



Porsche Club

T a s m a n i a



FLAT CHAT

October 2017



Annette Denny with her favourite Macan Model – Red...

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FLAT CHAT

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

Club Patron (and Honorary Life Member) – Klaus Bischof

Month - October 2017

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

Executive Committee of the Porsche Club Tasmania

<i>President</i>	John Pooley	Tel (03) 6260 2895 (bus) 0418 120 055(m) jrdpooley@gmail.com
<i>Vice-President</i>	Kevin Lyons	Tel (03) 6234 8687 (bus) 0418 125 820(m) kevindlyons@gmail.com
<i>Secretary</i>	Leon Joubert	Tel (03) 6223 6461 (h) 0409 236 461 (m) joubertaus@gmail.com
<i>Treasurer</i>	Keith Ridgers	Tel (03) 6228 3384 (bus) 0408 127 998(m) kridgers2@bigpond.com
<i>Events Director</i>	Todd Kovacic	Tel (03) 6239 1666 (h) 0409 214 005(m) tkovacic@netspace.net.au
<i>Membership Officer</i>	Joe Hand	Tel (03) 6227 8381 (h) 0468 348 968 (m) jghand@internode.on.net
<i>Website Manager</i>	Paul Tucker	Tel (03) 6229 9244 0417 557 527 (m) tasgirevik@gmail.com
<i>Committee Member</i>	Rob Sheers	Tel (03) 6229 2556 (h) rsheers@inet.net.au
<i>Committee Member</i>	Andrew Forbes	Tel 0418 763 787 (m) andrew.forbes.911@gmail.com
<i>Committee Member</i>	Clive Emerton	clive@centretasindustry.com
<i>Northern Representative</i>	Kerry Luck	Tel 0417 518 660 (m) keith@jfmachinery.com.au
<i>Newsletter Editor</i>	Todd Kovacic	Tel (03) 6239 1666 (h) 0409 214 005 (m) tkovacic@netspace.net.au

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 second month at the Blue Cafe, Invermay Road,

OCTOBER EDITORIAL

It has been a wonderful quarter for events and members of Porsche Club Tasmania (PCT). As the club continues to grow, as is the patronage of events. The drive and lunch at Home Hill Vineyard had some 40 attendees. Admittedly we had some welcome guests from the Autoclassica Club, but this event was almost over-attended (if indeed this is possible), despite the weather being unfavourable. I thank Bruce Smart for his article on this wonderful luncheon.

The economy run from Campbell Town to Swansea, followed by lunch and our AGM was also well attended by members from all over the state. Some members did decide to test the theory that quicker was better. The results were mixed. There is, in effect, a joint report filed by Rob Sheers and Peter Hawarth. It is funny thing, in that they both filed articles that were so similar, I combined them to make the one report. Thank you Peter and Rob.

The AGM has seen a change in representation on the Committee. Chris Wilson and Michael Borsch have moved on as Secretary and Events Director respectively. Club stalwart Leon Joubert has taken over secretarial duties, with yours truly doubling as Events Director. If anyone has ambitions of being the editor of a prestigious sports car club magazine please call me...

Unfortunately I was not able to attend the Chas Kelly auto museum, but I am led to believe the trip to Port Sorell was well worth the effort.

Speaking of jealousy, Colin and Annette Denny have again set the holidaying standard with a Porsche tour of Romania. Colin's article is a beauty and has provided an insight to yet another option in which one can see Europe.

Leon Joubert has also written an article as to the future of the internal combustion engine (ICE) and what it means for Porsche.

We have another packed quarter coming up. Whilst the original intent was for a trip to the "Bloomin' Tulips" Festival, accommodation shortages meant that the Wynyard drive and overnight stay is now a week after the festival. We have our WA cousins visiting us that same weekend. I understand that they are having dinner in the South of the state, a drive on the Sunday, with lunch at Pooley's in Richmond. For those who are not headed North-west, and would like to join them, please let me know.

If there is any justice in the world, the weather will be kinder for our hill climb this year. Last year we were rained out, as was the planned track day at Symmons Plains. We are due.

Until next quarter...

Todd Kovacic, Editor

THE CHAIR SQUEAKS

It gives me much pleasure to present my Annual report to the Members and Committee of our Club. Over the last year we have seen a robust growth in membership and I am pleased to advise that we have 76 financial members and 8 still to renew for the coming year making a total of 84.

The Club has operated financially covering all costs with a small surplus allowing us to subsidize some of the events for the benefit of members. Our accounts are audited each year by B.V.Ellims CPA and are available for members to inspect any time and are presented to this AGM. May I thank and complement Keith Ridgers, as treasurer, for an excellent job again. Keith is planning his retirement and a long, well-deserved, holiday on the mainland. We wish him well and look forward to his return in the future.

