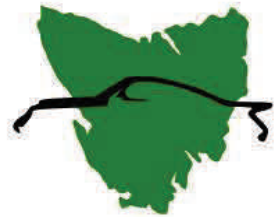




Porsche Club
Tasmania



FLAT CHAT

APRIL 2023



**“PURE TASMANIA”. PETER NUNN AND KEITH JOHNSTONE
ON THEIR WAY TO WINNING TARGA MOUNT BULLER**

Photo : Targa Australia



Quarterly Newsletter of the Porsche Club of Tasmania

An AMS Affiliated Club

Club Honours - John Pooley (2016) Rob Sheers (2016)

Life Members- Leon Joubert (2013) John Pooley (2022)

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



Porsche Club
Tasmania



Executive Committee of the Porsche Club of Tasmania 2022-2023

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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 second 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.

EDITORIAL

This issue of Flat Chat should have reached you via the Wild Apricot System before our main Australian motor sport event of the year, the 2023 Australian F1 Grand Prix.

Thanks to the free-for-air TV networks and more convenient timing (AEST) you should be able to binge about three days of highly enjoyable motor sport even if you are unable to join the expected hundreds of thousands of spectators who will be flocking to Albert Park.

It is a good time to reflect on the fact that, were it not for motor sport, the Porsche car company probably would not have existed.

It is true that pre-WWII (and even earlier) Ferdinand Porsche recognised motor sport as a driving force for advanced automotive engineering. Few motor historians will forget Porsches amazing mid-rear engine V16 Auto Unions (later modified to 3-litre supercharged V12's) of the late 1930's with legends like Nuvolari, Rosemeyer, Stuck and Varzi steering these monsters at up to 400 km/h.

It was only post-WWII that Porsche was finally able to put his name on his own car and that of course was a light, aerodynamic sportster that very quickly made a name for itself as a potential race car. The evolved 550 Spyder and its derivatives became the stuff of legend as they regularly beat much larger and more powerful sports racing cars in competitions around the world.

Today it is a fact that SUV's make up 60% of Porsche's car production but, were it not for the availability of these platforms through Porsche's VW and Audi links, Porsche may not have had the financial viability to continue producing the Boxsters, Caymans and 911's that still reflect its basic sports car DNA.

Porsche is also probably the biggest manufacturer of racing cars in the world.

The 2023 Australian F1 Grand Prix will host the start of our local 2023 Carrera Cup series as one of the main supporting events. To date Porsche has built more than 5 000 of these outstanding Carrera Cup GT3 RS race cars that are used in six national series around the world and the international Supercup series.

Whereas it now seems unlikely that Porsche will be involved in the new Formula 1 designs that will debut from 2026 (its intended links as an engine supplier to Red Bull racing did not come to fruition) Porsche is very active in top tier sports car racing.

Factory designed and built Porsche 963 Hypercars (entered and operated by Penske on Porsche's behalf) are contesting all rounds of the 2023 FIA World Endurance Championship as well as some IMSA rounds. Alongside the 963 Hypercars, Porsche 911 RSR's are front running competitors in the WEC GTE class.

Over the weekend of 10-11 June the famous Le Mans 24-Hour race will be celebrating its Centenary. Porsche has won Le Mans 20 times. More than any other manufacturer in the history of the event.

Needless to say, every true Porsche sports car enthusiast will fervently hope that Porsche is again victorious at the centennial celebrations of Le Mans.

In the meantime enjoy every second of Carrera Cup racing at this weekend's grand prix.



Porsche Club

Tasmania



THE INSIDE LINE

By PCT President Kevin Lyons

EVENTS:

Our Events Calendar has kicked in with a “sold out” first event, being the Annual Orford BBQ, at the Beach House of our Vice President, John Davis. The weather was very kind to us and it was a brilliant start to our 2023 Events.

This issue of Flat Chat includes our Events Calendar and lists pre-planned Functions for the year ahead. Any motorsport activities will need to be added, once we work around the very restrictive and expensive requirements of Motorsport Australia.

Our June long weekend Tour of Tasmania is fast approaching and if you wish to participate and have not already done so, you need to register now, to secure your accommodation. Members have the flexibility to complete the whole tour, or simply join in selected parts.

SUBS:

After a two year hiatus, our Subs have re-commenced this year, with payment due by 1 April 2023. We would very much appreciate your prompt payment now, if you have not already attended to this.

PCT's MAJOR EVENT FOR 2023:

This year is the 75th Anniversary of Porsche. The first vehicle to bear the Porsche name was registered on 8 June 1948 – the 356 “No 1” Roadster. Your Committee is presently planning a celebration of this significant timeline in Porsche history. Many of you will recall the memorable day we had 5 years back, celebrating the 70th Porsche Anniversary.

The event featured a colourful display in Salamanca, Hobart, of seventy plus Porsche cars, from across the ages.

This attracted very good media publicity for the Club and the Porsche brand. Immediately after the morning display, we organised a photo shoot and drive on the track at Baskerville, followed by a gala evening dinner.

We intend to replicate this event in a similar manner this year, as it was such a success. More information will be provided once the various inputs are locked in, but please note the Date – **Saturday, 14 October 2023.**

Don't miss out, it will be a wonderful event and the Club intends to significantly subsidise various components of the day.

PORSCHE AG (Germany) 75th ANNIVERSARY CELEBRATIONS

Porsche AG is holding a special commemorative event in Germany on the weekend of 9 – 11 June 2023 in Stuttgart and at the Hockenheimring.

At the heart of the celebrations will be a Community Party on Friday 9 June in Stuttgart, which will be attended by members of the Porsche family, management, brand ambassadors and representatives of Porsche Clubs from across the globe.

On the weekend the entire Hockenheimring Circuit will host a huge Porsche party.

At this stage, Porsche AG has asked me to put the date out to all Club members , and a formal invitation and event details are to come.

I acknowledge it is exceedingly difficult, given the short notice, cost and distance involved, for any interested PCT members to attend. However, the notice is given, in case anyone may be in Europe around these dates.

If any members wish to participate, please let me know and I will keep you updated as information comes to hand.

At this stage, I do not have any brief from PCA (Porsche Cars Australia) regarding any plans that they may have to acknowledge the occasion.

PCT FACEBOOK GROUP ADMINISTRATOR:

Our site Administrator, Paul Tucker, has decided to step down from Club administrative roles after many years in the above position and also serving on the Club Committee.

On behalf of Members, I extend a huge thank you to Paul for his long term commitment to assist to manage our club affairs.

Thank you also to Todd Kovacic who has offered to step up and take over Paul's Site Administrator role.

PCNSW VISIT – 11 November 2023:

Members will recall we hosted a visit from members of the Porsche Club NSW some years back. We had a combined Dinner at the Ball and Chain restaurant, with around eighty attendees, with PCT well represented. PCNSW is planning another visit and wants to hold a joint Dinner with PCT on Saturday 11 November 2023. Please note your calendar for this date. More detail will be provided as we are updated on the visit.

The previous combined Dinner we held was a real highlight for attendees and provided PCT Members with the opportunity to mix and learn from other people's Porsche experiences. We again intend to extend the usual courtesies to our Visitors and hopefully have a sizeable contingent from our Club to join in with the Dinner and a Drive Day.

See you at our next Event.

Cheers, Kev.



