

Quarterly Newsletter of Porsche Club Tasmania

Flat Chat

April, 2021

Northern Member Anne Vaughan at Baskerville - Blowing out the cobwebs!



In this issue...

Taycan Release
Derwent River Boat Cruise
Home Hill Drive Day and Lunch
Early Morning Run Reviews
Porsche Guru Leon Joubert's Contributions
Baskerville Driver Training Day



Porsche Club
Tasmania



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Meeting Venues:

Hobart:

At 7.00 pm (Committee) and 8.00 pm (Members) on the 3rd Tuesday of every 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.



FLAT CHAT is the quarterly newsletter produced by Porsche Club Tasmania.

THE INSIDE LINE

President's Report



(An insight to PCT over the last 3 months)

Locally: following on from our traditional holiday recess in January, the Club has been quite active with its Social & Motorsport events again gaining momentum. Covid (are we sick of that word?) even impacted on our February BBQ at Orford, which had to be cancelled at the last minute, as hosts John & Sue Davis passed through a Melbourne "hotspot", on their way home to Hobart.

On the day in question, we were able to arrange a last minute, substitute Lunch at Home Hill Winery, which was very well attended. The Venue was heavily booked for the day but after PCT calling in a favour, they were able to squeeze us in, with a prime window view of the Vineyard.

Members also enjoyed a cruise on the Derwent River, compliments of Bruce & Monika Finlay & others participated in our recent Drive Day at Baskerville Raceway. Articles covering all these events are detailed later in this publication.

A few weeks back, our local Porsche Dealership (PCH) hosted the Australian public release of the new electric Taycan. Much has been written about this new car and the photos herein show the brilliant styling job achieved. One of our Members has taken delivery of his new Taycan and enthusiastically tried it out on the track at our recent Drive Day (see article).

Next Club Event: by now, Members should have received an email from me outlining the visit of the Victorian Porsche Club (PCV) for their Tasmanian Tour. PCT is hosting PCV, with a highlight being a combined display of around 70 Porsche vehicles on Parliament House Lawns, on Saturday, 17 April 2021 (two weeks after Easter). Please support your Club in any way you can with hosting our visitors; volunteering to help on the day & spreading the word through your local communities, regarding the Display.

Porsche future developments: the rumour mill has it that in a few months time, Porsche AG will decide in relation to the Boxster and Cayman moving to an all-electric powertrain. The decision is intrinsically linked to new battery technology being developed (the plan is to build six battery cell factories by 2030). Porsche is also expected to release an all-electric Macan in Europe this year & an Australian release, possibly in 2022.

Porsche AG expects 80% of its globally sold vehicles will be partially or fully electric, by 2030!!

The iconic 911 is expected to remain with a combustion engine for the foreseeable future (although they are working on a part hybrid version) & Porsche is well advanced in producing carbon neutral e-fuels, which are compatible with existing petrol engines.

Happy Easter to you all & let's hope, as we are seeing in other States, that Covid restrictions will be eased further as the vaccine is rolled out.

Kevin

Kevin Lyons
President, Porsche Club Tasmania

FROM THE EDITOR



Over the past 6 issues I have thoroughly enjoyed piecing together an array of very interesting, amusing and informative articles from club members. As we all are aware, a club is only as good as the membership and judging by the participation with Porsche Club Tasmania, we are in pretty good shape.

This issue covers the past three months activities and shines a light on a couple of forthcoming events...much to look forward to.

We have been busy and Flat Chat includes an article by Ivan Poole on a wonderful day on board Bruce and Monika's 60 footer "Pilbara". Perfect weather, superb catering thanks to Monika and her team, wonderful company and great wines.

This edition of FLAT CHAT also includes some interesting articles from our regular Porsche guru Leon Joubert and a good coverage of the driver training day at Baskerville from John Pooley.

