in a German training aircraft, the MBB "Flemingo".



The 3.2 litre 911-derived Porsche PFM in a German Museum

For those unfamiliar with "general aviation" I should perhaps explain that the majority of light aircraft (the small Pipers and Cessnas that you see around the fringes of your local airport) get by with 150 -180 bhp engines. They don't need much more power than that for a typical 2+2 passenger configuration, and cruising speeds around 160 km/h.

The engines are large capacity (5.8 litres) but low revving, four cylinder, air cooled boxer units, usually manufactured by either Lycoming or Continental, two well established US aero engine manufacturers which have (in various guises and under various labels) been producing essentially the same engines for half-a-century or more.

These engines nevertheless seem to undergo minor design changes and modifications every few months, which results in a bewildering array of type-approved variants that must be the stuff of nightmares for aircraft technicians!

A step up in light aircraft specifications uses 200 bhp-plus four cylinder engines and takes the general aviation pilot into the “sports car” category where the aircraft may not have very much more passenger or luggage accommodation but it will be faster and better equipped with more advanced avionics and (perhaps) luxuries like air conditioning, and able to fly a bit higher and climb quicker. It may have retractable undercarriage as well. The engines though are still typical four cylinder Lycoming or Continental units.

When the engine power jumps to 300 bhp one is normally dealing with a substantially larger aircraft (a six or seven seater) or specialised high performance aircraft such as aerobatic or military training aircraft. The engines are now six cylinder units but still large (8.8 litres) and low revving. Typically the Lycoming IO-540K in the Piper Cherokee 6 which I used for most of my own flying, developed 300 bhp at 2 700 r/min, but ran at only 2 300 r/min at a typical cruising speed of 120 kts.

These six cylinder Lycoming and Continental engines are also common in a variety of popular twin engine aircraft from Piper, Cessna, Beechcraft, Rockwell and others.

Thus Porsche appears to have designed its PFM to slot in somewhere between the typical 180-200 bhp four cylinder aero engines, and the six cylinder 300 bhp engines. As such the PFM was presumably intended to be used in “sporty” single engine aircraft?

Though this is guesswork on my part.

If so, there were not too many established “sporting” light aircraft around to use the Porsche engine. The Piper Arrow (200 bhp and with retractable undercarriage) and the Mooney (similar configuration) are the only ones that come readily to my mind. Pipers’ Commanche C was also a fast retractable, but it already had a six cylinder 260 bhp Lycoming engine and was almost a “GT3” of the air. (There was even a 400hp, 8 cylinder Cherokee – but it was a challenging aircraft to fly and maintain. I personally never flew one).

One assumes that Porsche would not have wanted its engine (which was expensive anyway) to be fitted in homebuilt experimental aircraft. Thus Porsche managed to structure a deal with Mooney and an estimated total of 44 Mooney M20L PFM models were produced with Porsche engines around 1988.

The Mooney M20L PFM became a hotly debated aircraft.



**One of the rare Porsche powered Mooney M20's pictured in Australia.
Note the Porsche badge on the fuselage and the script on the cowl.**

The Mooneys' detractors argued that the cost of the aircraft (perhaps as much as \$100 000 more than the non-PFM model) was because of the Porsche engine. However the reality appears to be that Mooney used the certification of the PFM model to introduce a significantly larger (half-a-metre longer) airframe which only became a standard Mooney fuselage a decade later.

The Mooney PFM also came with lots of bells and whistles and what was described as "a really cool interior". Thus one could (vaguely) imagine it as a flying Porsche.

Defenders of the Mooney PFM are therefore quick to point out that buyers actually got a lot more for their extra bucks than just a Porsche engine.

Unfortunately the fuselage design to fit the Porsche power plant appears to have been only half done. Since the Porsche engine retained its bulky cooling fan (air cooled aero engines usually rely only on passing air flow and heat expansion drafting) the cowl design of the Mooney PFM was not properly adapted for the shape of the engine, and produced unnecessary drag which sapped a lot of the extra power of the Porsche engine in the air.

Pilots also argued that the Porsche engine was too heavy and mechanically complicated for their liking, though a couple of pilots did complete a Round-the-World flight in a Mooney PFM, presumably to advertise its reliability.

As recently as a few months ago there was a Mooney PFM advertised for sale on e-bay, but the advertiser warned that (at least wherever he was located) there was no longer any service support available for the Porsche engine. (Aircraft certification requires a lot more than merely updating the service history at your local version of Performance Automobiles!).



An amazing (flying!) ¼ scale model of the Mooney M20 PFM.

To wrap up our little essay on flying Porsches, I also discovered that in November 1960 the US Federal Aviation Agency issued Type Certificate Data Sheet No.7E2 for:

Dr.Ing.h.c.f. Porsche K-G.

Stuttgart-Zuffenhausen

Federal Republic of Germany.

Engine Type 4H0A.

This engine had a capacity of 1 600cm³ and produced 70 bhp at 4 500 r/min. It was equipped with two Pallas-Zenith carburettors and twin Bosch ZS-KAM ignition coils. Guess where it came from....?

It may therefore not be a good idea to leave your 356 parked unattended near Cambridge airport – as you never know who may desire its engine!

That – at least for the time being - seems to have been Porsche's only, and somewhat unsuccessful, attempts at participation in the aero industry.

Which reminds us that Wilbur once reportedly said to Oliver: "You sure it will fly brother..?"

Leon Joubert.

Shannons Car & Bike Expo 2007

Unfortunately there was no organised PCT entry group on this windy but dry and reasonably warm day . There were some excellently prepared cars and bikes from all eras.

For the second year in a row I won the “Best 1990 ‘s Standard”

A crowd of 5000 people attended donating \$6500 to charity. There were 14 trade, 35 motor cycle and 497 car entries.

Shannons top five awards were—

- 1- 1932 Ford Roadster Hot Rod
- 2- 1935 Riley Brooklands Special
- 3- 1965 Chevrolet Impala Pillarless
- 4- 1989 Honda CRX coupe
- 5- Custom bike---- This machine was worth seeing: Back guards & fuel tank with inlaid intricate designed mother of pearl , every other part of the bike was very highly polished chrome including the hand grips.

Keith Ridgers

Good grief! Can you imagine the dedication, skill and effort to create mother-of-pearl inlays on your motor cycle mudguards and fuel tank? – Ed.

MOTORKHANA REPORT 21ST OCTOBER 2007

The challenge was on! Italy v Germany in the final round of the Club Motori Italia/Porsche Club Tasmania Championship for 2007.

