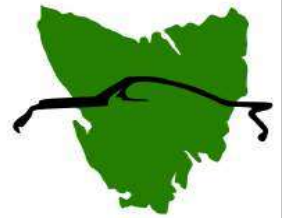




Porsche Club

T a s m a n i a



FLAT CHAT

January 2020 Issue



Kerry Luck – Club Champion (Motor Sport) and Northern Division Winner



Dimity White - Southern Division Winner

Quarterly Newsletter of the Porsche Club of Tasmania
A Motorsport Australia Affiliated Club

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Opinions expressed in Flat Chat do not necessarily represent the opinions of the President and Committee Members of the Porsche Club of Tasmania, or Dr.Ing.h.c.f.Porsche AG or any of its authorised representatives .

**Executive Committee of the Porsche Club of Tasmania
2019 -2020**

President	Kevin Lyons	Tel 0418 125 820 (m) PCTPresident@outlook.com
Vice-President	John Davis	Tel 0417 144 490 (m) hbtdavis@bigpond.net.au
Secretary/Public Officer	Leon Joubert	Tel (03) 6223 6461 (h) 0409 236 461 (m) joubertaus@gmail.com
Treasurer	Chris McGregor	Tel, 0407 421 177 chris@mcgregorfn.com
Assistant Secretary	Todd Kovacic	Tel (03) 6239 1666 (h) 0409 214 005 (m) tkovacic@netspace.net.au
Events Directors	Bob White	Tel (03) 6225 0660 (m) 0407 502 300
Social	Dimity White	pctevents@outlook.com
Motorsport Director	John Pooley	Tel (03) 6260 2895 (bus) 0418 120 055 (m) jrdpooley@gmail.com
Membership	Joe Hand	Tel (03) 6227 8381 (h) 0468 348 968 (m) jghand@internode.on.net
Club Awards	Colin Denny	Tel. (03) 6243 8940 (h) 0418 127 907 (m) colindenny@netspace.net.au
Website	Paul Tucker	Tel (03) 6229 9244 (h) 0417 557 527 (m) tasgirevik@gmail.com
CAMS Official	Andrew Forbes	Tel 0418 763 787 (m) andrew.forbes.911@gmail.com
Northern Members	Kerry Luck	Tel 0417 518 660 (m) lucky2@bigpond.net.au
	Peter Haworth	Tel (03) 6327 3634 (h) 0418 130 375 (m) phaworth@bigpond.net.au
Newsletter Editor	Keith Stove	Tel 0417 123 010 (m) keith@mastbury.com.au

Postal Address: Porsche Club Tasmania, PO Box 910, Sandy Bay, TAS 7006

Meeting Venues:

Hobart:

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

Launceston:

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

THE INSIDE LINE

From the President – Kevin Lyons

Compliments of the Season to everyone!

Congratulations to our 2019 Club Award Winners, Kerry Luck – Club Champion and Northern Division Winner and Dimity White, Southern Division Winner. Well done to both of you.



The awards were announced & presented at our December Christmas Lunch. The Club very much appreciates the work that Kerry & Dimity have put in for these much deserved acknowledgements.

As the Club enters into 2020, we can reflect for a moment on what has been a very successful past year for our Motorsport & Social Events. Mid last year, our Motorsport Division conducted a very successful Track Day at Symmons Plains in the North, followed by the annual November, Baskerville Hill Climb in the South. Two further events are in the planning stages, for the first half of this year.

It's also been a big year for our major Social Events & these together with our Northern & Southern EMR's, have been very well supported by Members.

The Club hosted PCNSW last November – 30 cars & a dinner at the Ball & Chain upstairs private rooms. We are also to host PCVic – 40 cars just after Easter, which will incorporate what should be a magnificent display of vehicles from both Clubs, at PW1. Keep the date, 18 March 2020 free, to help us out with the display & the dinner being organised at Salamanca Inn.

In November, just after the annual President's Dinner, PCT took a small group tour of Members to Victoria & South Australia (Great Ocean Road, Coonawarra, Barossa, McLaren Vale, Grampians and the Mornington Peninsula). The group also had the opportunity to drive their own cars on the Track at The Bend Motorsport Park near Tailem Bend in South Australia.

Our PCT Tour of Route 66 USA, in June / July this year, has 7 cars to date. There are articles covering all the above events in this issue. From the feedback being received, our Members are certainly appreciating the diverse range of activities on offer, as there is something of interest for everyone.

We are well aware Tasmania has the best driving roads in the world and because of this, is proving to be very popular with the mainland car clubs, with regular groups coming down to experience all we have to offer. The proof is when the German based Porsche Experience (PE Worldwide Tours) has made Tasmania its sole Australian destination. The Club has provided considerable assistance to PE with route and accommodation guidance. By way of interest, the cost of the tour for entrants is around \$60,000 per couple & you still need to make your own way to Tassie!

Last November, I attended a meeting in Melbourne, of the Australian Porsche Club Presidents.

Two agenda matters I undertook to raise with Porsche Cars Australia ("PCA") & come back to you with a response were:

1. The possibility of priority access to the Porsche Factory & Museum for Australian Club Members, given the tyranny of distance to Europe:-

Access for Factory Tours is proving to be a real problem for Germany, because of the huge worldwide growth in Club Membership, as well as non members, wanting to tour the facilities. To help Porsche Club Members, we have now been given access, via the respective Club Presidents' Portal, to book these tours well in advance. This is the best they can do in the circumstances.

2. Given the growth of Porsche in Tasmania, what can PCA do to assist PCT develop the Club by way of cars & driver training, e.g. after Targa:-

This posed an obvious problem, as the cars are required back in Queensland at the Driver Training facilities, immediately after Targa. PCA did acknowledge they would like to do more to assist the Clubs nationwide & came up with a compromise to provide limited, annual cash funding for Club events, based on a pro rata basis. The largest Club being Victoria can apply for up to \$5,500. Commencing this year, Tasmania can apply for \$2,500. This gesture from PCA was appreciated by all Clubs.



Australian Porsche Club Presidents and PCA Staff

Our newsletter, Flat Chat, enters a new era with Keith Stove coordinating the publication of articles, commencing this issue. A big thank you to Keith and the same is extended again to our Emeritus Editor and Life Member Leon Joubert, for his fantastic efforts over the past 16 years. Leon has offered to continue his involvement with Flat Chat, on a part time basis, by providing periodic articles on Porsche International Motorsport.

Kevin Lyons

PCT President

EDITORIAL



Welcome to 2020 and what is stacking up to be another great year for members and guests of the Porsche Club Tasmania.

2019 was a hectic and highly successful year for the Club and the last three months of 2019 was a bit of a blur for most of us.

As you are aware, our Club Secretary Leon Joubert stepped down after many years as Editor of Flat Chat. We within PCT thank Leon for his great service and effort in editing, collating and publishing the quarterly Flat Chat bulletin. It is an onerous task and the work involved of bringing this newsletter together requires a considerable amount of effort; so well done Leon.

Of course Flat Chat is only as good as its contributors and we are lucky in that regard in having so many willing and capable budding journos to assist the editorial team in this task. To the contributors that assisted in this edition, a big thanks from the Flat Chat team.

