



# Porsche Club

Tasmania



## FLAT CHAT

JULY 2007



A NICE COLLECTION

# FLAT CHAT

Quarterly Newsletter of the Porsche Club of Tasmania

JULY-SEPTEMBER 2007

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# **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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### **Address Of The Porsche Club Of Tasmania**

Postal Address: PO Box 10, South Hobart TAS 7004.

### **Meeting Venues**

- The Porsche Club of Tasmania (Southern Clubroom) meets at 19h30 on the 3<sup>rd</sup> Tuesday of every month at Shannons Car Club Rooms, 337 Argyle Street, Hobart.
- The Porsche Club of Tasmania (Northern Clubroom) meets at 19h00 on the 1<sup>st</sup> Wednesday of every month at the Jailhouse Grill, 32 Wellington Street, Launceston.

## **JULY 2007 EDITORIAL**

*“In recent months many politicians in the USA, Europe and Australia have become overtly ecology conscious”.*

Those were the opening words of our April 2007 editorial and in the intervening period of time the rhetoric and pressure directed at the motor industry has been ratcheted up.

A worrying feature of the current pressures applied on the motor industry is the arbitrary emissions “target” of an average of 130gm/kilometre CO<sub>2</sub> which EU politicians may demand from individual car companies by 2012.

To provide some perspective, a current production, small turbo-diesel or petrol-electric car will produce around 120-125 gm CO<sub>2</sub>/kilometre. The Porsche Cayman is rated at 222gm/km and the Cayenne Turbo at 358gm/km.

Assuming the proposed EU target is enshrined in legislation it will demand such massive reductions in CO<sub>2</sub> emissions from a manufacturer like Porsche that it could conceivably force the company to close its doors.

Other high technology car makers like Ferrari could be placed in a similar position.

Porsche responded publicly to the threat through a recent speech by board member Michael Macht.

Macht pointed out that Porsche will have reduced emissions by a substantial 20 percent between 2002 and 2008. However he was also reportedly critical of European small car makers, who, he claimed, only reduced the emissions of their cars by 2% during the same period.

One can understand Porsches’ concerns that its efforts have not received much recognition from the EU politicians.

Porsche has already announced that it will be introducing hybrid power trains in the Cayenne (and probably also the Panamera) and, as we mentioned in our last issue, in terms of overall energy efficiency the Carrera and Boxster are already exceptional cars.

Let’s hope the EU parliamentarians and bureaucrats don’t go so overboard with their demands that they begin to threaten the survival of some of the world’s very best car makers.

**Leon Joubert**

## **LETTERS TO THE EDITOR**

From: Michael Draeger [mdraeger@kgv.edu.hk]

Subject: Late greetings

Hi Leon,

I was clearing out my mail box and found I had not sent this letter to the club. I wrote it several months ago but I may be useful if out dated. My friend below has since acquired a 599 as well. I managed to remove the backs of my middle and index fingers, nails and bones, to the first knuckles with a table saw, so I've only just returned to work after nearly 3 months. Couldn't drive the Ferrari of course, manual with no power steer and solid suspension. Doh.

Have made a very good recovery though and will be back in the saddle soon. Expect more news from H K. soon.

Cheers,

Mike and Elise.

Hi to all at Porsche Club Tasmania.

I'm back from holidays and, having not driven for several weeks, decided to drag the Ferrari out of the weeds and track down some of Hong Kong's more interesting Porsches.

I have a new acquaintance that has a large collection of exotics including several Ferrari road and race cars and a Porsche Carrera GT. We arranged a time and place to meet so I could sample his CGT and Daytona. Sadly, work intervened on the appointed day but we will try again next week. There was however a small display veteran cars by the Classic Car Club of H.K.

Pride of place was taken by a beautifully restored 1955 right hand drive 356A. Owned by Hans Jebson, Managing Director of Jebson and Co., H.K.'s Porsche importer for over 50 years.

It was flanked by an equally stunning 246GT Dino and 512 BB.

