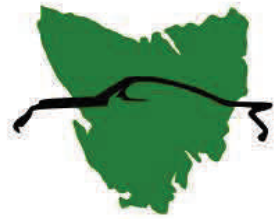




Porsche Club
Tasmania



FLAT CHAT

OCTOBER 2022



2023 Porsche GT3 R



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



Porsche Club
Tasmania



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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

This is our last 2022 issue, and coincides with a potential 20th birthday party for our Club. We can all look forward to Porsche and the PCT in 2023 with enthusiasm.

Porsche's former CEO, Oliver Blume, has assumed the coveted role of Chairman of the entire VW Group and Porsche is tipped to soon be an estimated \$10-billion USD richer through an IPO of some shares in the company.

Instead of just owning your own Porsche, you may also soon be able to own your own slice of the manufacturer. We report more on that in this issue.

Despite some delays with component sourcing Taycan production has kept up well and it now outsells the 911. It has quickly become another example of Porsche getting it right.

Building on the success of the Taycan (and experience from Formula E racing) Porsche showcased and ran a Cayman GT4e Performance at this year's Goodwood Festival of Speed. If you wondered what that is (more details elsewhere) it's an electrically powered Cayman GT4 which may even become a future Porsche Cup Series car.

Porsche has also released more details of the Type 963 endurance racer which it will campaign with Penske in FIA World Endurance Championship races next year, as well as the latest GT3 R , on all of which we also report in this issue.

Old petrol heads like your Editor also received some good future news from Porsche.

From 2024 Porsche and its partners (HIF) plan to build a synthetic fuel plant at Bell Bay, right here in Tasmania. We may then have to find more reasons to visit Burnie and the EMR events organised by our northern based members may become even more popular.

Special thanks again to all our contributors to Flat Chat throughout the year.

PCT Committee members Kevin Lyons, Colin Denny, John Pooley, Bob White and Peter Haworth have all been extremely supportive with regular newsletter contributions, as have several other Club members like Ivan Poole, Andrew Forbes and Bruce Finlay.

Your support is very much appreciated.

To all our readers, please feel free and very welcome to participate in future issues of Flat Chat with your own Porsche or PCT-related thoughts, comments or reports.

We already have some interesting new material promised for our January 2023 issue.

Flat Chat is YOUR newsletter. My only request is that contributions reach the Editor no later than 3 weeks before the due publication date.

I just shuffle the layouts around - but it does require a fair amount of time to try and do the best I can.

Enjoy the read.

LJ



Porsche Club

Tasmania



THE INSIDE LINE

President's Report to the 2022 PCT AGM

On 30 October 2002, it was agreed to establish a Tasmanian Chapter of the Worldwide Porsche Clubs network. As we approach our 21st year, as Official Porsche Club No 201, it is worthwhile reflecting on who we are and where we have come from. The first Porsche Club was established in Germany in 1952. Since then, the Club network has grown to around 700 Clubs, in 86 Countries, with a combined membership approaching 250,000. The Porsche Clubs are the largest single manufacturer Car Club in the world.

Our local Membership base of adult Members is fast approaching 200 and given the popularity and prestige of the Porsche brand, we expect our numbers to continue growing.

PCT's financial position is very sound and as a result, in this difficult Covid period, the Club was able to waive all Membership fees for the current year. This is a significant gesture to Members, which I'm sure is much appreciated. Normal Membership dues will resume from April next year and you will be pleased to know we do not have any increase on the horizon.

The Club has now achieved its long term goal of full automation of its business affairs. To recap on this; we now have electronic processing and recording of – Committee Meetings and Minutes; Banking and Accounting; Membership Records; New Members and Renewals; Event Notifications and Registrations. In addition, our historical Club records from inception, have been collated from various Members' records and for the future will be electronically stored in a central location.

Overall, this is a significant milestone for the PCT and reflects what you would expect of a professionally run Porsche Club.

The automation has in turn, taken a significant workload off Committee Members and the benefits of Wild Apricot are becoming readily apparent to Members as well, given the ease of the new Event Registration process. The software will also materially assist us next April, with our Membership Renewals.

Due to the reduced workload, the Committee has decided it can move to bi-monthly meetings, or as needed, with a quorum of four Committee Members minimum. The resolution put to the AGM reflects this.

Thanks to your Committee, the Club is continuing to run very smoothly and it is good to see our Events are back on. The one Event I would ask for your support and encouragement for other members to attend, is for our annual President's Dinner, which is to be held 12 November, in Launceston. The Event details are posted on Wild Apricot, refer the Events page. If you are not aware, Registration is already open to Members. This Event will be a celebration of PCT's 20 years, so please come along, support your Club and reminisce with other Members. In conjunction with this Event, the Club is also looking at organising a Porsche Show and Shine display, interim details of which are posted on the Events website page.

Onwards to our next 20 years!

Kev





Porsche Club
Tasmania



Events Calendar

16 October	Southern EMR to Pooley Wines, Richmond.
16 October	Northern EMR.
12 November	President's Dinner: Pepper's Silos Hotel, Launceston.
20 November	Northern EMR
4 December	PCT Xmas Lunch. Frogmore Creek, Cambridge.
December	Northern EMR TBA
8 June 2023	Circumnavigation Drive: Tasmania.



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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

Kate Bucknell - North

Sion and Tanya Reid - North West

Ancheng Sima and Olga Kharitonova - South

Membership total is now 192 with 156 Family and 34 Individual Memberships

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Advertisements by members for Club related items are free.

COMMENT**PORSCHE IS BEING SOLD - BUT ACTUALLY NOT?**

By the time you read this it may have been formally announced by the VW Group that Porsche will make an Initial Public Offering (IPO) of its shares to outside investors

It will not be a small event.

Porsche is a very wealthy car company. Analysts rank Porsche even higher than the likes of Ford, BMW, and Mercedes-Benz in terms of enterprise value and only about \$20-billion shy of the value of the entire VW Group. It has been estimated that Porsche's enterprise value is around \$90-billion USD.

It is not unusual for car companies to raise money by offering shares to the public, and one of the most publicised examples in recent times has been Tesla.

Ferrari (which is also more of a specialist luxury car producer like Porsche, and with huge brand value) was spun off from the Fiat empire in 2015 and its share offering of only 10% of stock was 20 times oversubscribed. Its share price has since climbed from around \$55.00 to around \$200.00.

Informed sources have reported that only 25% of Porsche will probably be sold and, of that 25%, half (12.5%) will be bought by Porsche SE which is the holding company largely controlled by the Porsche-Piech families which also own 53% of the entire Volkswagen Group.