Flat Chat, like any other club newsletter is a reflection of the member's views, preferences and attitudes. In 2020 there will be slight changes to the format with the introduction of double as well as single column layout, hopefully acceptable to members who may find it easier to read. There will also be changes to the subject matter. Flat Chat will be "thinner". Our regular articles such as the President's report "Inside Line", Committee business, Calendar etc will all continue. Recent, past and forthcoming events will be included along with national articles relating to Porsche Club Tasmania. There will also be a lot more images, putting faces to names and enhancing the ownership of contributions.

Hence the content will be nowhere near as comprehensive as previous issues. From an editorial position, echoed by others within the Club, technical items on new models, Porsche racing and other generic newsworthy items are the domain of the wider Porsche family and not just our Club. We are however mindful that we echo the views and preferences of the wider Porsche Club Tasmania membership, so if readers prefer the inclusion of a wider spectrum of Porsche news (and they are willing to research, write and format such articles) then let's do it.

In this first issue for 2020 we have some great contributions from members reporting on events in the October – December quarter of 2019. These include The Presidents Dinner at Stewarts Bay Lodge, the northern and southern Early Morning Runs. Also in this issue is a great article from Colin and Annette Denny on the Club's South Australia/Victorian pilgrimage, Ann Lowe and Liz Morrisby have produced a wonderful dissertation of the highly successful Xmas lunch at Red Feather Inn (with some great images from Dimity White) and there is a report by John Pooley on the Club-sponsored hill climb at Baskerville in November.

Fifty eight members of the Porsche Club NSW recently toured the state and Michael Shephard has kindly provided us with a delightful article on their experiences in our beautiful state...an excellent read.

Our globe-trotting el Presidente Kevin has kindly contributed an article on the International Porsche Club President's meeting in Portugal, one presumes written with ease from the pointy end on the flight home, presumably fuelled with many fine beverages.

So readers, on behalf of the editorial team, we wish you all a very successful and enjoyable 2020. The Club has an array of inclusive activities and events this year so get strapped in or in the words of that great Australian cricketer Bill Lawry....."Its all happening!"

Keith Stove, Editor

keith@mastbury.com.au



Porsche Club
Tasmania



CALENDAR OF EVENTS

2020

January Thursday 16th, Northern EMR Midweek Run

Meeting point @ Petbarn/Nuts & Bolts Carpark

February Sunday 2nd, Boat Cruise and Luncheon, Port Huon

Join us for a catered lunch and cruise from Port Huon around the D'Entrecasteaux Channel.

Meeting time 10.30 for 11.00 am departure. Numbers strictly limited to 26 pax.

Thanks to Bruce and Monika Finlay for kindly offering their boat.

Sunday 16th, Northern EMR

Meeting point @ Motor Museum

Sunday 23rd, BBQ @ John & Sue Davis' Shack, Orford

Join us for our annual trek up the east coast to John & Sue's shack.

Kick off noon, numbers limited to 50 pax.

March Sunday 15th, Southern EMR

Details TBA

Sunday 15th, Northern EMR

Meeting point @ Motor Museum

TBA, Motorsport Event, Symmons Plains Raceway

Details to follow

April

Sunday 5th, Northern EMR

Meeting point @ Motor Museum

Sunday 12th, EASTER SUNDAY

Saturday 18th, PCV/PCT PW1 Car Display/Dinner Salamanca Inn

Forty cars from the PCV are circumnavigating Tasmania and whilst in Hobart we will be joining them for another car display at PW1 followed by a dinner that evening at Salamanca Inn.

May

Sunday 17th, Southern EMR

Details TBA

Sunday 17th, Northern EMR

Meeting point @ Motor Museum

TBA, Motorsport Event

Details to follow

June

Saturday 20th, Route 66 Tour, Las Vegas, Nevada

Still a couple of spots left for anyone still wanting to join this 14 day tour.

Sunday 21st, Southern EMR

Details TBA

Sunday 21st, Northern EMR

Meeting point @ Motor Museum

July

Sunday 19th, Southern EMR

Details TBA

Sunday 19th, Northern EMR

Meeting point @ Motor Museum

August

Sunday 16th, Southern EMR

Details TBA

Sunday 16th, Northern EMR

Meeting point @ Motor Museum

September Sunday 20th, Southern EMR

Details TBA

Sunday 20th, Northern EMR

Meeting point @ Motor Museum

October Saturday 10th, President's Dinner, Furneaux Restaurant, St Helens, TBC

Overnight, details TBA

Sunday 18th, Northern EMR

Meeting point @ Motor Museum

November Sunday 1st, Northern EMR

Meeting point @ Motor Museum

Sunday 8th, Motor Sports Event, PCT Hill Climb

Round 3 of Tasmania Hill Climb Series

Sunday 15th, Southern EMR

Details TBA

December Sunday 6th, Christmas Lunch, TBA

Thursday 17th, Northern EMR, Midweek Run

Meeting point @ Motor Museum

NEW MEMBERS

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

- David Ringswande
- Hussein Tas Cayman S

Including partners and eligible dependants, membership stands at 190 members.

New members are always welcome and a membership application form can be found on and PCT Website

PRESIDENT'S DINNER

Stewarts Bay Lodge, October, 2019

Notes by Keith Stove

Porsche Club Tasmania's annual springtime President's Dinner was held on Saturday, October 19th at Stewarts Bay Lodge's famed Gabriel's on the Bay Restaurant on the Port Arthur Peninsula. This beautiful regional location, roughly an hour and a half from Hobart or three and a half for those who travelled from the north, presented itself as an ideal resort for the occasion. The drive alone in a Porsche was worth the effort, especially those members from the north who included John and Jane Verdegaal from Boat Harbour, Keith and Sonya Johnstone, Peter and Diane Haworth, Anthony and Susan Spinks and Ian Lee with his son Jasper and Stephen and Karen Welsh.



The resort easily accommodated the 33 members and partners, each couple with their own cabin in a complex comprising in excess of 40 well-appointed 1, 2 or 3 bedroom cabins.

Most of our guests stayed for one night, seven lucky ones (Bob & Dimity White, Kevin & Mary Lyons, Catherine George and John & Jane Verdegaal) elected to arrive a day earlier to enjoy of the magnificent options available for visitors to the region.

Kevin captured a magnificent shot of the Towers on his walk but disappointingly didn't bring his climbing gear.

As we discovered, many of the other cabins were occupied by trekkers, using the resort as a staging point for their Three Peaks walking experience.

The dinner was held in Gabriel's Restaurant, a separate entity within the Stewarts Bay complex. The restaurant is owned and run by well known seafood aficionado, the award winning Mick Kelly. (Remember some time back the very popular and successful Kelly's in Battery Point!).



Our club president, Kevin Lyons and his lovely wife Mary welcomed 31 other diners for the evening. Guests were seated on four large circular tables within our own private dining room, highlighted by floor to ceiling windows overlooking the grounds and the bay itself.

Mick prepared a seafood extravaganza preceded by canapés and wines followed by four courses commencing with abundant trays of oysters natural, Kilpatrick, gin and cucumber & jalapeno, again washed down with fine wines. It was noted that some of the guests (and at least three on our table) were not oyster eaters...seventh heaven for those who were!

The second serving, beautifully presented was Kingfish Crudo, thinly sliced servings of raw kingfish in a vinaigrette sauce and garnish. This was joy for those seafood lovers and not so much for those who weren't. To Mick's credit, he did provide plates of couscous vegetables as an alternative.



