

Quarterly Newsletter of Porsche Club Tasmania

# FLAT CHAT

January, 2021



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Xmas Lunch

Early Morning Run Reviews

Fifty Years of Porsche in Tasmania

Extreme Eau Rouge - Spa-Francorchamps

Long-Hauling in a 400 tonne Freighter

Handy Hints for the Workshop

Porsche Taycan Reveal



**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. Contact details for matters relating to Flat Chat are as follows:

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# THE INSIDE LINE

## President's Report

### PCT Members,

Happy New Year to you all and I hope everyone had a very enjoyable Christmas. Unfortunately, there were some who could not have family members with them during this traditional festive period. Our sincere thoughts are with those of you affected by the COVID restrictions & who could not celebrate with family reunions.

Thankfully, we can now leave 2020 behind us and move into a more normal year ahead.

Our annual Christmas Lunch was held a few weeks back at Frogmore Winery, Cambridge. Congratulations again go to our Club Award winners. There is an article included herein covering this special day in the life of the Club.

PCT goes into recess during January, as we respect the traditional summer holiday period for everyone. Our Events Calendar is included in this issue of Flat Chat & provides dates & base details, as we start to co-ordinate our new year's activities. I would particularly like to highlight the visit by Porsche Club Victoria (PCV) just after Easter, culminating in a combined vehicle display with PCT, at PW1 in Salamanca (COVID restrictions permitting). We are hoping for around 70 cars. Providing we can secure access to Baskerville Racetrack, we also intend to fully subsidise a drive & photoshoot on the Track for everyone who agrees to display their cars on the day. That night, there is a planned combined Dinner (PCT / PCV). As previously requested, please register your interest for the various components being the Display, Baskerville and the Dinner with PCT Events: [pct.events@outlook.com](mailto:pct.events@outlook.com)

Further information will be provided as arrangements progress.

The major news from Porsche Australia is the end of next month should see the delivery of the first of the new electric Taycan cars to Australian purchasers. At this stage, I am aware of four coming to Tasmania & clients are eagerly awaiting their stunning new vehicles.



*Taycan World Release – International Porsche Club Presidents' Meeting – Portugal December 2019*

As we look to better times ahead, please help your Club to help you in 2021, by joining in with our local and major state events this year.

*Kevin*

Kevin Lyons  
President, Porsche Club Tasmania

## FROM THE EDITOR



**I** feel like a bear just emerging from hibernation. A bit grumpy, older and struggling to get motivated. Hence the slight delay in this publication. Apologies to all. I think the past 12 months were ably summed up in a text/email sent to me the other day which simply included a picture of a post-it sticker relating to the "Back To The Future Trilogy". The note was from Doc who simply writes "Marty, stay away from 2020!"

We have finally seen the last of what has been a testing year and most Members would echo the views of the masses when we say..."good riddance". Although restrictions had curtailed our movements to a certain extent, when compared to most mainland states we got off quite lightly, thanks to good governance, self-discipline and a sense of responsibility adopted by most Tasmanians.

The Club also bounced back from our limited activities through that horrible second quarter of 2020 and we experienced those *new shoots* around July onwards with some highly enjoyable indoor and outdoor activities.

The last three months of the year are but a blur now, however, from a Club standpoint there were some wonderful events as reflected by the articles in this edition of FLAT CHAT.

This edition includes some entertaining articles from our Members. Erica Cabalzar has put together an amusing account of our President's Dinner, held in October in Launceston. Club Stalwart John Pooley has offered his guest speaker's 50 Years of Porsche in Tasmania speech and Leon Joubert has submitted a Porsche Sports Europe article on the infamous Eau Rouge corner at Spa Francorchamps. Leon (thanks to Paul Tucker) has also submitted a glossary of workshop terms.

Our diverse FLAT CHAT covers the Xmas lunch at Frogmore Creek and the usual Early Morning Runs from the Northern and Southern Groups and a report from Farrel White on the recent Porsche Centre Hobart's Taycan release. New Member Chris Matters has offered a highly amusing anecdote on very large freight carriers, with a great "gotya" moment highlighting the long-held view that Germans who, although make great cars, lack of sense of humour.

FLAT CHAT is also promoting a For Sale section, offered free to members, the proviso being the subject matter has to be Porsche related.

And so to all Club Members, FLAT CHAT wishes you all a fantastic and enjoyable 2021. Stay healthy, get the jab and lets all be safe.

*Keith Stove*

keith@mastbury.com.au



## MEMBERSHIP

### Joe Hand - Membership

Club membership has increased slightly, and there are currently 188 members including 15 dependants.

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

Christopher and Jacqui Matters	GT3 RS (07)	Cayenne Turbo (06)
John Barry-Murphy	Cayenne (17)	Taycan Turbo (21)
Michael & Keri Smith and Steph Wise	Boxster 986 S (03)	
Nick and Margie Shuley	Macan (18)	

If you need an Application Form for a new member email me at [pct.membership@internode.on.net](mailto: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

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FLAT CHAT endeavours to identify new members, so we can all greet them at our gatherings. Apologies to Nick and Margie Shuley as Flat Chat doesn't have an image introducing you both. Hopefully we will have one for the next edition.



*Chris and Jacqui Matters*



*John Barry-Murphy. Eagerly awaiting the arrival of his Taycan- Due February*



*Keri Smith and Steph Wise*

*Philip and Janice Molinieus. Joined mid-year*



## FORTHCOMING EVENTS

The following events have been confirmed.

### JANUARY, 2021

#### ***Derwent River Cruise, Sunday, 31<sup>st</sup> January***

Bruce and Monica Finlay have again generously offer to take us for a Derwent River cruise which will be catered for by Bruce and Monica at a nominal cost to be around \$30 per person. The magnificent "Pilbara" is limited to 26 pax and unfortunately this event has now been fully booked. Welcome aboard.

### FEBRUARY, 2021

#### ***Davis' BBQ @ Orford, Sunday, 21<sup>st</sup> February***

John & Sue Davis have again kindly offered their shack at Orford for the annual BBQ. This annual event is a beauty, the February weather at Orford is always perfect and the day is well attended. Please note there is a maximum number of 50 guests, so members are advised to register their intentions with Bob White asap. Bob can be contacted by club email at [pct.events@outlook.com](mailto:pct.events@outlook.com)

This is always a great day and casual catch up with members.

### MARCH, 2021

#### ***Baskerville Drive Day, Saturday, 13<sup>th</sup> March***

These track events have had high attendance and we look forward to see what the Motorsport Committee has in store.

### APRIL, 2021

#### ***PCT/PCV Car Display at Princes Wharf 1 and Dinner at Salamanca Inn, Saturday, 17<sup>th</sup> April***

A combined PCT/PCV display at PW1 in a similar format to the Porsche 70<sup>th</sup> Anniversary as well as dinner at the Salamanca Inn.

PCV has 40 Porsches touring Tasmania, hopefully we can muster 30 to fill the PW1 forecourt.

### JUNE, 2021

#### ***New look Bi-Annual Circumnavigation of Tasmania Thursday, 10<sup>th</sup> June – Tuesday, 15<sup>th</sup> 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 White Sands Resort 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.



