



Porsche Club

T a s m a n i a



FLAT CHAT

OCTOBER 2019



Stealth Missile

ISSUE 67/2019



Quarterly Newsletter of the Porsche Club of Tasmania

A CAMS Affiliated Club

Honorary Life Member – Klaus Bischof (2010)

Life Member - Leon Joubert (2013)

Club Honours - John Pooley (2016) Rob Sheers (2016)

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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:

Hobart: At 7.00 pm (Committee) and 8.00 pm (Members) on the 3rd Tuesday of every month at the Civic Club, 134 Davey Street, Hobart.

Launceston: At 9.00 am on the 3rd Sunday of every month at the Blue Cafe, Invermay Road, Inveresk.

OCTOBER EDITORIAL

Elon Musk of Tesla and Space-X fame (and batteries for South Australia) is known for his somewhat flamboyant claims and comments. But I can't fault his name for the "go-faster" setting on his Tesla S P100D saloon: "Ludicrous".

Select "ludicrous" and press the accelerator button and 780 bhp will wrap your insides around your spine as the car shoots to 100 km/h within 2.5 seconds.

Silently.

Jaguar's I-Pace is a big electric SUV. It has a mere 400 bhp from its electric motors and weighs 2.2 tonnes but still does the 0-100 km/h sprint in 4.5 seconds. Also silently, and quicker than many Porsche Boxsters.

Soccer Mom's new all electric Hyundai Kona EV has a comparatively weedy 200 bhp and hence needs 7.5 seconds to get to 100 km/h after exciting the school car park.

Also silently.

None of us who have ever used electric tools or played with slot cars should be surprised by this near instantaneous power-up, and the flat torque curves of electric motors.

Since slabs of lithium ion batteries are now readily available to fit into cars, some designers are already planning 1 000 and 2 000 bhp cars that can smear anything loose over the insides of their rear windows when you accelerate full bore.

This month Porsche joins the ever expanding choices of near silent and very fast accelerating battery/electric cars with its 4-seater Taycan. Sensibly, the top performing Taycan makes do with a quite adequate 600 bhp.

Being a Porsche, it is guaranteed that the Taycan will also be able to stop, go, and turn, and will be manufactured with the same exemplary safety and quality of all its kin. Prowess in traffic light grand prix is not a major goal it will strive to achieve.

But that is clearly not going to be the case with many other battery/electric cars and the question could be posed whether we may be heading towards a future where near silent missiles will regularly launch from our urban parking lots and traffic intersections?

Given our ageing demographic with reduced hearing ability, and a younger demographic that walks into light standards while engrossed in their 'phone texting, one can only hope that there is not a conflict brewing between unwary pedestrians and near silent mobile assassins.

Maybe the slightly exuberant exhaust note that emanates from your Boxster , 911 SC, 944 or GT3 is not quite the irritant that some Mother Grundy may think it is?

In the near future the delightful sound of your iconic Porsche ICE engine may even become a potential life saver.

For the sake of all humanity - please take good care of it.

Leon Joubert

Editor

joubertaus@gmail.com

THE INSIDE LINE - PRESIDENT'S PERSPECTIVE

Following on from my Report to the AGM, in relation to a proposed subsidy for our annual "President's Dinner", I can now confirm, at our last Meeting, your Committee approved a subsidy of \$50 each, or \$100 per couple, for all attendees. This, in effect, represents a full reimbursement of your yearly Membership fee, per family.

In addition & as a further material benefit for Members, the Committee also approved a subsidy of \$50 each, or \$100 per couple, for our upcoming Christmas Lunch.

I am sure you will agree, these subsidies represent tremendous value & return for your PCT membership & follows on from our recent major subsidy a few months back, for the Driver Training Day at Symmons Plains.

If anyone else would like to join us on 19 October at Stewarts Bay Lodge, there are still places available for the Dinner. If you require accommodation, I understand there may still be a few Cabins available, but you will now need to book direct with the Lodge.

As previously advised, the Club has been wanting to update our Constitution to better reflect modern rules & standards. The Committee has commenced this process & a draft first copy of a new Constitution is now before us for consideration. I will keep you informed as this progresses.

In October, I will attend the National Porsche Presidents' Meeting in Melbourne to represent PCT. This get together is a forum to update the Clubs on current issues. The Meeting is to be held at Porsche Centre Melbourne & will be conducted by Porsche Cars Australia ("PCA"). On behalf of our Club, I have submitted a range of Agenda items for discussion & specifically, for those items targeted towards our Members, I have asked PCA to advise / clarify:

- Porsche has achieved significant growth in Tasmania over the past few years & PCT has been a model Ambassador for the Brand & our local Dealership. In return, what can / will PCA offer to help our Club in future, with Driver Training & Events in the State.
- Due to the tyranny of distance & cost for Members of all Australian Porsche Clubs to travel to Germany for Factory & Drive Events, can we obtain some clarification on availability & particularly some priority access for our Members.

I will advise the outcome in due course.

Regards

Kevin Lyons
PCT President



President's Report 2019 Annual General Meeting of the Porsche Club of Tasmania

Our Club is now in its 18th year & is approaching a base of 200 members. We are Club No 201 in the worldwide Porsche community of approx 675 Clubs. The combined membership of all Clubs is in excess of 250,000 members & PCT is an integral part of the biggest, single make Car Club in the world.

On the International scene, Porsche has achieved enviable status in Motorsport, sweeping all before it. This success, knowledge & reliability is passed down to the prestige range of motor vehicles available to the consumer. One only has to look locally at the ever increasing numbers of Porsche vehicles, particularly Macans, on local roads, to gauge the impact the brand has. The soon to be released electric Porsche, the Taycan, is expected to have a major impact on the international motoring scene.

Locally, the Club is enjoying rising membership numbers, with enthusiastic support for our diverse range of events. Your support is appreciated & demonstrates we are on the right path & catering for your interests.

Very positive feedback about our Club is continually received locally & particularly from Porsche Cars Australia & the Porsche community in general. In view of our growing links with other Clubs, we have two interstate Porsche Clubs visiting us in November (NSW) & April (Vic). More about this will be broadcast via our Social Event Directors, in the near future. PCT Members are invited to actively participate in the events surrounding the respective visits.

From a very average financial position a few years back, your Committee has ensured the Club is not at any financial risk & we now have a sound cash position, which will enable us to promote & subsidise more Social & Motorsport events, for the benefit of our Members.

Our major upcoming Social Event is the Annual President's Dinner, which this year will be held at Stewart's Bay Lodge, Port Arthur. We have huge support for this function, which the Club will subsidise. It is not too late to book & join in with other Members for a great night out.

At this time, we can reflect on a hugely successful year for the Club, where one of our significant achievements included breaking down the social barriers of us being seen as a "boy's club" & engaging fully with our female members, by giving everyone equal status & voting rights.

Support at Committee level ensures all positions have been nominated for at the AGM & if we have your continued support, we intend to drive the Club into the future on a sound financial footing & create Events to meet the expectations of our diverse interest group.

Kevin Lyons

President PCT

THANK YOU

Long-long ago , at the request of John Pooley, I coined the name “Flat Chat” for our first PCT newsletter and started putting it together. At first monthly, later quarterly, at first printed, later only as an emailed .pdf.

On several occasions I took a rest break from the task and got terrific support from other members (notably Andrew Forbes) who stepped into the breach for a while.

Six years ago your Club finally succeeded in leaving me at a complete loss for words. It awarded me a Life Membership. I have rarely been so honoured and humbled.

As you know, I have again requested a break from the Editorial role from January 2020.