Peter Haworth's wonderful accounts of the Northern and North-Western groups' Early Morning Runs are here along with David Catchpole's article on the Southern group's drive day and Lunch at Home Hill Vineyard.

I haven't been out much lately, my lovely 2003, Boxster 986S has been shut away in the garage with little use. In fact, Judy and I have travelled less than 1500 kilometres in the past 18 months. Regrettably the car is for sale and after a session with the auto detailer, will be listed on Carsales.com over the next week. So if there is a PCT member (or associate) looking for a great little car, driven by an older gentleman and lady, now is your opportunity to grab a beauty.

Unfortunately my health is failing and this has necessitated a review of the tasks I am able to undertake. As a consequence this will be my last edition of FLAT CHAT. Although I am only fairly new to the task, I have enjoyed the challenge and have appreciated the kind feedback I have received.

Thank you for the privilege and best wishes.

Keith Stove



MEMBERSHIP

Joe Hand - Membership

The Club membership has continued to increase and we now have a total membership of 193 including 17 junior members.

We extend a very warm welcome the following new members:

| | |
|----------------------------|--------------------|
| Geoff and Wendy Richardson | Boxster 986 (02) |
| Carl Crosby | 928 S (83) |
| Lee Taylor | Boxster 918 S (13) |

Patrick Copeland.

A large percentage of members have now renewed membership for the 2021-22 club year.

Any memberships which have not been renewed are now past due, and if you have overlooked forwarding payment it would be appreciated if you could do so at your earliest convenience.

If you need an Application Form for a new member email me at pct.membership@internode.on.net and I will send you a pdf copy, or you can download one from the Club's website. Please do not convert it back to word as they tend to get a bit scrambled, and often run onto a second page.

Joe Hand, Membership

FORTHCOMING EVENTS

The following events have been confirmed.

APRIL 17th, 2021

PCT/PCV Car Display at Parliament Lawn and Dinner at Salamanca Inn

A combined PCT/PCV display on the lawns of Parliament house in a similar format to the Porsche 70th Anniversary as well as dinner at the Salamanca Inn.

PCV has 40 Porsches touring Tasmania, hopefully we can muster 30 to fill the lawn area.

MAY, 2021

Scheduled Early Morning Runs in both North and South, details to be advised for Southern run

JUNE, 2021

New look Bi-Annual Circumnavigation of Tasmania Thursday, 10th June – Tuesday, 15th June

Bob White and Colin Denny have put together a great route with excellent overnight locations. This year's event offers a slight deviation from previous formats, with a proposed extended stopover in Stanley, affording travellers an opportunity to explore the magnificent North-West coastal region.

After discussion at the recent Committee meeting, the tour will be staying at Panorama, St. Helens on the first evening. A preliminary route plan has been distributed to members by email and further confirmation and finalisation will follow shortly.

This is always a great event, and members who are not available for the full event can catch up at any stage of the event that suits them.

PORSCHE PUBLIC TAYCAN RELEASE

On Saturday, 27 February 2021, PCH officially unveiled the new Electric Taycan, for its Australian public release. To accompany the unveiling, PCT Members participated in a small display of 911 vehicles through the ages.

By now, most Porsche enthusiasts would be familiar with the Taycan concept & its luxury & exhilarating performance. Much has been written about the new addition to the Porsche range.

To follow are a few shots of some of the locally delivered vehicles. The colours were awesome! Let's simply let the "photos do the talking"





SUMMER CRUISING

River Cruise on the Derwent

Ivan Poole

Sunday 24 January 2021 was in stark contrast to the January 2020 boat trip hosted by Bruce and Monika Finlay for the Club.



In 2020 on board MS Pilbara was like Noah's Ark -26 varieties of Homo Sapiens -going off on a boat to who knew where - rain and no visibility. Move forward one year and 2021 was a beautiful Tasmanian summer day and the 28 onboard were treated to the sights of Hobart from the Derwent River.



