



Porsche Club

Tasmania



FLAT CHAT

JANUARY 2011



Xmas 2010: Wickford Farm, Tasmania

FLAT CHAT

Quarterly Newsletter of the Porsche Club of Tasmania

JAN-MAR 2011

CONTENTS

Committee

Editorial..... 1

The Chair Squeeks..... 2

The Other Chair Speaks..... 3

Coming Events.....4

Seven Thousand Kilometres5

Vision For The Future.....9

Porsche And The Moose.....13

Xmas Function 2010.....18

Cars I Shouldn't Have Sold.....23

Keeping The Faith.....28

Club Championship Points.....33

Porsche News.....34

FLAT CHAT

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

Opinions expressed in this Newsletter do not necessarily represent the opinions of the Editor, Chairman and Committee members of the Porsche Club of Tasmania, or Dr.Ing.h.c.f.Porsche AG or any of its authorised representatives.

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Meeting Venues:

- At 7.30pm on the 3rd Tuesday of every month at Shannons Car Club Rooms, 337 Argyle Street, Hobart. At 7.00pm on the 1st Wednesday of every month at the Jailhouse Grill, 32 Wellington Street, Launceston.

JANUARY EDITORIAL

As I write this in the second week of December 2010, the past two weeks have probably been very important in the history of Porsche.

Some important developments may have been clouded by a press release that confirmed what almost everybody already knew, that Porsche will produce a baby Cayenne called “Cajun”, probably based on an existing model from VW/Audi. An exciting new announcement is also due at the Detroit Show.

For the moment the more interesting news is a shareholder decision to issue US \$6.5 billion in stock to enable Porsche to pay off its debts and allow Volkswagen to take complete control of Porsche by August 2011.

Perhaps even more important (for us) is the announcement that Wolfgang Hatz is Porsche’s new R&D Chief while Wolfgang Durheimer, the previous incumbent, moves to take charge of Bentley, Bugatti and (interestingly) Volkswagen Motor Sport.

So what do we know about Porsche’s new R&D head, a key decision maker about the future make-up of “our” cars?

He spent time with BMW Motorsport in the 1980’s and also with Opel Motorsport in the 1990’s. After that he became head of engines and transmissions at Fiat, Audi and Volkswagen before his current appointment.

We have to trust that Wolfgang Hatz will bring more of his BMW Motorsport experience and less of Fiat and Volkswagen’s philosophies to Porsche.

We’ll probably find out which, soon enough.

Leon Joubert

2.

THE CHAIR SQUEEKS

**John Pooley “JP”
President**

3.

THE OTHER CHAIR SPEAKS

**John Davis “JD”
Vice-President**

4.

2011 – PCT Coming Events

22 January

PVCC Wrest Point South East Rally

23 January

Picnic/BBQ – Orford.

29/31 January

Wrest Point Targa

20 February

LCCT Supersprint Symons Plains
MCCT Supersprint Baskerville

27 February

PCV Regularity Event: Sandown.

13 March

Shannons' Show and Shine

19 March

Philip Island Historic Races

27 March

PCT Show and Shine

2/3 April

Weekend away to the north

5.

THE FIRST SEVEN THOUSAND KILOMETERS OF MYLIFE.

Autobiography of a Porsche Boxster S

Chapter One

I was built (born) in Germany in March 2010 and my gene pool was specified by some bloke called John, in Tasmania.

TASMANIA?? Where's that, I thought. I must ask Klaus Bischof, he should know. I remember him talking about Targa Tasmania. Klaus has the best job, escorting my grandfathers all over the world taking them on retirement holidays. I reckoned that's the same Tasmania and became quite excited, an overseas trip!

My conception was in February 2010 and I was very pleased with my specs. I think John chose well, but I am not so sure about being painted white. I don't have that many white siblings but an "S" engine with sports exhaust, 5mm spacers and black eighteens show off my red brake callipers and makes me feel quite special.

Even when taking my owner on night drives he will be able to see the sharpest corner on the darkest night with my powerful Bi-Xenon turning headlights, and my day running lights are really cool. My red seat belts set off the black leather seats and my white dials on the dash are a throw back from my great grand dad, the RS60 Spyder.



On the way to my new home in Tasmania

6.