I remain happy to assist or contribute where I can, if asked, but I believe that Flat Chat needs an editor who is probably a better aligned with all the new developments at Porsche as well as our expanding and wider ranging Club activities.

History teaches us that if you don't evolve you run the risk of becoming extinct. Something neither our Club nor Flat Chat desires.

Compiling and editing Flat Chat over the past 16 years has been an enormous privilege and pleasure.

I sincerely thank you for your support and your many, many excellent contributions. Please keep it going and remember it is *your* newsletter that will only survive with *your* participation.

Leon Joubert



NEW MEMBERS

The Club extends a very warm welcome to the following new members.

Grahame and Anne Vaughan

Porsche 911

As of 30 September total primary membership was 103 members.

Including partners and eligible dependants, membership stands at 192 members.



Porsche Club

T a s m a n i a



CALENDAR OF EVENTS

2019/2020

October Motorsport Event, Barrington Hill Climb (NWCC), Saturday 5th

PCT Club Championship Event

President's Dinner, Stewart's Bay Lodge, Saturday 19th

Northern Group, EMR, Sunday 20th

November Southern Group, EMR, Sunday 3rd

PNSW Dinner, Ball & Chain Restaurant, Saturday 9th

Motorsport Event, Hill Climb (PCT), Baskerville Raceway, Sunday 10th

PCT Club Championship Event

PCT Tour – Grampians/Barossa Valley/ Great Ocean Road, Friday
15th – 24th

Northern Group, EMR, Sunday 17th

December PCT Christmas Lunch, Red Feather Inn, Hadspen, Sunday 1st

Northern Group, EMR, Sunday 15th

2020

April PCV/PCT PW1 Car Display/Dinner Salamanca Inn, Saturday 18th

Compiled by Bob and Dimity White : pct.events@outlook.com

PCT Southern Points

JOUBERT	Leon	190
WHITE	Bob	165
WHITE	Dimity	160
DENNY	Colin	150
KOVACIC	Todd	140
FORBES	Andrew	125
LYONS	Kevin	110
MOODY	Milton	90
McGREGOR	Chris	85
POWE	Michael	80
HAND	Joe	70
DAVIS	John	65
CATCHPOLE	David	45
POOLEY	John	45
FINLAY	Bruce	40
MORRISBY	Cam	40
RIDGERS	Keith	40
TUCKER	Paul	40
WILSON	Chris	40
POOLE	Ivan	35
ARNOLD	Mick	30
HOBDEN	Michael	30
VAN EMMERIK	Andy	30
BURGHART	Yogi	25
JUBB	Paul	25
SHEARER	Brian	25
BERRY	Paul	20
BORCH	Michael	20
FREE	Brett	20
GEORGE	Kathy	20
STOVE	Keith	20
WHITE	Farrel	20
CARTWRIGHT	Ruben	15
SPRIGGS	Garry	15
BARR	Hamish	10
BEHRAKIS	Dennis	10
ELKERTON	John	10
JOHNS	Vicki	10
PRITCHARD	Michael	10
SKINNER	Marcus	10
WALPOLE	Chris	10
WANG	Sijia	10

PCT Club Award Points to end September**PCT Northern Points**

HAWORTH	Peter	240
LUCK	Kerry	135
HAWORTH	Dianne	80
PARSONS	Phil	75
BOWEN	Mathew	70
WELSH	Stephen	70
ALLISON	Bruce	65
PITT	Graeme	65
ZEUSCHNER	Greg	65
FROUDE	Simon	60
JOHNSTONE	Keith	50
CABALZAR	Erica	45
SPINKS	Anthony	45
ZEUSCHNER	Michael	45
LAVERACK	Martin	40
PITT	Honni	40
FRITH	Philip	35
SHAW	Timothy	35
BUCKNELL	Sam	30
LEE	Ian	30
McCAFFERTY	Phil	30
OLIVER	Tony	30
WELSH	Karen	30
BOOTH	Charles	25
DIXON	Darren	25
McCRAE	Alister	25
TEDESCHI	Pino	25
BRUNACCI	Jenny	20
NORTON	Ralph, Sue	20
CLARK	Fiona	15
JONES	Rob	15
NUNN	Pete	15
SYMONS	Michael	15
BROWN	Gavin	10
NWABA	Albert	10

PCT Club Champion

NUNN	Pete	20
LUCK	Kerry	13
JOHNSTONE	Keith	6
FORBES	Andrew	5

Porsche Club of Tasmania Club Award Scoring

Event Type	Examples	Points
Competing in a PCT event (Note that all competitors must have full membership to obtain these points).	Events vary in length but all will attract the same Club Award points unless otherwise advised.	15 pts - full participation 10 pts- half day attendance 5 pts - attending, not competing
Organising or running a major event (without a <i>Flat Chat</i> report)	Major events that last a full day and take considerable time to set up	30 points
Organising or running a minor event (without a <i>Flat Chat</i> report)	Smaller events such as a BBQ or social drive that may only go for a few hours	20 points
Assisting with running an event	Assistance either prior, during or after the event	15 points
Committee meetings & club room get-togethers	Open to all members	5 points
Editorial work, submitting articles more than 250 words or photographs for <i>Flat Chat</i>	Editorial Work First article Second article Third article More than 3 photos Input from President, VP and editor	30 Points 10 points 15 points 10 points 10 points Nil points
Competitor Award (Club Champion)	Placegetters based on CLASS Placegetters based on entire FIELD Competitive event organisers who are unable to compete	1 st place 15 points 2 nd place 10 points 3 rd place 5 points 1 st place 5 points 2 nd place 3 points 3 rd place 1 points 5 points

Ferdinand Piech died unexpectedly on 25 August 2019 aged 82. He had been out to dinner with his wife Ursula when he fell ill and passed away in hospital shortly thereafter.

It is fair to say the Ferdinand Piech was a true descendant of the Porsche sports car and engineering bloodline established by Ferdinand Porsche. He may also have been the last of his kind.

In 1999 Ferdinand Porsche was voted “Car Engineer of the Century”. His grandson, Ferdinand Piech was voted “Car Executive of the Century” and was later also inducted into the [Automotive Hall of Fame](#) in 2014.

In July 2009 I wrote an article for “Flat Chat” about the amazing Dr Piech. Here are some updated extracts from it.

Leon Joubert

THE GRANDSON WHO WOULD BE KING

In 2009, after several decades of exceptional financial performance - some of it also due to financial investments and speculation - the Porsche car company emerged as the proverbial “Mouse That Roared” and set about trying to capture the Cat – the entire Volkswagen Group.

That objective was later abandoned and reversed when Volkswagen, under the Chairmanship of Ferdinand Piech, who was then also a major Porsche shareholder, ended up controlling Porsche.

Piech quickly made it clear that he intended to make his influence count, which included top management and policy changes at Porsche.

From 2009 to 2015 Porsche’s CEO office saw the coming and going of Wendelin Wiedeking, Michael Macht, Matthias Muller and (still there) Oliver Blume.

However 2015 was also a landmark year for Ferdinand Piech and Volkswagen when Piech demanded the resignation of Martin Winterkorn (a former protégé) as CEO of Volkswagen Group but was surprisingly overruled by the rest of the supervisory board.

Piech then resigned as Chairman of Volkswagen, and two years later (2017) sold his 14.7% stake in Porsche SE - the company that actually owns 52% of Volkswagen - to other family members. With that, Ferdinand Piech (80) effectively left the public face of the motor industry.

But who was this Porsche family member , grandson of the legendary founder of Porsche, who played so many key roles in the worldwide motor industry and could influence the policies of major motor companies to such an exceptional extent?

Early Years

Ferdinand Karl Piech was born April 17, 1937 in Vienna, Austria.

