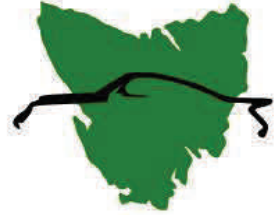




# Porsche Club

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Tasmania



# FLAT CHAT

APRIL 2022



Photo : Newscorp Australia

## Flying Through Targa Tasmania In A Porsche

Matt Close and Cameron Reeves. Porsche GT3 RS



## Quarterly Newsletter of the Porsche Club of Tasmania

### An AMS Affiliated Club

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

Life Member - Leon Joubert (2013)

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

## EDITORIAL

It is 30 years since a handful of Tasmanian and Australian motor sport enthusiasts dreamed up the idea of creating a modern version of the legendary Sicilian "Targa Florio" road race in Tasmania, and created "Targa Tasmania".

No brand of sports car has been as successful as Porsche in Targa Tasmania. The marque holds the outright winners honours in almost two-thirds of the events held to date.

Jim Richards and PCT member Barry Oliver have the remarkable record of eight outright victories, all achieved with a Porsche.

Many other PCT members have also competed in Targa Tasmania.

John Pooley raced in an amazing 20 Targa Tasmania's, and other PCT participants (but not necessarily all) that come to mind are Bruce Allison, Yogi Burkhardt, Peter Haworth, Keith Johnson, Kerry Luck, Peter Nunn, and Michael Pritchard. Any number of our club members have also participated in the less demanding touring or classic categories.

Porsche has supported Targa Tasmania by organising major Porsche tours with the event and the Porsche museum has brought some fabulous historic racers here. The ex-Targa Florio Type 718 RS60 Spyder (driven by Stirling Moss), as well as a historic works 911 rally car for the legendary pairing of Walter Rohrl and Christian Geistdorfer, and a works 908 from the Porsche museum have been spectacular visitors from Stuttgart.

When you page through the entry lists of Targa Tasmania you find examples of almost every Porsche sports car ever made. From 356's, through 914's, 924's, 944's, 968's and numerous 911's of almost every model and type.

John Pooley, our current Motor Sport Director, the founder (with his late father Dennis) of the only Porsche dealership in Tasmania, and also long serving past-President of the PCT, knows much about Porsche's illustrious history in Targa Tasmania.

Beginning in this issue, John will delve into his memory, his files and his trophy cabinets, and describe the 30-year history of Porsche in Targa Tasmania for us. Member's own recollections will be welcomed by him for future inclusion.

Andrew Forbes spent many years in Vienna and returned home to Tasmania with a GT3.

Few club members can match Andrew's extensive knowledge of Porsche and its history and, having lived on the proverbial doorstep of Porsche for so many years, he will be looking into a lesser known but also tremendously successful, branch of Porsche.

The Porsche Design company was founded in 1972 by Prof. Ferdinand Alexander ("Butzi") Porsche who penned the iconic shape of the 911 before setting up an independent design studio. You will be surprised by what other items also bear the official "Porsche" label.

And please remember, your own contributions to Flat Chat always remain very welcome.

I hope you enjoy the read.

**LJ**



**Porsche Club**  
Tasmania



### Executive Committee of the Porsche Club of Tasmania 2020 -2021

<b>President</b>	Kevin Lyons	Tel 0418 125 820 (m) PCTPresident@outlook.com
<b>Vice-President</b>	John Davis	Tel 0417 144 490 (m) hbtdavis@bigpond.net.au
<b>Secretary/Public Officer</b>	Leon Joubert	Tel (03) 6223 6461 (h) 0409 236 461 (m) joubertaus@gmail.com
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<b>Social</b>	Bob White	Tel (03) 6225 0660 (m) 0407 502 300 pct.events@outlook.com
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<b>North/Motorsport</b>	Kerry Luck	Tel 0417 518 660 (m) lucky2@bigpond.net.au
<b>Committee</b>	Colin Denny	Tel. (03) 6243 8940 (h) 0418 127 907 (m) colindenny@netspace.net.au
<b>Website</b>	Paul Tucker	Tel (03) 6229 9244 (h) 0417 557 527 (m) tasgirevik@gmail.com

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

### Meeting Venues:

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

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

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**Porsche Club**  
Tasmania



## THE INSIDE LINE

**From The President, Kevin Lyons.**

Following the suspension of all Functions for January and February, due to Covid, there has not been much happening in the Club.