## *Vale Neill Daly*



*It is with great sadness that I advise Neill passed away in December 2020 after a short illness, aged in his mid forties.*

*Neill was a Northern Member of the PCT back in the early days of the Club and left the state in 2015 to further pursue his Architectural career at the Australian National University in Canberra .*

*He was a four time recipient of the Northern Clubman of the Year Trophy and his contribution was well noted.*

*Neill was both a personal friend and colleague and desired a 928 as being close to 2 metres tall believed he would not fit in a 911 until I enticed him into my car, he then became a proud owner of a 1985 Carrera 3.2 which he cherished and regular took to Hobart when the Club held Annual Show and Shine Concours events, of which he always won his class.*

*We offer sincere condolences to his partner Sonya and family.*

Kindly submitted by Bruce Allison on behalf of Porsche Club Tasmania



## PRESIDENT'S DINNER

Peppers Silo Hotel, Launceston, October 3<sup>rd</sup>, 2020

*Erica Cabalzar*

**R**eal Porsches are from the Porcheaux region of France. Otherwise they're just sparkling Volkswagons. I needed something French in the introduction so I could mention the maitre d' anecdote later. This dialogue has evolved organically after staring at that infamous 'blank page.' The result? Random observations and dialogue about the Porsche Club Tasmania's President's Dinner, and rather than regurgitating a boring sequence of events, I have embellished it slightly to spice up the narrative in pursuit of drama. (I had Kevin's permission) The only thing missing on the night was the red carpet, Porsches in glass garages, the paparazzi and roving actors. But as you will see, our PCT stories may have more reality in them than Hollywood. We have our own Glitterati.



Porsche Club Tasmania's President's Dinner...what a timely topic! The race has been won; not Targa Tasmania or Macans around Tassie, or Kerry Luck and Simon Froude down the Sideling, but the Presidential race to the White(r) House. And Don the Con lost. But neither narcissistic Trump or befuddled Biden are suitable candidates for president of our club.



As Porsche enthusiasts, we drive from a place in the heart and soul. This binds the club together, along with laughter, friendship and a sense of belonging. Our president, Kevin Lyons, recognises that the PCT culture is nurtured and shaped by the ability of its members to be acknowledged, heard and celebrated. At the President's Dinner, with his usual savoir faire and generosity of spirit, Kevin thanked some key people who have contributed to the life of the club. He also answered the question - Why is it called the President's Dinner? The concept was introduced many years ago as a forum for a more formal get-together and the club's committee decided to continue the tradition. What a terrific idea. Rituals and traditions are what bring the tribe together.

In his speech, Kevin commented on how severely restricted our club activities were this year, for obvious reasons, and the dinner was a fantastic opportunity for us to start mingling again, introduce new people and pay tribute to some members who were in attendance. He acknowledged Keith Stove, the Flat Chat editor of our quarterly newsletter, Farrel White for "all things Porsche" and Vice President, Dr. John Davis who has been a long standing member for 16 years. Kevin thanked Colin Denny who in conjunction with Joe Hand, was instrumental in the compilation of our new constitution, which was adopted at our August AGM. Both Peter Haworth and Kerry Luck were recognised for assisting the club with all northern activities; in particular the EMRs. Peter has taken up the position of Club Treasurer this year, and Kerry has a key role within our Motorsport Committee. Phil Parsons was warmly welcomed as an active member from the north west, while Bob and Dimity White, our southern and state-wide Social Event directors were applauded for their contributions to the club over the years. They continue to organise some excellent social gatherings. It was great to meet new members Phillip and Janice Molineux, and Kevin welcomed them to the club. Two other new members in attendance were Grahame and Anne Vaughan who we first met at the Orford BBQ, before the pandemic.



The President's Dinner was held outside Hobart for the first time and it gave members from other regions the opportunity to attend. (We had close to 40 people). Peppers Silo Hotel in Launceston was the chosen venue; four landmark grain silos converted into spectacular contemporary accommodation. The soiree began with aperitifs in the bar area where the primary modus operandi was to escape from the ennui of Covid and The Budget, and warmly greet other members, and share stories and laughter. Dinner was served in their in-house restaurant called Grain (of the Silos). The friendly banter and repartee continued throughout the night. "Porsche wanted to name their new car the Model E but it was already Taycan." "The coolest thing about my new Porsche is that it lets me know when the rear wing is raised. Spoiler alert."



There were some amusing narratives about rain-proof cars. It was brought to our attention that ex-treasurer Chris McGregor and his wife Julie drove their Ford Territory (with Porsche 997 number plates) up from Hobart, not the recently purchased red Porsche GT3, (does this car even exist, did I hear someone ask?). Further questioning revealed the reason for the vehicle substitution...forecasted cloudburst, the prediction of precipitation, the chance of rain... which made Chris err on the side of caution in case the new car got wet. Also eliciting a few laughs was the story of Colin and Annette Denny's nouveau 911 emitting unusual 'beep beep' sounds while driving through St. Peters Pass in the heavy rain. Sacre bleu! What was that noise? Annette explained that the car had the latest Wet Mode installed, with sensors in the wheel well that notifies the driver that wet conditions have been detected. Who said? "Colin, the

car told you that the woad was wheely wet." (I could add a few more Monty Python-ish words here.) Wet mode is a clever addition by Porsche, allowing you to use the mode selector dial to activate a new set of parameters in inclement weather. Smoother, more predictable with increased driving stability, it even adjusts the aerodynamics of the car. Ok, I googled that. In Doug Chang's words (Star Wars designer and Porsche enthusiast): "Good design doesn't exist in a vacuum. The starting point is always research in the real world...even the smallest detail can be interesting." And Wet Mode is certainly an interesting and most welcome detail to have on your new



Porsche, Colin!

On a more sombre note, the weekend of the President's Dinner saw a number of fatalities on Tasmania's wet roads, causing long delays and a detour through a cherry farm for one party who travelled up on the Friday. It is with gratitude that everyone arrived safely at their destination and it is a sobering reminder to drive to conditions.

Those driving up from Hobart the day before included Bob and Dimity White, Kevin and Mary Lyons and Colin and Annette Denny. A meal was enjoyed at Stillwater and a walk up the Gorge got the muscles (and blisters) going. It's always interesting to hear about Bob's black 1985 930 Turbo (I hope I've got that right). According to Annette, and without meaning to sound uncouth, there are a few stories to be told about 'The Black Bitch'. Rumour has it that it once belonged to Shane Warne; I wonder if Liz Hurley sat in it? And apparently it was banned in the US for being too dangerous... the BB, not the affair between Shane and Liz.





Speaking of affairs of the heart, did you know that Bob and Dimity met at school before reuniting many years later? I love a Romeo and Juliet story.

Kevin and Mary Lyons also went to school together. It was destiny that they found each other, Mary with a farming background, able to reverse a trailer and drive a ute 'very fast' and Kevin in the CBA refusing to finance cars, boats and planes. Did you know it was Mary who taught their children to drive? However, I highly recommend "hiring" Kevin for driving lessons cos he's the "salt" of the earth.