After catching the boat in Hamburg with my youngest siblings also heading for Australia, and a pretty rough trip through the Bay of Biscay, we arrived in the Mediterranean. Another place I had heard Klaus talking about was Italy and here he said some of my grand parents had been very fast, running around Italy for 1000 kilometres way back in the mid-1950s.

We sailed straight passed a big island called Sicily and there Grandfather '908 Short Tail' actually won a race called Targa Florio, which ran around the island.

Klaus explained when Grandad out ran the other famous sports cars that were born in a Milano factory and he said they were always painted RED. He was very proud and said I was just like him, open top, engine in between my axles behind the race driver, lots of power and a noisy exhaust.

The next long days were very boring down in the hold of the ship with no stops as we crossed the Indian Ocean and finally arrived in Port Melbourne.

Some big men called Wharfies, drove me off the boat quite fast and then I was checked for drugs and my passport was matched to the ships manifest, and then I was put into a detention centre. I heard them say Australia has a lot of them. Not long after I was driven onto another smaller ship for an overnight trip to my new home, Tasmania.

Performance Automobiles met me on my arrival. They are the third oldest Porsche dealer in Australia and have been looking after my family for over 40 years. I am happy that they will be looking after me because I am a long way from Home in Germany

They gave me a shower, massage, and fed me and in no time I was ready to meet my new owner and my new home. I didn't have to wait too long in the nice new showroom, just like the ones in Stuttgart, and before I could get to know my cousin GT3 also waiting for his owner in the showroom, I walked John Pooley with Dealer Principal Adrian Brown who proceeded to show John all my private bits and pieces.

He seemed to know a lot about me, but I didn't mind as John seemed a nice chap! Soon we were out of the showroom and on the road heading for the country.

It seemed very cold for July and it took me a while to get used to keeping to the left of the road but everyone else stayed in the correct lanes and that made it easy for me. He was a smooth driver and I was sure we would get on just fine and I didn't have to go over 4000 rpm in any of my six gears.

7.

Soon we arrived at the driveway of my new home, a pretty old place, made of sand stone and in the middle of a vineyard. I only had a garage without walls to sleep in and had to share with a nice Volvo XC70.

We said our hellos and soon got to know each other before nodding off to sleep on our first night together.

The next day I awoke with a cat on my fabric roof, it had jumped up during the night and helped keep me warm though.

During the day John and his wife, Libby, started packing bags into my trunks. They seemed pretty happy and soon we were on the road heading for Devonport and the boat.

Not another sea voyage I thought!



Outside my new home with some of my new friends

8.

It was late afternoon and I must say that the scenery was stunning with the sun dropping down towards the horizon and the gossamer on the fences and long grass on the road verges. It was something I had not seen before.



Getting back on board a ship. A red and white one!

John drove well and we arrived at the boat and had to wait in a queue with lots of other cars, some I had never seen before. Soon we were called to drive onto this red and white ship.

I did wonder where we were going and hoped tomorrow would reveal all.

To be continued.....

JOHN POOLEY

9.

VISION FOR THE FUTURE – CAYENNE DIESEL



A couple of years ago Sheila and I decided to venture into four wheel drive territory (as you need to do in Tas).

As we had a limited budget coupled with the need for a vehicle to carry all the odds and ends associated with building a house, we opted for the Land Rover Freelander 2 diesel – at \$55 000 fully optioned (heated everything, roof racks etc)

It has proved to be a good investment. Now some 65 000 km later we are looking for an upgrade with the intention of joining the grey nomads and doing a bit of touring.

So... what to buy.... where to start? Obviously the new Cayenne diesel – and have two Porsches in the garage. Way to go. Off to talk to Nick at P.A., check out the demo and discuss, and start playing the options game.

With the club's Christmas lunch coming up Nick suggested that we “borrow” the car for the day to really test it on a long drive and to show fellow members just in case we could make a quick sale. When I picked it up Kevin Knight gave me a quick rundown on how to start it, and we were off.

Just to “play around” we programmed the SatNav. for Campbell Town, Australia, and as we were coming through Hobart this cultured English (female) voice kept trying to send us over the Tasman bridge to the East Coast.