Thankfully, we are now up and running again and our Events Teams are considering future events, but being careful not to get too far ahead whilst we are still experiencing Covid outbreaks.

Since re-opening, Northern Members have conducted an EMR (early morning run) followed by lunch at Villarett Gardens, at Kimberley.

Mary and I were able to attend the lunch and , this being the first function since our re-opening, provided us with an ideal opportunity to catch up with some of our Northern Members.

Southern Members have a drive day and lunch at Home Hill Winery in the Huon Valley planned for early April.

Our Motorsport Team is presently working on a Track Day at Symmons Plains. We also expect that some members will be participating in the 30th Targa Tasmania during April

Our new Club Website has been activated and from hereon, all events and email blasts will be announced via the site.

In order that everyone receives Club communications and , if you have not already done so, would you please ensure you undertake the following:

- \* Add the Website to your Safe Senders list – [porscheclubtasmania.wildapricot.org](https://porscheclubtasmania.wildapricot.org)
- Log in to the site and complete / update your Personal Profile (use the “forgot password” link);
- In the same area, if you are a Family Bundle Administrator, click on your Partner’s Name (which is highlighted in green) and complete / update this separate Member’s Profile, as well as your own;
- In the Menu Bar in your Profile, you can also check / adjust your Privacy Settings, so you can set what personal information you want other Members to see in the Members Directory.
- At present, only your Name is visible to other Members;
- Note – Take care on each page you change to ensure you click on the “Save” button.

## **THE INSIDE LINE – from the President, Kevin Lyons**

The new Website is easy to use, but it will only work efficiently if all members complete their respective Profiles.

Once this is done everyone, both male and female, will receive all communications to their respective email addresses (if one party does not have a separate email address, then please use your partner's email address).

Any event emails distributed will include a "Registration" button which, when clicked on, will take you directly to the "Website – Events" page.

To register, click on the "Register" button and the site will guide you with simple steps. Following registration, remember to click "Save".

On the "Events Site" page, if you click on the Registrants button, you will also be able to view all other Registrants for a particular Event.

If anyone has difficulty in logging on or navigating the Site, please seek help from other members or the Committee.

We have the following new Members in the Club and a warm welcome is extended to you all:

Nick Bedding; Hui Chen; Bruce and Karen Maclean – Southern Members.

Darren and Ella Dixon; Brett Woolcott; Wayne and Christine Taylor – Northern Members.

I look forward to seeing you at our Club functions.

Regards

Kev





**Porsche Club**  
Tasmania



## Events Calendar

**April Sunday 3rd , Southern EMR to Home Hill Winery in Huonville**

Meet at the Waterworks in Hobart at 10h00 for a drive via Woodbridge. Booking through Wild Apricot essential.

**April Sunday 17th . Northern EMR.** Details to be advised.

**April 26—30** (For general information) : Targa Tasmania.

**April 30:** (For general information). Targa Tasmania history display.

Regatta Grounds: Hobart.

**Drive Day: Symons Plains.** Details to be advised.



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types of work

**For all your road and motorsport requirements**

**Contact:**

**David Ringsgwandl**

**99/101 St Leonards Road**

**St Leonards, TAS 7250.**

**Tel. 0438 140 783**

## **NEW MEMBERS**

*(The constitution of the Porsche Club of Tasmania does not demand that all members or prospective members currently own or have permanent access to a Porsche car.*

*Enthusiasts and friends of the Porsche brand are equally welcome as Associate Members.).*

Details are available at: <https://porscheclubtasmania.wildapricot.org/>

### ***We welcome the following new members***

Nick Bedding; Hui Chen; Bruce and Karen Maclean – Southern Members.

Darren and Ella Dixon; Brett Woolcott; Wayne and Christine Taylor – Northern Members.

## **ADVERTISE IN *FLAT CHAT***

**AND REACH THE RIGHT MARKET !**

### **ADVERTISING RATES**

**For supplied “ready to print” ads**

**HALF PAGE for a year (four issues) \$120**

**FULL PAGE for a year (four issues) \$240**

***Advertisements can be accepted for shorter periods at pro-rata rates.***

***Advertisements by members for Club related items are free.***



TRADING GARAGE

**1990 Porsche 911 (964)**  
Carrera 4 Cabriolet

**SOLD**



All of the convenience without the fees.