PCT TEAM WINS TARGA MOUNT BULLER OUTRIGHT

With ever fewer opportunities for us to participate in motor sport with our Porsche sports cars the recent outright win by two of our Club members on 10/12 February 2023 on the national Targa stage , deserves our special congratulations . We are indebted to TARGA AUSTRALIA NEWS for this report and photos, and extend hearty congratulations to Peter and Keith.

“Tasmania’s Peter Nunn and co-driver Keith Johnstone have been crowned the Overall TARGA High Country Sprint Champions on Victoria’s Mount Buller.

The TARGA High Country Sprint 2 was full of surprises, with the top two teams from Saturday’s Sprint 1 withdrawing due to mechanical issues. This opened the field wide up for cars outside of the Dutton Garage Early Modern 4 to come through to secure the Overall victory.

Nunn and Johnstone’s 2016 Porsche Cayman was the car to make the most of the opportunity, winning the Overall and Mt Buller GT Production trophies. Ben Newman and Adam Kudra (2010 Subaru WRX STi) finished second in GT Productions, and Barrie Smith and Anthony McLoughlin (2017 Audi TTRS) third.

It nearly wasn’t meant to be for the Cayman, with a water leak in the radiator after the first run up the mountain on Saturday. However Nunn was able to patch the hole during the brief turn-around in between runs to keep the Tasmanian team in the race.

“We had a problem at the end of the very first run up the hill yesterday with a water leak in the radiator, so we were lucky we patched that up and it stayed good all week-end – we’re very, very happy to win,” Nunn said.

“And bad luck to the other two boys that were leading, but that’s the name of the game I suppose, you have to get to the finish.”

Nunn said the team have really enjoyed the inaugural TARGA High Country Sprint experience.

“After the first run, we were reasonably consistent with our times, which is good. The road in the afternoon when it’s hot is a little bit slippery, but we were happy with our consistency.

“It’s been a great week-end, Mt Buller is always a great palace to come and to be able to race up this mountain is really good.

We’re happy we made the trip up from Tassie.”

Nunn and Johnstone on the winner’s rostrum. (Right).



COVER STORY

After dominating on Day 1 to win the first Sprint event, defending TARGA High Country champions Jeff Morton and co-driver Daymon Nicoli experienced mechanical problems with their 2009 Mitsubishi Evolution X, forcing them to withdraw after the first of the eight runs on Day 2.

“We started the first stage and were just cruising through and we got to about two-kilometers from the end, and I thought the car had gone into limp mode, as I’m used to modern cars, but turned out that wasn’t the case,” Morton said.

“One of the valves had dropped out of the cylinder head so it had made a bit of a mess in one of the cylinders. Once we removed the spark plugs, we pretty quickly found that we weren’t going any further,” added Nicoli.

Most expected Liam and Larry Howarth (1995 Nissan Skyline GT-R V) to step into the number one spot, which they did for the first three stages, before experiencing their own mechanical difficulties with an oil pump failure, forcing them to withdraw after the second run.

With Morton/Nicoli and Howarth/Howarth unable to finish Sprint 2, they were out of the running for the overall Mansfield Shire Early Modern 4 trophy, leaving two local teams fighting for the title.

It was Allan and Kerry Hines (2008 Mitsubishi Evolution X) who took the Sprint 2 victory with an almost three-minute advantage in Sprint 2 over Allan and Casey Rumble (2008 Mitsubishi Evolution X RS).

Adam Spence and Lee Challoner-Miles (2006 BMW M3) won the Dutton Garage Modern 2 competition, while placing sixth Overall.

With a new co-driver in Dean Lillie, after Samatha Winter withdrew due to illness, Victoria’s Peter Gluskie (1989 BMW 325e) won the Shannons Classic Handicap Sprint 2.

As Darryl Bennett and Mary White (1989 Suzuki Swift GTi) won Saturday’s Sprint 1, the tie break for the overall Classic champion was awarded to the team with the fastest stage time in Sprint 2, which Gluskie recorded on the second running of the 7.20km Delatite River stage.

In the trophy classes, TSD Trophy’s Chris Oldaker and David Greaves (2013 Renault Megane) backed up their Saturday victory for another win in Sprint 2 with a near perfect eight stages, only dropping two penalty points over the day.

Victorians Stephen and Jack Gould won both Thoroughbred Trophy Sprints in their 1985 BMW 323i.”

TARGA AUSTRALIA NEWS.



Porsche Club
Tasmania



Events Calendar

- **Sunday 23 April @ 12.30 pm** closing on Friday 14 April.. Drive Day and Lunch at Great Lake Hotel, Miena. Lunch will commence at 12.30 pm, and attendees will need to pre-order meals to pct.events@outlook.com by Friday 21 April.
- **Sunday 21 May 2023 @ 12.30 pm.** Drive and lunch to Derwent Estate, Granton.
- **8 June 2023** Circumnavigation Drive: Tasmania.
- * **Sunday 23 July @ 12.30 pm.** Close 14 July. Drive Day and Lunch at Callington Mill Distillery at Oatlands \$80.00 ea.
- **Sunday 20 August** PCT AGM & Lunch @ Barkmill Tavern -
- **Sunday 17 September @ 09h00** West Tamar Valley Drive
- **Sunday 24 September** Drive and Lunch @ 19th Bar & Bistro - @ 12.30 pm. Dover. Close 15 September.
- **Saturday 14 October** Porsche 75th Anniversary Celebrations. (Details to follow).
- **Sunday 15 October** 09h00 N/NW Drive to Ross Bakery.
- **Sunday 29 October @ 12.30 pm** Drive and Lunch at Mayfield Estate. RSVP and advise any dietary requirements by Friday 20 October. Lunch will be at 12.30 pm and the menu will comprise of a wide selection of share platters and pizzas. Numbers limited to 40.
- **Saturday 11 November** Visit and dinner with PCNSW.

More details on Wild Apricot.

Bob White: Events Director.

pct.events@outlook.com

(m) +61 407 502 300

NEW MEMBERS

(The constitution of the Porsche Club of Tasmania does not demand that all members or prospective members currently own or have permanent access to a Porsche car.

Enthusiasts and friends of the Porsche brand are equally welcome as Associate Members.).

Details are available at: <https://porscheclubtasmania.wildapricot.org/>

We welcome the following new members

Andy van Emmerik

Amanda Rakkaussonni

Justin Rakkaussonni

MEMBERSHIP BADGES

Members who require replacement badges or magnetic back panels for badges may contact the Club President through Wild Apricot.

ADVERTISE IN *FLAT CHAT*

AND REACH THE RIGHT MARKET !

ADVERTISING RATES

For supplied “ready to print” ads

HALF PAGE for a year (four issues) \$120

FULL PAGE for a year (four issues) \$240

Advertisements can be accepted for shorter periods at pro-rata rates.

Advertisements by members for Club related items are free.

FEATURE ARTICLE

The 2014 Porsche Muster – Race Across the Nullarbor to Stop Cancer

By Chris Molloy

This race is an amalgam of many things, all of them enduring passions. Family, friends, Porsche, motorsport, the great Aussie road trip and a desire to do something to help stop cancer in its tracks, that pretty much sums up the inspirational cooking lesson for the Porsche Muster's yearly Race to Stop Cancer fund race that ran from 2014 to 2017.



Rose standing beside the family 356B in 1961, the car that delivered Mum and I home from hospital after my arrival on this mortal coil.

