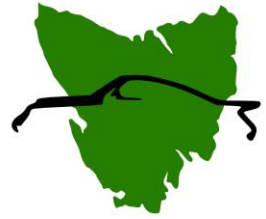




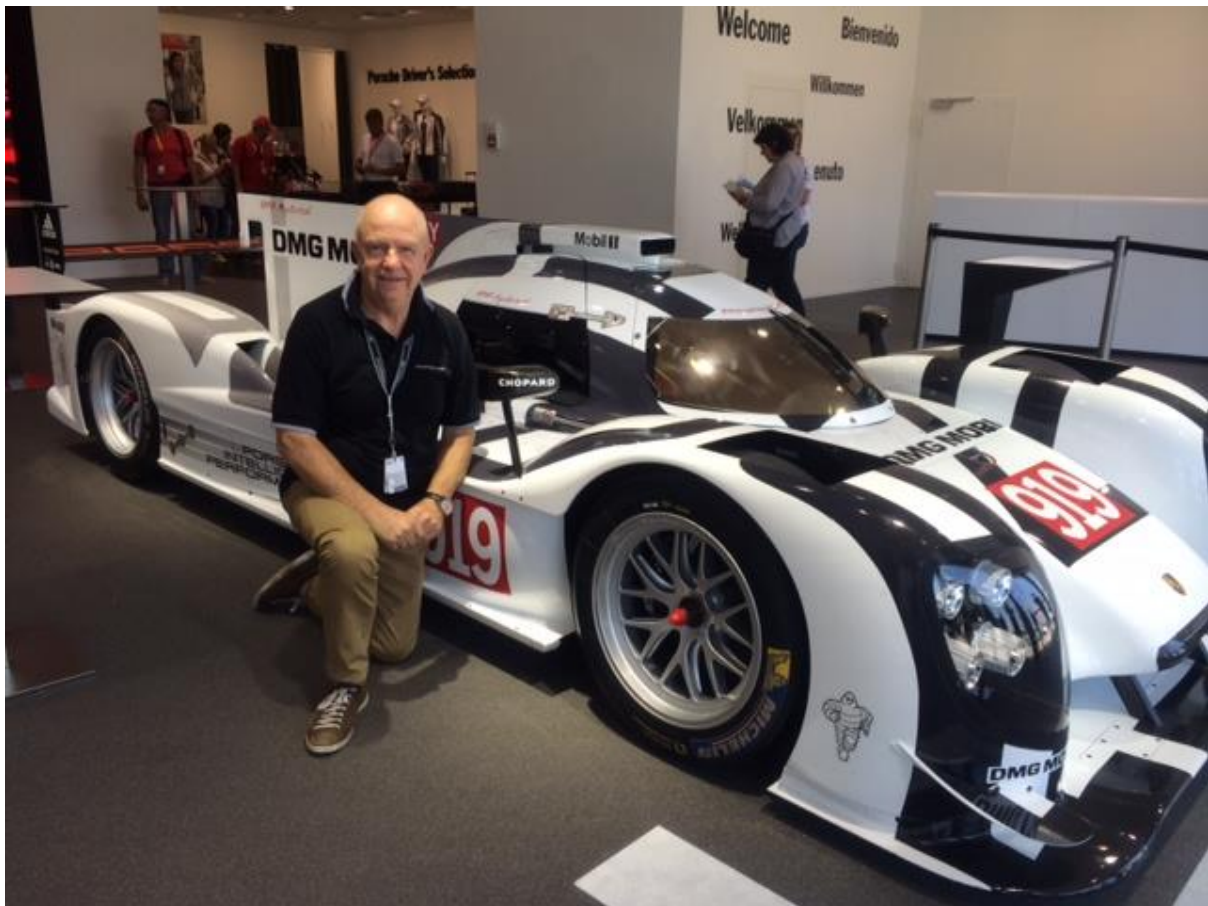
Porsche Club

T a s m a n i a



FLAT CHAT

July 2014



JP kneeling to say a prayer for Porsche success at Le Mans

Issue No. 46/2014

FLAT CHAT

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

JULY - SEPTEMBER 2014

CONTENTS

Committee.....	3
Editorial.....	4
The Chair Squeaks.....	6
Advertise in <i>Flat Chat</i>	8
New Members.....	8
Calendar of Events.....	9
PCT@Picnic@Ross.....	11
Mid-Winter Economy Run.....	16
9201, 920X, Krickit or Twist.....	21
The 2014 WEC Made Simple.....	28
Targa Tasmania Regularity.....	33
Macan Launch Hobart.....	35
What's Next for Porsche?.....	40
Clubman Points.....	45
Know Your Porsche Competition.....	46
Classifieds.....	49
Membership Renewal.....	50

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) 6260 2895 (bus) 0418 120 055 (m) jrdpooley@hotmail.com
Vice-President	John Davis	Tel (03) 6223 2751 0488 142 033 (m) hbtdavis@bigpond.net.au
Secretary	Kevin Lyons	Tel (03) 6234 8687 (bus) 0418 125 820 (m) kevin@salters.com.au
Treasurer	Keith Ridgers	Tel (03) 6228 3384 (bus) 0408 127 998 (m) kridgers2@bigpond.com
Events Director	Bob White	Tel (03) 6225 0660 0407 502 300 (m) bobwhite@wmca.com.au
Membership Officer	Joe Hand	Tel (03) 6227 8381 (h) 0468 348 968 (m) jghand@internode.on.net
Committee Member	Paul Tucker	Tel (03) 6229 9244 0417 557 527 (m) tasgirevik@gmail.com
Committee Member	Rob Sheers	Tel (03) 6229 2556 (h) rsheers@iinet.net.au
Northern Representative	Bruce Allison	Tel (03) 6331 3616 0418 134 424 (m) floorsoftasmania@bigpond.com
Newsletter Editor	Andrew Forbes	Tel (03) 6278 9978 (h) 0418 763 787 (m) andrew.forbes.911@gmail.com

Postal Address: Porsche Club Tasmania, PO Box 910, Sandy Bay, TAS 7006

Meeting Venues:

Hobart: At 8.00pm 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 second month at the Blue Cafe, Invermay Road, Inveresk

An email confirmation will be sent to members a week before every meeting

APRIL EDITORIAL

There are some obvious newsworthy items to mention this issue: One is the recent passing of Sir Jack Brabham. You will have seen tributes in other publications to his lifelong involvement in designing, building and racing cars, earning him a unique place in Australian and international motorsport history. But a few words from Editor-Emeritus, Leon Joubert and his motoring journalist friend Dr Mike Lawrence bear repeating here.

ML: *John Arthur Brabham was born in Sydney, Australia, in 1926. He trained as a motor mechanic, spent the latter stages of the war in the RAAF as a fitter and then set up a motor repair business which soon expanded into general light engineering. A friend of his, Johnny Schonberg, was a local star in midget cars and Jack had gone along, looked the cars over, and reckoned he could build something better. He not only built the chassis, but also the 1,350cc engine.*

When Mrs Schonberg forced her husband's retirement, Johnny offered Jack the car. First time out, he finished last, but won a race at his third meeting and went on to become champion of New South Wales. For six years Jack combined his business with midget racing, becoming national champion three times.

Jack Brabham is perhaps the most under-rated of all drivers, yet he won three World Championships, and nearly a fourth in his retirement season. He took 14 World Championship victories and 15 non-Championship F1 races. He is the only driver to win the World F1 Championship and European F2 Championship in the same year and the only driver to win the World Championship in a car bearing his name.

LJ: *Whereas it has no direct relevance to Porsche ownership, I believe the late Sir Jack Brabham has a very powerful, and probably unique place in the thoughts of all Australian motor enthusiasts.*

Australia will not, I believe, see another Jack Brabham for a very long time - if ever again.

Secondly, Le Mans 24Hours. Our President, John Pooley has had the good (and very well deserved) fortune to attend the famous 24 hour endurance race as a guest of Porsche AG. Naturally he gives it prominent mention in his quarterly report to members included in this issue. We all look forward to his first-hand account of the thrilling sights and sounds of the fabulous LMP1 hybrids racing the Le Man circuit, and all the activities surrounding the event. Until his return a couple of photos will have to suffice. Leon Joubert accurately explains elsewhere in this issue, the rules of the game that apply to the World Endurance Championship, of which Le Mans 24H is the premier race.

We have received some warm feedback from the Dunalley Primary School Association in appreciation of the visit and fund-raising efforts of PCT members in conjunction with the PCV to contribute to the Tasmanian Bush Fire Appeal. Their letter follows. It is addressed to Michael Bailey of Porsche Club Victoria and PCT's Bob White. Michael was responsible for arranging the PCV's visit to Tasmania, the

joint PVC/PCT visit to the school and a dinner/auction which raised \$5,300.00, which he presented to the school.

Dear Michael and Bob,

A quick note to officially thank you for your generosity toward our school in the last few months.

It was an utter delight to see all those beautiful cars at our school and I know the children were thrilled as well. We really enjoyed meeting you all and being able to share our brand new kitchen with you.

