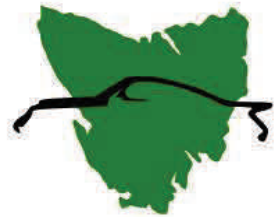




Porsche Club
Tasmania



FLAT CHAT

JANUARY 2023



2023 PORSCHE 911 "DAKAR"



Quarterly Newsletter of the Porsche Club of Tasmania

An AMS Affiliated Club

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

Life Members- Leon Joubert (2013) John Pooley (2022)

CONTENTS

Committee.....	3
Editorial.....	4
The Inside Line.....	5
Events Calendar.....	10
New Members.....	11
Comment; Sharing Porsche Through The IOT.....	12
Feature Article: Engine Torque.....	13
Rare \$500 000 Porsche.....	15
Past Events: Southern Drive 16 October.....	19
Past Events: North/Northwest EMR 16 October.....	21
Past Events: Annual President' Dinner 12 November.....	22
Past Events: Annual PCT Xmas Luncheon.....	25
Porsche News.....	26
Season's Greetings.....	29

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



Porsche Club
Tasmania



Executive Committee of the Porsche Club of Tasmania 2022-2023

President	Kevin Lyons	Tel 0418 125 820 (m) PCTPresident@outlook.com
Vice-President	John Davis	Tel 0417 144 490 (m) hbtdavis@bigpond.net.au
Secretary	Vacant	
Public Officer/ and Newsletter Editor	Leon Joubert	Tel (03) 6223 6461 (h) 0409 236 461 (m) joubertaus@gmail.com
Treasurer	Peter Haworth	Tel 0418 130 375 (m) phaworth@bigpond.net.au
Social	Bob White	Tel (03) 6225 0660 (m) 0407 502 300 pct.events@outlook.com
Motorsport Director	John Pooley	Tel (03) 6260 2895 (bus) 0418 120 055 (m) jrdpooley@gmail.co
Northern Membership	Erica Cabalzar	Tel. 0417 624 088 ericacabalzar@gmail.com
Committee	Colin Denny	Tel. (03) 6243 8940 (h) 0418 127 907 (m) colindenny@netspace.net.au
Website	Paul Tucker	Tel (03) 6229 9244 (h) 0417 557 527 (m) tasgirevik@gmail.com
Facebook Page	Paul Tucker and Leon Joubert	

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 second 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.

EDITORIAL

In 1980 the Federation Internationale l'Automobile (FIA) announced a new "Group B" category for international rallying. The resultant 400+ bhp all wheel drive turbo cars suddenly made the old Group 4 works Ford Escort, Toyotas and Porsche 911 rally cars obsolete.

Porsche's 911 is best known for its racing successes but it has also been rallied very successfully from early days. Vic Elford (1967) and Pauli Toivonen (1968) won consecutive European Rally Championships and Elford the 1968 Monte Carlo Rally in a 911T.

In the mid 1980's a few all wheel drive 911 SC/RS rally cars were run by David Richards of Prodrive under Rothmans sponsorship. In 1984 Henri Toivonen (Pauli's son) finished second in the European Rally Championship with such a 911 SC/RS.

These all wheel drive 911 SC/RS (Type 953) models were only a stop gap while Porsche's engineers developed a much more ambitious potential Group B rally car, the 959.

Some Porsche enthusiasts regard the 959 as the ultimate 911. Some will even argue it is the ultimate Porsche road car ever. With its PDK and electronically controlled all wheel drive, adjustable suspension, ABS brakes, 450 bhp quad cam turbocharged and multi-valve engine, light mass, excellent aerodynamics, and near 200 mph top speed it was sensational in 1983 and it is still an exceptional car 40 years later.

Most of the 300-plus 959 road cars would be built to "Komfort" specifications but Porsche still wanted to prove the 959 as a rally car. However when the 959 was finally ready (and cost twice as much to produce as its selling price) the FIA had banned Group B because of the dangers of racing 400 bhp cars over mountain passes and through city streets.

From 1 to 15 January 2023 the 45th edition of the Dakar Rally (formerly the Paris-Dakar Rally) will take place in Saudi Arabia. This marathon rally/race originated in 1978 and was run annually from Paris to Dakar until terrorist threats forced its relocation to South America and later Saudi Arabia. It is an enormously challenging event and the source of legends and will hopefully again be screened on our local SBS channels.

In 1984 Porsche entered three type 953 911 SC/RS models in the Dakar , and Rene Metge and Domique Lemoyne's 953 won it outright.

The following year Porsche entered three "proper" 959's but all the cars had accidents or incidents and did not finish.

Then, in 1986, Porsche again entered three works 959's and convincingly finished 1st, 2nd and 6th overall with Metge/Lemoyne again crewing the winning car and Jackie Ickx/ Claude Brasseur the runner-up.

Porsche had firmly proven just how amazing and adaptable a car the 959 was, and now you know why Porsche has every right to offer you the commemorative tribute car on our front cover, 40 years after the arrival of the legendary 959.

LJ

PS. Don't miss reading the fascinating series of VW/Porsche history started by Dr.Andrew Forbes on page 13. And our usual thanks to all our contributors and photographers who made this issue possible. Please just remember that we have a deadline to accept copy absolutely no later than 3 weeks before publication date.