The rules are simple, a Porsche aims to cross the country from Perth to Sydney in a set time, before a fundraising team, represented by a blue 911 matchbox car, raises the equivalent of \$1 per kilometer to at least match the physical distance travelled. Our chosen charity was Cure Cancer Australia.



Since parting ways with my much loved '86 Carrera 3.2 Targa in 2012, I had been on the hunt for another car. Finally, in 2014 an opportunity arose to purchase what the owner described as a 'project car'. It was a black 1978 911SC Targa. My friend David and I bought the car together.

FEATURE ARTICLE

The car was in WA and the seller John and I met up for a test drive. I asked him why he was selling and he explained that he was in recovery from cancer and had decided for a number of reasons that it was time to sell the car. Weeks earlier my mother had also been diagnosed with the disease. David and I then decided to make the drive across from Perth to Sydney and use the opportunity to create a fund raiser for cancer research.

The next priority was to make sure that the car was going to make the journey. At the time I had been a member of PCNSW for 4 years and decided to reach out to the PCWA president for a recommendation on who could review the cars suitability for the trip. On hearing of our plans, the PCWA membership made a generous donation to the charity and this also led us to Andy Stack, now a close friend and owner of Rennsport Motors in North Freemantle. We had the car delivered to Andy and he tweaked a few things and the car ready to go.

We flew to Perth on the 8th of October 2014. The next morning we met Andy at his workshop for coffee, said our goodbyes and headed off, taking the Great Eastern Highway at 8.30am for the 4 day, 4,000 km crossing.

Now David and I have been best mates since high school, but when the radio died 2 hours out of Perth, after the ½ rubber thong that we discovered holding it in place became dislodged, we knew it was going to be a long trip.

As we continued out into the ever more sparsely inland of WA, we started seeing 'SC' designated distance markers. We took this as a good omen and stopped at a pub for lunch at Sothern Cross. We struck up a conversation with the other patrons, who upon hearing about our journey, put forward a donation to our chosen charity.

Our next stop was a remote rest stop at Boorabin, 500km east of Perth. It was hot, dry, flat, loads of flies and in the middle of nowhere. It was here that we met a lone cyclist, Rob in his 60's, who was also taking a break. He was heading from Perth to Batemans Bay in NSW for his son's wedding in a few weeks and after the ceremony, intended to ride back to Perth, a round trip of over 8 000 km! We chatted for a few minutes joking about how relatively easy our task now felt by comparison.



FEATURE ARTICLE

We were travelling light in terms of luggage and logistics, determining that firm bookings could be a limitation, we decided we would just wing it on our accommodation. The one rule we agreed upon was that there would be no night driving. By the close of play on Day 1 we had made it to Norseman, a tidy 805 km total, including a side visit to Kalgoorlie. The Norseman Hotel had a couple of rooms available, so after a counter meal and a beer, we called it a night.

Day 2, coffees in hand, we were headed east on the Eyre Highway by 9am. We made a stop at Fraser Range and decided to take a few photos of the 911 sitting on a dried out lake. The colours of the landscape provided a stunning backdrop, with vivid ochre soil against cobalt blue skies.

Just East of Balladonia, there's a sign announcing the start of Australia's longest straight Road. At 146.6 km, it stands out clearly on a map, with the next turn being a slight left hander at Caiguna, population 4, depending upon whether someone is arriving or leaving. We made great progress through the remote settlements of Cocklebiddy, Madura, Mundrabilla and Eucla, before reaching the SA border at around 5.45pm. We still had a few good hours of daylight left, so decided to push on reaching the Western end of the Nullarbor Plain at around 7.30pm. Some had mentioned finding this part of the country boring. On the contrary, we found it quite awe inspiring .

Endless horizons, treeless as far as the eye can see in every direction, aside from a layer of spinifex and low shrubs. You have a sense of your own relative insignificance in this vast expanse, but at the same time, a sense of connection to all that you can see. The sun was now dropping low on the horizon and we had already passed by the Nullarbor Roadhouse. The decision was taken to push on to Ceduna. We arrived at the boom gate for the Ceduna Quarantine Station at around 9.30pm, having broken the 'no night driving' agreement. A closing pizza store owner took pity on us and whipped up a delicious pizza that we took back to our accommodation which ended up being a donga (aka shipping container) with a resident population of hungry mosquitoes. Total distance travelled on day 2 was over 1 200 km.

Day 3 saw us driving East out of Ceduna by around 7.30am. This is part of the SA wheat belt and is peppered with large grain silos. At 12noon we rolled into Kimba, a small town that features the big Galah, adjacent to a gift shop with a sign saying 'Halfway Across Australia'. Despite the sense of achievement this gave us, it was a reminder that we still had a long way to go. We left Kimba and everything was going well.



FEATURE ARTICLE

As we were approaching Iron Knob, David, a metallurgist by profession, became quite animated and had started explaining the history of the site. As he spoke, I became aware of a new, subtle ticking sound emanating from the rear of the SC. We pulled over at the entrance to the Iron Knob mine site and jumped out to the sound of a very loud exhaust. Not being entirely sure what was happening and after a call with Andy our mechanic in WA, we decided to divert to Adelaide rather than Broken Hill to see if we could find a hoist. The exhaust seemed to be getting louder as we drove on. Andy had advised 'nursing' the car meaning staying under 3 000rpm. Thankfully in the SC, 3 000rpm in 5th is around 110kph, so we managed to keep up a decent rate of travel for the remainder of the day, albeit at a very antisocial Decibel level.

On route, we stopped for a mid afternoon break at Bumbunga Salt Lake, well known for its pink colour, caused by a species of algae. The lake also features the Loch-Eel Monster sculpture cast in stark contrast against its luminous pink and blue sky backdrop. We encountered our first rain on the drive as we clattered loudly through the outer suburbs of Adelaide, having covered just under 800 km. We decided to splurge out on a hotel after the previous nights rudimentary digs.



Day 4, Sunday morning with our schedule unavoidably delayed, we decided to do a ring around of all mechanics listed in the Adelaide area. Unfortunately for us, it was also the same day as the Bathurst 1000, so pretty much the entire population of mechanical expertise had left town or weren't open. We ended up locating a friendly backyard mechanic in the Adelaide hills. Tom put the car on the hoist and discovered that a bolt had fallen out of the exhaust outlet manifold. Tom found a donor, replaced it and we were good to go. In conversation, Tom shared that his Dad was battling cancer and he refused to be paid for his help. In the spirit of the event, we agreed with Tom that we would make a donation to the charity in his name. We headed North out of town on the Sturt Highway and through the beautiful South Australian countryside to the town of Renmark and under the large Dunlop Tyre sign erected in 1985 to celebrate Adelaide securing the Australian F1.



