



**Porsche Club**  
**Tasmania**



# FLAT CHAT

**JANUARY 2022**



Photo : Karen Davies

**Southern EMR November**



**Quarterly Newsletter of the Porsche Club of Tasmania  
An AMS Affiliated Club**

**Club Honours - John Pooley (2016) Rob Sheers (2016)  
Life Member - Leon Joubert (2013)**

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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***



## Executive Committee of the Porsche Club of Tasmania 2020 -2021

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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 month at the Civic Club, 134 Davey Street, Hobart.

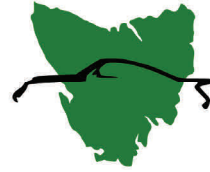
**Launceston:** At 9.00 am on the 3rd Sunday of every month at the Blue Cafe, Invermay Road, Inveresk.



**Porsche Club**  

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**Tasmania**



The President and Executive Committee of the Porsche Club of Tasmania wishes all our members and fellow friends of Porsche a blessed Christmas, a prosperous and successful new year 2022, and safe and enjoyable Porsche motoring.





## THE INSIDE LINE – from the President, Kevin Lyons

When this edition of Flat Chat reaches you, Christmas will almost be upon us and we can look forward to a New Year and hopefully better times ahead.

Flat Chat Newsletter: as previously foreshadowed, an important issue facing the Club is to find a new Editor for our Club Magazine. Both Leon Joubert and Andrew Forbes are stepping down from their recent joint managing roles, after many years editing the quarterly issues. We will still have available the usual contributions from our Membership base and all we are seeking is someone to manage the compilation of the newsletter, each quarter.

The new Editor needs to have basic computer skills and the Club will pay for any required publishing software, such as Adobe Acrobat, if required. Training on the publication platform is also available to a willing person. If you are able to help out in this area, would you please contact Club Secretary, Leon Joubert to discuss. It is not a difficult job, but if we can't get an Editor, then we can't publish the newsletter. Please seriously consider if you can help. At this crucial point, we really need someone to step up.

Covid Policy: The Club has introduced our common sense, community orientated Covid Policy and the feedback has been 100% in support, with one dissenter only. Whilst we respect the rights of individuals to their political views, the Club puts the community at large and its members first. Unfortunately, the person in question has chosen to relinquish his family membership.

Functions: By now our major functions for the quarter being the President's Dinner and our Southern and Northern Christmas Dinners are behind us. Congratulations to our Award Winners being Joe Hand, South and Erica Cabalzar, North. Joe is virtually a Foundation Member of the Club and has just stepped down after approx 8 years as our Membership Manager. Joe has also offered to consolidate the Club's historical records into an accessible computer based Archive. Erica is our "Party Girl" and for some years now her function decorations and overall input have livened up our Events. She is also helping out in organising future Northern events. Their support is much appreciated by our Members.

Wild Apricot: What a weird name, however this is American software and is perhaps one of the best Club Management software packages available on the market. PCT has agreed to purchase this program, which we are now setting up and experimenting with. In brief, it will contain our membership database; automate membership renewals; individuals will be able to login to the software through their own access portal. This will enable them to download their membership card to store in smart phones, e.g. Apple Wallet and also register / pay for events. More to come on this.

Finally, on behalf of your Committee, I wish everyone a safe and happy Christmas and New Year with your families and friends and look forward to our February events, see the Events Calendar in this publication. A reminder, there are no events scheduled in January as this is our traditional holiday month for everyone.

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**Porsche Club**  
Tasmania



## Events Calendar

**2022**

### **February Sunday 6th.**

Annual BBQ at John & Sue Davis's shack at Orford

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

Kick off noon, numbers limited to 50 pax.