A photo of Kevin and Mary's Porsche 911 GT3 finished in Crayon was posted on Tassie Car Spotters Instagram page and the interesting colour often solicits comments and discussion from fellow Porsche enthusiasts. At the dinner, Annette Denny commented on the Crayon 911 resembling a chameleon on their trip to the West Coast. It always seemed to change colour depending on its surroundings. Quite remarkable.

Talk about changing... Colin Denny, looking dapper in his dinner jacket was spotted leaving the restaurant to change his snazzy boat shoes for a more comfortable pair. After a few bunion jokes were thrown around, Diane Haworth made a witty remark about men

wearing high heels. And still on the subject of shoes, Mary's black patent sling-backs were a hit on the red carpet.

New club member Janice Molineux also shone on the night; dripping in diamonds, she was a cross between Marilyn Monroe and Scarlett Johansson. For those who don't know, Janice is a thespian, and has secured her first serious lead role. The President's Dinner could be the launching of her career. (You heard it first in Flat Chat). It was Gerry Frith, the stylish Audrey Hepburn look-a-like, who spotted the high end clothing worn by Janice, perhaps Louis Vuitton? By the way, Colin Denny was the previous owner of the Molineux's white Boxster with black soft top. Janice loves driving the car as it has "seat bottom warmers". A few jokes came out of this conversation as you can well imagine.

Other club members who resembled movie stars at the dinner were notably Matthew and Tammy Bowen, the owners of a gorgeous classic dark blue 928. Definitely George Clooney and Helen Hunt. They would be perfect in a movie titled "Crims to the Cleaners: a tale of Money Laundering". Matthew had a wonderful story about meeting Sting on the east coast. Meanwhile the boys were comparing Tammy's one horse, with their 500 (HP).

Horsepower was a popular word on the night. As was torque, performance, power trains, flat six, next generation, hill climbs, Targa, Symmons... There was reference to overtaking a slow driver: "the internal curse battery recharges quicker than a Duracell bunny". We have some excellent drivers in Porsche Club Tasmania. The crème de la crème. Attending the dinner were Kerry Luck, Phil Frith, Farrel White and Graeme Pitt. Kerry is a leader in the club for motorsport events, he was in Targa Tasmania, raced at Baskerville, and did you know he competed in the first number 1 HQ Holden Race in the world? There's pedigree here. Phil Frith, looking dashing in his plaid jacket, modestly recalled his driving career, five times Targa podium champion with his son David. Rumour has it, Adele, that while Phil's Porsche was being serviced he had a little look around the showroom. I asked Gerry if she knew what had taken his fancy. She laughingly said that years ago he bought a whopping big catamaran without telling her, so she didn't suppose he'd tell her about a new Porsche. All in good fun.



There was some discussion about who was at home holding the baby. Mandy White, dressed to impress in a beautiful floral number jokingly said she probably was! Farrel is a highly skilled driver and has been involved in motorsport in a variety of ways; he competed in Targa Tasmania in a Police Entry Holden. Farrel (from Performance Automobiles) is 'the face of Porsche' from my perspective, and I'd like to acknowledge what he does, not only for me in relation to my Macan (Romeo) and my silver Turbo (Juliet), but also for the Porsche Girls Club.

Graeme Pitt's motorsport talent obviously rubbed off on his 'baby.' Honi Pitt has a Porsche 914-6 and a Lotus Exige S. (see Flat Chat Oct. 2018) I'm not sure if you are aware, but last year she won the state championship in GTB circuit racing. She is the second female to ever win in this competition. I am woman, hear me roar (R.I.P. Helen Reddy). Behind every successful person there is an equally successful spouse/parent, and this applies to Sherryl Pitt. Her mantra could be: "Whatever it is you decide to do in life, you must love it completely and full heartedly. Our time on earth is too precious to be doing anything but what we're passionate about." And speaking of passion! There was no way Sherryl



was giving up Kevin's coveted golden President's Face Mask that was on her table. Anne Vaughan was keeping a close eye on Sherryl who was holding onto it like she'd won an Oscar. Kevin even tried bribing her with a glass of champagne and a personalised autograph but to no avail. Note: the cut-out faces of Kevin were in response to (a.) it's the President's Dinner so "All Hail Kevin!" (b.) the pandemic...Covid face masks (c.) a fan for facial flushing due to ALDH2 deficiency. The wine was excellent but then so was the French maitre d'... where's that fan Erica? Voila! There is the reference to the maitre d'. And it's Diane Haworth's job to remind me of my 'boundaries'.

There were no boundaries at the dinner table. Feedback about the shared menu was positive and we all agreed that the first and second courses, sides and desserts were not only delicious but extremely generous. We were tempted with crispy fried calamari, oyster mushrooms, grilled wallaby skewers, gnocchi, radiochio ("I don't usually eat anything I can't spell." Who said that?), lemon pink ling, roasted pork belly, glazed baby carrots, fresh vegetables and gourmet salads, tiramisu and lemon curd raspberry and marshmallow shortcake. What weighs the equivalent of ten elephants? (Me, after that dinner!) Actually, the answer is...the paint on the Eiffel Tower. (There's that French reference again.)

There were no beret wearing, baguette holding boys at the dinner, but Grahame Vaughan was tres chic in his black long-line jacket and bow tie, while his wife Anne looked very pretty in pink. Milton Moody and Ann Lowe had a certain je ne sais quoi on the night and the votes are in...it's equal first for the most stylish coiffure; Annette Denny and Julie McGregor (did you know Julie has retired and she's going to take up line dancing?); Paul Jubb's wife Karen stunned in orange; Judy Stove was perfectly poised in peacock print; Mary and Dimity rocked the LBD and Gill Arnold looked like she'd stepped off the Parisian sidewalk to join Mick in their Porsche Cayman with the 00 number plates. Cam and Liz Morrisby, were as elegant and personable as their red GTS 2015, while Sue Davis matched the effortless style of her and John's 911.

The President's Dinner wasn't about haute couture and Hollywood, it was all about Porsches and people. It was a night of good food and wine, fun, friendship and...equality. May there be many more of them. Now where is that French waiter? I have to return his pen.



## PORSCHE. 50 YEARS IN TASMANIA CELEBRATIONS

*John Pooley*

*The following speech was given by our past President, John Pooley at a recent Porsche dinner celebrating 50 years in Tasmania. This private dinner was held at Me Wah Restaurant in Sandy Bay on 14<sup>th</sup> November 2020. John has very kindly provided a copy of his speech for publication in FLAT CHAT.*

**I** have much pleasure and gratitude to be invited to share with you my life with Porsche in five minutes. Ladies and gentlemen..... I will do my best!

As a small boy in 1950, my father Denis, gave me a pocket book called, Automobiles of the World .

Within a short time I could recognise almost every car on the roads of Britain and got to know what cars from other countries looked like in my pocket book. It wasn't until we migrated to Tasmania in 1953, I was 10 then, that a few years later I recognised my first sighting of a cream-coloured Porsche 356 coupe on the Huon Road at Fern Tree, where we lived. Little did I know that in Ten years that same car was to be entrusted to me to care for it by its owner, Bob Young of Dover.

My father and I started Performance Automobiles in October 1964 and on the completion of my Motor Mechanic apprenticeship, in 1965, I was put in charge of the servicing of all makes and models at our newly rented Shell service station in Davey Street , Hobart.