Porsche SE will also still retain all voting rights in the new Porsche company.

Control of the Porsche AG car company and the entire VW Group will therefore remain firmly in the hands of the Porsche-Piech families and the State of Lower Saxony will also hold on to its long standing 20% share of the VW Group.

So why are shares in Porsche being offered at all?

Porsche is - in terms of the car business - extremely profitable.

Analysts believe Porsche makes about \$5 000.00 on every car it sells (against a typical VW Group average of around \$500.00 per car) and has an investment return rate of around 15%. That is obviously an attractive proposition for investors.

The IPO will also bring in some valuable cash for the VW Group which has to finance many new EV models and their production facilities, and battery factories and the like.

Assuming that the Porsche shares bring in \$10-billion for VW Group the plan is further that only half of that amount will be retained. The rest will be distributed to current shareholders - of which the Porsche-Piech families account for 53%.

So the Porsche heirs should end up with quite a bit of extra money in their bank accounts but still maintain firm control over the family jewels.

If it works out like that both Ferdinand Porsche and his grandson Ferdinand Piech would probably have approved of the planned deal.

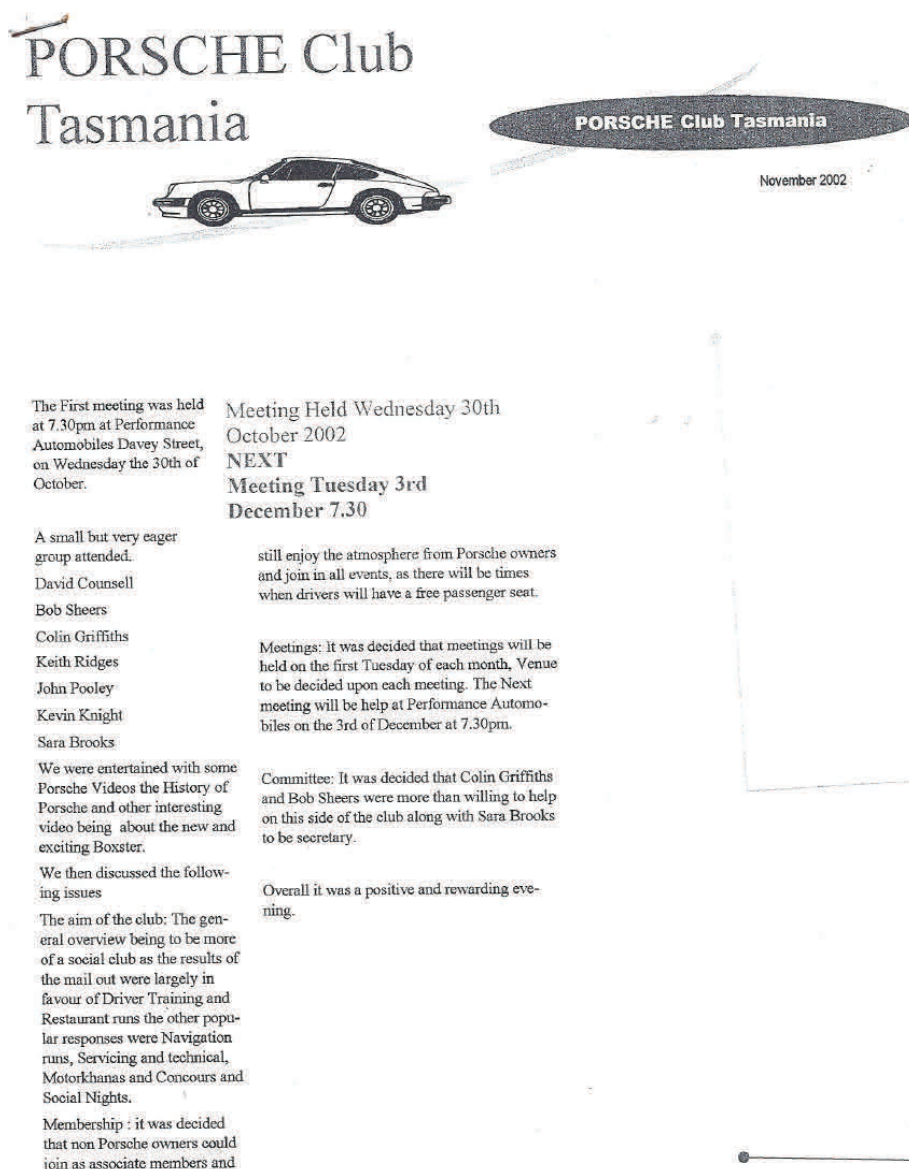
LJ

PCT HISTORY

HAPPY BIRTHDAY - PORSCHE CLUB OF TASMANIA

With a bit of historic license we can argue that the Porsche Club of Tasmania will be 20 years old on 30 October 2022 and find a reasonable excuse to congratulate ourselves and pop a bottle of bubbly.

Thanks to Joe Hands, our meticulous former Membership Secretary, we have obtained a copy of minutes of a meeting held on that date and which, by all accounts, was the first formal occasion at which the creation of a Porsche Club in Tasmania was discussed.



PCT HISTORY

A BRIEF HISTORY OF THE ORIGINS OF THE PORSCHE CLUB OF TASMANIA

By Rob Sheers

The Porsche Club Tasmania is nearing its 20th anniversary. It's a long time ago now but from memory the first gathering to assess interest occurred around August/September 2002 with the first meeting in October, but the origins of the club are even older than that.

There was an earlier Club in Tasmania for Porsche enthusiasts which pathed the way to the forming of PCT. At a Symmons Plains meeting in the late 90's (maybe 96/97?), which, I think, included a Porsche event, there were four 911's parked side by side on the embankment. I recall Michael and Rose Wood (green '77 Carrera) and Michael and Kathy Parker (white '72 911T) but can't remember who the owner of the nice 930 was.

It was a nice meeting of likeminded Porsche enthusiasts and Michael Woods suggested we should form an interest group around our Porsches. Not long after, Michael formed "Club 911" for Tasmanian's interested in the marque. It was a low-key club but from memory we had some nice times – drive days, quiz days, dinners etc. No competitive stuff but good all the same. It was just an unofficial gathering of like minded enthusiasts.

In '98 John and Libby and myself and Elspeth took part in the Porsche 50th anniversary events in Victoria. A fabulous celebration organised by the late Pamela Ward. During our time at the anniversary John mentioned maybe it was time to develop a Tasmanian Porsche club. He saw the possibility of taking things to the next level by creating an officially sanctioned (by Porsche AG) Tasmanian club. So as "Club 911" faded the seeds were sown for what is now The Porsche Club of Tasmania.