### **February Sunday 27th.**

EMR to Dover , and lunch with Bruce & Monika Finlay at their newly completed house in Esperance

Preliminary notice, more details to follow

### **March 2022. TBA**

Driver training track day – Symmons Plains Raceway

More details to follow

### **April 2022. TBA - Show & Shine in Launceston area**

More details to follow

**Bob White: Events Director**

pct.events@outlook.com

## **NEW MEMBERS**

***We welcome the following new members:***

Yi Long Roy ONG ( Roy )	Posrche Boxster	Blue
Timothy David & Helen BARNES ( Tim )	Porsche 911/ 996	Red
Jackson Shaw	TBA	

## **IMPORTANT NOTICE**

**In accordance with applicable PCT, Tasmanian and national government policy and directives, the Porsche Club of Tasmania requires that all members and guests that attend official Club functions must please be able to provide proof of Covid-19 vaccination, or formal exemption, as per official requirements at the time.**

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## PAST EVENTS

### NORTH/NORTHWEST EMR

Sunday 24th October

I was well slack with this run, late with the final details and no photos!! Sorry.

Small numbers this time for a pretty good little route which stayed out to the east of Launceston. Lots of wet and soggy ground to be seen, and a fair bit of flooding and new lakes / dams, from the previous Saturday's rainfall.

However the rain had pretty much finished early Sunday morning, so there was only a couple of spits along the way for our run. Graeme said his car was due for a wash anyway..

Seven cars fronted at Blue Café, including Jess Froude's sparkling new Cayenne, and we headed off down the East Tamar Highway to Mount Direction, and then on to the Bangor Tram Road through to Pipers River Road, and then on to Lilydale Rd.

No kudos to the truck driver who pulled over to let us pass AFTER the best bits, but thanks anyway.

A short jaunt to join Prossers Road which has only fairly recently finally been sealed, and we were again caught behind a van who slowed down when we caught up to him. Prossers Road is a great section of road now, fantastic that it has now been sealed, as it is a great link between Lilydale Road and Nunamara. Martin commented that he felt very secure with the Harcourts Northern Midlands support vehicle behind us all the way.....

From Nunamara back to St Leonards, down Abels Hill Road and on to St Leonards Rd through to White Hills, and then through to our finish at Ingleside Bakery, Evandale, for a coffee, after having lost a couple of cars that had to peel off for other destinations during the run.

Thanks to those who came along:

Simon & Jess Froude	Cayenne	Bruce Allison	911 E
Grahame and Anne Vaughan	993	Kerry Luck	996 GT3RS
Graeme and Sheryl Pitt	911SC	Peter & Dianne Haworth	996 GT3
Martin & Leanne Laverack	986 Boxster		

Confirming the North / Northwest Christmas function will be at Deloraine Hotel on Thursday 9th December at 7pm. Final details being sorted, and will be advised ASAP.

Please put this date in your calendar. We'll have an hour run from Devonport and Launceston to get there, leaving at 6pm, otherwise members can make their way directly there.

**Peter Haworth**

## NORTH/NORTHWEST EMR

21<sup>st</sup> November

A somewhat cloudy day greeted us at our meeting point at Blue Café, Inveresk, where we weren't the only group gathering, having to battle a bunch of 4WDs for the limited parking available now.

However, 11 cars headed off down the West Tamar, picking up Mathew and Tammy in their 928 and Sam Bucknell in his 964 as we made our way up Ecclestone Road. Timely advice from Grahame Vaughan about roadworks on Long Plains Road resulted in a change of route, and we continued up though to Birralea Road, and on to Frankford Hall meeting point and stop.



Phil Parsons joined us there, and we proceeded though Holwell Gorge and on to Beaconsfield, although we were split with some cars being able to get past some slow moving pickups with trailers early. On from Beaconsfield up through the wonderful Flowery Gully Road (thanks to Bruce Allison for introducing me to that road so many years ago just after we joined the club – can't believe I'd lived on the West Tamar my whole life and hadn't driven that road until then) and on to our destination to see my old school and sailing mate Adrian at Tamar Valley Wine Centre in Exeter.

Thankfully the clouds had cleared, and Adrian had saved tables for us outside, so we had a lovely hour or so sitting in the sun talking over coffee, cakes and breakfast for some.

Thanks to those who came, let's hope we have a similar or better roll-up to our North / Northwest Christmas Dinner on Thursday 9<sup>th</sup> December. Please respond to me ASAP and pay your \$45/head to the club account per my email last week.