Then she kept asking us to do a U-turn as far as the Bowen bridge, where she again urged us to turn right. This nonsense kept up until we reached Brighton where, after a pit stop, she resumed by asking us to return to Hobart.

Eventually she gave up, closed down the map and retired. Conclusion: The SatNav. is not very user friendly.

Another odd thing about this vehicle is – no handbrake. (Well, not one you'd recognise, as I found out later).

At the spot where it should be is a grab handle which of course you grab when you go to pull on the brake. I can't think why the driver needs this device because if he doesn't have both hands on the wheel when driving rough, then he's probably on his way to being upside down and by then he'll be grabbing something else!

As for the wheel – this one was fitted with paddles which kept getting in the way of my knuckles. I found it very awkward and distracting.

In general I found the cockpit uninspiring and not at all easy to relate to, with too much shiny black and chrome. Also, with the exception of the essential tachometer, the dials and switches are difficult to read and see and some are very well concealed, such as the light switch hidden under the dash.

The “sport” button is at the rear end of the console and requires you to look down and bend your elbow well away from the body to engage. For a tool to be used as often as this is needed (essential for overtaking on the Midlands Highway) its location is a cause for dangerous driving. Next to the tachometer is a screen displaying useless info that was distracting, and could not be deleted.

On the upside, the handling and performance are outstanding, something that you assume is normal for a Porsche but not really expected in an SUV.

It points into corners and holds the line as any family member should. No cause for alarm from the crew as I easily kept up with a gaggle of 911's through some back roads towards Longford. Just don't ask Keith what speed he hit as I'm sure he didn't look down. I know I didn't.

At 7.8 secs 0-100 this vehicle is very far removed from any resemblance to the 4x4's so beloved by those outdoor folk who tow caravans, boats and horses. But... it is not a grand tourer.

Vision is limited, particularly in the back seats. This may be suitable for the kids watching T.V. on the way home from school, but our 1.855m tall passenger declared it claustrophobic.

The high waistline and small side glass area together with the massive dash and console added to this confined feeling for the driver. I have this feature in the Cayman and in a sports car it is expected, but I don't need it in my off road vehicle.

Another contributing factor to the repressive impression is the use of dark glass coupled with a black interior. I'm not sure why demo's are still configured as so "last century".

The Cayenne was fitted with a number of options – the most important of course being the reversing camera, an absolute necessity as it is impossible to verify the position of the rear of the car through the sloping rear window.

Another important accessory is the hydraulic tailgate switch. The weight of the tailgate is too much for a woman, particularly if the car is parked on a slope.

The sunroof alleviated the confined sensation somewhat when opened, but at \$3 290, and when included with all the other added bits and pieces that I'd like in the car, it simply blows the budget.

I realise I'm sounding a bit negative, but I suppose I was expecting more than just the high performance and handling.

I want a Grand Tourer – the old fashioned one with a bit of class and style – not something to pose with when I go to town. I already own a Porsche so I don't need to prove a thing.

12.

I'm sure Nick was disappointed when I returned the Cayenne and told him “no deal”. I could tell by the look on his face and then his comment, “I thought it would blow you away”. It did Nick, it did, performance, and, ah...performance but it just doesn't suit me.

The same goes for similar looking machinery such as Audi, BMW, VW Touareg or Volvo. They all suffer from a lack of vision, a “must have” in any 4x4 whether you're touring or parking, but particularly off road.

Cameras help when you're checking the driveway for small objects such as children, but you need to see or at least be able to sense all four corners of the vehicle easily.

All these niggly little objections on their own don't amount to any more than a grumpy old man having a whinge about the next generation, but I like old fashioned, I like simplicity.

Sure, I like performance too but above all I like to see out the windows. So do my friends and family, which made the decision easy – Range Rover!

HANS WALDMANN



As Hans said, they have excellent visibility all round. (Ed.).

PORSCHE AND THE MOOSE(S) AND/OR ELK(S)

The following is quoted verbatim from that fountain of all human knowledge – Wikipedia. (Now that even the Encyclopedia Britannica has gone electronic).