His father was Anton Piech, the lawyer who played a major role in the establishment of the Porsche dynasty under Ferdinand Porsche, as well as its post-war resurrection. His mother, Louise, was Ferdinand Porsche’s daughter, the sister of Ferry Porsche.

Along with Ferdinand Alexander (Butzi) Porsche, Piech was a favourite grandson of Ferdinand Porsche.

“Butzi” Porsche was apparently not academically inclined but a very capable designer and is often credited with the shapes of both the iconic Porsche 911 and 904 models. He founded a specialist design company under the Porsche name but thereafter had little to do with the motor industry. He died in 2012.

Ferdinand Piech was a very different person

Piech graduated from the Swiss Institute of Technology in 1962 with a Masters degree in mechanical engineering based on a thesis for the design of a Formula 1 engine.

From 1963 to 1971 he worked at Porsche, primarily in the motor sport division.

Piech has been variously credited with everything from the design of the 904/906, development of the six cylinder 911 engine, and the design of the 908 and 917 racing cars and their engines, and was certainly respected for his engineering ability.

There is no doubt that he had an important influence on Porsche’s motor sport activities during some of its most successful years, and that a substantial amount of those motor sport achievements also rubbed off on the production car business.

Piech clearly inherited his grandfather’s demands for engineering excellence. He was even reputed to have crawled under the 917 with a magnet to search where potentially excess metal could be removed.



Piech (right) with Gerhard Mitter at the presentation of the Porsche 917 in 1969

Leaving Porsche

In 1972 the members of the Porsche family decided that they wanted to avoid potential family conflicts and created a public limited company (AG) instead of the limited partnership that had previously existed.

The new company would be run by professional managers while the family owners sat on a supervisory board. That prompted the 35-year old Piech to leave Porsche and set up his own engineering consultancy firm.

Piech’s most notable achievement during this consultancy interlude was the design of a successful 5-cylinder in-line diesel engine for Mercedes-Benz.

He did not stay in the consultancy business very long because by the end of 1972 he was in a new full-time job with Volkswagen-owned Audi in Ingolstadt. (Where the 5-cylinder inline engine design would soon materialise again).

A mere three years later Piech was put in charge of all technological engineering at Audi.

By 1983 he was the Vice-Chairman of Audi.

By 1988 Ferdinand Piech became the Chairman of Audi.

Resurrecting Audi

The years following Piech's arrival at Audi would see a number of major innovations and a dramatic turnaround by a company once regarded by many as heading for extinction.

Piech's 5-cylinder engine design soon made its appearance in Audis and with turbo-charging and all wheel drive (developed from the VW Iltis military vehicle), was successfully employed by Audi in passenger cars and used in a very successful World Rally Championship programme with the Quattro coupe.

Piech and Walter Rohrl with the WRC winning Audi Quattro. (Right).



Dr. Ferdinand Piech with Walter Rohrl during Audi's 1980s rallying efforts (photo: Audi Tradition)

Audi Club North America

Aerodynamics and alloy construction became important concepts and in 1988 the all-wheel drive Audi V8 luxury saloon was launched, aimed directly at BMW and Mercedes-Benz.

Audi's new slogan became "Vorsprung durch Technik" loosely translated as "Advancement through Technology" and, more importantly, Audi grew to become a realistic competitor in the luxury car market by the 1990's.

In 1994 Audi launched the aluminium-bodied Audi A8. It was also well ahead of its time but another brave step in the advancement of technology.

While driving technical innovation, Piech also developed a fierce reputation for cost control.

He was generally credited with having a major input in the implementation of platform sharing between products of the main Volkswagen group and its subsidiaries Audi, Skoda and SEAT. A policy which is now common VW group practice.

Piech even became implicated in the infamous move by GM's cost-cutting expert Jose Ignacio Lopez to Volkswagen in 1992, and the subsequent successful legal claims by General Motors of the theft of intellectual property by Lopez.

Having risen to the Chairmanship of Audi, Piech continued with his rapid and remarkable ascension in the global motor industry.

In 1993 he was appointed CEO and Chairman of the entire Volkswagen Group.

Piech and Volkswagen

Looking back on his tenure at Audi, Piech could point to a sales increase of 25% for Audi by 1995. The company was now selling over 450 000 cars a year.

At Volkswagen he promptly declared the aim of making it the most profitable car company in the world.

Though Volkswagen was then reportedly only 3 months from bankruptcy!

KARL FERDINAND PIECH

Eight years after assuming responsibility for Volkswagen Piech reported the production of 5.1-million vehicles, sales of 173-billion Deutschmarks and a profit of 8,62-billion Deutschmarks before tax to his shareholders.

It was a major turnaround from the condition in which he found Volkswagen in 1993 and probably in no small part due to the ruthless management style for which he had become known. He was often quoted as having said that he fires every manager who makes the same mistake twice..

In the meantime Piech continued to demand exceptionally challenging goals from his car designers.

In the late 1990's he was adamant that Volkswagen would soon produce a production car that averaged a fuel consumption of only 3 litres/100km and later upped the goal to 1 liter per 100km!

In 2002 Piech personally drove this experimental VW from Wolfsburg to Hamburg at an average fuel consumption of 0.89 litres/100km. (Right).



These ultra-fuel efficient cars were originally all diesel powered though by 2011 some hybrid technology was also being introduced. Pure battery/electric cars were apparently never on Piech's agenda.

Expanding The Empire

While publicly championing ultra-fuel efficient cars, and chastising his managers for not developing them quickly enough, Piech also chased after bigger and more exotic game, He steered Volkswagen into the acquisition of Lamborghini, Bugatti and Bentley, as well as stakes in heavy commercial vehicle manufacturers MAN and Scania.

Even the renowned motorcycle manufacturer Ducati came under Volkswagen ownership via Audi and Lamborghini.

His plans to grab Rolls-Royce were foiled when BMW walked away with the rights to the brand name to hold on to the iconic British brand, though Piech got the Crewe manufacturing base for Bentley.

In this rare instance Piech was outmanoeuvred by Bernd Pischetsrieder of BMW, whom he would later hire in 2000 to run the Volkswagen empire only to fire him in 2006 and appoint Martin Winterkorn.

It was often very difficult for observers to identify what particular goal was uppermost in Piech's mind – he seemed to be so active on so many different fronts simultaneously.

Piech's reign at Volkswagen/Audi will nevertheless forever be linked with a number of fascinating automotive creations, amongst which the 2003 Bugatti Veyron with its 1000 bhp, W16 turbo engine may be the ultimate. (Right).

It's latest iteration, the Chiron, has just set a new production car top speed record of 490 km/h.



A few other fascinating (though not necessarily profitable) Volkswagen group cars developed during Peich's reign are:

- The 6-litre W12-engined, AWD Volkswagen Phaeton;
- Several new Bentleys for which the W12 engine was developed;
- The V10 AWD Lamborghini Gallardo;
- The V10 turbo-diesel VW Tuareg;
- The mid-engine V10 Audi R8;
- The all-aluminium Audi A2;
- * The turbo-diesel Audi R10/R15 LMP1 WEC sports racing cars.

"Dieselgate"

Given Ferdinand Piech's background at Audi (where the emissions masking software was first developed to reduce the cold running noise of diesels) and his famously demanding management style and technical involvement, many observers believe that Piech must have been aware of the Volkswagen Group's diesel emission masking.

There is even some speculation that Piech may deliberately have engineered his 2015 confrontation with Winterkorn and the VW Supervisory Board to trigger his resignation and hence remove himself from potential "Dieselgate" fallout.

There are still many Volkswagen Group managers under investigation by prosecutors in Germany and the USA and no doubt the complete truth will eventually be revealed.