The retiring committee has also done a great job with everyone putting in and making the task of running the Club lots of fun and much pleasure. My sincere thanks to all on the committee for another very good year. I for one always look forward to the meetings and the events; especially to see members enjoying their Porsches and the social interaction. Thank you to Todd for taking on the role of Editor of Flat Chat and assisting Michael Borch with events. In fact all the committee (and some non-committee members) have taken on organizing and assisting with events. Thank you all.

We have had an event at least every month and all have been well supported by members and this is the reward that the committee receives. One disappointment was that the Hill Climb was cancelled owing to severe weather and rain, rendering the event unsafe. But we will be again running this on 19th of November 2017 and I look forward to a big turnout and some exciting competition. The bi-annual Circumnavigation of our Island state was an enormous success and our special thanks must go to Kevin Lyons who took the mammoth task of coordinating and planning this 4-day event for 24 members.

A driver training day at Baskerville was very popular, as was the economy run along with several lunch drives on Sundays. The January Sports Car Show was held on the Village Green at Richmond and we raised \$2000 for Cancer Council Tasmania. The committee have approved this as an annual Club event, which we want it to grow to statewide (and even a National) event. Special thanks to Keith Johnstone, who coordinated all the Northern events for members during the year. Also to John and Sue Davis, who open their holiday home for our annual BBQ at Orford in February.

Porsche Centre Hobart have again been very generous, inviting members to unique events including the fabulous Effervescence Lunch at Quamby, and the Launch of the new Panamera at the Dealership. Also, Adrian Brown has opened his doors to the Porsche Showrooms for bi monthly Member evenings, which adds another opportunity to get together surrounded by New Porsches. Thank you so much.

Finally, may I say, on behalf of members, thanks to those committee members that are standing again and to those stepping down too. We all look forward to seeing you at events and having some serious fun with our Porsche cars and fellow members in the future.

John Pooley

NEW MEMBERS

A very warm welcome to this quarter's new members

Phil Parsons	2016 Cayman (Grey)
Charles Booth	2011 911 Carrera (White)
Stuart Benson & Alex Marshall	2005 Boxster S (Sliver)

See you soon at a PCT event!

Events Calendar Update

October:	<p>Tuesday 17th – Committee Meeting – Civic Club</p> <p>Friday 20th – Sunday 22nd - Wynyard drive and overnight stay , Stanley. Drive - Tarkine wilderness.</p> <p>Sunday 22nd – Drive and Lunch with WA Club. Hobart.</p>
November:	<p>Friday 17th - Annual President's Dinner. Venue TBA.</p> <p>Sunday 19th – Porsche Club Tasmania Hill Climb: Baskerville Raceway. This is the clubs' premier motor sport event.</p>
December:	<p>December 10th – Xmas Lunch and Annual Club Awards; Tamar Ridge Winery, Launceston.</p>

Vale Robert Barrow.

17/03/1958---22/09/2017

It is with deep shock and sadness that we farewell Robert after losing his battle against cancer on 22 September 2017.

Our sympathy to Vickie, and his children Michael and Melissa, and other next of kin all of whom are in our thoughts and prayers.

Robert was member # 11 when we started the Club back in 2002 and has been a member ever since.

He and Vickie have been strong supporters of our Club and always attended events when they could.

Robert had an amazing passion for Porsche and appreciated the engineering excellence and sheer pleasure of ownership. He reached the pinnacle of ownership when his latest 991 911 GT3RS arrived last year and with his project 911 Targa Car, after years of loving work, going on the road.

Successful achievement, happiness and love for family and living life to the full was Robert's too short life - an example to us all.

The last paragraph of "The Dash" from his celebration of his life service -

" So when your eulogy is being read, with your life's actions to rehash, would you be proud of the things they said about how you spent your Dash?"

Robert can be proud of how he spent his Dash.

*Robert's godson, Mitch, with
Robert's GT3 RS*



Drive to Home Hill Winery & Restaurant 23 July 2017

by Bruce Smart

Unusually, for a Porsche Club Tas event, the weather gods were not co-operating for our 2017 drive to Home Hill today.



Porsches and vineyards - a picturesque combo.

Undeterred by the threat of rain, the event still attracted a larger than normal number of PCT members, swelled by the addition of several invited members of Autoclassica Tasmania. Their mounts included examples from Volvo, BMW and Lotus. In fact, we had about 40 participants in total.

The forecast rain seemingly had no effect on participants, but it did affect the choice of transport for some. Many a pride and joy were left at home today, replaced by a number of 4-wheel-drives and even a ute! The thought of driving in the wet, as well as on a muddy road to the winery entrance, was understandably not an option for some.