Speeches, there was really only one. Our president, Kevin Lyons offered the customary welcome and then briefly outlined the robust state of affairs of Porsche Club Tasmania. Well done Kevin.

The third course or main was a combination selection of baked ocean trout with pommes puree and lemon dill sauce & blue eye with herb crust and a couscous salad. Even the non-oyster and kingfish diners (yours truly included) enjoyed this plate.



By this stage of the evening guests were well and truly

“warmed up” and relaxed. Tables mixed, conversations became louder and friends were re-acquaintedinteresting!

The final course was an alternate drop of tarts; either a lemon or chocolate followed by an array of cheese platters for each table, again washed down with more wine.

Coffee, tea, more wine, laughter and great conversation rounded out a delightful evening.



Most of the guests walked from their cabins, some drove and one particular guest (with a low 238km on the clock of a brand new Carrera S, blue in colour) would have parked inside the complex had the doors been a little wider. Now wouldn't that have made a great centre piece for the Porsche dinner!

One of the enjoyable aspects of this weekend was that all guests were away from home in resort style accommodation. Sunday, nice weather and following on from an unscripted do-si-do with 13 Porsches on the front lawn, a carefully orchestrated display of Porsches

with Stewarts Bay as a backdrop made an impressive sight for the morning gathering and of course breakfast (or brunch on this occasion....interesting).



Guests dispersed for the drive home. Some elected to cruise around the peninsula, some went for lunch and our lucky northerners enjoyed the enviable drive home up the east coast.



Events such as the President's Dinner don't just materialise, they are carefully planned by a group of hard workers. Members are well aware of the huge effort Kevin, Mary, Bob and Dimity have put into this event and their efforts are greatly appreciated. Well done team.



*The impressive Towers
at Cape Raoul*

Northern EMR 17th November, 2019

Submitted by Peter Haworth

A great roll up of 27 members and guests in 17 cars either came on our run or met up at our destination for coffee and cake at Loira Vines, near Beaconsfield. Great to see new members Grahame and Anne Vaughan in their recently acquired white 993, Hussein Tas in his black Cayman S, and Victorian visitor Martin Lama in his '84 911 Carrera 3.2.

Our route led us from the Motor Museum, up the southern outlet, along the Bass Hwy to the Hadspen turnoff, through the old Bass Hwy to the Westwood turnoff where we met the NW contingent, then along Westwood Road to Selbourne Road, and then on to Birralea Road. Through to Frankford for a pitstop and then over the Holwell Targa stage to Beaconsfield, back through Flowery Gully road to Exeter, and on to our destination at Loira Vines where Mirabai had been cooking up a storm for us. Great coffee and cakes, and a few tasted some of the wines after. Even better that the weather played ball, and the Boxsters ran with their hoods down.

Participants:

Dianne & Peter Haworth	Boxster	Martin Lama (Vic)	911
Bruce Allison	911	Phil Frith	Boxster
David & Ruth Fuller (PCGB)	911	Karen & Stephen Welsh	Boxster
Phil McCafferty	930	Ralph & Suzanne Norton	911
Phil Parsons	Cayman	Simon Froude	911
Keith & Sonya Johnstone	GT3RS	Mathew & Tammie Bowen	928
Grahame & Anne Vaughan	911	Hussein Tas	Cayman
Anthony Spinks	Cayman	Martin & Leanne Laverack	Boxster
Peter Nunn & Louise Scott			



Pitstop at Frankford Hall



At Loira Vines

SOUTHERN EMR (Early Morning Run), Sunday 3rd November, 2019

Notes by Bruce Findlay

A day of sunshine and scattered showers saw the above 20 people attending, with I guess the highlight of the day being Colin Denny's new 911SC in Gentian blue metallic, it looked really outstanding.

The day started at the quirky Moto Vecchia Café at Rosny, nice coffee and service in a café full of motorbikes, that mode of transport usually favoured by temporary Australians.



*At Moto
Vecchia Cafe*



*Great bikes and some of us are old enough to
remember them.*

From there it was a bit of a cruise through the hills and back blocks to Pooley Wines. I mean, these days are about getting rid of a bit of benzene, not about being conservative and going the short way. My mate John Connolly & I both try & pretend electric cars don't exist. For those who don't know Connolly, he's a bit of a rat bag, writes the weekly motoring column for the Weekend Australian. So it's about benzene, and later on, getting rid of a bit of Pooley grape juice.



Unfortunately, some of us have encountered one of these at some time...hopefully in the distant past!

The grape juice at Pooley Wines was very good, it was a short lunch, with some heading back to the big smoke for other commitments, and a sharp, cool, and very wet windy change coming in the outdoor area and getting the rest off their bums and back on the road. All in all, a good day.

As mentioned earlier, we were lucky with the weather and a good number of attendees including:

Name	No of pax	Comments
Bob & Dimity White	2	
David & Di Catchpole	2	
Mark & Robin Ballard	2	
Bruce & Monica Finlay	2	
Chris McGregor	1	Drive only
Kevin & Mary Lyons	2	
Leon & Gail Joubert	2	Lunch only
John & Sue Davis	2	
Colin & Annette Denny	2	
Joe Hand	1	Lunch only
Zac Davis	1	
Todd Kovacic	1	



At Pooley Wines



TASMANIAN HILL CLIMB CUP.

Fourth Round, 11 November 2019, Baskerville.

Submitted by John Pooley, Motor Sport Director.

For some 9 years we have been organising this Hill Climb in November each year. It is a CAMS Multi Club event and open to any member of an affiliated Car Club. This is a great opportunity to have many competitors join our Porsche Club sports driver event.

In the latter years Rob Sheers and I would organise and run the event, a great opportunity for Club members to run their Porsches with other makes of cars and hone their driving skills, all in a safe and controlled environment. The best benefit I found was to be able to drive my Porsche as fast as I wanted, as Dr Porsche intended, and have maximum enjoyment from my sports car. You cannot do that on the open road for obvious reasons; Mr Policeman would throw me into jail and crush my car!

So this year our Club formed a Motor Sport Sub-committee, responsible for all competitive events each year. The sub-committee includes Kerry Luck, Andrew Forbes and myself. All very keen and experienced Porsche drivers with that competitive gene! I, having just clocked up my 60th year of competition on road and track, I thought it time for Kerry, our youngest member of the Motor Sport committee, to have a go at organising the 2019 event. He was thrilled that I had asked him and I promised to guide him through the maze of paperwork and CAMS regulations to get it done. Well what a fantastic job he did and only a few calls of advice and encouragement were needed over the 3 months of preparation.

Kerry along with many club members turned on one of our most successful Baskerville Hill Climb events. He was so well organised he was able to have a few runs up the hill in his GT3. and fast he was!

I would like to say that this is a great time for members to compete in or help organise and enjoy the experience of this side of our Club. A special thanks to Kerry and his team of helpers who did a great job to enhance the enjoyment of many others. Results are collated by Colin Denny and included in this article.

BASKERVILLE RESULTS SHEETS – BASKERVILLE HILL CLIMB, NOVEMBER, 2019 (Excel results sheets edited and reformatted for publication. Ed.)