The auction night you organised was an unexpected surprise and so generous. Thank you for taking the trouble to visit again yesterday - again we were all feeling a bit down in the mouth after the loss of our beloved PE teacher so it was nice to see your cheery faces (and let's be honest - your fabulous cheque!). I will try to dissuade anyone from spending it on x-boxes! Perhaps in the spirit of Penny Dunbabin (and fast cars) it should be spent on something sporty.

We have been at the receiving end of so much goodwill and generosity since the bushfires, it never ceases to amaze me. People like you and your clubs make the world go around!

*Please pass on our appreciation to your Porsche community.
With thanks again,*

*Meg Bignell
Chairperson
Dunalley Primary School Association*

I am fortunate again to have been sent several well written and illustrated articles by members, notably Mark Dewey, Rob Sheers and Leon Joubert, which contribute to making this issue lively, informative and entertaining. Thanks fellows! If any member has anything Porsche-related to share, please send it to me for publication in the October issue. I am expecting further reports from John Pooley on his visits to the Nurburgring and Goodwood (did I say lucky chap already?) following his trip to Le Mans. And, I hope to hear from members about the July PCT mid-winter dinner, the August Symmon's Plains Driver Training Day & AGM and the September Tarraleah Drive Day. Details of these upcoming events are in Bob White's Events Calendar in this issue. Although it's winter, it's a mild one and there's every reason to give your Porsche and your partner and/or family an outing and participate in one of these fabulous events.

Andrew Forbes, Editor

THE CHAIR SQUEAKS

Dear Porsche Family,

I am writing this at 35,000 feet above sea level! No I am not about to sky dive, I am flying on MH 148, Boeing 777 to Paris and getting excited to be achieving a life-long ambition to witness the spectacle of Le Mans 24 hour sports car race.

When I was a small boy, about 7 years old my Father used to go to Le Mans every year in June to attend the famous race. We lived just across the English Channel then. He had been going for years and used to tell me about the success of the big British Bentleys and then in the 1950s it was the C type Jaguars, the D Types and Aston Martins. He was very British of course. This was when I was really getting interested in cars and Motor Sport. I was too young to go with him and his mates so was even more interested when he came home with the Programme and all the results carefully entered in the results section. My fascination of a little silver German car of only 1100cc that was always winning the Index of Performance and its class caught my attention, of course it was a Porsche. How I wished I could see it race.

Little did I know that this would not happen for such a long time but I never gave up hope.

Sixty three years later I will satisfy that dream of seeing a Factory Porsche compete in this most famous sports car race. My anticipation, my emotions and my excitement are welling up in my whole being and still a week to go. Three o'clock on Saturday afternoon the cars will form up in their qualifying lap time order and in a rolling start, the first stint drivers will floor the throttle on sighting the green flag and race on to the Dunlop bridge and 350+ laps, speeds of 360kph, use as little as 4.5 litres of fuel per lap and of course hope to get to the finish on Sunday afternoon! First, we all hope it will be Porsche's 17th outright victory, and herald the success of the amazing new Hybrid technology in the LMP1 919 Porsche. Good luck to the whole team and especially our own Mark Webber.

At our last committee meeting a motion was put to appoint Klaus Bischof our Club's first Patron, which was passed unanimously and I will have the pleasure of making the presentation to him at this momentous 2014 Le Mans 24 hour race. Porsche has returned!

Post race

The race at Le Mans was all I imagined and more. The cars, the people, the colour and sounds, especially at night were just fantastic.

The pre-event Carrera Cup race had 62 starters on the grid! Fantastic spectacle, especially in the first corner.

Le Mans start was very exciting as our viewing platform was in a great spot, a long straight ,then a very tight chicane and accelerate onto the start finish straight and the pits. The LMP1 cars were very fast and all sounded different, the Audis had virtually

no exhaust note, just a muffled growl, the other cars had more conventional note, throwing visible flames at night. Of the GT cars the Ferraris were the loudest, the Aston Martins had the lowest pitch, Corvettes a typical V8 sound and the Porsche GT3 RSRs a spine tingling Porsche symphony.

Stayed up all night except for 2 hours, just could not take myself to bed when the racing was on.



Porsche looked after us very well, as expected, which made up for the disappointment of our cars not finishing after such a great first time showing.

Look out for 2015!

Cheers,

John Pooley
President

ADVERTISE IN *FLAT CHAT*

... and reach the right market!

ADVERTISING RATES

for supplied 'camera -ready' ads

Half Page \$400 for a year (four issues)

Full Page \$700 for a year (four issues)

NOTE: There will be an additional charge if we prepare the ad for you.

NEW MEMBERS

We warmly welcome new members to the Club,

Keith & Judy Stove, Taroona, '03 Boxster S

We look forward to seeing you at future Club events.



Porsche Club

T a s m a n i a



CALENDAR OF EVENTS

2014

July

Ausmas: Saturday 12th

The committee is arranging a "Christmas Down Under Dinner" should be a good occasion.

John & Sue Davis have kindly offered their Davey Street home for this event and it will be professionally catered.

Please let John know if you are keen, there is a limit on numbers!

hbtDavis@bigpond.net.au

August

Symmons Plains Driver Training Day and AGM: Sunday 17th

Put this date in your diary, to be confirmed. We need 15 precipitants to ensure that we can restrict to cost to \$100 each.

We are looking at organising an event whereby both the "girls" & the "boys" can participate in a drive day on the track. Some of the Ladies have indicated they would like to participate in closed sessions on the track. We will look to organise combined & segregated events for everyone & also driver training. A BBQ lunch will be offered.

More details to follow, subject to numbers & CAMS Regs.

September

Tarraleah Drive Day: Sunday 20th

Preliminary Notice – Kevin Lyons has made contact with Tarraleah Estate.

Please refer to the email received below, the options are boundless. You may even decide to stay a night.

"As discussed there are a number of options available to a group like yourselves. Depending on the final group size, we can supply either a sit down lunch option up in The Edge function space, which has commanding views of the pristine Nive Valley below or alternatively in The Highlander Arms Restaurant overlooking the Village Green.

A buffet of Cold Sandwiches, Wraps, Baguettes & Salads at \$20p.p

A buffet of Hot & Cold Lunch Options including Salads at \$30p.p

A BBQ Buffet, with delicious sausages, steak, chicken and a range of salads at \$40p.p or for something very memorable, why not a sit down lunch with a choice from 3 menu options pres selected by yourselves, matched with a glass of Tasmanian wine for \$65 per person.

If you would like to talk further about any of these options, we are happy to create something that caters to your budget and group requirements.

If you had time to stop in on your rapid trans-tasman drive a few weeks ago, you will know the original buildings of the Estate have been maintained in the format of the village and are based around the village green. The main accommodation styles of The Lodge and the Art Deco Cottages have been lovingly restored and furnished sympathetically to their era.

The Lodge consists of 9 luxury suites, each with spacious spa bathroom and views over the Lodge gardens and cliff side. The Lodge also features a cosy lounge area, with open fireplace and honour bar, as well as over 200 whiskies and malts. The Lodge is ideal for a special occasion for a group of friends, or a romantic treat for a loved one. While part of the village, the Lodge is a quiet and serene retreat in another era.

For Porsche Owners Club members for the night we could do a special rate of \$270 including breakfast the following morning in the Teez Cafe.

The Cottages consist of 3 and 4 bedroom self contained houses, which used to be the original workers accommodation, however are far from basic. Each Engineers, Architects or Superintendent cottage has a large lounge room with open fireplace, self contained kitchen and dining area, 1 or 2 bathrooms and laundry. Many also feature an outdoor area for entertaining and have off-street car parking.

The price for anyone from the club looking to stay in Architects Cottages is \$220, for up to 4 people, and for the Engineers Cottages it would be \$200 for up to 4 people. These rooms would be perfect for any members who are familiar with each other as they have huge rooms, plenty of space, and open fires to sit in front of.

The Scholars House rooms are 10 hotel style rooms, each with a mezzanine level double bedroom, ground floor lounge area and ensuite. At the heart of the Scholars House is a shared chefs kitchen, open dining area and fire-side snug.

For 2 people, the price for your group would be \$125 per Scholars Room.

I hope this email has all the information you need, and isn't too long! As I mentioned on the phone we have a lot of scope for memorable events up here at Tarraleah, and would love to talk further about it."

Please register your interest to bobwhite@wmca.com.au by Friday 6th June to enable us to make a decision and confirm bookings with Tarraleah Estate. The website is www.tarraleah.com

October Presidents Dinner: Saturday 11th
Motor Yacht Club Tasmania More details to follow

November Hill Climb: Sunday 23rd
Preliminary Notice More details to follow

December Christmas Luncheon: Sunday 7th - Josef Chromy Vineyard
Preliminary Notice More details to follow

PCT@PICNIC@ROSS

by The Editor

What does the word “picnic” conjure up in your mind? Perhaps a lush expanse of grass, dappled sunshine, a warm breeze gently tickling wildflowers, a classic car, boot open revealing a wicker basket holding crusty loaf, local cheeses, crisp Riesling, just-ripe fruits, linen napkins, chequered table cloth, folding table and chairs. Well, the May 18 Picnic at Ross wasn't quite like that... more like damp grass, complete absence of sun, chilly breeze, drizzle, but... cars, cars, cars! Some classic, some rods, some vintage, some modern, but all carefully arranged in disciplined rows, showing off their best sides for the cameras of the admiring crowd.