*“A **moose test** or **elk test** is a test to determine how a certain [vehicle](#) acts when the driver evades a suddenly appearing obstacle (such as a [moose](#) on the road). When in 1997 the newly produced [Mercedes-Benz A-Class](#) failed an examination of the Swedish motor magazine [Teknikens Värld](#), it became well-known under the name Älgtest ([Swedish](#) for “[Moose](#) test” – in Europe the word “elk” and its cognates refer to the [moose](#) and not to [the smaller animal](#), the cervid called, confusingly, [elk](#) in North America).*

The test is performed on a dry road surface. [Traffic cones](#) are set up in an S shape to simulate the obstacle, the [road](#) and its edges. The car which is going to be tested has one [belted](#) person at each available seat and weights in the trunk to achieve maximum load. When the driver comes onto the track, he or she quickly swerves into the oncoming lane to avoid the object and then immediately swerves back to avoid oncoming traffic. The test is repeated with an increased [speed](#) until the car skids down the cones or spins around. This usually happens at speeds of about 70-80 [km/h](#) (45-50 mph) in the best cases.

This test has been used in [Sweden](#) for decades. In 1997 the journalist [Robert Collin](#) from the motor magazine [Teknikens Värld](#) overturned the new [Mercedes-Benz A-Class](#) in the moose test, while a [Trabant](#) — a much older, and widely mocked car from the former [German Democratic Republic](#) — managed it perfectly.^[1] The [Dacia Logan](#) appeared initially to fail the test, but a later investigation concluded that excessive testing had worn the car's tires to failure.

On the occasion of being interviewed for an article in the German newspaper [Süddeutsche Zeitung](#), Collin tried to explain this test by the example of an evasive maneuver for a moose on the road. It was soon called “Elchtest” (moose test)”

As most of us know the subsequent events turned into a bit of a public relations disaster when Mercedes-Benz initially denied that there was anything amiss with the original A-Class but eventually had to spend a small fortune on the redesign of the car, including equipping all models with electronic stability control which – in 1997 – was not the most readily available or cheapest aftermarket accessory around...

The A Class is – incidentally – no longer sold in Australia.

14.



But where does Porsche enter into this story?

Technikens Varld – according to my clever little boy who is currently doing some of his legal studies at Stockholm University – the Swedish publication still continues to simulate elk (or moose) avoidance tests and it maintains a table of results from which it is easy to see the best (and worst) moose avoiders.

This is the most up-to-date table that I could find for free on the internet:

<u>Car and Year of Test</u>		<u>Test Speed</u>
Citroen Xantia Activa V6	1999	85 km/h
Porsche 996 GT2	2004	82
Porsche 997 Carrera 4S	2008	82
Porsche 997 GT3 RS	2008	82
Porsche 997 GT2	2008	81.5
Porsche 997 Carrera S	2008	81
Porsche 997 Carrera S Cabrio	2005	81
Audi R8 4.2 FSI	2008	80
Chevrolet Corvette C6	2005	80
Opel Omega 2.2 Sportchassis	2000	80

15.

These were the only cars that recorded speeds of 80km/h or more through the avoidance test.

How the (pesky) Citroen got up there I have no idea.

It may have been a model with 'Hydrospastic' suspension which could lower itself at the right moment like a limbo dancer, and wiggle underneath the moose?

As for the rest of the high achievers in the results table, nothing much more needs to be said – does it?



However you are no doubt dying to know which marvels of modern automotive engineering could not even exceed 60 km/h through the moose avoidance maneuvers, and would probably also not be a good choice for our motorkhana competitions against the Club Motori Italia.

This list is probably not as current as one would like it to be, but it does tell a few stories nonetheless.

16.

Here they are:

<u>Car and Year of Test</u>		<u>Test Speed</u>
Lexus RX300	2001	60 km/h
Renault Laguna 1.8	2001	60
Think City (?)	2009	60
Volkswagen Passat 1.8T	2001	60
Hyundai Trajet 2.7 GLS	2005	57
Mitsubishi L200 Ralliart	2007	57
Toyota HiLux 2.5 D4D D-Cab	2007	57
Chevrolet Trailblazer LTZ	2001	56
Ford S-Max TD 140	2007	55
Isuzu D-Max Crew Cab	2007	55
Range Rover V8	2002	55
Citroen C4 Picasso HDi	2007	54
Ford Ranger D-Cab XLT	2007	54
Mazda BT50 D-Cab		54

The surprising (and serious) conclusion is how large the speed differential is between a Porsche and an “ordinary car” in a simple slalom test

In elementary terms your chances of avoiding an accident at moderately low speed by swerving around an obstacle are 50% better if you are driving a Porsche rather than a popular modern pick-up truck, MPV or even a common family car like a Renault Laguna or VW Passat.

