

The Quarterly Newsletter of Porsche Club Tasmania

Flat Chat

July, 2020



In this issue...

President's Report

Size does Matter - Leon Joubert

Orford BBQ - From a Southern Perspective

Track Day20 - Symmons Plains



Porsche Club
Tasmania



Contents

Committee.....	3
The Inside Line – <i>(From the President)</i>	4
From the Editor.....	6
Membership.....	7
Events Calendar.....	8
Orford BBQ – <i>(Ivan and Jennie Poole)</i>	9
Track Day20 – Kerry Luck	10
What Size Would You Like Your Porsche Sir? – <i>(Leon Joubert)</i>	13

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) pct.membership@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
Flat Chat 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



We are on the way back!!

Thankfully, Tasmania is now further easing the COVID-19 restrictions and we can start to plan and get our Club events underway again. The lockdown has taken a heavy toll on all of us, but thankfully Australia, in the main, has shown its maturity and accepted the necessary harsh restrictions on our lives. As a result, we are much better placed than many other countries, for the challenging period ahead. A major problem facing us now is getting everyone back to work and this is where the Club can and will support our local businesses, via our Events Calendar. I would ask all Members to attend these events wherever possible and help get the State back to normal by supporting our local people and their jobs.

First, to some housekeeping and then to our next Events -

AGM and New Committee:

We need to conduct our AGM by the end of August. As is required by the Constitution, all Committee positions will be declared vacant and a new Committee elected. If anyone would like to consider helping us out with running the Club's affairs, we would welcome your contribution and fresh ideas. There is no onerous time or work involved. Responsibilities are shared to ensure this. Please feel free to contact me or any Committee Member if you would like to help. Nomination forms will be made available shortly.

AGM Date:

We have selected Saturday, 22 August 2020 as the date. Committee Member, Colin Denny and I recently visited Piermont Retreat, Swansea to see if this would be a suitable location and found it perfect for our requirements. Our last AGM was held in the North at Poatina and Piermont sits nicely as a halfway point between North and South. The Venue can accommodate around 40 people inside on a long table for Lunch. Onsite accommodation is available for those who would like to have a weekend stopover in this beautiful beach location. We deliberately chose a Saturday, as given we have all been locked up for so long, we thought people might enjoy the drive to the East Coast and for some, perhaps to have an overnight break from home. Our booking will also help kick start this east coast business. I was extremely impressed with Piermont. Their website is: www.piermont.com.au

There are 1, 2 and 3 bedroom "villas" available and overall, the retreat has approx 26 of these. If you would like a weekend away, please **book now**, either direct via the website, or phone 62578131, as accommodation in Tasmania will be at a premium once the borders fully open. Pricing details are on the website. Please mention your booking is for the PCT Function. We will organise a Lunch for all attendees and a Dinner for those who would like to have a break and stay overnight. If you would like to attend, please confirm by email – see below. We have four overnight bookings already.

For Lunch catering purposes, please also advise if your partner is attending and if you intend staying the night, so we can organise a dinner. Respond ASAP to – pct.events@outlook.com

Club Constitution:

As previously foreshadowed to Members, work on our new Constitution has been completed and the Committee is about to formally accept the document, which will be presented to Members prior to adoption at the AGM. A huge amount of time and effort has been put into this timely update to reflect modern club management principles and our grateful appreciation is extended to Committee Members Colin Denny and Joe Hand for their valued contributions.

Membership Subs:

Following our deferral of subs for those who wished to take up this option, I would like to remind Members who have not yet paid, that your subs are due now.

Next Events:

I have searched for some time to find a venue to hold larger groups, for either a coffee run or a dinner. Given COVID-19, this has been challenging and with the Premier having just announced a further easing of restrictions, many venues are still considering their re-opening schedule.

As a result, we have set a date of the weekend 18 and 19 July for our next PCT Events. As a **minimum**, we will organise an EMR (early morning run) in the North and similar in the South. Further details will be provided once we can get more clarity on venue availability for groups and then lock in routes and coffee venues.

A further option for all Members, if we can get the numbers, is as follows:

Saturday, 18 July, meet at your convenience between 6.00 - 7.30pm at The Den in Salamanca Place for pre-dinner drinks. At 7.30pm, we stroll to Blue Eye Restaurant (Salamanca Silos) for dinner. I have made preliminary enquiries to reserve availability and if anyone would like to take up this option, I need to know **now**, to secure a booking. People are starting to relish the opportunity to travel and go out again and everything is booking out fast. If you would like to proceed with the dinner option, please email your acceptance to pct.events@outlook.com **by no later than Monday, July 6th, 2020** with names, so we can secure a booking.

Finally, thanks to everyone who has contributed to this reduced version of Flat Chat and I mention our Editor, Keith Stove, always welcomes any contributions from members regarding all things Porsche.