Next time you feel you have an issue with your chosen repairer, spare a thought for this poor fellow. He arrived at Jebson's to collect his C4 only to have the mechanic smash it through closed lift doors, plunge 2 floors and t-bone the lift roof. He survived the accident but I suspect not the management.

*See Mike Draeger's photographs elsewhere in this issue. – Ed.*

## **THE CHAIR SQUEAKS**

We are halfway through the year and our activities programme continues unabated.

Generally good attendances are the order of the day, especially at the social drives and great lunches.

But – and there is always a ‘but’ – our competitive events like motorkhanas are not that well supported and for a Porsche club comprised of motor enthusiasts I often wonder why?

One answer could be that the dates clash with more important activities – fair enough.

But what about the others? Too cold? Can't afford it? Don't want to get my car dirty? No one to go with? Might not win?

There are many reasons why not. I know, and have been guilty of some too. But (back to the ‘but’) our Porsche club need its members to support all events and we need to be enthusiastic and get along and have a go.

Our new members are usually keen and come along, but some of our older members need to be there too.

Consider the members who put in lots of time as organisers and officials. They give up their time for all members benefits.

At our last motorkhana only five members turned up but competed successfully and had a great time. If we had 10 or 20 members participating, so many more of us would have had a great time and enjoyed the day as much as the ‘faithful five’ did.

Talking about events: The “Great Ocean Road Escape” mentioned in the last edition of *Flat Chat* is now fully subscribed and only a waiting list is available. Only four PCT members reacted in time, and any others will now have to go on the waiting list.

The PCT is keen to get together with the PC Victoria who wants to visit Tasmania in April 2008 and have two day events, one at Symmons Plains and one at Baskerville.

It will be great if we can get at least 20 PCT members to commit to being involved as officials, or better still, as competitors. Please contact Charles, Rob or myself if you can be available in April 2008.

5.

I also take this opportunity to encourage members to come to the Annual General Meeting in August and nominate for a position on the Committee and assist in the running of your club.

Notifications of the AGM appear elsewhere in this issue.

Wishing you enjoyable Porsche motoring, and looking forward to seeing you at the next club event.

**John Pooley**  
**President.**

## **THE OTHER CHAIR SPEAKS**

As I write this its cold and the days are short but there is a “silver lining”, the shortest day of the year is only a few days away! What’s so good about that you may ask? For me the thought of each day getting longer from the 22<sup>nd</sup> of June for the next six months seems pretty good value!

Targa time usually means its time to prepare for those shorter, colder days as we head into winter. Germany’s best didn’t win it this year (outright that is) but looking into the results showed that many Porsches did very well in the event. Jim Richard’s & Barry Oliver in their two wheel drive 911 GT3 were only just beaten to the number one spot. Rex Broadbent & Michael Goedheer in their 1974 RSR won the classic competition with Bill Pye & Grant Geelan in their 1977 Carrera 3 close behind in second place. What I find really amazing is that these thirty plus year old cars were 8<sup>th</sup> and 9<sup>th</sup> outright! Our illustrious President John Pooley and his navigator Pip Welsh did a fine job in their Subaru WRX STI, finishing 31<sup>st</sup> in the Modern competition. David Hannan in his 356 with daughter Louise navigating, and Chris Berry in his BMW Alpina with some help from his son Sinclair had a good run around the island in the Targa Tasmania Tour.

I noted with interest that Porsche has claimed the top spot in the influential American new car quality survey conducted by JD Powers and Associates for 2007. The highly respected survey assesses new vehicle quality at 90 days - design and build quality, including defects and any problems experienced. Well build and great to drive, considering the extent of this survey this is a pretty good award for Porsche to win!