My Passion was Volkswagen, as during my apprenticeship, at the Hydro Electric Motor workshops, no one else wanted to work on them and I was fascinated by the Dr. Porsche story of Volkswagen and Porsche cars.

At this time I had built a sports racing car out of a wrecked Beetle as my Dad was working for the then VW dealer, before he left to start our own business, He came by a modified VW engine that had many Porsche components in it and had 90hp. So we bought it and that powered the racing car, which we called the Pooley Mark 2. It was quite successful and attracted a lot of attention and this drew lots of customers to our new business.

As a result of this success, in 1969, we were approached by Volkswagen Australia to take on a full dealership in Southern Tasmania, which we did. That required more space for a workshop, so we bought the property next to the Service station and built our first showroom in Davey Street.

Sales took off and many of the popular VWs on the roads of Hobart came to our business for service and repairs.

A year later, Denis approached Norman Hamilton , Australia's importer of Porsche, having met him at Longford when we were racing the Pooley Mark 2, and offered to represent Porsche for Tasmania, which was accepted in 1970.

Our first Demo Porsche was a 911 T, it had the new 2.2 litre 6 cylinder boxer engine , had a 5 speed manual gear box, 4 speed was standard, a left hand mirror, radio, and mats, all extras! It was Kermit Green and had the exorbitant price of \$13,000 dollars. Our most expensive new VW was \$899. "How on earth are we going to sell a car over \$10,000 dollars" I remember saying!

Sales were very slow at 2 or 3 a year in the 1970s but it was a quality built and engineered sports car, and we loved them. That year Porsche won Le Mans 24 hour endurance race for the first time ever.

The Porsche brand's respect and racing success after success was starting to produce sales.

We bought a 911S , Racing Car in 1974, which was second in the Australian Touring car Championship in 1969, driven by Jim McKeon.

We restored and raced it here in Tasmania for 4 years with some success and that brought more sales to the brand here in Tasmania, building the reputation and respect of Performance Automobiles and Porsche.

In 1985 the Australian Dollar was floated by Paul Keating, the then treasurer. This led to Porsche buyers making money on their traded cars and sales shot up to one a month. As a result they became very hard to get and offers over retail were common from customers to secure a car. Most 911s were factory specific orders built to the excited customers personal choices.

As Dealer Principal, I was known as MR 100% with reference to Porsche's Market share of the Luxury Sports Car market in Tasmania. I was very proud of this especially when with the other Australian Porsche dealers, who had lower market shares.



My first visit to the Factory in Stuttgart was in 1974 when I attended for technical training for 2 weeks on the new 924, 930 Turbo and the 916, which incidentally never came to Australia.

I remember on my arrival at the factory there were 20 brand new 924s lined up in the car park at Zuffenhausen and with very little introduction to the car, we, that is the other senior technicians attending from, Britain, New Zealand, Hong Kong and Canada, were to "choose a car and follow that yellow 911 S". In minutes we were on the Auto-bahn travelling at over 200 kph, on the righthand side of the road and driving from the left seat of a brand new Porsche. I was terrified, but within a few minutes settled in and accepted the challenge and revelled in the experience.

Many more visits followed over the years to Europe, UK, USA, South Africa, Spain, Corsica, Italy, and in my 40 plus years as Dealer for Porsche saw over 110 new models released, including all 911s from the original 911 T, 930 Turbo, 959, 993, 997 and the water cooled, 924, 944, 968, 928 in all their variants.

After the 1987 stock market crash the world slid into a recession. Most of us remember the "recession we had to have" and sales of luxury and high-end sports cars stopped. The Government slapped a 50% sales tax on all cars over \$50,000. AS a result, we sold only one new 911 in 1990 and dealers were going broke.

In fact, it was this year that Porsche AG came to the rescue and bailed out the Australian importer and took over the business and distribution for Australia.

A total of only 106 new Porsche were sold in Australia, in that year of 1990.

Now its over 4500 cars each year!

Some of us did survive, even with interest rates on borrowing at 20%. A far cry from today's rates and too many Porsche models with dwindling sales worldwide. Porsche realised that that they had to rationalise their range and cut all the front engine cars from the range to concentrate on their traditional engine placement, rear engine boxer sixes. Also to rationalise and have multi model interchangeable parts where possible to reduce costs.

So in 1996 Porsche needed cars that would sell and two completely new cars were designed, sharing components. The Boxster was launched in Scottsdale, Arizona first and the 911 996 followed shortly after. Both cars were 100 % new from the ground up and were to save the Company from going bankrupt.

The Boxster did save Porsche and sales returned, dealers restructured as the economy improved.

Back in Tasmania, Performance Automobiles continued Racing the brand and entered a Porsche each year in Targa Tasmania with success, achieving a third out right in 1995 with a factory sponsored 911 Carrera S. I convinced Klaus Bishoff, whilst he was on holidays in Tasmania one year, to bring Porsche Museum cars to Targa Tasmania, which he did for many years after, lifting the awareness of Porsche, passion, history and excellence in Tasmania and putting us here in Tasmania on the world map.

By this time, 2002, the Factories were pushing for dealers to expand and improve their Dealerships facilities and one of our suppliers, not Porsche, said to me "Build us new premises or we will find someone who will". Hence plans were set in place to purchase property and build a new Dealership in Argyle Street, Hobart.

Now in my mid-sixties and no family to take over the business, they were more interested in wine! I had to make a succession plan for the future.

My next challenge was to find someone who would carry on the business into the future and that person must be half my age, have extensive automotive experience, strong financial knowledge and backing, have excellent people skills and a passion for Porsche.

Four years later, I found that person in Penrith NSW.....Adrian Brown.

I am very happy that Adrian and Nick Clarke, his business partner, have taken up the baton from Libby and I and over the last 14 years lifted Porsche Centre Hobart and Performance Automobiles to new heights of success in sales, service and respect in Tasmania. Thank you so much.

A huge thank you also to all our Porsche family.

To Porsche owners, PA staff, Club members, past and present, thank you for your love and support over the last 50 years. Without you all, this story could not have been told and Porsche in Tasmania would not be where it is today.

Thank you all so much for making my working life with Porsche so enjoyable as the passion still burns inside me as I continue that association with my friends in the Porsche Club Tasmania, in fact in other Porsche Clubs around Australia, my 356 Register friends and Porsche Centre Hobart and Porsche Cars Australia.

*John R. D. Pooley  
Chairman  
Pooley Wines Tasmania.*



## *You call that a Truck....!*

### *Chris Matters*

It was the mid-nineties. We had flown through the night from Hong Kong to Frankfurt, Germany. Onboard the near 400 ton, multi-million dollar, 950 km/hr freighter, was an Asian payload itching to descend upon the European market.

The operation achieved the magic 100 tons of cargo transported over the modern “Silk Road” route. And although the journey was shorter in time than centuries ago, it still presented challenges worthy of the goal.

After the early morning arrival, none of my crew seemed able to sleep & enthusiastically agreed to my suggestion of visiting the famous Frankfurt Motor Show. To those of us who appreciate all things motorised, it was “petrol-head” heaven!