Bruce and Monika - ably assisted by helpers Hilton and Tracey- had sailed up from Port Huon - a gesture most appreciated by all. Prince of Wales Marina was for some longstanding Hobart members hard to find - in fact some members had to use GPS.

Away we went about 11 am - not a ripple on the River Derwent. The boat's compliment of 28 souls were fortunate to have the services of our resident "vulgar boatman" Colin Denny on board. Colin has been messing about in boats for decades and his knowledge and anecdotes about history and events on the

Derwent was fascinating and informative.

It was the first time Jennie and I had been on the Derwent water, apart from being to Constitution Dock three times on a Cruise passing through, the close-up cruise around the river gives one a whole different perspective of Hobart. Needless to say the atmosphere was relaxed, easy with certainly a lot of laughter and chatting.

Our boat cruise took us down the eastern shore of the Derwent, under the bridge and south to Droughy Point. From here Captain Bruce traversed the Derwent to a strategic point off the shores of Taroona, abeam



Judy and Keith Stove's waterfront house. Heading north we hugged the western shore past Sandy Bay mansions, the docks and upstream to north of Claremont. During the cruise Monika, Hilton and Tracy served a fabulous lunch, all accompanied by wine and beer.

Heading back to Prince of Wales Bay, all on deck experienced at onset of a light sea breeze and a unique view of the bay and the ever-growing facilities. Most of the party had never visited the new superbly constructed marina that can accommodate up to 250 craft of all sizes.

The way in which Bruce backed "Pilbara" into the jetty, ably assisted by Hilton shows the depth of skill Bruce has with large craft.



I am sure there were amusing anecdotes during the time on board but as I did not know until I was back on dry land that I was going to be describing the day. As usual I was talking a lot and in company with all others enjoying the sun calm waters food and drink so as it were not paying attention like a journalist should!!

A big thank you to the hosts Bruce and Monika and helpers Hilton and Tracey. I have just realised that it is usual to list the attendees -i.e. those who were having a great time and in no particular order included Bruce and Monika Hilton and Tracey ,Bob and Dimity White, Colin and Annette Denny, Ivan and Jennie Poole, Kevin and Mary Lyons, John and Libby Pooley, Leon and Gail Joubert, Joe Hand and Jane Bao, Chris and Julie McGregor, Keith and Judy Stove, John and Sue Davis.



ES PORSCHE MAINLY DESIGN 911 and SUV'S?

Submitted by Leon Joubert

Not quite.

If you work for a car company that has been producing one iconic car design for 50 years and whose volume products are now mainly variants of models obtained from its group stablemates, do you see much scope for yourself there as an avant-garde car designer?

Ferry Porsche's 1963 Model 901 was such an enormous success that they did not even have to change the door for several decades. As one Porsche engineer famously said: "It was a very good door".

Excluding Anatole Lapine's 1978 Porsche 928 design (which became a worldwide trend setter) one does not really see any Guigiaro, Gandini, Bertone or Pininfarina in Porsche's illustrious history. Despite the facts that its founder was crowned Car Engineer of the Century, and his grandson crowned Car Executive of the Century. But, alongside its well-established engineering excellence, Porsche designers have continued to produce some stunning car designs even if they have rarely been seen outside secret design studios. In more recent times Porsche has opened up the warehouse where many of these prototypes are preserved.

Here are a few stunning Porsches that you may never have seen before, and probably never will see on the road.



The Porsche 904 Living Legend (above) dates from 2013. The 2-seater is powered by a 12 000 r/min V2 Ducati engine and based on the Volkswagen XL-1 platform which was Ferdinand Piech's famous 1 litre/100 km diesel/hybrid design. It is possibly one of the most beautiful Porsche designs ever?

And as Monty Python would have said: "Now for something completely different".

In 2018 Porsche designers built this full size design study of a motor sport service "Renndienst" vehicle. It could accommodate six persons and had a central driving position like a McLaren F1.