After a few hiccups caused by cars not being ready, and a few last minute problems with officials, the event finally got under way.

In the right hand corner of the car park, the PCT Team looked strong, with Leon Joubert driving the Pooley GT3-RS, newcomer but old member, Graeme Walkem in his 993 Turbo, and that old reliable competitor Keith Ridgers in his 993S. Other starters were Chas Button in the Carrera Cabriolet, Gerard Maguire in the 911S, Neill Daly in his immaculate Cortina and Peter Dove in the (very quick) Clubman.

The CMI Team had an assortment of small, nimble and quick road cars including one Clubman. Though perhaps one might doubt their loyalty to the Italian marques as only one Italian car was present.

The results of the first event set the standard for the day with Peter Dove in his Clubman absolutely blitzing the field. In second spot was Paul Rice from CMI in his Turbo Nissan EXA who gave a most creditable performance.

Third, fourth and fifth positions for Championship Points were split between PCT members Leon Joubert, Keith Ridgers and Charles Button.

The final tally for the day was:	PCT	-	73 Points
	CMI	-	35 Points

Of the PCT contingent, overall winner was Peter Dove in his Clubman, who won three of the four events. Second was Leon Joubert and third was Keith Ridgers.

So, the Championship Trophy for 2007 has gone to the Porsche Club Tasmania.

Well done to all competitors.

Thanks also to PCT members, Dr John Davis, Christine Dove, Gerard Maguire and Mike and Kathy Parker who assisted with organization, and also thanks to the various CMI members who assisted. All agreed it was a great event which ran extremely smoothly.

I have the feeling that the competition in 2008 from the CMI Club will be considerably tougher, and we look forward to the events of next year.

Charles Button

The Team That Trowned The Italians



THE GREAT OCEAN ROAD ESCAPE: MY DIARY

Porsche Great Ocean Road Escape 08 Nov to 11 Nov 2007

Day 1. Thur 08 Nov 07

One hundred and seventy five Porsches assembled at Yering Station Winery at Yarra Glen where drivers and navigators checked in and had breakfast before setting off on touring and competition stages for the next four days.



First up was Lang Lang [Holden proving ground] where there were four competitions. Go to whoa speed test over 400m. A 3.21km average speed test on the banked circular track , speed limited to 180km. A speed test over the ride handling track and a motorkhana on the skid pad.

From there we toured to a winery at Redlands for lunch. After lunch a scenic drive to Sorrento where we boarded the ferry to Queenscliff, then a leisurely drive to Lorne where we checked into the Mantra Erskine Beach Resort. Around 7pm three coaches ran a shuttle service to the nearby Grand Pacific Hotel for a cocktail party.

Day 2. Fri.09 Nov

Parts of the Great Ocean Road were closed for our exclusive use. Two regularity events and two motorkhanas were held on these closed sections. Then on to the Twelve Apostles and Port Campbell where we turned inland to Camperdown and lunch under a large marquee on the velodrome .

A motorkhana was held before we left for Forrest and another motorkhana. Back to the Great Ocean Road and Lorne [our base for the event] Friday night there was a sit down dinner under canvas on the lawns of Mantra Erskine Beach Resort.



Day 3. Sat 10th Nov.

Back to Forrest via Deans Marsh and another motorkhana then on to Colac where we had lunch in a large marquee on the lawns of the Botanic Gardens. After lunch it was back to Apollo Bay and the Great Ocean Road which had two sections closed on the way back to Lorne for two more regularity tests.

Saturday night and what a fantastic night again in a very large marquee set up on the lawns of the surf life saving club just along the beach from the resort. Black tie sit down dinner with entertainment and dancing. Later in the evening two special guest artists appeared. First up was David Campbell followed by Leo Sayer.

Day 4. Sun 11th Nov.

After checking out of Mantra Erskine Beach Resort about half the entrants headed to a motorkhana in the surf life saving club car park. Some of the entrants choose to miss the days' competitions and headed straight to the lunch venue. Those of us who wanted the competition headed to the Australian Automotive Research Centre at Anglesea which covers one thousand hectares. Here there were three events---- a reverse motorkhana --- a regularity event over 4.8km and a wet motorkhana. From Anglesea it was on to the farewell lunch which was held on the lawn at Spray Farm Winery at Bellarine.



Six Tasmanian cars were ferried to the big island for the rally. During Friday and Saturday there was an observation test in which a Tasmanian entrant did very well. Congratulations to John and Sue Davis. All the results can be found on www.ralleyresults.com.au/gore2007

\$15,800 was donated directly to the Lorne Community Hospital and \$10,000 to the Colac/Ottway Shires for their health schemes. On top of the direct contribution to the hospital, Porsche provided a Boxster at cost plus a Mt Cotton Porsche Driving Experience , a Porsche Boxster Pedal Car and a Porsche Push-along Bike for their big raffle . In total it is expected the hospital will raise \$140,000.

A big thank you must go to Porsche and Pamela Ward and her team who did a marvellous job of organising and running the rally.

Keith Ridgers

And a big "thank you" to Keith for providing us with such a detailed report and photographs of the event.-Ed.



Hans Waldmann's Cayman on the Great Ocean Road



Make a Wish Foundation Drive Day

The annual Make a Wish Foundation Drive Day for disadvantaged children was held at Baskerville race track on Saturday 24th of November.

Following last years success the Hobart Sporting Car Club again teamed up with Porsche Club Tasmania to give children and carers a good run around Baskerville.



The eager passengers had the choice of some very nice Porsches and a variety of other road and race cars.

PCT had a good roll up of members – Gerard Maguire in his classic 911S, Sue Davis in her rapid 997 Carrera, Leon Joubert in his fully sponsored WRX STI (well done Ed), John King in his very fast 997 Turbo, Wayne Bennet turned up with two Porsches, his quick 993 Carrera and a lovely Speed Yellow Boxster (hows that for dedication!!). And I came along with my trusty old 911SC.



Sue Davis and her 997 Carrera

Wayne Bennet and his 993 Carrera

The Hobart Sporting car Club members turned up with a good assortment of cars including many race cars – noisy and fast! Darryl Wilcox's famous 500HP Monaro GTS was very popular. Ann Archer (John King's partner) really enjoyed her ride in this quick machine! There was a little RS1600 Escort with a BDA engine (ex John Bowe Formula 3!), very impressive. Also there were lots of other hotties running around to give the kids a good thrill.