It Was Said Of Ferdinand Piech

* He was a private and aloof person, yet very amorous towards attractive women.

* He reportedly once wooed the wife of a cousin, married her, and then divorced her after a short time in favour of their children's nanny.

* He was married at least 4 times, has at least thirteen children, and has been described as dyslexic and a self confessed atheist.

* He had a fearsome reputation as a person you preferably should not cross.

* His stare (presumably at people he does not like) was supposedly so formidable it could make people physically cringe.

* He had a reputation that he used people only where he needed them and simply discarded them as and when they had served their purpose.

* He was reportedly a very capable driver who would take the wheel of every racing car he designed. His personal car collection included a LaFerrari, several Bugatti's and Bentleys, but also bespoke Porsche 918 Spyder, 911 GT3 and GT2 RS models.

Old Ferdinand would probably have been quite proud of his grandson's achievements even if he may not necessarily have approved of his personality.

But then, old Ferdinand was not known to have been a shrinking violet either.



SOUTHERN EARLY MORNING RUN - HOBART TO THE BEACH RESTAURANT

SUNDAY 14 JULY 2019

Report by Ivan Poole - Photos by Chis Wilson and Leon Joubert

Twenty six Porsche members - great turnout for what was a cold and threatening rain day - gathered at Waterworks Road at 10 a.m. on Sunday 14 July - four members - Chris and Julie McGregor and Leon and Gail Joubert - met other members at the Restaurant while Chris Wilson and Michael Borsche were drive only.

Mount Wellington had a good coating of snow and while Ivan Poole and Jennie Poole travelled from Verona Sands to Longley International Hotel and Bruce and Monika Finlay travelled from Geeveston, no doubt the drive from Waterworks Road to the Longley International would have been an interesting 16 kilometres.

The Longley International Hotel - one could question whether "International" meant this is the remainder of what was a hotel dynasty or it is the first of a new breed - but having been there a few times I am aware that it is an hotel which was first built in the early 1800s, burnt down - rebuilt in the late 1890s and has a great presence because of its age, its setting and no doubt particularly on the weekends, the clientele.



Bob White assembled the cars in a neat row and took some photos. Coffees and other hot drinks were order from the pop up stall and members gathered to catch up for 30 minutes or so around the large potbellied stove.



The drive then left the Longley International Hotel for a 39 kilometre stretch through the Sandfly intersection of the Huon Highway to Allens Rivulet then exiting at Oyster Cove, through Kettering, Woodbridge and then through Nicholls Rivulet to Gardeners Bay to Eden Knoll.

There were some damp roads encountered - "Tailend Charlie" - Jennie Poole in her 981 Boxster found that the Porsche giant hand - PASM - really worked when too much power was applied coming out of a hairpin - her antics were observed by Todd a bit further up the road !!

PAST EVENTS

We were lead as usual by Bob who set a gentle pace compliant with the road conditions, some traffic and more importantly the speed limits along the various roads.

The next part was from Eden Knoll through Snug towards Hobart and after Margate a right turn down Howden Road from the Channel Highway to Ocean Esplanade - a total of 32 kilometres.

There was plenty of parking on the Esplanade for all cars and the restaurant while busy and our members were fairly packed in, the meal and wines were good and a convivial time was had by everybody. It was good to see Colin and Annette Denny returned from their Europe sojourn and again those members attending were quite correctly most appreciative of the organisation by the Social team - Bob and Dimity White and Todd Kovacic.

A procession of Porsches always looks good on the road and is usually appreciated by bystanders of all ages - Todd Kovacic made a remark - quite correctly - that how in the very often seen in the Porsche colours of red, silver - and all its variations - black and white - the Cayman of Bruce and Monika Finlay in speed yellow stood out from the pack. I am sure that we all enjoyed not only the drive, but as always the conviviality and companionship of members of PCT.



PAST EVENTS

Northern EMR Sunday 21st July

Report by Sheryl Pitt

A wet and windy Sunday morning did not deter 8 cars and 13 people from enjoying to-days EMR.

Graeme led us off via the Bass Highway through Westbury to Exton where we met our North West members.

Because the weather was not kind , Graeme quickly put together a less challenging route - leaving the one planned for a sunny Sunday.

From Exton it was onto a Targa stage (in reverse) through Quamby Brook then on to Deloraine.

From there onto Mole Creek Road and the Dunorlan Targa stage and back to the Bass Highway at Christmas Hills.

Although the run was shorter and quickly planned it was well accepted with all drivers saying how they enjoyed driving it.

Coffee, cake and a great log fire was enjoyed by all at the Raspberry Farm .

Thank you all for a great morning.

Those present were:

Dianne & Peter Haworth	Porsche Boxster
Tim Shaw and Fiona Stephen and Karen Welsh	Porsche Boxster
Phil and Ros Parsons	Porsche Boxster
Graeme and Sherryl Pitt	Porsche Cayman
Greg Zeuchner	Porsche/Rover 914
Simon Froude	Porsche GT3
Honni Pitt	Mini GT

BASKERVILLE HISTORICS 21/23 SEPTEMBER

Special mentions for Graeme Pitt (Rennmax BN6) , Honni Pitt (Porsche 914/6), Stuart Brinsmead (BMW E30) and Farrell White (VL Holden Commodore) all of whom were spotted on the entry list for the above event.

We assume that many PCT members also attended as spectators, officials or other supporters. Former PCT member Bruce Smart took some brilliant photographs.

Hopefully someone will provide a report of our members' participation for the next issue of "Flat Chat"

Ed.

PCT Driver Training Day – Symmons Plains Raceway : 28th July 2019



This was originally an event that included a Motorkhana, but unfortunately it was cancelled due to lack of interest. Conversely, the Driver Training segment had way more interest than anticipated, with 21 club members participating.

We were presented with a beautiful sunny winter's day. The day started at 10:30 with a briefing by John Pooley, basic advice car preparation, observation laps and at least 3 x 5 lap runs around the track, some braking tests/procedures and a spin on the skidpan for those who were itching to have a go.

The day officially finished at 3:15 which left a bit of time for a few free laps at the end of the day.



The consensus was that it was a huge success, with the main comment being "I really enjoyed it and when can we do it again"?

There were also numerous emails the next day thanking the club for putting on the exclusive and pleasurable (and subsidised) day. It must be noted that for many of the participants it was first time on a "real" racetrack in any format.

A special thank you must go to the motorsport experienced PCT members - Tim Shaw, Keith Johnstone and Simon Froude who sat beside many club members for most of the day for those who wanted a few tips from the experts.

More special thanks to Mathew and Tammy Bowen who manned the BBQ, Gary Spriggs who was in the starters box for most of the day, Joe Hand with the paperwork, Phil Parson the unofficial PCT NW coast representative who rounded up a big representation from the coast. Also an extra special thanks to Andrew Forbes who was my go to PCT member with the pre-event organising, who unfortunately, couldn't make it on the day.

Some notes from me;

I jumped in with Michael Symons in his 987 (2006) Cayman, and was very surprised by how well it went and sounded. It's the first time I've been one of these types of Porsche's, and it definitely defines the title of "Sports car".

All the cars were extremely well presented – they seemed to have a bit extra of a shine – maybe they knew they were having a day at a track and wanted to look their best.

There was a common question by quite a few drivers as they got out of their car after the second or third runs "what's that smell?" Brakes!

It was a great day, and I'm not sure who had the bigger grins – the Porsches or their drivers.