Think a Cayman GT4 is quite brisk? Porsche's 2016 Le Mans Living Legend (below) is based on the Cayman platform but powered by a high revving eight cylinder engine. (Probably the 600 bhp 4.6 litre V8 from the 918 Spyder). More please!



You probably would not own a Porsche if you are not very familiar with the glorious Porsche 917 and its history. The car pictured immediately below is the genuine victor of the 1970 Le Mans 24-Hours, with Hans Herrmann, one of its original drivers.

In 2019 Porsche's designers produced an updated homage concept. Unfortunately the concept did not have a 500 bhp flat 12 engine like the original 917, as it was only a full size clay model.



From 2015 to 2017 Porsche returned to victory at the Le Mans 24-Hours with the 919 Hybrid (below).



The race car may not have been the prettiest Porsche ever but in 2017 Porsche's design team produced a street legal concept using the same platform and drive train.



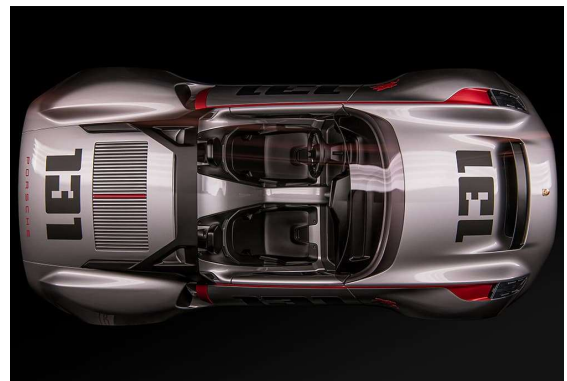
It would probably have been horrifically expensive if it ever made production, but it is an amazing showpiece of Porsche's engineering and motor sport prowess.



For many Porsche enthusiasts the 1950's 550 RS Spyder still represents the purest of Porsche sports car design ever.

One of the original cars will now cost you about AUD \$5-million, so Porsche's designers came up with this updated concept of a minimalist sports car in 2019.

Sadly, the 550 concept also never made it out of the design studio, but it may have been affordable?



Want to see more of the behind-the-scenes work by Porsche's designers? Get yourself this book by Stefan Bogner from your nearest book store.

EARLY MORNING RUN REPORTS

North and North West Group

Sunday 21st February

Peter Haworth

Great weather and a great gathering at the start of the EMR, being herded up by Kerry as Dianne and I would catch up later. It was great to see new member Lee Taylor with his son Jack in their recently acquired 981S, and prospective member Amanda Young sharing Erica's 996 Turbo. Amanda has a Macan and I've sent the membership form to Erica to pass on. Lee is finding out about the challenges of owning a black car and living at the end of a 2km dirt road!!! Also great to see Honni Pitt and Brett O'Shea's recently acquired Guards Red Cayman, and Phil Leith's new 992 Carrera S (also Guards Red) that David Ringsgwandl is in the final stages of converting to a road rally car.



Kerry led the crew out along the southern outlet and on to Hadspen, with a jig to the right along Westwood Road and back to the main road. Along the way Martin & Leanne stopped to encourage Warwick Campbell in his Guards Red 997 C2 to join in for a while (getting common these red cars!!!) – Warwick has previously had a Guards Red G series, and hopefully we can also entice him to join the club.

On to Hagley and a little issue with buildings changing colour leading to a slight diversion as I understand, then meet up with Phil Parsons with guest Glynn Williams, and Albert Nwaba who we haven't seen for a while at the start of Selbourne Road.



Onwards then via Selbourne Road to Birrale Road, and then on to Frankford where Dianne and I, and Rob & Devone Jones joined in for the drive over Holwell Gorge, onto Beaconsfield and Beauty Point, finishing at The Cormorant on the Pier café above Seahorse World on Inspection Head Wharf.