The rides were divided into under 12 year olds and over. The younger children having a slower run around while we were encouraged to give the over 12's a "spirited" few laps.

One little girl who looked about 8 years old was in fact 13. A carer said the cancer treatment had slowed her growth so much, really makes you think how brave these kids are.



John King and his 997 Turbo



Leon in the Boss's STI

It was a real win, win day where both the kids, carers and drivers had good time!!

Rob Sheers (PCT Vice President)



That really is our VP under that helmet!



Lining up in the pre-race paddock

356 PORSCHE PARADE.

The highlight of the year for 356 owners is always the Porsche Parade which is held over the last weekend of November annually. This year marked the 22nd gathering and at a guess at this stage attracted approximately 100-110 cars and their owners/ families.

The weekend always starts on Friday night with an informal gathering at Bill Bells hotel in South Melbourne, where people can catch up and have a leisurely meal.

Saturday traditionally includes a run in the country, including lunch. This year approximately 30-40 cars plus people met at Hawthorn before taking a very pleasant drive down and around the Mornington Peninsular, including Arthurs Seat and some spectacular drives through rolling hills and forests. The drive eventually took us to the RACV Club at Cape Shank where a beautiful lunch was served. There was so many 356's that we had to double park beside each other to fit.

As always there were a number of 356 owners from the USA and New Zealand who made the trip to join us, which just goes to show how infectious the 356 experience is, as some of these people are repeat attendees. After lunch we were all left to our own devices in terms of going home, as we had a cocktail party to attend that evening.



Kath and I made it back to our St Kilda hotel late in the afternoon, where I had the task of trying to remove all the bugs and road grime from the car in preparation for the Parade on Sunday morning. It is one thing to clean your car when at home, where everything is at hand, but quite another when you are in the dark basement of an unfamiliar hotel with no water! I ended up carrying a bucket of water down in the lift, and using my chamois managed to give it a clean. I was convinced that come morning in the light of day that I would be confronted with a smeary mess. But it was mostly ok.

After a quick shower and change to the Sunday best, we caught a cab into town to the RACV City Club in Burke St, where the cocktail party was being held. The cocktail party is usually held at the Porsche Centre in Collingwood, but unfortunately they are undergoing some refurbishment and so couldn't accommodate us. This was a disappointment, because they usually have a number of special cars from the factory museum on display for us to dribble over.

Anyway the cocktail party was as always a great success, with great wines and plenty of delicious food. It was good to finally go back to the hotel and bed at the end of a full and eventful day, and the weekend was not over yet.

Sunday morning saw us all meet at Como Park for the Parade which includes formal judging for those who are competing. This is a great event as you get to see all types/models on display, some rarer than others. It is an opportunity to compare and discover what is original or what is perhaps missing from your own pride and joy. It is fun anyway just to be involved.



The immaculate Parker 356 earned a gold medal for the PTC.

Prizes are awarded for the various categories; i.e., Pre A, "A", "B", "C", open, closed etc., and first, second, and third, are honored with gold, silver, and bronze.

I am very happy to say that our 356 was awarded gold for our class. I know that it is a first for a car from Tasmania, and that makes me feel even happier.

The Parade is the one event of the year where owners from all over the country try to participate, and considering that there are probably only 500-600 cars in Australia, having as many turn up as did is quite an achievement.



Not your typical 356

The event is all over by about 3pm, and people start to make their way home. Kath and I stayed on for another day to do some shopping before catching the Monday night boat home.

All in all a terrific weekend, Kath and I would like to thank all the people in the registry involved in the organization of such a magic event, and look forward to next year.

Report and photographs: Michael Parker

Christmas BBQ Get Together

PCT members both north and south gathered on bright and sunny Sunday morning (9th of December) for the start of the two rallies that would lead to the venue of Porsche Club Tasmania's annual Christmas BBQ get together.



In the south the cars gather for the rally start

The rallies were well planned and organised by the clubs rally “masters”, Gerard Maguire in the south and Neill Daly in the north. Having been involved in rallying in a past life Gerard’s rally was a navigational challenge with some interesting cryptic questions. While Neill’s was mostly a cryptic challenge with a few Porsche related techo questions to think about. Both rallies lead to Sue & John Davis’s lovely beach house at Orford.



Southern driver & navigator briefing. Is Gerard really on “L” plates?!

The front lawn of Sue & John's property was littered with a terrific variety of Porsches of all colours. Unfortunately no old cars (356's) this year but there were lots of others including many current models. As usual there were a few ring- in's. Of note was Leon Joubert's (Editor) very nice BMW CS coupe.



John Davis's speedy machine and his 911!

Once the excitement of finishing the rally had faded away we got down to a day of fine food and socialising. A good opportunity to relax, catch up with friends and hear how those Porsches have been performing. .



The BBQ team in action



A good day was had by all

The rally winners were announced to great cheer and fanfare. And the rally “masters” tried to explain their way out of a couple of tough questions from the floor!

Clubman of the Year and Club Champion were announced – Neill Daly taking out the northern Clubman of the Year award (again). In the south Charles Button was the well deserved winner of both Clubman of the Year and the Club Champion awards.



There were “lucky gate” prizes with a Porsche flavour for all who attended. Some very nice items and some well “it’s the thought that counts” things were taken home. Also this year there was a “major prize” lucky dip with a Porsche umbrella, Porsche towel and boxed Porsche DVD/book set on offer.

As the last of the Porsches headed home late in the day the forecast afternoon showers started, even the weather was kind to us!!

So that’s it, the 2007 PCT events season comes to a close. We hope you enjoyed the year and look forward to seeing you in the New Year.

Rob Sheers (PCT Vice President)

XMAS BARBEQUE AND AWARDS FUNCTION (VERSION II)

It started off as a fine day to be on the beach and when the Hobart contingent began gathering at Performance Automobiles from 10h00 to unravel Secretary McGuire's cryptic puzzles, the Boxster contingent was ready to take their tops off. President and Mrs. Pooley set the example in the immaculate black Boxster S, leading the field.



While the Southerners had a comparatively short distance to go (albeit hampered by McGuire's indecipherable "clues"), our Northern compatriots virtually had to make a straight run from Launceston to the seaside resort of Orford where John and Sue Davies provided the venue for the barbeque.



As can happen when you have a (literally) beachfront home like the Davies', morning tranquillity can often get displaced by a midday sea breeze (or mild hurricane) and the best intentions of a 'barbeque-by-the-seaside' were soon replaced by a 'barbeque-in-the-back-yard'.



