



Porsche Club

Western Australia



Porsche Passion

May 2022



PCWA Committee

President

Andrew McDonald

president@porscheclubwa.org.au

Vice President

Joe Gauci

vicepresident@porscheclubwa.org.au

Treasurer

David Blainey

treasurer@porscheclubwa.org.au

Secretary

Drew Forster

secretary@porscheclubwa.org.au

Social Director

Kylie Hill

social@porscheclubwa.org.au

Sporting Director

Daniel Bathe

sportingevents@porscheclubwa.org.au

Membership Liaisons

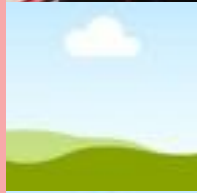
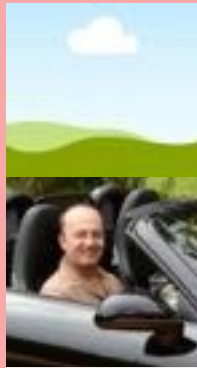
Richard Wilson

membership@porscheclubwa.org.au

Web Master

Laurie Parmenter

webmaster@porscheclubwa.org.au



Earlier in the year, the PCWA presented its proposed vision statement for the club. The statement was distilled from an extensive review by the current committee, and also, built on the good work undertaken by last year's committee and in particular their comprehensive survey of our members.

There are many aspects to the vision statement however one area that garnered a good deal of positive attention was the recognition of the importance of our club history.

In the next couple of editions of Porsche Passion there will be a number of features that will bring some of our history back to life and provide a better understanding of the origins of PCWA. In addition, the committee are working towards gathering, digitising and making available documents, photos and other material that tells the story of our club.

We hope you enjoy the journey down memory lane and would appreciate your contribution to telling the stories of PCWA.

Joe Gauci

vicepresident@porscheclubwa.org.au



Mission Statement

"The Porsche Club of Western Australia is an inclusive organisation that unites people from diverse backgrounds in their common passion for all things Porsche in a friendly and engaged environment.

We are an active club that honours our history and looks to the future with excitement.

Through our collaboration with Porsche Australia and other sponsors, we are committed to delivering ever increasing value to our members in social and motorsports events, driver skill development, vehicle maintenance and restoration, and community events"

Looking Forward Looking Back

The Founding of the Porsche Club of Western Australia



The idea to start the Club came about when several owners began talking about the other established clubs around Australia. At that time, the Porsche dealer Autohaus, provided the list of names of known Porsche owners who at the time numbered about two hundred in Perth. With the help of Autohaus, these owners were contacted to gauge their interest in setting up the Club.

Based on the response, a meeting was organised and some sixty Porsche enthusiasts turned up. This was at the Brisbane Hotel in North Perth in 1983.

The idea of forming a Club was greeted with a very positive response, however finding volunteers for the inaugural committee was harder. After much silence and no volunteering, a nomination for President was made and reluctantly accepted.

This broke the ice and other nominations followed. The inaugural Porsche Club Committee was made up of the following "founding fathers" –:

President: Ed Kozyrski

Vice President: Mervyn Cole

Secretary: Bob Jones

Treasurer: Baz Reynolds

General Committee Members: Bob Murray and Danny Meneghello

With the help of the Porsche Club of Victoria, the Club Constitution was drafted and the Club duly incorporated. In its first year, the Club had some one hundred and sixty members, representing around seventy-three percent of the Porsche owners in WA.

The Club was later recognised by Porsche Germany as the 86th Porsche Club to be formed, and was given the Officially Approved Porsche Club Seal, with the number 86 on it.

The Club was founded by people with a love of the marque, but also to give those inaugural members a great social avenue.

The following is the first edition of the PCWA Publication (courtesy of Godfrey Everett), which gives a great insight into the early days of the club.



P.O. BOX 447, SOUTH PERTH, WESTERN AUSTRALIA 6151

MARCH 1985 VOL. 1

OFFICIAL JOURNAL OF THE PORSCHE CLUB OF W.A.

AT THE EDITOR'S DESK

WELL members here it is, what you've all been waiting with baited breath for; yes the one and only official Porsche Club Magazine.