No listing fee | No selling fee | Professional photography included



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## PAST EVENTS

### NORTH / NORTHWEST DRIVE DAY AND LUNCH, VILLARET GARDENS

**20th March 2022**

An excellent number of 22 members and friends attended our first post Covid activity, which was a drive ending in an excellent lunch at Villaret Gardens, Kimberley.

Whilst many of us had driven past Villaret Gardens on Railton Road, few had actually called in for lunch before, so an excellent and reasonably priced meal was a very pleasant surprise.



Northerners gathered at Blue Café for a 10am departure to meet up with our NW members. The meeting point was Exton, and we had a fairly direct run to Carrick, and then a bit of a country drive out through Bishopsbourne, back into Westbury and on to Exton.

Rob and Devone, and Anthony and Susan drove through to Exton to meet up with us.

We back tracked on to Deloraine for a comfort stop, and then back along the Great Lakes Highway, through to Montana (what a great bit of road) and Mole Creek Road, Bengoe Road back to Bass Highway (another fantastic stretch of windy and twisty road) and on to Villaret Gardens.

There we met Barry and Pauline who had christened the Cayman with their trainee Assistance Dog getting his first Porsche ride, and also President couple Kevin and Mary Lyons who were on their way through to Devonport.

As mentioned, we had an excellent lunch, and Kevin presented Erica with her Northern Club Member of the year Award for 2021 and also explained a bit more about our new Wild Apricot membership management system.

Those who wished were then able to have a wander through the gardens.

As usual, great fellowship between members, and it was great to meet Lee's wife Sharon on her first club event.



**Excellent and convivial lunch at Villaret gardens**

**Peter Haworth**

**Participants:**

Roy Frith	981 Boxster	Ian Lee	997 GT3
Barry & Pauline Oliver	987 Cayman	Rob & Devonne Jones	986 Boxster
Graeme & Cheryl Pitt	911 SC	Kerry Luck	996 GT3RS
Mathew & Tammy Bowen	928S	Anthony & Susan Spinks	987 Cayman
Ralph & Suzanne Norton	997 Carrera	Lee and Sharon Taylor	981 Boxster
Kevin & Mary Lyons	Macan	Peter Haworth	996 GT3
Dianne Haworth & Erica Cabalzar		981 Boxster	

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## PORSCHE AND TARGA TASMANIA OVER 30 YEARS

I have been asked by our Editor, Leon Joubert, to write my experiences over the first 20 years of Targa Tasmania and the amazing part that Porsche has played in The event that has now reached 30 years duration. Possibly the longest running competitive public road rally of this type in the world,

A handful of competitors and officials have attended all 30 events. I lasted the first 20 years, and loved all of them.

In the early part of 1991 I was invited to a meeting of interested motor sport people in Hobart. It was held in the old RACT building in Macquarie street and the meeting was called by John Large and Max Stahl who had the come up with the idea to create an event similar to the legendary Targa Florio, in Sicily.

Tasmania had many similarities to Sicily. It is also an island, with a low population density, an abundance of challenging and enjoyable driver's roads, and it had a strong and active motor sport fraternity and many classic cars just waiting to be driven the way they were designed.

The Tasmanian government was keen to encourage large state wide events to attract visitors from the mainland and encourage them to use the Tasmanian government-owned ferry across Bass Strait. Tourism needed to be supported financially and could provide many benefits to many sectors of the local economy.

After less than 12 months deliberation and planning, Targa Tasmania was born in 1992 and the first, all tarmac, rally in the state was launched.

It was a huge logistical task to recruit and train about 3 000 officials.

The officials would have to manage a 2 500 km, six day event that included 500 km of closed road, competitive speed sections. The event would require communications, safety arrangements, recovery of broken down or damaged cars, ambulance services, police assistance and, most importantly, communications with, and the co-operation of all local residents, farmers and other road users, as well as business owners in town sections.

Accommodation had to be organised for 500 drivers and navigators that had to be fed and have a bed to sleep in at a different location every night.

Suitable places and facilities needed to be arranged to repair and service the cars, and arrangements also needed to be made to manage the work of the service crews and their vehicles used to refuel, fix, or change tyres of competitor's cars, often on the side of the roads.

The service crews accounted for another 500 persons.