Tranquility by the seaside – until the sea breeze arrived.

Quite how President Pooley fitted a 10x5 portable carport, two folding chairs and two cases of Pooley's Riesling and Pooley's Pino Noir into the Boxster we never found out, but it was all soon assembled thanks to many helping hands.



If I stand on this chair I think I can hit the Vice President on his head

Until the final results were announced, Charles Button was still not certain that he had won the Clubman of the Year Award and so when he saw James Barber at one of the barbeques he quickly borrowed the first apron he could find and took over at the other barbeque – without looking at the apron first.....



In the meantime Gerard McGuire found the size 38DD from Charles' apron....



It was a very enjoyable day with lots of gifts, fun, food, drink and great Porsche companionship for all to share, and our thanks go to the Davies' for their hospitality, Porsche AG and Performance Automobiles for the gifts, and everybody who assisted with the organisation and participated in the events of the day – and the VP for his event report which arrived after this was written!



Full results of the various competitions are published elsewhere.

Leon Joubert

CHRISTMAS RALLY / CRYPTIC DRIVE, 9th Dec.

Fourteen teams turned up in near perfect weather at Performance Automobiles to take part in the Southern prelude to our biggest day of the year. Instead of trunks full of food & drink, the most needed 'space- takers' were chairs, umbrellas and sunscreen.

Eleven unsuspecting teams including newcomers Barry & Suzie Smith in the lovely white Targa, first time entrants Ken & Naomi Paton & children in the lovely 'concourse winning' 993, Adrian & Heidi Richardson in the 'substitute' brighter than yellow Suzuki Swift, John Christie & the super confidant but slightly geriatric navigator Chas in the Speed Yellow nearly-new 997, Hans & Sheila Waldmann giving it a try in the new Cayman 'BUTZI' & the Davis siblings entering the Porsche subsidiary VW Polo.

Choosing wisely not to enter the fun & games were the Barrows, Doves, Jouberts & newcomers Kevin & Cheryl Robinson in their lovely blue Carrera RS Replica. A direct cruise to Orford via Banjo's in Sorrell may have been the wisest decision in light of the tricky instructions, which the others had to deal with. Immobiliser problems caused a disappointed Peter & Pele Richardson not to show up in the beautiful red 911. Guess there's always next year.

First away was the Christie/Button combo with Chas in the Navigators seat. Chas' trusty navigator Claire was 'ditched' for the day in favour of a chance for glory and a ride in John Christie's new, bright yellow 997. Such a shallow man(!).

Claire, the trusty navigator responsible for most of Chas' wins was later to have the last laugh as - you guessed it - *they came in stone last*.

Of course, the person one feels sorry for is John. We want to see you back again John. All navigators are really not as bad as Chas.

The President, at the First Lady's insistence, drove for once allowing Libby to show her stuff as a navigator (most likely contrary to John's wishes). The Richardson's in the Swift Suzuki were last to leave, and taking notice of the advice from the very popular Route Director, took time to work out the route *first*. These two teams certainly showed the rest how to do it, as demonstrated in the results below.

The Barbers, arriving first after missing a section of the course, are determined to stick to their day jobs. After seeing the spread and the location, who could blame them for being in a hurry!

Keith as usual blitzed most of the field, filling both the pilot & co-pilots job. The Harpers in the Boxster, along with the Sheers trio, were ever consistent but ultimately have decided to take up the Route Directors offer of cheap navigation courses.

THANK YOU ALL FOR MAKING THE DAY SPECIAL.

Comments from an anonymous contributor:

Is that perhaps why Chas was seen begging other contestants for a copy of their instructions. Alas - too late. GM had 'confiscated' them first.

New member Kevin Robinson was the first to correctly answer the question at the rally finish, "What cap was Gerard wearing at the Rally start?"

The answer of course was: "A Ford cap"

Kevin mentioned that he thought it was a bit rough wearing such a cap at a Porsche event. When asked by GM why he didn't say anything, he replied: "Well I didn't really know you well enough". Now that's very polite!

P.S. Eleven other Porsche teams didn't notice the purposefully 'out of place' cap.

Final Club Champion Points Tally

1	Charles Button	35
2	Stewart Harper	32.5
3	Rob Sheers	32.5
4	John Pooley	30
5	John Davis	30
6	Keith Ridgers	25
7	Gerard Maguire	25
8	Bruce Allison	15
9	Adrian Richardson	15
10	M @ K Parker	15
11	Wayne Bennett	10
12	Graeme Pitt	10
13	Neil Daly	10
14	R Barrow	10
15	Peter Dove	10
16	James Barber	10
17	Greg Zeuschner	10
18	Krista Allison	5
19	Rod Simpson	2.5

Well done Charles. A good result overall. The competition was tight and several members were in the running for top place.

Club Champion points are allocated as follows:

First	15 points
Second	10 points
Third	5 points

Final Clubman of the Year Points Tally

Southern

1	Charles Button	247.5
2	Rob Sheers	227
3	Keith Ridgers	216
4	Gerard Maguire	206
5	James Barber	138.5
6	John Davis	121
7	Stewart Harper	60
8	John Pooley	50
9	Philip Petersen	49
10	Andrew Forbes	45
11	Leon Joubert	45
12	Wayne Bennett	45
13	Bill McGowan	42
14	Ben Barber	35
15	Adrian Richardson	34
16	Rob Simpson	30
17	Peter Dove	30
18	Gary Cannan	27
19	R Barrow	21
20	John Christie	19
21	Paul Berry	15
22	David Cowles	15
23	Joe Hand	15
24	P Richardson	6
25	Hans Waldman	4

Many members scored points and the competition lead changed many times throughout the year. Well done to Charles, your commitment throughout the year lead to you winning. Again it's good to see that several members could have won.

Northern

1	Neill Daly	114
2	Michael Parker	95
3	Chris Berry	64
4	David Hannan	54
5	Bruce Allison	48
6	Greg Zeuschner	30
7	John King	30
8	Don McWilliam	24
9	Kerry Luck	16
10	Graeme Pitt	15
11	Steve Caswell	15
12	J MacKinnon	15
13	Krista Allison	15
14	Michael Drager	15
15	Michael Zeuschner	15
16	John Batten	15
17	Graham Walkem	15
18	Sinclair Berry	6
19	Alan Williams	4

Another tight fight with two main competitors for first place and several for runner up. Well done Neill your commitment enabled you to win.

