



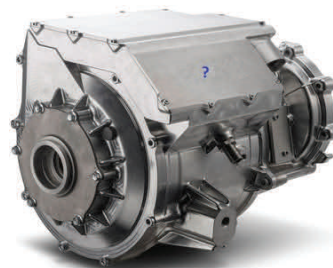
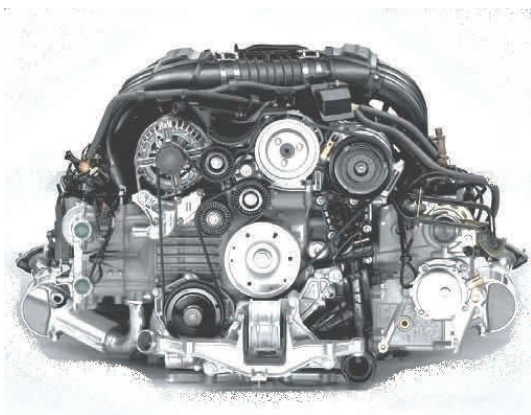
# Porsche Club

T a s m a n i a



# FLAT CHAT

**APRIL 2019**



**It's 2019 : 'Gentlemen, start your engines'.**

***Issue No. 65/2019***



## **Quarterly Newsletter of the Porsche Club of Tasmania**

### **A CAMS Affiliated Club**

**Honorary Life Member – Klaus Bischof**

**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, Chairman and Committee members of the Porsche Club of Tasmania, or Dr.Ing.h.c.f.Porsche AG or any of its authorised representatives***



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### Meeting Venues:

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

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

## **APRIL EDITORIAL**

As we enter autumn Europe, the USA and China enter spring and most of their motor industry shrugs off its winter hibernation and begins to jump around and show and launch exciting new models and prototypes.

Last month's Geneva show was one of the bigger shows of the year, but the Shanghai (Beijing) Auto Show on 2 April and the Frankfurt IAA on 10 September will be key events of interest to Porsche enthusiasts.

China is a huge market for Porsche and also by far the world's biggest user of electric cars. The Frankfurt IAA is of course Porsche's home exhibition.

Both of these major motor shows will play important roles in the imminent launch of the Porsche Taycan, the first-ever (full size!) all-electric Porsche.

In this issue we try to take a closer look at Porsche's involvement with , what it calls, 'electromobility' . It is now a major new strategy of much interest and debate among established Porsche enthusiasts.

President Kevin Lyons brings members up to date with a variety of important issues recently addressed by your Executive and we also have an updated and enticing Events Calendar , thanks to the hard work of the relevant Exco portfolio holders.

Colin Denny reveals the first Club scores for 2019, and there are opportunities beckoning for members to compete for the Club Champion award.

Kerry Luck, Colin Denny , Erica Cabalzar and Bruce Smart are among the members that report on Club events during the last quarter, and "House Council", Todd Kovacic gives us an amusing and useful insight into the pleasures and problems of owning a Porsche Cayenne.

We hope that Todd's enjoyable article will encourage more members to write and tell us about their experiences, past or present, with some of the less commonly seen Porsche models.

This issue also introduces us to a senior member of the PCT who happily rips his Carrera engines apart by himself when he is not searching for underwater nuclear explosions. It is a safe bet that the PCT is the only Australian Porsche club that has a member with credentials like that.

Thanks again to all our contributors and please remember, if you do not contribute to this newsletter there will be very little substance to it. It is YOUR newsletter.

**Leon Joubert**

**Editor**

joubertaus@gmail.com



## **THE INSIDE LINE - PRESIDENT'S PERSPECTIVE**

**This article provides Members with an insight as to some of the internal issues dealt with by your Committee, over the past 3 months.**

### **LOCAL:**

The Club is up & running again after our Christmas / New Year hiatus. Our Motor Sport & Social Event Directors are busily working on a new round of Club Events & more information will be provided as arrangements are firmed up. The Events Calendar reproduced herein, will provide an outline as to what has been organised to date.

**Membership structure:** we have completed a review of our membership base, following a comparison with other Porsche Clubs. In the past, the first nominated member had full voting rights, with partners having "associate" status, along with other family members. To ensure we have no discrimination issues & to comply with community expectations in this area, both the first named member & partner will now have equal status, including voting rights. To achieve this, we have only two categories of membership – Single & Family. The cost of a single membership has not changed, but family membership has increased by a nominal \$20 p.a.

Given the above change in status, the Club is approaching around 190 members & is going from strength to strength. This year we will continue to provide more varied social & motoring events, so we cater across the board for all Members. It is our intention to substantially subsidise key events so as to maximise the benefits of PCT membership.

**Name Tags:** Joe Hand, our Membership Manager, will in the next few weeks after member subscriptions have been finalised, present our updated database. Following this, we will have magnetic name tags produced for everyone who requires them. I mention under CAMS provisions, we are still required to have the "Member's Lanyard Card", which is needed for participants in Motorsport Events.

The reason we introduced the magnetic name tags was in view of the negative feedback we constantly received from many people, who found wearing the very large cards, within a plastic pin holder, never presented properly & actually damaged finer types of clothing. The lanyard method of attachment was also considered too cumbersome & of "conference appearance". It continually twisted & flapped around in a breeze & as a result, the name was never properly readable. The magnetic tags proved to be a much more user friendly, preferred option.

**Accounting:** we have transferred our Accounting records from a hand written ledger system, to Zero, a Cloud based accounting system & this process has now been successfully completed. Our record keeping is now fully compliant with accepted accounting standards.

**Constitution:** we are well into the process of re-writing our Club Constitution, to comply with the "Model (modern) Rules" of incorporated bodies. We hope to complete this process over the next few months. To complicate matters, every Porsche Club has a different Constitution & most Clubs are now, like us, heading down the path of a rewrite.

**Continued overleaf**



**Cash Reserve:** we presently have a cash reserve of around \$30,000. Following many years of managing a small, somewhat volatile reserve & as a result of our rapidly increasing membership, the Club has been able to demonstrate it can maintain, over a period of 2 -3 years, the above reserve. From time to time, we field questions about the quantum of any reserve & why this is needed. There are two main reasons for this. As we can now demonstrate we can actually maintain a consistent reserve, then apart from our day to day administrative running costs, we can use part of this fund to materially subsidise expensive track days & social events for members. Our respective Social & Motorsport teams are presently addressing future events, whereby we will consider a subsidy where appropriate. An example of this was last year the Club allocated over \$10,000 to subsidise the Porsche 70<sup>th</sup> Anniversary Event.

**Contingency Fund:** the other, mostly forgotten reason to hold a substantial cash reserve & business people will be well acquainted with this principle, is to provide a Contingency Fund to cover unknown & unexpected events. Too often these days we see businesses & organisations collapse, as they have not analysed their risks, under their Duty of Care (in our case, to our members).

An example of a potential high risk for our Club is that if vexatious litigants were to sue the Club & Member(s), following a car crash, then you can imagine the legal cost to the Club may well be beyond our capacity to pay & or mount a legal defence. Whilst we have insurance, we are also well aware, all too often claims are denied on technicalities. It is obligatory on the Club's Directors (Committee) to manage these risks, as these days we live in a very litigious society. Many businesses & organisations have gone under, as they haven't followed due diligence & identified their operating risks. A car club such as ours operates in a high risk environment (motor sport & motoring events) & it is essential we mitigate the risks as best we can.

In view of this & in the future as our membership grows, we can expect to have a growing, not reducing, Contingency Fund. This is good commercial practice & the least expected of a professionally managed Club, such as PCT. These days the Corporate Regulators expect nothing less of us.

In view of this & in the future as our membership grows, we can expect to have a growing, not reducing, Contingency Fund. This is good commercial practice & the least expected of a professionally managed Club, such as PCT. These days the Corporate Regulators expect nothing less of us.

Your Committee will continue to address this aspect of our operations on an ongoing basis, as we are well aware of our responsibilities to members.

We are also aware that the Contingency Fund we are starting to build pales into insignificance, when compared to the reserve funds held by other Porsche Clubs.

**Scammers:** please be alert to the ongoing scams where members are being emailed & asked to pay an account via a nominated bank account, purportedly at the request of the President or Committee member. The sender's email address is the first place to look at & usually clearly shows the origins of a scam. Please be alert & ignore these scammers.