Following on from my previous comments regarding changing values of earlier Porsches - most Porsches up to early 70’s models have increased in value considerably and the tend continues. I heard the comment recently that “early 911’s are now to expensive to wreck”, meaning even badly damaged early cars are mostly repaired rather than dismantled for parts. “Excellence” magazine (Porsche only) runs a very interesting column that tracks used Porsche values model by model in the USA. Recent articles in “Excellence” indicate that most 911’s up to the late eighties models are now growing steadily in value in the USA. The Australian market (values) seems to lag behind the American market a bit but like most things here we will catch up. I guess if you are in the market for one of these cars it would be best to buy sooner than later while if you are selling I’d hold out for a “good” price as it’s a rising market.

Enjoy those Porsches, cheers from the other chair

**Rob Sheers – Vice President.**



7.

**PORSCHE CLUB TASMANIA INC.**

**NOTICE OF ANNUAL GENERAL MEETING**

**26 AUGUST 2007**

Notice is hereby given of the Annual General Meeting of the Porsche Club of Tasmania which will be held at 14h00 at the Man-O-Ross Hotel, Ross, Tasmania on 26<sup>th</sup> August, 2007.

The meeting will be preceded by a luncheon for members and guests. Booking for luncheon is essential and may be made with the Club Secretary at 0418 123 060 or 6225 2481.

**AGENDA**

1. Welcome and introduction of visitors.
2. Apologies.
3. Minutes of the previous Annual General Meeting.
4. Matters Arising.
5. President's Report.
6. Treasurer's Report.
7. Committee Reports.
8. Election of Office Bearers 2007-2008.
9. General Business.
10. Members Comments.
11. Closure.

**Gerard Maguire  
Club Secretary**

**PORSCHE CLUB OF TASMANIA INC.**  
**ANNUAL GENERAL MEETING 2007-2008**  
**ELECTION OF OFFICE BEARERS**

**NOMINATION FORM**

Nominations are invited for the positions of:

- President
- Vice President
- Secretary
- Treasurer
- Motor Sport Director
- Committee Members
- Northern Representative

Fax nominations to the Secretary on the form provided below to 6231 3020 by 17 August 2007. (Only financial members may nominate).

I .....nominate.....

for the position of .....

Signature of nominator .....

Signature of nominee .....

Date .....

(Copy as Required)

## **MEET YOUR COMMITTEE**

Hi, my name is James Barber and I am one of our Clubs' committee members. I am fortunate enough to have replaced Bill McGowan. My main function on the committee is to allocate and present our Clubman and Club Champion points.

As a way of introduction, I am married to Kay and we have two boys Benjamin and Daniel. Currently I work as an Accountant in my own business. My interests include driving, fishing, walking and renovating houses.

In the past I have worked for the Army and in particular as a member of the Royal Australian Electrical Mechanical Engineers. I started as an Electronics Technician and ended as a Biomedical Engineer. My last position with Defence was as a Delegate for the Minister of Defence where I developed an interest in Commerce.

After completing a Degree in Commerce, with specialisations in Accounting and Law, I worked for the Australian Taxation Office, firstly in Personal Tax and then as an Editing Executive.

My favourite fishing area is in the D'Entrecasteaux Channel especially around the neck of Bruny Island. My favourite fish is flathead and lucky for me there is no shortage of these little beauties.

I enjoy walking in our forests and in particular around Mount Wellington. My most favourite time of the year to walk is in winter and the colder the better. I especially like walking in the snow and cold extreme conditions.

Kay and I have built several houses and renovated others. At the moment Kay and I are renovating a beach house at Verona Sands.

My first car was a Ford Escort 1300 automatic. Then a Ford GT Capri with a V6 worked engine, talk about fast. Next I dabbled with bikes. I had an extremely fast Suzuki 250RGR and then a Suzuki DR600 road trail. I still ride bikes off road but their practicality on road and getting married led me back to cars.

Cars that Kay and I have owned have included several Holden Kingswood's HQ, HX and a HJ premier, two Mitsubishi Colts, Suzuki Sierra convertible, Toyota Camry, Toyota Landcruiser, and we currently have a Nissan X-trail and a KIA Spectra.

Over my time Porsche has always held my interest. I don't know if it's the reputation or the distinctive good looks it's just something and in 2006 Kay and I bought a 1981 911 Targa.