**Peter Haworth**



## PAST EVENTS

### Southern EMR Day – Sunday 15 November 2021

My husband Bruce MacLean and I had the absolute pleasure of participating in the Southern EMR Day on Sunday 15 November 2021.

What a magnificent event with a great route that took us from Elwick Racecourse via some of the most scenic areas of southern Tasmania. Whilst it would have been great to be in our new Porsche it was just as fun driving in our new Golf R, our 'filler' car, until the new 992 Porsche arrives.

Departing as planned at 11:00am we followed nine vehicles out of the carpark and along Goodwood Road towards Richmond and Tea Tree. Driving through the back roads of Risdon Vale along Grasstree Hill Road through the bends, the purr of Porsche's the only music needed.

Turning left on Back Tea Tree Road towards Tea Tree brought us into long sweeping roads, surrounded by the lushest farms and overfilled dams thanks to the unseasonal rain currently being experienced across our beautiful island state.

Whilst we brought up the rear it was amazing to watch the head turns that the parade of the cars in the EMR brought from pedestrians, other drivers, and the occasional motorcyclists. Even more impressive was the fact that our fellow Tasmanians pulled over and let the group stay together. As a recent arrival from the 'other island' this just wouldn't happen.

Finishing with a slow drive over the famous Richmond Bridge (circa 1825) and into the township of Richmond heads were turning faster than they were licking their ice creams purchased at Richmond Chocolate shop.

With a beautiful drive through the Pooley Winery we were met with a smile by John Pooley who helped park the Porsche's in a dedicated spot in a row (see pictures)

We were then led down to a beautiful undercover area where tables had been set aside for the club members to have a drink, share a yarn about life and the drive, and eating the wonderful wood-fired pizzas that just kept coming out.

It was our second event with the Porsche Club of Tasmania, and it won't be our last, until next time,

**Karen Davies-MacLean**

**Tranmere, Tasmania**



## PAST EVENTS

### ANNUAL PCT PRESIDENT'S DINNER

The President's Dinner was scheduled for 15 October at the Salamanca Inn, but was postponed due to a Covid19 case causing the Tasmanian Premier to enforce a three-day lock down.

Fortunately, Kevin Lyons managed to reschedule to 6th November

It was a great evening with 45 PCT members attending and one guest, a singer who serenaded the President with a modified rendition of Happy Birthday Mr President sung by Marilyn Monroe many years ago.

Good food, good wine and great company!!!

**Bob White**





**PAST EVENTS**

## PAST EVENTS

### PCT SOUTHERN XMAS DINNER

4 December 2021

On Saturday 4th December 2021, 38 members of the Porsche Club of Tasmania met at Customs House Hotel for the annual southern EMR Christmas dinner. For those who haven't had the pleasure to attend Customs House Hotel, this is a building built in 1846, one of Hobart's oldest establishments, and located across from the Derwent River opposite Parliament House.

Paul and Karen Jubb, fellow PCT members, and their family have owned and run Customs House since 1992 and welcomed the Porsche Club of Tasmania members into their hotel for another wonderful event.

The stunning original sandstone was adorned with Christmas baubles and beautiful wreaths and provided a stunning backdrop to a wonderful three course meal.

Paired with local ales, Tasmanian wines and other tipples, the night developed into another classic event.

Friendships were formed or reignited, stories were told (tall and otherwise) and plans for more Porsche adventures discussed with passion.

As the night wore on, overheard at one table "What happens at Customs, stays at Customs" and if you want the back story to that you will have to bribe me!

**Karen Davies McLean**





## PAST EVENTS

### 2021 NORTH / NORTHWEST CHRISTMAS DINNER

9th December

A pleasing number of 28 members and friends attended our mid-week Christmas get together at the Deloraine Hotel. We were able to use their function room which was just big enough for our numbers.



Northerners gathered at Windsor Community Centre in Riverside, and Kerry was even on time for this one. Great to see the effort Carl put in by driving up from Ross for our drive. Phil was sent home to get his Bentley as we all wanted to check that out, and Roy was hopeful of a smoother ride than the Boxster could offer... We did, however, feel very secure with our black "security vehicle" with number plate ending in 007 bringing up the rear.

