

The Quarterly Newsletter of Porsche Club Tasmania

Flat Chat

October, 2020



In this issue...

Report from AGM

Blue Eye Dining

The Real Mr Porsche

Macan Getaway

Early Morning Run Reviews



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.

THE INSIDE LINE

President's Report – 2020 AGM

PCT is now in its 19th year and in no prior period in history, has it been as difficult for the Club, as this year. Covid has restricted us to a point where we have, in effect, been in enforced stand down for the last six months.

Although Tasmania has no cases at present, we are still operating under strict community guidelines. Our borders remain closed, with a cautious re-opening date projected out to 1st December, due mainly now to the unfortunate lockdown in Victoria.

In the meantime, we are slowly getting underway again and our Motorsport and Events teams are addressing a future events calendar. More information will be communicated as soon as we are able to, given our need to comply with the ever moving Covid regulations.

Over the last two years, your Committee set a range of significant administrative targets to be achieved and these milestones have now been met and include:

- Equal voting representation for both men and women enshrined in our Club Rules;
- Club records including Committee Meetings and Accounting data – receipts and payments, have been converted to electronic platforms;
- The last major goal outstanding is the acceptance by Members, at this AGM, of our Constitution.

Although not in front of the minds of Members, these have been significant KPI achievements by the Committee. The Club can now conduct its social and business undertakings, within a modern legal and financial framework, whilst passing community expectations as to how a professional body should manage its affairs. With these steps behind us, the new Committee can direct its attention, to re-setting goals to provide further value and benefits for our Members.

On this point, our Social and Motorsports events have been outstanding and all active participating Members have received a financial benefit well in excess of their membership fees, due to generous Club subsidies.

Our current Membership numbers remain steady and our financial position remains very sound.

Unfortunately, we have reluctantly had to cancel this year's PCT Hill Climb, due to Covid and the ongoing lack of support for this event, from our Members and those from other Clubs. The Hill Climb used to be our major source of revenue raising, but in the last two years, this has proven to be a labour of love, with no financial return.

In conclusion, I want to extend our sincere thanks to Members for continuing to support your Club in these difficult times. I would also like to thank the current Committee for its ongoing contribution to the Club's direction and wellbeing. In addition, I am sure you would all join with me to pass on our appreciation to retiring Social Events Director, Dimity White and Committee person, Paul Tucker, for their contributions to the life of the Club. I am sure Dimity will remain active in the background, supporting Bob in his role as Social Events Director. While Paul is stepping down from the Committee, he will continue to run the Club's Website / Facebook profiles.

May we look forward to the post Covid future and more good times together again.

Kevin

Kevin Lyons

President, Porsche Club Tasmania



FROM THE EDITOR



I have some concerns over the inevitable future direction of motoring, sparked by comments from Leon Joubert from his editorial in October, 2019 and in his article in the July, 2020 edition of Flat Chat. In these excellent articles, Leon alluded to the future direction of motoring and the possibility that future Porsche Boxsters and Caymans would be electric. Yes, we already have the Taycan for those people who want to drive a fast trolley bus, a great car I am sure...but it is electric, therefore quiet...nothing but hum and a bit of road noise.

One of the reasons I am drawn to Porsches and my Boxster is because of the beauty and harmony emanating from the magnificent six cylinder, horizontally opposed engine, hooked up to a convoluted exhaust system. The fours and eights don't do it for me although to some I dare say they too, are pretty special. Regardless of the cylinder configuration, the sound of a reciprocating engine in a Porsche or any other marque for that matter is music to the ears. Especially when they exceed 5000 rpm.

I'm fortunate to live in a street with a few motoring enthusiasts and to get from Flinders Esplanade onto Channel Highway we have to climb up Winmarleigh, a steepish little, constant gradient hill of about 300 metres in length. The sound of classic cars on this hill resonates throughout the neighbourhood - poetry. Prior to my Boxster, I drove an Austin Healey 6 (the big Healey) and the Atlantic straight six had very similar in sound to the 4.2 E-type. At that time there were a couple of MGB's with their signature large bore-short stroke throb, the neighbour opposite had a magnificent Triumph Trident and a Ducati. Next door to me was a magnificent 3200 Maserati coupe. What a sound! Alas they moved into Salamanca (fewer stairs), although we still keep in touch and enjoy the occasional drive together. On the positive side, our new neighbour has a lovely Aston Martin DB9 and along with its beautiful styling the car sounds pretty good too. I can't see any of these cars just buzzing around silently.

Electric cars are the future – we all get it and we will all be better off with their proliferation. Greater efficiency, less toxic fumes, a cleaner environment will please our kids and grandchildren...and Planet Greta. There will be some re-education, some concessions and adjustments. For one, watching Formula E is as about as exciting as watching Scalextric, with a similar attention span, only with the Formula E, when your battery runs flat, the driver (electro-technician) simply jumps into a new, fully charged race car and continues!

Battery technology is improving at a rapid rate. Some argue that within ten years battery weight will halve and endurance will double. Goodbye noise!