10.

Now out of everything I have driven nothing is as sweet, fast or capable of handling as well as this beauty. I don't drive it every day but when I do you can't wipe the smile of my face.

What I particularly like about our 911 is its age. I like old cars as they seemed to be simpler machines from a simpler time. But having said its aged you wouldn't know it when you're driving it. Don't get me wrong I would equally be pleased with a new 911 as well.

Being part of the Porsche Club of Tasmania is great. There is nothing better than to go out on one of our adventures and be around so many great cars and nice people. I always feel proud when I see the passer-by's looking and taking an interest in the cars we own.

Anyway I hope this lets you know a bit about me. Please, if you see me anywhere come and have a chat and hopefully I can get to know a bit about you.

Thanks,

**James Barber.**



**Photo: Michael Draeger**

## **CRYPTIC DRIVE – GREAT LAKE 29 APRIL 2007**

The day started miserably – weather wise – but the members who turned up were keen to get started.

The southern members met at Granton and the northern members were to meet at the Woolworths car park in Prospect.

From Granton we proceeded to Campbell Town where we turned left and headed towards Cressy and turned onto the road to Poatina, and then over the Western Tiers to finish at the Great Lake Hotel.

Northern members were due to travel south to Melton Mowbray and through Bothwell to the Great Lake, but only two members turned up. They made it to Campbell Town and decided not to complete the cryptic section and continue via Poatina.

Thanks to Neil and Bruce for turning up. Because of other commitments they could not even stay and join us for lunch.

One member had not been on the road from Campbell Town and thought they were lost for a while, but eventually everyone arrived at the Great Lakes Hotel where a good selection of meals were available.

After everyone had eaten it was time for the results to be announced.

I read out the questions and answers and someone (who shall remain nameless) called me a devious bastard!

Results:

- 1<sup>st</sup> John and Sue Davis
- 2<sup>nd</sup> Stewart and Cathy Harper
- 3<sup>rd</sup> James and Daniel Barber

Thank you to all those who attended.

**Keith Ridgers**

## **CMI/PCT MOTORKHANA – POWRANNA June 07**

It was a pretty cool start to the day with lots of white frosty paddocks seen on the way up to Powranna (apparently it was -3C in places). I guess being so close to mid winter it's to be expected. The day was cool and mostly dry.

It could have been the time of year, cold weather, short days but only five keen PCT members fronted up to do battle with the "other Mob" (Club Motori Italia - CMI). At stake was round one of the 2007 PCT-CMI motorkhana championship. John Pooley turned up in his seriously quick GT3 RS, Peter Dove in his very nice self built clubman, Neill Daly in "little Britain" - his Cortina GT club car, Keith Ridgers in his Motokhana proven 993 and myself in my old trusty 911SC.



**Peter Dove and his Clubman**



**Neil, John and the GT3 RS**

The "other Mob" arrived with the usual interesting mixed bag of cars, some were even Italian! Everything from an Alfa Sud to a Mitsubishi Sigma (remember those?) that had a very hot Valiant 265 six stuffed into it! Amongst this lot were some of very capable cars (and drivers). A well driven Nissan Exa Turbo (by a father and son team) and also keenly driven VW Golf (that ran later model mechanicals) were consistently quick during the day.



**Keith contemplating his moves**



**"I think I'd like one of these!"**

CMI ran the event with some help from us where required. It was pretty obvious from the get go that they (CMI) were keen to keep the courses as tight as possible. As a result the events weren't as drivable (enjoyable) as usual. After some discussion early on the courses were loosened up a little but on the whole it was "tight" suiting small cars.

As the day unfolded it became evident that we had two very effective performers in our team. Peter Dove and John Pooley were at the top of the time sheets early. Things were looking good for the PCT Team!



**John Pooley at work in the GT3RS on his winning way**

The fastest times seesawed between John and Peter throughout the day. The Clubman was well suited to the event but it was surprising how good the GT3 RS was on the tight courses set by the "other mob".