After a long day in the “candy store” & feeling somewhat jet-lagged, we were contemplating the “need-for-sleep” when rounding a corner, we came across the trucks. Yes big trucks! Our 2<sup>nd</sup> or 3<sup>rd</sup> wind was kicking in, we were feeling light-headed & the possibility of comedic relief was like a magnet towards the nearest salesman.

The following conversation took part without any influence from alcohol (just a wee bit tired).

Crew: “Do you have any big trucks ?”

Salesman: “Erm ??”

Crew (arms waving wide): “Biigggg Trucks ?”

Salesman: “Grosser ???”

Crew: “Yah !”

Salesman (pointing out the obvious hardware): “ja natürlich !”

Crew: “Nein, Nein ... big trucks. How big is your biggest truck ??”

Salesman: “Grossen ? Ehm.. 40 or 45 tons !”

Crew: “Nein, nicht die kinder trucks ! Die Größen trucks ! The biggest ??”

Salesman: “Ya.. OK, maybe 60 tons !”

Crew: “Pah ... we just delivered 100 tons of freight, err.. fracht “

Salesman: “From where .. 100 tons grosser ??”

Crew: “Nein, 100 tons fracht. 400 tons grosser ! We drove from China... do you know Silk Road ??”

Salesman: “Nein, nein.. is not possible ! Mit what truck, nothing is this big ??”

Crew: “Yes...possible ! An American truck”

Salesman (scratches head but looking confident): “Nein ! Was ist das für ein amerikanischer Truck?? ”

Crew: “Boeing ... our truck is a Boeing 747-400F !”

Like the average “man in the street”, the salesman had no idea of the true scale & capability of the magnificent B-747. This iconic aircraft became the “DC-3 Dakota” of the modern era. Thanks to people with courageous vision, accountants & engineers working to “get the numbers right” & the many support people working daily, a milestone segway in efficient trade emerged.

Oh, & nothing was more satisfying than bringing the “Queen of the Skies” home safely & efficiently onto Hong Kong’s typically wet & windy Kai Tak runway ! Like six semi-trailers all at once.

Now **that’s** a truck !

Footnote: The current B747-8 can uplift a payload of over 135 tons

**Editors Note:** Our new Club Members Chris Matters and his wife Jacqui have recently settled in Hobart. Chris is still an active Senior Captain (very senior in the Line) with Cathay Pacific, flying between Melbourne and places north, east and west. It is encouraging to speak with someone who fondly talks about the old Hong Kong airport at Kai Tak (Heart Attack) and the infamous runway 13/31. Well worth a chat.



# EARLY MORNING RUN REPORTS

## North and North West Group

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North / North West EMR, Sunday 18<sup>th</sup> October

*Peter Haworth*



Thankfully the weather forecast was much better this month for our re-scheduled Scottsdale / Sidling loop, and the weather was actually in line with the forecast for a change!! After a couple of late withdrawals, we ended up with 7 starters, and picked up the Laveracks on the way through Newnham. Kerry led us on a great run out through Lilydale, and on to Scottsdale, with the traffic being kind to us, allowing a smooth run.

Our morning tea destination was the Scottsdale Art Gallery Café, where Rod and Shirley greeted us. Fantastic scones (Rod's specialty) and great coffee will dictate a definite future return to this café!!! There are some very talented artists in the area, and the walls were lined with some great landscapes and local scenes.

Most of us departed for the drive back to Launceston via the Sidling, and some obliging traffic allowed us an unhindered run up to the lookout, ably led by Philip Molinieus in the ex Denny 981 Boxster S, where we stopped for photos and further chatting, before heading back to Launceston.

### Attending:

Martin & Leanne Laverack	Boxster	Mathew & Tammy Bowen	928
Dianne and Peter Haworth	Boxster	Philip Molinieus	Boxster
Jennifer and Frank Brunacci	Cayman	Phil Parsons and Barry Cork	Cayman
Phil and Roy Frith	Boxster	Kerry Luck	GT3RS









## North / North-West Early Morning Run – Sunday 15<sup>th</sup> November

*Peter Haworth*

After resulting early indications of low numbers, we ended up with a great turnout for our November run to Deloraine to the Cruzin' in the 50's Diner for coffee and treats!! Great to see Bruce Allison out and about again after his accident some months ago with a broken heel. Also Dianne and Erica helped swell the numbers for the Southern EMR on the same day.

Northerners met the NW contingent at the corner of Selbourne Road at Hagley, and we wound our way through some very picturesque countryside along Selbourne Road through to Birralelee Road and on to Westbury, out along Black Hills Road to Whitemore, and on to Deloraine via Cluan and Osmaston Roads etc.

These are all roads we've driven before, but there are a number of routes and combinations we can put together, including reversing usual travel direction, which makes these seem fresh roads each time. Certainly the view from Black Hills Road down over the farm land was great.

We stayed for a good chat at the Diner, and a number of pancakes were consumed, as that seemed to be the snack / brunch of choice!!

Thanks to all who attended 😊

Simon Froude	GT3	Haworth & Kerry Luck	Boxster
Bruce Allison	911	Grahame and Anne Vaughan	Macan
Martin & Lee-Anne Laverack	Boxster	Phil Parsons and Barry Cork	Cayman
Phil and Roy Frith	Boxster	Philip Molinieux	Boxster
Phil McCafferty	930	Graeme & Sheryl Pitt	911SC
Matthew & Tammy Bowen	928	Rob & Devonne Jones	Boxster
Stephen & Cameron Welsh	Boxster	Wayne Clark	928

Sorry, no photos, I didn't get around to taking any.

## Northern Midweek Dinner run, 17<sup>th</sup> December 2020

*Peter Haworth*

Thanks to everyone for your amazing response to this event, as we very nearly got to the maximum number of people allowed in the space we had booked at Rosevears Hotel!!!

10 cars, 15 people met at the Petbarn Carpark, where we departed for a leisurely drive through Riverside to Legana, up to Bridgenorth and along Long Plains Road, on to Glengarry Road and through to Exeter, down to Deviot Motor Road, through Deviot & Gravelly Beach, finishing at Rosevears Hotel, a nice hour's run.

At Rosevears we met up with a few others, to finish with 23 people all up, a great response. We all had a great meal, and I was very pleased to finally present Phil Parsons with the Northern Club Person of the year award, accepted by me at the Christmas Function at Frogmore on Phil's behalf.

Phil's award was for his ongoing efforts in co-ordinating our North West members to attend our North / North West events, and organising the runs we have in the NW area. Congratulations and thanks Phil!!



*Phil Parsons receiving his Clubman Award (Northern) from Peter Haworth*

### Attendees:

Simon & Jess Froude

Kerry & Bec Luck

Ian Lee

Martin & Leanne Laverack

Bruce Allison

Jennifer Brunacci

Philip & Janice Molineux

Phil Parsons

Dianne & Peter Haworth

Graeme & Sheryl Pitt

Erica Cabalzar

Honni Pitt, Brett, Connor &

Bree O'Shea

Thanks to all who attended, apologies if I have missed anyone out. I'll let you know if we are able to pull anything together for a NW midweek meal run in January, otherwise the next event will be an Early Morning Run on Sunday 21<sup>st</sup> February

# Southern Group

Sunday, 15<sup>th</sup> November, 2020

Grasstree Hill to Richmond via Tea Tree, Campania and Penna

*Words by David Catchpole*

*Pictures by Di Catchpole and Dimity White*

Although an EMR starting at 11.00am can only be loosely considered as an “Early Morning Run” the keen participants gathered at the Derwent Entertainment Centre Carpark from 10.30 for the obligatory pre-start chat.