Again thanks to Grahame's bike riding trips a change in planned route was made due to roadworks. We headed up Ecclestone Road and through to Selbourne, and on to Hagley and Exton before a little jag out to Osmaston Road and into Deloraine, arriving nicely just before 7 pm.

The Northwesters has a nice drive from Sassafras via Mersey Lea. Kimberly, Weegen and Red Hills and into Deloraine, arriving just before the Northerners. Great to see Karen and Stephen for the first time this year.

The Hotel put on a good meal for us, the chicken was excellent but I should have gone for the Christmas pud for sweets. Thanks to Erica for her Christmas treats and funnies, although unfortunately she couldn't attend due to moving house – at least she'll now be able to keep Romeo tucked up next to Juliet!!

Thanks to all who attended, it was a great evening and I've had very positive feedback since as well.

Next run is likely to be February, but I'll keep in touch about that.

**Peter Haworth**

## PAST EVENTS

### N/NW Xmas Dinner

#### Participants:

Grahame & Ann Vaughan	993	Peter & Dianne Haworth	996 GT3
Phil and Roy Frith	Bentley	Simon & Jess Froude	991 GT3RS
Philip and Janice Molinieux	981 Boxster	Barry & Pauline Oliver	987 Cayman
Karen & Stephen Welsh	718 Boxster	Phil Parsons & Barry Cork	987 Cayman
Graeme & Cheryl Pitt	Mercedes-Benz	Martin & Lee-anne Laverack	986 Boxster
Rob & Devonne Jones	986 Boxster S	Kerry Luck	996 GT3RS
Carl Crosby	928	Mathew & Tammy Bowen	Jeep
Anthony & Susan Spinks	987 Cayman		

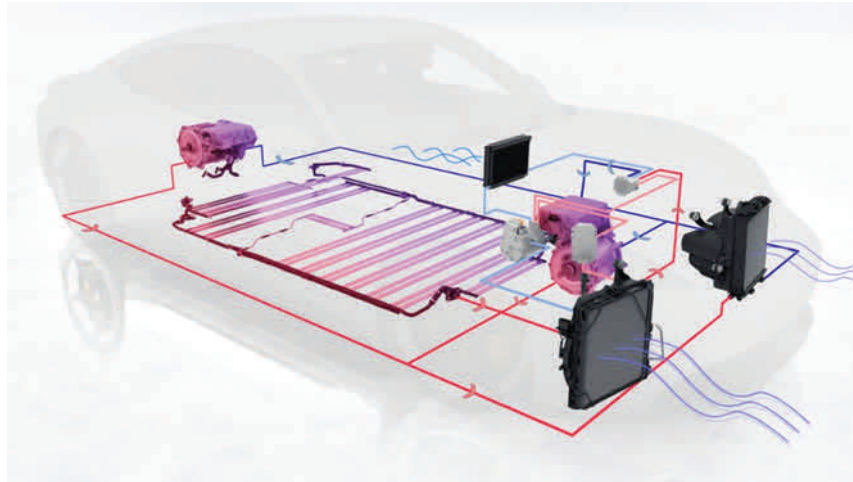


**Peter Haworth**



## HOW WILL THEY REPAIR MY BATTERY-ELECTRIC PORSCHE?

As this schematic picture of the Porsche Taycan illustrates, there is not much that can require repairs in a battery-electric car.



The “floor” is largely made up of the 800V Li battery pack and there is an electric motor or two that propels the car.

Electric motors are fairly simple things with few moving parts and are very reliable.

The expensive part is the battery pack which, in simple terms, is a big slab of many lithium ion cells like those that power your laptop or phone. As in your laptop or phone, if the battery dies it may sometimes be best to just replace it.

Porsche has a separate 8-year/160 000km warranty on the Taycan battery. (The overall car warranty is 3-years unlimited kilometres).

But let's assume you keep your Taycan for more than 8-years (or want to buy a used Taycan) what happens then if the battery fails?

Porsche recently provided The Economist (23 October 2021) insight into how future battery repairs may be possible.

The Porsche battery delivers 93kwh/800V and its electrical charge is potentially lethal.