Excellent numbers with 16 cars and 28 people, great to see everyone out and about after the Christmas break. Thanks to Erica for her treats, this time Porsche Tim Tams!!







Attendees:

| | | | |
|---------------------------------|---------------|------------------------------------|--------------------|
| Phil Molinieux | 981 S Boxster | Bruce Allison | 911E |
| Peter & Dianne Haworth | 996 GT3 | Lee and Jack Taylor | 981 S Boxster |
| Phil Parsons and Glynn Williams | 987 Cayman | Kerry Luck | 996 GT3RS |
| Honni Pitt and Brett O'Shea | 987 Cayman | Martin & Lee-Anne Laverack | 986 Boxster |
| Erica Cabalzar & Amanda Young | 996 Turbo | Rob & Devonne Jones | 986 S Boxster |
| Graeme & Sheryl Pitt | 911 SC | Albert Nwaba | 987 Cayman "Black" |
| Mathew & Tammy Bowen | 928S | Grahame & Anne Vaughan | 993 |
| Phil Leith and Kim Taylor | 992 Carrera S | Simon Froude and David Ringsgwandl | 991 GT3RS |



EMR Sunday 21st March

Thanks to everyone who came out to play today, a great rollup, 16 cars, 26 people.



Great weather and a route that I think everyone enjoyed. We met at Blue café as usual, and picked up Bruce, and Mathew & Tammy on the way to Legana, up through Bridgenorth and Rosevale to meet up with NW Cayman crew (Phil and Shane, Albert and Hussein and his son) at the corner of Bridgenorth Rd and Roseburn Road. Then on to Carrick via Westwood Road, and up to Bishopsbourne and Bracknell, then through to Cressy, with a slight diversion to miss the VERY fresh re-sealed road. Following on to Powranna Rs and then back to JJs Bakery at Longford via Chintah / Panshanger Rds.

A nice 1 ½ drive with much time at the end to talk cars, and generally have a good catchup, with this being the first run for some members in over 12 months due to Covid interstate travel restrictions and associated hassles. Our recent trip to Luftwasser 2021 at Wodonga, along with Simon and Jess Froude, with over 170 Porsches from around Australia was a good source of conversation, as was the Driver Training Day at Baskerville the previous weekend.

Next run is a week early (due to the PCV function in Hobart) on April 11th. I will send out details ASAP.

Participants:

| | | | |
|--------------------------|---------------|------------------------------|-------------|
| Simon Froude | 911 RSR | Erica Cabalzar and Lynn Bugg | 996 Turbo |
| Peter and Dianne Haworth | 981 Boxster | Lee Taylor | 981 Boxster |
| Jennifer Brunacci | 987 Cayman | Phil Parsons & Shane Smith | 987 Cayman |
| Bruce Allison | 911E | Graeme & Sheryl Pitt | 911 SC |
| David & Ruth Fuller | 911 longhood | Mathew & Tammy Bowen | 928S |
| Philip Molineux | 981 Boxster | Hussein Tas & Son | 987 Cayman |
| Michael & Greg Zeuschner | 996 Carrera 4 | Ian Lee | 997 GT3 |
| Ralph & Suzanne Norton | 997 Carrera 2 | Albert Nwaba | 987 Cayman |



HAPPY BIRTHDAY BOXSTER

25 YEARS AND COUNTING

Submitted by Leon Joubert

In the mid-1990's Porsche was in serious trouble. In 1993 it sold only 14 000 cars, less than a third as many as it sold in the late 80's.

The company desperately needed a new product or faced potential bankruptcy.

Porsche's designers reportedly took inspiration from the highly successful Mazda MX-5/Miata and in January 1993 displayed this Grant Larson designed mid-engine concept car (below) at the Detroit Show.



At the time motoring journalists reported “no shortage of blank cheques floating around” and Porsche management was sufficiently encouraged to turn the concept into reality. In 1996 the first 2.5 litre production models (below) closely followed the appearance of the concept car.