This edition of Flat Chat has some great contributions. Leon Joubert has penned an article on the great Porsche engineer Hans Mezger and Colin Denny reports on a wonderful three day Macan trek through the wilds of central and western Tassie. There are also the Early Morning Run reports and an article on our breakout dinner in July at Blue Eye. Included too is an article on the AGM weekend at Swansea.

So readers, spring is here and to date we have survived COVID – 19 pretty well. Porsche Club Tasmania has some great events planned for the next few months including the President's Dinner in Launceston on October 3rd and the Xmas lunch at Frogmore Creek Vineyard on December 6th. There will be more to come and ample opportunity to stretch the legs of your Porsche. Let's go!

Keith Stove

keith@mastbury.com.au

MEMBERSHIP

Joe Hand - Membership

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

Tony and Kiri Ross-McNair Geilston Bay 996 (04) Atlas Grey



Membership renewals for the 2020-2021 Club Year are now complete. The records have been compiled much later than normal due to the Club having extended the membership renewal date from March 31 to July 31. Regrettably total membership has declined from the 192 in the last edition to 179. This is no doubt due in part to the impact of the Pandemic. A few members have not responded to reminders so it may be possible that some intend to maintain membership.

Unfortunately we have lost long time member Jock McLean who passed away May 15. As usual Jock had been one of the first to renew his membership this year. I was not aware of Jock's passing until recently, and whilst rather late the Club extends our sincere condolences to all his family.

We need new members to keep our numbers at a level where we are able to continue to offer a variety of events and maintain interest in the Club. Should you know of a Porsche owner please do not hesitate to ask if they would like to join, or forward their name, and contact details if known, to me and I will try to interest them in joining

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

Joe Hand, Membership



FORTHCOMING EVENTS

As Kevin Lyons alluded to in *INSIDE LINE*, we are making small steps to ease our way out of lockdown, however our Events and Sport teams are working on our forward program with more news to follow. The following events have been confirmed.

OCTOBER

October 3rd: President's Dinner, Peppers Silo Hotel, Launceston at 8.00 pm

This year the President's Dinner will be held at the magnificent Grain restaurant at Peppers Silo in Launceston. The Club has secured a discount from Peppers Silo Hotel for those requiring accommodation for the event.

Sunday, October 18th: Northern EMR (Early Morning Run)

Meeting point at Blue Cafe, Inveresk

NOVEMBER

Sunday, November 1st: Northern EMR (Early Morning Run)

Meeting point at Blue Cafe, Inveresk

Sunday, November 15th: Southern EMR (Early Morning Run)

Details TBA

DECEMBER

Saturday, December 6th: Xmas Lunch, Frogmore Creek Vineyard, Cambridge – 12.30 pm

Lunch will be a 3 course menu in the Barrel Room at a cost of \$80.00 per head. Please advise PCT Events with RSVP & payment by Friday, November 17th, and include any dietary requirements. Members and guests are reminded RSVP is essential.

Thursday, December 17th: Northern EMR (Midweek Run)

Meeting point at Blue Cafe, Inveresk



SALAMANCA BREAKOUT EVENING

Saturday, July 18th, 2020

It has been a long time between drinks. March was the last time those in the south got together for a drink and meal and so Saturday, July 18th was a significant date as it marked a welcome release from Covid-19 restrictions.



Twenty eight revellers met at Grape in Salamanca for a welcome pre-dinner drink and judging from the smilesit was very welcome. The evening was cold by anyone's standards and most of the drinks save for a couple of hardy souls drinking beer, were wines or gluhwein.



The group then sped across Salamanca (believe me, it was very cold) for a welcome meal at Blue Eye, one of Hobart's premium seafood restaurants.

In the time of Covid restrictions and seating constraints, it was gratifying to enjoy the company of a larger group of diners and Blue Eye did well to accommodate not only our group but a few tables of independents as well.



Blue Eye has a great reputation for serving great seafood and this evening was no exception. The menu was varied with options to suit everyone and the wine list satisfied the most discerning palette (Kevin).

PCT had reserved the entire rear of the restaurant and although cosy, our twenty eight all managed to settle in on three tables. As the photos will indicate, the evening provided a lot of laughs and good humour, the food was delicious and the beverages flowed freely.

Clearly the timing was right and the evening provided an opportunity for all to relax, catch up on news, gossip, Porsche stuff and generally feel human again.

Milton Moody discovered hair (thanks to Monica Finlay's abundant locks) and the group on one of the tables (not to mention which one), was definitely intent on catching up for lost opportunities over Covid.

Well done to the Events team for organising such an enjoyable evening.



THE REAL “MR PORSCHE”?

Leon Joubert

In November 1999 Ferdinand Porsche was named “*Car Engineer of the Century*” by a panel of 132 automotive journalists from 33 different countries. In the listing of the 26 finalists, Ferdinand Porsche was described as “*Automotive innovator and the creator of Volkswagen*”.



Though Ferdinand Porsche was indeed a brilliant automotive engineer and innovator, and few would argue that he richly deserved the recognition, it is interesting to note that his most notable claim to fame was listed as the ‘*creator of Volkswagen*’, a simple, 25 bhp, rear engine car with a body created by Erwin Komenda. The Volkswagen car would evolve basically unchanged for over 65 years and sell 21.5 million examples. It also provided the platform on which Ferdinand Porsche and Erwin Komenda based their first ever Porsche sports car in 1948. The resultant Porsche 356 models remained largely Volkswagen based, though Dr Ernst Fuhrman designed a complex four cam 110 bhp engine for the specialised 550, 718, and Carrera models to provide welcome extra grunt.