I look forward to seeing you all at our upcoming events.

Regards

Kevin

Kevin Lyons
President, Porsche Club Tasmania

FROM THE EDITOR



For many of us the past three or four months have been interesting to say the least. From what I've experienced and observed, lock-down hasn't been too alarming or stressful and Tasmanians on the whole have coped quite well with the isolation. Indeed, we are to be congratulated for the mature and responsible way we have managed the COVID-19 crisis within the state.

It has however been frustrating for many car owners, especially Porsche drivers who enjoy the occasional adrenaline rush. My Boxster 986-S has done exactly 98 km since the PCT BBQ in Orford, which includes a pleasant drive to Willie Smith's for growler top-up, the mandatory trip to Bunnings and finally an extended stay at Bocchino's in Moonah for some bodywork repairs. In a perverse way the lockdown was opportune in some respects as there was no pressing time limits on the repairs; Alfonso Bocchino and his band of brothers did a superb job on the car and thanks to their magnificent detailing skills, it could be a concours candidate.

During lock-down, much time was spent on computer and some of us actually managed to sort out our files, archives and even MYOB! It is amazing to discover just how diverse and informative this communication medium really is. Whilst surfing I came across an amusing link to some very clever Porsche ads: well worth a click to the following: www.youtube.com/watch?v=a_L-TZARjVs. Who knew Porsche made tractors?

This July issue of Flat Chat is sparse by past edition standards although we do have some entertaining articles from some worthy contributors. Kerry Luck reports on a very successful Training Day20 at Symmons Plains. By all accounts it was a fabulous day and many are crying out for Training Day21...maybe at Baskerville.

Our stalwart past FLAT CHAT editor Leon Joubert has produced a very entertaining article on the evolving size and weight of Porsches and Ivan Poole offers a southern perspective on the Orford BBQ.

As indicated in my first editorial in January (seems a light year away), the emphasis of FLAT CHAT would be on PCT activities, a social commentary on what we get up to within the Club and other related topics. Clearly the lock-down has affected all of us, as reflected by the limited subject matter in this edition. Still, it is heartening to observe that we are in the early stages of our Porsche Club Tasmania "spring" and shoots are sprouting. We have much catch-up to do, an appetite to match and as our Club President Kevin Lyons mentioned in *INSIDE LINE*, something is in the wind for the weekend of July 18th and 19th and the August 22nd date for the AGM at Piermont.

Finally to all Members, we are not out of the woods as yet, as highlighted by the recent spike in Victoria, although in Tassie, someone has at least switched on the light at the end of the tunnel. Stay safe.

Keith Stove

keith@mastbury.com.au

MEMBERSHIP

Joe Hand – Membership Secretary

Due to the restrictions imposed on social activities the committee decided to give members the option of not renewing their membership until July 31. This in effect is an extension of the 2019-20 membership year and has resulted in the Clubs membership remaining almost the same at 192. I thank the 50% of members who have renewed membership despite having the option to defer payment. I sincerely hope those who have not renewed are still able to, and I look forward to receiving your payments prior to July 31.

With Tasmania appearing to be free of virus at present we should soon be permitted to enjoy some limited Club activities.

NEW MEMBERS

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

Philip & Janice Molineux	Trevallyn	Boxster S
Murugesh Nidyananda & Suk Ming Lee	Hobart	911 3.2

FORTHCOMING EVENTS

As Kevin Lyons alluded to in *INSIDE LINE*, we are making small steps to ease our way out of lockdown, however Kevin and the Events team have come up with some beauties to whet your appetite.

July 18th: An evening at Salamanca.

Meet and gather at the Den in Salamanca Place for pre-dinner drinks and then a gentle stroll over the road to the Silos and Blue Eye seafood restaurant. As Kevin mentioned there are limitations on numbers and Members should act immediately to secure a spot. Please email your acceptance to pct.events@outlook.com by no later than Monday, 6th July, 2020 with names, so we can secure a booking.

Sunday, July 19th: EMR's (Early Morning Runs) will start again

As a **minimum**, we will organise an EMR (early morning run) in the North and similar in the South. Further details will be provided once we can get more clarity on venue availability for groups and then lock in routes and coffee venues.

Saturday, August 22nd: Annual General Meeting - Piermont Retreat, Swansea

The Club has selected this venue for the AGM. It is ideally located on the east coast, roughly equidistant between the North and South. The Venue can accommodate around 40 people inside on a long table for lunch. For catering purposes, please also advise if your partner is attending and if you intend staying the night, so we can organise a dinner. Respond ASAP to – pct.events@outlook.com



Onsite accommodation is available for those who would like to have a weekend stopover in this beautiful beach location. There are 1, 2 and 3 bedroom “villas” available and overall, the retreat has approx 26 of these.