It is food for thought.

17.

Just in case you thought the whole idea of elk(s) and moose(s) tests are silly.



These animals used to roam around our farms in Zimbabwe and are kudu antelope.

A bull like this one will weigh around half-a-tonne and have an amazing ability to clear a 2 metre fence from a standing start.

Unfortunately they also have a tendency to jump into the dark space *behind* the lights of an oncoming car at night, and the consequences for the animal, the car and its occupants are normally disastrous.

The Scandinavian moose (or elk) is also a large animal and incidents of them colliding with cars and being flung through the windscreen into the passenger compartment are not that rare.

Scandinavian motor manufacturers have reportedly put a lot of effort into designing the structures of their cars to be as protective as reasonably possible against such incidents.

However, as with all aspects of automotive safety, it is always better to be able to *avoid* the accident rather than to be protected from its possible consequences.

Which is where Porsche once again excels. At a very high level of competence.

Leon Joubert

18.

XMAS FUNCTION 2010



Morning coffee and cookies at the Red Bridge in Campbell Town



The driveway to Wickford Farm



Line-up in the circular drive in front of the house



Wickford was built in 1839, the cars, more recently.

20.



Welcome drinks next to the pool.



The "Northerners" did the cooking for us. Thanks guys.

21.



Joan McKinnon easily won the “Carrera Cup” races!



Michael Parker gets the 2010 Northern Club Champion award from JD.

22.



Relaxing after lunch. L-r: Phillip Petersen, John McKinnon, Gail Joubert, David Catchpole (back to camera) and others.

And (below) John Davis, Keith Ridgers and more relax alongside the pool while Santa's Elves do the serving and tidying up!



CARS I SHOULDN'T HAVE SOLD (OR WRITTEN OFF)

When Leon asked me to be a guinea pig for his new series, my immediate reaction was “how many do you want”?

It's not that I've owned a lot of cars it's more a case of all, well most of them being cars worth hanging on to – with the exception of the few I had to compromise with when I was first married.

So I started looking through the box of old photos and of course “My First Car” turned up in a number of different guises.

A stock standard black 850 Mini through to the bored out 950, lowered with fat wheels and a bonnet strap. Yes, I would love to have this car in my garage now but it blew up and I traded it in on a new one which hill climbed better but did not have the car-isma of the original. A few years ago I designed a house for a bloke who rebuilds old minis and we nearly came to a deal on fees which would have seen me drive away in a “brand new” carbon copy. Aaahhh..... I should have done it but.... not enough garage space.



My First Car

After the mini years I discovered Volvo's – now before you groan, remember this was before I could afford a 356 and before BMW's and Audis had arrived (we're talking mid 60's here) and the first one I bought didn't win anything but it did save my life. I was T- boned by a Holden and the impact bent the roll bar at right angles and sent me over to the passengers' seat, breaking off the gear lever on the way.

I woke up in hospital with a broken pelvis and when the cops came to interview me they said the Holden's speedo was stuck on 80 mph. At least they didn't book me for not giving way to my right.

24.



Volvo 123

As soon as I got out of hospital I went to Scuderia Veloce who were based in the lower level of the Shell garage at Wahroonga on Sydney's north shore and ordered a new one.

This time a two door 123 in dark blue. A set of chrome wire wheels from Gerry Lister and I was off to take out the club hill climb record at Amaroo Park.

Now this is one car I would love to have in the garage but I wrote it off..... Wet day, in a hurry, Michelin tyres, aquaplaned, spun and ended up reversing down between the safety rail and handrail of De Burgh's Bridge. Ended up on the evening news as well.

Skipping those married years and on to post-divorce where the next car I'd have now is my dark blue Fiat 128 3P. A real fun car and similar to the Alfa Sprint which I bought next. The Alfa had a real personality – sometimes it would just stop. Dead. You'd get out, open and close the fuel cap and the little darling would be happy again. Yes, I'd love to see her in my garage now but.....I sold her to the highest bidder.