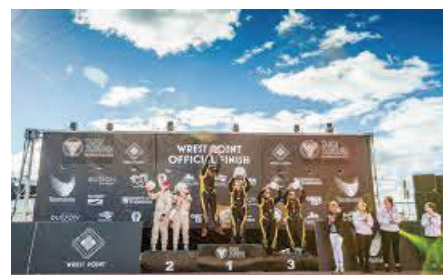
The whole rally route had to be mapped and overall target times established. Road-books had to be designed and checked and printed and the 30-plus categories and classes all had to have their rules and specifications drawn up, and realistic minimum and maximum allowed times set for each stage of the course.

All cars had to be scrutineered to ensure that they complied with the event regulations, including the national and international motor sport rules and safety requirements that would apply.

The progress results for each car, every day, had to be collated and posted every evening on a results board for every category and class for the drivers and navigators to see their positions and time penalties in the rally.

Finally, at the end of the event results had to be calculated and confirmed, any protests in terms of motor sport regulations heard, and then the presentations of trophies and awards organised.

It was a mammoth task every year.



On top of this each competitor has their own preparation to ready their cars.

They have to arrange sponsors, car preparation with special safety gear, safety helmets and clothing, in-car communication, the fitting of roll cages, sports seats, and special tyres. In the early years only four tyres were permitted and they had to go the full distance or lose one minute per extra tyre used.

Then there is the essential route reconnaissance when a pre run of the course is permitted for the navigator to make safety notes of every kilometre of the course, noting hazards, corner grading systems, blind crests, sharp corners and others points of importance not in the official road books.

Last but not least are the personal preparations like fitness readiness starting months before, as some of the stages run for 30 minutes at full speed and place maximum stress on both drivers and navigators.

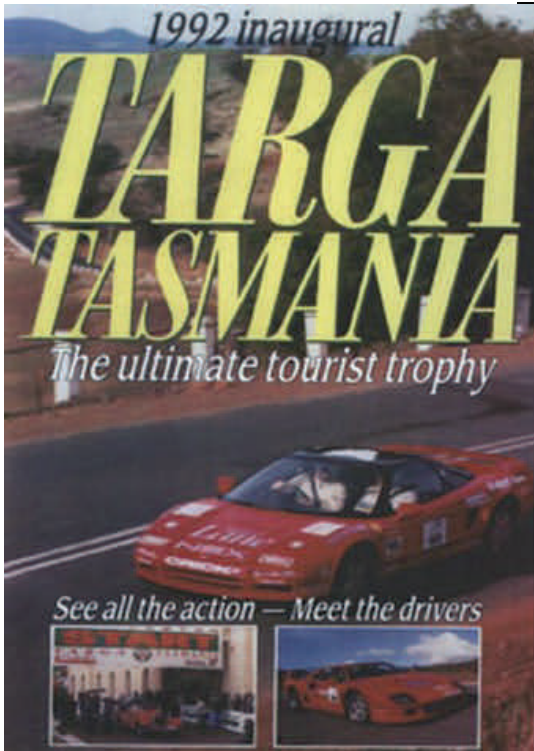
So that's it for now, as an introduction.

In this series of articles I will recall and write about some of my own experiences over the years, featuring the cars and drivers that I met from all over the world, and the amazing record of Porsche victories through the years.

I hope you enjoy these memoirs in celebration of Targa Tasmania's first 30 years.