Porsche Club Tasmania - Members Results Including NSW Member Guest

Driver	Make	Model	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best	Overall
John Pooley	Porsche 911	GT3	52.91	47.24	46.91	47.69	47.58	46.79	46.79	1
Andrew Whiteside	Porsche 911	997.2 GT3	48.75	48.82	47.62	47.96	47.98	47.49	47.49	2
Kerry Luck	Porsche 911	996 GT3	DNS	48.80	48.45	DNS	48.02	DNS	48.02	3
Kevin Lyons	Porsche 911	991.2 GT3	49.25	49.74	48.53	49.02	DNS	48.52	48.52	4
David Catchpole	Porsche	Boxster S	54.36	52.49	53.42	51.68	51.74	52.03	51.68	5
Peter Haworth	Porsche 911	996.1 GT3	54.20	52.60	52.32	52.03	52.85	52.37	52.03	6
Chris Walpole	Porsche	GT4	52.27	DNS	DNS	DNS	DNS	DNS	52.27	7
Philip Frith	Porsche	Boxster S	57.95	57.50	58.66	56.19	58.01	56.47	56.19	8

Overall Results

Driver	Make	Model	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best	Overall
J. Lonergan	Nissan	R32 GTR	F	45.28	44.80	51.60	45.07	44.21	43.58	43.58	1
S. Mott	Quoll	MB01	G	53.50	47.25	45.43	45.42	45.60	43.96	43.96	2
R.Bender	VW	Golf R	F	46.04	45.49	44.97	45.35	45.61	45.50	44.97	3
N. Oliver	Mazda	RX8	E	46.32	45.76	45.75	46.05	45.58	46.10	45.58	4
T. Page	Subaru	S204	F	48.83	47.00	46.71	46.49	46.89	46.29	46.29	5
J. Pooley	Porsche 911	GT3	D	52.91	47.24	46.91	47.69	47.58	46.79	46.79	6
A.Whiteside	Porsche 911	997.2 GT3 Falcon	D	48.75	48.82	47.62	47.96	47.98	47.49	47.49	7
D.McCullagh	Ford	XR6turbo	E	50.10	48.35	47.89	48.03	47.95	47.55	47.55	8
M. Stephens	Subaru	WRX	F	49.55	49.49	49.28	48.95	48.56	47.74	47.74	9
L. Spurr	MG	B	D	48.35	48.22	48.16	47.75	48.25	47.80	47.75	10
C. Sheahen	Nissan	Skyline	E	49.55	48.22	47.84	47.81	49.57	48.35	47.81	11
K. Luck	Porsche 911	996 GT3	D	DNS	48.80	48.45	DNS	48.02	DNS	48.02	12
K. Lyons	Porsche 911	991.2 GT3	D	49.25	49.74	48.53	49.02	DNS	48.52	48.52	13
M. Easter	Subaru	WRX STI DC5	F	48.75	49.66	48.89	50.50	49.11	49.20	48.75	14
S. Wyman	Honda	Type R Integra	C	DNS	54.05	50.56	54.63	49.39	48.99	48.99	15
R. Thimm	Mazda	3	B	51.97	49.93	49.41	49.09	50.52	49.48	49.09	16
M. Robson	Legend	Legend	G	51.45	50.52	49.80	49.37	49.71	50.22	49.37	17
J. Howlett	Toyota	Corolla	B	51.50	50.95	50.28	50.86	51.51	51.33	50.28	18
C. Smith	Renault	Megane R26	D	51.70	51.63	52.03	51.82	51.82	51.10	51.10	19
L. Lovell	VW	Golf R	F	51.90	51.69	51.90	52.69	51.30	51.15	51.15	20
D.Catchpole	Porsche	Boxster S	D	54.36	52.49	53.42	51.68	51.74	52.03	51.68	21
C. Wishart	Ford	Mustang	E	55.75	53.83	54.48	53.62	52.25	51.78	51.78	22
P. Haworth	Porsche 991	996.1 GT3	D	54.20	52.60	52.32	52.03	52.85	52.37	52.03	23
C. Walpole	Porsche	GT4	D	52.27	DNS	DNS	DNS	DNS	DNS	52.27	24
T.Hawkrigde	VW	Golf R	F	57.68	55.59	60.38	54.63	52.79	52.33	52.33	25
M. Sullivan	Austin Healey	Sprite MK 2A	A	53.55	53.28	54.50	53.65	DNS	DNS	53.28	26
D. Bennett	Suzuki	Swift	A	56.29	55.90	56.02	55.17	56.37	DNS	55.17	27
P. Frith	Porsche	Boxster S	D	57.95	57.50	58.66	56.19	58.01	56.47	56.19	28
M. Renshaw	Nissan	280ZX	C	DNS	DNS	DNS	DNS	DNS	DNS	0.00	DNS
C. Renshaw	Nissan	280ZX	C	DNS	DNS	DNS	DNS	DNS	DNS	0.00	DNS
R. Woolley	Volkswagen	Golf GTI	D	DNS	DNS	DNS	DNS	DNS	DNS	0.00	DNS

Class Classifications:

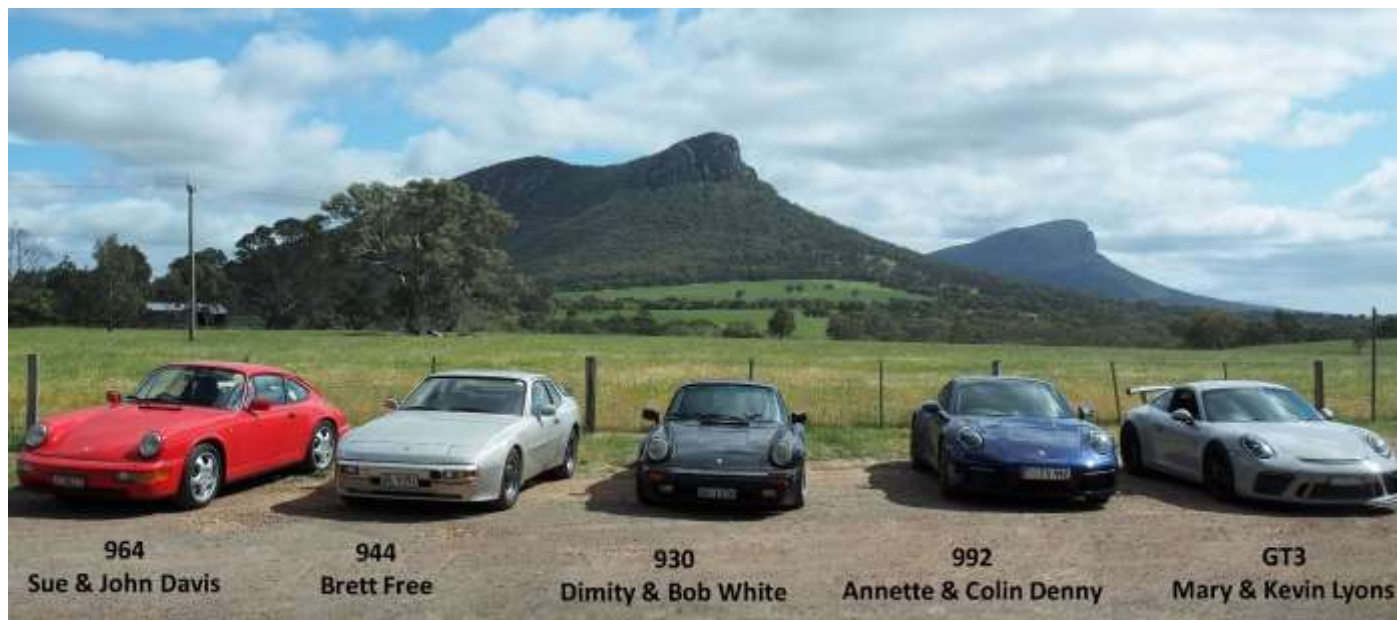
A: 0-1600cc; B: 1601-2000cc; C: 2001-3000cc + forced induction A; D: 3001-4500cc + forced induction B; E: 4501cc & over + forced induction C & D; F: FWD; G: Motorsport specials