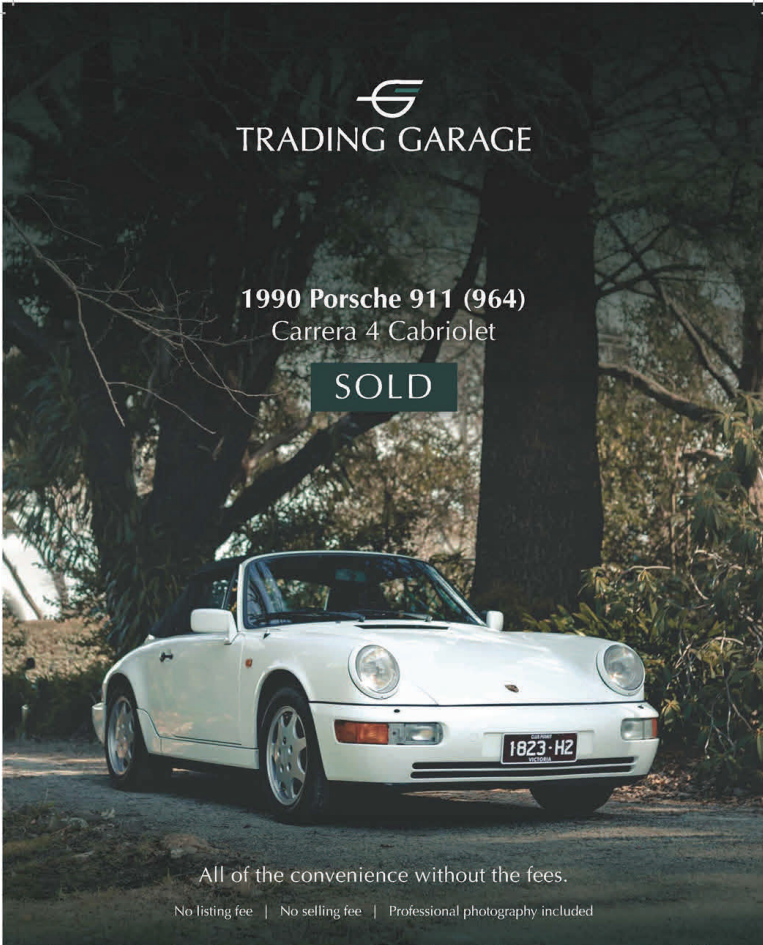
As mentioned earlier there was a gathering of Porsche owners and enthusiasts in 2002 to gauge interest in forming a Porsche Club. John Pooley organised the gathering at his Performance Autos show rooms. Unfortunately, after arranging the event, John was unable to attend due to an unforeseen business commitment. I was happy to stand in and chair the gathering and report back. There was a surprising turn up and amongst the attendees some keen enthusiasts.


The first club meeting was in October 2002 followed by another in December. It gathered momentum with some keen Porsche enthusiasts joining ranks. A club committee was formed early in 2003. Some terrific people stepped up to help organise. Some of those who come readily to mind are Charles Button, Gerard Maguire, the late Phillip Peterson, Andrew Forbes, Keith Ridgers and others.

The club got off to a pretty good start, with some terrific events – drive days, motorhous's and quiz nights. The most enjoyed events were the family Christmas BBQ, the annual Show & Shine and the various rallies that were mostly organised by Gerard Maguire.

Rob Sheers

PCT Honours Member






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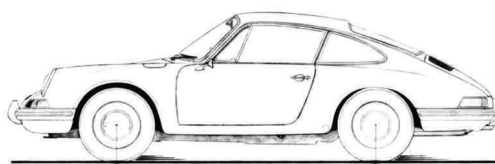

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PAST EVENTS

RATHO FARM, BOTHWELL, DRIVE

26 June 2022.

By Bruce Finlay

Sunday, 26/07 saw about 12 cars assemble at the Derwent Entertainment Centre to enjoy a brisk breeze threading through your ribs and a catch up for all prior to the run to Bothwell for lunch.

Good to see the GT3 of Dennis and Hristo Behrakis out to join in and get rid of some benzine too, Bob White was in his 930 - no A/C in that car but it has a heater !. Question, do electric cars have heaters ?? Coal fired like their electricity supply ??

By the time we left the sun was shining and so we were off, first port of call New Norfolk.



It was here that the philanthropic Cam Morrisby remembered he hadn't been to church that day, so he decided he would pull over and have a chat with Mr Plod and subsequently make a donation to their Xmas in July party.

Well done Cam !.

From there the route took us through Bushy Park, Westerway, Ellendale - all nice roads, picturesque, into Hamilton, then up the hill, left at the turn-off at Hollow Tree Junction, then down a really nice windy road, through Hollow Tree,

Then Bothwell and regroup and off for the last couple of km's to Ratho Farm.

At the farm we were joined by John and Libby Pooley,

They took a back route from Richmond in their Macan driving over dirt roads to get there.



PAST EVENTS

If you haven't been there, Ratho Farm is a really old, interesting place, it sports the oldest golf course in Australia - over 150 years old, and a number of original, historic buildings. It has some cottages, converted for o/night stays.

Quite nice I'm told and when you look at the history, it has only had a few owners and they are sort of intertwined.



If you're a golfer - I most certainly am not, check it out, apparently it is a very challenging course and well respected.

We all settled down for a basic lunch and the usual conviviality one finds at the Porsche Club events.

Our host, a bit of a raconteur, read out a few passages from their old Log Book.

It was quite amusing and in a style of prose usually reserved for Downton Abbey.

From there it was pack up and back down the highway to finish burning benzine for the day, and home to burn some logs and a nice glass of red by the fire ! .

Thanks to the organisers,

Bruce Finlay

I didn't keep the list but here's what I can remember.

Bruce & Monika Finlay
Dennis Behrakis and son Hristo
Colin and Annette Denny
John and Libby Pooley
Paul Jubb
Cam and Liz Morrisby
Chris and Julie McGregor

Bob & Dimity White
Keith and Robyn Drew
Michael and Susan Powe
Chris Kilpatrick and Lis
Milton Moody and Ann Lowe
Farrel and Mandy White

PAST EVENTS

NORTH / NORTHWEST EARLY MORNING RUN

17th July 2022

Perhaps the early forecast put a few of our regulars off, or trips to warmer places etc, but a smaller than usual field fronted up at the Motor Museum for our July EMR.

The latest forecast was for a dry drive, with rain during the afternoon, so we went for it.