## **INTERNATIONAL:**

For many months now, I have been liaising with the “Porsche Experience” people from Germany. This division organises all of the Porsche travel programs throughout the world. Our Club has been assisting them with choosing driving routes in Tasmania, as well as with food & accommodation options. Their first foray into Australia was in January this year, when two separate groups toured the Great Ocean Road area of Victoria & then came to Tasmania. The feedback to me has been incredible, so much so, that the organisers are looking to the future to make Tasmania their sole Australian destination, following glowing reviews from the participants.

As some of you may have heard, there was unfortunately a minor downside to the second touring group, in that due to a simple driving error, a female Russian entrant clipped an Armco barrier, somewhere around the Lilydale area. The accident was no doubt contributed to in some way, by her being used to driving on the right hand side of the road in her home country & on obviously unknown roads in Tasmania. Unfortunately, social media trolls went into overdrive with their, as usual, uninformed vitriolic commentary as to what actually happened & directed it in general towards all Porsche Drivers. It was a mistake anyone could make, particularly in a foreign country.

However, it does provide an important reminder to all of us in PCT, that when we are on the roads, we have a safe driving responsibility & a respectable image to uphold as a member of a prestige Porsche Club.

As requested by the German principals, I attended two Dinners with both touring groups, to help them with local road conditions & information. The participants involved were just like all of us; normal working people with a genuine passion for the Porsche brand. They particularly had a fond interest in this little faraway island called Tasmania & will take home unforgettable experiences with our culture; food & wine; scenery & great driving roads. They could not believe the co-operation & friendliness of the locals & their willingness to help them with all facets of their stay.

A highlight - one participant, an Industrialist from Germany, showed me photos of his fifteen, virtually current model, Porsche cars in an underground garage in his factory, which included:

GT2RS; GT3RS; GT3; GT3 Tourers x 2; Turbo S; Turbo; 911 GTS4; 911 GTS Cabriolet; Cayenne Turbo; Macan Turbo.

To top matters off, he has the new electric Taycan on order, as well as another GT2RS to play with. The mind boggles ---

Your Committee members & I all look forward to catching up with you again in the short term & let's look forward to another stellar year in our Club's activities.

Sincerely

**Kevin Lyons**

**PCT President**





# Milestone - 15 Years

This Certificate Is Presented To

## Porsche Club Tasmania

In recognition of 15 years as a CAMS affiliated club, CAMS acknowledges and congratulates this achievement.

Andrew Papadopoulos  
President

Eugene Arocca  
CEO

CONFEDERATION OF AUSTRALIAN MOTOR SPORT



**Porsche Club**  
Tasmania



## CALENDAR OF EVENTS

2019

**April** Drive Day Derwent Valley with Lunch at Stefano Lubiana Winery & Osteria, Sunday 14<sup>th</sup>

Northern Group, EMR, Sunday 21<sup>st</sup>

Picnic at Ross, Sunday 28<sup>th</sup> (Non-PCT Event)

Run by the Post Vintage Car Club of Tasmania.

**May** CAMS Club Challenge, Sunday 12<sup>th</sup>

PCT Club Championship Event

Northern Group, EMR, Sunday 19<sup>th</sup>

**June** Bi-Annual Circumnavigation of Tasmania: Friday 7<sup>th</sup> – Monday 10<sup>th</sup>

Northern Group, EMR, Sunday 16<sup>th</sup>

**July** Symmons Plains, PCT Driver Training & Motorkhanda, date TBA

PCT Club Championship Event

Northern Group, EMR, Sunday 21<sup>st</sup>

**August** Northern Group, EMR, Sunday 18<sup>th</sup>

AGM, Drive Day & Lunch, TBA, Sunday 26<sup>th</sup>

**September** Motorsport Event, Barrington Hill Climb (LCCT), date TBA

PCT Club Championship Event

Northern Group, EMR, Sunday 15<sup>th</sup>

**October** Porsche Parade & Dinner, TBA, Saturday 12<sup>th</sup>

Northern Group, EMR, Sunday 20<sup>th</sup>



## 2019 CALENDAR OF EVENTS

**November** Motorsport Event, Hill Climb (PCT), Baskerville Raceway, Sunday 10<sup>th</sup>

PCT Club Championship Event

Northern Group, EMR, Sunday 17<sup>th</sup>

**December** PCT Christmas Lunch, Red Feather Inn, Hadspen, Sunday 1<sup>st</sup>

Northern Group, EMR, Sunday 15<sup>th</sup>

**Compiled by Bob and Dimity White:** [pct.events@outlook.com](mailto:pct.events@outlook.com)

### OTHER EVENTS TO CONSIDER

**\* 6 April 2019** Annual Shannon's "Take Your Tops Off" display on Parliament House lawns in Hobart. In support of Breast Cancer research.

**\* 28 April 2019** Annual "Picnic At Ross" gathering of classic and vintage cars on the village oval in Ross. Hosted by the Ross Community.

### NEW MEMBERS

The Club extends a very warm welcome to the following new members.

Wang Sijia	Porsche Cayenne
Erica Cabalzar	Porsche Macan
Zac Davis	Porsche 911

As of 31 March 2019 total membership was 108 members.

*(There is nothing in the constitution of the Porsche Club of Tasmania that requires members or prospective members to own a Porsche car. Enthusiasts and friends of the Porsche brand are equally welcome.)*

## 2019 CAMS CLUB CHALLENGE



### Saturday May 25th Baskerville Raceway

Ideal “starter” for competition motorsport

One car only participating at a time – time based event (best run counts)

Can do as many runs as you like between 1 and 6

Hillclimb format, each run takes about 40 seconds (Baskerville short HC)

Need a CAMS basic (L2S) licence.

No roll cage, race suit or race harnesses required - road cars fine. See below\*\*

One of the few types of motorsport that has low impact on a vehicle’s wear and tear.

Entry Fee is fully subsidised by the PCT.

This particular event is TEAM based, where your best run is used with your other team member’s best runs to determine the result. Between 3 and 5 (TBA) entrants per team. Last year we had 2 teams of 3 and were lucky enough to win.



Hill climbs are one of the best forms of start-up motor sport, with the CAMS Club Challenge in particular being an ideal starting point. You will have the help and support of other more experienced team members to “show you the ropes” of how a speed event works , and setting yourself and your vehicle up for the day.

Please refer to SCHEDULE B of the CAMS MANUAL of MOTORSPORTS – General Requirements of Automobiles [https://www.cams.com.au/docs/default-source/manual/general-requirements/2019-schedule-a-and-b---1.pdf?sfvrsn=687c3ff0\\_12](https://www.cams.com.au/docs/default-source/manual/general-requirements/2019-schedule-a-and-b---1.pdf?sfvrsn=687c3ff0_12)

The main points of above are listed below applying to Hillclimbs and road registered series production motor vehicles that have not been modified – are listed;

Fire Extinguisher 1kg min AS 1841.5

Sticker with the word “TOW” showing position of towing points

Blue triangle sticker (150mm side) showing position of battery

Rear wheel drive cars – Tail shaft strap  
(Not required for rear engine cars (911, 930 991 etc Porsches/Boxsters/ Caymans) or front engine cars with torque tubes type power delivery.)



For other vehicles please read section B thoroughly.

If you want to enter or are interested or need more info - please contact;

PCT organiser/Manager of this event, [Andrew Forbes](#), 0418 763 787

Or [Kerry Luck](#) on 0417 518 660 in the north.