If you would like a weekend away, please **book now**, either direct via the website, www.piermont.com.au or phone 62578131, as accommodation in Tasmania will be at a premium once the borders fully open. Please mention your booking is for the PCT Function. We will organise a Lunch for all attendees and a Dinner for those who would like to have a break and stay overnight. If you would like to attend, please confirm by email – see below. We have four overnight bookings already.



BBQ at the DAVIS FAMILY SHACK at ORFORD, February 23, 2020.

Ivan and Jennie Poole



On 31 May I received an email from Dimity White asking if I would write about the above and the Southern Members! I had, like all Members attending, just enjoyed the great day it was and not taken notes. Reading Erica Cabalzar's report only made my task more daunting. Here I am following someone who took notes is a dedicated travel writer - so it seems - has witty humour and even sent me to the dictionary - remember those - to see what Erica had described me - bel-esprit !! Thanks Erica - new to me but I will take that one XXXX.

The weather was fabulous and a number of members met at the Richmond Bridge. I have had to guess at the accuracy of what happened that day so it is here I disclaim any errors and omissions etc from this Report! I do recall that there were quite a few Boxsters and what great weather and roads for these. Ably led by Bob and Dimity White - this time in Dimity's Macan Turbo - but driven as fast as the 930, we galloped up hills took the twistlers as if on rails - all to the accompaniment of the Porsche engines and exhausts.

Erica has written as above a most entertaining piece which identified most of those who attended. There are photos which Dimity will add and together with those in Erica's article these will help to fill in a few gaps.

We have all suffered I am sure by the lack of social encounters since the last Event at Willie Smiths in early March. Since Orford we have had to learn new words and phrases -social distancing- contact tracing- Ruby Princess!

Tasmanians and all Australians have done a wonderful job of looking after themselves and obeying the rules to now be back on the road to recovery - though it will be long and painful for many. I am sure we are all watching our inboxes for the next bit of news re Club activities.

Thanks - very belatedly to all who helped organise and contribute to the Orford event and of course the biggest of thanks yet again to John and Sue Davis. I am sure that all members are also continually grateful, to all Committee Members particularly our always effervescent and dynamic President Kevin and to Bob and Dimity White for so effectively managing the Social matters of the Club. We look forward to seeing you at the next event as it seems that we are not able to return to Queensland just yet!

PCT TRACK DAY20 AT SYMMONS PLAINS

Kerry Luck

WOW – it feels like a lifetime ago. It was probably the last day for a lot of us drive our Porsches, whether at pace or no pace.

March the 21st was a great day. It was a great day for the PCT a great day for those who came along and great for our Porsches.

Up front – a big shout out to all the helpers. One in particular deserves a special mention is Tim Shaw, who was



coerced into being our official qualified driver trainer. Tim spent heaps of time giving a lot of tips - as a group, individually and in-car to improve participants on how to “drive” their Porsches. Tim was also my “go to” when expertise was required during the drivers briefing and other group talks. Thanks again Tim.

Listed below are the participants

1	Sam	Bucknell	North	964
2	David	Catchpole	South	Boxster
3	John	Elkerton	South	Boxster
4	Phil	Frith	North	Boxster
5	Dianne	Haworth	North	Boxster
6	Rob	Jones	NWest	Boxster
7	Phil	Parsons	NWest	Cayman
8	Michael	Powe	South	997
9	Marcus	Skinner	South	Cayman

10	Anthony	Spinks	NWest	Cayman
11	Michael	Symons	East	Boxster
12	Pip	Welch	South	Boxster
13	Karen	Welsh	NWest	Boxster
14	Stephen	Welsh	NWest	Merc AMG
15	Greg	Zeuschener	North	914 Bandit
16	Stew	Fuchs	SA	911SC
17	David	Connell	SAS	Cayman
18	Trevor	Douglas	VIC	Boxster
19	Jeff	Miklem	NSW	996
20	John	Orchard	VIC	930
21	Tony	Stephens	VIC	GTRS
22	Tim	Shaw	North	Turbo
23	Simon	Froude	North	GT3
24	Scott	Smith	North	964?
25	Michael	Zeuschener	North	GT3
26	Kevin	Lyons	South	GT3
27	Peter	Haworth	North	GT3
28	Andrew	Forbes	South	Boxster
29	Kerry	Luck	North	GT3
30	Jessica	Froude	North	GT3
31	Tony	Patiniotis	South	991 Turbo
32	Dave	Bingley	North	GT3

The weather was a perfect, a true Tassie autumn day. The complex paperwork which involved all types of licencing was expertly handled by Andrew Forbes – thank you.

Each participant had the opportunity to do 3 x 7 laps pre-lunch, a braking session on the back straight, 2 x 7 laps after the break and an extended free session to finish. Potentially running out of fuel was about the only issue on the day.