		1	2	3	4	5	6	T/Time
1st	<b>J. Pooley</b>	30.29	21.13	25.58	32.46	30.64	36.5	176.6
2nd	<b>P. Dove</b>	32.01	20.96	23.56	32.65	33.95	38.2	181.33
3rd	<b>K. Ridgers</b>	31.29	22.48	25.45	35.03	33.67	44.1	192.02
4th	<b>R. Sheers</b>	32.41	22.86	26.99	35.25	34.86	40.11	192.48
5th	<b>N. Daly</b>	33.71	23.73	26.47	36.2	35	41.68	196.79

### **Porsche Club Tas Team results**

Points for the fastest five PCT and CMI entrants were tallied and it was a clear Round One win to Porsche Club Tas. Well done Team PCT!

### **Rob Sheers**



Photo: Porsche Media Library



## **EVENT UPDATE**

**DIARISE NOW !!**

**SATURDAY 28<sup>TH</sup> JULY 2007**

Dyno Day – Performance Automobiles  
See details elsewhere

**SUNDAY 12<sup>TH</sup> AUGUST 2007**

Economy Run – North/South  
Further details will be provided at a later date.

**SUNDAY 26<sup>TH</sup> AUGUST 2007**

AGM – Luncheon  
Ross Hotel – Meeting starts: 12 noon  
Luncheon: 1.00 pm

**SUNDAY 16<sup>TH</sup> SEPTEMBER 2007**

Sunday Drive East Coast (Charles Button)

**SUNDAY 21<sup>ST</sup> OCTOBER 2007**

Final round PCT/CMI Motorkhana  
Powranna

**SUNDAY 9<sup>TH</sup> DECEMBER 2007**

Novice Rally/Christmas BBQ/Trophy Presentation (Gerard Maguire/Neill Daly)

## **DYNO DAY**

**SATURDAY 28<sup>TH</sup> JULY 2007**

**Location: Performance Automobiles, 269 Patrick Street, South Hobart**

**Time: First Car 9.00 am**

**Cost: \$60.00**

(Thanks to Performance Automobiles – this is less than half the normal charge)

Bring your car along and check the true performance

Contact Charles Button to make a booking on 0418 126 450 or email  
[charles@button.id.au](mailto:charles@button.id.au)



**Photo: Michael Draeger**

## **PORSCHE QUALITY SURVEY**

### **Porsche tops J.D. Power Initial Quality Study (IQS)**

#### **Boxster helps secure top spot for the second year running**

Porsche has been judged the number-one nameplate for the second consecutive year in the influential J.D. Power and Associates Initial Quality Study (IQS).

Contributing to Porsche's top brand ranking in the North American survey was Porsche's acclaimed Boxster, which received the highest ranking in the Compact Premium Sporty Car segment. This represents a step-up from its third-place ranking in last year's study.

The 911 also fared impressively with a second-place ranking in the Premium Sporty Car Category for the second year in a row.

"Topping the IQS rating for the second consecutive year is not only gratifying, it reflects a meaningful and tangible measure of our commitment to deliver consistent quality at Porsche," said Michael Winkler, Porsche Cars Australia managing director.

"The gains this year and in 2006 are the result of much work in every facet of the Porsche organisation – from designers and engineers in the factory to the dealers interfacing directly with our customers."

The IQS serves as the industry benchmark for new-vehicle quality measured at 90 days of ownership, with the results having influence in markets outside North America.

The study captures problems experienced by owners in two distinct categories – Quality of Design and Quality of Production (defects and malfunctions). Results of the study are presented using a problems-per-100 vehicles (PP100) metric, often referred to as "things gone wrong." The study includes quality comparisons by manufacturer, assembly plant, model, and platform.

18.

Porsche averaged just 91 problems per 100 vehicles, well under the industry average of 125 problems per 100 vehicles.