## PCT Club Award Points to end March 2019

PCT Southern Points			PCT Northern Points		
WHITE	Bob	65	HAWORTH	Peter	80
WHITE	Dimity	65	LUCK	Kerry	40
JOUBERT	Leon	50	PITT	Graeme	25
DAVIS	John	45	HAWORTH	Dianne	20
SMART	Bruce	45	LAVERACK	Martin	20
DENNY	Colin	35	ZEUSCHNER	Greg	20
LYONS	Kevin	35	ZEUSCHNER	Michael	20
RIDGERS	Keith	35	ALLISON	Bruce	10
KOVACIC	Todd	30	BOWEN	Mathew	10
MOODY	Milton	30	BROWN	Gavin	10
VAN EMMERIK	Andy	30	CABALZAR	Erica	10
FORBES	Andrew	25	FRITH	Philip	10
BERRY	Paul	20	FROUDE	Simon	10
FINLAY	Bruce	20	LEE	Ian	10
FREE	Brett	20	NORTON	Ralph,Sue	10
HAND	Joe	20	OLIVER	Tony	10
HOBDEN	Michael	20	REEMAN	Nick	10
McGREGOR	Chris	20	SPINKS	Anthony	10
MORRISBY	Cam	20	VERDEGAAL	John A	10
POOLEY	John	20	WELSH	Stephen	10
POWE	Michael	20			
SHEERS	Rob	20			
TUCKER	Paul	20			
WHITE	Farrel	20			
ARNOLD	Mick	10			
BARR	Hamish	10			
BEHRAKIS	Dennis	10			
BORCH	Michael	10			
BURGHART	Yogi	10			
CATCHPOLE	David	10			
CLARK	Nick	10			
ELKERTON	John	10			
GEORGE	Kathy	10			
JOHNS	Vicki	10			
JUBB	Paul	10			
POOLE	Ivan	10			
SKINNER	Marcus	10			
STOVE	Keith	10			
WALPOLE	Chris	10			
WANG	Sijia	10			
WILSON	Chris	10			

There have been no interclub Championship events yet in 2019 hence there are no scores yet for Club Champion.

**Compiled by Colin Denny**

### Porsche Club of Tasmania Club Award Scoring

Event Type	Examples	Points
Competing in a PCT event  (Note that all competitors must have full membership to obtain these points).	Events vary in length but all will attract the same Club Award points unless otherwise advised.	15 pts - full participation 10 pts- half day attendance 5 pts - attending, not competing
Organising or running a major event (without a <i>Flat Chat</i> report)	Major events that last a full day and take considerable time to set up	30 points
Organising or running a minor event (without a <i>Flat Chat</i> report)	Smaller events such as a BBQ or social drive that may only go for a few hours	20 points
Assisting with running an event	Assistance either prior, during or after the event	15 points
Committee meetings & club room get-togethers	Open to all members	5 points
Editorial work, submitting articles more than 250 words or photographs for <i>Flat Chat</i>	Editorial Work  First article  Second article  Third article  More than 3 photos  Input from President, VP and editor	30 Points  10 points  15 points  10 points  10 points  Nil points
Competitor Award (Club Champion)	Placegetters based on CLASS        Placegetters based on entire FIELD       Competitive event organisers who are unable to compete	1 <sup>st</sup> place 15 points 2 <sup>nd</sup> place 10 points 3 <sup>rd</sup> place 5 points  1 <sup>st</sup> place 5 points 2 <sup>nd</sup> place 3 points 3 <sup>rd</sup> place 1 points  5 points

## WHY IS PORSCHE GOING ELECTRIC?

By Leon Joubert

It is a question often asked by Porsche enthusiasts.

The electric Porsche Taycan is about to make its commercial debut and Porsche has confirmed that all future generation Macans will be electrically powered. Porsche now heavily promotes “electromobility”.

Not many Porsche lovers are enamored by this development and many are puzzled why a small company which is the world’s largest manufacturer of racing cars and has an enviable reputation as a motor sport competitor, is suddenly the spearhead for electric car production in a huge corporation like the Volkswagen Group?

There will also be other influences but, in the short term, the main reasons behind Porsche becoming such a leading protagonist of electric cars are most likely the same ones that drive much of our modern world:

Politics and money.

### **Draconian EU Regulations**

It is claimed that motor vehicles produce 20% of Europe’s CO2 emissions and since 2009 the EU (Regulation 443/2009) has been setting ever increasing targets to lower new passenger car CO2 emissions (Euro 1, 2, 3 and so forth) towards a current limit of 130gm/km, measured as an average across a manufacturer’s entire product fleet.

By the end of 2017 the European motor industry was averaging around 118 gm/km of CO2 emissions which is already an impressive achievement.

That achievement is even more impressive after Volkswagen’s “Dieselgate” scandal of 2015 badly kneecapped the sales of diesel engine cars which on average produce 15-20% less CO2 than petrol engines. EU diesel car sales alone dropped by 30% after the Volkswagen scandal broke.

CO2 emission figures speak for themselves. According to Australia’s Green Vehicle Guide the CO2 emissions of some typical 2018 model Porsches are:

G2 Panamera Hybrid	56gm/km
911 Carrera S	174gm/km
Macan S	212gm/km
Cayenne S	213gm/km

The EU’s politicians’ 2021 target for CO2 emissions by passenger cars is a very demanding 98gm/km and the penalty regime for non-compliance is draconian.

For every 1gm/km average that a manufacturers’ fleet exceeds that target it will be fined €95/gm, multiplied by the number of cars it produced

## Huge Fines Looming

For example, if Volkswagen's sold 2-million cars in Europe in 2021 and the company missed the 2021 EU emissions target by 2gm/km it would face a fine of €380-million, or perhaps have to curtail car production to limit the size of the fine.

Volkswagen and every other car manufacturer operating in Europe are therefore scrambling to avoid these massive potential penalties by producing electric cars with no measurable CO2 emissions, even if the carbon may still be generated elsewhere in the electricity production cycle, as alluded to by this German cartoon..

Of 13 European car producers recently surveyed by PA Consulting Group, the forecast is that only four manufacturers, Toyota, Renault-Nissan, Volvo and Honda, are likely to hit the EU politician's targets by 2021. Details of the report can be found here:

<https://www.paconsulting.com/insights/2018/driving-into-a-low-emissions-future/>



It is well worth a read and the survey clearly warns that there are very large financial penalties and/or production volume limitations (with knock-on effects in second and third tier industries) looming for the industry.

## Why Did Volkswagen Select Porsche For Its Spearhead?

Porsche is no longer the same sports car manufacturer it once was.

It is no longer an independent company either, just another brand in a vast Volkswagen conglomerate that sold 10.8-million cars worldwide in 2018.

Of the 256 000 cars that Porsche sold in 2018, 61.5% were SUV's, (33.57% Macan and 27.88% Cayenne) with the Panamera sedan making up a further 15%. That takes the "non-sports car" component of Porsche sales to 76%.

Porsche sports car diehards should be grateful for this.

Had it not been for the sales success of the SUV's (which are mostly cost-effective variants of other Volkswagen Group products) our idolised sports cars may have cost us very much more than they already do, or no longer been in production at all.

The Porsche Taycan is being punted as a sports car, but why would a Porsche 'sports car' be used to lead Volkswagens' urgently needed counter against the threats of future EU sanctions? After all, Volkswagen has now announced that the Taycan (and Audi e-Tron models) will be followed by up to 50 new electrified Volkswagen models.

One could suggest Porsche itself may have been peeved by the Tesla S P100D that can beat a 911 GT2 from the traffic lights, and pressed for an opportunity to respond, but there are much more sensible reasons why Porsche was probably given the task of leading car electrification at Volkswagen.

### **The Best Choice.**

Porsche has the comparatively rare engineering skills and production flexibility within the Volkswagen group to quickly create a clean sheet, new concept, high quality car. During the last decade it has also gained extensive experience with all kinds of hybrid power configurations through its very successful motor sport activities.

Porsche is a halo product. It has a reputation that can usefully rub off on its less highly regarded siblings. “If it works for Porsche, it will also work in your Volkswagen”. Others, from Harley Davidson to Kia to Lotus, have never been shy to reveal whenever they had a smidgen of Porsche engineering input in their products.

The platform that Porsche designed for the Taycan (designated J1) will not just be a one-off Porsche item either. It will also be utilised in some future Audi e-Tron models and may even feature in a Bugatti model. The Taycan will very likely also produce other spin-off knowledge and components with application elsewhere in the Volkswagen empire.

If, as Volkswagen now needs to do, you are forced to push the boat out in a hurry it also makes sense to use a limited volume product made by your best engineers rather than a high volume runabout that requires a 7-year production commitment.

In the (very unlikely) event that the boat sinks, at least the damage will be contained.

### **Selling The Electric Car**

The amount of pre-publicity that Porsche has given the Taycan (previously known as the ‘Mission-e’) clearly indicates that it (and Volkswagen) are acutely aware that the Taycan may not receive the usual enthusiastic adulation from Porsche fans.