The nearby Covid 19 testing station was a stark reminder that we continue to have the privilege of gathering socially for these events thanks to the responsible attitude of the majority of our community and the strong border control measures enforced by our governments.

12 Porsches (comprising various 911s, Caymans, Boxsters and SUVs) headed out towards Grasstree Hill Road shepherded by the ever-watchful Bob and Dimity White to ensure nobody was left behind or lost. The Boxster contingent braved the threatening showers for a roof off run enjoying the full effects of that flat six soundtrack.



Grasstree Hill Road (a Targa Tasmania Stage) was devoid of the usual cyclists by this time of day so gave us a clean run out of the suburbs towards our well-maintained country road loop in the Coal River Valley district. Here we were finally able to give our Porsches a chance to stretch their legs a little. I am always amazed as we flow through these country roads how the speed



unconsciously builds to a point that tests the designated legal limits.

Our convoy continued on the loop through Back Tea Tree Road, Colebrook Road, Fingerpost Road, and Tasman Highway taking us through many lush vineyards reminding us of Tasmania’s premium white wine reputation. There were also orchards full of ripening apricots and cherries destined for the Christmas tables in mainland Australia and overseas.

I was delighted to see a few young car enthusiasts with their iPhones recording our passing parade. Hopefully, they may become the Porsche owners one day and enjoy the privilege of owning and driving that we share.

Our loop returned us to Pooley Wines Cellar Door at Richmond just in time to beat the heavy shower of rain that had been threatening all morning. The gathered convoy made a fine sight carefully parked in front of Pooley Wines famous Butchers Hill Vineyard. We headed under cover for a much-anticipated lunch of pizza and fine wine. Again the social atmosphere was buzzing with conversation.





As we have come to greatly appreciate from Event Director, Bob White, this was an excellent short drive avoiding most of the Sunday morning traffic and providing quality country roads for the exercise of our Porsches.



Some drive participants could not stay for lunch, however we were joined at Pooley Wines by an additional number bringing the total compliment to 40.

Guests	Vehicle
Bob and Dimity White	930
Colin and Annette Denny	911- Carrera S
John and Libby Pooley	At Home
Leon and Gail Joubert	Boxster S
David and Di Catchpole	Boxster S
Kevin and Mary Lyons	GT3
Ivan and Jennie Poole	Mercedes 350 ???
Keith and Judy Stove	Boxster S
Bruce and Monika Finlay	Cayman S
Marcus and Alison Skinner	Cayman S
Todd Kovacic, Allison Divine and Anja	944
Milton Moody and Ann Lowe	911 – Carrera S
Joe Hand and Jane Bao	968 CS
Keith Ridgers	Carrera S
John and Sue Davis	911 Turbo
Zac Davis	911 Targa
Erica Cabalzar	911 Turbo
Dianne Haworth	Boxster
Chris and Jacqui Matters	Cayenne Turbo
Chris and Julie McGregor	GT3
Suzanne and Ralph Norton	Macan S
Michael Powe	911 – Carrera S



A special thanks to Dimity White and Di Catchpole for their great images.

# Extreme Eau Rouge:

## The secrets of the world's most dangerous corner

*Submitted by Leon Joubert, originally from Porsche Motor Sport*

*Whether you have ever held an FIA Competition license, or maybe never even heard of Spa-Francorchamps (never mind Eau Rouge), this article from Porsche motor sport gives a fascinating insight into the DNA of Porsche,*

*You may never drive your 911, Boxster or Macan like this, but there can be no doubt of your car's pedigree.*

As part of the 24 Hours of Spa-Francorchamps, Porsche works driver Laurens Vanthoor and Sebastian Golz, Project Manager, describe what it is like to drive at full throttle through the famous Eau Rouge in the Porsche 911 GT3 R.



Exiting the La Source hairpin, Porsche factory driver Laurens Vanthoor plants his foot on the accelerator. The 500+hp 911 GT3 R catapults out of the first corner of the Circuit de Spa-Francorchamps, accelerating rapidly down the 15 per cent decline. After a very fast right-hand kink, the Belgian hugs the white wall, which separates the old pit lane from the circuit and now echoes the sound of the high-revving flat-six. There it looms in the distance: the famous Eau Rouge of Spa-Francorchamps. Flat out or not? "That's always a tricky question until you dare to do it for the first time," says Vanthoor with a laugh. Here on his home turf, known in the racing world as the "Ardennes rollercoaster", he has celebrated a good number of successes.

During the 24 Hours of Spa-Francorchamps on 24/25 October, drivers will face the Eau Rouge challenge every single lap. This corner combination, which is officially known as "Raidillon", owes its now famous name to a nearby small creek. The high iron-bearing water is tinged red – hence "Eau Rouge".

In the hunt for top qualifying times on fresh tyres and a dry track with just a dash of fuel in the tank, many drivers take the legendary passage flat out. However, the situation in the race is different. The rubber must be handled carefully in order to survive many laps. Over 24 hours, the car will cover a distance of more than 2,500 kilometres. Tipping the scales at more than 1,200 kilograms plus driver and fuel, the total weight of the car is significantly more than in qualifying. Hence, the forces are higher.

"I don't know of a comparable passage anywhere. Eau Rouge is unique in the world," explains Sebastian Golz, Project Manager Porsche, 911 GT3 R.



On the legendary circuit nestled in the countryside of Belgium's Ardennes region, a huge compression is combined with cornering at high speed. "On the Nürburgring Nordschleife the cars also bottom out at the lowest point of the Fuchsröhre passage. But we don't have the lateral forces there," says Golz. After the downhill section with its 15 per cent gradient comes a left-hander at the lowest point followed by a sweeping, fast right-hand corner leading to a steep climb and the final left-hand kink through a gradient of 18 per cent. Visibility is very limited. For a short period of time, drivers see only sky and some treetops. "When you negotiate this passage for the first time, it's a truly nail-biting experience, but you get used to it," says Vanthoor.



*The 911 GT3 R in front of Eau Rouge*

"At around 240 km/h, not only the drivers, but many components come under extreme stresses," explains Golz. "Through the dip at Eau Rouge, the tyres get extremely compressed, and at the same time lateral forces of up to 3.0g deform the tyre sidewalls. With the GT3 R, this means that around five tonnes is pushed to the outside of the corner. In the compression, the vehicle briefly bottoms out at up to 2.5g. The tyres alone can't absorb these forces. The rims distort and even the chassis seems to groan under such loads. Thankfully, our Porsche 911 GT3 R has a stiffer design compared to some other GT3 vehicles. We've seen the chassis of cars breaking when they hit the dip down at Eau Rouge." As part of the successful Porsche 911 GT3 R's overall concept, forces are distributed evenly over the chassis without overloading certain areas. All components play a part in reducing the amount of energy that impacts the vehicle. When driving through Eau Rouge, the setup of the kinematics plays an extremely important role.