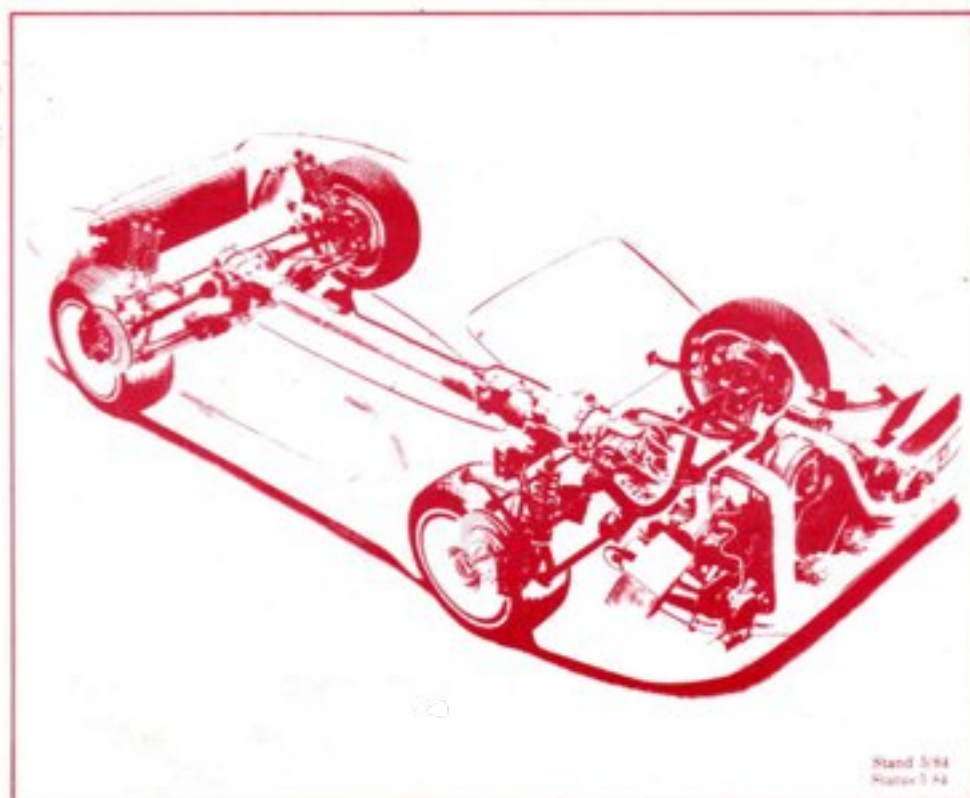
Not exactly the glossy covered publication we would have hoped for, but nevertheless a magazine. Even with these humble beginnings the mag is self supportive with the help of the people who have paid for the advertising space available.

We do have a problem however, a name? That's right, and what's in a name? Well the fact is after much discussion your combined committee brain power failed to come up with one. We did try however, with discussions hardly managing to stay above the navel. Therefore we've decided to hand it over to the club members. If

you've got a suggested name we would be very glad to hear it. In fact, the name which is chosen will win a prize. Yes, the winner will receive a limited edition of the 1985 Pirelli calendar. So send your entries in or phone them through to John Sisson at Autohaus.

We are very hopeful that this little magazine will be out bi-monthly, growing in size and content till it will indeed become a rather glossy up-market publication. This goal will only be reached by advertising and content support. If your business needs a little promoting or you have any snippets of information which you feel deserves inclusion, please feel free to phone myself or any of the committee members with the relevant information.

FEATURE CAR — PORSCHE 959



Complete list of
current Membership
inside.

Are your particulars correct?

See back page for details on our Feature Car,
Porsche 959.

Stand 5/84
Plate 1/84

COMMITTEE 1985

President Ed Kozyrski	(W) 364 8644 (H) 367 6876
Vice President Danny Meneghello	(W) 444 4055 (H) 368 2638
Secretary Peter Long	(W) 367 9122 (H) 386 2592
Asst. Secretary John Sisson	(W) 227 9300 (H) 299 6635
Treasurer Mark Jameson	(W) 381 9067 (H) 381 7705
Membership Secretary Michael Cole	(W) 427 3730 (H) 382 1636
Committee Sherry Treen Sidney D'Lima	(H) 398 1752 (H) 383 3281

THE CLUB SCENE

SINCE its inception a little over twelve months ago the Porsche Club of W.A. has come a long way, but it also has quite a long way to go as yet. We have had about a 50 per cent change in the new committee which is a good thing as it needs new blood and ideas but it is still good to retain some former members to help guide the club, with the experience gained from a years management.