Much of the benefit of assigning Porsche to lead Volkswagen’s electrification strategy will be lost if the Taycan disappoints in the market or gets a poor media reception. It is always a risk, and there have been past failures of brilliantly engineered cars from some of Germany’s most highly regarded motor manufacturers.

Porsche and Volkswagen are therefore rightly nervous about the Taycans’ reception and hence they have embarked on an exceptional pre-sales onslaught.

Motoring journalists have test driven development cars years before the first production models appeared and the media has generally been saturated with continuous releases and ambassadorial events (such as those performed by our own Mark Webber).

By all accounts Porsche is building the Taycan to face up to the challenge of convincing a largely skeptical market to not only convert to electric motoring but that it can still be enjoyed in a car that remains a true Porsche.

It is a formidable challenge , but if one had to select a car maker to take on a challenge of that magnitude and achieve a successful outcome, can you think of anyone better than Porsche to do it?

\*\*\*\*\*

## WHAT DO (OR DON'T) WE KNOW ABOUT TAYCAN?

It's a good looking car.

The final product is unlikely to differ from the many examples shown to date, though some of the original show cars' ideas like gull wing doors have been dropped.



The car has four doors and four seats, like a Panamera, but it also has luggage compartments front and rear like a Tesla.

The Taycan is around 4850mm long and 1990mm wide, about 115mm shorter but 25mm wider than a Tesla S.

The Taycan will be priced “below an entry level Panamera”. In Australia that translates to “less than \$214 000” , before on roads.

The most publicised model of the Taycan has been the high performance 600 bhp version which has two electric motors (one at each end) of which the rear motor is the more powerful. All wheel drive is managed by torque vectoring.

There will almost certainly also be less powerful and less expensive variants with single electric motors starting from around 300kW (400 bhp).

Porsche claims a range of 500km for the Taycan. Its electrical system can handle 800V charging (where available) which can theoretically provide a 400km charge in just 15 minutes. Tesla Superchargers are 480V. Typical Level 2 chargers on our Australian highways operate at 240V, so will take a while longer for ‘refueling’.

The Taycans’ Li batteries are manufactured by the Korean company LG Chem (who also supply the batteries for Audi’s e-Tron cars) and are mounted in a slab underneath the passenger compartment floor.

It is not yet clear whether Porsche is making its own electric motors, but most of the early patents for the type of electric motors used by Porsche were filed by Siemens, a potentially convenient supplier, as it has established resources around the world.

The Taycan will spawn an SUV sibling , the Cross Turismo, within 2 years.

\*\*\*\*\*

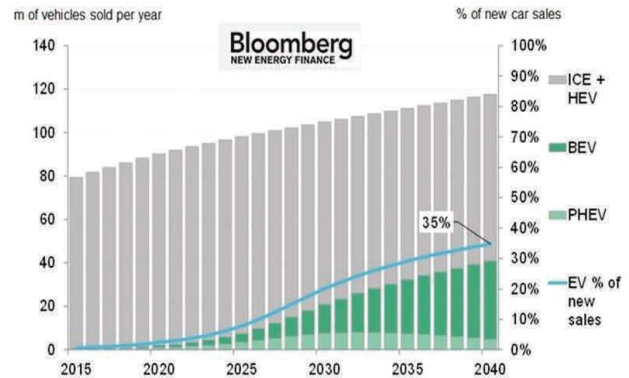


## IT IS NOT THE END OF THE ICE AGE (YET)

According to Bloomberg, that oracle of financial news, information and prediction, the ICE (internal combustion engine) age is not over just yet. The graph alongside is their estimate of how 'electromobility' is likely to grow.

They predict that by 2040, fully electric and electro- hybrid electric vehicles will make up at best about 35% of new car sales.

The good news for diehard ICE enthusiasts is that Porsche is still very conscious of the fact that by far the biggest proportion of new car buyers will remain "hooked on ICE". Thus it has a tasty selection of new 2019 ICE offerings for a showroom near you.



The 2019 911 Carrera Series 992 (Left)

The 2019 Macan (Right)



The 2019 Cayenne Coupe (Left)



The 2019 Cayman GT4 (Right)



## MEET THE MEMBER

### Dr Andrew Forbes : PCT Committee Member

**Name:** Andrew Forbes

**I Arrived on this Earth:** 1947, Malden, Surrey, England

**Early Years:** I was the middle child of three and for the first ten years, grew up in the Midlands near Birmingham. In 1957 my father, a ceramic engineer, got a job in Canada and the whole family emigrated to Brantford, Ontario.

We arrived in the dead of winter so I quickly learned to shovel snow. My father bought an old Studebaker which had a plug-in heated dipstick to warm the oil for easier starting on freezing mornings. I also learned to skate on backyard ice-rinks made by neighbourhood boys flooding their lawn with a garden hose.

In 1960 we moved again, this time to Corning, New York, where summer water skiing on the Finger Lakes was much more attractive than winter ice-skating.

My education progressed to high school where everyone had to sit NY State Regents exams annually. I did fine in maths but abysmally in Latin! In 1963 my ever-restless father found an even better job in California, so we all moved to Palo Alto, near San Francisco. I finished high school there and miraculously was accepted by Stanford University.

At this point I was given my father's Triumph Spitfire (luckily he could walk a short distance to work), probably on the advice of my mother who feared I would become a road fatality with my high performance Vespa motor scooter.

**Later Years:** I studied Geology and Geophysics at Stanford, then, rather than join the US Army at the height of the Vietnam War, returned home to England where I completed a Master's degree in Oceanography.

I worked for a few years for a consulting company based in the Isle of Wight, which sent me to the North Sea in winter to study waves and to the Labrador Sea in the Arctic summer to study and predict iceberg drift.

After three years of chilly weather I decided to try Australia for some sun and hopefully an interesting job. I found the sun easily, but it took a year to find a job with the NSW State Pollution Control Commission. Not oceanography, but close enough for a while.

At last a research position for an oceanographer came up at CSIRO in their marine research lab in Cronulla. Windsurfing or water polo at lunchtime in Port Hacking made the job very pleasant indeed. I met and married my life-long partner Carolyn in Sydney and five years later, with two little kiddies, moved with CSIRO to Hobart, where we have been to this day.





## MEET THE MEMBER

**My First Car (s):** Having a sports car, albeit a mildly powered little Triumph Spitfire, as my first car sowed the seeds of sporting cars for the rest of my life. Rather than list the family cars, I'll focus on the fun cars.

After the Spitfire came a Jaguar XK150.

It was a beautiful powerful, luxurious grand tourer, and I polished those hefty chrome bumpers and wire wheels 'til they shone. Big wood rimmed steering wheel and lovely leather seats. Ignore the plentiful oil drips on the garage floor... all British cars of that era did it too.



After that there was a long drought until I bought a '76 Torana SLR5000.

OK, I know it had four doors but it was purple, had a 5 litre V8, mag wheels and bold lettering along the doors and rear spoiler. It also made a lovely rumbling noise!

Next came another Triumph, a Stag, that had two token seats in the back (for our two kiddies) and again, a small V8 that made a more refined British rumble.

That came with us to Hobart and lasted until the children outgrew the rear seats and more sensible family cars took over.



In the early 90's I started to work with American scientists on a revolutionary way of measuring climate change in the ocean, and spent several long periods at Scripps Institution of Oceanography in La Jolla, California. The measurement technique involving low frequency acoustics formed the basis of my PhD thesis, submitted to the University of New South Wales at the "mature" age of 47 ("at last!" said Carolyn).

There seemed to be Porsches running around all over the place in California so it wasn't long before I found a lovely well-cared-for 911SC (just like Rob Sheers' example). That was the start of my Porsche phase, and there's no end in sight yet!

Unfortunately the SC was T-boned at an intersection by a pickup truck that ran a red light, so I was Porsche-less for a while. The insurance settlement was pretty generous though, so I found a great example of a 911 Carrera 3.2L in San Diego, and drove that happily for a year before bringing it home to Hobart at the end of 1995. I converted it to RHD with the help of Luigi and Nino Bocchino, and still have that lovely '84 car today.