*The 911 GT3 R after Eau Rouge*

"For rapid changes of direction, the car should have quite a hard setup but this would never work through Eau Rouge," explains the Porsche project manager. "Through the massive compression, high forces cause massive load changes. A hard setup might result in having one wheel in the air without surface contact. This should never happen there. You need all wheels on the ground for maximum grip." Hence, a compromise is needed. If the car's suspension is too soft, it will bottom out badly in Eau Rouge. "It's

not the shocks reaching their limit – we can do something about that. It would be much more serious if the entire chassis bottomed out. This would minimise the wheel load and reduce the grip significantly. We've got to find a good compromise to ensure maximum contact of all wheels on the ground at all times" states Golz. When working on finding the best setup, the unique features of Eau Rouge play an important part. However, it is also essential to take the rest of the 7.004-kilometre circuit into account.

For fast corners like Pouhon or Blanchimont, a low ride height is essential for high and constant downforce. Passages with rapid directional changes like Les Combes or the Bus Stop chicane require a hard suspension in order to achieve decent lap times. All this contradicts the set-up requirements for the perfect drive through Eau Rouge. "You're always looking for the best possible compromise," says the experienced Porsche engineer. "I can live with the car bottoming out slightly in Eau Rouge because I want the car low through other passages. One shouldn't forget, the lap time doesn't just depend on Eau Rouge – it is achieved over the entire seven kilometres. If

I get it sorted out right for the Eau Rouge dip, I'll lose too much time in other places like Blanchimont," remarks Golz. With a laugh, he adds: "It's always a huge challenge. It's a brave driver who keeps the throttle pedal down through here. Unlike in single-seater racing, this hasn't changed at all over the years in GT3 sport."



*Eau Rouge by night*

Mastering this key passage takes skill, enormous self confidence, a wealth of experience and a huge amount of courage. "It may sound strange but Eau Rouge is easier to take at full throttle than lifting for half a second," says Vanthoor. "At this spot, the driver has to be absolutely sure about what his car is doing. If I lift the throttle approaching the lowest point, the load shifts to the front – and the car pitches. This affects the steering behaviour and I might hit the kerb too hard. If this happens, things get seriously tricky. As a driver, you've got to learn Eau Rouge by driving it. Everyone knows that aerodynamics offer more downforce at a higher speed. Obviously you shouldn't try to overdo it, but with the Porsche 911 GT3 R, you can keep the pedal to the metal – most of the time. It doesn't always work – sometimes your gut tells you that it would be a good idea to lift for a split second."

"On one hand, we technicians like to see the drivers going full throttle through Eau Rouge. After all, we're passionate about motor racing," says Golz, giving his perspective. "Yet on the other hand, it's obvious that neither the tyres nor the vehicle would withstand these stresses over long periods of time. So we're quite happy that the enormous physical and mental stresses through this passage keep the drivers from trying to tackle it at full tilt most of the time. This saves the material a little," concludes the 911 GT3 R project manager, thereby taking a load off the shoulders of his very ambitious drivers. There have been many accidents in this challenging passage. Eau Rouge only works well if all factors come together. Tyre pressure and temperature must be perfect, the track surface dry and clean, and the approach to the dip flawless.

“Actually, your first tweak of the steering wheel as you head towards the dip is the decisive moment,” says Vanthoor. “If this isn’t perfect you have to correct it, and that’s anything but easy at 240 km/h with those mighty forces working on the car. Eau Rouge is mercilessly unforgiving. The run-off zones are small; many drivers hit the crash barriers. Still, there’s hardly a better feeling for us drivers than hurtling through this passage at full throttle. You look forward to it every lap – at least as long as everything works out okay,” the Belgian smiles. The famous corner combination at Spa-Francorchamps is like a trophy to be won at the highest possible speed. After two attempts to master the famous passage at full throttle ended in the barriers, an ex-Formula 1 world champion had the words “I survived Eau Rouge” printed on his autograph cards.



## Tyres Anyone?

Farrel White has a contact in Victoria who is in need of a set of used but roadworthy rear tyres for his Carrera S. Apparently the owner of the Carrera ordered the tyres through an independent tyre company and was supplied 20” and not the 18” as ordered.

**Size: 285/30ZR18**

On behalf of the cashed-up buyer, please contact Farrel for further details.

Farrel White  
Mobile: 0417 589 504  
Email: [FWhite@pahobart.com.au](mailto:FWhite@pahobart.com.au)



# **FOR SALE**

## **Leon Joubert's rare 1986 Porsche 924S.**

Special import to Australia. Limited numbers built for US/UK/Germany in 1986/87.

SOHC, 2.5-litre 944 engine, 5-speed transaxle manual transmission, and complete 944 brakes, suspension and other underpinning but "slimline" 924 body with no P/S or A/C. Pure driver's car and marginally quicker than the 944 of the time.

Electric sunroof and windows. Telephone dial wheels. Everything works as it should.

Recent refurbishing includes: Cam belt done. New clutch, starter motor, fuel pump and brake rotors. Seats re-trimmed. Lots of minor fettling. Original toolkit etc.

Spares package of: Momo steering wheel, sunroof bag, spare transaxle, luggage cover, reconditioned starter, central arm rest, numerous small electrical bits etc. Workshop manuals and owner's manuals for car and (original) Grundig radio/tape.

Special C92PS Tasmania registration. Approximately 140 000 km (86 000 miles).

**\$14 000.00 o.n.o. including all spares.** See details of another example below.

<https://www.tradeuniquecars.com.au/news/1911/1986-porsche-924-s-for-sale>



Contact: [joubertaus@gmail.com](mailto:joubertaus@gmail.com) (m) 0438 857 125 or (03) 6223 6461

## TOOLS EXPLAINED

*Submitted by Leon Joubert (Sourced originally by Paul Tucker)*

**DRILL PRESS** : A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

**WIRE WHEEL** : Cleans paint off bolts and then throws them somewhere under the workbench at the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh\*t'

**DROP SAW** : A portable cutting tool used to make studs too short.

**PLIERS** : Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

**BELT SANDER** : An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

**HACKSAW** : One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**WISE-GRIPS** : Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH** : Used almost entirely for lighting on fire various flammable objects in your shop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

**TABLE SAW** : A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

**HYDRAULIC FLOOR JACK** : Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

**BAND SAW** : A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

**TWO-TON ENGINE HOIST** : A tool for testing the maximum tensile strength of everything you forgot to disconnect.

**PHILLIPS SCREWDRIVER** : Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

**STRAIGHT SCREWDRIVER** : A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

**PRY BAR** : A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

**HOSE CUTTER** : A tool used to make hoses too short.

**HAMMER** : Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

**UTILITY KNIFE** : Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

**ADJUSTABLE WRENCH**: aka "Another hammer", aka "the Swedish Nut Lathe", aka "Crescent Wrench". Commonly used as a one size fits all wrench, usually results in rounding off nut heads before the use of pliers. Will randomly adjust size between bolts, resulting in busted buckles, curse words, and multiple threats to any inanimate objects within the immediate vicinity.