PARCHED, POACHED AND PICKLED IN A PORSCHE

A 3,000 kilometre jaunt through Victoria and the South Australian wine regions

Notes by Colin and Annette Denny

A touring adventure by a Porsche GT3, a 992, a 930, a 964 and a 944 arose from the Porsche Club Tasmania idea of a visit to Victoria and South Australia. Meetings were held, route directions established, accommodation booked and off we went to embark on the *Spirit of Tasmania*!



Within this small group of Porsche aficionados, gourmands and sommeliers at large, the services of route planners, re-routing co-ordinators, an Antarctic expeditioner, advisers, accommodation specialists, and communication experts were on hand!

On disembarking the *Spirit of Tasmania*, we met at Lorbek's luxury car centre in Port Melbourne with John and Sue Davis, and Brett Free who were already in Victoria. John led us safely out of Melbourne to breakfast in Geelong. Communication between cars, in the form of small UHF radios proved invaluable, particularly for warning of traffic, road hazards and requesting personal needs!

We were looking forward to the drive to Warrnambool by the Great Ocean Road but Brett warned that traffic could be hazardous, particularly as it was a Saturday. His warning proved to be correct as the air inside our cars turned blue when tourists and visitors in hire cars found great difficulty with both road safety and reading the English language signs.

Slow vehicle turnouts were rarely used. Bob attempted to encourage their use with some educational driving but to no avail. Consequently, by the time we stopped at Apollo Bay, frustrations were running high.



Lunch at Port Campbell and a farm visit with a cheese and honey tasting induced a calmer approach on our drive to Warrnambool and the Deep Blue Hotel and Hot Springs.

On arrival, Sue and John wisely enjoyed "The Sanctuary" which has a series of mineral hot springs dedicated to relaxation and meditation. For them, a must after a drive encountering some of the worst drivers we had ever seen.

Port Campbell

But tension returned following car cleaning and refuelling when Bob was approached by the Warrnambool Police and questioned as to ownership of his vehicle. The police could find no record of ownership on their database. Bob's Porsche mates took great delight in ribbing and calling "lock him up". However, the police database proved to be faulty and he and his car were released!

Next day, after the Great Warrnambool Escape, we headed to the delightful Port Fairy for morning coffee. Sue and John then led us for a beautiful drive around Tower Hill Lake. This road descends into a caldera and was a pleasant, calming interlude. So peaceful!



Crossing the South Australian border, we soon reached Mount Gambier's spectacular Blue Lake.



From here, the group split when Kevin and John felt the urge to divert for a Cabernet Sauvignon tasting and cheese in the Coonawarra.

The others enjoyed the coastal drive to picturesque Beachport where once whaling, wool and wheat export dominated trade. Now crayfishing is the main occupation.



The Beachport crayfishing fleet

We all met again at Robe, our destination for the night. As we sipped our G&Ts on the balcony of the Presidential Suite at the Harbour View Motel we commented on the great evening weather in South Australia. Little did we know what was to come! That night we dined at the Caledonian Inn tasting some of Robe's magnificent seafood.



A Coorong Pelican...Mr Percival?

Next morning we visited the best breakfast café of the entire trip, The Adventurous Spoon. Local advice helped us find this great place which served both breakfast Mojitos and Bloody Marys (for passengers only!)

The day from Robe to the Barossa was a magnificent driving day for all. We cruised through Cape Jaffa, Kingston, the Coorong, Tailem Bend, Meningie, Hahndorf and onto the Novotel Barossa Valley Resort.

In the evening we enjoyed a wine tasting and chef's table and next day took the opportunity to visit the Clare Valley.

Breakfast at Darlings preceded our drive to Clare. On the way we succumbed to temptation at the House of the Rising Sun in Auburn, the beginning of the Riesling Trail. A cold crisp Riesling was enjoyed by some, whilst others had a local beer.

After the Tim Knappstein Winery we did a tasting at Seven Hills then passed A Good Catholic Girl winery (much to the delight of Mary and Annette) to another tasting at Two Hands Vineyard. It was getting hotter, so we were grateful for the opportunity to sit under the red umbrellas.

The winemaker's wife proceeded to inform us of some very interesting agricultural facts, not necessarily about the wine.

We were told the prices of bales of hay, the names of her sheep (living and dead – poor eaten Billy!!) and her love of highland cattle...it was highly amusing! When she finally got to the wine it was excellent.



Local advice once again helped with restaurant decisions so a booking was made at Vintners Bar and Grill in Angaston and Dimity, in her wisdom, managed to get the local maxi taxi booked for the journey.

Much to Kevin's dismay it was time to leave the Barossa, but we weren't leaving the vineyards as we headed to McLaren Vale on the winding roads of the beautiful Adelaide Hills.



d'Arenberg's 'The Cube'

First stop was d'Arenberg's "The Cube" and Salvador Dali exhibition. We were amazed and delighted, it was a highlight of the trip.



From the male urinals (above) and female conveniences, styled in the manner of Salvador Dali, to the sculptures, exhibition, restaurant and tasting centre, this stunning architectural building affected us all.



Following the tasting, ordering and marvelling, it was time to brace ourselves for the searing heat driving to Victor Harbour where the temperature had climbed to 42°. At Port Elliot we lunched at the Flying Fish Café on fabulous prawns, Goolwa pippies, beer and rose. Mary and Kevin re-joined us after visiting friends with our car thermometers showing 45° – things were hotting up for this group of Tasmanians and Antarctic expeditioner Brett.

Sue and John's car (without air-con) was renamed the Spa Car as Sue poured water over herself attempting to keep cool. Brett's 944 also lacked air-con.

On we drove in the searing heat. Approaching the Wellington Ferry across the mighty Murray the temperature peaked at 46° and the 930 died!

Fellow travellers manhandled her onto the ferry and a friendly local towed her off. She was exhausted and overcome and she was trucked to Tailem Bend as the others drove to Rydges Pit Lane Hotel at The Bend Motorsport Park. Dimity and Bob were chauffeured back to the hotel and we reassembled once again in their room to enjoy evening G&Ts. Dinner that night was a little more solemn than usual owing to the 930's heat exhaustion.

Next morning, our four cars took to the 7.7km GT Circuit and the 4.95km International Circuit under the control of a Safety Car. After a couple of laps, Kevin generously handed his GT3 over to Dimity and Bob so that they too could enjoy The Bend.

We had fast fun but then Dimity and Bob had to leave in a tow truck and accompany the 930 back to Adelaide where a Porsche specialist performed a transplant.