The battery also weighs about half-a-tonne. It is not something you can readily tackle in your home workshop like your 911 or 928 engine and even your friendly Porsche dealer may have a few problems with it.

As demonstrated to The Economist, once about 160 bolts are removed a special vibrating knife is used to penetrate and remove the battery cover and reveal 33 modules of lithium ion cells. A faulty module can then be replaced.

The battery makes up about 25-30% of the cost of a battery-electric car. Hence a replacement battery for a Taycan will probably cost in the region of \$30-40 000.00.

Like the engines of the mid-and rear engine Porsche sports cars, the Taycan's battery also drops down from underneath the car. This should minimise labour costs. Replacement battery modules are estimated to cost around \$1 000.00 each and Porsche has indicated that it believes that by simply replacing some modules, overall battery life can easily be extended.

So there should be little to fear from changing from your familiar Porsche to a new battery electric model. We already know that the Porsche quality is still the same.

The only area of Porsche ownership that is likely to change is the relationship between enthusiast Porsche owners or collectors of older cars and their local Porsche experts.



To maintain and repair EV's (electric vehicles) auto technicians will require special training. (Porsche already provides three levels of qualification for EV techs). The necessary special workshop equipment can also cost \$300 000 or more.

The chances that your local Porsche tech will commit to this route seem slim and as more and more EV's begin to populate our roads our small specialist workshops may find it difficult to remain viable.

If you own an electric Porsche the necessary and thorough backup has been provided through its official dealer network and it will probably be your only practical resource for future maintenance.

Not that EV's require any regular oil changes, filters or spark plugs, given that their drive systems only have about 20 moving parts.

### **BEWARE THE BURNING EV ?**

The article below was published in a November 2021 edition of the Australian trade newsletter "Go Auto" and contains some interesting information.

My wife does not have a Tesla or an Ioniq , but I have now moved my electric lawnmower from the Porsche and BMW garage to the garden shed! **LJ**

In a recent issue of "Go Auto", the widely read and well regarded Australian motor industry newsletter, respected Publisher John Mellor provided some interesting and also very concerning information about what happens, or may happen, if a battery electric car or truck suffers the same self-igniting failures as has been seen in things like mobile phones.

Mellor makes the very obvious point that petroleum fuelled vehicles also catch fire, but highlights some worrying, if not horrifying details of what happens if an electric vehicle erupts in flames.

According to Mellor data from the London Fire Brigade indicates that EV's are catching fire at twice the rate of petrol or diesel vehicles that are far easier and faster to extinguish.

But, according to Mellor, what is not generally realised in the broader community is that EV battery fires are prone to start without warning, burn especially ferociously and can take hours or even days to extinguish.

EV fires commonly occur after the battery pack is compromised in a road crash or even while charging. Sometimes they can also start spontaneously from a fault. Mellor notes that Ford and Hyundai have already had product recalls to replace faulty batteries that overheated during charging.

He goes on to explain that EV fires start from something called "thermal runaways" inside the battery pack and that the batteries can burn at 1 000 degrees Celsius.

The expression "thermal runaway" comes from the fact that EV batteries are made from hundreds of small batteries (modules) packed together. If one module overheats and catches fire it spreads to the modules beside it on so on. Hence the term "thermal runaway".

EV battery fires not only produce intense heat but also poisonous smoke and gases that are a severe danger to first responders or fire fighters. Because EV fires also take so long to extinguish, the location of a fire (e.g. a main road) could be blocked for up to 24 hours.

European emergency services have, according to Mellor, even resorted to dumping burning EV's into skip bins full of water in an attempt to cool and douse the battery fires. In Denmark emergency services have gone as far as to haul burning EV's into special containers to douse and isolate the conflagration and prevent it re-igniting, which can happen several days after it was thought the fire had been extinguished.

### **“Beware The Burning EV ? - Continued.**

Mellor provides interesting data from the Confederation of Fire Protection Associations of Europe, that firefighters need a flow rate of 1 100 litres per minute to tackle an EV fire and then have to prevent the water (which will have gathered toxins from the burning batteries) from flowing into drains.

Clearly quite a challenge.

Because of the intense heat of EV fires, Mellor understandably suggests that it could also easily spread to surrounding infrastructures.