Despite the weather, some hardy souls braved the elements and enjoyed a typical Tassie picnic, evidenced in the photo below.



The Porsche Club Tasmania contingent met in Richmond bright and early, 7:30 am, and headed up the Campania-Colebrook road as it's far more interesting than the initial stretch of Midlands Highway. Some spirited driving ensued, slowing considerably of course through the villages along the way.

First stop of the morning was at Oatlands for coffee, then on to Ross, arriving smartly at 9 am. Members of the Post Vintage Car Club of Tasmania, the Picnic's organisers, directed the PCT group of Porsches into two rows in the centre of the grassy oval.



The Porsches, quite a variety of models, looked very smart even from the rear: (back row) 911, 930, 968, 928, 996, (front row) 987, 911, 997, 993, 928. There was one ring-in, a classic BMW driven by our Life Member Leon Joubert, who had to put up with some good-natured ribbing from the Porsche contingent, but as we know, Leon is a Porsche 924S owner too, so was let off with a warning!

The crowd built quickly and Club members circulated around the assembled classics talking to owners, friends and new acquaintances. Everyone has their favourites and mine for the day was the row of Minis. They reminded me that I bought one brand new in the UK in 1968, and loved it! Compact, nimble, easily maintained and a ball to drive on the twisty Welsh roads where I lived at the time.



Others picked Mustang, Ferrari, Jaguar, FJ Holden....etc,



Some PCT members sought respite from the chilly weather and walked to the nearby Ross Bakery for coffee and cake. On the way we passed an open multi-car garage just off the main street that houses an amazing private collection of classic and collectible cars.

There is a noticeable emphasis on Jaguars including a rare C-Type, but the owner, Ian Cummins, has broad automobile interests and the collection of 14 cars includes Mustang, Rover and Ferrari. Motoring memorabilia adorn the walls and Ian has a huge collection of model cars as well, over 2000 at last count. His favourite full sized car is a Jaguar XK120, which resonates with me, as I had a XK 150 which had the most wonderful exhaust note. It was the perfect fast tourer during my time on the Isle of Wight,.



Ian Cummins (wondering which one to polish next)

The annual Picnic at Ross proved again to be an event not to be missed if you enjoy variety, and although it has now grown too big to be accommodated on the main street of town, which detracts a little from the previous “country show” atmosphere, it brings all sorts of interesting cars out of hiding from garages, sheds, and barns from all around the state. Hopefully the weather Gods will be kinder next year and provide a bit of sunshine to encourage cars (and owners) of a more delicate disposition (drop tops and convertibles) to join the water resistant saloons and hardtops that braved the weather this year.

Earlier I said “everyone has their favourites”, and I picked the Mini but at the end of the day, everyone’s true favourite is the one you drive home in.... Porsche of course!



Established in 1960 Tasmanian Owned and Operated



WMcA
BUILDING SERVICES
46-48
6234 7011
www.wmca.com.au

WMcA
BUILDING SERVICES

AMCA FPA SGS

46 - 48 Letitia Street North Hobart Tasmania • ph (03) 6234 7011 • www.wmca.com.au

WMcA experienced staff available for consultation 24 hours a day, 7 days a week.

- Air Conditioning & Refrigeration
- Mechanical Services
- Electrical & Communications
- Fire Detection & Protection
- Facilities Management & Maintenance
- Hospital Equipment
- Asbestos Removal & Audits
- Plumbing
- Gas Fitting

Contractors Licence 932756

- * Digital Printing Specialists
- * Film Processing
- * Cameras & Accessories
- * Canvas Printing & Poster Printing
- * Passport & ID Photos
- * Frames & Albums
- * Photo Restoration
- * Photo Mugs, T-shirts, Stubby Holders etc.

KINGSTON Camera Centre

Bruce Smart (Proprietor)

Kingston Town Shopping Centre
Maranoa Road, Kingston, Tas. 7050
Ph (03) 6229 7759
email : mail@kingstoncamera.com.au
web : www.kingstoncamera.com.au

We now stock and sell ...



GoPro
Be a HERO.

Action Cameras
& Accessories

Old Motorsport Photos



Photography by Bruce Smart
Tasmanian motorsport from the 70's, 80's & 90's.
Baskerville, Symmons Plains, Speedway, Rallies
View and order from our website :-

www.oldmotorsportphotos.com.au

2014 MID – WINTER’S ECONOMY RUN

by Rob Sheers

On the 22nd of June a bunch of keen Porsche Club Tasmania members met at Campbell Town for the 2014 Economy Run. It was a cold and foggy run up to Campbell Town for most of us but after a cuppa and a warm-up by the Zeps’ fire, the teams were ready for some intense competition!

This year’s course ran from Campbell Town to Swansea via the Lake Leake road (around 70kms). A short run but good enough to establish the order. The minimum average speed was bumped up a little this time (to a heady 80km/h!) thus hopefully avoiding some very slow moving Porsches (not a good look).

There was a small but varied group of Porsches competing – from a 2.7 Targa, John & Sue Davis’s “new” (old) Porsche, a number of 911’s, Boxsters, a 944, a 968, a 928 and brand new Macan Turbo S! We also welcomed new members Keith & Judy Stove and their Boxster S.



John & Sue Davis and their “new old” Porsche

The class break up gave all who came along a chance to be a winner! Also there was an Index of Performance award - for the best combination of economy and speed. Plus the usual Best and Worst efforts.

As we lined up for the start, the fog had cleared and the day was looking much better. The first car was on its way before 11am so hopefully we wouldn’t be late for lunch. The run over the Lake Leake road is always enjoyable and the closer we got to the east coast the better the day became. A brilliant mid-winters day greeting us at Swansea!

On arrival into Swansea it was straight to the BP servo and the moment of truth

– “just how much fuel have I used”. To keep things fair and equal all cars were filled by an independent person (BP attendant). And for good measure I had Paul Tucker present when my car was filled – no cheating allowed here!!

Once that was out of the way we all adjourned to the ‘Salt Shaker’ for the most important part of the day – lunch and a good catch up with our Porsche Club friends.



We enjoyed a nice lunch at the ‘Salt Shaker’

After a lovely lunch with terrific views it was time for the awards. As I mentioned earlier, this event would give everyone a chance to be a winner and as it turned out everyone was a winner with class awards and prizes for all who came along – how good is that!!

You will notice in the results that half the field didn’t make the minimum average speed but not by a lot so we turned a blind eye to this requirement for this year’s run – but be careful next year!



The Macan Turbo S was very impressive

It's amazing how good the economy was with some of the Porsches on the run. Both Milton Moody (997S) and Josiane Eve (Macan Turbo S) achieved a brilliant 7.54 L/100km – and tied for honours in the over 3 litre water cooled class. The Macan's economy is stunning considering it is a very high performance sports SUV.

A special apology to Josiane Eve (the pilot of the Macan) for being incorrectly awarded equal second when it should have been equal first. The records have now been set straight - sorry about the slip up!!



We welcomed new members Keith & Judy Stove and their Boxster

As well as various class awards many were keen on having a go at the Index of Performance award – this is for the best combination of speed and economy

Results for the 2014 PCT Economy Run

Air cooled - under 3 litres

		Average km/h	Litres/100km
1st	Rob Sheers 911SC	82.9	6.12
2nd	John & Sue Davis 2.7 Targa	79.71	9.66

Air cooled - over 3 litres

		Average km/h	Litres/100km
1st	Dave & Deidre Young Carrera 3.2	88.19	8.69

Water cooled - under 3 litres

		Average km/h	Litres/100km
1st	Steven Wade 968	88.19	9.44

2nd	Alex Tucker 944	76.76	11.94
-----	--------------------	-------	-------

Water cooled - over 3 litres

1 st equal	Milton & Ann Moody 997S	Average km/h 79.71	Litres/100km 7.54
1 st equal	Dave & Josiane Eve Macan Turbo S	81.27	7.54
2nd	Colin & Annette Denny Boxster S	78.95	7.56
3 rd	Keith & Judy Stove Boxster S	79.71	10.64

Over 4 litre

		Average km/h	Litres/100km
1st	Paul Tucker 928	84.59	12.7

Index of Performance award – Rob Sheers (911SC)

Best overall – Rob Sheers (911SC)

Worst overall – Paul Tucker (928)

It was good to see and hear that our club members are a competitive lot. I was asked several times for compensation at the servo when cars had to move back a couple of metres to allow others out before filling!

There were quite a few club day regulars missing for various reasons and we only had one team from the north which meant numbers were down a little this year. This didn't matter as the 16 members in ten cars who came along had a terrific day.



Dave & Deirdre Young and their “Hot 911”

Thanks to Performance Automobiles and Dave Eve for bringing along some Macan items that were donated to the prize pool. And to the club members who came along making the day.

We had a nice drive, an enjoyable lunch and a good catch up with friends and the competition was an interesting bit of fun – a good day all in all.