Kerry Luck



Cameron Walsh wishing for a LHD model



North / North West Poatina AGM Run 25th August

With the decision to combine our EMR with a meetup of Southern members at Poatina for AGM, we were able to have a bit of a sleep in with an hour later start than usual. 7 Northern cars travelled from our usual Goodyear meeting point, up along Ecclestone road at Riverside, through Selbourne and Birralelee Road and on to Deloraine to meetup with the NW contingent at the Deloraine Deli for a coffee.

Phil Parsons had worked out a drive from Deloraine, out through Blackwood Creek, and on to Poatina. I think we keep forgetting how fortunate we are to have some great driving country roads, in good condition, very close to where we live in most cases. Although Phil had to return to Devonport for a family commitment, he made sure we were on the right road before peeling off for home, and a couple of other participants headed for home at the Poatina turnoff as well. The drive to Poatina took a little less time than Dr Google predicted, so we arrived at Poatina in good time for the AGM before lunch – no doubt reported elsewhere.

Thanks to those who participated (listed below). As we are blessed with great roads, I think Tassie also punches well above its weight with the cars our members have. It is great to see some of the rarer Porsche models being actually driven and enjoyed, rather than hidden away.

Participants:

Phil Parsons & Roz	Cayman
Karen & Stephen Welsh	718 Boxster
Anthony & Susan Spinks	Cayman
Dianne & Peter Haworth	981 Boxster
Keith & Sonya Johnston	996 GT3RS
Simon Froude	997 GT3
Matthew & Tammy Bowen	928
Kerry Luck	996 GT3RS
Greg and Michael Zeuschner	AMG Merc
Bruce Allison	911E

Report by Peter Haworth



PAST EVENTS

North / North West Workshop Visit & Run 15th September 2019

A smaller than usual number of cars met at Goodyear car park prior to the short drive for a workshop visit to Ringsgwandl Motor Sport in St Leonards.

David is known to quite a few members for his Rally and Race preparation, and he has recently re-arranged his workshop, moving his colleague Shane's Dyno into his main shed, and also creating a clean room for engine building. David had also invited Marcus Higgs, Launceston's gun car detailer to attend. David's workshop was nearly full of Porsches, and also some very nice bits of kits such as full race brake rotors and some great Fuchs lookalikes.



Featured was a Tuttle 911 rebuild, a car that had previously competed in the 1997 Panama – Alaska Rally (1st), the 2000 London Sydney Marathon (3rd) and a number of Classic Adelaide and Rally Tasmania's. The car is being prepped for next year's South Eastern African Safari and Round The World Cup. The car is having a lot of redundancy being built into the systems (such as dual fuel systems, ignition etc).



Originally a 2.4, the motor is now closer to 3.0 and will have an 8000rpm rev limit. It is indeed an impressive effort.

Also in the workshop was a Targa Cayman being re-fettled, and a prospective member's 993 tip recently bought from Duttons in for a check over and service.



We then skirted Launceston's eastern suburbs and then headed out towards Lilydale before turning off along Pipers River Road to Bangor Tram road, and then through to Mount Direction.

These are fantastic roads, which can be driven spiritedly, yet within speed limits. From Mount Direction over the Batman Bridge, through Deviot and on to Exeter via the Deviot Motor Road, again another enjoyable road that many don't know exists, a fantastic road now that it is fully sealed.

We finished at Tamar Valley Wine Centre for coffee and cakes, but Ollie and Marg got there first and snavelled the last Mississippi Mud cake !! ☹

Thanks to those who participated (listed below). It was an enjoyable drive with great coffee and conversation!!.

Participants:

Jennifer Brunacci	987 Cayman
Peter Haworth	981 Boxster
Phil & Donna McCafferty	930
Ian Lee	997 GT3
Matthew & Tammy Bowen	928
Tony & Marg Oliver	996
Pino Tedeschi	997 Turbo
Bruce Allison	911E
Sam Bucknell	964

Report and photos:

Peter Haworth



PAST EVENTS

Southern Early Morning Run to Geeveston - 15 September 2019

Since your Editor was not in Tasmania at the time I was unable to attend this drive which was an excellent proposal by our Social Directors to show some much needed support for the Geeveston/Huon Valley communities which had been devastated by massive bush fires earlier this year.

We had approached some participants for reports but unfortunately had no response and am pleased to publish the following photographs by Dimity White which tell their own story.



The Old Bank of Geeveston is now an excellent restaurant.

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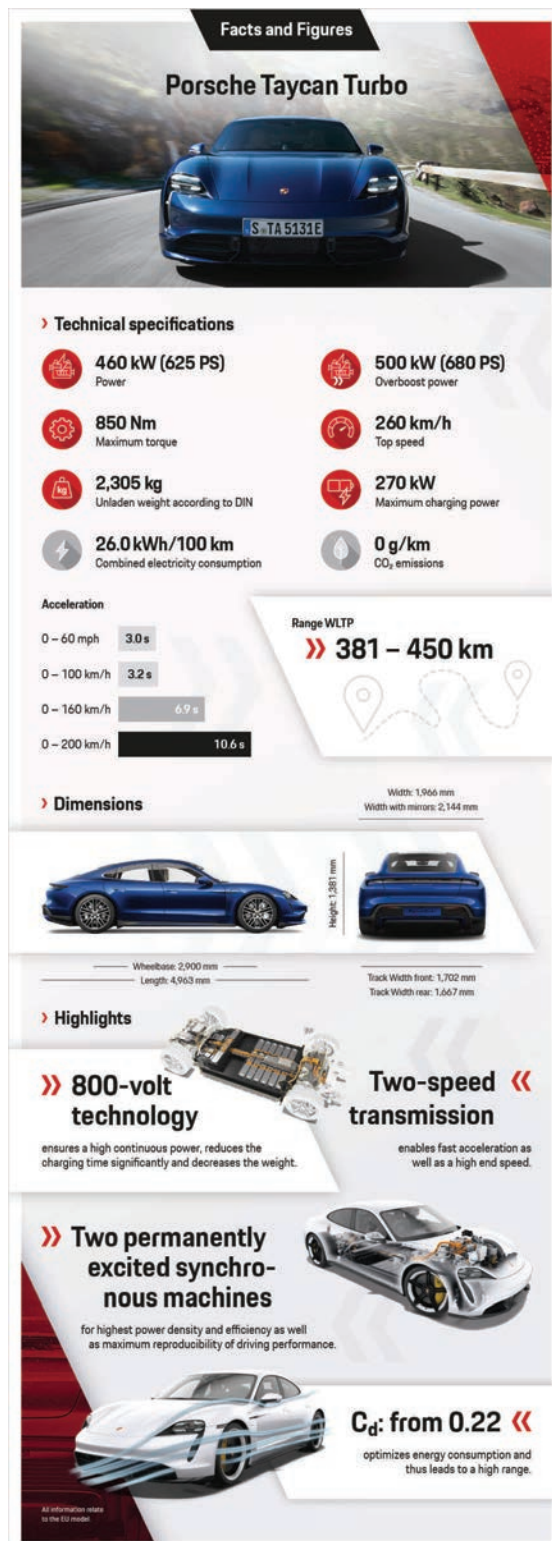
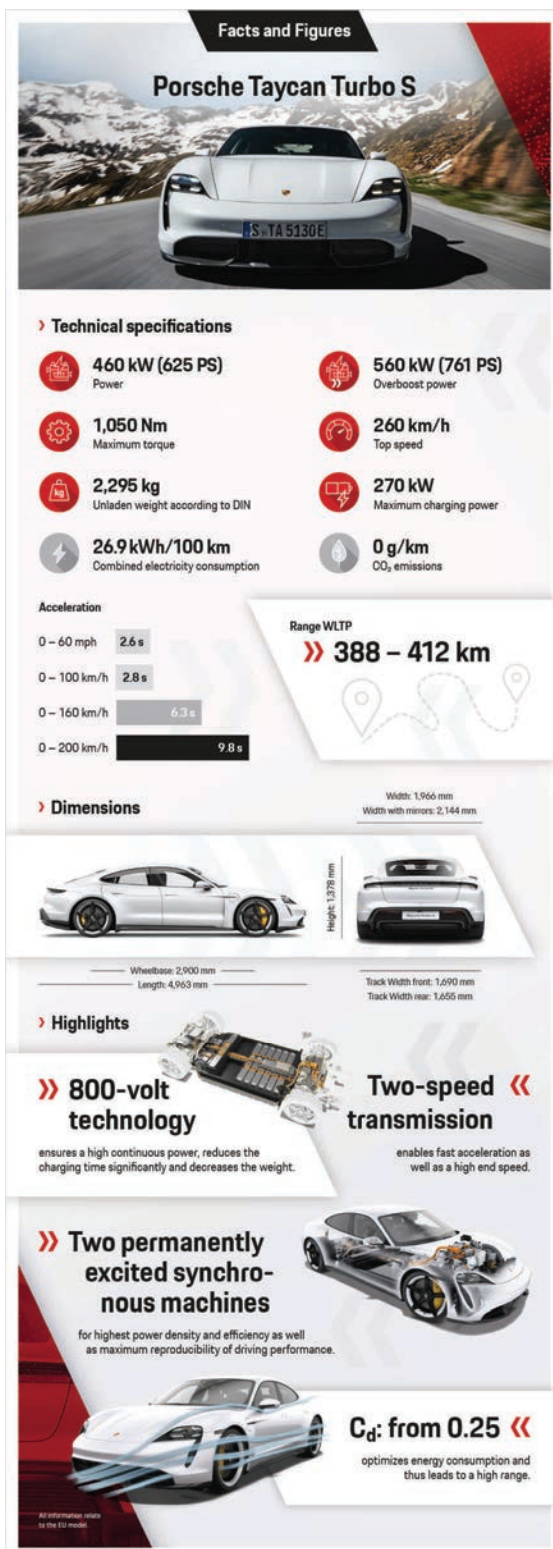
sbenison@petrusma.com.au