By 1964 the Volkswagen-based 356 finally had to make way for a completely new car, the Series 901, or as it subsequently became better known, the 911. The new model also required a new power plant to replace the 356’s ageing Volkswagen-derived 1.6 litre four cylinder engine and Porsche also planned a six cylinder push rod version for the top model-to-be.

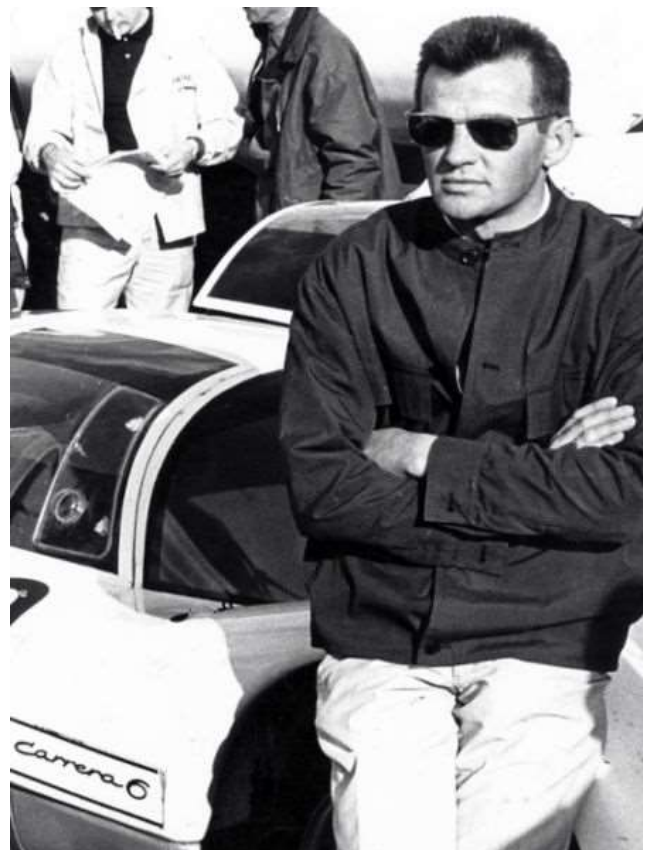
Enter Hans Mezger.

A graduate mechanical engineer, Mezger had been with Porsche since 1957 and was initially mainly a background specialist whose slide rule calculations produced valuable camshaft designs and much of the technical details of cars like the model 804 single seater racer.

But with the arrival of the 901/911 Mezger was pushed to the front of the stage with design responsibility for a new engine. His proposal for the 2-litre, six cylinder, air cooled boxer engine was, most importantly, that it had to have overhead camshafts. Without it, the engine would be difficult to develop for future power increases.

That original 130 bhp SOHC “flat six” of Hans Mezger became a legend that endures to this day and remains inextricably woven into the very fabric of Porsche. The basic concept would ultimately develop almost three times the power of the first version. However it was by no means Mezger’s only outstanding contribution to Porsche.

Shortly after the debut of the 911 in 1965, Mezger moved to head up Porsche’s new motorsport engineering department with Ferdinand Piech (later to be named ‘*Car Executive of the Century*’) and among many other successes their collaboration resulted in the mighty twelve cylinder , air cooled, 4.5 litre Porsche 917.



Turbocharged versions of the 917 (with power outputs up to 1200 bhp for Can-Am racing) led Mezger and Ernst Fuhrman directly to road application of turbo enhancement in the 911 RS-based 930 Turbo, which made its debut in 1975. Subsequent legendary Porsche models like the 956, 962 and 935 all bore Mezger’s stamp of creative engine

design, and he was a key player in the development of the first water cooled 911 engines which had their origin in the 935/78 “Moby Dick” racers.

In 1984 Dr John Barnard pencilled a design for a 1.5 litre turbo McLaren F1 car. The fruition of Barnard’s F1 design depended on having the right power plant. With money from TAG-Heuer, Hans Mezger gave McLaren a 1.5 litre V6 turbo Porsche F1 engine that would eventually record 22 wins out of 48 races, 3 driver’s championships and 2 constructor’s championships.



Mezger continued to have a major influence on Porsche’s road car engine design for several decades, and until 2011 the only 911 engines that did not come from his drawing board were the normally aspirated engines of the 996 and 997 series.

The M96 engine of the 1998 Porsche GT1 would form the basis of an engine that ultimately became known as the legendary “Mezger engine”, the power plant of GT3’s and GT2’s up to the introduction of the 991 Series. Alongside Ferdinand Porsche there were many outstanding contributors to the Porsche sports car history like Erwin Komenda, Ernst Fuhrman, Norbert Singer and Edgar Barth.

But if one thinks of Porsche’s finest sports and racing cars it is hard to imagine that they would have achieved their outstanding results without the engine design genius of Hans Mezger. Mezger formally retired from Porsche in 1993, but he remained actively involved with the company and the “Mezger engine” was actually produced from his earlier designs after he had already retired. Hans Mezger died on 10 June 2020 at the age of 90.