I joined the B.M.W. Drivers Club NSW at it's inception in 1980 with my first 318i, in fact the first 318 to be delivered in Australia. Black of course, with Simmons wheels it was stunning looking, at least I thought so and it did win its class in the Concourse. This led to a succession of black BMW's all or any of which deserve a parking space in my imaginary garage. They were simple straight forward well behaved vehicles unlike the complex characterless ones that Chris Bangle designs.

25.



BMW 318Ti

At the end of the 80's I bought my first Porsche – a gold 944 – and I don't want this one in the garage. It was definitely second hand and, as it hadn't been driven much, all the seals needed replacing as well as the starter motor, fuel pump, water pump, radiator, etc.

Anyway, I was having some of this work done at Scuderia Veloce, who by now had moved into the big glossy glass Porsche showroom and workshop at Willoughby (and Bob Aitkin, the mechanic who worked over my Mini's and Volvo's was now the CEO) when I saw the love of my life – a Midnight Blue 968.

It was standing beside a white 968 CS and priced about \$30 K more. Bob came over to me and offered to trade the 944 and said I could have the 968 for the same price as the CS. What could I do?

The second divorce was soon over and 13 years and 220,000 km later I sold it to buy the Cayman. It is my biggest regret. It wasn't the money – I just didn't have the garage space so one car would have had to be left outside and I couldn't decide which one would be the loser.

26.



968

Going back a bit, I bought a silver BMW 318 ti with the intention of making it competitive. It had been lowered, fitted with some handling options and I was about to install the supercharger when bang – I was T-boned by a woman running a red light. It should have been written off but six months later when I got it back (they lost the door sub frame in the new Hong Kong airport and had to order a new one) I sold it immediately.

It was a good looking car and if it had performed to expectations it would be very welcome in my, by now, very big shed.

Probably the one car I would most like to revisit is the Calypso Red BMW 840 Ci, but not the one I bought 'cos that also ended up with major problems.

In the end when the Hobart dealership couldn't fix it, P.A. offered me \$20,000 to "take it off my hands" as trade in on the Cayman. I accepted, but.... it was a beautiful car. It was seen driving around Hobart for a few months until I heard it too was written off. Sheila called it her "princess car" and we were often asked if it was a new model.

The last car I sold because my garage wasn't big enough, and one that I consider will be on a BMW. Club members' future wish list, was the 325 ti. Black with red leather and fitted with all the M sport gear this car was a limited edition release just before the ugly era of the 1 series. A delight to drive, very practical and with the legendary 6 cylinder engine it will go on for ever.

27.

On reflection, I'm sure Leon must have meant "collectable" cars as if I had been stupid enough to buy one, and then sell it without realising it's potential.

Of the 22 cars I have owned 11 would be in my garage beside Butzi and only for sentimental reasons.

None of them have increased in value or could yet be called classic.

They were bought simply because I thought at the time they had style or performance and they were affordable.

With a lot of the cars built today having a generic DNA there is not much hope that current models will become enduring examples of automotive art and so perhaps, in time, my great grand children will condemn me for my lack of vision and the size of my shed.

HANS WALDMANN



Boy Racer

KEEPING THE FAITH.

Well, here we are again, in the continuing saga of the 356 faithful, there are a few things to report, the first is Ferry Porsches', birthday.

Every year Porsche Clubs around the world celebrate Ferry,s birthday by going for a run somewhere, this has become known around the world as **"Drive Your Porsche Day"**

This year the editor of the 356 Register magazine asked all state secretaries to organize a run and send photos to him for forwarding to the US 356 Register magazine for inclusion.

You see the US magazine has had a long standing tradition to publish all photos of members' cars taken on that day, and of course they arrive from all around the world. Most members of the Australian Registry are also members of the US club.

We managed to get three of the active Tasmanian members to meet at Swansea for lunch on Sunday the 19th September. (Ferry's birthday is the 17th but that was Friday).

After a nice lunch at the Bark Mill, we drove down to the edge of Coles Bay, for our photo.

The weather was less than ideal, being very dark and dismal, but at least it didn't rain.