FEATURE ARTICLE

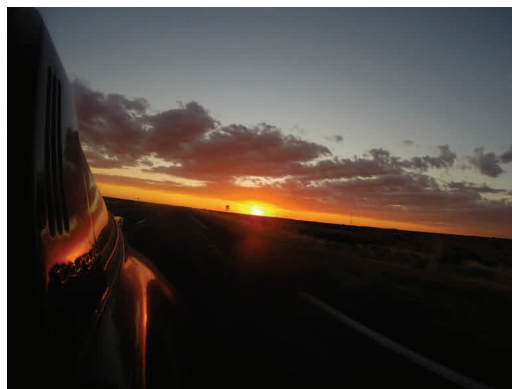
We traversed the North Western edge of Victoria to Mildura, crossing the NSW border. Not much further along and we crossed the Mallee country and out into the flat expanse of the Hay Plain, deciding that would be our base for the night. Halfway across, from Balranald, we noticed a line of storm clouds on the horizon spraying lightning in all directions. With the Targa roof off, we continued through the lengthening shadows towards night. Soon after we deployed the roof and found ourselves in the middle of a fierce thunder storm with sheets of heavy rain slowing our progress. As we pulled into the main street of Hay, the rain had all but stopped and we managed to secure a couple of rooms in the New Crown Hotel. A decent meal and it was time for some rest after covering another 700 km, which considering our delayed start, we were more than happy with.

Day 5, a clear day greeted us for the home stretch. As we headed out of town, we noticed a large male kangaroo travelling parallel to us around 100 metres from the road. We clocked him at an impressive 45km/h before he turned inland away from the road. The SC was revelling in the cool morning air and we stopped at Narrandera for coffee. As had already happened on a number of occasions, a passer by stopped to share his memories of a Porsche encounter with us and offered a donation as did Trent the owner of the café that we had stopped at. We passed through Wagga Wagga, Gundagai and Yass before winding our way in to Bowral in the NSW Southern Highlands to drop David safely home. A quick drop off and I was on the road to Sydney for some photos under the Harbour Bridge and then home to Newcastle without missing a beat.

At the end of the tour, we had raised over \$3 000 for Cure Cancer Australia which, given the short time run from buying the car to creating and kicking off the fund raiser, we were humbled by the generosity of those who donated, some friends and family, but many complete strangers who saw our stickers, T-Shirts and the old 911 and made a donation on the spot. Many shared their stories, adding inspiration along the way.

We were very happy with the final statistics; distance covered 4 400km in 5 days, using 489 litres of fuel with an average overall consumption of 9 litres per 100 km, not bad for a 36 year old car with a few hundred thousand k's on the clock and no real service history.

If you'd like a laugh, checkout the very amateur YouTube 7 minute 42 second video summary of the trip , the link is <https://www.youtube.com/watch?v=cMI6O6cje3o&t=72s>



Chris Molloy

Where Do You Get Your Porsche Info?

By Peter Haworth

Most of us that love our Porsches are keen to find out more about our cars, and to get to know like-minded individuals. For some of us, PCT membership is sufficient, and we can get to know those like-minded people at club events, with perhaps getting a bit more info about our cars from internet searches and magazines.

Magazines - For those of us English speakers, probably the pre-eminent Porsche magazines would be Total 911, and 911 and Porsche World, both available a few months behind release in the UK from your newsagency, or available via www.pocketmags.com, where you can download and read on your tablet or laptop (and it's cheaper than the paper version too). T911 covers, as the name suggests, just 911s, whereas 911 & PW covers all Porsche models. Both have good general coverage of technical issues, reports and comparisons of various models etc – OK, all with a British slant, but they're not too bad, and do have a couple of Australian contributors.

Some may consider Christophoros as a pre-eminent source of info, but I'm afraid I think of that as Porsche propaganda, with not a lot of real world useful information. Besides, as I haven't purchased a new Porsche from an OPC I'm not on their mailing list, although you can pick up a copy from the OPC.

Websites – my favourite website is porscheform.com.au, the site of Porsche Forum Australia. Free to join, \$25 per year to become a Financial Member which allows you to post For Sale adverts, and generally supports the Forum. Most of us use Forum names, but I have been able to work out who a few people from PCT are, but there's not many of us. There are a vast range of contributors from all around Australia, many who are exceptionally knowledgeable on all matters Porsche, including local racing histories etc. Many own multiple Porsches, from the oldest to the latest and greatest, and are generally a great bunch of people.

Through various events I have met a number of members in the flesh, and formed some good relationships. These sorts of relationships are valuable and useful – eg, I could contact people I now know in a number of mainland states, and ask them if they'd be able to look at car for me – a very useful thing where we live to be able to have a Porsche knowledgeable person do an interim check on a car, especially with a very expensive bit of water between us and the mainland, all for the cost of a slab or a good bottle of wine. Through PFA I have attended a number of Porsche events, such as Porsche track days at Winton, Luftwasser at Wodonga, and Hangar Bangar at Geelong. Other attendees are always very appreciative of the effort and cost we put in to attend such events.

Another benefit I have found is in relation to purchase of parts and things from other members – I have had no qualms in sending money to another forum member for purchase of various items (wheels, parts etc) and there is an honour amongst members which I don't consider exists with other options such as Facebook Buy and Sell sites – there are about ½ dozen or so various ones based in Australia which are always the subject of various scammers etc.

PORSCHE ADVICE

I have also been able to act as an intermediary between a mainland PFA member and a local PCT member to assist in co-ordinating the sale of a rare car. I knew, through the forum, that a NSW member was trying to get a response from a dealer who was selling a car on consignment, owned by a PCT member, without success.

I was able to put the owner and the interested buyer together, and they worked out a mutually agreeable deal without the intervention of a useless dealer, to the benefit of both of them.

PFA is a moderated forum, so there are a number of volunteer moderators who keep an eye out on Forum behaviour and keep control of new members, and track down spammers etc.

Podcasts – There are any number of Porsche and general automotive podcasts from Australia and around the World. My top 3 would be Curb and Canyon, 9WerksRadio and Collecting Cars. Curb and Canyon is a newish podcast from Melbourne's Andy Gaunt, and James McGrath who is a US based Brit expat. Just general entertaining Porsche chat.

9Werks is a side-project of Total 911 editor Lee Sibley, which is primarily UK based, but entertaining all the same. Collecting Cars podcasts are produced by Top Gear's Chris "Monkey" Harris, and have had a range of usually interesting topics and interviews, and the latest series has introduced a 5 way chat on all things automotive.

I've tried some of the US based options, such as the Smoking Tire, but got sick of them very quickly.

Youtube – as we know, it's very easy to go down the rabbit hole known as Youtube, and be stuck for a very long time before re-surfacing. However, for me, there's a couple of favourites:

HomebuiltbyJeff – some of you would have met NSW's Jeff Micklem at Symmons Plains a couple of years ago as part of a mainland touring group. Jeff is a firefighter who, in his spare time, works on some amazing projects. His 911 restoration "Harry" involved him doing basically everything to restore the car, inside and out.

He's currently working on converting the "cheapest Boxster in Australia" into a track car, replacing the 2.5 he blew up with an Audi V8, and also cramming a Ferrari engine into an Alfa 105.

Carfection – Henry Catchpole's videos are entertaining and knowledgeable, but of course also very English ☐

Collecting Cars – Chris Harris does also produce some videos, and we know that Porsche is his favourite automotive brand.

9WerksTV – Lee Sibley also does videos etc in addition to his podcasts.

PORSCHE ADVICE

Facebook – There are any number of Australian Facebook Groups dedicated to Porsche – Buy, Sell and Swap and general ownership.

Even though they are supposed to be moderated, there's still some sh*t that gets posted. Scammers abound, and some personal slanging etc.

Whilst some pages such as Classic Porsche Australia are better than others and more tightly controlled, don't expect to get anything much from Facebook apart from some amusing prices over optimistic people put on cars, and an insight into how not to behave when you disagree with someone.