Anyway, on to the business part of the day. The early rain had largely cleared by the time we departed our meeting point at the Wrest Point Casino car park. Following Leon's detailed route instructions, we enjoyed a leisurely drive in mainly fine conditions through some of the most picturesque scenery in the world. The route traversed the Channel Highway and Huon Valley region, and included roads used in Targa Tasmania - how good is that! Despite the wet and slippery conditions, it was lots of fun on the winding roads, and made for a great Sunday morning drive.

Arriving at Home Hill Winery, we were directed to park our steeds on the lawn area right outside the restaurant. That was certainly a very pleasant sight through the windows. The manager assured me the wheel ruts in the wet grass would disappear by week's end.



A cast of thousands, but fun had by all.

President Pooley proceeded to raise the PCT flags in the restaurant, to announce our presence, and that was the cue to begin a wonderful afternoon of food, wine and socialising.

I am certain everyone present enjoyed the meal choices and the afternoon in general. It was great meeting new club members, and also meeting the Autoclassica members.

Photos: Bruce Smart



Porsche Adventure Tour of Romania

By Colin Denny

Arriving in Bucharest for the Porsche Travel Club Adventure Tour of Romania Annette and I were greeted with the words, “Essentially all of life is a journey and what better way to travel than in a Porsche?”. In 2016, we had toured the south of France in Porsche 911s and this year chose a Romanian tour driving Macans.

Our fellow adventurers met us over dinner at Bucharest’s Casa di David restaurant. Six hailed from Australia, four from Germany, twin Chinese girls from Jakarta and a husband and wife from Singapore.

The young twins looked an unlikely pair of fast Porsche drivers – how wrong we were! One was an engineer, the other an architect and both had been on previous tours and completed performance-driving courses.



Drive day one began at the Porsche Centre Bucharest where nine Macans were lined up ready to go. Apart from one Turbo they were highly optioned Macan GTs with the 265kW V6, active air suspension, 21” wheels, Sports Chrono and other goodies. We were to find that they handled and performed remarkably well and it was difficult to believe they were SUV style vehicles.

After a briefing, our five Macans headed north followed later by the second group of four cars. The urban traffic was challenging to say the least!

Bulgarian ex racing driver Ivo Parvanov led our group. He joined Porsche as a guide and competition instructor when his racing ended. Ivo’s clear directions on UHF radio got us out of the city onto the motorway where the new hazards were the many trucks. The power of the Macan GTs helped and I will never forget Ivo’s radio calls to keep us together, “Push, push, it’s a Porsche!”.

Beyond the motorway, a narrow and crowded road climbed into the South Carpathian Mountains. Lunch at Catacuzino Castle was a welcome relief and, with the traffic clearing, we set off again to enjoy the winding roads into Transylvania towards legendary Count Dracula’s Bran Castle. We clambered up the castle ramparts before continuing north for our overnight stay at the historic Casa Georgius Krauss hotel in Siguarsaura. The settlements along the way were old and untouched with farmers driving their horse-drawn carts and villagers in traditional gypsy dress.

Departing Siguarsaura next morning, the route took us to the foothills of the Trascau Mountains. Once off the main road the drive through sweeping bends was punctuated by old villages and farming communities. Occasionally Ivo’s radio calls warned of upcoming police checkpoints that he drolly referred to as, “Race Control”. Then Ivo lost his way searching for a rural restaurant where lunch was to be served. The sight of five stray Porsche Macans driving in convoy on local farm tracks must have alarmed the farmers.

Following lunch at the elusive Conacul Secuiesc restaurant we encountered heavy traffic approaching the medieval town of Sibiu known for being the European Capital of Culture in 2007.

It was in Sibiu that one of the other group's Macans was found to have a slowly deflating tyre. "No problem", said our guides who called the Porsche Centre and a brand new Macan Turbo that had only travelled 80km was trucked in overnight from Bucharest and the offending vehicle taken away.



Getting ready to leave Siguarasaura

From Sibiu, a 300km circuit took us to the Transalpina Road through rural landscape and narrow village streets until we reached roads winding through thick forest. The driving was fantastic with Ivo calling the corners, hazards and traffic as we forged ahead. Conditions varied from dry to heavy rainstorms on the downhill route from Cozia National Park. Nearer Sibiu, we avoided heavy highway traffic by diverting through more Transylvanian villages.

It was time to return to Bucharest, not by the direct route but by *Top Gear's* favourite road, the infamous communist era pass over the Carpathian Mountains often known as Ceausescu's Folly. Our itinerary said we were to "drive along the Transfagarasan Highway reaching heights of up to 2,042 metres, the various tunnels and turns lead you to the Road into the Clouds". Nothing could have been truer!