If you have ever driven a 997 GT3 with its 496 bhp 4-litre engine, you will know exactly how great an engineer and contributor to the Porsche bloodline Hans Mezger was.

EARLY MORNING RUN REPORTS

North and North West Group

July 19th 2020

The Western Bridgenorth/Birralee Around

Kerry Luck

The forecast for rain did put a few members off – but the forecasters got it wrong this time, with it only being damp in places. The run was again on some of our favorite country roads West of Launceston, going through Bridgenorth, Rosevale, Glengarry, Selbourne, Westwood and Hadspen.

Once again at speed limits and in the dry, these roads can be challenging – add the damp and a lot more concentration is needed. The route is very scenic and includes plenty of very visible 90° corners that excite the tachometers on exit.

We met up with the three NW members on the Frankford/Birralee Roads intersection. There was no time to stop as we were running to a timeline in getting back to the brand-new National Automobile Museum for a hookup with the Euro Club for their bi-monthly car display. Wow – I'm sending Santa a link to this museum.

Thanks Peter for the great idea with the finish which gave us a fitting ambience for a chat with fellow car nuts. PS let the board know that it needs a café. Participants included:

Peter Haworth (Organiser)	Kerry Luck (Lead Car) - T3 RS	Phil Frith - Boxster
Simon Froude - GT3 RS	Philip Molineux - Boxster	Charles Booth - 997
Phil McCafferty - 930 Turbo	Donna McCafferty - Boxster	Donna McCafferty - Boxster
Karen & Stephen Welsh NW - Boxster	Hussein & Oliver Tas NW - Cayman	Phil Parsons NW - Cayman
Wayne Clark NW - 993 Turbo		



Phil Parsons and Peter Haworth



Steven Welsh, Philip Molineux, Karen Welsh and Wayne Clark

Sideling and Back

16th August, 2020

Peter Haworth

Due to forecast significant rain we changed our plans for the morning (a loop to Scottsdale via Lilydale, and back via the Sideling), and shortened it to a direct drive from Blue Café to the lookout at the top of the Sideling and back. As always, best laid plans went awry, and the forecast rain didn't materialise, although the roads were still damp. 9 cars set off from Blue café for a relatively straight forward drive to the western start of the Sideling where we pulled over for a few minutes to let the distance and time increase to the 4WDs that were ahead of us.

The Sideling is certainly a challenging section of road, particularly if you don't know it that well, but we probably drove at the right pace, as we caught up to the 4WDs just at the end, without too many hairy moments on the damp road.



The car park at the lookout was empty, allowing for some great photos, and we stood around and chatted for quite a while. Sam, Simon and Kerry headed back to Launceston and the rest of us decided to continue on to Bridport for an excellent lunch at the Bunker Club. A meal is always enjoyable with excellent company, and many different things were discussed, and solutions put forward to some of the world's problems. Simon won the award for best sounding exhaust, with Kerry a close second.

Thanks to all who braved the forecast, we had a great drive, but will re-run the originally planned route again in October, with a stop at Scottsdale for morning tea.



Attendees:

Sam Bucknell	964 C4	Peter & Dianne Haworth	996.1 GT3
Simon Froude	991 GT3RS	Karen & Stephen Welsh	718 Boxster
Erica Cabalzar	Macan S	Phil Parsons	987 Cayman
Tim & Fiona Shaw	996 Turbo	Phil and Roy Frith	981 Boxster
Kerry Luck	996.2 GT3RS		



Deloraine – Mole Creek

September 20th 2020.

Phil Parsons

Members from the North and North West left from the respective meeting points and arrived at the Deloraine Train Park by 9.30 am. This was chosen due to ample parking and rest rooms however upon arrival it was already in use due to a Veteran Cycling race commencing at 10.00 am. Undeterred the group formed further down stream and the briefing was held despite the loud rushing waters of the Meander river in the background. A full complement of “Cup Cakes” complete with Porsche Emblem was provided to participants by the inimitable “Miss Cup Cake” Erica who was attending in “Juliet” for the first time. Thank you Erica.

Phil Parsons and Ros were the lead car, with Phil’s friend Barry Cork performing the Tail End Charlie role in his Mazda MX-5. Barry had assisted Phil with the planning of the route in prior weeks, and was invited to come along and assist, which he did. Thanks Barry.

The route taken commenced on the Meander Road once over the Bridge, a regroup to ensure the convoy was all together, and then proceeded to up to the Western Creek Turnoff. Further it then ran over the Montana Road and back on to the Mole Creek main road. From there it progressed to the Dairy



Plains road turnoff at the Needles. This almost worked perfectly, but several cars missed the turn as they did not see the car in front turn clearly. However, this was picked up by Barry Cork and the cars turned and went back in front of him and continued on to Caveside, and then Mole Creek via Pool Road. A regroup was had at Mole Creek before departing for Morning Tea at “Earth Water Café”. Upon arrival, after alighting from the cars, Suzanne Norton had words with “Miss Cup Cake” over the cars that missed the turn, and managed to keep her stern look just long enough before bursting into laughter. All in good fun!