Clubman of the Year Points are allocated as follows:

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

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

James Barber

2008
Club Champion Points Tally

1	Michael Parker	15
2	John Pooley	12.5
3	Adrian Richardson	12.5
4	John King	10
5	Rob Sheers	5
6	David Hannan	5

Last years Club Champion won with a score of 35. With Michael and his 356 sitting on 15 could we see the Club Champion trophy heading North? The PCT concourse event this year could prove very interesting given that John is in second place with 12.5 and he won the event last year with his 356, but then Michael didn't bring his, and knowing the condition of his 356, wow-wow-we-wha, we could see the battle of the 356's governing who becomes 2008s Club Champion! Or will Adrian prove that his Suzuki Swift has come to spoil the day, it got "Car of the Year" once, will it also become legendary in our hall of fame?

It's early days and already things look set for a hot competition. Look to the calendar and see when Club Champion points are on offer and get out there and mix it up.

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	Gerard Maguire	40
2	Charles Button	30
3	Rob Sheers	30
4	Keith Ridgers	15
5	James Barber	15
6	John Davis	15
7	Stewart Harper	15
8	John Pooley	15
9	Adrian Richardson	15
10	John Christie	15
11	Hans Waldman	15
12	Ken Patton	15
13	Barry Smith	15
14	Zac & Ellen Davis	15
16	Peter Dove	6
17	R Barrow	6
18	Kevin Robinson	6

We've just started and already three competitors are off to a flying start. With our first event for the year over it's great to see so many in the running. From Gerard's, Charles' and Rob's results you can see getting in and running, or assisting at an event, can be very rewarding. So can writing articles for "Flat Chat". So for those who want to hook-in and have a real go at winning, contact the committee and nominate to run an event or write an article for "Flat Chat".

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

2008
Northern Clubman of the Year Points Tally

1	Neill Daly	40
2	Michael Parker	15
3	David Hannan	15
4	John King	15

As the year gets off to a start Neill has taken an early lead. It's tight for the placings, and it's still anyone's race. As Neill's points show you can see getting in and running or assisting at an event can be very rewarding, so can writing articles for "Flat Chat". So for those who want to hook-in and have a real go at winning, contact the committee and nominate to run an event or write an article for "Flat Chat".

Check out 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) 6 Points
 - Taking responsibility for organizing and running a major¹ event and writing a report for inclusion in Flat Chat 40 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:
 - Full Day 15 Points
 - Half Day (min 2 hrs) 8 Points
 - Submitting an article for Flat Chat (min. 250 words) 15 Points
 - Submitting an article for Pit Torque 4 Points
 - Attending a monthly clubroom get-together 4 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.

Boxster RS 60 Spyder in Limited Edition

Stuttgart. Dr. Ing. h. c. F. Porsche AG, Stuttgart, is presenting a new version of the mid-engine Boxster sports car at the Bologna Motor Show in early December. In its colour, design, features and philosophy, the Boxster RS 60 Spyder brings back Porsche's motorsport era of the '60s: After countless class wins, the Porsche Type 718 RS 60 Spyder was able to take on and beat its competitors also in the larger engine categories, scoring its first overall victory in 1960 in one of the most prestigious long-distance races for the Manufacturers' World Championship in the important US market, Hans Herrmann/Olivier Gendebien winning the 12 Hours of Sebring in Florida.

Now the new Boxster RS 60 Spyder is taking up the momentum and purism of that so successful mid-engine two-seater racing car. The front end of this special model taken as a standard feature from Porsche's SportDesign Package distinguishes the RS 60 Spyder significantly from the Boxster S. A modified exhaust system made up of a sports exhaust combined with a dual tailpipe increases engine output to 303 bhp. Spacer plates move the 19-inch wheels in Porsche SportDesign into an even more prominent position in the wheel arches. Likewise featured as standard, Porsche Active Suspension Management (PASM) ensures both sporting and comfortable driving pleasure at all times.

Paintwork in GT silver metallic is further accentuated by its contrast to the natural leather interior in Carrera red and the roof also finished in red. As an alternative there is also the choice of dark grey natural leather in conjunction with a black roof.

The features and equipment of this special model are likewise very special and sophisticated: Door trim strips made of stainless steel proudly bear the "RS 60 Spyder" model designation, an extra-sporting gearshift lever, special surface grooves in the centre sections of the sports seats and the centre door linings as well as on the steering wheel rim and handbrake lever accentuate the sporting and exclusive ambience of the interior.

The design of the instrument clusters finished at the front in GT silver metallic is equally sporting and dynamic. With the binnacle otherwise positioned above the instrument cluster being dropped on this special model, the large central rev counter and the two circular dials at the outside add a unique and purist touch, presenting the exceptional flair of a racing car also in the cockpit.

This special look is further enhanced by other refined features such as the windscreen frame finished in black and red rear light clusters as well as the centre console, the rear sections of the seat backrests and the rollbars all finished in GT silver metallic and thus harmonising perfectly with the seat belts finished in silver.

Reflecting its model designation, the new Boxster RS 60 Spyder is limited to a Special Edition of 1,960 units proudly bearing a silver-coloured placard on the lid of the glove compartment.

Market launch of the new Porsche Boxster RS 60 Spyder is starting worldwide in March 2008. Including 19 per cent VAT and country-specific requirements, the retail price in Germany is Euro 63,873, the base price Euro 53,500. Ends.

Regular readers of "Flat Chat" may recognise that the Boxster RS 60 Spyder was first invented by your Editor in collaboration with Club President John Pooley, as long ago as April 2005. Our intellectual property rights are verified by the accompanying photographs of the first prototypes taken outside the Governor's residence in Hobart.

We have not yet consulted with Porsche about our pending copyright claims, but have taken our old lecture notes on "Intellectual Property Rights" and our copy of Latimer's Australian Business Law out of the book case. Restitution with an out-of-court settlement in the form of a 2008 Boxster RS 60 Spyder will be favourably considered.....



Outside the official residence of the Governor of Tasmania: April 2005.

Leon Joubert.

The Schlumpf Ratio

From your European Correspondent...