(The PCT Facebook Group is a closed group accessible to PCT Members only and moderated by three senior club members including a barrister.—Ed,)

I don't do Instagram or Tiktok, so I won't comment on the value or otherwise of Porsche sites on these platforms.

So, there you go, there's just a few suggestions on how to improve your Porsche knowledge, but most of all, put in the effort and get to know other Porsche owners from all around Australia, which will lead to improving your enjoyment of all things Porsche.

Peter Haworth

When you need some advice?



THE FIRST ELECTRIC PORSCHE

No. It is not the Taycan, as Guido Eickholz, the director of archives at parts manufacturer, Reutter, reportedly pointed out to surprised Porsche executives. The first all-electric Porsche was this 356 (below) which now resides in Melbourne, Australia.

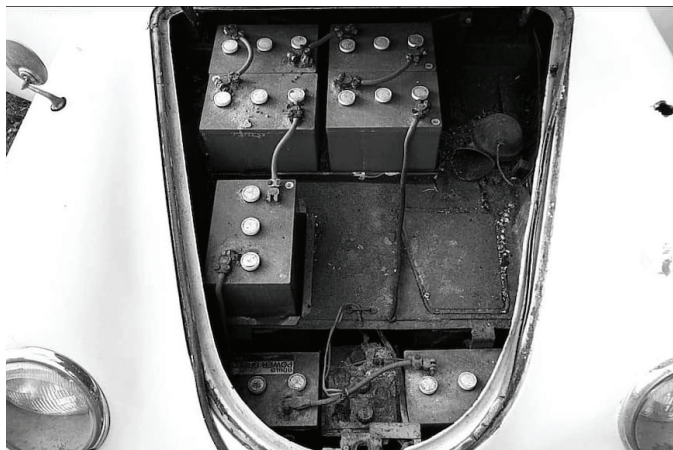


Thanks to some excellent reporting work by James Purtill, Technology Reporter of ABC News, we now know that this car was converted to pure electric power by Hal Olsen, an American engineer of the General Electric company. Olsen was responsible for developing electric postal delivery vehicles for GE in the late 1950's and, much like Elon Musk and his team used a Lotus Elise because of its light mass and aerodynamic efficiency, Olsen acquired a Porsche 356 (chassis 50058) to convert experimentally to pure electric power.

The electric 356 was powered by a small DC motor and had lead acid batteries installed in the front and back of the car.

When General Electric decided not to continue with electric vehicle development, Hal Olsen kept the Porsche (which could reach 90 km/h) and drove it himself for the next 15 years.

The car is now owned by Greg Newton, a specialist vintage car restorer in Melbourne.



There is much more of fascinating interest (including many fine photographs and references) to this story, and we encourage readers to look up James Purtill's original report for ABC News and read it in full here:

<https://www.abc.net.au/news/science/2023-02-04/worlds-first-electric-porsche-forgotten-history-evs-melbourne/101891670>

PAST EVENTS

NORTH/NORTH WEST MID WEEK PCT RUN. 17 November 2022.

by Erica Cabalzar

The instructions said “go thru the roundabout to the 2nd car park on the right, near the stage”. I drove Miss O'Hara, the Guards Red 992 Carrera S, through six roundabouts, glimpsed five car parks, went sideways over ten speed humps, spotted a structure that looked like a stage (but it was probably one of those new-fangled kids playgrounds designed by psychologists to reduce the risk of children developing serious anxiety issues) ... turned around three times, tapped my heels together but still didn't return to Kansas.



I finally found our Porsche meeting point at the Windsor Precinct car park at Riverside in Launceston. Did my passenger John just roll his eyes? No. He was thinking that the 911 he had the privilege to be sitting in was like his “own portable amusement park”. Note: article will continue to reference Porsche Vintage advertisements.

At 5.15 pm Peter and Di Haworth arrived in style in their newish 996 Carrera 2. “If you could own any car in the world, what colour would you choose?” (Is this their third Seal Grey Porsche, the second Seal Grey 996?) Always engaging and lots of fun, Di wore her special Boobie Shoes. (Our members may not realise that Dianne not only has her Masters in Midwifery but has had her own private Lactation Consultancy for over 15 years).

Graeme and Sheryl Pitt turned up in their classic white Porsche 911 SC, with torsion bar springs on all four wheels to improve riding comfort, because “at Porsche we expect a high performance car to also be a highly efficient car”. Another beautiful classic Porsche arrived, the 993 belonging to Grahame and Anne Vaughan; epitomising the Porsche Vintage ad: “They’ve outlasted hippies, disco and yuppies. Is it any wonder they hold their value so well?”



It was great to see new members Chris and Karen Molloy in their 996.1 Carrera 2 Tiptronic, (“No clutch, but one heck of an accelerator”), Kerry Luck in his GT3RS, Phil Frith in the 718 Boxster GTS, and Simon and Jessica Froude in their gorgeous Porsche SUV, rather than the GT3. I’m not sure if Martin and Lee Anne Laverack drove their new acquisition to our dinner destination but it is well worth mentioning their stunning Nougat Brown 1988 Porsche 944S which created much interest at the Sunday George Town Cars and Coffee

PAST EVENTS

Only Peter Haworth could beat Colin Denny at finding a good route. (If you were at the PCT President's Dinner on November 12th you would remember the hilarious comments made in reference to Colin organising the PCT Circumnavigation event planned for 2023.) So, back to Peter's planned drive. We drove via Legana, Bridgenorth, Rosevale, Selbourne to Hagley and then back through Westwood and onto Carrick; about an hours drive. North West members met at the Frankford Highway roundabout (another roundabout!) and travelled through to Birralee Rd. and met up with the rest of us at Selbourne.

"In 1948, Professor Porsche decided any car that merely got you from here to there just didn't go far enough". I love driving from here to there... and then further. Peter took us on the most magical journey through Tasmania's unique landscape.

Following torrential rains, the countryside was fresh, green and insanely picturesque. There was an overwhelming sense of old fashioned charm as we meandered our way through the back roads and down country lanes. The old weatherboard cottage in Rosevale had a corrugated iron half-hipped roof and brick corbelled external chimney. It topped sideways in the 19th century garden overflowing with late Spring blossoms. The hawthorn hedgerows, the mature European trees, old farm buildings and the heritage streetscapes all form part of the beauty and the character of the area. Driving through this countryside; "It cures auto immune".

"If this car doesn't excite you, check your pulse, you may be dead'. Everyone was having so much fun! We drove past Meander Lakes at Westwood, catching glimpses of the mixed livestock of ewes and beef cattle, we eased off the accelerator for a few patches of gravel, then whizzed past Poll Herefords and Corriedale sheep at Quamby Plains, and eventually crossed the Meander River. "Youth is so much better when you're old enough to enjoy it".



PAST EVENTS

By the way. There was an amazing photo opportunity on the bridge with a convoy of Porsches in front and behind.

Our final destination was Carrick and we had a dinner booking for 22 at the historic Carrick Inn for 6.30 pm. Like Taz the Tassie Devil from Warner Bros. we were loud, ravenous and mainly interested in eating. There were Porsche Vintage Advertisement placemats on the tables and a Porsche chocolate for everyone. We had the outer room so it was a noisy, friendly and joyous occasion with everyone enjoying their pub meal. It was agreed: "Porsche. There is no substitute." And "This Christmas, give yourself a gift you'll really enjoy opening up".