The rest, as the saying goes, is history.

The Boxster is already in its 5th generation and was followed in 2009 with the coupe Cayman range. Boxster/Cayman sales have held steady at over 20 000 units p.a., though the introduction of some 4-cylinder turbo models (mainly for the demands of the Chinese market) have led to some sales drop off in most recent times.

Six cylinder engines (which have always largely been the same units as used in the veritable 911 sports cars) have been the mainstay of the range, and are gradually being reintroduced, in part because of changing EU emission requirements.

At the top end of the Boxster/Cayman range Porsche now has a Cayman GT4 which is powered by a 420 bhp, normally aspirated 4 litre engine. It is a car that many enthusiasts even regard as a serious challenger for the mighty 911 GT3.

Porsche has indicated that the next major model change of the Boxster/Cayman may move it into an all-battery/electric product.

With more than 360 000 Boxster/Caymans estimated to have been sold worldwide, and still counting, the mid-engine sports car can deservedly be honoured as the probable saviour of Porsche as we know it today.

Happy 25th Birthday!



SOUTHERN DRIVE DAY AND LUNCH

February 21

David Catchpole

Originally scheduled as the popular annual PCT BBQ at the Davis' Orford holiday home this event had to be substituted at short notice with the excellent support of our good friends at Home Hill Winery.

Unfortunately, Sue and John were required to home isolate for 14 days after passing through a designated COVID-19 Hotspot while in Melbourne and were unable to host the scheduled BBQ.

Those members participating in the drive met at Retro Café in Salamanca on a clear, sunny Hobart morning with just a hint of Autumn in the air. We quickly took over the required number of chairs as members caught up on the usual range of topics including the impending delivery of John Barry-Murphey's new Taycan Turbo (one of the first 4 Taycans to be delivered in Tasmania).

Once President Kevin and Colin had sorted our route through Blackmans Bay we were off to form up on Sandy Bay Road as a convoy comprising two 991 GT3's a 991 GTS, a 992 Carrera S, 997 Carrera S, our 981 Boxster S and a Cayenne S for the leisurely procession on the Channel Highway through to Blackmans Bay.

Here a log truck managed to keep us all in slow convoy for several kilometres. Fortunately, it was a roof off day, for those of us that could do so, and the modest pace allowed time to enjoy sunshine, wind in our hair and peaceful surroundings. Almost to Margate we were relieved to see the truck pull into a service centre and were then able to give our Porsches an occasional easing of the reins on the way to Kettering.

From there the traffic lightened considerably and we enjoyed the winding coast road with its magnificent views of an unusually calm D'Entrecasteaux Channel as we passed through Woodbridge and Gordon on our way to a brief stop at Verona Sands where Ivan Poole joined our little convoy in a Boxster S.

Soon after Verona Sands we encountered a long stretch of newly laid bitumen with heaps of sticky gravel between the wheel lines that had not been swept from the road. It was a case of creeping through with wheels on the cleared paths to minimise the spray of tar and gravel onto wheel arches and paintwork. In front of me Cam Morrisby was being particularly careful of his beautiful red GTS when a local ute driving ("bogan", "drongo", or worse language from Cam) aimed his vehicle directly at the red GTS and showered it in tar and gravel.