## MEET THE MEMBER



### My Later Cars:

In 2004 I left the CSIRO and Carolyn and I went to live in Vienna where I worked for the Comprehensive Nuclear Test Ban Treaty Organisation. There I applied underwater acoustic techniques developed for measuring climate change to monitoring the oceans for clandestine underwater nuclear tests. Fortunately, none of the 192 countries that have signed the treaty have yet broken their agreement, and the only culprits caught by the CTBTO hydro-acoustic network have been illegal fishermen using explosives to indiscriminately stun and kill marine life.

While in Vienna, I kept my eye on the British market for a 911 Turbo or a GT3.

In 2008 I found a car that exceeded my expectations, but not my budget... a 2004 GT3 RS.

I figured that if John Pooley had one (his had red wheels and lettering), it must be a future classic Porsche, so after a thorough test drive, I bought it!



In due course, Carolyn and I flew to England and took delivery of the car, drove to Folkestone and boarded the Channel Tunnel train to France. The drive from Le Havre to Vienna took us through Germany, where we naturally gave the RS its head on the autobahn and learned what a wonderful car it is. At the end of my 7 year term with CTBTO the RS was shipped home and became the garage companion to the Carrera.

## MEET THE MEMBER

Not quite done with Porsches though, I hankered after a soft top model, perhaps to recapture the feeling that only an open top car can give... wind in the hair, rural scents on the nose, sun on the neck, exhaust note in the ears! A 2013 981 Boxster S fitted those requirements perfectly, and I found a lightly used one shortly after the launch of the 718 Boxster in 2016. My son Duncan and I drove the Boxster in the 2018 Targa Tasmania Tour and it's a really impressive, well-handling, generously powered car, ideal for tarmac rallying.



**My Current Main Activities/Interests:** I'm now happily retired and am able to spend more time with family, travelling to visit Claire in the NSW Central coast and Duncan in Brisbane. I cycle with groups of similarly "mature" guys twice a week and help out in the garden (Carolyn's a proper horticulturist!) at home. We have a weekendender boat that keeps my oceanographer's feet wet and in touch with the marine environment, and a shack up the East Coast that allows us plenty of time for long beach walks with Xana, our third hairy Bearded Collie.



**Me and the PCT :** I am PCT member number 4, so have been with the Club since its inception. Initially I was Club Secretary, Treasurer and Newsletter Editor, but gradually handed those tasks over to new members of our rapidly growing club. From 2004 I became European Correspondent for Flat Chat for seven years during our sojourn in Vienna. I relieved Leon Joubert as Editor of the newsletter for nearly three years after my return to Hobart, and am now a member of the Executive Committee with the task of encouraging more member involvement in motorsport.

**My Pet Loves and Hates:** I love my wife and my children. I love the ocean in all its moods. I dislike egotists and most politicians (often they're one and the same). I encourage harmony not discord and believe we have a great future in this country if we can learn to work together on whatever are the challenges of the day.

**What Would I Do If I Was President Of The PCT:** I'd return more of our surplus funds to members by subsidising more social and motorsport events. I'd also reward members with a \$10 discount off their next annual membership fee if they enter at least one motorsport event per year.

**What Would I Do If I Was The President Of Porsche!** I'd give up the notion that e-cars will save the planet. I'd rather be the last manufacturer of a super-efficient internal combustion engine Porsche than the first manufacturer of a battery driven super-Porsche!

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## PAST EVENTS

### ORFORD BARBEQUE - Sunday, 3rd Feb. 2019

Once again, John and Sue Davis opened their holiday shack at Shelley Beach, Orford, on the beautiful East Coast of Tasmania, for their now annual Porsche Club Tasmania barbeque. The setting was superb, with picture postcard views overlooking the beach and Prosser Bay.

Organisers Bob and Dimity White produced perfect weather for the occasion, with mid 30 degrees temperature under sunny blue skies.

The day started with several participants meeting at Retro Cafe, Salamanca Place for an early morning coffee.

The plan was for Bob to lead a convoy through the South East of the State and the Midlands. The route covered Richmond, Campania, Colebrook, along the Mud Walls Road to Oatlands, then via some deserted back roads through Parattah, Woodsdale and Buckland, then joining the Tasman Highway. It was certainly an exhilarating drive along some wonderful driving roads. Plenty of variety, with tight bends, steep hills, and open areas, testing both the cars and drivers. Apart from a combine harvester taking up the whole road at one point, the road was deserted, just the way we like it. A great reason to live in Tassie. The only blot on the day was confusion with the rendezvous point at the start of the run, with several drivers missing the convoy.

Eventually over 50 people arrived at John and Sue's shack, and were greeted with a welcoming glass of bubbly. With the barbeque operating to capacity, everyone enjoyed a wonderful afternoon in the sun, while sipping on cold refreshments and enjoying the views.

Meanwhile, the Davis's front lawn was bulging at the seams. I counted about 27 parked Porsches, making it surely the most valuable car park in Orford.



## PAST EVENTS

After-lunch activities included a message of thanks to our hosts from club president, Kevin Lyons, and a warm welcome to some new club members.

Some award presentations were made, including to Peter Haworth for "Northern Club Person of the Year".



Peter also accepted awards on behalf of some members in their absence, including the new Club Champion perpetual shield for Scott Smith, Kerry Luck, runner-up Club Champion, and Keith Johnstone, runner-up Northern Club Person of the Year.

Another wonderful day, and already looking forward to next year.

**Bruce Smart**

### CAMS Targa North West - 19 February 2019

PCT members once again delivered some outstanding results and our congratulations go to:

Mike Pritchard -  
Pete Nunn & Keith Johnson  
Stuart Benson  
Kingsley Wallman  
Philip Leith

3rd overall and in the GT2 category  
5th overall and in the GT2 category  
9th overall and 2nd in Early Modern  
5th in Early Modern and 1st 2WD vehicle in the class  
10th in GT2

Well done to everyone for finishing this event, which is the first round of the 2019 CAMS Australian Targa Championship.

**Report by Chris Wilson**  
(From the PCT FB Page).





## PAST EVENTS

### EMR 24th February 2019– Blessington/Chromy Wines

#### Report by Kerry Luck



#### Present:

Kerry Luck	996
GT3RS (organiser)	
Greg Zueschner	911 Targa
Bruce Allison	911E 1973
Ian Lee	997 GT3
Phil Frith	GTS Boxster
Michael Zueschner	996 C4
Martin and Di Laverack	986 Boxster
Simon Froude (missing in pic)	911 1970 RSR

We met at the usual place in Margaret St. Eight Porsches started the run SE through White Hills to out near Blessington then back to Relbia for a coffee at Chromy's wines.

There are a number of sections of this road that are well sealed with heaps of medium corners made especially for Porsches. At the speed limit some parts of this road can be challenging. Simon Froude turned up in his old but "new" RSR tribute in white rather than the well-known "Kermit Green" – and the new shroud seemed to make it go faster as well.

This is always a great run, a ripper to start the year off. After the 3 month summer break from the EMR's all the Porsches sounded really fresh – and their jockeys were nice and fresh as well.

This is always a great run, a ripper to start the year off.

After the 3 month summer break from the EMR's all the Porsches sounded really fresh – and their jockeys were nice and fresh as well.

**Kerry Luck**



## PAST EVENTS

### Currency to Cranbrook

#### Great Eastern Drive to Spring Vale Winery 3 March 2018

The prospect of a summer barbeque lunch at the small, fifth generation owned Spring Vale Vineyard at Cranbrook drew eight southern club members and friends together early on Sunday morning for coffee at Currency Café in Lindisfarne as a precursor to the drive.

Meanwhile, four northern participants set out from Launceston to meet at Spring Vale. The small group were to enjoy a great lunch and good company

**Northern Group member cars (Right)**



The drive was to have followed Grass Tree Hill Road to the Richmond by-pass and the Fingerpost Road to the Tasman Highway at Orielton.

However, a bushfire near the go-cart track closed the Fingerpost Road. So a change of plan was required. The route now took us through Richmond and over the bridge on the meandering Brinktop Road, past vineyards and farms to the highway

The four cars led by this writer continued to the east with a pit-stop at Triabunna where Andy van Emmerik remarked that the speed was extremely conservative when compared to Bob and Kevin's pacesetting run to the PCT barbeque at Orford in February!