It was time to cross the Victorian border through the Grampians to Dunkeld. Brett led us through some fast winding roads and, after a scenic cool-down drive, we arrived at the Royal Mail Hotel. Dinner was to be at the two-hatted Wickens restaurant but we were concerned that the Whites may not get back in time.

At last we heard that Dimity and Bob were on their way and the 930 was not only going well, she was flying! They were taking the shortest possible route from Adelaide, rather than the picturesque drive.

Dinner was delayed until 8pm as we waited with bated breath for the 930 to catch up. At 7.50pm she put in her monumental appearance and, reunited, we all enjoyed a fabulous dinner.



Dinner at the renowned Wickens Restaurant at the Royal Mail Hotel, Dunkeld

Waking up refreshed next morning, we began the scenic drive through the lush western district of Victoria to Hamilton where we refuelled. Then it was on to Mortlake, Camperdown and Geelong where John purposefully led us past Kardinia Park, his beloved "Cattery" AFL stadium.

GO the Mighty Cats!!!! (Editor)



A Victorian rural traffic jam

After Geelong we boarded the Queenscliff ferry to Sorrento. The RACV Cape Schanck Resort was most welcoming and a few G&Ts in the bar prepared the assembled group for our final dinner where Penny was able to join and meet the group with Brett for the final evening. Sommelier Kevin, true to form, insisted we sample as many Mornington Peninsular Pinot Noirs as possible.



The final tour dinner at the superb RACV Cape Schanck Resort

From Cape Schanck we dispersed and the *Spirit of Tasmania's* late boarding time was appreciated so everybody could have time with family and friends in Melbourne. On embarkation, quarantine staff insisted on inspecting the 992's engine bay. Colin eventually found the access lever and surprised the officer for all that could be seen were two small fans!

On our final day, the 930 and the 992 were first off the ship, causing surprise for the quarantine officers. We had been parked with the trucks at the aft ramp allowing a very quick exit. However, it was agreed by those on this sailing that neither *Spirit of Tasmania's* refurbishments nor the food was deserving of praise.

The Highlands Lake route from Deloraine was chosen for the return drive to the south. We enjoyed the good roads but commented on the dryness of our beautiful Tasmania.

On the approach to Hobart we felt fatigued...but WOW, what a great trip!!Everybody contributed in different ways, but the common denominator was the love of the good life...GOOD CARS, GOOD FOOD AND WINE, GOOD ACCOMMODATIONS and most of all GOOD FRIENDS.

PCNSW's ESCAPE TO TASMANIA

(6 to 14 November, 2019)

By Michael Shephard – Porsche Club New South Wales

In 1829, eighteen convicts seized a ship and successfully escaped from Tasmania. Almost 200 years later, fifty-eight Porsche enthusiasts boarded a ship and successfully escaped to Tasmania. I was one of them. None of the latter group admits to ever having been a convict, although it's rumoured that one or two may have been guilty of parking offences from time to time.

This PCNSW event was the brainchild of Laurie and Seine Hodges who sailed to Tasmania a year earlier to plan the escape. They travelled the proposed route, visited each location, met with staff of each venue and prepared the plan and detailed trip-notes. On 6 November, thirty-one Porsches converged on a car park in Port Melbourne and proceeded in convoy to the *Spirit of Tasmania* ferry for the inaugural PCNSW Tasmanian Escape. There was an eight-meter swell that night and some of us had concern for our precious Porsches. Fortunately, most of us were blissfully unaware of a night in 2005 when rough seas smashed windows and walls, flooding several cabins and necessitating a return to Melbourne. We needn't have worried – the cars were all safe and sound in the morning. Not quite so for some of their owners whom, it transpired, were considerably less seaworthy than their vehicles.

We disembarked and rendezvoused in Devonport before heading off on a 124km run to Stanley, on the undulating and scenic coastal route - National Hwy 1. Stanley was a whaling port in the 1830s and is now known for its fishing and tourism. For us it was a chance to stop for coffee and a scallop pie – a local delicacy. We then headed back down Highway 1 to turn south on Mount Hicks Road near Wynyard, merging with the Murchison Highway and proceeding down the western side of the island. We had the winding mountain roads mostly to ourselves as they twisted and turned through alternating picturesque landscapes of pastures, old-wood forests and commercial tree plantations. At one point we came across our forward scout, John Marosszeky, waiting near a tree that had just fallen across three quarters of the road. We stopped to help him drag the tree and clear a lane before the main Porsche contingent arrived.

We experienced cloud, rain and intermittent sunny periods before turning east into Cradle Mountain Road, where we also got snow. It alternatively snowed and rained whilst we enjoyed a light lunch in front of a log fire at Cradle Mountain Lodge, with spectacular views of the lake and walking trails, including wombats scratching through the snow for roots and leaves.

After lunch we headed off on our final 140km of the day, rejoining the Murchison and then Zeehan Highways and Henty Road, enjoying some of the best driving we've ever had on our way to Strahan. Fortunately the weather was fine as we refuelled and proceeded to Strahan Village – nice rooms with uninterrupted views over the harbour. Some of us took an exploratory walk before dinner – an extensive smorgasbord including superb all-you-can-eat Tasmanian oysters.

It was again raining next morning as we set off back along the Henty Road and Lyell Highway via Queenstown on the 131km leg to Lake Saint Clair. We experienced almost every possible condition that day – sunshine, rain, hail, sleet and snow, but thankfully no ice. We lunched at various Lake Saint Clair venues before setting off again on the Lyell Highway and National Highway 1, arriving in Hobart and checking into the Grand Chancellor Hotel. Again, it was great driving along the mountain roads all day.

We assembled in the hotel's Atrium Bar for drinks before an a la carte dinner in the restaurant. Next day (Saturday) was a free day, with our members electing to spend it playing golf, tasting whiskey, visiting the MONA gallery, taking a day trip to Bruny Island, exploring Mount Wellington or just chilling out at the weekly Salamanca Market.

The Porsche Club of Tasmania (PCT) has 190 members and it was wonderful that twenty-one members and guests joined us for dinner at the Ball & Chain Grill (an excellent venue recommended by its President, Kevin Lyons). It was great to meet our counterparts in the apple isle (they're a convivial bunch) and enjoy yet more local food and wine. Kevin welcomed us, gave several tips for winery visits and other things to do, and mentioned that members of the PCT were about to tour South Australia and Victoria on the mainland.

Laurie thanked our hosts and acknowledged the quality of their roads for fun driving, particularly the paucity of straight sections. There are twists and turns everywhere. From my subsequent research I believe this may be due to the Director of Works in New Zealand (engaged by the Tasmanian State Government as a consultant in 1957) proposing that the State's roads be upgraded to a standard width and strength *without changing the alignments and profiles*. How sporting of those kiwis: I almost regret the underarm bowling incident.

On Sunday morning, one of our group accepted a PCT invitation to participate in a hill climb event they were hosting at the Baskerville Raceway (north of Hobart) while most of us headed south on a leisurely 41km drive to our lunch venue in Woodbridge – the Peppermint Bay Hotel. Some of us headed back to Hobart after lunch whilst others proceeded further north to observe the closing stages of the hill climb. Afterwards, about ten of our members drove their Porsches on several laps of the Raceway – a most enjoyable experience.