“The Boxster’s exceptional IQS showing is testament to its attractive design and outstanding performance,” noted Winkler. “As we continue our commitment to excellence and quality as a brand, we expect the Boxster to maintain its popularity amongst Porsche buy

<http://presse.porsche.de>

## **PORSCHE CORPORATE STRUCTURE**

### **Porsche Enters the Future with a New Corporate Structure**

Stuttgart. Dr. Ing. h.c. F. Porsche AG is entering the future with a new corporate structure and legal form. This was resolved today at the Extraordinary General Meeting of the Stuttgart based company held in the Porsche Arena. According to the resolution taken, the operative business of Porsche AG will be hived down into a wholly-owned subsidiary according to the provisions of the Conversion Act, with a Domination and Profit Transfer Agreement between the future holding and the operative subsidiary and the company then acting as a holding being converted into a European Societas Europaea (SE) joint-stock corporation.

The shareholders also decided to establish the Holding based in Stuttgart under the new name of "Porsche Automobil Holding SE". Dr. Ing. h.c. F. Porsche AG, the original Company so rich in tradition, will continue to manage the operative subsidiary.

"The 26 June marks a milestone in the history of Porsche so rich in tradition", stated Dr Wendelin Wiedeking, the President and Chief Executive Officer of the Company, at the beginning of the meeting, addressing the audience of approximately 1,500 shareholders. He added that it was important for shareholders to support this "policy of striking out" into the future.

As a result of the decisions taken, the shareholders of Dr. Ing. h.c. F. Porsche AG today will be shareholders of Porsche Automobil Holding SE tomorrow, the holding resolved at the meeting serving first and foremost to separate operative business from the administration of business shares and interests. In his statement Dr Wiedeking emphasised that this decision helped to ensure that Porsche would remain Porsche, and that nothing would change in the structure of the plants, in the composition of the company's suppliers, in the position and status of partners in production and development, with dealers or with other partners. The existing business ties and legal relations will also remain in force, not being affected by the transaction.

As a result of the hive-down, the various areas of responsibility in corporate management will be separated in future into the management of business interests and holdings, on the one hand, and the development, production, and sales of sporting premium cars by Dr. Ing. h.c. F. Porsche AG, on the other.

The new company Porsche Automobil Holding SE cannot be entered into the trade register and the change in the form of the company into an SE cannot be effected until submission of the Annual Report for fiscal 2006/07 at the very earliest.

## **PORSCHE ON THE FAST TRACK**

### **Porsche Continues on the Fast Track**

Stuttgart. In the current 2006/07 year of business ending on 31 July, Dr. Ing. h.c. F. Porsche AG, Stuttgart, will maintain customer deliveries and revenue at the very high level achieved in the previous year of business. Despite the changeover in the Cayenne model series, the German manufacturer of sporting premium cars reports Group revenue of Euro 5.98 billion in the first ten months of the year under review, slightly exceeding the previous year's figure of Euro 5.96 billion.

911 highly successful the world over

Accounting for a total of some 79,540 units, customer deliveries by the Porsche Group in the period 1 August 2006 – 31 May 2007 again reached the previous year's figure of 79,564 units. An important point to be considered in this context is that production of the first generation of the Cayenne sports utility was discontinued in November 2006, with sales of the new model generation not starting until 24 February 2007 in Europe and Asia and 3 March on the American continent. Just how successfully the new Cayenne appeals to customers the world over is clearly borne out by the fact that sales of this model series as of the end of May 2007 already amounted to 25,436 units, just 10.7 per cent below the previous year's figure. By comparison, sales in the first six months of the 2006/07 year of business were 41.4 per cent below the previous year's figure on account of the upcoming model change.

The Porsche 911 is even more successful, Porsche's traditional model series aiming for a new sales record in the 2006/07 year of business: In the first ten months of the year, sales of the 911 were up 12.2 per cent to 31,287 cars. Sales of the Boxster series, in turn, amounting to 22,806 units as of the end of May, were only slightly below the previous year's figure, the two Cayman and Cayman S mid-engined coupés accounting for 13,586 units sold.