**John Pooley**

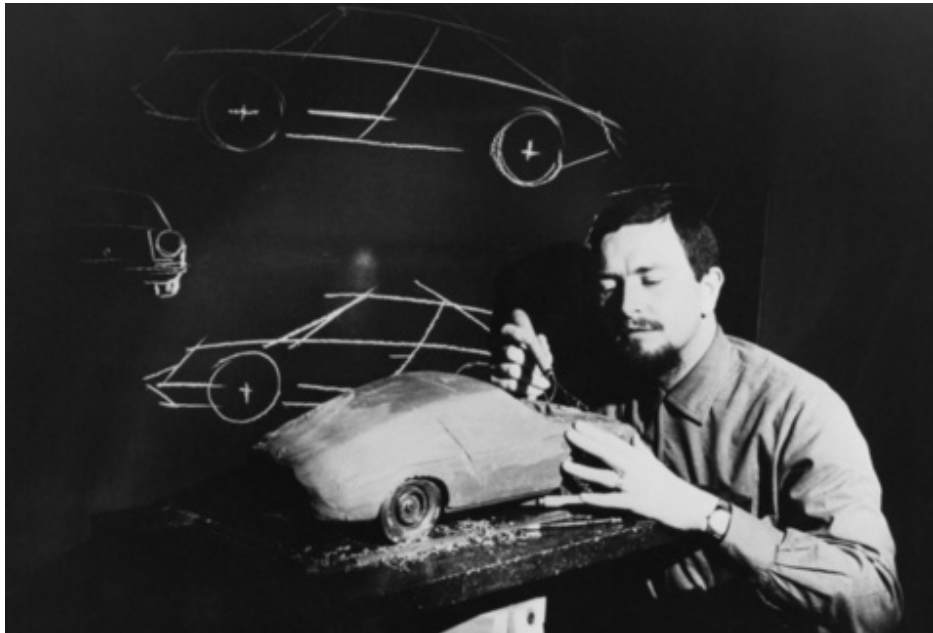
# TARGA TASMANIA



## **“BUTZI” PORSCHE AND THE PORSCHE DESIGN STUDIO**

Porsche isn't all about excellence in engineering; style is an important element of the company's success and the enduring silhouette of the 911 over many decades is testament to that.

Ferdinand Alexander Porsche (11 December 1935 – 5 April 2012), nicknamed "Butzi", son of Ferry Porsche, grandson of Ferdinand Porsche, is best known for the design of the first Porsche 911.



While his grandfather and father were both engineers, he was more involved in working out the appearance of a product. He never thought of himself as an artist or designer, but more as a technically talented craftsman in shaping.

After attending the Waldorf School in Stuttgart he began studying industrial design in Ulm, Germany. After a year he was dismissed by the examination board, because his talent was doubted. In 1957 he started practical training at the body design department of the family-owned company under design director Erwin Komenda.

When it came to the design of the coachwork for the company's most successful car so far, the Porsche 911, Butzi was heavily involved, as it was family tradition that every generation of the Porsche family took part in the genesis of a new car generation. Ferry Porsche wished the successor of his 356 should provide more space and comfort in the cabin, though he was also cited as saying, "Comfort is not what makes driving fun, it is more on the opposite". The boot, especially, should have provided more space.

Butzi's first drafts were well accepted, but Komenda made unapproved changes over the objections of Ferdinand and Ferry. Ferry set the main attributes concerning wheelbase, power figures and suspension and, after Komenda still did not cooperate, Ferry took Butzi's drawings to the coachwork manufacturer Reutter across the street.

Butzi also shaped another important car, the Porsche 904.

The 904 was his favourite work for Porsche. Its body shell was made of fibreglass-reinforced resin at the aircraft company Heinkel. The car was to be approved by motor racing homologation scrutineers before a set date in order to attend the same year's racing season. Thus, the development team was under extreme time pressure.



Butzi liked the design of the 904 best, as there was no time for anyone to demand or initiate changes, so it is his most original draft.

After the family decided to change the company's legal form and to keep the family out of its management, Butzi founded his own industrial design company, Porsche Design, in Stuttgart, Germany, which was later moved to Zell am See, Austria, where the Porsche family owns an estate called Schüttgut.

The first product Porsche Design created was a chronograph wristwatch made by Swiss watchmaker company Orfina.

Its design started while Butzi was still working at the Porsche Style bureau. It was launched in 1973 and was different from other chronograph wristwatches, as its case and bracelet were made out of matte black chromed steel. It was intended as accessory for Porsche drivers to be sold by Porsche dealers.

It operated the then-new Valjoux 7750 movement, which is today still the most widespread mechanical movement for chronograph wristwatches. As many customers would have liked a normally-coloured watch, a version with bead-blasted stainless steel was issued.

F.A.'s appeal to using unusual materials showed in the very rare Chrono II made by IWC. Its case was made of bead-blasted aluminium with bracelet made out of fibre-reinforced resin. This watch also employed integrated pushers.



Watches are still a main business of Porsche Design. In 1996 the Swiss watchmaker Eterna, which invented the ball bearing for the winding rotor used in automatic movements, was bought by a Porsche Design holding company.

Transportation design remained a theme for Butzi (F.A.) Porsche. He made several studies for metropolitan trains, a motorcycle, several bicycles and a slightly dolphin-shaped racing boat called Kineo.