Next morning we got an early start on the 194kms to Freycinet Lodge on the fringes of Freycinet National Park, Coles Bay. There were loads of fun options, including visiting wineries en route, experiencing an oyster farm tour involving donning rubber overalls and wading in, visiting a marine farm to taste a variety of local delicacies such as oysters, mussels, abalone, sashimi and Riesling, exploring the park, climbing to Wineglass Bay Lookout and/or experiencing a wine and gin tasting in Bicheno. After freshening up, we got together for drinks and dinner at the Lodge.

On Tuesday we set off on another fantastic days driving, this time a 270km route to Launceston. Some stopped at East Coast Natureworld, checked out the baby Tassie devils and actually thought them cute (who said that only their mothers could love them). The drive was through Elephant Pass, Saint Mary's and Stockdale, traversing the mountains on the north east corner of Tassie. As it winds through a high forest, Elephants Pass was a little slippery early in the day, but still gave us more great driving.

Our final evening dinner together was held at our accommodation (the Country Club Tasmania, Launceston). Speaker after speaker enthusiastically expressed appreciation for the work put into organizing this adventure by Laurie, Seine, Michelle and others. Many said that this was the best driving experience they'd yet had (most of the roads are on the Targa Tasmania route for a reason). It was also a success socially, as the length of the trip and size of the group was conducive to forming strong friendships. And we should not forget that the quality of the produce we sampled was second to none: seafood, meat and cheese and, of course, the wine. Although producing less than 1% of Australia's total wine output, the moderate maritime climate (few temperature extremes in the growing seasons) and protection from the prevailing westerlies by mountain ranges, is resulting in cool climate varietals of outstanding quality.

Next day, we set off independently for sightseeing attractions such as Cataract Gorge, the National Automobile Museum of Tasmania and the picturesque township of Deloraine before arriving at the ferry for an uneventful return journey. Including the drive to and from Sydney, the round trip was in the order of 3800kms.

A member of the Porsche Club of Victoria (PCV) advised that the club has made three trips to Tasmania since 2007. He is one of the organizers of a fourth trip scheduled for 2020. Clearly, they no longer need to sell the Tassie concept to their members - the upcoming trip comprising forty cars was sold out in less than an hour. I'm betting that Tassie escapes organised by PCNSW in future will prove just as popular.

Michael Shephard has also provided the following links to the PCNSW website and Photo Gallery...well worth a visit (Ed.)

http://www.pcnsw.com.au/PorscheClubs/pc_nsw/pc_main.nsf/web/6BED696DBD66C827C12584B60038AC02

http://www.pcnsw.com.au/PorscheClubs/pc_nsw/pc_main.nsf/web/D76DEEE9757916ADC12584B6003C46E5

17th WORLD PORSCHE CLUB PRESIDENTS' MEETING
Portamao International Racetrack, Portugal
December 2019

Notes by Kevin Lyons



Venue - Villa Vita Resort Portamao, Portugal



Usually, every three years, Porsche AG (Germany) arranges a meeting of all the World Porsche Club Presidents', or representatives, for a comprehensive update on new developments. Sometimes, as in this

case, the meeting coincides with the release of a new model. Our meeting was timed for the European release of the all new, fully electric, Porsche Taycan.

Mary & I attended the event to represent PCT (at our cost). As it turned out, I was the only Australian Club President to attend, however, other States were represented - NSW sent 2 reps; Vic 2 & WA 2. Overall, around 200 delegates attended the two and a half day event. The resort chosen was the beautiful Villa Vita, which was a short bus trip from the Racetrack.



Porsche Clubs from around the world

There are now 700 plus Clubs in 86 Countries, with 230,000 Members, making the Porsche Community the biggest single brand car club in the world. Porsche Club America (Canada & USA) is the biggest club, with 130,000 Members, over 14 zones. Porsche Club Great Britain is the next biggest, with 22,000 Members, over 31 regions. These Clubs employ full time staff. China has its own Club, formed around 2 years ago & already has around 8,000 Members, with its President being an ex-Queenslander of Chinese descent, who has re-located to Hong Kong.





Porsche Taycan

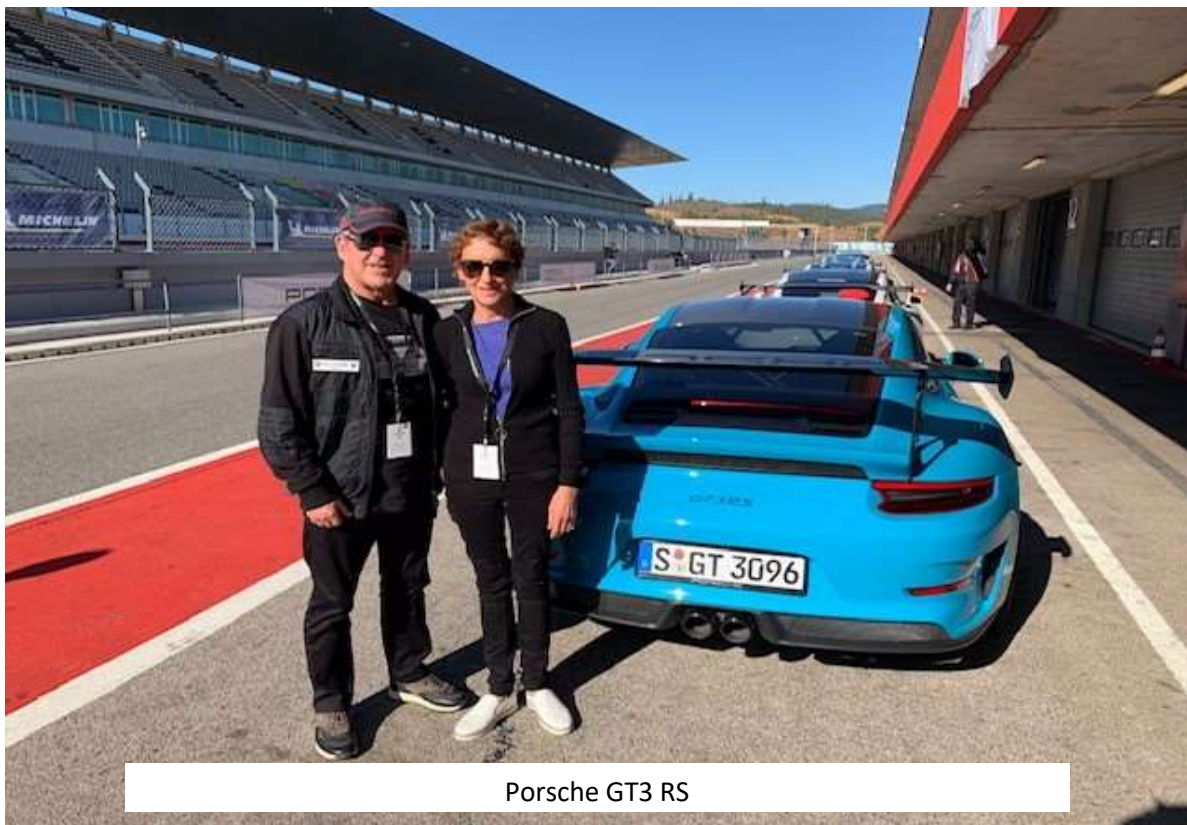
The Meeting

The Meeting was all about the Taycan & we were introduced to the car over some highly confidential, in depth workshops & then on the Road & Track. Porsche hired the Portimão International Racetrack for 3 weeks, to cover our event & for European Driver Training. We were presented with 50 Taycans & 50 GT3RS vehicles to play with.