Porsche Club
Tasmania



THE INSIDE LINE

For the benefit of those members who were unable to attend the 2022 PCT President's Dinner the Club President's address to guests is herewith published verbatim and in full. - Ed.

Welcome everyone to our Annual President's Dinner. Thank you for supporting this Function, being one of our major state-wide Events. It's good to see we have equal representation from the North and South. Unfortunately, due to Covid and other sickness issues, we have had five people dropout at the last minute.

Tonight, I would like to acknowledge the presence of our First President and Foundation Member, John Pooley and his wife Libby. Also, our long-time Member dating back close to the Club's inception, being Kerry Luck.

I would also like to acknowledge the financial contribution to tonight's pre-dinner drinks made by Porsche Centre Hobart, which is represented tonight by Club Member, Farrel White. Thank you to PCH. I mention Farrel has just been appointed to the position of Porsche State Sales Manager, within the new dealership structure.

Our History:

At this point and moving into our 21st year, we should reflect on our humble beginnings; where we are now and what lies ahead.

We are Official World Porsche Club No 201. There are now over 500 Porsche Clubs world-wide, with more than 250,000 Members in 86 Countries. Porsche is the largest single manufacturer Car Club in the world.

This year marks the 70th Anniversary of the creation of the first Porsche Club in Germany back in 1952.

Prior to the creation of PCT, there was an unofficial Club called the "911 Club", where 4 -5 enthusiasts met irregularly. As there was already an official network of Porsche Clubs throughout the world, Porsche Club Tasmania was created in 2002 by John and a small group of Porsche enthusiasts. As a result of this, PCT was born and was accepted into the mainstream official, licensed, Porsche Club network.

The Club initially had a focus on old Classics, Restoration, BBQ's and Drive days.

PCT Today:

A couple of days ago we reached an important milestone, as I admitted 8 new Members to the Club, bringing our total membership numbers to exactly 200.

In 20 years, the Club has seen enormous change with examples being:

* The advent of the modern Porsche, where old mechanics wring their hands frustration, as only computers in can work out what is going on under the bonnet;

Inside Line - Continued.

- * With the introduction of electric cars, only a Porsche licensed electrician / mechanic can work on the 800 volt platform;
- * Classic Porsches are now extremely valuable Collector's Cars;
- * Porsche AG (Germany) gives huge support for spare parts and the restoration of the older Classics. These days, more than 70% of Porsches built since around the 1947 era, are still on the road;
- * PCT is no longer what was perhaps a Boys Club – we are now more a Family Club with our Female Members having equal rights and enjoying our Events and driving our beautiful machines;
- * The Macan has been the greatest single attraction to Female Members, with its all-round family suitability;
- * In the 7 months to end July this year, PCA sold 3,500 vehicles in Australia, of which just a fraction under 50%, were Macans. That statistic speaks for itself;
- * PCA and Porsche AG are specifically aiming their new marketing programs directly to young professionals, who are in the market for a prestige motor vehicle and particularly towards professional women;

Technology - Our Club is at the forefront of Australian Porsche Club administration, with our Committee embracing the latest technology to manage the Club. We are now fully automated. I recently attended the National Porsche Club President's Meeting in Melbourne and it was clear we are a long way in front of some other Clubs. For example, Queensland does not have any Club Membership Management software. The larger Clubs, being Victoria and NSW, use Wild Apricot Members Software, as we do;

- * After a learning period, WA has now been embraced by our Members, particularly as they can see the benefits and ease of registering for Events and to see who else is attending;
- * From an Events administration perspective, it is a godsend;
- * When I initially built the website, I sent out various email blasts, explaining how to use the software, but I should have also added a Link on the Site, as to how to do this. Brain fade on my behalf! For the benefit of all Members, I have just added a Link to our Website opening page that explains how to use the software to login; adjust your personal and family profile and register for Events. This Link provides a computer screenshot on each step and Members should find this very easy to navigate;
- * The Club will start its Membership renewals on 1 April 2023, after waiving all membership fees for existing members during the previous 12 months. The process will be automated through WA and this saves the Committee a huge amount of work.

Continued on page 7

Inside Line - Continued.

The Future:

Our next Event is the Christmas Lunch at Frogmore Winery Cambridge, which is a state-wide event and an announcement regarding a separate function in Launceston, for those who can't attend, will be made shortly.

Next year is the 75th Anniversary of the Classic Porsche 356 – the first Porsche.

I have been liaising with PCA and Porsche AG re events to be announced to celebrate this and hope to have more information available over the coming months.

One of the biggest challenges facing the Club is our older demographic. Because of the high cost of buying a Porsche, this eliminates the ability of younger people to enter the Porsche market. The same principle applies to our Committee. We don't have any younger people joining our ranks. We have a very dedicated group of Members who have helped build the Club to what it is today, but there is always a reluctance of Members to become involved and help the Club, because of a misplaced thought train, they will become burdened with work. This is simply not the case. If anyone would like to stand for a Committee position in the future, please, we would welcome you to put your hand up.

Our Technology has eliminated the drab past paperwork of Committee, as these days it is our Events Teams who drive the Club. All we need from you, the Members, is fresh ideas for Events, new thinking and assistance in organising Events.