My “new” 1st gen 996 Carrera 2 put in its first appearance, a seal grey car, the third one that colour we’ve had, you’d think I’d be a bit more adventurous by now...

Erica Cabalzar with guest David rocked up in ‘Scarlett’ her new 992 Carrera S, for her first showing.

Our destination was Christmas Hills Raspberry Farm at Elizabeth Town, and we were early enough leaving the museum to be able to get a clear run at the Bunnings traffic lights, a major plus!! Kerry tagged on at Legana so we ran through Bridgenorth and Long Plains Road, getting a good run through to Frankford Hall ahead of time to allow for a comfort stop.

Then continuing on along Frankford Highway to Harford, and via Sassafras to the Big Spud to catch up with Rob and Devone, and Phil with guest Pauli.

As this is Phil’s territory, he led us through some unfamiliar (to me) but most enjoyable undulating roads to Merseylea, Kimberley and Weegen, back on to the Bass Highway to finish at Christmas Hills.

The roads were mostly damp, but the rain held off, and it was great to have a good assortment of cars. And even better to show that a Porsche won’t melt, even if you should give it a nice wash before putting it back to bed.

Peter Haworth



Participants:

Phil & Roy Frith	718 Boxster GTS	Rob & Devone Jones	986 Boxster
Phil Parsons & Pauli	987 Cayman	Wayne & Christine Taylor	911 Targa
Erica Cabalzar & David	992 Carrera S	Kerry Luck	996 GT3RS
Barry Oliver & Graeme	987 Cayman	Peter & Dianne Haworth	996.1 C2
Bruce Allison	911E		

PAST EVENTS

VISIT TO THE CYGNET CO-OPERATIVE CANNING SOCIETY 17 July 2022

It's a great drive clockwise on the Channel Highway from the Waterworks Reserve via Blackmans Bay, Howden, Kettering, and Verona Sands to Cygnet. Our lunch destination was the Port Cygnet Cannery, a building that has been rescued from ruin by the Gilding family and turned into a restaurant and dining space.

The cannery opened in 1938 when a group of Cygnet orchardists were frustrated at how hard it was to make a living off the land. The prices offered by processors were below the cost of production so they built and ran the Cygnet Co-operative Canning Society successfully for 70 years until the canned fruit market collapsed and it fell into neglect.

On the morning of our drive the weather forecast was atrocious and we were met by persistent westerly showers at the Waterworks Reserve starting point.

The group set off towards Proctors Road with Farrel and Mandy White leading in a Taycan 4S at a respectable pace (but very quietly). The internal combustion engines followed, making suitable sounds!

Moving away from the influence of the mountain the weather improved but the road remained damp. With some roads closed for maintenance we dodged back and forth into Kingston and on to Blackmans Bay to enjoy the road through Howden to the Channel Highway where restraint was required on wet corners.

Bruce Finlay joined our small touring group at Margate, having travelled from Surges Bay.

Later we were followed into Cygnet by Ivan and Jennie Poole who joined from their Verona Sands home. It was a good 85km drive over interesting roads without too much traffic. The heavy rain stayed away and the stormy views of the Channel and Huon Estuary were spectacular.

On arrival in Cygnet, we were met by the remaining members of our small group who had made their separate ways to the Cannery. John and Sue Davis arrived with Judy Stove much to the delight of those who hadn't seen her for some time. We soon settled in to enjoy the company and warmth in the large dining room.



PAST EVENTS



The Port Cygnet Cannery served an extensive shared degustation menu offering what they refer to as their Sunday Farm Lunch. It was enjoyed by all and it included several pork dishes so it is not recommended for vegetarians.

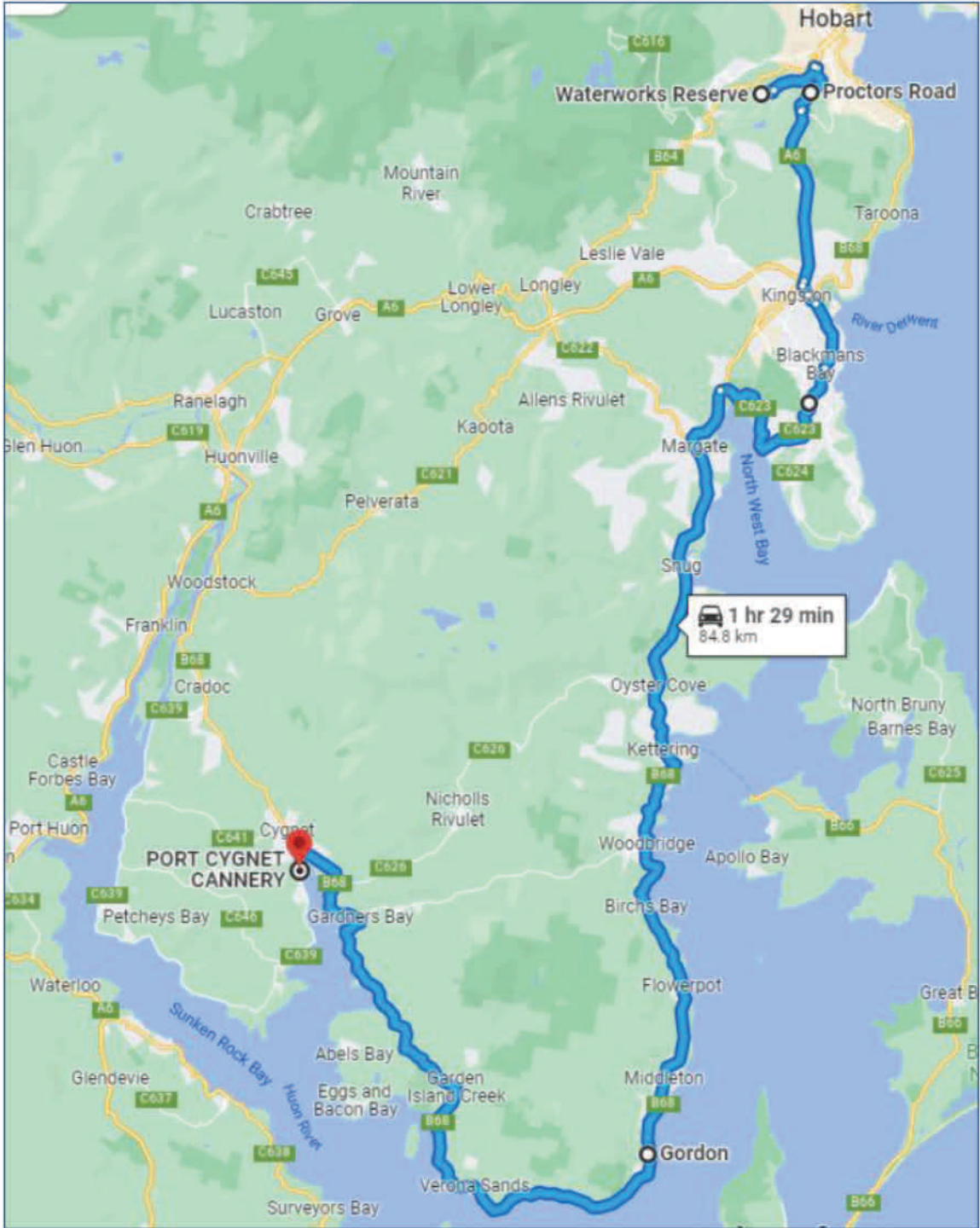


John and Libby Pooley arriving on a cold winter day.