Our hosts Karen and Joshua Boothman had prepared cakes and sweets and the normal menu of Coffee’s and drinks was available. The wood heater was operating and an enjoyable time was had in a cosy and warm environment. Thank you to the Boothmans for excellent hospitality. It appears many of you will be going back to sample the wares again.

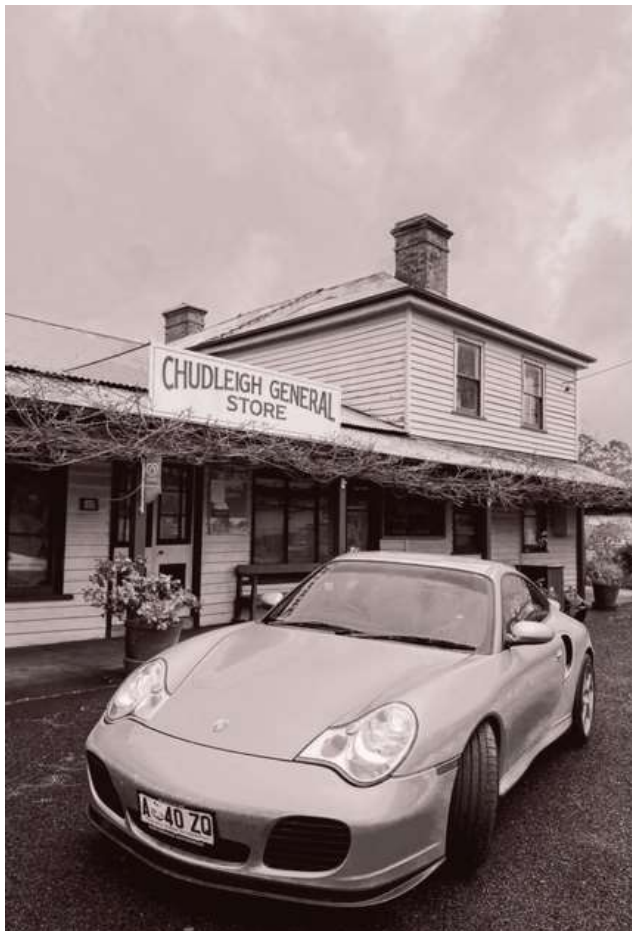
A further option of a tour over the Lemonthyme road to Sheffield was enjoyed by about twelve members and a shared snack lunch was obtained at Bossini’s Café in Sheffield.



The weather was kind to us, although overcast and misty, it did not rain, and the roads were mostly dry. Thank you to those in attendance, looking forward to the next run.

Attendees:

Graham and Cheryl Pitt
Erica Cabalzar and Michelle
Dianne and Peter Haworth
Martin and Leanne Laverack
Graham and Anne Vaughan
Ian Lee
Simon Froude
Phil Parsons and Ros Purnell
Ralph and Suzanne Norton
David and Ruth Fuller
Stephen and Karen Welsh
Anthony and Susan Spinks
Phil Molineux
Barry Cork



Photos by Erica Cabalzar and Peter Haworth)

Southern Group

Derwent Valley, Westerway and Mt Field National Park

19 July 2020

Tony and Kiri Ross-McNair

As new members of the club about to attend our first event, we dutifully made sure the 996 was clean, we turned up on time and forgot to bring name badges.

It was a blessed relief to be met by at least a small lake of smiling faces and a wide range of lovely vehicles. Being new to Porsche ownership, one of my first impressions has been how much better – “nuanced”, even – my 996 looks in the metal than in photos – and they don’t exactly look bad in front of the camera...

This extended to all the cars arranged at the Derwent Entertainment Centre on that wonderfully mild Sunday morning. As per normal when we join a new car club, my perfect wife likes to ask questions about what we’re looking at – just to get a feel for what’s what. I knew beforehand that, being Porsche, this was going to be trickier than usual:

“What’s that in front of us?”

“That’s a 997.”

“So the model after ours?”

“Yep.”

“What about that one over there?”

“A 992.”

“Really? Looks newer than ours....”

After being introduced to many of the smiling faces, we were rounded up by Kevin [“That guy who seemed to be in charge – he was “Kevin”, wasn’t he darling?”] and sent north in convoy up the Brooker Highway.

The weather was uncharacteristically friendly, so it was a beautiful drive up to Bridgewater with a left turn to keep going along to New Norfolk. The aforementioned 992 was in front of us, so the view was excellent all round. Turned out the owner lives near us – *is it stalking when you recognise a person by the back end of their car?*

The run beyond New Norfolk, along Glenora then Gordon River Road for those playing at home, will stay with me for quite some time. The weather was perfect, the scenery gorgeous (only five years in Tassie so I can still play tourist)



and here we were in our *own* 911 in a line of other gorgeous Porsches humming along at a brisk-but-definitely-legal-at-all-times-if-anyone-asks pace. Magic!



The group arrived at The Possum Shed Café where a long and very tasty morning tea was consumed along with the sharing of enjoyable company.

After morning tea the group split, with most continuing up the road to Mt Field National Park while a few (us included) returned home via a scenic long cut.