The formerly completely private owned Porsche Design company belongs currently to a cooperation company between F.A. Porsche and the Dr.-Ing. hc F. Porsche AG, of which F.A. held roughly 13%.

F.A. Butzi Porsche retired in 2005 due to his state of health. He was given the title Honorary Chairman of the Supervisory Board, a title that was originally invented for his father when he retired.

He died in Salzburg, Austria on April 5, 2012, aged 76.



Turning now to a current example of the Porsche Design Studio as applied to this writer's favourite recreational activity, cycling. (By the way, Porsche eBikes may be expensive but they cost way less than the cars!).

Just as you would expect from Porsche, the eBikes expand the Porsche e-mobility concept, which began with the Taycan.



The ebikes were designed by Studio F. A. Porsche and developed in cooperation with the German premium eBike manufacturer ROTWILD. The result: eBikes that are characterised by their functionality, durability and dynamics.

A frame that broadens your horizons. A drive that takes you further. And a feeling that is unmistakably Porsche. Where can you find all these attributes? In the Porsche eBikes Sport and Cross.

The Porsche eBike Sport is the perfect companion for the adventures of everyday life – through cities, in the countryside, for business and pleasure.

This is guaranteed by selected, high-quality technical components such as the full-suspension carbon frame and the new, powerful Shimano motor with assisted pedalling speeds of up to 25km/h.

The Shimano colour display shows your speed, distance and current riding mode in real time. The cables of the electronic gear shift and the brake lines are hidden in its handlebars.

Stay on track even when you're off-road thanks to the clearly arranged cockpit on the ergonomically shaped handlebars. The motor supports speeds of up to 25km/h and takes you safely over rough and smooth terrain.

Discover a completely new posture with the hydraulically adjustable seat post. Balance sport and relaxation with the optimum grip of the perfectly equilibrated mountain bike tyres.

Don't mind a little extra power? Then you'll love the eBike Cross. Especially if you like going off-road, away from the beaten track.

The Magura brake system brakes you safely in every situation. Simply shift up or down a gear with the mechanical gear change, depending on what the terrain requires.

**Andrew Forbes**

*Curious about the price of a Porsche eBike?*

*If you can find one, expect a price tag well north of \$10 000.00*

*Though that is rather better than some other items designed by Butzi , such as the Porsche 904 GTS.*

*Its last known sale (in2020) was at nearly Euro 2-million (\$ 3-million AUD).*

*As for an IWC Porsche Design watch, much seems to depend on the collectability of a particular model, with internet prices ranging from \$ 2 000 to \$40 000.*

*Maybe its simpler to just stick with an original Porsche windbreaker and keyring.*

*After all, you already have the most important item , the car.*

*Ed.*

## FOR SALE



in Launceston MY10 Carrera 997.2 3.6L PDK

Late 2009 build 2010 Aus compliance plate

19" wheels 114,380km on 24th march

\$130,000 Dallas #0470254601

**Honestly now,  
did you spend  
your youth dreaming  
about someday  
owning a Nissan or  
a Mitsubishi?**



There is still only one car that looks, feels, and performs like a Porsche 911: a Porsche 911. It is the one sportscar that manages to be both timeless and ahead of its time. And we're now making it very affordable for you to drive one. After all, we know how many decades you've waited.

**PORSCHE**

## THE V8 ENGINED PORSCHE 911 TYPE 965

One of the main benefits of a horizontally opposed or V-layout engine is that it is short , and therefore assists with packaging and mass distribution in a car.

So if you can fit the length of 3 cylinders in the back end of a Porsche 911 would there possibly be space enough for an extra set of cylinders?

Enter the Porsche 911 V8 Type 965.

### Upgrading The 930

In the mid-1980's (in the days before the volume selling Boxster and money spinners like platform-sharing SUV's) Porsche was in serious financial strife.

Its model range was old, and comprised primarily of dated 911, 924S, 944 and a few 928 S4 models. It sold less than 50 000 cars of all models in 1987.

Porsche's "halo" car of the time was the (then) amazing Porsche 959 with its AWD system, adaptive air suspension, and twin-turbo flat six with water cooled, multivalve cylinder heads. But at a basic price tag of \$300 000 (AUD) back in 1987, it was not exactly speeding off the showroom floors and Porsche reportedly lost money on every car built.

In 1984 Porsche started working on an "upgraded" 911 Turbo, the idea being to develop a "better" 930, but "cheaper 959". The model type was designated as the Type 965.