**Son of a bitch TOOL** : Any handy tool that you grab and throw across the garage while yelling 'Son of a b\*tch' at the top of your lungs. It is also, most often, the next tool that you will need.



## CHRISTMAS LUNCH

Frogmore Creek Vineyard – Cambridge

December 6<sup>th</sup>, 2020

Tasmania is blessed when it comes to fine rural settings for lunches and special events and 2020 PCT Xmas lunch at Frogmore Creek was no exception.

Set in beautiful surroundings: vineyards, rolling hills and overlooking the lower reaches of the Coal River Valley and the large UTAS radio telescope, the Barrel Room at the vineyard's Restaurant and tasting centre was an ideal location for our annual wind-up event for the year. For one thing Frogmore Creek could comfortably accommodate the 52 guests in the privacy of a large room, ensuring all Covid requirements were satisfied.

President Kevin Lyons had hoped to gain approval for patrons with Porsches to park their steeds on the lawn area adjacent to the glassed frontage of the Barrel Room, however Frogmore Creek only gave approval for 3 cars...hardly worth it and sadly lacking the impact intended. Not to worry as we packed out their tight little car park anyway.



Two long tables were adorned in the Xmas spirit thanks to our northern embellishment specialist Erica Cabalzar. Xmas bonbons, goodies, words of wisdom and other delights amused the 52 guests, who, very early in the day had discovered the bar in the corner.

The three-course menu was up to Frogmore Creek's excellent standards, starting with the signature tapas style plates of seafood and pork belly, followed by a main choice of eye fillet or seafood. Dessert offerings were just as delicious, watered down with any amount of purchased fine wine from the Frogmore Creek or 40 South range.

The Xmas lunch is a time in the Club's yearly calendar to sum up the year, reflect, plan and look forward to 2021. President Kevin Lyons briefly outlined the year that almost never was, highlighting the great successes we enjoyed in Tasmania.

The PCT Xmas Lunch is also a time to announce and present the Club Member of

the Year award (both North and South) for 2020. The worthy (although highly surprised) recipients were Keith Stove (South) and Phil Parsons (North). Unfortunately Phil could not attend and so his award was accepted by Peter Haworth, who presented the award to Phil at the last Northern EMR for the year. A shocked Keith Stove graciously accepted his Southern award, much to the delight of his wife Judy, who had to find a pride of place spot for a beautifully mounted full-size Porsche wheel hub and plaque....the master bedroom, living room, library, family room, dining room and hallway were all ruled out as a matter of conversation on the way home! Judy lamented that it was a shame we could only keep it until June when custodianship is transferred to Phil Parsons. Lucky you Phil!

The final award was this year titled the "Rain Man Trophy" and awarded to Chris MacGregor for his exceptional effort in keeping his newly



acquired GT3 dry, i.e keeping it in the garage! Erica Cabalzar writes a great piece on this matter in her highly amusing article on the President's Dinner.



From a Members perspective it is encouraging to note the increase in attendance at Porsche Club Tasmania functions and the Xmas Lunch was no exception. Well done to the organising body; a great day enjoyed by all.



Clubman's Award recipient Keith Stove with PCT President Kevin Lyons and Vice-President John Davis



*Rain Man Award to Chris MacGregor*

## Porsche Club Tasmania – Taycan Reveal.

Thursday, 10<sup>th</sup> December, 2020 6:00pm to 8:00pm

### Words by Farrel White

The new all electric Porsche Taycan has been 'On The Way' to Australia for what seems like years!

From the first images of the Mission E concept we have been salivating like Pavlov's Dog to strap ourselves into this Porsche of the future while at the same time asking the big question – WHY?

Why is the manufacturer of the most desirable sports cars in the world, sports cars fitted with internal combustion engines ranging from sublime to outrageous be coming out with a very sexy car powered by electricrery!! Not an ICE in sight!

Well Porsche being Porsche they don't do things by halves nor do they do anything relating to cars that isn't engineered to the highest possible level to ensure the owner experiences all that is Porsche when it comes to meeting the company's core values;

- Innovation & Tradition
- Design & Function
- Performance & Everyday Usability
- Exclusiveness & Social Acceptance

And as the Mission E morphed into the Taycan we saw those values being achieved in spades, but has the wait been worth it?

Well, we really still don't know as the release of Taycan to Australia has been pushed back a number of times for a number of reasons. Initially the delay was worldwide due to performance and efficiency targets not being realised. Then the Australian release was delayed partly due to the Covid-19 pandemic and partly due to Porsche Cars Australia deciding to wait for version 2 of the Taycan which has already seen some updates over the original release that was sold out through Europe and USA.

Porsche Centre Hobart's Sales Director Nick Clark and our own El Presidente Kevin Lyons have driven the Taycan on separate occasions in Europe at either the world release in Nick's case or the world Porsche Club President conference. The verdict from both was, if I can paraphrase, WOW! The rest of are still waiting impatiently. Until now.

PCH was supplied a Taycan for what PCA called a 'Soft Launch'. We would have the car for about 48 hours and PCH could invite a small number of clients to view the Taycan. The rules surrounding the 'Soft Launch' were very restrictive and some might say a little draconian, but they were insistent it was the only way it could be done.

Initially, the Taycan was due to arrive on a truck Wednesday morning and was to be shipped back to Melbourne on Thursday afternoon. So, we were to have an event on the Wednesday. Fortunately, that stretch of water between us and the big island to our North meant PCA's shipping plans wouldn't work and we were able to run a second event on the Thursday evening which PCH could make a quasi-Porsche Club event.

As most would know Kevin wasn't given a lot of notice to get invites out to club members, but they were sent and responses started to flow in.

So, to the night. Club members were greeted at the Porsche Centre Showroom and required to sign in as per Covid-19 restriction guidelines. Beer, wine and bubbles were on offer with platters of finger food doing the rounds. Apart from a spectacular Guards Red GT2 RS and a Quarzite Grey Cayenne E-Hybrid parked in the corner plugged into a Porsche charger that was the sum total of cars on display in the showroom. Sorry almost forgot the Speedster in the background. Where's the Taycan? Don't tell me it was all a bad joke or a prank?

Then Mr Brown steps up to the dais and explains what is to transpire. Yes, the Taycan is most definitely on site, just not in the Porsche showroom where most would expect a new Porsche model to be revealed. The rules of engagement set out in no uncertain terms by Porsche Cars Australia are as follows;

- The Taycan is to be transported to and from the designated site by truck
- No one is allowed to drive the car





- It is not to be shown on a Porsche showroom
- The car will be available for 1 event to run from 6:00pm to 8:00pm only
- Maximum attendees of 40 with full Covid-19 plan in place
- No photos

So that was how things panned out. After a few bevvies and handing in of mobile devices ... (yes, we are serious, them's the rules) ... the expectant attendees were escorted to the "Customer Experience Centre" situated off Burnett Street to view, drool, pine over the spectacular Taycan 4S.

I did sneak a few pictures – Not of the car!!!!



What is my verdict of the Porsche Taycan?

Looks great, feels great, plenty of clever tech, but I'll need to reserve further judgement until I get to drive a Taycan in the future. All going to plan that will happen on the 8<sup>th</sup> & 9<sup>th</sup> of February in Queensland.

Not long now!