Thank you to everyone for making us welcome. Apologies to those we didn't get to talk to – we very much look forward to making up for that next time.

Participants:

John and Zac Davis	Bob and Dimity White	Kevin and Mary Lyons
Joe Hand and Jane Bao	Colin and Annette Denny	Tony and Kiri Ross-McNair
Ivan and Jennie Poole	Leon and Gail Joubert	Keith Stove
Murugesh Nidyananda and Suk Ming Lee		

Editors Note.

Joining a new club can be challenging at the best of times and yet Tony and Kiri have embraced PCT with gusto. It is encouraging to experience a willingness by new members to contribute an article on Club activities from the outset and their efforts are appreciated.

Huon – Channel Loop and Kettering Lunch

Sunday, 20th September, 2020

Keith Stove

The weekend was quite significant for Porsche owners worldwide, who were encouraged to drive their Porsches to celebrate Ferry Porsche's birthday (born 19th September, 1919). Hence in the south, a cruising group of 22 participants in 13 shining Porsches met up at the Longley International Hotel for brief chat and coffee before heading off on their "swing" around the Huon and Channel region and a lunch at Kettering. It was good to be joined by northern member Phil Frith and his son-in-law Karl Davidson for our drive.

Michael Hobden joined the group for coffee in his beautiful 936 and together with Sue Davis and her 936, took pride of place for the Longley photo shoot.



The day was pleasant, warmish with patches of sun and definitely tops off (for the lucky four who could). Our route master, Bob White took the convoy on the well-tested and windy Huon Road through Lower Longley and onto the Huonville Highway at Vince's Saddle. Interestingly, this is usually where the convey separates in two with the "challengers" heading off in the distance and the cruisers just enjoying the experience. This day was no exception.

The drive from the saddle to Grove offers one of the best vistas in southern Tassie, with Mt Hartz in the southwest and Mountain and Crabtree Valleys to the north and west.

At Huonville the group met up again briefly before bifurcating on route to Cygnet, with Farrell White leading some up and over Silver Hill Road from Glaziers Bay to Cygnet, whilst the cruisers took the easy option directly to Cygnet.

From Cygnet it was a pleasant drive around the water to the Woodbridge Hill Road (a challenging Targa stage), linking up with the Channel Highway at Woodbridge and into Kettering and the Oyster Bay Inn for lunch. Ivan and Jennie Poole drove up the Channel from Verona Sands and joined the group at Kettering for lunch.



In times of Covid restrictions, where separation is required and numbers are strictly controlled, our lunch gathering was restricted; spaced tables and seating in groups of 4 and 6 were required. Our group of 26 diners were scattered and we all get

that, although for a group that is normally engaged in robust chatter, the lunch was sadly subdued somewhat. In these times I guess that is the norm and we should all be grateful for the freedom of movement we all enjoy in Tasmania.

On a beautiful spring day, being out and about and celebrating Ferry P's birthday, enjoying the company of other members in the best possible way...in our Porsches, it doesn't get much better.

Well done to Bob White, PCT's Event Coordinator for again selecting a superb route and lunch location.

Participants:

Bob and Dimity White	Mark and Robin Ballard	Bruce and Monika Finlay
John, Sue, Zak, Ellen Davis	Farrel and Mandy White	Keith and Judy Stove
Ivan and Jennie Poole	Michael and Hannah Powe	Cam and Liz Morrisby
Joe Hand and Jane Bao	Leon and Gail Joubert	Phil Frith and Karl Davidson
Michael Hobden (for coffee)	<i>Chappy Davis, a French Bulldog was confined to the 356</i>	



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>



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THE BARK MILL AND BEYOND:

The 18th Porsche Club of Tasmania Annual General Meeting

Colin Denny

The Bark Mill at Swansea arranged to reopen from its pandemic pause to host thirty PCT members for the 2020 Annual General Meeting. Members arrived from all over Tasmania to complete the Club's annual statutory requirements and, in many cases, to stay for a night on Tasmania's East Coast.



Northern member Erica Cabalzar arrived from Launceston with gifts for everyone. Prior to the commencement of the meeting she distributed her hand made health packs to protect attendees from infection.

The contents included hand sanitiser, a COVID snack pack, and a disposable face mask with 'PORSCHE' embossed in sequins. A lot of work went into making the packs and the Porsche logo featured prominently – thank you, Erica!

The President appointed Colin Denny to chair the meeting which opened with the customary formalities and tabling of reports. The President's Report noted the negative effect of current restrictions and the reluctant cancellation of the PCT Hill Climb. The report also commented on the positive outcomes that could be expected if the new rules of the Club were confirmed.

The Treasurer reported that the pandemic had put a dampener on many Club events. He drew attention to the trading deficit principally resulting from the purchase of new timing gear and subsidising of events. Joe Hand reported that membership remained relatively stable despite the difficult year.