By the time we left for home, the storm had arrived and the return trip through Huonville to Hobart was made difficult by very heavy rain and traffic from Willie Smith's Mid-Winter Festival being held at the Grove Apple Shed. Nevertheless, the day was a great success – good driving and good food!

Colin Denny, July 2022



PAST EVENTS

PORSCHE DRIVE TO THE CALLINGTON MILL IN OATLANDS

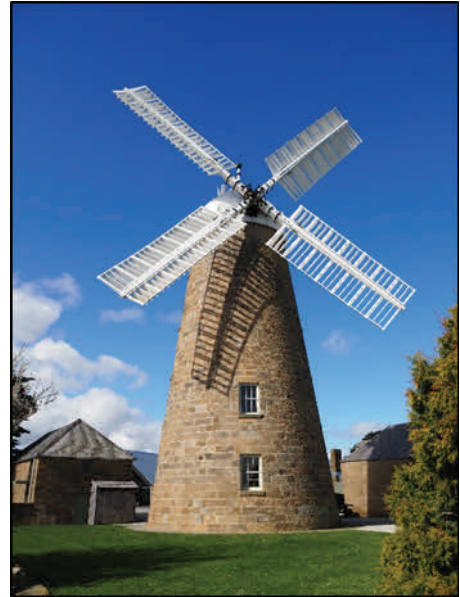
11 September 2022

Report by Colin Denny

Callington Mill, the Lincolnshire tower mill built in Oatlands, Tasmania in 1837, is at the heart of the whisky distillery created by John Ibrahim on a scale not previously seen here. When John first saw the site he fell for the old town with its heritage buildings and was inspired by the colourful history and promising possibilities.

John Ibrahim's extensive distillery development provided an ideal opportunity for the Porsche Club to have a Sunday run to Oatlands which is readily accessible to members from all parts of the state. The drive was followed by lunch at the Callington Mill Restaurant where Head Chef Jason Partridge offers a fresh menu highlighting the best of Tasmanian ingredients.

Ten Porsches came from the south driving from Elwick over Grasstree Hill and Back Tea Tree Road through Tea Tree to Campania and Colebrook. Turning right on onto Rhyndaston Road and Eldon Road, the route took drivers on an exhilarating winding sealed country road to Tunnack. Farrel White drove a Macan T but remarked that the pure sports cars in front of him were being driven too conservatively!



Kathy George and Paul McCartney often come to PCT events together but the temptation to bring both their cars was too much (see below). Kathy had her immaculate Shark Blue Cayman 718GTS 4.0 and Paul drove behind in his new Gentian Blue Taycan 4S.

The Eldon Road was an interesting new experience for many drivers. Nearing Tunnack the road is joined by the C312 from Levendale and then follows the familiar route to Oatlands and Lake Dulverton via Baden and Parattah.



The northern club members had a rendezvous in Cressy. It had been a long drive for Mathew and Tammy Bowen who started that morning from Boat Harbour. The convoy continued south, picking up Carl Crosby at Ross before arriving at the Callington Mill.

It was great for the Porsche Club to have 39 members from many parts of Tasmania meeting for a drive and a convivial lunch.

The chef prepared a wonderful selection of shared tasting plates for us. We began with grilled sourdough with honey butter and balsamic. Then we were served cured salmon carpaccio and buttered slipper lobster tails (bugs). These were followed by confit duck, pork belly, beef wellington and cauliflower arancini courses all served with interesting flavourings. For those who could manage more food, chocolate cake was served.



The Mill buildings and development are built to a very high standard. They are part of the transformation of historic Oatlands that is currently occurring. A visit to the village is thoroughly recommended and Callington Mill and Distillery must be included

Colin Denny

FEATURE ARTICLE

THE ART OF THE CAR

If you gave Andy Warhol six kilos of paint and less than 30 minutes to decorate a BMW M1 racing car in 1979, it would look like this, and now be worth \$60-million instead of the typical \$1-million price tag for a normal version.

BMW has become quite famous for its collection of “art cars”, many of which were painted by well known artists prior to being used as actual racing cars and then restored and kept for display. Some now feature regularly in museums.



Porsches have also been very popular subjects of some fascinating art work.



Porsche's famous “Pink Pig” was a 917/20 which was raced at Le Mans in 1971. Its body design was comparatively unique in that it combined aerodynamic features of both the long tail and short tail versions of the 917 with an exceptionally wide body.

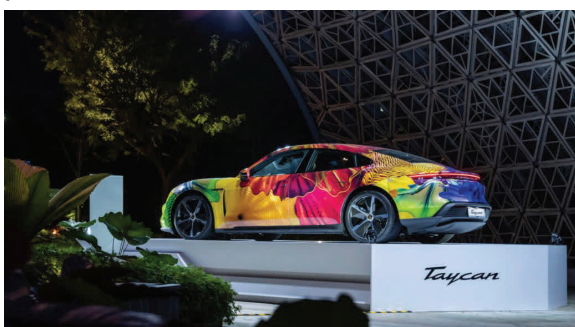
Porsche designer Anatole Lapine had the unique car painted in pink - with “cut lines” that illustrate various succulent pieces of “Schweinefleisch”.

The paintwork on this Porsche 959 (right) is a work of art in itself.



This Porsche 968 concept (left) is known as the 968 L'Art and was designed by L'Art de l'Automobile and unveiled at the Paris Fashion Week in 2021.

The Porsche “Swan Car” (right) was the result of a commission by Porsche to Scottish digital artist Chris Labrooy and based on a 996 (the first model sold in China) and displayed in Shanghai from November 2021. In China the swan portrays happiness.



This floral Taycan (left) is the work of Dale Chihuly and was first displayed in 2021 in Singapore's famous Gardens by the Bay. The livery is a continuation of Chihuly's “Persian” series of art designs.