Whereas losing a car garage and a house in a fire is not uncommon, it begs the question whether residents of apartment blocks may have to consider whether EV's in basement parking (even possibly being recharged) can compromise the safety of their building?

Car park operators may face the same problem. In Norway, a country that is often hailed for its subsidised support of EV's, 300 cars were destroyed by an EV fire in a car park at Stavanger airport last year.

As for car delivery companies, they could potentially face some nasty incidents with deck after deck being increasingly loaded by EV's.

As Mellor also points out, those who were quick to criticise the Australian government for not rushing to join the EV bandwagon and , instead take a more measured approach, probably gave little thought to the challenges facing emergency services with a completely new set of fire risks.

LJ



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## IS PORSCHE LIKELY TO BE BACK IN F1? – IT LOOKS VERY POSSIBLE



According to (usually very reliable) reports in Auto Motor und Sport both Porsche and Audi are likely to be in Formula 1, at least as engine manufacturers, from 2026.

F1 authorities have recently held several meetings with the current racing teams and their engine suppliers about future engine regulations. These meetings have also been attended by representatives of both Porsche and Audi.

The latter companies expressed interest in participating in F1 provided the current turbo-charged internal combustion V6 engines and hybrid technology that recovers energy from the car's drive systems for additional electric power are retained.

However Porsche and Audi wanted recovery systems that capture heat energy from the turbochargers to be scrapped. This request was originally opposed by some but it has now been agreed that the heat energy recovery systems will not be retained.

This decision apparently almost guaranteed a quid pro quo from Porsche and Audi that they will then join F1 from 2026 – at least as engine manufacturers.

Both Porsche and Audi already have good resources to draw on. It has not been long since they utilised similar technologies in their successful LMP1 sports car racing programmes. The successful transition of Andreas Seidler from Porsche's LMP1 programme to the McLaren F1 team is also indicative of the potential manpower talent available.

The technology to develop and build complete cars is probably also within reach of Porsche and Audi as their LMP1 cars were in many respects as complex as Formula 1 cars. There are in fact rumours that Audi may want to buy an entire existing Formula 1 team and run it completely under its own banner.

How an F1 programme will fit with the declarations of both companies to electrify most of their future road cars remains to be seen but Porsche enthusiasts will surely love to see a repeat of something like the legendary MP4/2 McLaren-Porsche championship winning cars of the Prost/Lauda era of 1984 -1986. .

## THE NEW PORSCHE CAYMAN GT4 RS



The Porsche 718 Cayman GT4 RS is the new flagship model in the 718 family.

It was revealed in Los Angeles last month.

The model is equipped with a normally aspirated six cylinder engine that produces 368kW/500 bhp and revs to 9 000 r/min. Maximum torque in 450 Nm.

The 718 Cayman GT4 RS has a 7-speed PDK transmission and is capable of 0 to 100 km/h in 3.4 seconds and has a top speed of 315 km/h which it reaches in seventh gear.

Australian models of the new 718 Cayman GT4 RS will additionally be equipped with automatically dimming mirrors including rain sensor, cruise control, ParkAssist (rear only), reversing camera, Light Design Package and digital radio.

Australian pricing

718 Cayman GT4 RS: \$300 800.00 before on road costs and dealer delivery charges.

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### LADIES GROUP LUNCH : 10 NOVEMBER

Today's special moments are tomorrow's memories. On Wednesday November 10th 2021, sixteen ladies from the northern PCT ladies social group attended a wonderful lunch at Blue Café at Inveresk in Launceston. The rain or lack of parking due to council works didn't dampen enthusiasm for our monthly get-together.

Ideas are worthless until you get them out of your head to see what they can do. My idea was to do something a bit different and invite some guests to our Porsche ladies lunch. They were Honni Pitt, racing car driver, and the team from Performance Automobiles in Hobart, Adrian Brown, Farrell White and Eleanor Smith.

Marlene Cameron from our social group (with the stunning red Macan), organised the delightful upstairs room at her and Don's very popular café. With pretty fresh garden flowers and coloured lights adorning the tables, along with Porsche bunting and Porsche memorabilia decorating the area, even the most critical of socialites would have given the setting a rapturous report.