The meeting elected the Club's Executive and Committee unopposed:

President:	Kevin Lyons
Vice President:	John Davis
Treasurer:	Peter Haworth
Committee:	John Pooley (Motorsport Director)
	Bob White (Social)
	Joe Hand (Membership)
	Kerry Luck (Motorsport/North)
	Andrew Forbes (Motorsport)
	Colin Denny
	Todd Kovacic
	Chris McGregor

The final business of the meeting was to consider a Special Resolution to adopt the new Constitution drafted prior to the meeting to address past inconsistencies, address gender equality, and allow for modern business practices. The motion passed unanimously and the 12 minute meeting closed.

Members stayed for lunch and enjoyed the excellent service provided by Bark Mill Tavern Business Manager Fiona Gordon and her team. It was the first time they had opened since being closed by the pandemic.



Many people chose their seafood pizza, one of the delicious offerings and always a favourite at the Tavern. The Club hopes to have the opportunity to return again soon.

Newly elected Treasurer Peter Haworth and other northern members stayed the night at the Swansea Cottages and enjoyed an evening meal at the Swansea RSL. They returned to the Bark Mill for breakfast next day before driving home up the East Coast with a break for lunch at the White Sands Resort.

The President and his wife Mary were joined by seven other members for a memorable night at Piermont Retreat. Todd Kovacic was finally with us after arriving late at the Bark Mill when his red 944 misbehaved with distributor cap problems necessitating a trip home to switch to the big black Cayenne.



Pre-dinner drinks were partaken at the Denny's temporary residence followed by a degustation menu at the Homestead Restaurant accompanied by a more than adequate supply of wine. In the morning we assembled again for breakfast before an uneventful drive home.

Yet another group of members retired to spend Saturday night at the Powe and Jubb residences in Pontypool. Paul and Karen Jubb hosted a barbeque and provided freshly shucked oysters. Milton Moody enjoyed Pontypool nevertheless, his weekend was spoilt when, after becoming frustrated by a slow driver on Break-Me-Neck Hill, he sped past only to be booked for speeding approaching Orielton by an unmarked police car in front with rear facing radar!

Motivated members of the Porsche Club took the opportunity of the Annual General Meeting to meet socially and combine the AGM with an entertaining weekend.



MACANS ON THE MOVE

Highland roads to Cradle Mountain and the wild West Coast.

Colin Denny

Three Porsche Macans parked at Spencers Café in Lindisfarne on a September morning. The occupants gathered for coffee and a route check prior to a drive in company. Mary and Kevin Lyons, Sue and John Davis, and Annette and Colin Denny were about to leave for Cradle Mountain via the Central Highlands for a fun trip to relieve pandemic restrictions.



Porsche drivers who haven't had the chance to try a Macan GTS would be pleasantly surprised by its grand touring ability. When the roads are a bit too rough and tough for a 911, Boxster or Cayman, the Macan performance SUV provides a willing alternative. Handling, grip levels and steering belie the car's weight and it drives like a hot hatch. Indeed, in a road test in *The Weekend Australian* Stephen Corby wrote, "... what boggles me most is not how fast this large family hauler is, but *why* it's so fast. It's like hiring a nanny because she can run the 100m in 11 seconds and kill a man with her pinkie."

The 135km first stage of the journey headed north to the Central Highlands Lodge at Miena via Bothwell for a lunch break. The Midland Highway and the sweeping curves of the southern section of the Highland Lakes Road afforded a gentle introduction to the trip and the closure of Tasmania to inbound tourists meant light traffic without the unpredictable hire cars and slow moving campervans often encountered. These hire vehicles remained corralled at airports, awaiting the state's reopening to visitors.

The Central Highlands Lodge at the southern end of the Great Lake is recommended as an excellent place to stop for lunch on the trip north. On a cold spring day, their hearty soup of the day with fresh bread is enough to keep hunger at bay for the remainder of the day.



Macans at Miena

From Miena the Highland Lakes Road is relatively flat and straight for 11km through light bushland and button grass plains to Liawenee. Here, close to the edge of the Western Tiers, the driving fun begins as the road winds down the escarpment through forests and farmland for 57km until it reaches Deloraine. It is one of the best of Tasmania's great driving roads. Along the way many colourful spring flowers revealed the locations where early settlers had planted bulbs from their homelands.

Leaving Deloraine there are various routes to Cradle Mountain. A Targa Tasmania stage goes through Mole Creek, Liena, and Cethana but we took the more benign shorter route through Sheffield. From Sheffield, the 50km run through Gowrie Park, Cethana and Moina to the Cradle Mountain junction is still a great drive (and passengers find it more comfortable than the full-on Targa Tasmania route!)

The convoy arrived at Cradle Mountain Lodge in time to settle into the accommodation before meeting for evening drinks in one of the comfortable Pencil Pine cabins.

Pencil Pine Balcony Cabins close and convenient to the main Cradle Mountain Lodge building.



Two days were spent at Cradle Mountain enjoying fine weather. On the 'non-driving' day PCT President Kevin and his wife Mary attacked the mountains by completing an exceptionally long and hard climb from the Dove Lake car park.

A distant view of Barn Bluff from the Cradle Plateau (Lyons' photo).



John and Sue walked the 6km Dove Lake Circuit. The mainly board-walked track takes you right around Dove Lake and beneath the towering spires of Cradle Mountain.