Whilst discussing Committee, I would like to introduce your Committee and the support people in the background (respective roles explained):

Launceston Events: Peter Haworth (Treasurer) and Erica Cabalzar;

Hobart: VP - John Davis, Colin Denny, John Pooley, Bob White and Leon Joubert.

Motor Sport – John Pooley and Kerry Luck.

Major State & Southern Events – we have 3 husband and wife teams - Bob and Dimity White; Colin and Annette Denny together with Mary and myself.

Thank you to all these people for their fabulous input.

We have some Club Gifts for you – there are Backpacks, Microfibre Cloths, Car Stickers and Flags, available for collection tonight.

Lastly and to conclude, whilst mentioning our Club Personnel,

I would like to devote the remainder of this segment, to profile a specific Member. Tonight, with our 20th Anniversary, it is about John Pooley, or as he is better known “JP”.

Kevin Lyons

President: Porsche Club of Tasmania.



Continued on Page 8

Inside Line - Continued.

JOHN POOLEY (“JP”)

Born in Guildford, England, and been in Australia from the age of 9;

Schooled at Hutchins School and did a mechanical apprenticeship with Hydro Tasmania. Became a first class fully qualified mechanic and was “Apprentice of the Year” in 1964;

Wanted to go to Europe and work on racing cars, but his father Denis, took him in to work at his new car sub-agency and used car business in Argyle Street, Hobart;

In 1969 they took on Volkswagen and Audi agencies, and the following year also the Porsche franchise for Tasmania;

Around this time John also built his first racing car for himself, like Ferdinand Porsche, on a VW Beetle platform;

John’s motor sport career, primarily in Porsches, is well known. His successes as a competitor and administrator (including directorships of Motor Sport Tasmania) are recognised throughout the Australian Porsche fraternity;

In 2002, John and a handful of other enthusiasts founded the Porsche Club of Tasmania;

John would end up being the President of PCT for the next 15 years;

He sold Performance Automobiles and retired from the car business in 2010 but then turned his full attention to his family’s Pooley Wines vineyards and winery. This year Pooley Wines won the coveted Halliday Wine Companion Australian “Winery of the Year” award;

JP is a valued friend, but he never has his hand out of my pocket. If he wasn’t selling me Porsche cars, he was selling me his wine, as he knows I can’t say “No” to either;

John competed many times in Targa Tasmania and was instrumental in the involvement of Porsche AG and bringing Museum cars to the Targa Events;

The Porsche Club of Tasmania may never have existed and is unlikely to have seen many of its successes, and that of Porsche in Tasmania, without the leadership and enthusiasm of JP;

However, as we all know, behind every good man, there is usually an even better woman. While JP gets all the public accolades for the family business success, behind the scenes the backbone has been John’s wife Libby, who has been the rock behind JP and the family. She’s had to put up with a lot over the years while they both built their business interests. Remember Lady Di’s famous comment – “There is another person in this Marriage”;

The same happened in the Pooley marriage – but in this case, Mr Porsche was the third party, which Libby had to put up with !

Continued on page 9

Inside Line - Continued.

Tonight, being the celebration of our entry into PCT's 21st year, the Committee, on your behalf, has decided to honour John with Life Membership of the PCT.

This is only the second Life Membership granted by the Club, the other being to Leon Joubert, for his journalistic contribution over a lifetime to World Motoring Journals and Publications, as well as to our own Flat Chat newsletter.

I would now ask John to join with me here at the Podium, bring his glass and everyone to charge their glasses as we will drink a Toast to "JP and PCT".



John "JP" Pooley receiving his Life Membership Award from PCT President, Kevin Lyons.

Photo: Colin Denny



Porsche Club
Tasmania



Events Calendar

- 19 February 2023 Annual PCT BBQ at John and Sue Davis
19 East Shelley Beach Road. Orford.
BYO. Limited to 50 persons.
RSVP to Bob White no later than 15 February.
- 8 June 2023 Circumnavigation Drive: Tasmania.
More details on Wild Apricot.

Bob White: Events Director.
pct.events@outlook.com
(m) +61 407 502 300



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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

Steven and Kim Nicholas

Chris and Karen Molloy

Stephen and Julie Gibson

Penelope Ashmore and Joshua Lamb

MEMBERSHIP BADGES

Members who require replacement badges or magnetic back panels for badges may contact the Club President through Wild Apricot.

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.

COMMENT

“Porsche is a German automobile manufacturer specializing in high-performance sports cars, SUVs and sedans, headquartered in Stuttgart, Baden-Württemberg, Germany. “

That's a broad, public definition of “Porsche”.

We enjoy the company of our fellow PCT members over a conversation, meal or a glass of wine but should always remember that Porsche clubs are about Porsche cars.

And Porsche cars are not typical mass-produced, runabout vehicles.

Unfortunately for us, Australia is not always a very friendly Porsche-oriented country.

“Luxury car” tax, 110 km/h speed limits, outdated import restrictions, etc. all make Australia a more “unfriendly” environment for Porsche enthusiasts than, for example, most European countries or the UK or USA.

As our Club President cautioned in his recent address at the President’s Dinner we run the risk of becoming a social gathering of older people who can or could afford a Porsche car, instead of a group of car enthusiasts. Our challenge is to continue to promote appreciation of an iconic automobile brand and encourage others to share it.