9201, 920X, KRICKIT OR TWIST.

by Mark Dewey

To anyone who is the owner of a front engined Porsche, the heading of this article will bring either a knowing smirk, or bring a pit of the stomach, 'I am about to be violently ill' stomach churn, together with the cold sweat of dread on your forehead. The kind of dread when you have to admit at a Porsche club get together, that you once owned....three Morris Minors ... all at the same time.

The words and numbers in the article heading could be part of the World War 2 Enigma code, or they could have some devious mathematical or trigonometric meaning or 'something far more sinister'.

For us, it is the later, 'something far more sinister'. They refer to the methods and witchcraft devices used to adjust the cam and balance shaft belts on front engined Porsches. Particularly the later 924 (924S)/944/968 and 928 cars with the 928 V8 derivative engines (M28 V8 in 16 and 32 valve form in the 928, and M44 inline 4, in 8 and 16 valve form in the 924S/944 and 968).

For those who have carried out any research on these cars, the internet provides extensive material and comment that is supportive and positive.

However, type in 'Porsche 944 cam belts', and on one search, 129,000 hits were offered. If and when you do this, you will realize very quickly that the safe world you thought you were part of, dissolves. You will find that you have entered a world of fierce tribalism, where the users of each of the above are firmly and solidly welded in favor, or not, of the use and methods around the particular tool or method preferred. But this requires more detailed explanation of what they actually mean.

9201 This devious tool is used and recommended in the factory workshop manuals and is the factory tool. To purchase one, try around \$600US. Figure 1 below.

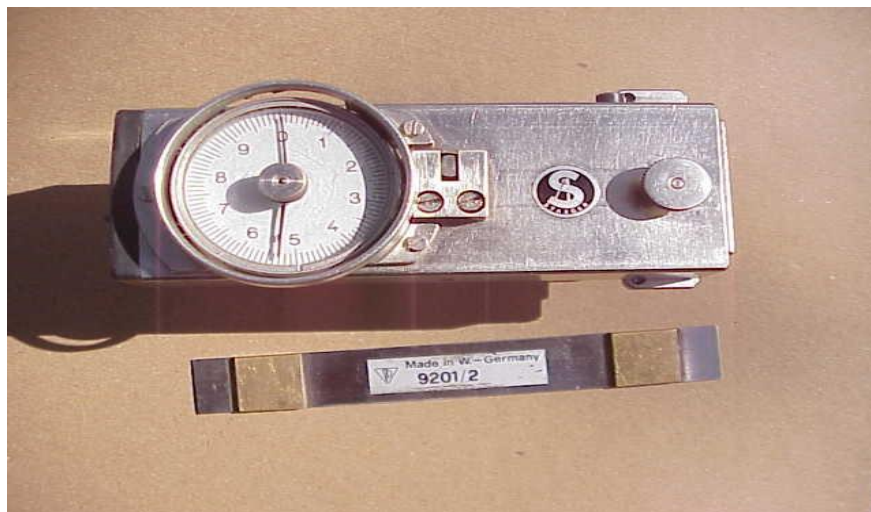


Figure 1

It is available from Porsche dealers, Pelican Parts or some other Porsche parts suppliers. The instructions for use are in the factory service manual.

920X The 920X is developed and sold by Arnworx in the USA and is apparently an easier tool to use than 9201. Figure 2 below.

Price \$195 US or \$295 US for the kit that also includes the flywheel lock, eccentric adjuster spanner and idler spanner.



Figure 2.

Krikit This simple and cheap item is provided by a number of Porsche parts suppliers as an alternative to the more expensive tension checking tools. Figure 3 below.

Price \$25.

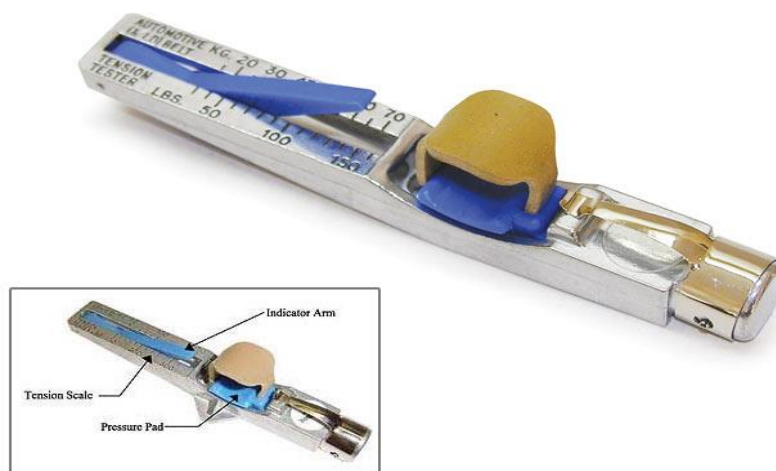


Figure 3.

Twist This is for people who have never found the need to use a tool to adjust a belt of any kind in their life time. I fall into this category.

This method follows a simple doctrine:

For the cam belt, if you can twist the cam belt when it has slack (engine backed anti clockwise a little bit, generally described as 1 and ½ teeth on the cam sprocket) by half a turn, ie through 90 degrees, the tension is ok.

For the balance belt, the twist is said to be 180 to 270 degrees.

Price \$0

The centre of the issue:

The issue, as I understand it, around these engines and the belts that drive the cams in particular, is this: From a cold engine with a correctly adjusted belt, the amount of thermal expansion along a line drawn through the centerline of the crankshaft pulley and the centre of the camshaft pulley due to the aluminium engine block and head, as expected, will grow. That is, the distance between the centre of the crank pulley and the centre of the cam pulley changes with temperature. This is no surprise, this is what thermal expansion does.

This expansion and the dimension between the two points is critical, as this alters the tension on the cam belt. Too tight initially and the belt may either stretch (which they naturally do) or in an extreme situation, snap resulting in catastrophic contact between pistons and valves.

If the belt is too loose, under certain driving conditions, the belt may come off or be loose enough to either jump a tooth or shear a tooth from the belt causing a loss of valve timing with the same catastrophic result.

On our own 924S, I noticed that when first started from cold that a rattle would gradually be evident, and that this rattle would continue for some minutes and then gradually disappear. Basic exploration uncovered a mechanical 'knock' that could be felt in the timing belt cover just after the cam pulley.

When the covers were removed and this phenomena was observed from a cold engine, I could see that the belt was running smoothly on startup, gradually developing an oscillation that became severe enough for the belt to touch the cover, hence the mechanical 'knock' I could feel, and then gradually the oscillation would reduce until the belt ran smoothly again. This progression from smooth to rough and back to smooth took approximately 5 minutes.

After this startling observation and the stories of doom ringing loudly in my head, I started exploring the blog sites for an explanation. The one given above regarding thermal expansion is what the blogosphere has suggested. On observation and a bit of further research, it seems like a reasonable conclusion.

This gives a pretty clear picture of why the belt tension is so critical.

After leaving the car for a day to ensure that it was at ambient temperature (on a moderate to cool day) I again removed the covers and started delving into this issue a bit more.

I didn't have any of the above tools to use, so I went back to 'Belt Tension 101' which says basically that if it feels too loose, it probably is. The opposing position being, if it feels too tight, it probably is. A bit simple, but the only starting point I could work with.

The cam and balance shaft belts felt far too loose to me.

The 924S has an M44/07 engine which has the eccentric belt adjuster. This was changed on later series of this engine to a spring adjuster and then finally to an hydraulic adjuster on the M44/43 and /44 engine fitted to the 968. Figure 4 below shows the belt arrangement on an M44/07 engine.



Figure 4.

The cam belt adjuster needs a special offset spanner (either 24 or 27mm depending on if they have been updated) so I made a spanner to do the job of exploring the belt adjustment.

Keeping in mind how critical the tension is on these engines, and the coarse nature of the adjustment, I spent the best part of an hour tightening and loosening the

tension, to a level where I was game to start the engine. I erred on the side of being a bit more loose than tight.

The engine fired up and I watched mesmerized by the belts as they ran smoothly without the previously observed (and felt) oscillation. I let the engine idle until operating temperature was observed on the gauge and then shut down the engine to feel the belt tension. It felt reasonable but noticeably tighter than at cold. That makes technical sense, but interesting to be able to 'feel' the difference, so I decided that the only way (without the measurement tools) to confirm my view was to take it for a gentle drive. A few test runs and a few hundred kilometers and still ok.

The belts as observed on our car were in very good condition which gave me some confidence, but also confirmed the information we had when the car was purchased that they had in fact been recently replaced. It was just that no mileage or date was recorded, but that the replacement was in the past two years.

During all of this, I had decided to purchase the Arnworx 920x kit from the US plus the Kriket tool.

How the tools work:

The **9201 factory tool** measures force to deflect the belt in Newtons (n) over a distance of approximately 100mm.

The **920X Arnworx tool** measures deflection in thousandths of an inch over a distance of approximately 110 mm.

Kriket (cricket) measures deflection in either pounds or kilograms force with values of nominally 35lbs for a used cam belt and 40 for a new cam belt. This tool seems to have a number of manufacturers, these being;

Gates; <http://www.gates.com/europe/brochure.cfm?brochure=2505&locationid=2976>
The Gates website states that their Kriket is not suitable for timing belts.

Dayco; <https://www.youtube.com/watch?v=z11wfc-0-hY&feature=youtube>
This youtube video provides good instruction on how to use the tool.