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PAST EVENTS

NORTH / NORTHWEST EARLY MORNING RUN 26th February 2023

Our first N / NW group run this year attracted a good roll up of 11 cars and around 20 people including a couple of guests. We welcomed new member Cliff Herbison for his first run. Cliff is a long time Porsche owner and moved over from Victoria last year, and acquired a very nice 996.2 C4S late last year – very neat car!! As our usual starting point (the motor museum) was packed out for their Japanese Classics day, we met at the Windsor Park complex in Riverside as a convenient start point.



Simon presented his new 992 GT3 Touring, what a magnificent looking beast!!!

Our destination was Carrick House in, of course, Carrick, but it would have been far too easy to just drive straight there, so we headed up Ecclestone Road, turned right to get back to Bridgenorth via Rosevale and along Long Plains Road to get to Frankford Highway. We tootled up the Frankford until we got to Birralelee Road to meet up with Phil, Rob and Cliff who had driven from Devonport.

Then up Birralelee Road up to Selbourne Road, and then back to the top of Ecclestone Road and then Bridgenorth Road to Westwood Road. Having already changed the final part of the route due to reported road re-sealing, on a test drive on Friday I found they were re-sealing Westwood Road where I had re-routed our drive, so it was back to the original route and into Carrick, having found the re-sealed section to have been swept and re-lined, so no road debris at all!!

Carrick House is home to Chester and Sally McKaige, who have amassed an impressive collection of veteran and vintage cars, many having come from family connections. The collection includes several Alvis's, Darracq's, a Napier, a lovely boat-tail Delage, Bentley, MGA and Morris Minors, as well as lots of garagenalia, model planes, bikes etc.



PAST EVENTS

Chester has restored and kept running all of them, and has a nice little machine shop next to the garages. Over tea and coffee and a few nibbles we were all able to have a good look over the collection, and lovely gardens and grounds of Carrick House, followed for some by lunch at the Carrick Hotel, and others had to head off for other commitments.



An enjoyable drive and great company as usual, looking forward to the next run to Ashgrove Cheeses on 19th March. Thanks to Erica for organising our visit to Chester and Sally's.

Peter Haworth

Participants:

| | | | |
|-------------------------|-----------------|--------------------------|-------------|
| Simon Froude | 992 GT3 Touring | Wayne & Christine Taylor | 911 Targa |
| Mathew & Tammy Bowen | 928 | Peter & Dianne Haworth | 996.1 C2 |
| Erica Cabalzar | 992 Carrera S | Rob Jones | 996 Boxster |
| Kerry Luck & Roy Frith | 996.2 GT3 RS | Cliff Herbison | 996.2 C4S |
| Keith & Sonya Johnstone | 991.2 GT3 | Phil Parsons | 987 Cayman |
| Bruce Allison | 73 911 | | |

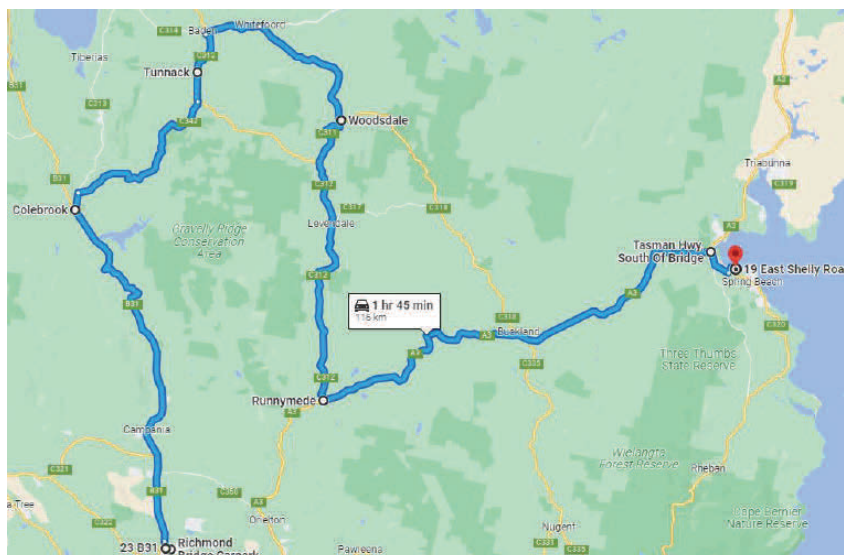
PAST EVENTS

THE 2023 ORFORD BBQ LUNCH RUN

19 February 2023

Report: Farrel White

Photographs: Colin Denny



Well, we've just had the first PCT run for the year , the annual Davis Orford BBQ.

According to the club President we missed the last couple of years due to the Covid epidemic. It doesn't feel like that, but it seems the memories of events that are usually so good tend to sit in the mind as 'it was just the other day, week, year' when in actual fact it was 3 years ago or was it 4? Wow, we were all a bit surprised by that revelation.

Those of us who took on the drive to Orford, as opposed to the direct route to the Davis' hacienda, met at the park adjacent to the historic Richmond bridge for the all important meet, greet and "mine is prettier than yours" conversation.

Parking was a problem as the tourists decided it was a good place to be on a beautiful sunny Sunday morning and just got in the way of parking our steeds which meant a certain Shark Blue Cayman had to do a few laps of the little hamlet to find a spot to prop the most strident coloured example of Porsche's sports car in attendance on this particular day.



So we headed off at the appointed time after a quick 'safety' briefing by Bob who, when I asked are you in the Cayman (didn't think he would venture out in the 'Black Bitch' 930 without aircon on such a warm forecast day) only to be informed he was feeling his age and decided the comfort of the Macan would take precedence over a genuine sports car! Of course, Mandy and I were in a Macan GTS (Copper Ruby Metallic Bob, not black), but then I don't have a choice of Porsche sports cars.

PAST EVENTS

There was a good cross section of cars with four Boxsters including Ancheng's new 'S' model in Crayon with blue top and Bordeaux interior, three Macans, two 911 models, two Caymans (the brightest coloured cars in the group) and a solo Cayenne GTS for a total of 12 cars.



The route was via the Colebrook stage (might not be it's actual name, but that what it was called during the Targa days) to Colebrook and then turning right towards Tunnack. The route to Tunnack and on through to Runnymede is one of the best kept secrets of Tasmania.

Unfortunately, there were some recently sealed sections that meant a certain 911 Black Edition needed to be driven in a manner that meant the group got separated until just before Runnymede where the lead group, not being held up, had to cool their heels, partake in a cheese platter, refreshments, ablutions and discuss the great road we had just traversed. Oh, here's Paul and the rest now, saddle up and let's get on, there's a BBQ to attend.

So we hit the Tasman Highway, open and smooth (no loose gravel) and a little black Porsche decides to overtake us and take up position between Bob and Dimity's Macan and our Macan GTS.

I couldn't help myself when we got to Orford to point out to the driver that a 911 doesn't only go fast in a straight line, they are made to go round corners too. By the way Bob, you need to plan your stops a bit better or at least give others more warning that you intend to take to have laybys.



Despite our delays we were at John and Sue Davis' shack pretty close to the planned time and were already there when the Northern contingent arrived who, I might add, were well in advance of those that stayed the evening before only a relatively short drive away in Pontypool.

The sunglasses could not disguise the hangovers.

Mandy and I got to renew our acquaintance with the lovely Bella, Monica and Bruce's little pooch. I think the last time we met she took over my seat on the Huon boat trip hosted by the Finlay's. She was happy to have a pat and a lie down in whatever cool breeze she could find this time.