The first 50km was easy but as we ascended the mountains, the cloud became heavier and heavier until we were unable to see more than five metres in front of us. Ivo knew the road so he had us put on headlights and hazard lights and close the gap between cars. Occasionally on hairpins we saw flocks of sheep and the lights of cars around the bend. At times, we were unable to see the edge of the road and it was worst in one long tunnel completely obscured in cloud.

Descending the Carpathians and seeing the countryside again was a relief. Beyond the mountains we joined the motorway into Bucharest and in light traffic Ivo led our group along at over 200kmh. It didn't last long as Ivo knew we would encounter "Race Control" again. Soon we were on the outskirts of the city in the worst Friday afternoon traffic jam I have ever seen. It became a matter of driving aggressively to maintain position – no fun at all.

We returned our Macans to the Porsche Centre Bucharest after a challenging time compared with touring in a more developed country (perhaps that is why the tour has been omitted from the Porsche Travel Club 2018 itinerary). Nevertheless, we had an unforgettable experience, one that would prove expensive when we ordered a Macan GTS on our return to Hobart.

2017 AGM and Economy Run

by Peter Hawarth & Rob Sheers

Although a cold start to the day, over a dozen Porsche cars rocked up to Zeps in sunny Campbell Town to start the 2017 Economy Run to Swansea. After a cuppa at Zeps and a good chat, we were sent away under the trusty eye of Leon Joubert with his stop watch and all.

After lots of thinking (!) the committee decided to use the same course as last year - from Campbell Town to Swansea via the Lake Leake road (around 70kms).



Mainly because it's central and it works well for members north and south and it's also a nice drive – not much traffic, good roads with some twisty bits and nice scenery. The minimum average speed was set a heady 80km/h! Doesn't sound very high but at least we didn't have a 60 kph Porsche conga line like we had some years ago when there wasn't a minimum limit. Very slow moving Porsches just aren't a good look.

There were 14 Porsches on the run – three Boxster's, two Caymans (one a GT4), a 924S & 944, a 928S, the Davis's new Macan GTS and five 911's of which only two were "air cooled"(a sign of the times).

The first car was on its way before 11am so hopefully we wouldn't be late for lunch. The run over the Lake Leake road is always enjoyable and the closer we got to the east coast the better the day became. A brilliant mid-winter's day greeted us at Swansea!

We wound our way over to Swansea at a steady pace, although were overtaken by a couple of cars that I think were in a class on their own. Dodging road-kill was a challenge, with one on the exit of a blind corner catching us, and we put the right front wheel over it. Driver's clearance light warning light came on, so we've obviously dislodged something.



After a quiet run through to Swansea, we were all re-fuelled by Rob, with John carefully recording. Note to self, next fill the car to the brim at Campbell Town, rather than to the first click...

After refuelling, we moved on to the Swansea Bark Mill for lunch and results calculations. The Mill has been ably run by Tim and Laurinda Bond for many years now, and they put on their usual good lunch for us.

After lunch it was on to presentations, with class results as follows:

Air cooled -under 3 litres

			Ave Km/h	l/100km
1st	Rob Sheers	911 SC	80.82	5.66

Air cooled - over 3 litres

1st	Clive Emmerton	964	84.12	7.87
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Water cooled –under 3 litres

1st	Phil Parsons	Cayman	80.82	7.35
2nd	Leon Joubert	924S	73.61	8.76
3rd	Todd Kovaci	944	95.86	14.13

Water cooled - over 3 litres

1st	Yogi Burkhardt	911	76.33	6.35
2nd	John Pooley	Boxster	79.27	7.64
3rd	Paul Berry	911	80.82	8.76

Water cooled -over 4 litres

1st	John Davis	Macan GTS	76.33	7.90
2nd	Adam Foxton	928	100.54	22.07

Index of Performance Award

Rob Sheers 911SC

Best Overall

Rob Sheers 911SC

Wooden Spoon

Adam Foxton 928



THE END OF THE ICE AGE And what it may mean for Porsche.

By Leon Joubert

A Bit Of History.

The horse-drawn mobile has been around for thousands of years. There is even some valid speculation that old King Tut of Egypt was an early chariot casualty when he got flung out of his wagon (no seatbelts) and suffered a compound tibia fracture which led to his early demise. Horse-drawn mobiles are still popular today, and still do not have seatbelts.

The first self-propelled mobile may have been Leonardo da Vinci's spring driven cart of 1478, (right) complete with automated steering guidance.



But it was not until 1769 that Nicolas-Joseph Cugnot built his cute steam tricycle (below). It could travel a bit further under its own power than Da Vinci's spring powered device. Even if it needed some determined and frequent fire stoking and water replenishment



By 1801, Richard Trevithick had improved somewhat on Cugnot's earlier design and his 'Puffing Devil' road locomotive began to look a bit more practical and, as we can see from the photo below, it is still much admired in England to this day.