And the Kriket I bought comes from www.hmc-international.com which is a U.S. company, and has a range of these devices for differing tension ranges.

All of the above suppliers produce a product that look identical.

The **'Twist' method** uses rotational twisting deflection along the long free length of the belt (either belt – cam or balance)

The measurements:

Being equipped with the recently purchased 920X and Kriket adjustment tools and

with the engine at ambient temperature, (Arnworx suggest a temperature of above 67degrees F or 20 degrees C) I calibrated the 920X and fiddled about to understand and ensure that I was using the gauge correctly.

I checked using Twist and could not quite achieve a 90 degree twist on the belt, which would indicate that the belt was too tight.

The measurement with the 920X first time gave a result of 0.050" against a stated range of .101" to .105" for a used belt. Again this suggested a belt that was too tight and in fact only had half the deflection as was recommended.

The belt was adjusted until .102" was achieved.

As a check, I turned the engine to take up any slack and read .085" and then backed the engine 1.5 teeth on the cam pulley and rechecked. This gave a reading of .103" which was within the tolerance.

A second check using Twist, still didn't give me 90 degrees. I might have estimated 75 to 80, but this is just an arbitrary comment as I had no way of measuring the angle.

I carried out the checks four (4) times, starting from scratch each time to check my results. Each time I felt a bit more confident in what I was doing. It is very easy to have the tool foul on parts of the engine, but eventually I felt that I had achieved what was intended.

The same process was followed with the balance shaft belt which measured 0.84" after my hand and eye adjustment previously. This was against a stated tolerance of .106" to .114" for a used belt.

Again, this indicated that my hand adjustment produced a belt tension that was too tight.

After adjustment, this was brought back to .110" against a stated tolerance of .106" to .114" in the Arnworx literature.

The Twist method suggests a twist of between 90 and 180 degrees, which is a very big tolerance. After adjustment with the 920X, I achieved a twist of approximately 90 degrees.

The Arnworx 920X is quite a simple tool that is basically a dial indicator mounted to a specially made bracket that has been developed over time to achieve a sound result. I found that I had to recalibrate the device frequently, some times to ensure that it was OK, and other times that it seemed to have altered a touch. Some of the sensitivity to the calibration may have been down to operator error and lack of experience with the tool.

I attempted to take readings with the Kriket, but I was not happy that they were representative or accurate. The space available around the belts is very tight, hence the seemingly strange design of the 9201 and 920X tools, but they make absolute

sense when used. I didn't have that same feeling of the tool being the correct one for the job with the Krikit. Others may have a better understanding than I currently have. I will certainly retry using it when I next check belt tension.

With the engine belt covers back in place, it was time for a road test, now that I had a lot more confidence that both the belts on the 924S were to the required tolerance. The engine ran smoothly with no belt 'knock' as had been previously experienced, or any idler 'whine' that would indicate a belt that was too tight. The engine sounded good and remained that way whilst warming up and during the road test.

As I explore the issues with our car and develop the required level of confidence in the mechanical reliability of an older vehicle, I will probably recheck the tension periodically to reconfirm the tension.

I realize that not every PCT member will be sufficiently confident to do these very important checks or adjustments on their cars themselves. I hope that this information is therefore useful, and I certainly invite any comment from others with these cars if my observations and comments are in variance to their own experience or can add to the discussion.

Mark Dewey. dewey.mark@gmail.com

March 2014.

THE 2014 WORLD ENDURANCE CHAMPIONSHIP MADE SIMPLE.

(or how to understand Le Mans in 24 pages or 24 hours).

by Leon Joubert

The WEC (World Endurance Championship) has three classes in which Porsche competes actively, LMP1, GTE-Pro and GTE-Am.

LMP1 or “Le Mans Prototype 1”

This is the top class in which Porsche now competes with the 919 Hybrid.

LMP1 Cars are all bound by the same regulations in respect of their dimensions, mass, cockpit and safety design etc. We'll therefore ignore this common denominator.

The key factor in LMP1 is that the cars must have some energy recovery systems but the choices of propulsion are – to a large extent – only limited by fuel efficiency.

Thus:

- If you can recover 8 Megajoules of energy per lap you can only use a maximum of 4.42 litres of petrol or 3.56 litres of diesel per lap.
- If (at the other end of the scale) you only recover 2 Megajoules of energy per lap you can use up to 4.80 litres of petrol or 3.93 litres of diesel per lap.

So what is the best option?

Porsche 919 Hybrid:

Porsche has gone out on a limb. It has a 2-litre, V4, turbocharged petrol engine and the engine exhaust gases are used to recover energy to drive a rear electric motor while kinetic energy recovered on the front axle drives a front electric motor.

This combination can recover the maximum allowable 8MJ of energy per lap so the Porsche may only use 4.42 litres of petrol per lap. (But which also translates into a longer potential run between pit stops).

Toyota TS040 Hybrid:

The Toyota uses a normally aspirated 3.7 litre V8 engine with super capacitors to recover and use energy on the front and rear axles. Toyota has publicly revealed that the TS040 has a total of 1000 bhp on tap.

This combination recovers only 6MJ per lap so the Toyota can use a dollop more petrol per lap than the Porsche.

Audi R18 e-tron quattro:

Audi uses a 3.7 litre V6 turbo diesel engine with an electrically driven turbo charger and a front axle driven ERS which stores its energy recovery in a flywheel system. The flywheel spins at a leisurely 40 000 r/min before discharging its energy back into the drive train.

Oh, and by the way, the Audi has laser headlights with special headlight cooling systems, and its fuel injection pressure is a mere 34 800 pounds/square inch (psi) !

Thought you would like to know....

It only recovers 4MJ per lap and is limited to around 4.65 litres of diesel per lap.



Common Denominator:

The fuel tank capacity of a petrol driven LMP1 is limited to 64.4 litres, and a diesel driven LMP1 to 53.3 litres. It therefore requires the cars to stop approximately every 50 minutes for fuel.

Uncommon Denominator:

It's one thing to harvest all that energy through the different energy recovery systems but how and where do you store it? The three manufacturer's storage solutions of flywheels, batteries and capacitors for the recovered energy are all different.

"Executive Summary"

One can be tempted to suggest that the ACO (the organising motor club of the Le Mans 24-Hours race and the originator of these formulas) bribed the racing sports car manufacturers to each come up with a different solution.

Not only have Audi, Toyota and Porsche all taken different routes to the potential winners' rostrum, they will be joined by Nissan in 2015 and there are strong rumours that Ferrari and BMW may also be interested.

On the race track Toyota's TS040 has won the first two (shorter) rounds of the 2014 World Endurance Championship but Audi won the third round, the prestigious 24-Hours of Le Mans. (The next race is only in Texas on 20 September).

Porsche is the newcomer but has by no means embarrassed itself. Its complex car may take more time to come to fruition, but it may still prove to be a winner.

The most fascinating thing is perhaps that the racing between all three of these awesome prototypes has been incredibly close.

At one time or another all three makes led last month's Le Mans race. Though the order of outright speed was Audi - Toyota - Porsche, the difference in lap times was generally less than 2%, or around 2-3 seconds per lap of the long Le Mans circuit. Here are the cars' fastest laps achieved during the recent Le Mans race:

Winner: Audi R18 No.2	3:22.567
Second: Audi R18 No.1	3:24.567 (Totally rebuilt after an accident).
Third: Toyota TS040 No.8	3:23.117 Retired:
Toyota TS 040 No.7	3:23.112
Porsche 919 No.14	3:24.819
Porsche 919 No.20	3:25.532

The winning Audi averaged 242 km/h despite having to pit 29 times, on one occasion for 17 minutes to replace a broken turbo charger. (It was, incidentally, also Audi's 13th outright victory at Le Mans).

The LMP2 Class.

This is the category in which Porsche was so successful with the RS Spyder, the engine of which has since migrated into the 918.



The class allows for normally aspirated engines up to 8 cylinders and 5-litres capacity, or turbo engines up to six cylinders and 3.2 litres capacity, and is now largely dominated by Nissan-engined cars which are involved in extremely close racing.

The winning LMP car was about 14 seconds a lap slower than the fastest LMP1 car at Le Mans.

Porsche no longer competes in this category.

The GTE-Pro and GTE-Am Classes.

These are classes for what is described as “road going cars” and without digging into the technicalities, they could indeed be driven to and from race tracks and are based on production models.

The primary difference between the two classes is that “Pro” entrants will be driven by professional racing drivers while the “Am” entrants will mainly have “gentleman” or “amateur” drivers behind the wheel, with part-time assistance from a “pro”.

Results in both categories count towards the Manufacturer’s Cup.

It is of course the category that Porsche completely dominated for more years than most can remember, with successive derivatives of the 911 usually making up the bulk of the entries.

That is no longer quite the case, with the 911 GT-3 RSR’s now up against stiff competition from factory supported Ferrari 458 Italias, Aston Martins and Chevrolet Corvettes.

At this point in the 2014 WEC Championship, Ferrari leads the overall GTE Championship with 135 points from Porsche on 123, still a close contest.