Your Club Executive continually tries to find suitable opportunities to drive and enjoy our cars but it is a task not helped by regulatory restrictions.

To own a GT3 or a classic 928 but have few opportunities to drive the car as the manufacturer intended it to be enjoyed, is disheartening. Porsche Australia tries to arrange dedicated drive days, but they are limited, and expensive to offer.

Fortunately the “IOT” (Internet of Things) offers a few other avenues for Porsche enthusiasts to communicate and share their common interest and enjoyment of their cars.

Here are some that you may want to explore:

- The Australian “356 Register” has several leading members in the PCT. The most rare Porsche in our Club is probably John Pooley’s 1950’s 356A Cabriolet.
- Explore our own PCT (members only) “Facebook Group”. It is regularly seen by 50-60 Club members that share technical or general Porsche news and you can easily comment and participate yourself:
<https://www.facebook.com/groups/911685855614393>
- Consider joining the local “Autoclassica” FB Group founded by PCT member Paul Tucker (who only has 3 Porschesbut also 4 other classic cars).
- In Hobart, attend the popular 1st Sunday of the Month sporting car gatherings at Long Beach, Sandy Bay, founded by PCT member Michael Hobden.
- Trawl the IOT for other Porsche interest groups like “Porsche Boxster Australia”.

We may not always be able to drive our Porsches as much, where and how we want but there are other opportunities to share our love of Porsches.

And, if you have any more suggestions, please share them.

Leon Joubert

ENGINE TORQUE

A Series by Andrew Forbes

We probably all know that a Porsche 911's boxer engine was derived from very humble beginning, Volkswagen's flat four cylinder engine. But how did we get from pre-WWII 25hp to today's turbo-charged, tarmac-tearing 500hp? It's a decades-long story, so let's take it a bit at a time.

FIRST BIT – The origins of Volkswagen's flat four cylinder engine

One of the best-selling cars of all time is the original Volkswagen "Beetle". VW made this car with only minimal changes from 1945 through 2003. The total number of Beetles built was 21,529,464, but the same basic engine design also drove millions of VW Microbus vans, Karmann Ghia sports coupes, roundbacks, squarebacks, even beach buggies and kit cars. The VW air-cooled engine is one of the most popular power plants ever made.

Volkswagen made versions of this engine for boats, airplanes, stationary power generators, pumps, and many more industrial applications. With a few key differences, the same engine design drove the legendary Porsche 356 and 550 Spyder, as well as the Porsche 912 through the mid-1970s.

The VW air-cooled engine is based on Depression-era needs. The engine is air-cooled so it can be made inexpensively. The engine uses a low-compression design so it can run on any fuel and be reliable. But the main feature that defines the Volkswagen engine is the horizontally-opposed four-cylinder design, which makes the engine compact. Short overall length, light weight and a position in the car that was as low as possible and over the driving wheels were always the key features – hence the use of a magnesium crankcase and light alloy cylinder heads, with the opposed cylinder layout helping to keep length to a minimum. The flat-four design was invented by Karl Benz in 1897 and developed by Ferdinand Porsche. After VW, automakers including Tucker, Ferrari, Alfa-Romeo, Subaru, and many others have chosen horizontally-opposed designs to get the same benefits.

The basic VW air-cooled engine



FEATURE ARTICLE

Volkswagen's flat-four might be one of the simplest engines ever produced, but there was nothing simple about the path it took to production. Ferdinand Porsche's persistent dreams, inspiration from an iconoclastic Czechoslovakian designer and enthusiastic support from one of the most reviled dictators in history all played a role in birthing this enduring engine.

As Europe struggled to emerge from the worldwide depression of the 1930s, Ferdinand Porsche's head was filled with ideas for an inexpensive, durable car for the masses. What Porsche needed was a reliable patron.

Zundapp, the motorcycle manufacturer, wanted to get into the car business, and hired Porsche to build a prototype. Porsche suggested an air-cooled, horizontally opposed engine, similar to those that Hans Ledwinka had designed for Czechoslovakian automaker Tatra, but Zundapp specified a water-cooled radial five-cylinder, which turned out to be a failure. Porsche's engine designer, Josef Kales, then designed an air-cooled engine for a high-volume, low-priced car that NSU wanted to build, but that company lost interest, too.

It took the support of Adolf Hitler to get Porsche's car for the masses built. The car, named the KdF-Wagen (for Kraft durch Freude, or Strength through Joy), was offered to German workers through a savings plan. To power the car, Porsche tried a two-stroke vertical twin and a pair of horizontal twins, all air-cooled, before returning to his idea for a flat-four.

Franz Xavier Reimspiess's reworking of Kales's design emphasized economy and reliability above horsepower. In the VW design, the engine block was a two-piece crankcase made of magnesium alloy. A split alloy crankcase reduced weight, a cast-iron crankshaft with three main bearings saved money, and a single four-lobe camshaft, each lobe operating opposing valves, brought simplicity. When crankshafts broke in testing, the cast iron was replaced with forged steel. It made only 22.5hp at 3,000 rpm, but it could run at maximum speed on low-grade fuels all day long.

The camshaft is captive in the crankcase, underneath the crankshaft. Miraculously, the crankcase seals well enough to keep the oil from leaking too much, although these engines all develop leaks over time.