Nevertheless, it was a fun drive with much of the caravan and campervan traffic moving in the opposite direction.

We reached the winery well before the dining marquee opened for lunch so a few early imbibers took the opportunity to sample the fare at the cellar door. Later, the northern contingent arrived having followed Mount Joy and Valleyfield Roads to Campbell Town then on to Lake Leake.

Peter Haworth said it was a great driving alternative to avoid the Midland Highway by the back roads into Campbell Town.





## PAST EVENTS



Our table for twelve was now complete and lunch was selected from an interesting Spring Vale Summer Barbeque menu that included whitebait, snapper and much more. Food, wine and conversation flowed into the afternoon

To everyone's amusement Erica Cabalzar, a Macan driver from Launceston and guest of member Suzanne Norton, brought shortbread she made with an impression of the Porsche crest baked onto one side of every biscuit.

Erica shared them around as she pondered joining the Club herself.

*(Erica's PCT membership has since been confirmed and we are pleased to include her own report below of the Spring Vale outing Ed.)*

Following lunch we went our separate ways.

It had been a very early start from Surges Bay for Bruce and Monica Finlay in their yellow Cayman S so they took the opportunity to stay the night in Swansea (as did we).

Others drove straight home after a good event enjoyed by too few Club members.

**Heading home via Piemont (Right).**



**Report and photos by Colin Denny.**

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### Some Days Are Diamonds...

**By Erica Cabalzar**

Suzan Norton invited me to accompany her to lunch on the east coast. It was no ordinary invitation; we were meeting with some southern PCT members and I was going to be in the passenger seat of her and Ralph's Carrera 911.

Two steaming coffees in hand, I waited at the award winning Bluestone at the Sebel.

Upon arrival, the shiny black Porsche made heads swivel. Suz got out and looked amazing. She could have been Thelma or Louise, and when we exited St John St. she used those gears like Hoff. I knew this was going to be a diamond day.

Dianne Haworth led the way from Launceston in her immaculately clean Boxster 981 with her Porsche lover hubby Peter; he gave the 996 the day off. Peter is waiting in anticipation to try out his new left hand drive Porsche, if I recall correctly, a yellow GT3.



Driving on the back roads passed Panshanger, along Chintah and Valleyfield Road, ( a cunning move to avoid the Midlands Highway roadworks), we oohed and ahed over more coffee in Campbelltown. The scenery! What a magnificent place we live in.

Over Lake Leake Highway. Entry, exit, curves, straights, acceleration, inertia, scanning, reaction, response.

It brought back memories of the Porsche: Drive The Range days that I have attended in the past. What a fantastic opportunity and experience. ( Thanks Adrian Brown, Farrel White and Performance Automobiles).

Suzanne carefully navigated the long dusty corrugated driveway into Spring Vale Vineyard. We were rewarded with views of the original homestead which was built in 1842 and has been in the Lyne family since 1875.

Spring Vale Vineyard at Cranbrook, 10 km north of Swansea, on Tasmania's beautiful east coast, is owned and operated by the Lyne family. First planted in 1986, the 20 hectare vineyard produces Pinot Noir, Gewürztraminer, Pinot Gris, Sauvignon Blanc, Chardonnay and Sparkling wines.

Choosing a bottle of Pinot Gris at the cellar door, which is housed in the original convict-built stables, Suz and I made our way to the outdoor gazebo where the aromas of the Summer Barbecue wafted enticingly in the air.

It was such a pleasure to meet the southern PCT members and we all had a marvellous time. The crayfish donuts were washed down beautifully with the Pinot Gris. And the pomegranate snapper draped artistically over its ceramic dish could have been a finalist at The Glover. Everyone tried my Porsche cookies and politely said that they liked the icing and chocolate hearts.

I asked the lovely Annette Denny what I had to drive to become a member of Porsche Club Tasmania. And did I need a Vulnerable Persons Certificate, a beach house in Malibu or a yacht moored on Hamilton Island?

Her reply was charming. All members had one thing in common, love of their cars. It didn't matter if they owned the latest GT3 4.0 or an older 718. Awesome! It appeared that Romeo, my Porsche Macan, had a chance of being accepted into an authentic car club, if all went well with my Police Check. (*You don't even need a Porsche. See p.9 - Ed.*)

I digress. After noticing about seven Porsche Macans seductively manoeuvring around Launceston, I decided to initiate a social club that is now known as the unofficial PGC ( Porsche Girls Club). We love our cars. Our Porsche Macans embody performance and girl practicality. We engage in all manner of excursions, challenges and fun, focusing on the positives; on gratitude in our lives and the joy that friendship brings.

Thank you to everyone in PCT for making my day so special, especially Suzanne Norton and Peter and Di Haworth. I hope my membership application for PCT is successful. I always say they should issue you with five free speeding tickets when you purchase a Porsche.

And. It is so true. There are no old Porsches. Only new owners.

**Erica**

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## Can You Live With A Cayenne?

By Todd Kovacic

In pure economic terms, I am not sure how many financial advisers would approve or suggest a Cayenne as the next family car. The Cayenne maintains its high cost much like Greg Louganis circa 1988. So why would anyone buy a secondhand Cayenne?

That is a personal question, but you wouldn't if it was purely fiscal.

So why did I? Firstly, if the Family Court is anything to go by, I am not averse to throwing away good money after bad. So a secondhand Cayenne is not that much of a stretch.

Never in my wildest dreams did I ever think that I would see the day I would have an SUV as a daily driver. I would rather have crawled naked over broken glass. However my proclivity for starting new families must keep with the modern age.

I was always a BMW man, and my E39 (BMW's best looking car ever) was a beauty. She rarely let me down. It was a family sedan. A sedan will do. One camping trip in Scamander changed all that. Alli said we needed an SUV.

What can I say? I met the brief!

Not entirely sure Alli was as excited as I. Her eyes seemed to glaze over when I used phrases such as "4.5 litres" and "kilowatts" but I came home proud as punch from Victoria.

She was christened "Peppa". Not after that whiny, upstart kids British cartoon character that I cannot wait to turn into bacon; but I have since learned that in the grand ole' US of A the first generation Cayenne is referred to as a "Pig". So there it is – Pepper the Pig.

The first generation Cayenne is apparently a VW Touareg in drag.

They may share a chassis, and other development, but it seems that save for a transmission, nothing in the Cayenne is shared with a Touareg. But I could be wrong, but the early evidence suggests not.

If one researches any car, you will likely find a raft of problems, particularly if it is the first of a series. I naturally did my due diligence, then ignored it and took a gamble.

For it's year of make, it had low km's. Body perfect. Unfortunately there was no spare key. No biggy. Price was low, really low. But why do Cayennes lose value like a dropped set of keys?

If one applies some Keynesian logic, they are not wanted. But why? It is a well-built car, and by all accounts reliable. It is my view it is its poor reputation for the cost of running and or repair –deserved or undeserved.





The first generation V8 was notorious for cylinder scoring, and the consequent cylinder slap. This could happen at any time. Repair is expensive.

For some reason all German car makers use plastic pipes for critical cooling parts. They would become brittle, and leak. Porsche are no different, and in their wisdom ran the plastic cooling pipes in the middle of the 'V', over the top of the starter motor. What genius thought that up?

After some expensive repairs, a lot under warranty, the upgrade/solution was cast aluminum pipes. Genuine Porsche parts are ridiculously expensive - unnecessarily so. Someone once said there is nothing more expensive than a cheap Porsche. I think that is right.

By Porsche, and market standards, mine was dirt cheap – at the start. On taking delivery, it seemed I had claimed a bargain.

Very soon after taking delivery, the passenger airbag warning light came on. In having it looked at by my old BMW E39 (read German car) mechanic, it turned out that the wire had sheered itself from the seat being moved forward and backwards. He charged me \$50 for the repair.

The first generation Cayennes were also designed to go off-road if their owners so desired.

Yes, they had street tyres, but if one puts a set of “knobbles” on them it is quite capable. Check out Youtube and search for “Cayenne v Jeep”. It has a low-range transmission, with lockable hubs though the switch would only occasionally work in mine.