In the GTE-Pro category the AF Corse Ferrari team leads the two Team Manthey Porsche entries, while in the GTE-Am category Aston Martin has a healthy lead over Ferrari, with Porsche third.



The 2014 WEC Championship is far from settled with five more 6-hour races to be run:

Austin, Texas	20 September
Fuji, Japan	12 October
Shanghai, China	2 November
Bahrain	15 November
Sao Paolo, Brazil	30 November.

If the 2014 Formula 1 “Scalextric” cars no longer have quite the same appeal for you (though the racing has been great), keep an eye on the World Endurance Championship series.

It heavily involves Porsche, and may soon be one of the best and most exciting motor sport contests on the planet.

FRITHS TAKE REGULARITY - AGAIN

by Ian Chesterman, 11-May-2014

Editor's note: I have reproduced this article from Ian Chesterman's Targa Tasmania News (www.targatasmania.com.au) featured almost daily during Targa, and in the post event wrap up. It illustrates the fun that you can have in Targa even without a specially prepared rally car. There's no mistaking that the Regularity category is competitive, it's just that it doesn't require the sort of speeds and risk-taking that lands some competitors in trouble in an off-road excursion. Regularity is well within the grasp of many PCT members with their normal road going Porsche.

Philip and David Frith have claimed back-to-back titles in the increasingly popular Regularity category of Targa Tasmania.

The Friths were the stars of Regularity. The father and son team finished on 92 points.

"This year is possibly as satisfying as last year's win because we had a bigger field," Philip said.

"We stuffed up in the first stages, so we had to really concentrate to get back into the lead and the wet stages were also a challenge."

The Frith's Porsche Boxster S led the final four days of competition in a category where crews drive to a pre-determined average speed over the event's closed road stages.

"We've done this (regularity) a few times now, so we're used to how it works. My son David works it all out. He's the brains of the operation and I'm the right foot," Philip said.

"We like regularity because it's simply safer than the full Targa."



The category drew a wide range of vehicles – from a 1970 Triumph Stag to a 2013 Ford Mustang.

Day one leaders Jeff and Nerida Beable finished second in their Nissan R35 on 156 points.

RESULTS

1. Philip Frith/David Frith, Porsche Boxster S, 92pts
2. Jeff Beable/Nerida Beable, Nissan R35, 156pts
3. Allan Gluyas/Heather Gluyas, Toyota 86 GTS, 174pts
4. Martin Duursma/Marc Sobbel, Lotus Exige S, 197pts
5. Lloyd Berger/Phil Musgrove, Audi TT RS Plus, 440pts

PORSCHE CARS AUSTRALIA LAUNCHES ALL-NEW MACAN SUV THIS WEEK WITH 600 PRE-ORDERS

by Mike Costello (www.GoAuto.com.au) 27 May 2014

Editor's note: Adrain Brown's Porsche Centre Hobart hosted the local launch of the new Macan at its Davey Street showrooms on June 14th, providing an introduction to its exciting new features, plus test drives and in the evening, sharing the stage with the early stages of the Le Mans 24 Hour race. Many present and future Porsche customers, including PCT members, attended and enjoyed Adrian hospitality. The following article, reprinted from John Mellor's online GoAuto News, describes the three versions of the Macan in full detail.



PORSCHE Cars Australia (PCA) has taken a remarkable 600 'money down' pre-orders on its new range-opening Macan compact SUV ahead of this week's official launch, about 70 per cent of whom are first-timers to the brand.

The launch this week of its long-awaited second SUV line after the larger Cayenne marks not just a new entry point of \$84,900 plus on-road costs for Porsche in Australia, but also the next phase of its steady move up the sales charts as it continues to branch away from niche sportscars.

This ravenous early demand also means that three-quarters of Australia's yearly allocation of about 800 cars has been spoken for, meaning a buyer looking to get a Macan into their driveway will be lucky to get behind the wheel before Christmas.

Longer term, the company expects the Macan to make a splash against the rival BMW X3 and Audi Q5 in 2015, projecting it could take up to 10 per cent of the sales in its segment with between 100 and 140 monthly deliveries, or between 1200 and 1680 units a year, supply permitting.

That said, with global Macan production near the German city of Leipzig pegged this year to 50,000 units (out of a complete range-wide total of 200,000) and growing to

about 70,000 in coming years, Australia's piece of the pie will be limited and the Cayenne is expected to remain the brand's top-seller – at least for now.

For the sake of comparison, Porsche sold 1120 Cayennes last year, up 30.7 per cent, and is on track to deliver about 1500 units this year based on its 32.2 per cent growth to the end of April.

Speaking with GoAuto this week, PCA managing director Sam Curtis – three months into his tenure after joining from the retail side of Mercedes-Benz – said the company expected little cross-over between the two SUVs, with the overwhelming majority of Macans to add incremental growth rather than tempting away prospective Cayenne owners.

Conversely, the restrictions on Macan supply are in fact expected to drive Cayenne sales, if those people unwilling to wait for the smaller SUV are amenable to being steered into the larger model, which operates under a much smaller waiting time.

All told, PCA is on track to smash its Australian sales record in 2014. The company delivered 1905 units last year, but is up 35.3 per cent in 2014, and has around 800 incremental Macan sales to throw into the mix as well.

The sales breakdown last year was: Cayenne (1120), 911 (276), Boxster (249), Cayman (179) and Panamera (81).

But Mr Curtis said this week that the company was not about “growing for growing's sake”, and reiterated the internal company motto to build one less car than demand requires. For Porsche, relative exclusivity is too valuable to sacrifice.

Interestingly, despite the sharp value equation – prices kick off at \$84,900 for the S diesel, \$87,200 for the S petrol and \$122,900 for the Turbo – Porsche's local arm is also keen to emphasise the car's sporty attributes rather than continuing to promote the bottom line figure.

“With the new Macan, for the first time you can get a petrol (Porsche) for under \$100,000,” said Mr Curtis.

“So the question for us was, do we go out with that message? Is that the launch message? Is that the retail message? But we haven't gone out with that. It's not about price, it's about brand.”

Mr Curtis said the company had considered launching with a driveaway campaign, but subsequently opted against such a move.

Among the 600 pre-orders, PCA says a solid 21 per cent of demand had been for the flagship Turbo, 46 per cent of buyers had opted for the range-opening diesel and the remaining 33 per cent had ordered the S petrol.

Though loosely based on the Q5 from fellow VW Group member Audi, Porsche claims the Macan has about 70 per cent new or modified components. It is understood Porsche was directed to limit this to about 30 per cent instead, but put its foot down.

As reported, the range comprises a trio of biturbo V6 engines — two petrols and one diesel — matched to a PDK dual-clutch paddle-shift transmission sending power through a rear-axle-biased all-wheel-drive system.

It is the first time a Porsche model has been available with the PDK (Porsche Doppelkupplung) gearbox only. Fuel-saving idle-stop is integrated into the transmission, plus all versions regenerate energy during braking and on overrun.

Unlike the Cayenne, the Macan also gets fuel-saving electromechanical steering like the 911.

Kicking off the range is the Macan S, powered by a 250kW (between 5500 and 6500rpm) and 460Nm (between 1450 and 5000rpm) 3.0-litre biturbo V6 with an aluminium engine block and cylinder heads, capable of sending the 1865kg SUV from zero to 100km/h in 5.4 seconds.

The 3.0-litre turbo-diesel V6 in the Macan S diesel is borrowed from the Cayenne but “enhanced”, and produces 190kW (between 4000 and 4250rpm) and 580Nm (between 1750 and 2500rpm). Porsche claims NEDC combined-cycle fuel consumption of 6.1 litres per 100km.

Sitting at the top of the model tree is the \$122,900 Macan Turbo S, sporting a stroked version of the regular petrol version’s Zuffenhausen-produced biturbo V6 pumping out 294kW at 6000rpm and 550Nm of torque between 1350 and 4500rpm.

The 0-100km/h sprint is dispatched in a sportscar-like 4.8s despite the 1900kg-plus kerb weight, or 4.6s with the optional Sport Chrono package that tightens the chassis, transmission and throttle responses and adds a Launch Control system.

As reported, the circa-174kW 2.0-litre turbocharged four-cylinder version revealed at the Beijing motor show last month for the Chinese market – the first model from the German sportscar brand to rely on just four cylinders since the 968 from the mid-1990s – is off the Australian radar.

The power is reined in by what Porsche calls the “most powerful braking system in

the segment”, including 350mm front/330mm rear discs behind 19-inch alloys on the S models and 360mm front/356mm rear units behind 20-inch wheels on the Turbo.

A Multi-Collision Brake system also features, which brakes the car automatically a second time following a collision, to stop a repeat.

The Macan’s platform, and elements of its relatively low-slung body highlighted by the distinctive wraparound bonnet with hidden shutlines and integrated cut-outs for the headlights, use either super-high strength steel or aluminium (on the bonnet and rear lid).

Dimensions are as follows: 4681mm long, 1923mm wide and 1624mm high on a relatively long 2807mm wheelbase.

The cabin has echoes of Porsche’s coupes. A 4.8-inch screen with navigation sits in the driver’s instruments, while a seven-inch touchscreen dominates the central fascia. The base sound system has 11 speakers and 235 watts, though Bose or Burmester systems can be optioned at extra cost.