Steam had been known as a useful source of energy for some time, as had electricity. In 1884 another British engineer, Thomas Parker, produced what was arguably the world's first, practical electrical car. (Below).



Parker was - incidentally - also the engineer responsible for electrifying the London underground, and tramway systems in London and Liverpool.

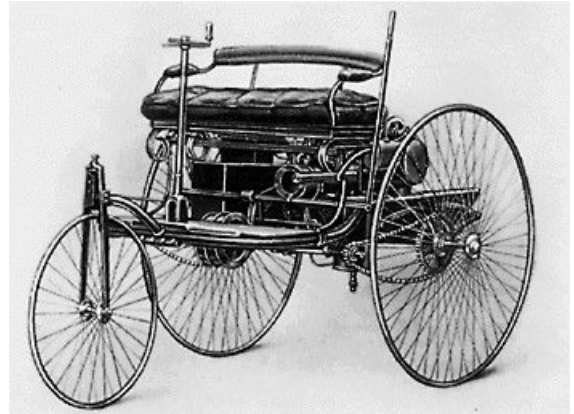
Clearly a talented fellow of his times.

The cat was now firmly among the pigeons in the fledgling automotive world and the century had hardly ticked over when the Stanley Steamer appeared in 1901 as a very much improved version of the 'Puffing Devil". It also had reasonable commercial success.

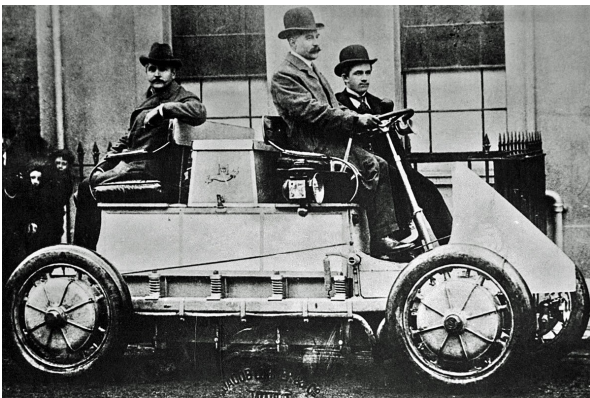
But the clincher was Karl Benz's "Benz Patent Motorwagen" which he developed during 1885 and officially patented in 1886.

Though Benz had previously developed a two stroke single cylinder internal combustion "gas" engine, his "Patent Motorwagen" was fitted with a 954cm³ single cylinder four stroke engine.

Devious fellow that he was, he got his wife to pay for the development of the car but registered the patent in his name as, in 1886, women were not allowed to own patent rights in Germany .



So the internal combustion engine (ICE) made its debut in self propelled (automobile) transport and quickly set about becoming a favourite choice.



The ICE did not require coal, fire or water to produce energy on board, nor heavy batteries that did not provide power for very long. A smallish tank of petroleum liquid was enough.

Porsche entered the picture very early when Ferdinand Porsche showed signs of his undoubted genius by designing the world's first hybrid ICE/Electric car in 1899 for the Lohner car company. (Photo left).

The Lohner-Porsche cars had hub mounted electric motors, and were thus also AWD, and had an ICE engine to drive a generator to produce electricity. (And that was 90 years before the first Toyota Prius production).

A Matter of Practicality.

When the ever enthusiastic Count Vincenzo Florio, founder of the Targa Florio and indirect doyen of our own Targa Tasmania , bought himself one of the first new ICE-powered automobiles in Paris and took it home to Sicily, he discovered one important mistake.

Nobody in Sicily was selling any petrol for it.

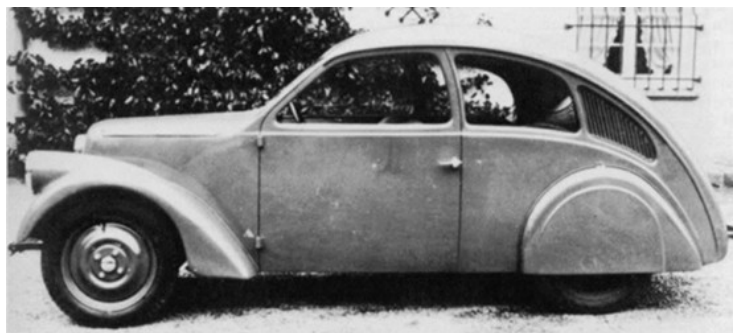
Like early Subaru STI owners in Australia, he was forced to import his own petrol in cans.

Any visitor to nearby Asian (and many African) countries will still see petrol for sale in bottles at roadside stalls and shops. Such was also the case in the early days of motoring with pharmacies and hardware shops being the main sources of supply..