PAST EVENTS

A great day was had, with once again plenty excellent food, drinks and company. The list of attendees is too long for my feeble brain to remember, but you know who you are and all agreed we can't wait for next year. Covid permitting.

Once again many thanks to Sue and John Davis for allowing us to take over their shack and enjoy the beautiful Orford location.

Farrel White



Splendid setting by Shelley Beach, Orford , on a beautiful Tasmanian summer day.

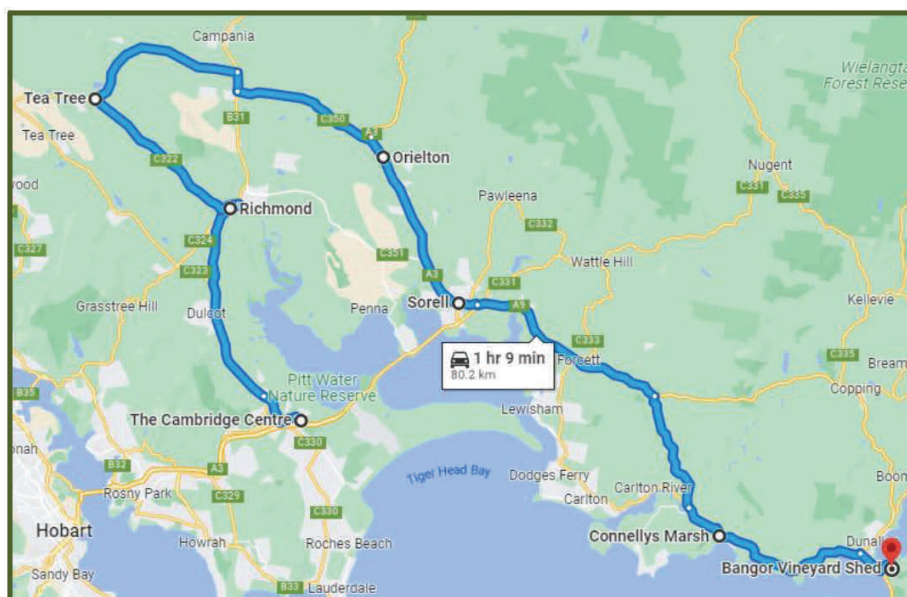
The host (bottom left) obviously has a smaller BBQ appetite than the Club President (top right).



PAST EVENTS

SUNDAY DRIVE TO BANGOR VINYARD SHED

18 March 2023



Porsche Club members gathered at the Cambridge Centre on a sunny Sunday morning to join an 80km drive to Dunalley and lunch at the Bangor Vineyard Shed on the Forestier Peninsula (view of Blackman Bay from Bangor, below).



The line of Porsches negotiated the convoluted exit from the Cambridge Centre car park heading for Richmond where we turned north for 10km on the unfamiliar (to some) Middle Tea Tree Road. Leaving Tea Tree, we drove towards Campania before joining the Fingerpost Road to Orielton. Drivers had to keep a lookout for slow moving cyclists as the Porsches continued southeast to Sorell and Forcett.

Beyond Forcett a right turn took us to the sweeping curves of Sugarloaf Road on the way to the Carlton River Bridge. From there the challenging bends of Fulham Road rise uphill then fall past Connellys Marsh where the spectacular coastal scenery continues until the Denison Canal at Dunalley. After crossing the canal bridge, we reached the vineyard.

PAST EVENTS



A pack of Porsches with Smooth Island in the background.

Thirty participants gathered for lunch including visiting Ulverstone members Cliff and Mary Herbison who had been holidaying in Hobart.



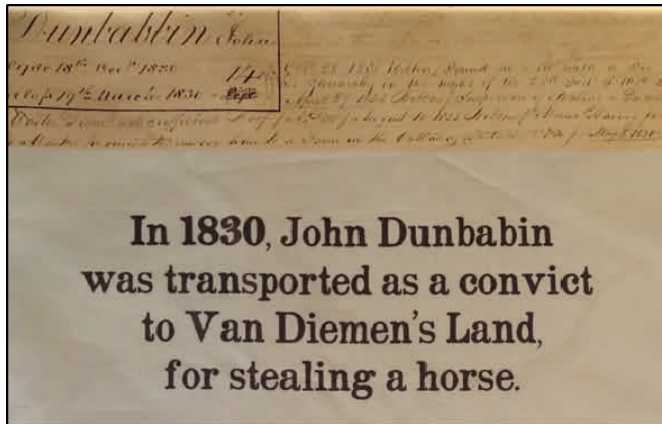
Porsche Club diners at Bangor Vineyard Shed

Fortuitously, the Porsche Club chose Bangor Vineyard Shed some time ago because during the week Bangor won gold in the Tourism Wineries, Distilleries & Breweries category of the Qantas Australian Tourism Awards.



PAST EVENTS

The wine and food offerings were great – this writer enjoyed oysters natural followed by steamed mussels with crusty sourdough accompanied by Bangor Maria Pinot Rosé.



An image from one of the interesting interpretation panels telling the story of the property and the Dunbabin family.

The spectacular restaurant situated on a hill overlooking the vineyard and Blackman Bay offers the option of inside or outside dining. The property recently underwent a restaurant expansion and upgraded the kitchen.



A line from the popular 1978 song Day Trip to Bangor by English folk group Fidler's Dram sums up the Porsche Club event:

'Didn't we have a lovely time the day we went to Bangor'.

Colin Denny

OUR CARS

THINKING ABOUT BUYING A USED 911 ? By Bruce Finlay

I was asked to put my thoughts to print after relaying my recent experiences while thinking of buying a used 911, so here goes.

The background : In 1974, I showed Monika a 911 for the first time and said " I will have one of these one day ". She actually remembered it and quoted it to others in 2006 when I bought the Cayman S, but the 911 thing was still there. So, I thought a 911SC would be good, located what appeared to be a pretty good one, went to Victoria for a test drive, booked a PPI, and also arranged to drive a 991.1 at a big flash dealer's.

Fortunately a friend had recommended Weltmeister in Vic for the PPI.

The 911SC first. It's salesman was shocking, it would be impossible for him to lie straight in bed. He made Arthur Daley look like a schoolboy. Not being a complete dunce, I saw through that. The PPI at Weltmeister showed a HUGE amount of problems.

They gave me back my deposit and I later offered half what they are asking since the engine, mechanicals etc were very good. They're probably still in shock from my offer.

The 991.1 was the usual honey trap at the dealers. Despite asking for a country drive I was given the keys and told to take it for a 20 minute spin in the city. I was totally unimpressive as my Cayman is better optioned than it was, and walked away. Walking around the showroom and workshops it was pretty obvious all the preparation work they put in, despite saying they don't.

Score: Bullshitters 2. Finlay 0.

So, encouraged by friends, I started looking at 911's in the UK, knowing many cars were imported.

Interestingly, I had asked the mechanic at Weltmeister about this as the SC was bought in the UK when the current owner lived there. His take was that the weather in Australia is heaven compared to the UK. In the latter they tip salt on the roads and most people don't have garages for cars, so they live on the street.

His opinion was that yes, years ago it was the case that UK cars were worth less but today not so. They're all made in Germany. It's more important the way a car has been looked after, not whether it was delivered, to the UK, Australia or South Africa. Of course, Australian owners will continue to promote the myth as they paid more than they needed to. That is totally natural.