FEATURE ARTICLE

Perhaps the most famous Porsche art car is this 1964 356 SC which belonged to Janis Joplin.

The car was originally dove grey but Janis paid David Richards \$500 to paint it "to portray the universe".

The car was last sold in 2015 for almost \$2-million.



Tasmania has its very own Porsche art car, the well known "fat car" by Erwin Wurm (left) in the MONA museum of new and modern art .

Erwin Wurn also created the intriguing "Flying Saucer" car (below).



Closer to home, Australian indigenous artist , Graham Rennie (also known as Biggibilla) produced the stunning artwork below on a Porsche 996.

It was hand painted at the Porsche Centre Melbourne showrooms.



PORSCHE NEWS

PORSCHE SYNTHETIC FUEL FACTORY PLANNED FOR TASMANIA

Porsche, through its 12.5% stake in Highly Innovative Fuels Global (HIF) a Chilean based company, has filed a Notice of Intent with the Tasmanian Environmental Protection Authority to build a new synthetic fuel production facility near Bell Bay in North-west Tasmania.

The development is expected to cost about \$1-billion and, when fully operational, produce around 550-million litres of synfuel annually by 2026.

The proponents of synthetic fuel (also sometimes called “e-fuel”) make quite a strong argument that it is more ecologically “clean” than electricity as a source of automotive power.

The synfuel plants (as in Tasmania) will be powered by wind generated energy and utilise water as basic resource to split hydrogen from oxygen and then chemically turn the hydrogen into liquid fuel that can be used in any normal vehicle engine in place of petroleum fuel.

Porsche has already indicated that it plans to introduce synfuel as a standard fuel for Carrera Cup events as soon as possible, and the FIA has also set a requirement that F1 (and possibly other) categories of motor racing will also use synfuel in future.

As Tasmanians we obviously look forward to the proposed Porsche/HIF investment in our state with great anticipation.

MORE PORSCHE 963 UPDATES



The Porsche 963 (a continuation number from the famous 962) will be campaigned in the 2023 World Endurance Championship by Penske on behalf of Porsche and the 4.6 litre twin-turbo V8 hybrid will be up against similar cars from Toyota, Peugeot, Ferrari and Cadillac (and possibly also Audi and Lamborghini) for outright victory in classic endurance races like the 24-Hours of Le Mans and Daytona. Aussie Matt Campbell will be one of the works drivers.

PORSCHE NEWS

NEW 2023 GT3-R REVEALED.

Our front cover features the first photos of the new GT3-R which is the race specification version of the new Porsche GT3 which is Porsche's base car for sports car racing categories from next year.

The new GT3-R is equipped with a 4.2 litre normally aspirated six cylinder engine that produces 416 kW (565 bhp).



The engine is mounted in the normal rear position (unlike the mid-engine layout of the RSR) coupled with a six speed manual transmission.

The bodywork of the car is constructed from light weight aluminium and steel panels and despite fully integrated roll cages etc. the entire car only weighs 1 250kg.

The suspension, brakes, fuel cell systems, data logging systems, air jacks etc. are fully specified for race ready application.

The ex-factory price for the GTR-R, excluding special requirements like additional sensor data packages, endurance racing packages, etc., is USD \$511 000.00.

PORSCHE TEASES ELECTRO CAYMAN GT- 4

A surprise , and first time public , exhibit at this year's Goodwood Festival of Speed was the AWD Porsche Cayman GT4 e-Performance.

It did demonstration runs alongside the new 963 endurance racer, and almost (silently) outclassed its sibling.

Whereas racing rules limit the 963 endurance racer to 670 bhp (500kW) the experimental GT-4 e-Performance can kick out up to 1 073 bhp (800 kW) and sprint from 0-200 km/h in 5.8 seconds. It is very much a development car, but has already racked up several thousand kilometres.

However Porsche has indicated that the GT4 e-Performance could form the basis of a future race series like the 911 Cup.



TARGA TASMANIA - THE FIRST 20 YEARS

By John Pooley

PART 3;

Meeting Klaus Bischof .

On a Dealer visit to Porsche in Stuttgart, 1993 I met Klaus for the first time. .

We had a long chat about Porsche racing history and his involvement with Porsche victories at Le Mans 24 hour, and his new role at the Porsche Museum, I had a bit to say about Tasmania and this new road race modelled on the Targa Florio. The following year he came to Australia for his annual holidays and came to Tasmania after my introduction, wanting to see the Island.

I remember him coming into my office in Davey Street along with his travelling companions looking for a loan car to tour the Island, of course I obliged but not before we had had a good chat of where to go and this was the opportunity to send him on a few Targa Tasmania stages.

On returning the loan car he was blown away with what he had seen and the roads he had driven that I invited him to bring one of those Museum's Porsches he had talked about so we could see them here. I gave him all the details, contact numbers, entry forms etc for the next year's Targa Tasmania.

Klaus told me his boss had allowed Museum cars to visit countries just recently , to bring the cars to the people, not the people to the cars in a static display . But would he be allowed to actually compete in a competitive rally and risk these priceless Porsches so far away from their home?

I did not believe it would happen, but Klaus seemed quietly confident.

Some months later he sent me an email to say he had permission to enter the 1996 event and was coming to Targa Tasmania and bringing the 1960 RS Spyder, the winning car from Targa Florio road race of that year.

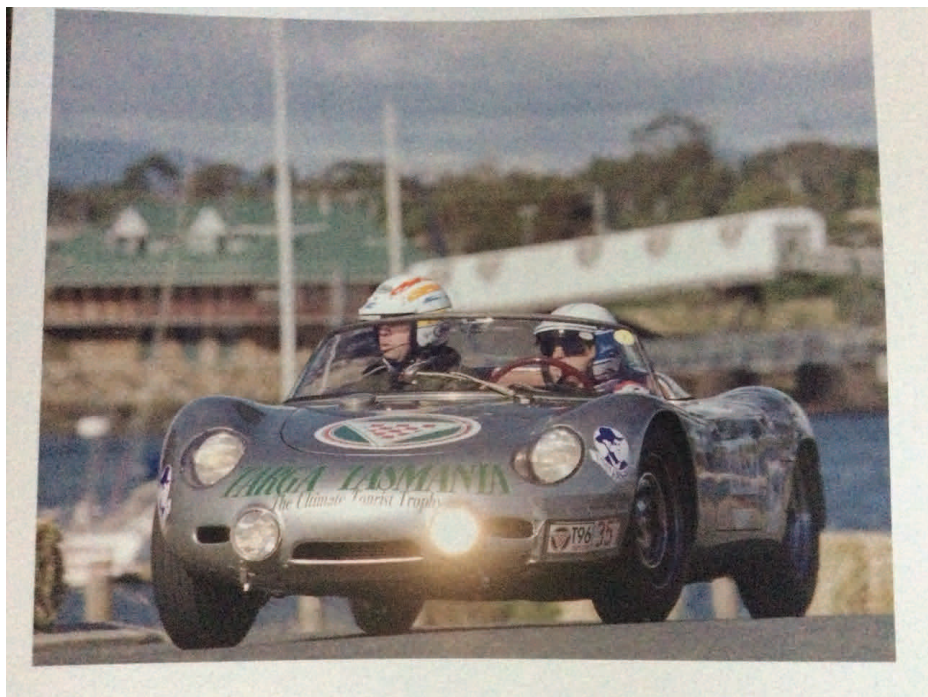
The news got even better, Klaus was sending Jochen Mass, ex F1 race driver, to drive the car and his co-driver would be Jeff Hutchinson, a well known British motoring journalist.