With energy sources freely available , and ICE engines only slightly larger than the one installed in Benz's first "Patentwagen" soon able to provide propulsion for whole families, the petroleum fuelled, internal combustion engine was soon a roaring success.



By 1908 Henry Ford was building the Ford Model T on a mass production line, and within 10 years produced more than 15-million of them. (Below left).



In 1932 the genius of Ferdinand Porsche again enters our story with the design of the Zundapp Type 12 (above right) which would become the Volkswagen Beetle of which more than 21.5-million examples were eventually produced.

For more than 100 years the ICE engine continued to develop rapidly in many configurations but it remained primarily a reciprocal piston engine with its energy input supplied by the explosive ignition (by electrical spark or high compression) of petroleum fuel.

It has served incredibly well in automobiles of all kinds, and in aircraft, ships and all manner of other self-propelled vehicles.

But What About The Electric Motor?

Anybody who has pressed the start button on an electric food mixer, vacuum cleaner or angle grinder will know that it delivers almost instant power. Depending on its gearing, it can also deliver a substantial punch for its size, as any unwary operator of an electric angle grinder or mitre saw will know only too well.

The efficiency by which an electric motor translates its energy input into power output is typically in excess of 90%. In comparison, few ICE's have an efficiency rating much above 30%.

The electric motor has another very good thing going for it. It is very simple. It only consists of rotating parts and even has the possible benefit (when running "in reverse") of acting as a generator to *produce* electricity.

So why did it not prosper in cars much beyond Thomas Parker's first attempt at making a practical electric car in 1884, and never become a serious challenger for the ICE?

The main problem faced by the electric car is best illustrated below, from left to right.

It could easily manage the first transition from “manual” to “mechanised ” but only up to the point where it was still attached to an electric cord to supply the energy it needed. Until it could become competitively “cordless” (far right) it would remain hamstrung against the mobility of ICE powered vehicles.



Porsche Revisited

Given the efficiency of the electric motor, Ferdinand Porsche’s original idea of having an on board ICE motor but with electric motors as main driving units was, in 1899, a veritable light year ahead of its time. Toyota would only put the concept into mass production with the Prius in 1998, but by early 2017, total Prius sales already topped 6.5-million.

Now of course there are also more pressing political and commercial factors such as emission curbing from ICE’s, and the cost (and finite availability) of petroleum , that have given the electric motor a renewed and much stronger support base.

To make their vehicles pollute less, and use less petroleum, many motor manufacturers are now building hybrid ICE/electric vehicles. The main benefit of the hybrid being that when the electricity runs out, the good old ICE engine can still keep the wagon rolling.

There is also another popular use for the electric motor.

As previously mentioned it can provide an instant kick of 90%-plus efficiency on demand and, if you are Porsche (and others), you can build cars like the Porsche 918 ((right) which may only travel 19 km on its electric capacity but can get enough extra electrical grunt to lap the Nordschleife in 6:57.



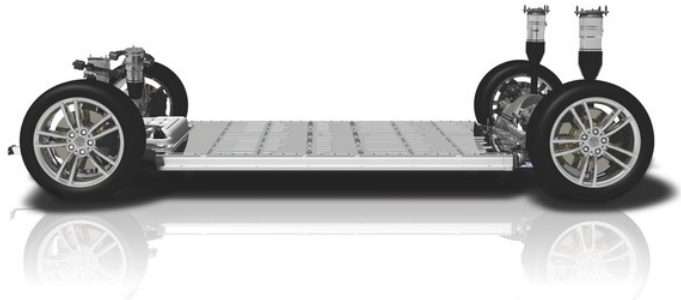
This performance enhancement application makes sense for sporting car companies like Porsche , McLaren, BMW, Ferrari and others, and lowers overall emission test results.

But what recently stunned most of the automotive world was when Oliver Blume, CEO of Porsche, revealed , in an interview with a German management magazine, that the next generation of the volume-built Macan will be battery-electric only and that within six years the company expects that 50% of the cars that it builds will be electrically powered.

So What Has Suddenly Changed?

When, around 10 years ago, a former Pretoria school boy by the name of Elon Musk set out to save the world by building space ships and electric cars, he and his mates joined 7 000 lithium-ion batteries in parallel with superglue , and loaded the pack into a lengthened Lotus Elise with an electric motor.

Elon Musk's Tesla cars are now well known and have caused quite a stir in the motor industry. But it is important to note that a critical component in the development of the Tesla car was the creation of ever improving battery packs. The "chassis" of the Tesla is basically a battery pack. (Photo right).



Tesla and Panasonic now jointly own a \$5-billion "Gigafactory" in Nevada and its ever improving (and secret) battery products are primarily what makes the Tesla cars capable of practical operating ranges of 300-500km and relatively quick recharging. The same factory will also produce the battery packs that will hopefully prevent South Australia from going "off-line" if its green energy sources fall over again.