### Easier Said Than Done

Porsche's product planners intended that the Type 965 would share many of the 959's technology such as all wheel drive, optional twin clutch transmission and adaptive air suspension. To add "go" to "show" its 3.5 litre engine would develop at least 365 bhp. That would be less than the 440 bhp of the extremely sophisticated 959 but quite a bit more than the 275 bhp of the 911 Turbo (930) of the time.

With a targeted price tag of around \$260 000 the type 965 would be about \$70 000 more expensive than a Carrera 4 but Porsche felt that the extra technology and performance would attract enough wealthy buyers to make the Type 965 a viable proposition alongside its sister 964.

Unfortunately engineering reality soon turned out to be a major stumbling block.

As product development progressed it became apparent that without pure racing technology the entire engine would have to be water cooled to get to the targeted 365 bhp.

That would be too expensive.

Various alternatives were considered, including “uprating” the 911 Turbo engine or even adapting Porsche's turbocharged V6 Indycar engine,

It was at this time that the idea of a V8-powered 911 also entered product development consideration at Porsche.

Porsche engineers were already working on the development of a V8 engine for the Porsche 989, a new model concept which would in later years evolve into the Panamera. Its intended power plant was now also considered for the 965.

However the 989 saloon car project, developed from the late 1980's until the early 1990's, was also eventually scrapped and the sole remaining example (below) moved into the Porsche Museum.



### **So What Happened To the “Uber” 930?**

The entire 965 project was scrapped in 1988 because it was too costly and unviable and the Type 965 moniker often became (erroneously) used for a mildly upgraded turbo version of the 964.

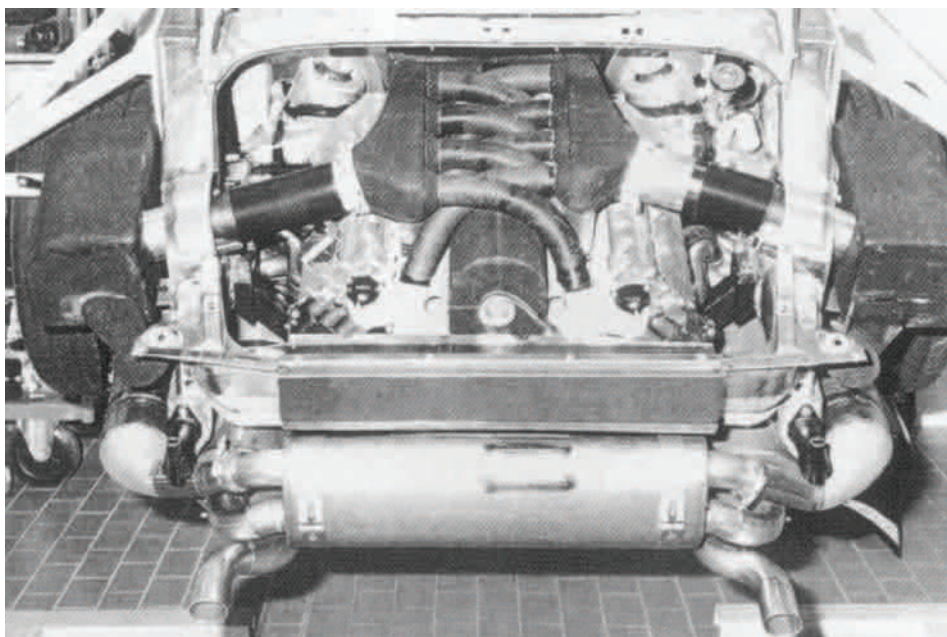
But not before at least one (or maybe more?) V8-engine 911's were actually built.

To trial the concept, Porsche turned to sister company Audi (still today the source of much other componentry and in return sharing the Porsche Taycan as its E-Tron GT) for an engine from the 1988 Audi V8 saloon.

This Audi engine was at the time manufactured in 3.6 and 4.2 litre capacities with power outputs of 250 bhp and 280 bhp respectively, and was a highly sophisticated light weight, quad cam, multivalve design.

To prove the potential concept of a V8 Porsche 911 the development engineers fitted the Audi V8 quite neatly into the tail of a 911, as can be seen on the next page.

The experimental car was then extensively road tested.