16 Shoreline Drive, Hawthorn VIC 3122



Australia will not see the cars for at least another year, but the much anticipated battery/ electric Porsche Taycan has now made its official debut in Europe and China and the latest specification sheets are below.

Despite what the model names say, the electric motors are of course not actually turbo-charged. It is purely a nomenclature selected by Porsche for the cars.



Glossary of Terms – Or Why Your Original Racing Car Isn't

As I write this the lucky car enthusiasts of Tasmania will be able to attend the magnificent annual Baskerville Historics, which this year is dedicated to the 60th anniversary of the Elfin marque. Of course none of the lovely attending cars (below) are originals.



Norbert Singer's Porsche 956/962 is arguable the greatest sports racing car of all time. Porsche built "approximately" 63 cars. An "approximate" further 92 were built for, or by customers, or from parts. So there should be "approximately" 155 of them around.

Or is there?

Here are two examples. One is genuine and the other is a fake. But the genuine one is not original.



Denis Jenkinson's "Directory of Historic Racing Cars" (Aston Publications 1987) included a brilliant "Glossary of Terms". Let's allow the inimitable Jenks to explain :

Original:

Almost impossible to find anything in this category. It would have had to have been put in store the moment it was completed. Possibly the Trossi-Monaco special in the Biscaretti Museum comes as close to an original racing car as it is possible to get.

The old-car industry frequently uses degrees of originality, such as nearly original, almost original, even completely original, but all such descriptions are meaningless as they cannot be quantified. A racing car that has only had a new set of tyres or a change of sparking plugs since it was completed is no longer original. Many components have remained original, such as gearboxes, cylinder heads, axles and so on, and reproduction parts are made to original drawings and original material specification, but this does not make them original parts, nor does a complete car built from such components qualify as original, regardless of what the constructor or owner might think. Such a car is nothing more than a reproduction or facsimile.

Genuine:

This is a much more practical description for an old or historic car and can be applied to most racing cars that have had active and continuous lives, with no occasions when they disappeared into limbo or changed their character in any way. Most E.R.A.'s come into this category as they have been raced continuously, which meant the replacing of numerous components as they wore out, but the car itself has never been lost from view, nor has its basic character and purpose been altered over the years.

Even such a well-known E.R.A. as Romulus is not original, as it has been repainted, re-upholstered, new tyres have been fitted and new components have been used to rebuild the engine; it is unquestionably Genuine.

Authentic:

This term is used to describe a racing car that has led a chequered career, through no fault of its own, but has never disappeared from view. The entity, which is best described as the sum of the parts, has always been around in some form or other, but has now been put back to the specification that it was in, either when it was first built, or some subsequent known point in its history.

An example would be an old Grand Prix car that was converted into a road-going sports car when its useful racing life was over, over the years having the racing engine replaced by a touring version, and eventually being allowed to deteriorate. It is then rescued and rebuilt as the Grand Prix car, with its racing engine replaced, but with new radiator, fuel tank and oil tank, new wheels made, new body-work, instrument panel, seat, upholstery and so on, all of which were missing. The entity that started life as the Grand Prix car never actually disappeared, so the end result of all the labours can justifiably be described as Authentic.

There is no question of it being Original, and to describe it as Genuine would be unfair to its sister cars that remained Grand Prix cars all their lives, even though such things as radiator, fuel tank, seat and so on had to be replaced due to the ravages of time and use.

Resurrection:

Some racing cars, when they reached the end of their useful life, were abandoned and gradually dismantled as useful bits were taken off to use on other cars. Eventually insufficient of the car remained to form an acceptable entity, even though most of the components were still scattered about.

There have been numerous cases where such components that still existed were gathered up to form the basis of a new car; a new chassis/frame and new body were required and, from the bare bones or the ashes of the original, another one appears.

It cannot claim to be the original car, and certainly not a genuine car, nor an authentic car. At best it is a Resurrection from the dead, or from the graveyard.

Re-construction:

This can stem from a single original component, or a collection of components from a variety of cars, but usually there is very little left of the original racing car, except its history and its character. From these small particles a complete new car is built, its only connection with the original car being a few components and the last-known pile of rust left over when decomposition set in.

Facsimile:

Purely and simply a racing car that now exists when there was never an original.

If a factory built four examples of a particular Grand Prix model, for instance, and here are now five in existence, then the fifth can only be a facsimile, fake, clone, copy or reproduction. If the fifth car was built by the same people or factory who built the four original cars, then at best it could be a Replica of the four genuine cars, but such a situation is unlikely.

There are many reasons for building a facsimile, from sheer enthusiasm for a particular model to simple avarice, and it is remarkable how many facsimiles have been given a small piece of genuine history in order to try to authenticate the fake, and thus raise its value.

Facsimiles have been built of just about everything from Austin to Wolseley, some being so well made that it is difficult to tell them from originals, genuine or authentic cars. Some owners have been known to remain strangely silent about the origins of their cars when they have been mistaken for the real thing. Other facsimiles have been declared openly and honestly by the constructors such as the facsimile that has been built of an A/B-type E.R.A., or the series of facsimiles of 250F Maseratis that have been built.

The trouble usually starts when the cars are sold to less scrupulous owners, who first convince themselves they have bought a genuine car, and then try to convince the rest of the sporting world. The disease is very prevalent in the world of museums, on the assumption that the paying public are gullible.

To illustrate Jenks' point, Porsche 550 Spyder copies are as common as winter colds. One of these cars sold for \$4-million, the other for \$40 000. Take your pick.



Duplication:

This is a disease which started many years ago within the ranks of the lovers of Bugatti cars.