Toyota , BMW and Volkswagen Group are also well advanced with the development of new, so-called solid state batteries which will greatly enhance EV practicality.

So it is primarily battery development (and cost reduction) that is finally giving the efficient electric motor an opportunity to compete with the all round flexibility of the ICE.

Oliver Blume and his colleagues in the Porsche *Vorstand* (management board) know what the capabilities of the new VW Group batteries are, and hence he could safely commit the next generation Porsche Macan to being all electric. If Macan sales then take a slight dip in Alice Springs, Juba or Timbuktu, positive offsets are likely in London, Paris and Sandy Bay.



The 2018/19 Macan update (above right) may then be the last of the "ICE age" models.

It may still not be easy to refuel your electric car in a few minutes, never mind finding fuel for it everywhere in remote locations or even the nearest main street.

But with politicians in Norway, England, France and especially China threatening to ban the sale of new petroleum fuelled cars any time from 2025 to 2040, the end of the era of ICE's for light motor vehicle propulsion is probably looming.

It will no doubt continue to be used in aircraft, ships and many other applications for a very long time but to paraphrase Churchill: "This is not the end. It is not even the beginning of the end. But it may be the end of the beginning".

“Better Than a Coronary Bypass”

Paul Tucker

As some of you know , by day I work as an anatomical pathologist, it's all about diagnosing every shape & form of illness from tissue biopsies. I get to slice and dice and examine stuff at a microscopic level and have always been driven by a “how does it work?” mentality.

In my clinical years I enjoyed terms in anaesthetics , internal medicine , ICU , emergency medicine , orthopaedics and the various surgical specialities. So I learnt how to pull things apart , screw and sew things together , join up nerves and blood vessels , graft skin & cover burns and after all was said and done, wake things up !

One of my hobbies is restoring and maintaining classic cars , which I rotate as daily drivers (to the average person, this means the car I drive to work...). This requires diagnostic skill, business acumen (getting the right part at a sane price from somewhere in the world), courage to dive in where others fear to tread (old school mechanical bravado), commitment , the patience of Job , and perhaps most of all the skill to wake the “patient” up and expect it to work reliably and safely under all conditions .

As I have several pets to choose from I don't have time constraints and thus can work carefully and to factory standards. I supervise all OH&S and my 1962 chassis is still good for twisting upside down into all sorts of unholy mechanical places at all hours of the night.

Like patients , cars cannot outrun the ageing process and refurbishment becomes an inescapable necessity. All rubber parts deteriorate , electrics go wonky , metal parts wear, paint fades etc. All cars like to be used, but over time problems tend to accumulate as the original loving and passionate owners move on to shinier toys.

All my cars have arrived with multiple deferred and undiagnosed issues . A significant proportion had been left in abeyance as labour costs overrode the perceived necessity of preventative and deferred maintenance. Of course , I bought in at the right price...and labour is the cheapest available.

Luckily , well made and iconic old cars are well supported by original and aftermarket parts . The internet is an amazing cornucopia of useful information, if you are prepared to sift and sort. All my cars are over 30 years old but there is no job I have shirked. Here is a summary of one of the less popular and labour intensive projects I undertook on my 1982 Porsche 928 in the past year or so: the engine wiring loom rebuild .

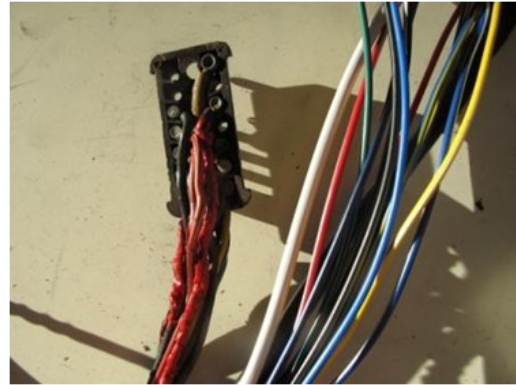
The 928 was electrically notoriously complex , to some extent the systems are based on aircraft where each function has a separate circuit/relay and things are designed to fail in the safest way possible. I have sorted the majority of the functions , however part of the 928 nervous system starts in the engine bay as a 14 pin connector exposed to rain and innumerable heat cycles, oil contamination and road dust. Not surprisingly after 30+ years the insulation turns to dust and copper goes green and wires start to short out. On more modern cars this can happen much sooner as “green” manufacturers have used bio-degradable insulation and other plastic/rubbery bits – so beware of the used modern bargains!