The members in attendance were Maria and Michael Hobden (Super 90 Outlaw Coupe) Sue and John Davis (Super 90 Coupe), and Kathy and myself("C" Coupe).

I know that three isn't a huge number, but it does represent 42% of the Registry members in Tasmania.

Next we had two 356s at the PCT Concourse event in October.

The two Northern members were both away OS and couldn't make it. I must congratulate Sue Davis for winning the Peoples Choice Award, and Michael Hobden for winning his class.



Winners at the annual Porsche Parade as well!

The highlight of the year for all 356 owners has to be the annual Porsche Parade, and this year was a special year as it marked the 25th Anniversary of the club.

The event was held over the weekend of the 26th-28th November.

Approximately 100 cars and their owners came from all over Australia, including 16 members from New Zealand, and one special guest from the US Registry in the form of Bob Garretson who is a US Registry Trustee and former World Sports Car Champion, who won the Championship in a Porsche in 1981.

As is usual we gathered at the Vine Hotel in Collingwood on Friday night for a meet and greet and also took the opportunity to conduct a brief AGM, and have a meal.

It is a good opportunity to catch up with old friends, and a great time was held by all.

30.

Saturday 60 plus cars with owners and partners met at the Porsche Centre, Melbourne before taking off for a run through beautiful lush countryside, finally arriving at the Yerring Farm Winery in the Yarra Valley for lunch.



Parade! By the numbers! Right Dress!

The weather wasn't kind to us as it hammered down at times, but nobody seem to mind, we all stayed dry, enjoyed a good lunch and had a great drive.

After returning to our hotels the task of cleaning the cars was undertaken in preparation for Sunday's Parade and Concourse.

Of course this is usually done in haste, because we also have to get cleaned up ourselves for Saturday Nights' Gala Dinner at the Park Hyatt

The dinner was terrific, everyone was dressed beautifully, and a roving band played requests for all the guests throughout the meal.

Another interesting note was that 12 of the original people to organize the Registry 25 years ago were present at dinner, and enjoyed a resounding applause from the crowd.

31.

To help mark the event, the very first Porsche to arrive in Australia was on display in the marble foyer of the hotel, it is interesting to note that this car, an "A" cab, is also the very first Porsche to be made in right hand drive form.



Beautiful Car. Beautiful People.

Sunday dawned on not too many headaches, and everyone gathered at Como Park for the Parade, although the weather was again unkind, with rain on and off all day.

The display was again well attended with approximately 100 cars.

This is a truly terrific day, with great company, beautiful cars, a good lunch, and a jazz band playing for every ones' enjoyment.

I am very happy to announce that Tasmania members did very well, with Sue and John Davis (Super 90) winning Silver in their class, and Kathy and I ("C" Coupe) winning Gold in our class.

Unfortunately Michael Hobdens' car was having clutch problems and couldn't attend, but Michael and Maria flew over on Saturday so as not to miss this memorable event.

32.

The Parade also marks the end of Registry events for the year, but here in Tasmania we are now preparing for this weekend's PCT Christmas lunch.

In fact as I write this (Thursday) we are only a few days away.

Unfortunately I won't have my 356 (Casper) at the lunch as Kath and I will need our regular car for all the food etc, but with a bit of luck we may see some others there.

Kathy and I, along with all the 356 Registry members, would like to wish all the readers a Very Merry and Safe Christmas, and a happy New Year.

PS. If you have any spare cash! Why not go out and buy 356 and join us, you won't regret it.

Keep The Faith
Michael



On behalf of all our readers, a Blessed Xmas and Bountiful New Year to You and Yours and the 356 Register as well, Michael. We always greatly appreciate your contributions to "Flat Chat". (Ed.).