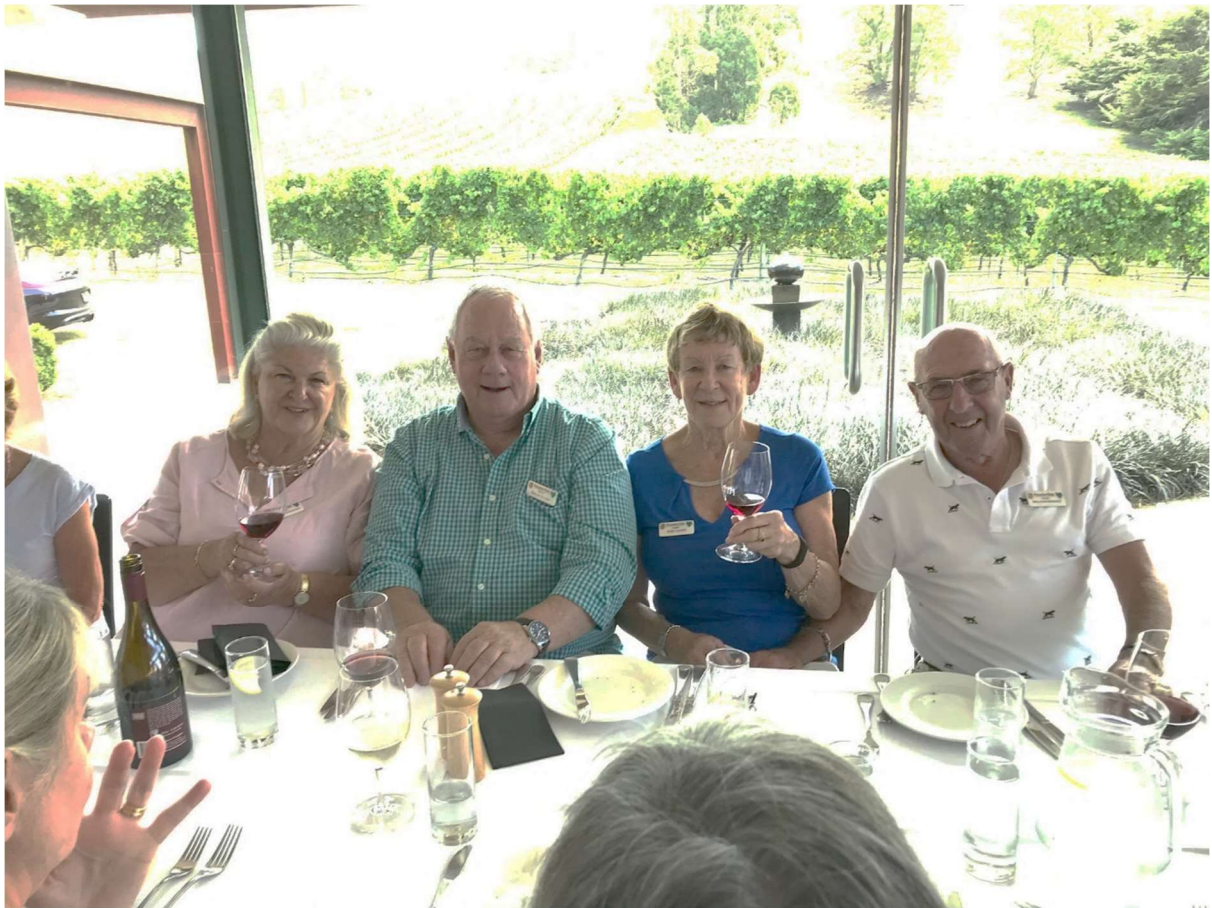
Once past the roadworks we were again able to enjoy the remaining run through to Cygnet which was buzzing with the usual Sunday Market crowd. A few young locals were delighted to see our posse of Porsches as we trundled through town before the last leg to our lunch stop at Ranelagh.



Arriving at Home Hill Winery we proceeded to park up on the back lawn along with several Members' vehicles that had gone direct to the lunch venue giving an impressive display of 11 Porsches which were closely admired by many of the other lunch patrons.

A long and convivial lunch was enjoyed by all and our thanks go to the Events Director, Bob White and President Kevin for organising an enjoyable day at such short notice.





DRIVER TRAINING DAY

BASKERVILLE

SUNDAY - 13 MARCH 2021

John Pooley

Well this was another very successful day for Club Members at our March driver training day at Baskerville, just North of Hobart.