Prior to getting this seen to, approx 2 months into ownership, the battery died. It is a big one, and lives under the passenger seat. \$500 to replace. Replacing it solved the transmission switch problem above. Battery replacement also stopped the glitchy stereo system. It sometime wouldn't have audio and one had to reset the system. My mechanic (Mike) from Cooper Automotive said that the engine required “X” volts to run, including management systems, and “Y” volts to run other systems. If the battery was failing, it wouldn't allow other systems to boot on ignition.

Pepper had a major service, and was given a full bill of health – save for a noisy lifter. Non-surgical methods were employed. I was advised to keep an eye on it.

The first major trouble though was on the Porsche Club of Tasmania event at Barnbougle.

We got to lunch at Seaport in Launceston. When we finished lunch, we went to fire Pepper up, the engine would start no problem, but would splutter and die after 10 seconds or so.

Most of you know Alli as a sweet, but the sailor language that came out of her mouth.....

RACV were called. Diagnosed as a fuel pump failure.

It stayed in Launceston for several days, and RACV replaced the fuel pump. It was returned with a hot-start issue. RACV couldn't do anything about it, or discover the issue. Advice? Take it to the dealer. I don't think so.



It was here that I learnt that Pepper has two fuel pumps; a primary and a secondary; one on each side. It was the main pump that failed.

Several months later the engine started idling quite roughly, and lost power. My guys at Cooper Automotive (who have looked after Nadia 944 very well) diagnosed the issue as a power pack problem. With the relationship that I have with Cooper Automotive, I am able to supply my own parts. Their suppliers are often more expensive, if they can supply the required parts at all. The quote was only just over \$200 for a coil pack and \$50 for a new plug. That was the good news.

The bad news was that I needed 8 of the buggers (!). That was the advice anyway. If one goes, the others are likely to follow. Bloody hell!

When it comes to the world-wide-web, just call me Kelly Slater. I have found a reasonable local parts supplier for the usual service parts. Based in Queensland, they have been pretty reliable – [automotivesuperstore.com.au](http://automotivesuperstore.com.au).

I was able to get the coil packs on-special for under \$100 each and the plugs for \$25 each (OEM). Mike the South African (he gives me a rev about the cricket all the time) used an expletive in reference to how cheap I had obtained the parts. Jimbo installed them, and I was back on the road in no-time at all.

A few months later and with the hot-start issue not going away, if not getting worse, and the lifter noise really starting to bug me, I decided to get it done. Roughly around the same time, Pepper started running rough again, so I took it into Jimbo for him to look at.

All I can say about my next visit was that Jimbo had promised me good news. In what amounted to a clear breach of contract, I got the opposite. In a bid to distract me from unleashing the four horsemen (litigation solicitors) he showed me the plugs, in order.

Three were clearly fouled with oil. He followed with the compression test results. It was not good news! The cylinders with the fouled plugs were 30% down on the compression of the other cylinders.

In an exercise of the bleatingly obvious he says to me “your engine is stuffed”.

Thanks Jimbo!

I had two options – First I could simply part out the car and cut my losses. In theory he could get it running again, but there was little point. Second, replace the engine. Option 2 was taken. Jimbo quoted a range for the labour that I just couldn't resist, if I could find a reasonably priced replacement engine.

Turns out that replacement power plants are quite plentiful. It was only a matter of km's that they had done, as a brand new one would not be economically viable.



Mike the South African cautioned me against an engine that had done less than 100 000 km. At least that is what I think he said. His accent confuses me sometimes.

The reasoning was that a 100 000km V8 engine has only just worked out all its kinks, and had them addressed. Not enough time to develop new quirks. Made sense to me. So for under \$8 000 I had a replacement engine. Cooper's Automotive actually came in under-quote. I cannot speak highly enough of Mike and Jimbo.

Three months later, travelling to a gig in the North of the state, precisely 800m south of the Richmond turnoff on the Midlands Highway, the car stopped dead. After another RACT tow back to Hobart, the culprit was again, the fuel pump. This time it was the secondary pump.

Apparently whenever a pump fails in these, you should replace both. That was not done, and this failure could have been avoided. Again, Cooper's let me source the part. Porsche wanted \$1500. A quality aftermarket was on offer for \$400. A no-brainer.

If you are looking for non-dealer mechanics, I cannot commend Mike and Jimbo at Cooper Automotive strongly enough. Pepper now runs like a dream and lives happily side-by-side with Nadia and the rest of the family.

**Todd Kovacic**

*Editor's note: Since the events described in this article we have learned that "Mike the South African mechanic" has apparently become so worried that he may have to work on Todd's cars again that he moved to Mackay!*



## NEED TO STORE YOUR PORSCHE?

If your family or neighbours have grown irritated with your ever increasing collection of toys, or you are simply fortunate enough to spend Tasmania's winters from March to October in warmer climes, the following may be helpful.

Club member, Michael Borch has advised that he is involved with a planned facility that will be offering a range of services including car and motorcycle storage, car concierge service, airport transfers, client lounge, meeting room facilities and onsite detailing.



Cars will be stored in an area with no public access with all cars under soft car covers and connected to trickle chargers and will be readied so you can take it out on the road.

The facility will be known as 'Hangar 13' and should be a safe, secure and convenient place for to store classic and collectable wheeled investments.

More information is obtainable from Michael at [michael@hangar13hobart.com](mailto:michael@hangar13hobart.com)



## DIYP Carrera 3.2 ENGINE REBUILD

## PART 2

by Andrew Forbes

*Part 1 of Andrew Forbes' valuable article on the Do-It-Yourself-Porsche (DIYP) rebuild of his Carrera 3.2 engine appeared in the October 2018 issue of 'Flat Chat' and Part 2 was intended to appear in the January 2019 issue but somehow went missing.*

*Part 1 should be read here : [http://cms.porsche-clubs.com/PorscheClubs/pc\\_tasmania/files/FCOct18D.pdf](http://cms.porsche-clubs.com/PorscheClubs/pc_tasmania/files/FCOct18D.pdf) to retain the context.*

**Reassembly Begins - With The Photo Records In Hand**

Months later, after family holidays and Christmas and other distractions, I returned to the DIY-Porsche engine rebuild project.

The scene was a little daunting.

What seemed to be a logical arrangement of components as they were removed, now looked like a recycling centre for old Porsche parts. Back to the workshop manual and my collection of photos taken during disassembly. After a good read and several coffees later, re-assembly commenced.

Logically it is simply the reverse of the disassembly, so first the timing chains were replaced, seals installed and case halves reunited.

Now every nut and bolt was tightened in correct sequence to the factory specified torque. The basic block now looked like this...

The whole point of the project was to install new higher compression pistons, which look like this...complete with new rings and wrist pins.



There are two recommended ways of installing the pistons and cylinders.

One is to compress the rings and insert a piston into each cylinder on the workbench, then connect the piston/cylinder to a conrod as a sub-assembly. I tried this, but couldn't easily insert the tough springy circlips that secure the wrist pin, working through and around the head studs.

Method two is to connect the pistons first to the conrods then compress the rings and slide/tap the cylinders over the pistons, guided by the head studs. The only difficulty was compressing those pesky circlips, one of which I lost while disassembling, triggering the need to split the case. Nothing on the web forums was much help, so I devised a two-modified-screwdrivers method of insertion. One notched driver to hold half the spring in the groove, and the second notched blade to push the other half into the groove. Practice makes perfect! By piston number 3 or 4, I was doing it routinely .



A footnote to the circlip story... when moving the cylinder heads from their storage on a flattened carton on the floor, there was the missing clip, hiding under the cardboard! It had launched itself into the air, not fallen down into the case, months ago. Lesson learned. During reassembly I stuffed rags down all openings just in case I dropped a washer or nut or clip.

Now the engine started to look like a real one.

Next came the de-coked, valve-ground cylinder heads, carefully numbered to go back in their correct order. The camshaft carriers re-fitted perfectly, and camshafts were reunited with their timing chains and rockers.

Two important, VERY important ,steps now followed. First, the chain sprocket is hand-tightened to the camshaft, then the critical valve timing adjusted using a dial gauge to ensure the correct overlap.



This really is a two person job, and son Duncan helped me get it right.