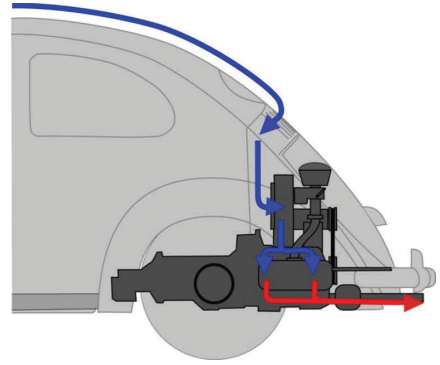
The pistons ride in replaceable steel barrels with fins for heat radiation. The cylinder heads are made of aluminium. Large steel studs anchored in the crankcase hold the halves together and sandwich the cylinder barrels between the heads and the crankcase. Pushrods operate in flexible tubes beneath the cylinders. The pushrods are hollow to bring pressurized oil out to the valve train, and then back to the sump through the flex tubes.

The VW engine uses a single throat Solex downdraft carburettor. A simple pipe manifold brings air-fuel mixture to the heads. The exhaust ports are on the front and rear sides of the heads. A simple exhaust system provides cabin heat and directs exhaust out to the rear of the car.

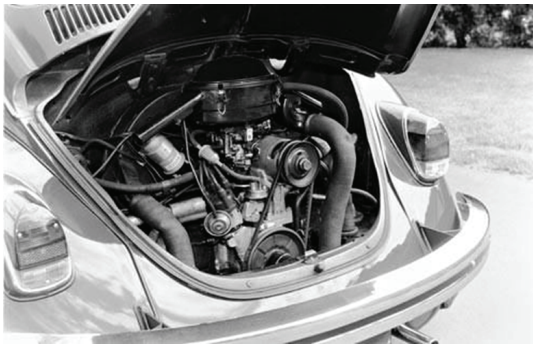
FEATURE ARTICLE

The VW air-cooled engine design uses a single fan belt driven by the crank pulley, also driving the generator and cooling fan.

The engine has shaped sheet metal that directs the cooling air through the full-flow oil cooler and then down over the cylinder barrels and out of the car. The distributor and fuel pump are also crank-driven.



Growing displacement over time



The original postwar production VW air-cooled engine displaced 1,100cc and made 25 horsepower. VW soon enlarged the engine to 1,200cc and 36 horsepower.

VW later boosted the 1,200cc engine to 40 horsepower. Over the years, displacement was again increased several times, from 1285cc to 1493cc and finally, 1584cc.

VW rose from the rubble of World War II on the strength of the little “Beetle” car, and went on to manufacture more than 21 million of them.

NEXT BIT – Development of the Porsche 356 engine

You’ll have to wait until the March 2023 issue of Flat Chat

Andrew Forbes

Volkswagen “Flachbau” ??? *Definitely NOT built by VW/Porsche !*



RARE \$500 000 PORSCHE

This rare half-a-million dollar Porsche is one of just seven ever made

The Porsche B32 started life as a humble Volkswagen T3 Transporter. Then the Porsche engineers got their hands on it and the results are mouth-watering.



Meet the Porsche B32.

Wait? What? I hear you ask. 'That looks like a Volkswagen T3 Transporter!' And you'd be right.

But, when Porsche wanted to go desert raiding in the 1980s, tackling the gruelling Paris-Dakar, it needed a support vehicle that could keep pace with its fearsome 959 Group B rally car.

One solution was to transplant a Porsche V8 engine lifted straight out of the 928 into a Mercedes-Benz G-Wagen. It has been written about here: <https://www.drive.com.au/caradvice/the-curious-history-of-the-porsche-g-wagen/> including how it not only served as a support vehicle for the race-bred 959s, but actually finished second in its own right at the lead-up Rallye des Pharaons in 1985.

But another solution, and one closer to staying on brand, came in the shape of the vehicle here, officially designated the **Porsche B32**.



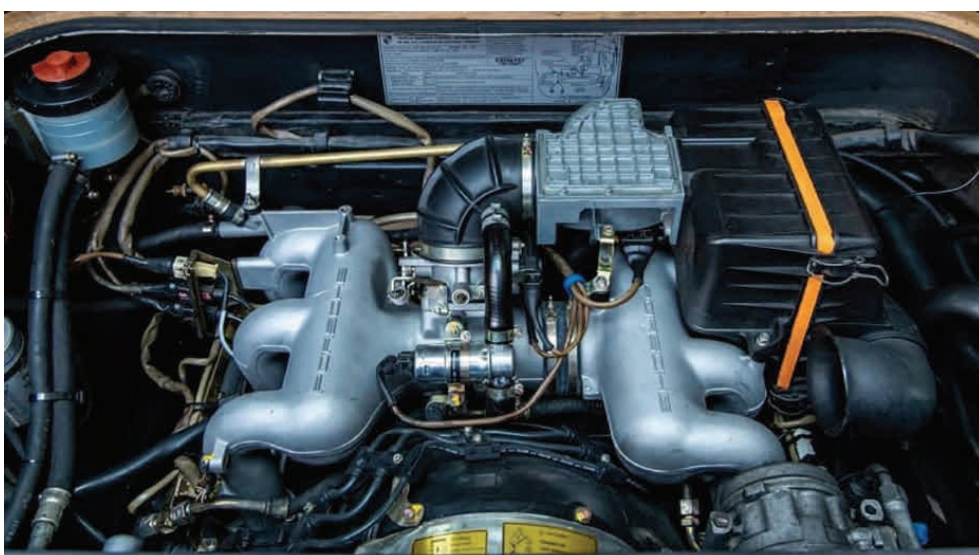
The B32 is, in other words, a genuine Porsche, complete with a Porsche Vehicle Identification Number (VIN) and original German-issued paperwork identifying it as a Porsche.