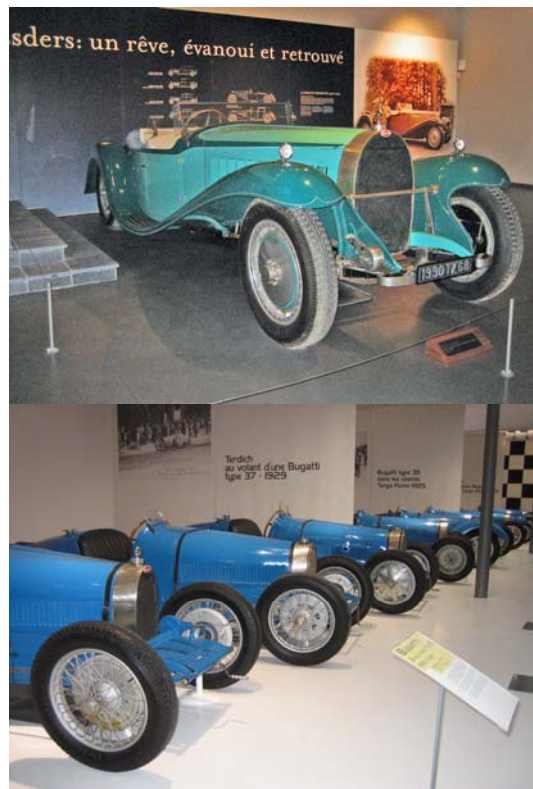
Late this summer Carolyn and I ventured into the South of France. Yes, I know all about the health warnings; high fat content fresh cheeses, chocolate-laced breads, inexpensive wines, cream-laden sauces, but we were prepared to run the risks. To train properly for the experience, we put in many hours of work at the gym, in local (Viennese) French restaurants and bakeries (well, 10% gym, 90% restaurants and bakeries), so by the time we left Vienna in late September we felt we could handle anything the French could serve up. Allowing several days to reach Provence, we drove in stages, westward through Austria, across the southwestern corner of Germany and entered France through Alsace. We stayed in Chamonix in a hotel with a clear view of Mont Blanc, so in the evening, after a few delightful Gwurtztraminers, we decided to ascend the great white mountain. Wisely, we left the actual deed until the following morning.

Now if we had done 90% gym and 10 % restaurant training, we might have trekked up, but... there's an easier way. A wonderful, spacious, swift cable car propels you to very nearly the top in a matter of minutes. What a view! I could write superlative-filled pages describing the spectacular glaciers that clothe that the mountain's massive shoulders, the sheer black rock faces that defy gravity and pierce the snowy mantel, but you might say, "thanks for such a vivid description... I don't need to actually go there after all". So I'll err on the side of brevity and hope that will encourage you to go some day to Chamonix to fill in the picture for yourself. Suffice to say, the view is much better from the top! And, in the best European fashion, you can relax in an eagle's nest of a restaurant near the peak and enjoy the unparalleled views while you dine!

After an equally rapid cable car descent to the valley and reality, we set off next day for Mulhouse (pronounced mooloos), as I had cleverly, not-so-subtly persuaded the chief navigator, Carolyn, to make a stop at the National Automobile Museum of France, which houses the Schlumpf Collection, the world's largest collection of Bugattis. By any standard the museum is large (437 cars on display, plus 120 in reserve), but the number of Bugattis under one roof is staggering (123).

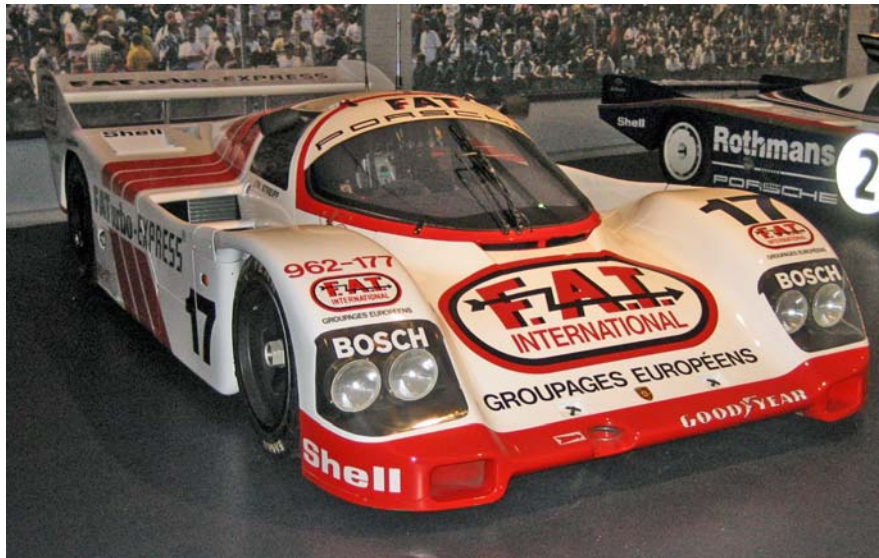
There are two 12.7 litre Type 41 Royales (one third of the total of six ever produced) that stand majestically over their smaller siblings, the famous Type 35 and 37 racing cars that established Bugatti at the top of the motorsports world.

There is also the spectacularly unsuccessful 1955 Type 251 Grand Prix car, a last-ditch effort that was abandoned in 1956. Fritz Schlumpf started collecting in 1960 with 10 Bugattis and 30 other assorted prestige makes, and in seven years amassed 105 Bugattis, buying from all over Europe and the Americas. By 1979, however, the wealth derived from the Schlumpf brothers' (Fritz and Hans) textile empire disappeared as the business collapsed into bankruptcy. The fabulous collection was acquired eventually by the nation and is now protected from sale or dispersal, as part of France's rich industrial heritage.



The red brick woollen mill that underpinned the Schlumpf brothers' ability to build the collection is now totally restored and is a fitting home for the magnificent cars. In addition to Bugatti, there are Mercedes-Benz, Rolls Royce, Hispano-Suiza, Maserati, Panhard-Levassor, Darracq, Clement-DeDion, Serpollet, George Richard, Renault, Peugeot, Ferrari and Porsche (I saved the best for last!). I photographed every one of the Porsches on display, so I can attest to the fact that there are only six. However, what fine examples of racing Porsches they are:

- 1968 908LH, 2997 cc, 8 cyl, 350 hp, 320 kph
- 1976 935, 2857 cc, 6 cyl, 590 hp, 340 kph
- 1982 956C, 2649 cc, 6 cyl, 620 hp, 350 kph
- 1988 Monoplace CART Type 2708, 2.7 litre, 8 cyl, 720 hp, 360 kph
- Two 1991 962C, 2994 cc, 6 cyl, 600 hp, 365 kph



My favourite is this 962C, which ran at the 24 Heures de Le Mans in 1991, the last year that Porsche entered the great endurance race.