Honni Pitt was our first guest speaker and for those in the club who do not know her, I thought a short bio would be appropriate.

Honni is the daughter of Graeme and Sheryl Pitt, all members of Porsche Club Tasmania, (many will know of Graeme's motorsport achievements.) Honni is a chartered accountant who secured the position of Chief Financial Officer at St. Giles in Launceston. St. Giles provides allied health therapies, supports disability accommodation and is involved in many community services in Tasmania, also specialising in the care of children with complex needs.

Did you know that Honni is a representative for the PCT on the Tasmanian Council of Motorsport Australia? Some might know that she won the 2019 Tasmanian Circuit Racing Championship for Sports GTB, her first year in the series, making her only the second woman in Tasmania to win a Circuit Racing Championship, (the first in a 'tin top').

Honni started racing over 15 years ago as a navigator competing in numerous Targa Tasmania events before branching out into Club Days and now Circuit Racing. She currently races two cars, a 2002 Mitsubishi Evo (in place of the Lotus Exige to finish the championship series) and a 1971 914-6 Porsche. The Porsche is semi-retired now and only does the odd Porsche Club EMR (early morning run) and the Baskerville Historics race. Honni's everyday cars are a Mini GP 2 and a 2006 Porsche Cayman 987.



We enjoyed listening to Honni speak about her job, her family and friends, her love of motorsport, and her interest in Porsches. We admired her trophies and asked questions. Michelle Obama said that there is no limit to what we, as women, can accomplish. The PCT Ladies Group is about friendship, accomplishment, support, sharing our love of the brand and feeling inspired by other women. Honni Pitt certainly inspired us at our November event.

Equally inspiring is Eleanor Smith, the Customer Experience Manager at Performance Automobiles in Hobart. It was wonderful for me to coordinate with her and get Adrian and Farrell to travel north and meet the Porsche ladies.

Eleanor has a Bachelor of Business degree and has worked at Performance Automobiles since 2015. I first met Eleanor when I purchased Romeo and Juliet and have enjoyed getting to know her through PA and at various Porsche events. One of her career highlights was at the 718 Launch. What an amazing experience to do track work with Porsche instructor Tomas Mezera at Mount Cotton! Eleanor has always been a successful athlete, competing in various sporting events including running, CrossFit and water polo. I believe every woman's success should be an inspiration to another. (Eleanor inspires me to exercise!)

Our other guest speaker was Farrel White who is the Porsche Sales Consultant and Porsche Centre Hobart 'ambassador' (or facilitator) at Performance Automobiles. He has been there for over 5 years but previous career highlights have included being a police officer for 17 years and a senior motorcycle and driving instructor at the Police Academy. Farrell competed in 7 Targa Tasmania events and was state champion in the Sport GTB class. His love of motorsport is evident in his enthusiasm for the topic! It was excellent for all of our ladies to have a close look at the new Porsche Macan that Farrell brought to our lunch.

Last but not least. The Dealer Principal of Performance Automobiles, Adrian Brown, told us his Porsche story. It started in 2005 when he became a Porsche dealer in Hobart. His first Porsche was a toy 928 which was a gift from his father, and his current Porsche is a 991 Speedster. His Porsche career highlight was being invited to speak at the Global 911 Dealer Launch in Portugal. His most desired Porsche is a 2005 GT Carrera. Asked why he doesn't drive a GT Carrera and his answer was because they were only built in left hand drive.

Adrian spoke to us about his present day business in Hobart, the growth in the company, annual sales figures and new technologies. I was interested to read about Adrian's three key mottos for business.

You cannot be what your culture is not.

You cannot be what your people are not.

You cannot be what your investment is not.

Food for thought and interesting as quite a few of ladies in the Porsche Club of Tasmania are successful business owners, or have been involved in business, or are creative and entrepreneurial.

**Erica Cabalzar**



LADIES GROUP MEETING

With Erica Cabalzar

Suzanne and Devone.



TALENTED WOMEN...



Fiona, Wendy and Donna.



Kim and Marlene.



Anne and Jenny

Kim and Erica



Dianne