My wiring loom was indeed toast though I wasn't experiencing any major issues. It is nice to know that oil pressure and water temperature readings are reliable given an engine rebuild is the cost of a 2nd hand Boxster. So I removed the old manky loom and pinned it out on a cheap mdf door. For all the world it resembled a badly diseased coronary artery tree. I obtained correct gauge and colour coded wires plus the correct Bosch sensor connectors and over 5 nights or so pieced it carefully together, soldering and shrink wrapping all joints. It was also crucial to make each branch the right length as the last thing one wants is to come up short! All in all quite a fiddly job, including the install!



Nasty old

vs



new wires



My kitchen table...



Surgically rebuilt !

The old car started with the usual angry vroom on first crank. The patient lives and breathes, all functions function and as Borat would say "Great Success!"

One place is offering rebuilt looms for ~\$1500, plus labour to install. Mine, built with quality components and properly insulated set me back \$150. But really, it's not about the money. I like the challenge and the satisfaction from diagnosing and healing my own "patients". Trust me, I'm a doctor, but with a bit more dirt under the fingernails than most I guess.

Next time, I'll give you a rundown on the gnarly task of fixing the vacuum operated totally-behind-the-dash air circulation/heating system in the same car.



Around Our Porsches



Brian Shearer (Cayman GT4 - left) teamed up with Mike Hobden (550 Spyder replica - right) and Mike Clark from Autoclassica (Riley TT - behind the 550) to win the team prize at the recent CMI Lufra Hill Climb. Well done!



The Club visit to Chaz Kelly's fabulous car collection in Port Sorell was very well attended and a rare opportunity, for which we owe Chaz great appreciation.

Photos by Bruce Smart



Seen at the recent Baskerville Histories, this fit-for-purpose (and for sale!) Porsche race car transporter.

Stuart Brinsmead, Honni Pitt and John Pooley were among several members we spotted in action during this highly successful event

POOLEY WINES “KNOW YOUR PORSCHE COMPETITION”

COMPETITION No. 20 RESULT



Questions:

- (a) What is this vehicle?
- (b) Which famous race did it compete in?
- (c) Who was its driver?
- (d) Who's portrait is on the bonnet?

Answer: Michael Hobden was first with the correct answer, but only just...

- a) What car is this? *Porsche 356 (Easy I know)*
- b) (b) Which famous race did it compete in? *Carrera Panamericana*
- c) Who was its driver? *Jacqueline Evans – English born Mexican actress*
- d) Who's portrait is on the bonnet? *Eva Peron with the text “ En representation Las Mujeres del Mundo” (representing the women of the world).*

Michael, please contact Pooley Wines to claim your prize.

COMPETITION No. 21**Questions:**

- (a) What is this vehicle?
- (b) What is the engine configuration?
- (c) Who created it?



Email your entry to tkovacic@netspace.net.au .

The winner will be announced in the October 2017 issue of FLAT CHAT and will receive a bottle of Pooley wine.



If you don't know what this is you should probably not be reading this publication

But this particular example was used in the filming of Steve McQueen's film "Le Mans" and very recently sold by Goodings for \$14-million.

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Porsche Club

Tasmania



APPLICATION FOR MEMBERSHIP

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

Name/s:

(Please give your full name and (optionally) your spouse's/partner's/children's names)

Postal Address:

.....PostCode:.....

HomePhone:.....WorkPhone:.....Fax:.....

MobilePhone:.....Occupation:.....

Email Address: (for newsletter, event notification, etc)

Note: - if you don't have internet access or require posted out club information, please advise the club secretary.

Porsche -Type:.....Year:.....Colour:.....Reg No:.....

Joining Fee (1st year only): \$10

Annual Membership Fee: \$110

or..... Pro-rata 1st year Membership Fee*: \$.....

TOTAL: \$.....

*Note: The membership year runs from 1st April to 31st March. Membership fees for new members joining during the membership year are calculated on a monthly pro-rata basis, \$10 per month.

Membership payment:

☐ Cheque - payable to Porsche Club Tasmania, ☐ Direct Debit (internet banking or via bank deposit)

☐ Cash paid in person

Account Name Porsche Club Tasmania

BSB 037 001

Account Number 375727 (Please include your name as a reference for

payment)

CAMS Licence – Porsche Club Tasmania is a CAMS affiliated car Club. If a CAMS Licence is required (for competition events) please request an application form. Membership allows spouse and children under 21 to apply for a CAMS licence and enter Competition events.

Porsche Club Tasmania may publish photos of members and their cars in club publications – if you have concerns regarding photos appearing in club publications please notify the club secretary in writing.

If accepted as a member I agree to abide by the constitution of Porsche Club Tasmania (available on line).

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

Nominated by (PCTmember) Name.....Signature.....

Please mail this form together with payment to Porsche Club Tasmania, PO Box 910, Sandy Bay TAS 7006. Upon acceptance of membership by the committee you will be sent a membership card. This may take up to 4 weeks from receipt of your application.