You might have wondered about the title to this article, the Schlumpf ratio. I've invented it to represent the ratio of the number of Porsches to Bugattis in an automobile museum. For example, the Schlumpf ratio in the Mulhouse Museum is $6\text{Porsche}:123\text{Bugatti} = 0.05$ (not so good). Mercedes does better, $30\text{Mercedes}:123\text{Bugatti} = 0.24$. A Schlumpf ratio greater than 1 would be good. I can't wait to visit the new Porsche museum in Stuttgart due to open in 2008, where I expect the Schlumpf ratio to be $80\text{Porsche}:0\text{Bugatti} = \text{infinity}$!

For the moment though, Bugatti gets the last word. The Schlumpf museum currently features the latest creation with the almost-as-famous-as-a-Porsche Carrera-name, the Bugatti Veyron.



Its statistics are impressive: 7993 cc, 987 hp/736 kW, W16 cyl, 4 turbos, 408 kph. Two other statistics are scary: price US\$1.3M, fuel consumption 40.4 L/100 km (5.82 mpg) in city driving and 24.1 L/100 km (10 mpg) in combined cycle, definitely not a clean green automobile!

For that price and less greenhouse impact, one could own and run a whole fleet of Porsches, including a Carrera GT!

p.s. don't leave your 356 out in the rain too long – it could end up looking like this one...



Cheers, Andrew Forbes

PIT TORQUE

The results for the Pit Torque question in the October edition of Flat Chat:

The question was: "What is the approximate weight of a Porsche type 205?"

The correct email entry was received from Rob Sheers.

The correct hard copy entry was received from Michael Parker.

Well done to both Rob and Michael who received 10 Clubman Points each for their efforts.

The answer was: The Porsche 205 was a World War II German super heavy tank. The basic design was known as the VK7001 Porsche Type 205.

It was suggested by Ferdinand Porsche to Adolf Hitler in June 1942, who subsequently approved it. Work on the design began in earnest; the first prototype being built in 1943.

A total of 9 Type 205's were in various stages of completion when the war ended, with 2 being completed. The MAUS, as it was also known, would have had a crew of 5 or 6 and a total production of between 150 and 200 was planned. However, World War II finished and the envisaged production figure was never achieved.

The question for this edition of Flat Chat is a cryptic one. This will give those members who do not have access to the internet a chance to gain some Clubman Points.

The question is: What do the following numbers and letters represent?

16 15 18 19 3 8 5 I K K

Remember that the results from this question will go towards the 2008 Clubman Points Award. 10 Points will be awarded to each of the first email and hard-copy recipients of Flat Chat who come up with the correct entry. Answers to Charles Button 0418 126 450 or charles@button.id.au

Famous last words by our Christmas Rally Director, Gerard Maguire.

"We've decided to make the trip as enjoyable as possible and remove the "navigation bits".

He just can't help himself, can he?

Porsche Sets New Records

Stuttgart.

Porsche Automobil Holding SE, Stuttgart, is looking back at a most successful year of business of its wholly-owned subsidiary Dr. Ing. h.c. F. Porsche AG in 2006/07. Both revenues and sales as well as earnings reached new records. The significant improvement of the Group's result from Euro 2.110 billion in the previous year to Euro 5.857 billion in the year under report is also attributable to the very positive effects of stock option transactions amounting to Euro 3.593 billion. The re-valuation of the stake in Volkswagen also results in a one-off addition to the accounts of Euro 520.8 million. The earnings attributable to Porsche from the stake in Volkswagen AG of 22.5 per cent at the end of the business year amount to Euro 702.4 million.

The result of the operative business of Dr. Ing. h.c. F. Porsche AG developed very positively, improving once again and thus reaching yet another new record. Porsche has capitalised on this excellent development, further enhancing the Company's risk-conscious accounting policy to an even higher standard within the limits allowed by law. Precisely this is why compared to the previous business year additional development expenditure in the high three-digit million-Euro range was incurred on the Panamera, Porsche's fourth model series, and on hybrid drive.

The contribution of currency hedging transactions in the US dollar is once again positive, but no longer reaches the previous year's level.

Dividend payments to shareholders up 145 per cent

The Group's annual surplus (earnings after tax) increased in the period under report to Euro 4.242 (previous year: Euro 1.393) billion. Earnings per share are Euro 239.80 (Euro 78.10) per common share and Euro 239.86 (Euro 78.22) per preferred share. Since Porsche's shareholders are to participate in this excellent development, the Annual General Meeting to be held in the Porsche Arena on 25 January 2008 will be advised to increase the dividend to Euro 6.94 (Euro 5.94) per common share and Euro 7.- (Euro 6.-) per preferred share. In consideration of the high, one-off earnings, the Annual General Meeting will also be advised to endorse a special dividend of Euro 15.- (Euro 3.-) on each common and preferred share. This would increase the total dividend payment to Euro 384.5 (Euro 157.-) million, up by 145 per cent.

General Meeting deciding on share split

To improve tradability of Porsche stock for the private investor, the General Meeting will furthermore be advised to endorse a 1:10 share split together with a re-classification of the Company's stock capital: The stock capital of Porsche Automobil Holding SE is currently Euro 45.5 million and is split up into 8.75 million common and 8.75 million preferred shares. To ensure that the calculatory value of each share in the stock capital is Euro 1.- following the share split, the stock capital is to be increased from profit reserves to Euro 175 million and subsequently re-distributed as 87.5 million common and 87.5 million preferred shares. As a result, each holder of one existing common or preferred Porsche share would hold ten shares of the respective category in future, with the share split, again in mathematical terms, reducing the stock price to one-tenth of the current price, without affecting the overall value of the shares held by shareholders.

Sales and revenues above the previous year's figures

A retrospective look back at the 2006/07 year of business as a whole shows very positive results: Delivering a total of 97,515 cars to customers, Porsche once again set up a new sales record, up 0.7 per cent over the previous year's figure. Group revenues increased by an even greater margin of 3.4 per cent to a new all-time high of Euro 7.37 billion. This success is attributable to the further improved product mix, with greater sales of high-value cars such as the new 911 Turbo than in the previous year of business. The new Cayenne with its fuel-efficient power units for enhanced fuel economy likewise received a very positive response from customers the world over.