What a team , exactly what the event needed to give it world wide publicity.

The car was prepared for the event by Klaus at the Porsche Factory and shipped to Tasmania in time for the 1996 Targa Tasmania.

I rained for 4 days out of the 6 and yet the RS 60 , an open car , no roof and like a bath tub full of water most of the time, won the event on handicap and their class (Early Historic (1947-1961) beating an Austin Healey and a Jaguar, with twice their engine capacity and closed roofs!

MOTORSPORT



Jochen Mass and Jeff Hutchinson in the Porsche RS60. Targa Tasmania 1996

Pip Welch and I decided to have a year out in 1997 after our crash in Porsche's Carrera 4, and I could not bring myself to ask them for another car to race.

So we assisted the 1997 Museum entry, Walter Rohrl, World Rally Champion (1985) with his reconnaissance pace notes and a loan car. The Museum car for Walter to drive was a 911 SC RS light weight, with 255hp in a car weighing only 960 kg. A car he had driven 15 years before.



Walter Rohrl in the 1997 Targa Tasmania

MOTORSPORT

I remember seeing him at the Prologue in Georgetown, and he was visibly faster than the modern Porsche's and Lamborghini's with much less horsepower compared to the others.

He could be compared to Ayrton Senna , a natural genius race driver.

His Targa event did not go that well as he was pulled up by a local policeman and asked to blow into a breathe bag.

Walter was warming up his brakes just before the start, pumping the brake pedal with his left foot and accelerating at the same time when the policeman stopped him!

"Are you drunk or something" he said. Walter was furious: "Don't these people know what is going on?"

He went on to post the 10th fastest time of 183 starters. "Terrible", he said, "I never finish that far down the list."

Walter went on to finish first in his class, Early Modern (1982-1990)

After some drive shaft problems which lost him valuable time he dropped down the outright positions.

In **Part 4** of my recollections of Targa I will cover what model Porsche I chose to continue our adventures to the Millennium Years, and why I later switched away from Porsche and chose another brand to complete my 20 years as a competitor.

John Pooley

IF YOU SEE THE TREE YOU ARE DRIVING INTO,
YOU HAVE UNDER STEERED. IF YOU ONLY HEAR IT,
YOU HAVE OVERSTEERED.

Walter Rohrl



MOTORSPORT

PORSCHE– RED BULL F1 PLANS SCRAPPED



To the disappointment of many, Porsche formally announced the day before the Italian Grand Prix that its mooted F1 partnership with Red Bull Racing “would not come about”. However Porsche added that it still regards F1 as “an attractive environment”.

The prospect of Porsche combining with the equally brilliant Red Bull F1 operation from 2026 was viewed with much anticipation but with hindsight it was probably not going to be a simple link-up between the world’s best sports car racing company and one of the world’s best Formula 1 operations.

F1 requires a team of about 800 people and a budget of up to \$500-million a year to race two cars twenty times a year. Its levels of sophistication verge on mind-boggling. Winning or losing is often measured in decimals of a second.

BWW, Toyota and Honda are other car makers who have struggled with F1 participation. To give credit where it is due, Mercedes-Benz has currently (and in its past history) been one of the few major car companies to make it work very successfully.

Porsche wanted a 50:50 shareholding in Red Bull Racing but Christian Horner, CEO of Red Bull Racing has since said of the failed plans that: “One of our core strengths has been our independence and our quick decision making and lack of bureaucracy. We’re a race team fundamentally and that enables us to make quick decisions, effective decisions, and react very quickly as a race team.

We’ve seen on so many occasions, manufacturers have been less autonomous in their decision making. And that was a key aspect of protecting what we have and how we operate.”

Porsche now has until 15 October 2022 to meet an FIA deadline to confirm whether it, like its sister company Audi, definitely intends to be in Formula 1 as well from 2026.

Audi is taking over the entire Sauber F1 team (currently operating under Alfa Romeo sponsorship) and Porsche may now look at other F1 teams for a possible partnership, or a power train supply arrangement.

MY PORSCHE

SO YOU WANT TO DO SOME DIY WORK ON YOUR PORSCHE ?

By Peter Haworth

If you have a newer Porsche with Extended Warranty, you may never consider doing some work yourself, but if you have an older, unwarranted model, and a few basic skills, then you may want to have a crack yourself.

In my case, I purchased a 2001 996.1 Carrera 2 to replace my 996.1 GT3, and needed to do a few things so it would pass the Tassie rego inspection, namely replacing the front bump stops which had disappeared, and the drop-links that connect to the front anti-sway bar, which had perished rubber seals.

Whilst I haven't a huge amount of skills, over the years I have learned a few basic things watching and doing, and had also amassed a few tools, so I felt confident I would be able to do these minor jobs so I could get the car registered.

So where to get the parts needed?

We all know about our OPC as an option, and there's also Repco et al for generic parts. You'll have probably seen adverts for overseas supplies such as Design911 and Heritage Parts Centre in the UK; Pelican Parts, FCP Euro and Sunshine Porsche in the US etc etc.

In Australia we have a couple of great options in BWA Automotive and Autohaus Hamiltons / Masterparts in Sydney (James there is very highly regarded within the industry).

But, what exactly would you be buying, and how good would those parts be?

Having a look at this video (Who Makes The Parts On Your Car) is a great place to get an understanding, although not necessarily directed just at Porsche: <https://www.youtube.com/watch?v=ln8LBWBipbk>

Ben from FCP Euro makes some great points, and I can recall early on in our Porsche ownership when buying a replacement coil pack for our then 987 Boxster, that the exact same part number Beru genuine item was \$170 from an OPC, compared to the Beru OE item with exactly the same part number for \$95 from Autohaus, albeit with the Porsche logo ground off. I saved the \$75!!