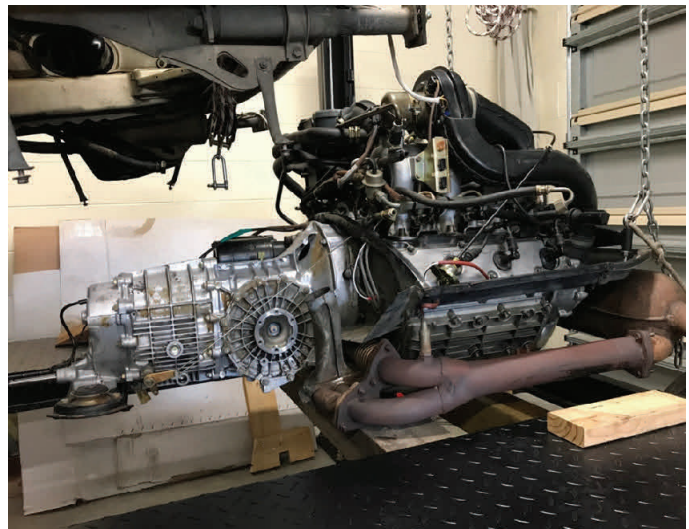
The dial gauge is mounted over No.1 inlet valve using a special Z-block, so that the fine timing adjustment can be measured and set accurately. When satisfied, a pin is inserted between the sprocket and camshaft flange to lock in the valve overlap, then the flange bolt is tightened to 120Nm.

That's a big number, requiring the sprocket to be held very firmly with a long breaker bar connected to a special tool. I wasn't happy with the holding power of a two-pin tool for re-assembly, so I purchased a special triple-pin holding tool with an integrated socket for the flange bolt. Worked perfectly.



With timing chain and valve covers in place, the engine is ready for the rest of the sub-systems to be reassembled and installed. This is quite a lot of fiddly work, but taken one step at a time, referring frequently to photo-notes, it all came together nicely.

Before mating the transaxle gearbox to the engine, I took the opportunity to install a new clutch and all new flywheel bolts as recommended in the manual, then positioned the combined assembly for re-installation into the engine bay. I also renewed the sound deadening foil/foam insulation on the firewall, as the 30 year old material had crumbled and sagged. A combination of temporary chain strops, hoist and jack made fitting the assembly relatively easy, and then all I had to do was connect all the oil, fuel and electrical lines then fill the engine with fresh Mobil 1.



The best moment came when starting the engine for the first time. The procedure is to turn the engine over without spark or fuel for at least a minute until oil starts to fill the oil-ways and circulate through all the bearings. When the oil pressure registers, fuel and spark are connected and fingers crossed, it will fire up. Magically it did, first time! The engine was allowed to run for about 20 minutes with revs held about 2000 rpm, to warm up properly in readiness for a gentle road test. The idea is to heat-cycle the engine, but keep the max below 4000 rpm for the first 500 km. Hard to do when you're so pleased with being back in your old favourite Carrera with the sun shining, but I managed to stick to the plan, and now she's running beautifully.

I can't say that I notice the increased performance immediately, as I haven't really pushed the old girl hard, but it sounds different (a bit more delicious growl!). The joy of doing a project like this is the belief that anyone with some home garage facilities and a patient, methodical approach can DIYP almost anything!

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*We are very pleased to announce that Pooley Wines has offered to provide a prize of a bottle of Award Winning Pooley wine to the “Flat Chat” contributor whose letter, article or photograph is regarded as the best contribution received in every issue of “Flat Chat”.*

*Adjudication will be done by the Club President and the Editor.*

*Our winner in the January 2019 issue was Bruce Smart for his excellent photographs of the Club’s 70th Porsche anniversary celebrations.*

*The winner of a the Pooley Wines prize in this issue is **Todd Kovacic** whose highly enjoyable (and educational!) article on the pleasures and pitfalls of Porsche Cayenne ownership will hopefully delight you as much as it did the us.*

*Thank you, and congratulations.*

*Please contact John Pooley to arrange to collect your prize.*

## 1000 MILES OF SEBRING- 16 MARCH 2019

### Slick Pit Work Wins It For Porsche

After a rain interrupted event in Shanghai in November, rain again has an important and sometimes decisive effect on the results of the 1 000 Miles of Sebring, the 6th round of the 2018/19 FIA WEC Championship.



The No. 91 Porsche 911 RSR of Richard Leitz and Gianmaria Bruni grabbed the LMGTE-Pro victory in the closing stages of the race when heavy rain forced all teams to stop for wet weather tyres and the slick Porsche pit crew got the RSR shod with new rubber and out of the pits 10 seconds faster than its rivals.

Up to that point the BMW M8 of Tomczyk, Sims and Catsburg had been leading the GTE category by a seemingly safe margin.

The Ford GT of Priaulx, Ticknell and Bomirato finished 3rd in GTE Pro, a lap behind the two class leaders. The No. 92 Porsche of Christensen and Estre was 5th in the class.

Australia's Matt Campbell again delivered an excellent performance in the No. 77 Porsche 911 RSR which he shared with Christian Ried and Julien Andlauer, the team taking victory in the LMGTE-Am category from the Ferrari 488 GTE of Giancarlo Fissichella, Thomas Flohr and Francesco Castelletti.

Porsche has substantially firmed its lead in the Manufacturer's Championship and also holds a good advantage in the GTE-Am category where the Project 1 team has a useful margin over the next nearest rivals.

### Championship Standings After Six Rounds From Eight

#### FIA GT Manufacturers Championship

1.	Porsche	227 Points
2.	Ferrari	127
3.	Ford	125
4.	Aston Martin	102
5.	BMW	87

#### FIA Trophy For GTE-Am Teams

Project 1 (Porsche)	103 Points
Spirit of Race (Ferrari)	78
Aston Martin Racing	69
TF Sport (Aston Martin)	68
Dempsey Proton (Porsche)	58

The next round of the World Endurance Championship is the Sebring 1 000 in March 2019.

## WHAT BUTZI THINKS

Dear Porsche friends,

We at Porsche like to come up with superior vehicles that outrage the so-called Porsche Purists.

In what can only be the result of an intellectual deficit, every time Porsche produces a car that is *not* what the laws of physics consider stupid, the Purists lose their collective minds

These are people that are the CEO's of Fortune 500 companies, captains of industry, rich people.

One must admire their love for a 70-years old design (we have the laziest designers in the world) but why do none of them realise that our clever engineers have limits?

These limits were proven by Sir Isaac Newton, and Galileo Galileo and even Archimedes before. We know there are better designs, and we have often done them.

One can understand some difficulties with accepting the 924. It was 70's plain, and only an engine with the power of a Schuco toy; but it was perfectly balanced and handled like it was on rails. So then we produced our first V8 beauty to eventually replace the old 911. It was a magical car. Everyone who drove the 928 agreed it was the best GT car ever. Still looks modern today. It was even expensive to buy, and expensive to maintain (just like a 911).

And we at Porsche love selling expensive things...

But no – all the so called Porsche Purists could do was whinge, whinge, and whinge at the 928!

We put a party frock and eyeliner on the 944 to sex it up a little. At that time it was the best handling car we ever made – and all the Purists did was whine.

So we stopped the 924, the 928, 944 and the 968 (a 944 with a bit of botox and boob enhancement) and we went broke instead! But look, we kept producing the 911 with the engine hanging out its *Arsch*....

Before all of the money ran out, we at Porsche thought: "Will they notice if we move the engine forward just ein kleines bisschen?" They sure did, but it was such a good thing the all the Purists could do was mock those who bought one. "Only buy a Boxster if you cannot afford a 911..." so they said.

The Cayenne was probably the ugliest thing we ever made but its sales saved us. Boxster sales didn't hurt us either.

Now our latest move away from 70-year rear-engine history and bad science is the Taycan.

Our sales people tell me it means "lively horse" – and in a move with the times we at Porsche are showing you we can now also build you a battery car to drive.

Now what will the Porsche Purists be thinking of that?

freundliche Grüße

**Butzi**

# POOLEY



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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 (1<sup>st</sup> year only): \$10

Annual Membership Fee: \$110

or..... Pro-rata 1<sup>st</sup> year Membership Fee\*: \$.....

TOTAL: \$.....

\*Note: The membership year runs from 1<sup>st</sup> April to 31<sup>st</sup> 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.