My observations

- There seemed to be a marked increase in car control and pace for those participants who attended PCT Track Day19.
- The acceleration of the late model Boxster/Cayman with PDK is now very obvious. I now have to use most of the throttle in my 2004 GT3 to maintain a comfortable gap when exiting the hairpin onto the back straight.
- There was quite a few requests for PCT Track Day21 to be at Baskerville. This is mostly coming from the NW Coasties who need an excuse for an overnighter.
- The best Porsche/Driver in the hard braking test was Anthony Spinks in his Cayman. Anthony and the Cayman nailed 4 impressive stops in a row.
- The keenness participant on the day was Michael Symons from Bicheno in his Boxster. Although Michael did heaps of laps in his own car, he was spotted other times co-seating with other club members trying to suck up as much info as he could on car control. A candidate for the PCT Hill Climb in November?
- The second keenness participants were the same half a dozen club members (mainly NW Coasties) who did PCT Track Day19.
- The Club's president, Kevin Lyons led from the front –literally. A lead car/driver was needed for the intermediate group and Kevin volunteered. He also volunteered for the novice and advanced groups as well. After the drive up and back from Hobart, it's fair to say Kevin would have been all Porsched out.
- Another record was broken – the drivers briefing was the quickest ever
- And a big thank you to Kevin who took the photos. The overhead photo of all the Porsches parked in formation will be a PCT forever classic.

To finish

Now it's late June and the Porsches are getting very fidgety. The Sunday drives will happen soon enough – but they may never feel the same again to some of us.



WHAT SIZE WOULD YOU LIKE YOUR PORSCHE SIR - SMALL, MEDIUM OR LARGE?

Leon Joubert



Riddle me this:

What would be the smallest size garage, small, medium, or large, in which you could comfortably fit a typical car from one of the following brands? Alfa Romeo, Aston Martin, Bentley, Chevrolet, Ferrari, Jaguar, Lotus, Maserati, McLaren, and Mercedes - They all sell sports cars.

Now repeat the same exercise for Porsche. Ferdinand Porsche's greatest accomplishment was probably the Volkswagen. It was a small 4-seater car with a compact engine and drive train, light and simple yet rugged and immensely durable. It sold 21.5 million examples.

The same template with even lighter bodywork was used by Porsche to produce his first car in his own name. It was soon followed by the even lighter and more compact 550 and 718 sports racing cars – and the rest is legend.

Old Ferdinand, and many who followed his lead at Porsche, strongly believed in Colin Chapman's famous dictum: "Simplify....then add lightness".

There is even an undisputed rumour that Ferdinand Piech crawled underneath the 917 with a hand held magnet to see where there may be excess metal that could be removed.



Side by side with a Lotus Elan, even the Porsche 924S looks large.

70 years after the first Porsche rolled out of a sawmill in Gmund you will now struggle to fit your average Porsche into a small garage, and maybe not even into a medium-sized one. The original Porsche 550 was a mere 1610 mm wide and weighed 550 kg. By the early 1980's the 924/924S/944 still managed to keep its girth under 1700mm and tip the scales at just about 1000 kilogram. But fast forward to the current day and the 911 is almost 1900mm wide and the Cayman and Panamera leaves little change out of 2 metres width. The current 911 weighs three times as much as the old 550 Spyder and the Cayenne SUV almost four times as much. The fuel tank (battery pack) of the all-electric Taycan now weighs more than a complete 550 Spyder.

These trending developments toward obesity, mostly necessitated by increases in power, safety and legislative restrictions, have clearly not gone unnoticed at Porsche.

SUV's now make up 70% of the company's production but the desire to produce purist sports cars in the same vein as those created by its founder has not entirely disappeared. The question is how to do it - profitably?

Frank Steffen-Walliser, global head of Porsche's 911 and Boxster/Cayman product lines, has recently been quoted as confirming that not only will Porsche move away from 2.0 litre, 4-cylinder turbo power and return to bigger capacity six cylinder engines, but that there is also a "wish" for a smaller, lighter sports car. The move to return to bigger capacity engines is partially triggered by forthcoming EU legislation that Walliser has described as being "completely counter-productive" though many Porsche sports car enthusiasts may welcome the retention of six cylinders only. Michael Mauer, Porsche's head of design, has also dropped hints that he would love to do a small sports car "reduced to the maximum" and believes it is possible, especially with new materials.



A stripped out, light weight Boxster derivative may not be that expensive to do and could always be built elsewhere, much as the first Boxsters were built in Finland.

There are signs that Porsche has decided that the next generation Boxster/Cayman will only be available as battery/electric cars. But the mid-engine, relatively compact platform of these cars is probably too good to go to waste? Would a "purist" Boxster be financially viable though?

Much as we enthusiasts would love to see a return to Porsche's sports car roots, the reality is that urban SUVs now pay the bills at Porsche and there may not be enough petty cash left over to cater for our, and Walliser and Mauer's personal love of genuine sports cars.