Yes, it may have started life as a Volkswagen T3 Caravelle, but once the Porsche skunkworks in Welcherath near the Nürburgring got its hand on it, the end result was any thing but a humble T3 Microbus.

For starters, lift the lid to the engine compartment out back and you'll be greeted by a 3.2-litre Porsche flat-six lifted straight out of a 911 Carrera.

It's good for 170kW, a top speed of 185km/h and (in the back of Microbus) a 0-100km/h sprint time of 8.0 seconds.

There's no provenance on the engine it replaced, although its likely to have been either a 1.9-litre four-cylinder making 66kW on a good day, or the most powerful VW flat-four of the day, an 82kW 2.1-litre unit.



But more than just an engine swap, Porsche's engineers also had to beef up the T3's suspension to help the chassis cope with the extra power generated by the Carrera 3.2-litre out back. Bigger brakes – ventilated Porsche disks up front – were fitted as well, nestled snugly behind genuine Porsche Fuchs 16-inch wheels, while a Porsche gearbox was fitted to cope with the extra power of the flat-six.

A body kit – a spoiler up front and a modified rear diffuser designed to specifically house the Porsche engine's exhaust plumbing - gave the B32 a tough stance on the road, while vents located behind the rear wheels add some much-needed cooling to the 3.2-litre boxer engine.

Inside, the top-spec Carat Caravelle remained largely unchanged, the only visual cue a steering wheel lifted straight out of a 911 Carrera.

It's believed Porsche built just seven B32s, although some reports on the internet suggest anywhere up to 15 may have howled their way out of the Welcherath workshop.

The example of the Porsche B32 in these photos is currently for sale in Germany, with an asking price of **€364,900** or around \$550,000 of our Aussie dollars.

Finished in *Perl Mutter* (Mother of Pearl) metallic paint, this 1985 example was built specifically for the then CEO of Porsche AG, Peter W Schutz.



As for Porsche's Dakar campaign?

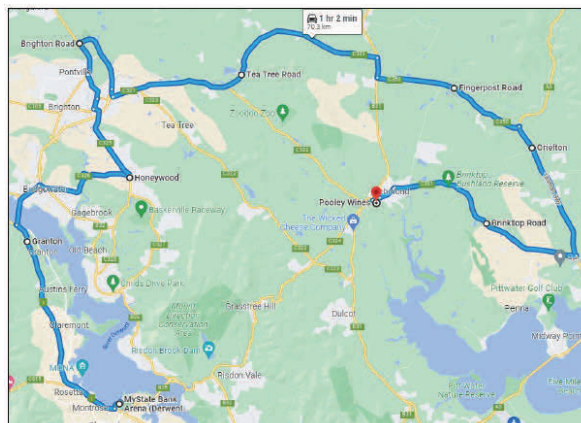
As reported elsewhere, Porsche 959s finished first and second in 1986 with France's Rene Metge and Dominique Lemoine taking the flag one hour, 45 minutes ahead of teammates Jacky Ickx and Claude Brasseur.



Andrew Forbes.

PAST EVENTS

SOUTHERN DRIVE TO POOLEYS WINERY . 16 October 2023



This was also the weekend when many of our Porsche friends and fellow citizens were severely, and sometimes tragically, affected by the major rainstorms and floods that ravaged northern Tasmania.

Southern Tasmania was fortunate to be spared much of the weather but even our southern drive had to be cut short due to a road north of Hobart being closed by flood damage.

The route from Hobart followed well known roads such as Cove Hill Road and Tea Tree Road to Richmond, where Pooley Wines Estates always provides a pleasant Sunday venue for a pizza snack and a glass of good wine.

This venue has now become so popular that, had Events Director Bob White not pre-booked our group in advance, we would have had no hope of finding space for our contingent of 37 persons.

Among the very welcome attendees (but not seen often enough at recent events) were the Davis' rare 911 Targa, and Joe Hands and Jane Bao's equally rare 968.

Judy Stove was also good to see at the drive, navigating for Sue Davis in their immaculate and multiple award winning 356.

Amusingly, a couple of our regular attendees either had to bring a friend or a dog with them for company as their wives had found excuses to visit children in warmer climes on the mainland.

Club Presidents past (Noosa) and present (a luxury yacht off the coast of Croatia?) were sunning themselves elsewhere so it was up to the working members to dig out everything from their 356's, 911's, Boxsters, Caymans, Taycans and even a Cayenne to have fun in their absence.

The result was an extensive and eclectic collection of some of Porsche's best gathered at the 2023 Halliday's Winery of the Year. Even the weather played ball. (Though my wife forgot her hat, so we had an excuse to drive with the top up going home....).

Many thanks to the organisers.