The Club's Motor Sport sub-committee has always wanted Porsche owners to experience the full pleasure of owning a Porsche sports car and being able to drive them the way they are meant to be.

Now days that is not possible owing to the road rules which are designed for the majority of drivers, to minimise crashes and the extremely high cost of road deaths and injury.

Safe driving is the only solution and many, many people that drive have little or no training. Our aim is to impart our knowledge to members in a safe environment , NOT on public roads. To impart our knowledge and experience to help Porsche owners become informed about the important points of safe and advanced driving techniques. A car race track is that safe environment as all cars run in the same direction, there are safe run off areas and no speed restrictions. Professional supervision from our team of instructors who have undertaken the highest levels of driver training by Porsche and other sports car manufacturers.

Owning a Porsche is a privilege and I believe we should know our car's capability and respect their potential.

We should also not drive beyond our ability and experience when driving our cars.

This is why we hold driver training sessions and why the Club funds the expense of hiring the tracks, so all can attend and gain that experience to fully enjoy their cars, safely.

We were thrilled to have 28 Club participants on March 13th at Baskerville, our best yet. I want to say that we had drivers there aged from 16 years to 84 years and all drove their cars on the track after brushing up on some very important fundamentals of safe driving. Driving positions, rear vision mirrors, seat belts , tyres and pressures, steering and braking and so on. Drivers were grouped according to their experience into groups and taken out onto the track to learn the track and build confidence by following the leader and his correct lines, braking points , and just to get used to the environment.

All of us had many laps in our groups with our instructors leading the way and keeping everyone safe. Instructors were also invited to observe drivers and making positive points of improvement when sitting in the cars and making pointers. We started with a briefing in the Kelly Room and went onto the track around 9.00am and each group did 6 laps , to minimise the number of cars on the track at any one time allowing time for discussion in the pits and making sure everyone had lots of laps .A short lunch break followed and then the afternoon session was focusing on emergency stopping at, 60kmph, 80kph, and 100kph. Distances were very revealing *Some interesting notes:*

and drivers experienced how much distance they covered incorporating reaction time in the case of an emergency. Free laps followed and we wrapped up at around 3.00pm

Graham and Anne Vaughan travelled down from Launceston for the day and had a wonderful time in their early model 911, blowing out some cobwebs from the 911 and renewing some of their motor Sport memories from long ago. Both drove their car on track with big smiles, for many laps .

The very new Taycan of John Barry-Murphy provided much attention and amazed everyone how well it stopped only 28metres from 100kph, compared with John Pooley's GT3 stopped in 26meters and weighs 700kg less! Great to see Joe Hand performing well in his gleaming black 968, and he is only 84! Just a number he says. Paul Berry did not want to get his Black 991 wet as rain was muted so he drove his Red Mustang which was not a match for the German cars. But Chris McGregor brought and freaked out when it started to rain. Hannah Powe is a true Porsche fanatic and got to drive many of the cars, building her experience tenfold with a huge smile all day. Good to see the GT3s stretching their legs with the President showing the way for Hristo Behrakis in Dad's car.

Many photos were taken by past member Bruce Smart and Committee member Colin Denny, who also really enjoyed the opportunity to open up his 992 down the straight. So for those that would like to view their cars , go to his web site for high res. Photos.

Another very rewarding day for all who attended.

I would like to thank all those that helped make the day a success and particularly Kerry Luck who did all the organising, pre event and during, Andrew Forbes, who stood all day sending the cars off and bringing them in safely. Phil Parsons that came all the way from the NW coast and helped place all 30 witches hats on the corners, and Phil Frith and Anthony Spinks motored from Launceston, thank you so much for your support.

Next Driver Training will be at Symmons Plains later in the year. Make sure you don't miss this one!

Bruce Smart captured the day brilliantly as evidenced by his fabulous array of images. A reminder to readers that Bruce is a professional photographer and these images are subject to copyright. Many thanks Bruce for your great effort. Ed.