I soon found a car in the UK, a 2016 Carrera S, 991.2 PDK, 3 owners - all known to each other, massive list of options, OPC warranty (good for Australia), and less than 14000 miles. Really good looking and a bit under 80k GBP which probably equates to about \$160k in Australia after import costs and fees etc.

The car belonged to the sales guy at the dealers, also a sailor who owns an old Swan 411, so we had a bit in common and I put a deposit on the car.

OUR CARS

So this is what I expected to get for my \$160 000.00 AUD.



2016 Porsche 991 Carrera S Coupe PDK

Mileage: 14,000

First registered: 30th April 2016

Features:

20" Carrera S wheels

Adaptive Sports seats Plus (18-way, electric) with memory package

BOSE® Surround Sound-System

Cruise Control Porsche Doppelkupplung (PDK)

Porsche Dynamic Chassis Control (PDCC) I

PASM sports suspension (20 mm lower)

Sport Chrono Package Etc.

Service history: 12/04/2018, 3,073 miles, Porsche Main Dealer ,01/07/2020, 6,456 miles, Porsche Main Dealer , 23/06/2022, 12,171 miles, Porsche Main Dealer , Next service due: June 2024.

Then, one afternoon, a shipping co in Brisbane called me to check as they were quite sure I would not be allowed to bring the car into Australia. They also said Australia was the hardest country to bring a car into.

It ws my fault, I was concentrating looking on the traps for the LCT (not applicable to cars over two years old) and I missed the bit that basically says if a car of the same brand, model etc was for sale in Australia then you cannot import it. You can only import-cars that are 25 years old or older. Not just Porsches, but BMW's, Mercedes-Benz, etc, Anything, I think.

Bugger !!! (To be polite).

I started to wonder why, and I still do.

This was apparently a new law brought in about 2019 after Australian car manufacturing was already dead so Australia had nothing to protect there The only thing to protect was the large profits made by car importers, probably larger , say , in Australia than in the UK.

In my simplistic way of thinking, the "Car Importers Club" got together, took a few senators out to lunch and 'Voila !! ' a new law is born !!

I can't really see any other reason for it. Shipping and customs etc was only about \$5k, the exchange rate to the Poms is really good just now, and comparable cars in Australia now range from \$60k to \$100k more.

Score: Government and Importers 2

Finlay 0.

Bruce Finlay

OUR CARS

THE 928S AND THE BOXROD

by Tammy Bowen

Men are not the only ones interested in cars. In fact, while cars are largely marketed towards a male audience, apparently women make up more than half of automotive sales, and have a huge influence on a majority of purchases according to Forbes research.

Are men pre-programmed with an instinctual attraction to things that go fast and make loud noises? While pondering that question I will tell you about the 928 S, and the latest addition to our garage, "The Boxrod".

Matthew and I have a 1981 Pacific Blue Metallic 928 S which many would have seen on the Porsche Club runs or down at Parliament House lawns in Hobart when the Porsche Club Victoria came over. This is a 5 speed manual transaxle, with a 4.7 litre V8. It was the fastest production car in the world at the time it was released.



The 928 S was Australian delivered. It was collected from Porsche Stuttgart on March 23rd 1981. A 1 000 km service was undertaken three days later at Motortune Limited, 250 Brompton Rd. London, England, and the pre-delivery on return to Australia was completed by Hamilton's. Service records show this car had been in Melbourne all its life. We purchased the vehicle in Brunswick, Melbourne in March 2010 for \$17,000. We had the car checked over by Don Roe before we bought it. He commented that he remembered doing the original pre-delivery on this car when it arrived in Australia.

This Porsche had issues with not starting when it was hot. The owner had hardly driven the vehicle because it wasn't guaranteed to start. It turned out that it wasn't a Porsche problem at all, it was just a loose earth wire. There was silence on the other end of the phone when we told the previous owner; he'd had the dash out three times!



We nicknamed the latest Porsche The Boxrod because it doesn't take itself too seriously, we love driving it and it is NOT a garage queen. It is a 1997 Boxster 986 (MY98), Arctic Silver, 5 speed manual, 2.5 litre flat 6 with 204 standard horsepower.

The Boxrod was Australian delivered through Hamilton's; it's the poverty pack edition (no extras that we know of). It was purchased in Chelsea Heights, Victoria, in May 2022. The car has de-snorkelled air intake, KW V1 adjustable coil over suspension, hardrace adjustable toe arms with fast road/Targa alignment set up, 18 inch 987 Cayman S rims, customised original exhaust, GT3 centre console delete, Momo Mod07 steering wheel, new heated glass rear window convertible top and Porsche OEM speedster humps.

I got personalised plates for The Boxrod: MOD 986, as that says it all; a beautiful Porsche with modified bits. I love driving it and I'm looking forward to many more drives with fellow Porsche enthusiasts.

OUR CARS

PURCHASED - RETAINED - SOLD

When I came to Australia from Hong Kong in August 1980 I bought with me my first Porsche a 1976 2.7 Targa .I sold that after 6 months or so - it always had engine issues. Though born in NZ I quickly adapted and purchased a Commodore a Falcon a Jaguar a Toyota and a Pajero - all in the first 4 years.

I had a NZ client who told me of a neighbour - part time car dealer—who had a 1980 911 SC and I obtained the details and agreed to the price \$38 K .The owner was going to Toowoomba for the Australian GoKart Championships on Easter Thursday 1984 .I forget the method of payment but it was Easter Thursday when I picked up the car from his wife. Later that day he phoned in a rage and said the money had not been paid - which it had been - and said he was immediately driving down to repossess and had advised the Police the car had been stolen An interesting few days followed - the money cleared and I kept the car.

That is the Purchased part.

Retained - In April 1986 I was asked - at short notice - to attend and lecture at the International Bar Association Conference in Madrid. I suggested to my wife - Marion - she come with me as I had arranged to catch up with a few lawyers from Hong Kong who were then in London, Moscow and Tokyo .Sufficient to summarise that 6 months later we were divorced - she having taken a liking to my wealthiest client .The Divorce settlement was amicable - I took the pets, the debts, the kids the house etc - and the red Porsche.

Imagine my surprise a year later to get Court papers seeking \$40 000 - the value of the Porsche and further that it be sold! Outrage. All settled I kept the car and paid no money - an ideal result.

Sold - in 1983 for no real reason other than it was then 22 000kms and I wanted a BMW M3 the Porsche was sold for \$42 000. The purchaser was in Cardwell - very far North Queensland and Jennie and I met him at Brisbane Airport at 7.30 pm. He quickly inspected the car - in the dark -gave me a Westpac Bank Cheque and drove off. Next days news broke of Westpac Bank cheques being stolen. We had no detail of him at all so a very tense time waiting for the cheque to clear, which it did

It was a great car and, when I then obtained an M3 which I replaced later - in 1995 - with a 993 brought sight unseen from Sydney.

Sufficient to say that when it arrived at Robin Day's workshop on the Gold Coast he said it looked as if the underside had hit every speed bump in every shopping centre in Sydney

It did not take much to turn into a very pretty project car .

I should I have kept the 993 - of course - but after 4 years replaced it with a 3.2 Carrera, and then 4 years later a 996C4S.

Ivan Poole



Before our 21st century “Nanny Society” took the “sport” out of motor sport?