Unscrupulous people dismantled a Grand Prix Bugatti into its component parts and with the right hand sold an incomplete car as a basket case and with the left hand sold another incomplete car as a box of bits. The two buyers eventually found suitable second-hand components to replace the missing parts, or had new bits made, and we ended up with two Grand Prix Bugattis where there had only been one. Naturally each owner claims authenticity for his completed car. The Bugatti Owners Club and the majority of its members strongly disapprove of this practice.

Unfortunately the disease has spread to many other makes, especially those that were built in large numbers. At best this whole business borders on fraud.

Special:

This name applies to one-off cars that are the product of the fertile brain of the constructor. It is probably true to say that no special has ever been finished!

It may be sufficiently finished to allow it to race, but inevitably the constructor will be planning further modifications while he is racing it. If the special builder ever says his car is finished, it will usually indicate that it is now obsolete and he is starting a new one. The rebuilding or restoring of a special to use as an Historic racing car, by someone who is not the original constructor, can mean either that the car is rebuilt to a known point in time that appeals to the new owner, or he can continue the process of development where the originator left off.

The nice thing about specials is that they are a law into themselves and do not need to be put into any sort or category. A special can be totally accepted as genuine, authentic, reconstructed or facsimile.

Converted:

There have been examples of a Type A model being converted by the factory into a Type B and then into a Type C. The particular car as an entity never disappeared, though it might be difficult to recognize that the Type C was once a Type A. It is virtually impossible to re-convert such a car back to a Type A, no matter how desirable it may be. The perfect example is the E.R.A. that started life as R4B in 1936, was converted to R4C in 1937, and then into R4D in 1938 and was much modified again in 1948. The car still exists as R4D, with a well documented continuous history, and is as genuine as they come, but it can never revert back to R4B.

Destroyed:

A simple enough word that applies to a racing car that has been involved in an accident or fire in which no tangible components are left in recognizable shape or form.

Scrapped:

This usually applies to a car that is taken out of service by a factory team and either deliberately destroyed so that nothing is left, or useful components are removed and put into store and the rest is thrown on the scrap heap for crushing or melting down. There have been cases of a chassis frame being rescued from the scrap heap and used to re-create a new car.

In no way can the new car be described as genuine. If the factory scrapped a car and removed its number from their records, then that car has gone forever, and the nebulous collection of old and new components can hardly justify the claiming of the scrapped number.

Broken up:

Similarly, if a factory records that a car has been broken up, it should mean exactly that. It has gone for good."

Now, if you have an old Porsche sports or racing car, you can decide where it fits in.

Nothing prevents one from creating an imitation of a well known racing model, assuming that it is obvious that the car in question is just that – an inexpensive imitation.

Paint, vinyl and fibreglass can often create a good facsimile and even original manufacturers have been known to create such cars for marketing and display purposes. The Porsche LMP1's shifted around dealer showrooms a few years ago are examples.

Jenk's piece does pose an interesting question: Whether official marque clubs like our own should sanction, avoid or ignore, any imitations or facsimiles?

Of course some of our far east trading partners have their own views about these things. Google "Zotye" if you are interested.

LJ



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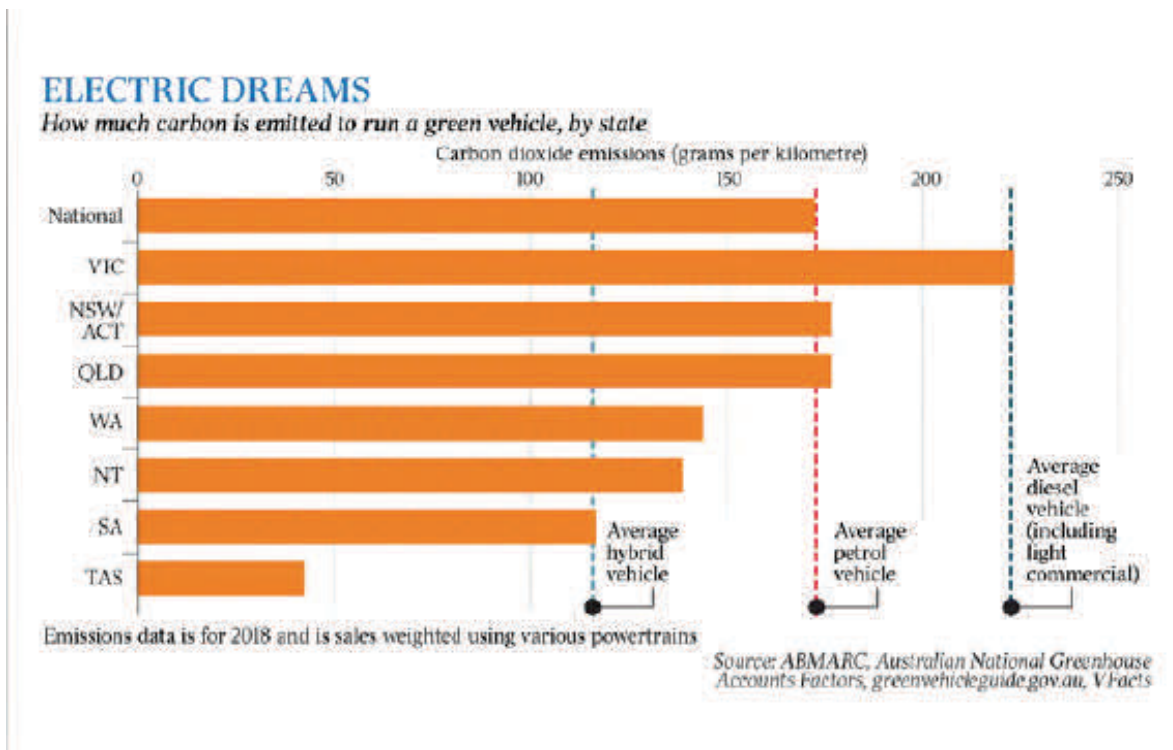


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ITS ALL ABOUT THE CARS

(Just in case you thought there were other reasons to have a car club).

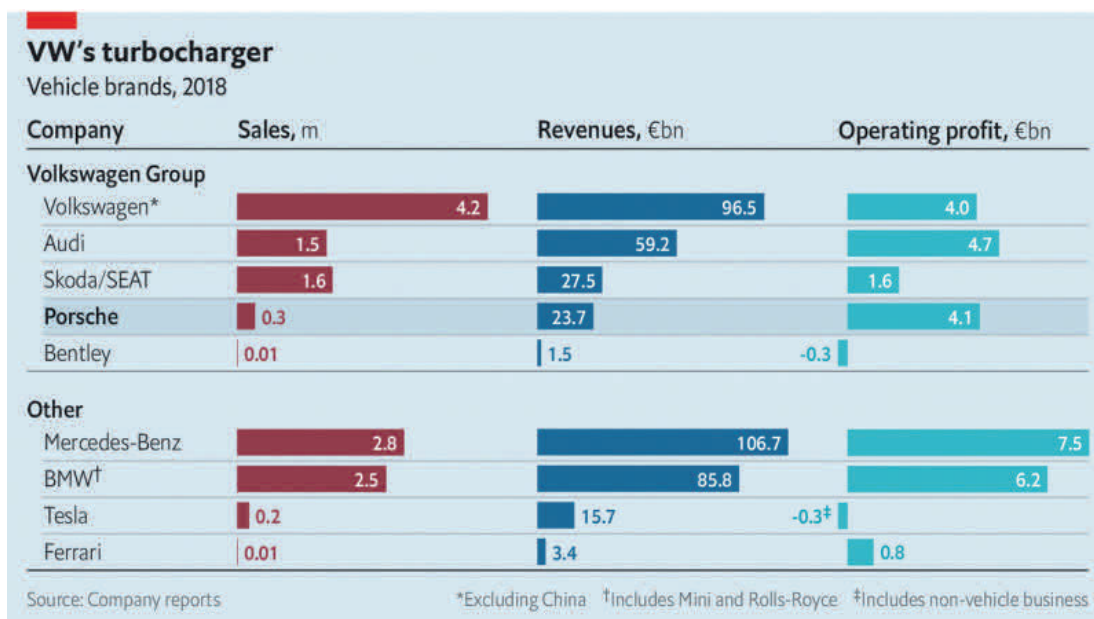
Tasmania has been declared Australia's battery electric car haven by respected engineering consultancy ABMARC of Melbourne. On the other hand EV's used in Victoria, the ACT, Queensland and NSW will emit more carbon than equivalent petrol engine vehicles because of the sources of the electricity that they consume. Since Tasmania gets most of its electricity from rainwater, we are on the side of the angels. See the graph below.