LJ

PAST EVENTS

SOUTHERN DRIVE TO POOLEYS WINERY . 16 October 2023



PAST EVENTS

NORTH / NORTHWEST EARLY MORNING RUN 16th October 2022

After a couple of state wide events, our first N / NW group run for a couple of months attracted a good roll up of 11 cars and 20 people.

We welcomed guests Chris and Karen Molloy (who have since joined the club) for their first run. Chris and Karen moved to Launceston earlier in the year, and are members of PCNSW and PCWA. Their current 996 Carrera 2 is their 6th Porsche, so they're long term Porsche addicts too.

As usual we met at the motor museum, now enhanced as our start point by availability of coffee from the Beefy Buns van.

Our destination was Apricus Restaurant at Queechy and it was quite a circuitous route to get there.

We headed out via our favourite Pipers River Road, then Brown Mountain / Karoola Rd, Lilydale Road, hanging a left into Prossers Road, another new favourite through to Nunumara, and then back into St Leonards via Tasman Highway.

The recently floods had left a fair bit of debris on the roads, and a couple of detours from originally planned roads due to road closures.

On to White Hills via Corra Linn, back through Relbia and finishing at Apricus for Coffee and treats at 10.30.

An enjoyable drive and great company as usual, also pleased to show Chris and Karen some roads they hadn't found yet. Apologies, no photos.

Peter Haworth

Participants:

Phil & Roy Frith	718 Boxster GTS	Chris & Karen Molloy	996 Carrera
Phil Molineux	981 Boxster	Wayne & Christine Taylor	911 Targa
Sam Bucknell	964	Lee Taylor	981 Boxster
Graeme & Sherryl Pitt	911 SC	Peter & Dianne Haworth	981 Boxster
Martin & Lee-Anne Laverack	944	Mathew & Tammy Bowen	986 Boxster
Ralph & Suzanne Norton	997 Carrera	Simon Froude	991 GT3RS

PAST EVENTS

PCT ANNUAL PRESIDENT'S DINNER

November 12, 2022

Report: Erica Cabalzar

Photos: Colin Denny

The Porsche Club Tasmania's President's Dinner is a noteworthy occasion. This year it was even more significant as we celebrated the 20th Anniversary of the club. "...with a bit of historic license, we can argue that the PCT will be 20 years old on October 30th, 2022." (Leon Joubert).

Held in Launceston at Peppers Silo Hotel, there was equal representation from the north and south of the state. Upon arrival, members were issued with a voucher in order to claim their free drink, compliments of the club and Porsche Centre Hobart.

In recognition of this momentous milestone, Kevin Lyons (President) initiated the excellent idea of engaging a string quartet as entertainment. Michael Stocks from St. Cecilia Orchestra was contacted and fortuitously we were able to secure his musicians for our function after they had performed at a wedding that afternoon at Quamby.

Everyone enjoyed the melodic and personable atmosphere created by the string quartet during pre-dinner drinks and the first courses. The musicians encapsulated that nostalgia for parlour music, playing classical to light classical music interspersed with popular modern arrangements. I'm not sure I recognised Debussy's melodies or Beethoven's Great Fugue, but I certainly appreciated these experienced and accomplished musicians.

Comfortably seated at round tables with the string quartet playing in the background, shared plates were handed around tempting the most discerning palate. Entree dishes consisted of fresh sourdough, smoked trout drenched in potato cream with kohlrabi slaw, roe and chives, and succulent braised lamb with nutty toasted fregola, currants and apricots.

The main plates of delicious market fish, tender chicken thigh, gnocchi, mushrooms and zesty winter salad added to the multifarious blend of different ingredients. To complete our repast, we enjoyed a selection of delicate petite sweets. The food was so delicious a few people commented they would have liked a little more.

Keynote speaker on the night was the President of Porsche Club Tasmania, Kevin Lyons, looking relaxed and invigorated following an 11 week hiatus in Europe.

Across eras of peace and calamity in our world's history, a great many presidents have unveiled energetic rousing speeches in their bids to enthuse. Kevin stood rousingly (is there such a word?) at the lectern, the life size Porsche banner adding prestige to the occasion, and delivered the President's speech with his usual aplomb.

PAST EVENTS

Kevin stated how exciting it was for the club to be entering our 21st year; the official number 201 Porsche Club. There are approximately 700 clubs in the world across 86 countries. He said we had come a long way and the changes had been enormous since John Pooley organised a gathering of petrol sniffing Porsche 911 owners and enthusiasts in 2002 at his Performance Autos showroom.

In his address, Kevin celebrated the PCT's past, recounted accomplishments and looked at future directions of our organisation. He talked about entering an era where science, engineering and technology will exert greater influence on our daily life; EVs for example. He mentioned how classic Porsches are collectable, 70% of Porsches are still on the road, and Porsche have new marketing strategies for women.

Kevin proceeded to "profile" club member John Pooley, who certainly deserved the honour of being presented with Life Membership. John wrote in the July 2021 edition of Flat Chat, "The human race would still be in the Stone Age if we had not been innovative and competitive...our club is founded on the passion of a sportscar, a Porsche..."

Upon receiving his award John Pooley acknowledged the three most important things close to his Porsche heart. 1st: his wife Libby and family, 2nd: Porsche, 3rd: Pooley Wines. Congratulations to a man who has achieved a noteworthy reputation and incredible respect. In the words of Steve Jobs, "your work is going to fill a large part of your life, and the only way to be truly satisfied is to do what you believe is great work. And the only way to do great work is to love what you do."