Meanwhile, Colin and Annette stayed close to the Lodge enjoying the short Enchanted Walk along the Pencil Pine River before going to the Cradle Mountain Wilderness Gallery that exhibits 12 rooms full of wilderness art. Then followed a

visit to the Devils@Cradle sanctuary where a captive breeding program is underway with Tasmanian Devils, Eastern Quolls and Spotted Tail Quolls.



Young Devils in the sun and Eastern Quolls.



Next day we farewelled John and Sue who were returning to Hobart so that Sue could attend to her new arrival, a French bulldog, *Chappy*. The two remaining Macans continued, taking the Belvoir Road and then the Murchison Highway towards Tullah.

Just north of Tullah a right turn leads to another of Tasmania's great driving roads. The 60km Pieman Road from the Murchison Highway to the Heemskirk Road had been built for the Pieman Hydro-electric Scheme and winds past contrasting rain forest and barren rolling hills. The latter can be viewed from the Whaleback Lookout and then it is well worth stopping at the Reece Dam to view the rugged Pieman Gorge and Lake Pieman.

From the Reece Dam it is just a few kilometres to the Heemskirk Road and the Granville Harbour junction where 31 wind turbines dominate the horizon. The 9km road to the tidy coastal community skirts lush Granville Farm before the mighty Southern Ocean comes into view. It's well worth a visit, particularly when a good sea is running.



Mary and Annette with the Macans on the foreshore at Granville Harbour.

Leaving Granville Harbour, we re-joined the Heemskirk Road and continued for 25km to the Trial Harbour Road. From there it is nearly 20km to the picturesque holiday settlement on the coast. The road was once a notorious rutted track through rainforest and button grass plains but in recent years about 6km has been sealed and the remainder is good but narrow gravel.

As you arrive at the edge of the escarpment and gaze down from the Heemskirk Range towards Trial Harbour it is hard to imagine that it was settled in the 1880s as the port serving the town of Zeehan and surrounding mines. The original name was Remine, the native name for the endemic plant *Blandfordia*. Then, after the foundering of the cutter *Trial* on shore in a severe storm in June 1882, the harbour became known as Trial Harbour while the township remained Remine. But for many years there was confusion as to the proper name and it wasn't until July 1987 that Remine officially became Trial Harbour.



Trial Harbour seen from the Heemskirk Range

Owing to extremely hazardous sea conditions in Trial Harbour and difficulty using pack horses to deliver equipment over the range to the mines the government built a railway from Strahan to Zeehan which opened in 1892. Strahan became the safe port for the mines and Trial Harbour was neglected until holiday shack owners arrived in the 20th century.

After returning to the junction with the main road the driving journey continued to Zeehan and the Henty Road to Strahan. Accommodation at Risby Cove was comfortable and arrival time coincided with sundowners on the deck overlooking Macquarie Harbour. Mary and Annette were captivated by the blood orange gin and tonic cocktails!

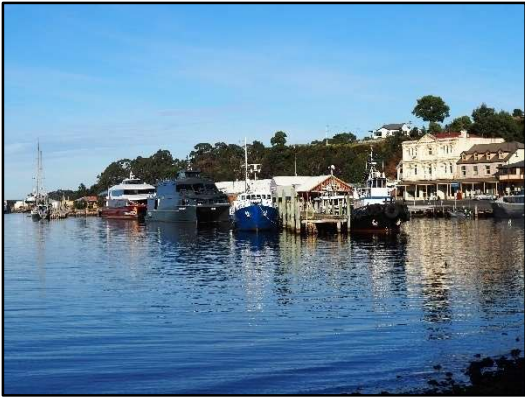


Risby Cove and Blood Orange Gin and Tonics.



Next day we arose early to board the *Spirit of the Wild*, Gordon River Cruises' new hybrid powered cruise vessel. The hybrid system encompasses diesel propulsion engines, hybrid dual input gearboxes, electric motors and generators encapsulated in sound shields. The electric motors provide an extremely quiet cruising experience on the Gordon River section where the tannin infused waters are still and reflections remarkable.

If you plan to go on the cruise be sure to book the Premier Upper Deck. It is a wonderful way to see Macquarie Harbour and the Gordon River in luxury. This was an ideal birthday trip for Colin with fine calm weather. (Two days after our voyage we were all saddened by the report of a massive and inexplicable pilot whale stranding that occurred not far from our cruise).



Strahan wharf (left) and the view from Sarah Island.



The final drive day to Hobart had arrived. We refuelled in the morning and it was surprising

how economical the diesel Macan S was compared to the petrol Macan GTS. Both had covered the same distance at the same speed but petrol consumption was far greater.

The route home included some of Tasmania's best driving roads. The 40km from Strahan to Queenstown consists of sweeping corners and tight esses for the whole distance. Then the steep 7km climb out of Queenstown and down to Linda in the foothills of Mount Lyell tests both driver and passenger. From Linda sweeping bends past Lake Burbury continue all the way to the Collingwood River from where the serious 40km ascent of Mount Arrowsmith to Derwent Bridge was easily accomplished.

Having finished the difficult part of the drive we continued to Tarraleah and stopped at the Lodge in the hope that we could have a coffee break. Unfortunately, the Lodge only serves residential guests so we drove home, completing an impressive Tasmanian holiday break.