So, do some research on your pricing options, and you'll probably find Australian sourced items will end up cheaper than O/S, particularly with freight and Import Duty / GST factored in (but not always so), and that many parts from your OPC for 986/996 and earlier may also attract discounted pricing due to those cars being classified as Classics.

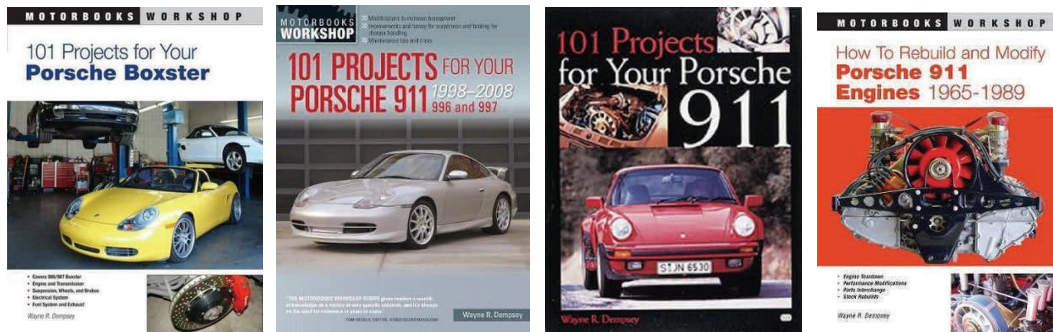
My mechanic usually gets 2 or 3 prices for comparison purposes.

A useful price comparison site has been established by Jeff Micklem from "Home Built by Jeff" fame at: <https://www.porschepartsbyjeff.com/>

MY PORSCHE

And I guess finally, **should you do the work yourself??**

If you think you can, a source such as the “101 projects” series by Wayne Dempsey are a great start, as you can see what steps are required so you can assess whether you’re game enough.... FCP Euro, as an example, also have an excellent library of “how to” videos which you can watch through first.



And my car passed its rego check!!!

WHY YOU NEED PEOPLE LIKE SUB-EDITORS TO CHECK YOUR SPELLING



PORSCHE CENTRE HOBART DRIVE THE RANGE

By Farrel White



On the 1st of September Porsche Centre Hobart (PCH) with the support of Porsche Cars Australia (PCA) hosted two Drive The Range (DTR) events. One in the South and the other in the North.

The Southern event is the topic of this little missive.

DTR has been something PCA have been conducting for quite some time hosted by each of the various Porsche Centres here in Australia and generally involved a range of the brand's sports cars accompanied by some of the other models depending on availability. With Tasmania being 'So Far Away' from the Mainland Porsche Centre Hobart were not actually considered viable for the event as cars would need to be shipped over and that was going to be too expensive.

Fortunately, we have Targa Tasmania which PCA and many Porsche owners consider a necessary event to attend, not only as competitors, but as participants in the Targa Tour (heavily supported by PCA). So PCA send over a number of models to lead and follow the tour groups meaning we were able to hold the cars over after the event concluded and host our own DTR events.

That fell into the too hard basket this year due mainly to PCH (and the rest of PA) coming under new ownership on the 1st of March so a Plan B was needed.

The opportunity to host a DTR with the all-electric Taycan range was offered by PCA and grasped by our new owners.

This means PCH were able to host a totally new type of DTR, the first ever solely utilising electric vehicles as opposed to the traditional Porsche ICE powered cars.

So it came to pass that on a Thursday our guests headed off on a very unique driving experience in five various Taycan models. These included two of the Taycan 4S, a Taycan GTS and two of the Taycan Turbo models.

After a Taycan specific briefing and obligatory 'safety' chat by Porsche stalwart Warwick McKenzie we left in convoy from PCH and headed on a circuitous route, including driver changes and vehicles swaps, to the lunch stop specially hosted for us by The Port Cygnet Cannery in Cygnet.

Our course utilised some of the best roads on offer down that way, like Nichols Rivulet, Woodbridge Hill road, The Channel Highway through Middleton, Verona Sands and Deep Bay. Then Wattle Grove Road and Cygnet Coast road before looping through Geeveston and back to the lunch stop in Cygnet.

I chose the Cannery after the Porsche Club event there a few months back proved successful.

Like that PCT day, it rained quite heavily as we left Cygnet for the run back to Hobart. Otherwise, the rest of the day was relatively dry and judging by the smiles on their faces and comments from our DTR guests the day was enjoyable for all. A total distance of about 240km was covered.

Did we or will we sell any cars from the event?

That is not what DTR is about. Our invited guests ranged from those who may never have owned a Porsche to those who are current Porsche owners. DTR is an opportunity for them to experience the models this amazing brand has to offer. The engineering, the prowess, the excitement, the practicality and in the case of the Taycan the sustainability offered by the Porsche model range.

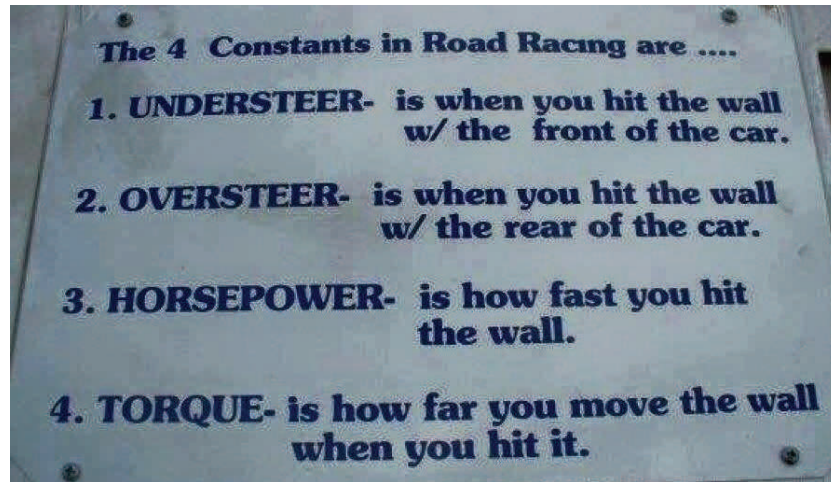
Porsche believes their vehicles should always be something special. DTR helps cement in our guests minds that they are.

Our thanks go to Porsche Cars Australia for allowing us this opportunity.

Farrel White



From the Pit Wall



From the Porsche Clubs International (Official) Facebook Page