Production of the 911 reaches record level

Reaching a total of 101,844 units, production was almost the same as the 102,602 units built in the previous year. Production of the 911 model series at the Zuffenhausen Plant amounted to 38,959 cars, more than ever before. Production of the Cayenne model series at the Leipzig Plant amounted to 36,169 units, while production of the Boxster model series – which also includes the Cayman models in Finland – reached the figure of 26,712 cars. Headcount within the Group was up 1.6 per cent to 11,571 employees.

Outlook: growth continuing in markets of the future

Focusing on the 2007/08 business year, which began on 1 August 2007, Porsche is confident that the Company will maintain its successful development. This is already confirmed by the development up to mid-November, indicating that revenues will increase to approximately Euro 2.36 billion by the end of the first four months of the year. Compared with the previous year's figure of Euro 2.06 billion, this would equal an increase by 14.7 per cent.

Sales showed a similarly positive development, with the sales volume in the first four months expected to increase 18.4 per cent to approximately 30,700 cars (previous year: 25,939 units).

Out of Porsche's three model series, the Cayenne is accelerating fastest in the market, with sales expected to increase by 76 per cent to approximately 13,400 units. This clearly confirms great customer interest in the new Cayenne, although the previous year's figure of 7,608 units was also a result of the discontinuation of the first generation of Porsche's Sports Utility. The 911 is expected to increase to a sales volume of 10,800 units by the end of the period under report, up at least 3 per cent over last year's very high figure of 10,469 units. The Boxster model series, finally, including the Cayman, will decrease in sales by 17 per cent to some 6,500 cars.

The increase in sales in the various regions differs from case to case. In North America sales are continuing to grow, with an anticipated increase of 13.7 per cent to 10,750 units. Germany shows a slight increase to approximately 3,950 cars. The other world regions are growing significantly in the first four months of the current year of business by more than 26 per cent, accounting for sales of approximately 16,000 units.

In all, Porsche intends in the 2007/08 business year to maintain the high level of sales in the previous year. This sales volume will also come from new models such as the particularly sporting Cayenne GTS, the 911 Turbo Cabriolet and the 911 GT2, and from the Company's ongoing growth in the future markets China and Russia.

Ends.

Keeping The Faith

What follows is not restricted to the type 356, but has ramifications for all Porsches, but particularly older models.

Engine Oils

Just as petrol has been reformulated, removing lead and adding ethanol, so have motor oils and other lubricants been changed to meet today's market needs.

A recent article published in the 356 Registry magazine (US Ed) highlighted the effects of the changing properties of engine oils and their effects on the 356, or any other pushrod Porsche.

Specifically they were referring to the reduction of "ZINC" in the oils, because of the damage caused to catalytic converters in modern vehicles. Zinc (ZDTP Zinc di-thiophosphate) is necessary in pushrod engines as it forms a cushion/ lubricant for the cam lobes, pushrods, and tappets. Reducing Zinc can cause excessive wear to these components very quickly.

The reduction has led to a re-classification of the API standards. Zinc reduced oils are known as API-SM, the others as I understand it are API-SF,SG,SJ and SL. I am sure there is a lot more to add, but hopefully you will get the idea. The above seems straight forward enough, until you check out your favorite oil and find, as I did, that the numbers/codes didn't match and there was no mention of Zinc content or any other properties either.

Personally I like to stick with one brand/type of good quality oil in all of my cars, and to that end I asked my mechanic which he recommended for the 356. His answer was Penrite HPR-30, and I have been using it ever since.

However after reading the article I thought it wise to find out if this oil meets the standard. Looking up Penrites' web site, along with a number of others, gave me the answers. Penrite was very good, yes HPR-30 is ideal for the 356 (contains the required level of ZINC) but in addition I also found a technical bulletin No85 May 2005 called "Myths and Legends 1, Zinc, Diesel Oils and API. (Impact for older cars).

This article is very informative and well worth the time to look it up, explaining all. In addition it, and other technical articles, advise what oils to use in any model including Porsche, and why.

Information like this pops up occasionally, and is a reminder that whatever model Porsche we own, oil is the vehicles life blood. This is especially true for air cooled models as the oil is also meant to cool the engine.

I should add here that, I do not work for Penrite nor do I have any shares in the company (!). I am also sure that if you dig deep enough you should be able to get the answers from the oil company that you favour.

The point of this article is more to encourage people to check whether the oil you are using is the correct one. Do you know what oil your service agent is using?

The 356 is now between 59 and 42 years old, and the oldest 911 is in excess of 40 years, and oils recommended 40, 30, or 20 or even 10 years ago are no doubt out of date. Changing market and environmental needs will mean that this subject will no doubt pop up again.

Penrites web site is(www.penriteoil.com) you will also find a telephone number if you would like to discuss this, or any other relevant topic with a technical advisor.

Keep the Faith .

Michael.

PS Leon, the attached photograph is a modified 356 GT.



TAILPIECE

Letter To A Porsche Owner

Dear Walter:

I hope you can help me here. The other day I set off for work leaving my husband in the house watching the TV as usual. I hadn't gone more than a mile down the road when my engine conked out and the car shuddered to a halt. I walked back home to get my husband's help. When I got home I couldn't believe my eyes. He was in the bedroom with a neighbour lady making passionate love to her. I am 32, my husband is 34 and we have been married for twelve years. When I confronted him, he broke down and admitted that he'd been having an affair for the past six months. I told him to stop or I would leave him. He was let go from his job six months ago and he says he has been feeling increasingly depressed and worthless. I love him very much, but ever since I gave him the ultimatum he has become increasingly distant. I don't feel I can get through to him anymore.

Can you please help?

Sincerely,

Mrs Sheila Usk

Dear Sheila:

A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the jubilee clips holding the vacuum pipes onto the inlet manifold. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the carburettor float chamber or fuel injection system.

I hope this helps.

Walter

* A couple of late arrivals at the Xmas BBQ were seen emerging from the Orford pub. The explanation they offered was that they were checking the phone book for winery names!

* Well done to Tracey Button (now our resident Queensland member). A creditable performance at the Mount Bulla Sprints as co-driver in a 968 with Kurt Brockleman and a 24th outright placing in Classic Adelaide with Phil Verwoerd in a genuine '73 RS 911.



Charles Button: PCT Club Champion 2007

FOR SALE

* CARRERA 911 CUP WING (RED)

* NEW CONDITION (NOT USED)

* 91 - 92 MODEL

* \$600.00

PHONE : STEPHEN GIBSON 0418 130 131