There is also a lower seating position and a small leather steering wheel with a steep incline to give a “sportscar feel”. All variants get leather seats (the Turbo’s front seats have 18-way electric adjustment), with a rear bench that flips 40:20:40, taking cargo space from 500 litres to 1500L.

Active and passive safety features – many as extra-cost options – include lane departure warning, a reversing camera, radar-guided cruise control and autonomous brakes. All Macans get dual-front, dual-side and curtain airbags.

There are three chassis tunes: the S and S diesel get standard steel-spring arrangements, with aluminium axles (five-link front, trapezoidal-link rear), while the Turbo comes with Porsche Active Suspension Management, a system that includes sensor-based active dampers with Comfort, Sport and Sport Plus modes of varying firmness.

Also standard on the Turbo is class-first levelling air-suspension that sits 15mm lower at normal level, but also bumps maximum ground clearance to 230mm (an extra 32mm over normal) or lowers the rear 50mm below normal level to make loading cargo easier.

All versions also come with Porsche Traction Management, a rear-drive biased AWD system borrowed to a large degree from the 911 Carrera 4 that can send up to 100 per cent of torque to the front axle if necessary, via the electronic multi-plate clutch.

Porsche even says the system allows throttle-induced (lift-off) oversteer if the Sport

Plus mode is engaged and the rear diff lock optioned (as part of a torque-vectoring system).

Meantime, the standard off-road setting can be activated at up to 80km/h, and adjusts the shift revolutions and speeds, as well as front/rear torque split ratio for low-grip terrain. Hill descent control is standard.

2014 Porsche Macan pricing*

Macan S Diesel (a)	\$84,900
Macan S (a)	\$87,200
Macan Turbo (a)	\$122,900

*Excluding on-road costs

WHAT NEXT FOR PORSCHE?

Leon Joubert looks beyond the Macan. (*Which you should already have driven or, at least, have gone to view at your local dealership*)

After the intriguing “mouse chasing the cat” shenanigans of a few years ago, Volkswagen and its powerful shareholders (which primarily consist of Porsche Automobile Holding (32%), Qatar Holding (16%) and the State of Lower Saxony (13%)) now has complete control of the Porsche car company with a holding of 50.76%.

Thus the comings and goings, and future doings at Porsche are to an extent decided by the *Vorstand* in Wolfsburg and no longer so much in the inner sanctums of Porsche AG.

If Wolfsburg decides that Porsche should build a sporty version of a Scania truck or style the next Ducati motor cycle or make an engine for Bentley, so be it.

What will be good for shareholders’ returns is what is important, and not necessarily what silly car aficionados like us may wish for.

Fortunately Porsche still has a lot of leverage in the giant Volkswagen group.

In 2013 Porsche sold ‘only’ 162 000 cars, but it sold them at an estimated profit of more than USD \$16 000 per car.

That compares extremely favourably with an estimated return of \$3 700/car for Audi and a mere \$625/car for the Volkswagen brand. The “suits” in Wolfsburg will therefore have to think carefully about how and where they tinker with this particular source of golden eggs.

Ever since Jeep produced its first Wagoneer in 1963 and more so since the arrival of its Cherokee in 1984, SUV’s have been the darlings of the motor industry.

In the 1990’s and early 2000’s US car makers were reportedly making more than \$10 000 profit per SUV while often barely breaking even on ordinary passenger cars. Since most SUV’s are simply re-skinned passenger cars, but cost a few thousand dollars more, you can see where the profit potential lies.

What does this also mean for Porsche? Simply put – an irresistible source of money.

We know that the Cayenne’s gestation was paid for by Volkswagen and that much of its frame and motive power still comes from the same resource. But the Cayenne – by no means a cheap car – now accounts for 52% of all Porsche sales.

Enter the new Macan, an SUV which also owes between 30% and 70% of its existence to its Volkswagen siblings and hence an affordable gestation and birth.

It is expected to add another 65 000 sales to Porsches' annual totals.

SUV's will therefore soon account for about 75% of all Porsche sales.



Thus Porsche will be largely a (very profitable) SUV manufacturer. It will by no means be the only motor manufacturer to have gone down this demand driven route.

We sports car enthusiasts may gnash our teeth and rend our clothing at the perceived indignity of it all but we should recognise that it now costs around \$1-billion to produce a new car model by utilising existing resources (e.g. existing platforms, engines etc.). It can cost up to three times that amount for a new Greenfield development.

Thus if you are only likely to sell 30 000 (or less) sexy sports cars a year they will probably have to be priced extremely high just to recoup their investment costs.

If the Porsche SUV's were not bringing in barrows full of boodle we can almost guarantee that Volkswagens' institutional shareholders would not be happy about billions being spent on risky investments in expensive sports cars.

So the good news is that the money is still flowing in at Porsche (albeit from SUV's) and enough of it is still available to be spent on our beloved sports cars.

The 918 (which has already run the Nordschleife in under 7 minutes) is in production with a derivative of the V8 engine of the RSR Spyder and some electric boosting to underscore its Green credentials. However with a base price tag of \$845 000 USD and left hand drive only, we probably won't see many in Tasmania.

We have however been able to see (and some of us may even have experienced) the highly acclaimed new S2 Boxsters and Caymans, and the new 991 Carrera.

But what may happen next to get us car enthusiasts excited?

Porsche also still has to look to efficiencies of scale and utilise existing resources to best advantage. So what reasonable new model options may be available to it?

By using resources from the current Porsche portfolio one can speculate, as has also been done by others, on the following bits of reverse engineering:

Place a coupe/GT body on an up rated Panamera platform;



Whether even Anatoly Levine or Harm Lagaay could produce a stylish coupe out of the Panamera is open to debate, but the car will probably need hybrid and/or diesel options to help keep Porsche within EU corporate fuel efficiency and emission targets. It will inevitably be an expensive, small volume, model.

Shrink wrap the Cayenne into a four-door BMW 5-Series saloon competitor;



No one should doubt that Porsche has the engineering competence to produce a high performance saloon to take on the tyre ripping products from Garstang, AMG and Ingolstadt. But a car like the BMW M5, though drastically different under its plain exterior, still shares a big chunk of its production and development costs with more mundane mass models from the 5-Series production lines. Unless Porsche clones an Audi or a Volkswagen, this option will be a very expensive Greenfield adventure.

Build a less expensive Boxster/Cayman,



Colin Chapman's famous design philosophy was: "Simplify. Then add lightness".

Chapman and old Prof. Ferdinand shared this same credo but whereas the Lotus Elise may still exemplify it, a 2014 Porsche 911 Turbo is not exactly a prime example of engineering minimalism.

So there may be a good space for Porsche to revisit some of its origins. That plan has already been signalled with the announcement that it will re-introduce a four cylinder boxer engine. A flat four engine (six-minus-two) into a less expensive Boxster therefore becomes a fairly logical "new model" development.

The missing part of the puzzle is whether the four cylinder Boxster will follow the "Simplify. Then add lightness" concept or be something a long way removed from the legendary Porsche 718 pictured above?

According to our German intelligence sources, the exciting news is that the "new 718" which is due for release within 14-20 months, will be much more of a Mazda MX5 competitor than a supercar. It will be light and nimble, have a manual soft top, and will go and grip like a Lotus Elise. In other words: It may be a new Porsche 718.

It should open a whole new entry market for Porsche and earn it the adulation of young and old driving enthusiasts of MX5's, Subaru BRZ's and Honda S2000's.

I can't wait for its arrival, nor can my sons, who will probably enjoy it more than I will.

Ends.



Everything for Every Occasion

24 Tasma Street
North Hobart

2/34 Innocent Street
Kings Meadows

Online Ordering at www.salters.com.au



CLUBMAN SOUTH 2014		CLUBMAN NORTH 2014		CLUB CHAMPION 2014	
NAME	TOTAL	NAME	TOTAL	NAME	TOTAL
SHEERS Rob	200	ALLISON Bruce	55	SHEERS Rob	25
RIDGERS Keith	180	KING John	30	HAND Joe	15
JOUBERT Leon	145	LUCK Kerry	30	YOUNG David	15
FORBES Andrew	115	BOWEN Mathew	30	WADE Steven	15
WHITE Bob	110	YOUNG David	30	TUCKER Paul	15
DAVIS John	110	McCafferty Phil	15	EVE David	12.5
POOLEY John	100	ZEUSCHNER Greg	15	MOODY Milton	12.5
HAND Joe	90	WILSON Chris	15	DAVIS John	10
LYONS Kevin	85	LEITH Philip	15	DEWY Mark	5
ARNOLD Mick	80			DENNY Colin	5
TUCKER Paul	75				
DEWY Mark	65				
EVE Dave	60				
DENNY Colin	45				
MOODY Milton	45				
SMART Bruce	35				
SMITH Barry	30				
BERRY Paul	30				
CATCHPOLE David	30				
HOBDEN Michael	30				
BRINSMEAD Stuart	30				
WADE Steven	30				
WALLMAN Kingsley	20				
BARROW Rob	15				
STOVE Keith	15				