Germany has just had its big bi-annual IAA (Motor Show) in Frankfurt and, as usual, it was also a good time for its motor industry to reveal financial and other performance data. It turns out that the Volkswagen Group produced 10.9 million vehicles in 2018, of which 253 000 were Porsches.

If you thought that 'our' 2.3% contribution to Volkswagen's annual achievements was minuscule, think again. Porsche punches (as it usually does) well above its weight and accounted for 10% of the entire Volkswagen group's revenues and a staggering 30% of the group's profits.

Porsche's operating margins exceed 18% , with an average profit of \$17 900 USD per vehicle. That completely overshadows the \$3 500 per vehicle for Audi and \$1 050 for Volkswagen's mass market models.



The Economist

Source: The Economist 14 September 2019.

Ferdinand Piech's manoeuvres that led to Volkswagen acquiring Porsche for \$8bn USD in 2009 (see the overview of Piech's career elsewhere) not only made him and his family, but all other Volkswagen shareholders, a lot of money which they otherwise may not have had.

Given Porsche's exceptional profitability there has been talk of spinning it off as a separate company (like the Fiat/Chrysler group very successfully did with **Ferrari**) complete with lifestyle apparel, touring activities and luxury goods operations. However (unlike Ferrari) Porsche has substantial component supply links with its parent company, and Volkswagen shareholders like the IGMetal union and the state government of Lower Saxony may not be keen on the idea of losing the crown jewels.

The 2019/20 FIA World Endurance Championship for sports and GT cars kicked off with the Silverstone 6-Hour race last month and Porsche made sure of a 1-2 result in the GTE-Pro Category with its two works 911' RSR's. In the GTE-Am Category victory went to Ferrari, and we could only manage a 4th in Class with the Gulf Racing RSR.

The next WEC race in the 2019/20 eight race season is the Fuji 6-Hours on 4 October. The season ends with the Le Mans 24-Hours on 10 June 2020.

Disappointingly, both Ford and BMW have withdrawn from the 2019/20 GTE entry list and potential entries from McLaren, Lamborghini and Mercedes-Benz have not (at least yet) materialised to challenge Porsche. Ferrari and Aston Martin.

Land-Rover has just revealed its first all-new design since 1948. Not quite true but if, like Paul Tucker, you are a fan and experienced user of the basic Land Rover Defender you will know that this elementary but incredibly practical and competent design has taken 70-years to replace with something (hopefully) better. So what has that got to do with Porsche?

You can be certain that the design of the **Porsche 911** will be around for at least 60 years, or even longer before it gets replaced. So whatever lessons Land-Rover learned from the daunting challenge of replacing a 70-year old legend may well be of use to whoever has to conceive the replacement for the 911. If nothing else, you can be assured that both will become popular case studies at Cardiff Business School and MIT.

The **Porsche Taycan** is not expected to sell many more than 20 000 units a year and will have been a very expensive investment. Tesla is still losing money and many analysts claim the company can still go belly-up. For Porsche the good news is that its development work will be spread (and the investment costs partially ameliorated) by also using the Taycan platform elsewhere in the Volkswagen group. Rumoured sibling customers already include Bentley, Lamborghini and possibly also Audi. Give me your Tuareg, and I'll give you my Taycan.

Lamborghini and the Audi R8 programmes are rumoured to be potential candidates for future transfer to Porsche stewardship. At this time it is difficult to envisage any synergy between a Huracan and a 911, but if they all share the same battery/electric platforms in the future, it is not inconceivable.

The **\$70-million Porsche** that wasn't, but created quite a stir. It was a 1939 Type 64, claimed to be the first genuine Porsche ever built. It went on auction at Sotheby's in August and opened at \$30-million (instead of \$13-million) and jumped by \$10-million increments (instead of \$1-million) to \$70-million (instead of \$17-million) apparently because of the auctioneer's accent.



The erroneous sale was cancelled, apparently because the car did not meet its reserve price?

A **McLaren F1** fetched \$19.8 million at the same auction. The current top price paid at another Sotheby's auction is \$48.4 million for a **Ferrari 250 GTO**.

WHAT BUTZI THINKS

Dear Porsche friends.

Nobody thought it would happen, but in recent weeks Porsche finally released a real-life battery with wheels.

‘Hollering for a Marshall’ may never be the same again in Australia. Porsche are really into causing outrage, and we are not done with the outrage just yet.

To really upset the purists we have given the battery four doors. That’s right – four doors. But do not despair, for those who have not seen the battery, it is in no way as ugly as the original Panamera, but still nowhere near as pretty as the 992. But it does the Nurburg-ring just as fast.

A bit like having Pink for your girlfriend. Sure, she is no Victoria’s Secret model but she is still easy on the eye, and can sing and is way funnier...

But what is really going to send everybody nuts is the badge of our top model – the Taycan Turbo S.

Now I have said it before, we at Porsche love selling expensive things. Putting an ‘S’ on the back is not a reference to the favourite son of Krypton, but our license to charge more for options like red brake callipers.

Some have expressed a completely incorrect view that the word “turbo” is being misused. Jason Torchinsky of Jalopnik has loudly protested, using colourful metaphors (predominately the in-out word starting with “f”) to illustrate his point.

His animosity is completely misplaced.

He argues that turbo is short for turbocharger – a kind of mystical air-pump for a combustion engine. As such, it can only be on a car with a combustion engine with the said air pump attached. What he conveniently forgets is that in the 80’s when Formula 1 was still interesting, everything had ‘turbo’ written on it.

Torchinsky recognises that the word can be used to mean more power for going quicker. But he professes that to put a turbo label on a car it must have a turbo charger and, as a consequence, Porsche have no right put a turbo badge on the Taycan.

The weakness in his argument is of course, does four wheels on a battery make a car?

Sure, under the traffic code it qualifies as a vehicle. But so does a tank. The Purists will say it is not even a real Porsche, despite the engineering being so far ahead of the other major battery starting with “T”.

Just what is the big deal?

Isn’t our new Taycan Turbo just an improved, quicker, more powerful version of the base model?

Besides, we now even have a Cayenne coupe so we can stick a “C” on its back and charge a bit more.

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Porsche Club Tasmania may publish photos of members and their cars in club publications – if you have concerns regarding photos appearing in club publications please notify the club secretary in writing.

If accepted as a member I agree to abide by the constitution of Porsche Club Tasmania (available on line).

Signature:

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

Signature.....

Please mail this form together with payment to Porsche Club Tasmania, PO Box 910, Sandy Bay TAS 7006. Upon acceptance of membership by the committee you will be sent a membership card. This may take up to 4 weeks from receipt of your application.