Slight decrease in production

Overall production volume was down slightly in the period under report, amounting to 83,815 units in the period from 1 August 2006 – 31 May 2007 (minus 1.6 per cent). Production of the 911 was 32,461 units (plus 8.5 per cent), production of the Cayenne amounting to 28,000 units (minus 5.8 per cent). The overall number of cars built in the Boxster series was down 7.5 per cent to 23,351 units, among them 13,287 units of the Cayman and Cayman S.

The Porsche Group was once again able to create new jobs in the period under report, the number of employees increasing as of the end of May by 3.4 per cent over the previous year to 11,525. New employees were hired particularly in Research and Development, as well as Services.

Capital expenditure by the Porsche Group – including Financial Services – amounted to Euro 1.09 billion in the first ten months of the current year of business (previous year: Euro 814.3 million), once again achieving a high overall level.

### Outlook

After increasing in the former 2005/06 year of business to the record figure of Euro 2.1 billion, the pre-tax result amounted to an even more substantial Euro 1.59 billion in the first half of the current year of business alone. In the words of Porsche's President and CEO Dr. Wendelin Wiedeking: "Considering the ten months of the year so far, it is not difficult to predict that our annual earnings on 31 July 2007, that is at the end of this business year, will be significantly – and I mean: significantly – better than the Euro 2.1 billion in the previous year."

This result will however be characterised by special factors as in the preceding periods, such as proceeds from stock hedging transactions relating to the acquisition of Volkswagen stock and the revaluation of the Company's share in Volkswagen, which alone amounts to Euro 520 million.

Entering the upcoming 2007/08 year of business, Porsche expects further momentum from the new 911 Turbo Cabriolet scheduled to make its debut in markets the world over on 8 September, as well as the ongoing development and penetration of new global markets.

## CLUB CHAMPIONSHIPS POINTS

### Points Tally

1	John Pooley	32.5
2	John Davis	30
3	Stewart Harper	22.5
4	Charles Button	20
5	Wayne Bennett	20
6	Kieth Ridgers	20
7	Rob Sheers	17.5
8	Bruce Allison	15
9	Gerard Maguire	15
10	Adrian Richardson	15
11	Graeme Pitt	10
12	Neil Daly	10
13	R Barrow	10
14	Peter Dove	10
15	Krista Allison	5
16	James Barber	5
17	Rod Simpson	2.5

Strong results at the concourse and mortorkhana events have seen John Pooley surge to the lead. John Davis has shown that he wants a piece of the action by taking two firsts at the concourse and the Great Lakes drive.

Stewart Harper and his Boxster are ready to pounce with strong results in the Christmas rally and the Great Lakes drive. During the latest motorkhana Peter Dove shoved his way onto the field proving that his Clubman can mix it with the best of them.

It was great to hear that Porsche won the latest mortorkhana event. CMI won the previous event mainly due to a very nimble Celica GT 4wd. This time however John Pooley, Peter Dove, Neill Daly, Keith Ridgers and Rob Sheers restored the faith. Thanks fellas for getting out and having a go. The shame has gone.

### **Club Champion points are allocated as follows:**

First	15 points
Second	10 points
Third	5 points



## Clubman of the Year Points Tally

### Southern

1	Rob Sheers	124
2	Keith Ridgers	120
3	Gerard Maguire	114
4	Charles Button	97
5	James Barber	78
6	John Davis	75
7	Stewart Harper	45
8	John Pooley	42
9	Bill McGowan	42
10	Philip Petersen	34
11	Rob Simpson	30
12	Andrew Forbes	30
13	Adrian Richardson	30
14	Ben Barber	29
15	R Barrow	21
16	Peter Dove	15
17	Paul Berry	15
18	Wayne Bennett	15
19	David Cowles	15
20	Gary Cannan	15
21	P Richardson	6

Talk about competition.

Tireless commitment has Rob Sheers, Kieth Ridgers and Gerard Maguire battling it out for first place. Charles Button's recent absent has seen him slip down a rung or two, but now that he is back, watch out. Who will be leading the Southerners next Flat Chat? Stay tuned.