**The Audi V8 engine in the Porsche 911 Type 965**

The actual car from which this photo comes is the sole remaining example of the Type 965 project and the only known one that was ever experimentally fitted (by Porsche itself) with a V8 engine.

It is also in the Porsche Museum collection.

### **Now For Something Completely Different!**



Porsche has built many great engines but few can match the 1987 1.5 litre V6 turbo-charged TAG-Porsche engine of the F1 McLaren MP3/4.

So why not slot one of these 850 bhp/10 000 r/min engines into your 911 as was done here? More than one 911 has had this “conversion” done - albeit not by Porsche.

\*\*\*\*\*

## PORSCHE CENTRE HOBART CHANGES HANDS



The Performance Automobiles Group, including Porsche Centre Hobart (PCH), has been sold to Local Motor Group (LMG) with effect from 1 March 2022.

Founded by PCT Competitions Director, John Pooley and his late father, Dennis, in 1964, Performance Automobiles has been synonymous with Porsche in Tasmania for more than half a century.

John Pooley retired from the business in 2009 to focus on his Pooley Wine Estate business and the new owners since 2009 have now also decided to sell the business.

Performance Automobiles and PCH are now owned by the Local Motor Group (LMG), itself a Tasmanian subsidiary of the Tony White Group of Queensland.

LMG also acquired the long established DJ Motors in Hobart in 2017, which included Hobart-based Kia, Mitsubishi, Nissan, BMW, Renault and Mazda franchises.

Prior to that LMG had already acquired more than a dozen franchises in the north of Tasmania at locations in Launceston, Devonport and Burnie.

The Tony White Group, of which LMG is a subsidiary, represents more than 40 brands of car, motorcycle and truck franchises through more than 50 dealer locations in Queensland, NSW, Victoria and Tasmania.

More details of the new owners of Porsche Centre Hobart can be found here:

<https://tonywhitegroup.com.au/>  
<https://localmotorgroup.com.au/>

## PORSCHE CARRYING CAR FERRY DESTROYED AND SUNK

Some 4 000 US buyers who were waiting to get a new Porsche, Audi, Bentley or Volkswagen may have to wait a while longer.

Fortunately for us, those cars would all have been left hand drive models and hence their loss should (hopefully) not have too much effect on Australian deliveries.



**The burn-out wreck of the car ferry just before it sank. (Photo: Portugese Navy)**

The car carrying ferry *Felicity Ace* sank in the Atlantic Ocean on 1 March after being all but consumed by a massive fire.

According its captain “everything above the waterline was burning”.

The crew of 22 were safely evacuated by helicopter and lifeboat on 16 February.

The 656-foot-long vessel was traveling from Germany to the U.S., carrying Porches, Audi’s, Bentleys and Volkswagens, and possibly other cargo. Close to 4,000 vehicles (of which 1 100 were Porsches) were on board. Many of the cars were electric and contained lithium-ion batteries, which burn uncontrollably without a massive volume of water to put them out, according to Reuters.

This potential and unfortunate scenario was sadly foreseen by respected motor industry publisher, John Mellor, as quoted in our January 2022 issue of “Flat Chat”.

Fortunately no crew members of the ship were reported lost or injured.

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## WHAT'S IN A NUMBER?

We are all very familiar with the desire of some car owners to “personalise” their cars with their own names or favourite numbers. In Australia it has become quite a lucrative commercial enterprise, though perhaps sometimes with unwanted media exposure as seen in recent times with this news photograph of a Range Rover !



However in the history of motoring, and especially motor sport, some numbers have become iconic and historically famous and will forever be linked to particular vehicles or their owner/drivers.



The number “917” was, to the best of our knowledge, never actually used on a works Porsche racing car but its use here, to display the required number of pre-racing 917's built for homologation requirements, was absolutely inspirational.

The late Sir Stirling Moss will always be associated with the racing number “7”. Here seen racing the rare F2 Porsche 718.



But one of his other former racing cars, used in the Targa Florio, had to carry the number 136 in Sicily but was honoured with the number 1 when driven by Klaus Bischof in our own Targa Tasmania (below).



Though Porsche never made any known attempts to copy a number to its race cars, the 917 KH No.23 that won Le Mans in 1970 remains one of its most historically significant.



As we know, Porsche prefers to rely on skill and engineering excellence, not lucky numbers !

From the Porsche Clubs International (Official) Facebook Page