I drove a Taycan Turbo S, which weighs around 2.3 tonne, on both the Road & the Track. Its agility on the track was truly amazing for such a big, heavy car. Its performance figures are mind blowing with the car in Launch Control doing 0 – 100 kph in 2.8 seconds and reaching 200 in 9.8 seconds!

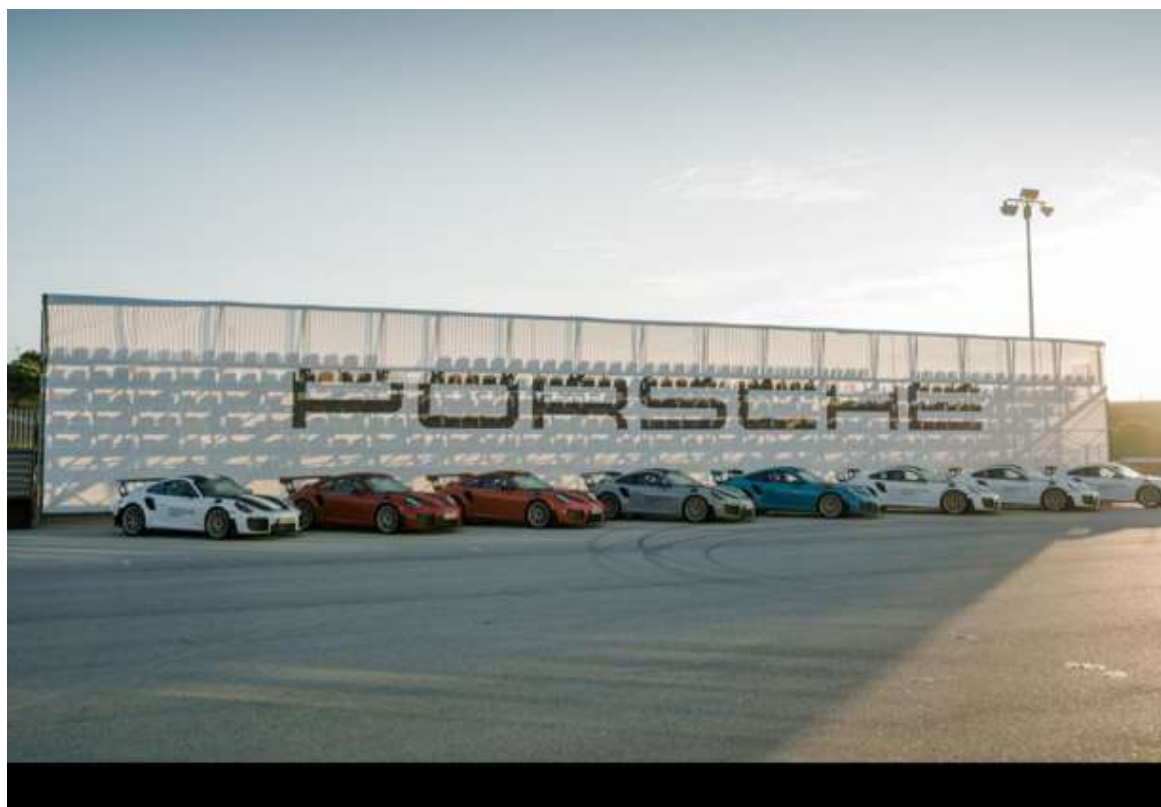
On both the Road & the Track, it handled superbly. Its only “drawback” is the absence of the traditional sound of a petrol engine. As there was only tyre noise, the other senses battled to work out how fast we were traveling. On the long strait on the Track, I had no trouble sitting on the tail of an Instructor in a GT3RS. On the Road & with the lack of noise, you need to be very careful with your speed, as we continually blew the speed limits. Overtaking other cars with this awesome power was simply breathtaking.

By 2022, Porsche will have spent Euro Six Billion on the development of the car.



Porsche GT3 RS

We also got to experience this magnificent car on both the Road & the Track. Awesome! This is essentially my car (GT3) stripped out of all modern conveniences to suit Track work. To have the opportunity to drive this on a long, international Track was truly memorable & an experience I won't ever forget.



Event Photos / Videos

I have posted some photos & videos of the Event on the PCT Website, but some Members may not have been aware of this. A Link to the Album follows hereunder. The short video is me chasing a Porsche Instructor on the Track. He was in a GT3RS & I was in a Taycan. The absence of the usual engine noise is quite strange, but you will note the handling of the car when chasing the GT3RS. The other 2 videos are of me again chasing an Instructor, but this time, both in a GT3RS. The engine noise was simply thrilling, as this car burnt the corners.

Link to Photo Album....<https://www.icloud.com/sharedalbum/#B16GWZuqDeGQOd>

European Driver Training

Some photos of cars used are included in the Album previously mentioned. Porsche will allow you to bring your own vehicle, or use hired Porsche cars. If you would like to hire one of the high end vehicles, as in the photos below, expect to pay around Euro 28,500 per day!





The Event concluded with a Dinner for 200 plus at Villa Vita & Mary & I then spent some further time touring Portugal.



2019 PORSCHE CLUB TASMANIA CHRISTMAS LUNCH

Notes by Ann Lowe and Liz Morrisby

Images by Dimity White



The 2019 Tasmanian Porsche Club Christmas lunch was held on 1st December at the beautiful old Red Feather Inn which is located at Hadspen in Northern Tasmania.

The event was well attended by equally strong numbers from the north and south of the state and was an excellent opportunity to catch up with our northern colleagues, renew acquaintances and meet new members. Quite a few of the Southern members met at Richmond and drove through Mud Walls onto the Highway near Oatlands and onto Campbell Town, turning off onto Macquarie Road and heading away from the highway.

A couple of our members, who will remain unnamed, had the pleasure of 'seeing what their Porsche could do' on a couple of appropriate roads (all within the law of course) what a car!



The management of Red Feather Inn had a beautiful Marquee set up in the garden (fortunately because there were several downpours) which made for a very comfortable lunch. It was superbly handled by the intrepid staff and they carried large trays of festive food from the kitchen across the sodden grass in-between downpours to ensure our lunch fare was delicious.

The Club had organised for guest speaker Barry Oliver, who was Co-driver to Jim Richards in Targa, to entertain the troops with tales of their many adventures.

Various awards were presented to worthy recipients during the lunch and one of note to report on from a Southern perspective was the award to Dimity White. You couldn't find a more worthy recipient of the Tasmanian Porsche Club's appreciation. Dimity is amazing and does so much, over and above to ensure



that everything runs smoothly, all work in order, dates, times, routes all on time so that the members just simply go along and enjoy the particular activities(thanks to Bob too).

Congratulations to –

Northern Tasmanian Winner - Kerry Luck

Southern Tasmanian Winner - Dimity White

Club Champion (Motor Sport) Kerry Luck

As readers will note, another successful well organised event from Porsche Club Tasmania, as evidenced by the happy snaps.



Photo Gallery