### Northern

1	Neill Daly	71
2	Chris Berry	46
3	Michael Parker	31
4	David Hannan	31
5	Bruce Allison	29
6	Don McWilliam	16
7	Neil Zeuschner	15
8	Graeme Pitt	15
9	Steve Caswell	15
10	J MacKinnon	15
11	Krista Allison	15
12	Kerry Luck	8

Neill Daly once again leads the way. His commitment and participation shows us all how to win the day.

However, Chris Berry, Michael Parker and David Hannan, all northern stalwarts, are helping to keep him keen.

Bruce Allison is not sitting in idle either as he makes strides towards the front. Come on you Northerners lets make Niell work for it!

**Clubman of the Year Points are allocated as follows:**

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

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

## **PIT TORQUE**

Results of TARGA Competition in the April edition of Flat Chat:

First:	Keith Ridgers	15 Clubman points and a bottle of bubbly
Second:	Gerard Maguire	10 Clubman points
Equal Third:	James Barber	2½ Clubman points
	Charles Button	2½ Clubman Points

Congratulations Keith on picking Jim Richards – 1<sup>st</sup> and Tony Quinn - 2<sup>nd</sup>.

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This month's Pit Torque question:

What model Porsche was the most successful at the Le Mans 24 Hours Races?

10 Points - first correct answer from the member who receives an email edition of Flat Chat.

10 Points – to the member who receives Flat Chat in printed hard copy form.

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Having trouble with swirl scratch marks on your dark coloured car?

Bocchino Motors have "Riwax Star-Wax" – black

"This is a great product; easy to apply and remove"

Also available for lighter coloured cars "Riwax Star Wax" – white

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Come along to the next PCT monthly gathering (Hobart and Launceston) and view the DVD put together by Porsche Club Victoria of their "Tassie Tour". Should be good watching.

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26.

**FOR SALE**



**\$66,500.00**

**1988 Porsche 911 Carrera genuine factory turbo bodied Cabriolet Low KMs,**

**Immaculate condition, Extras include Porsche wind deflector (\$1500), cockpit cover, etc.**

**This car will appreciate in value in years to come. May consider older Porsche as part payment.....**

**Call Charles Button on 0418 126 450 or email: [charles@button.id.au](mailto:charles@button.id.au)**

## TAILPIECE





# Porsche Club

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Tasmania



## PORSCHE CLUB TASMANIA Application for Membership

I/We would like to become member/s of Porsche Club Tasmania.

Name/s:

.....  
(Please give your full name and names of Family Members)

Postal Address:

.....  
..... Post Code: .....

Home Phone: ..... Work Phone: ..... Fax: .....

Mobile Phone: ..... Occupation: .....

Email Address: ..... (for newsletter, etc)

Porsche – type/year ..... Colour: ..... Reg No: .....

Porsche – type/year ..... Colour: ..... Reg No: .....

Porsche – type/year ..... Colour: ..... Reg No: .....

Signature: ..... Date: .....

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

Signature.....

**Select Membership required (membership fees inclusive of GST)**

- Single Membership \$100 per year     —
- Family Membership \$110 per year     —
- Social Membership \$60 per year     —

Family Membership allows spouse, and children under 21, to apply for a CAMS licence and enter Competition events.

Pay by (tick one): **Cheque** \_ **Bankcard** \_ **Visa** \_ **MasterCard** \_ for the fees indicated  
(Cash is ok if paying in person. Please make cheques payable to **Porsche Club Tasmania Inc.**)

Name on card: .....

Card Number: ..... Expiry Date: .....

Signature: ..... Date: .....

**CAMS Licence** (required for competition events) if required please request a CAMS Licence Application Form.

Please mail this form together with payment to Porsche Club Tasmania, PO Box 10, South Hobart TAS 7004. Upon acceptance of membership by the committee you will be sent a membership card, CAMS form if requested. This may take up to 4 weeks from receipt of your application. If accepted as a member I agree to abide by the constitution of the club.