Presidential Table

PAST EVENTS



Mary Lyons and Libby Pooley

Without them the PCT may also not have been celebrating 20 years of success.



PAST EVENTS

PCT ANNUAL XMAS LUNCHEON

4 December 2022

When you have a turnout of more than 50 PCT members at a luncheon you have every reason to regard the event as a success.

This year's PCT Xmas luncheon held at the Frogmore Creek Winery in Cambridge near Hobart, drew an excellent turn-out including several members who defied the current roadworks obstacles between North and South. Well done, and great to have had you all there.

Compliments are also due to Frogmore Creek who served an excellent meal, provided great service, and only intruded on the animated buzz of happy conversation by an occasional "happy birthday" song from a small group elsewhere in the Barrel Room.

Thanks to Bob and Dimity White, and Colin and Annette Denny for organising it all.



A barrel (room) full of enjoyment.

Satisfied organisers and Brains Trust



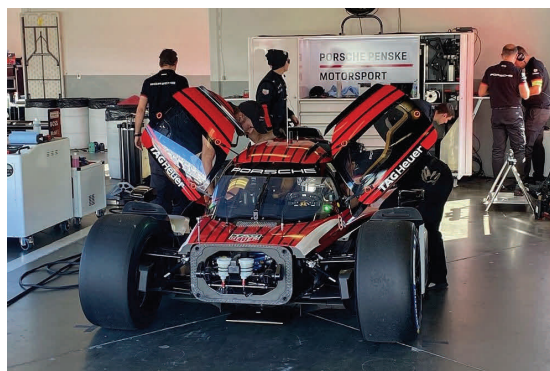
Fine menu

LJ.

PORSCHE NEWS

SOME PORSCHE MOTOR SPORT PLANS

- The 2023 World Endurance Championship series begins with the first round of 7 races due at Sebring on 17 March. The 1 000 Mile Sebring race will be preceded by a Prologue a week earlier . Outright victories in the 2023 WEC Series is expected to be contested by Toyota GR010 Hybrid, Peugeot 9X8, Ferrari 499P, Cadillac LMdH, and Porsche's highly anticipated 963 LMdH model, with a works team run by Team Penske and at least four more cars with customer teams.
- Unfortunately Porsche has very recently announced that component supply delays will probably mean that the customer cars will not be ready for the first rounds of the 2023 WEC.
- Hopefully we will see the first Porsche 963 works prepared Penske cars in action at Sebring in March. The nominated works drivers include Aussie Matt Campbell.
- Porsche enthusiasts who may have been worried that the 911 Carrera will soon only be available as a battery electric car should be comforted by news that Porsche and the FIA have confirmed that the Mobil 1 Porsche Supercup series with 911 GT3 Cup cars will continue as a support series for the F1 World Championship until at least 2030.
- A few 2022 Supercup facts: At the Österreichring 21 drivers qualified within a second during the qualifying sessions. A typical 2022 Supercup starting grid consisted of 32 GT3's. 53 Drivers from 19 countries competed in the 2022 series.
- Australia's Paynter Dixon Carrera Cup series will again be a support event for 2023 Repco V8 Supercar rounds as well as the 2023 Australian F1 Grand Prix.
- It is probably safe to claim that Porsche is now the world's largest manufacturer of racing cars.
- There has not been any further confirmation in respect of Porsche's expressed interest in participating in Formula 1 from 2026, after its intended partnership with Red Bull racing did not materialise. However there are ongoing rumours that Porsche may become a future engine supplier to the McLaren F1 team, or even take an interest in the McLaren sports car business.
- Audi will be taking full control of the current Sauber F1 Team from 2026.



PORSCHE NEWS



In tribute to the original Porsche 911 Type 953 (see Editorial) which was the forerunner of the epic 969, Porsche will be building 2 500 911 “Dakar” models.

The 2023 versions will also have height adjustable suspension and all wheel drive and will be powered by a 480 PS (353 kW) twin turbo engine reminiscent of the (smaller but similar) power source of the original 959. The transmission is an 8-speed PDK.

The standard tyres will be Pirelli Scorpions All Terrain to make that cars immediately suitable for going off road, but numerous other tyres and accessory options such as roof racks (pictured) are also available.

Given the off road options and distances available in our country, it will be no surprise of the new 911 Dakar becomes a popular model in Australia.

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New “Style Edition” Boxsters and Caymans will be available from the second half of 2023. With standard 6-speed manual transmission , 220 kW and numerous special feature options the Style editions are expected to be priced from \$125 800 excluding option choices and on road costs.

PORSCHE NEWS

The 911 T (Touring) models (below) will be available from February 2023 and are light weight sporting models that will slot between the 911 Carrera and Carrera S.

Key features of the 283 kW Touring model are lowered, sports suspension, availability of 7-speed manual transmission, omission of the rear seating, reduced insulation, and standard Sport Chrono Package.

As with the original 911T, the 2023 model is intended to offer a purist driving experience with sporting equipment.





The President and Executive of the Porsche Club of Tasmania wish all our members, their families, and all friends of Porsche a peaceful and blessed Xmas and an enjoyable and successful motoring New Year.