Compiled by Keith Ridgers

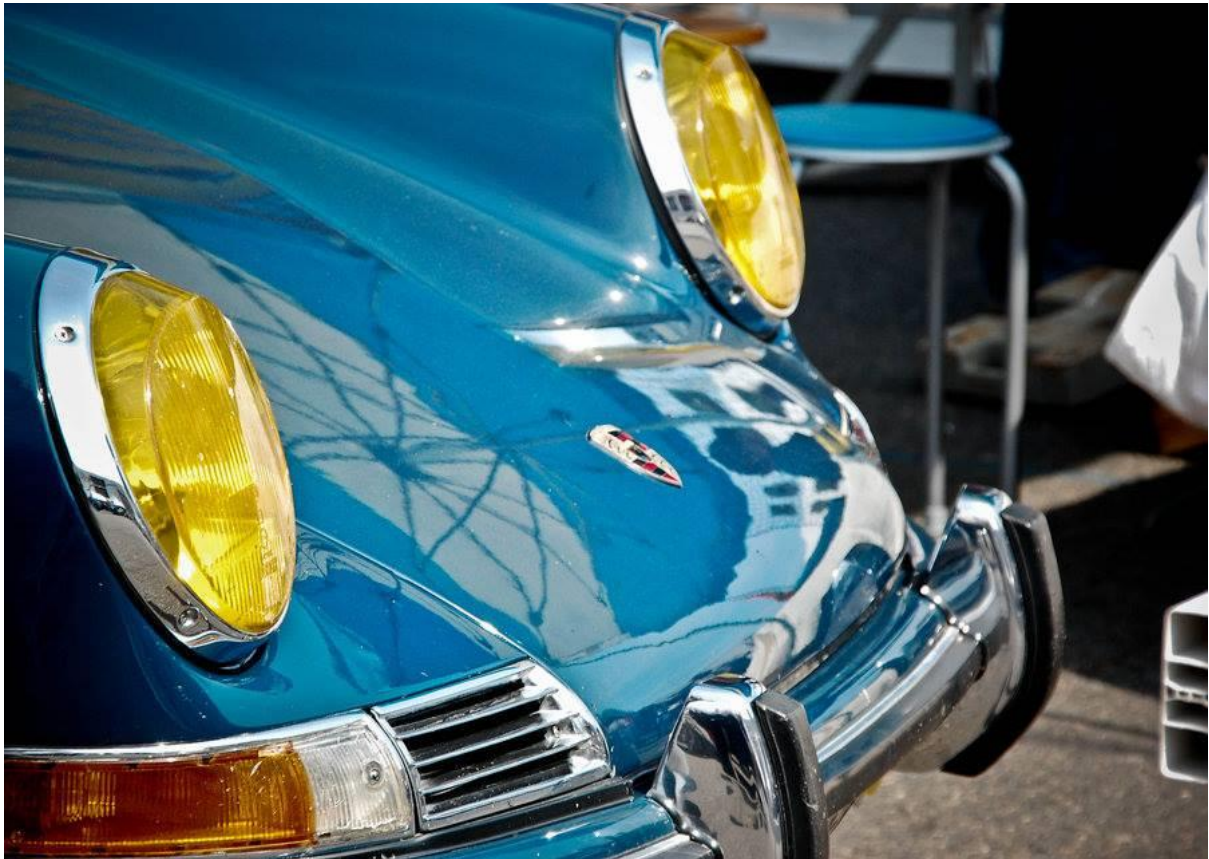
Flat Chat POOLEY WINES “KNOW YOUR PORSCHE COMPETITION”

COMPETITION No. 8 RESULT

Question: Name the Country where this photo was taken

Answer: France, where yellow lenses were a requirement in the 1960's

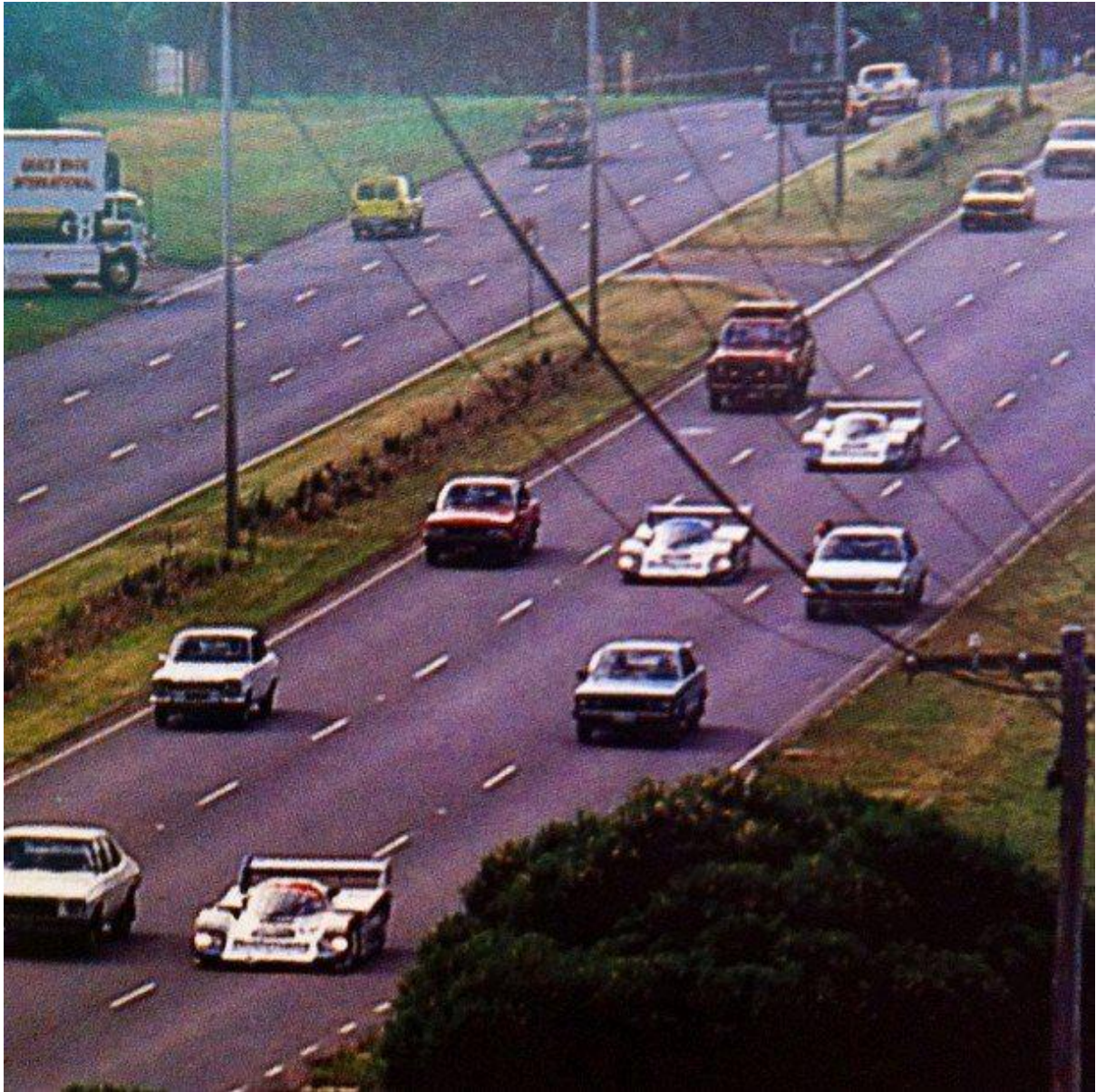
Winner: Well, this may be a first... John Pooley wins his own competition! John, you know where to collect your prize!



COMPETITION No. 9

This quarter's question is posed by Leon Joubert, so it is bound to be a brain teaser. Good luck!

Question: Name the model of Porsche in this photo, and for bonus points, name the location



Email your answer to andrew.forbes.911@gmail.com.au

The winner will be announced in the October issue of Flat Chat

POOLEY



PREMIUM TASMANIAN WINES

2012 TASMANIAN VINEYARD OF THE YEAR
2012 TASMANIAN PINOT NOIR PRODUCER OF THE YEAR

Shop online at www.pooleywines.com.au

Belmont Vineyard and Cellar Door • 1431 Richmond Rd, Richmond, Tasmania

Phone: 61 3 6260 2895

CLASSIFIEDS

FOR SALE Carrera 3.2 Targa, 1989

- Full history
- Mileage 80,500
(129,500 kms)
- Excellent condition
- \$39,500
- Barry Smith
- barryhb@icloud.com
- 0407 766 455





Porsche Club

T a s m a n i a



MEMBERSHIP RENEWAL

1st April 2014 – 31st March 2015

Amount due 30th April 2014

Member - \$110.00

Remittance Advice

Please advise via return email if you are paying Direct Debit - or
post form when paying by Cheque or Money Order

Name:

Member Number:Payment amount:

Pay by:

Direct Debit – Payment can be made by direct debit into the
PCT Sandy Bay Westpac Account: BSB 037 001 Account Number:
375727

NOTE: Please include a reference to name/membership number on
the transaction

or Cheque: - Send with membership renewal form to:
Porsche Club Tasmania
PO Box 910
Sandy Bay 7006
Tasmania

Australian Post Money Order – obtainable from any post office