2010 CLUB CHAMPIONSHIP POINTS (AS AT NOVEMBER 2010)**COMPILED BY KEITH RIDGERS**

Clubman Points Southern Members	Total	Clubman Points Northern Members	Total
Rob & Elspeth Sheers	425	Michael & Kathy Parker	150
Keith Ridgers	250	Chris Wilson	140
John and Libbie Pooley	245	Bruce & Krista Allison	70
John and Sue Davis	185	John & Ann King	50
Kevin and Mary Lyons	160	Stephen & Julie Gibson	45
Barry and Suzanne Smith	135	David Hannan	40
Paul Tucker	120	Phil McCafferty	30
Leon and Gail Joubert	100	Neill Daly & Sonya Johnstone	27.5
Hans and Sheila Waldman	95	Harry Williscroft	15
Bob and Dimity White	90	Jock McLean	5
Joe Hand	90	Philip Leith	5
Gary Cannan	65		
Trevor and Erica Williams	55	Club Champion Points (all members)	
Paul Berry	50	Keith Ridgers	55
James and Kay Barber	40	Rob & Elspeth Sheers	55
Michael and Maria Hobden	35	Chris Wilson	40
David Catchpole	35	John and Libbie Pooley	40
Rob Barrow	30	John and Sue Davis	25
Peter and Christine Dove	30	Joe Hand	25
Andrew & Carolyn Forbes	20	Paul Berry	20
Peter Cane	15	Peter & Christine Dove	20
John and Pru Christie	5	Kevin Lyons	15
Nino Bocchino	5	Philip & Sylvia Petersen	15
Randell & Robyn Mullins	5	Michael and Maria Hobden	15
Ken & Naomi Paton	5	Hans and Sheila Waldman	15
		Paul Tucker	15
		Bruce & Krista Allison	15
		Gary Cannan	15
		Stewart & Cathy Harper	10
		Sue Davis	10
		Peter Cane	10
		Bob & Dimity White	5
		Michael & Kathy Parker	5
		David Catchpole	5

Press Release November 29, 2010

No. 111/10

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VW Head of Engines and Transmissions Development is appointed to Porsche Board of Management

Wolfgang Hatz to succeed Head of Development Wolfgang Dürheimer

Stuttgart.

At its meeting today, the Supervisory Board of Stuttgart-based sports car manufacturer Dr. Ing. h.c. F. Porsche AG, Stuttgart, appointed Wolfgang Hatz (51) to its Board of Management.

As from February 1, 2011, Hatz will be heading the Research and Development division, in addition to his prior function as Head of Engines and Transmissions Development for the Volkswagen Group.

Wolfgang Dürheimer (52), Porsche's outgoing Head of Development, will, at the same time, take over as Chairman of the Executive Board of Bentley Motors, as well as becoming the President and Chief Executive Officer of Bugatti S.A.. In addition, he will assume the function of Motorsport Director for the Volkswagen Group.

Matthias Müller, Chairman of the Executive Board of Porsche AG, acknowledged the outstanding commitment shown by Dürheimer over the past ten years: "A number of new models and model series spurring the international success and growth of the sports car manufacturer were created under his leadership. Cayenne, Panamera and the RS Spyder racing car all bear the unmistakable hallmark of Wolfgang Dürheimer, and are a testament to his outstanding expertise in the field of intelligent and efficient sports car development."

Matthias Müller expressed his satisfaction at the recruitment of "a renowned engineering expert from within the Group" as Dürheimer's successor: "Wolfgang Hatz has many years of experience with Volkswagen, and all the credentials needed to strengthen the position of Weissach as a competence centre for sports car development."

Ends.

Press Release November 29, 2010

No 112/10

Dr. Ing. h.c. F. Porsche Aktiengesellschaft 1 of 1 International Press
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Supervisory Board gives the go-ahead for a wider range of models

Porsche is planning a new sporty model range

Stuttgart.

During its meeting today, the Supervisory Board of Dr. Ing. h.c. F. Porsche AG, Stuttgart, laid the foundations for continuous and successful growth of the company. The Supervisory Board instructed the Board of Management to drive forward the development of a further model series up to series production.

Under the working name "Cajun", this efficient and sporty model will further expand the world's most successful Porsche segment in the SUV sector.

In addition to the new Cayenne, which has clearly consolidated its market position as the most successful sporty SUV in the premium segment, the "Cajun" will also have a very positive impact with its typical Porsche features such as light weight, ease of handling and agility.

As an attractive entry model in the Porsche world, the "Cajun" will attract new and even younger customers to the premium brand along with the Boxster, the market leader in the segment of two-seater, mid-size sports cars.

Ends.



The Editor wishes all our readers, families and fellow PCT members a Blessed Xmas and a Bountiful New Year.