As you would have noticed our former Secretary and Newsletter Editor Bob Jones has gone and his particular form of prose will be missed and I for one could never duplicate his style.

The dynamic ideas man and driving force, Mervyn Cole, will also be missed, however, I think our former Vice President is having a year off and taking a spot of globe trotting.

Also I'll miss last year's Treasurer, Bazz Reynolds and his ever extinguishing pipe.

Thank you also to Bob Murray, Ian Pound and Mike Cockburn and a welcome to the new Management Committee.

*Ed Kozyrski
President*

PORSCHE CLUBS OF AUSTRALIA NATIONAL MEETING 1985

THE Porsche Club Nationals are on again this year. Hosted by the Canberra Club; these once a year events are worth attending. Unfortunately for W.A. as per usual the distance factor is always a put off. However, if anybody can get the time off and be able to have his or her car over as well, then an absolute great time is assured. The event is run over the Easter Weekend and if per chance you may be near Canberra at the time a look is worthwhile anyhow. Below is the programme of events and if you wish any further information on the Nationals please don't hesitate to phone the President Ed Kozyrski.

Friday 5 April

Concours D'Elegance
National Indoor Stadium (lunch served)
Welcome dinner at Canberra German Club

Saturday 6 April

Hill Climb at Fraser Park (lunch served)
Back of Black Stump party at the Gundaroo Pub (bus trip)

Sunday 7 April

Motorkhana at Murrumbateman Reserve (lunch served)
Presentation Dinner at Canberra International Motor Inn

Monday 8 April

Farewell Brunch
Guided Tours of The National Capital

Accommodation at Canberra's premiere motel — The International Motor Inn (Flag)

The Canberra region offers unique tourist possibilities:

- In 2 hours you can be in Australia's Alpine Country — a delight in Autumn
- In 2 hours you can be on the superb South Coast with unspoilt beaches and enjoying superb seafood
- You can stay locally and enjoy / delightful Autumn scenery, streams or enjoy your National Capital's architecture, art and heritage treasures.

But note: Accommodation is at an absolute premium at this time.

The International Motor Inn is offering a reduced rate of \$75.00 (double R.O.) for Porsche Club members arriving early or staying on. Many other alternatives are available but enquire now. Any accommodation apart from 5th, 6th or 7th April must be arranged by yourself.

We look forward to hosting you over Easter 1985 in your National Capital.

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Introducing Ed Kozyrski

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Or just want to know what
the market is doing?

Give me a call after hours 367 6876.

REAL ESTATE AND BUSINESS AGENTS

COMING EVENTS

Monday March 25

RESTAURANT NIGHT

VENUE: Pierre's Garden Restaurant, Outram Street, West Perth.

Our first social function will definitely be a whizz bang. For \$35 per head you'll receive a sumptuous four course meal including imported red and white wines. Tickets are strictly limited to 30 people for this evening at Perth's premiere French Restaurant.

Tickets may be purchased from John Sisson at Autohaus, but please be early so you don't miss out.

Saturday April 20

YORK RUN (overnight)

VENUE: Settlers House, York.

If you stayed overnight last year then no explanation is necessary. If you didn't, then you don't know what you've missed. There will be a convoy leaving Autohaus at 2p.m. on Saturday 20th or you may make your own way.

The Club has booked the entire Motel, a total of 20 rooms. The weekend will include a tour of the Car Museum, dinner in the Settlers Restaurant, accommodation and a mystery run back to Perth after morning tea on the Sunday.

Again the numbers are strictly limited and a firm booking and a deposit of \$50 is required to John Sisson at Autohaus by 30th March absolute latest.

Saturday May 25

WANNEROO DAY

VENUE: Wanneroo Race Track.

Our first day at Wanneroo this year will take the form of a leisurely social outing. There will be no competition as such, so you won't need helmets or fire extinguishers. The object will be to just bring your car and a barbeque tea.

If you wish to time your car around the track then time will be available.

Trained instructors will be present to coach people and basically, if you wish to get to know your Porsche better, then this is the day to come along.

After all have had enough, then we will have a barbeque at the track and kick a few tyres.

The B.M.W. and Mercedes Clubs will also be invited along, so a good cross section of cars and people will be present to make it a fun day.

Sunday June 23

CONCOURSE AND DISPLAY

VENUE: Pagoda Ballroom, Como.

The Club is desperate for a little revenue to make it financially independent and pass the benefits on to the members. The Committee in its wisdom has decided to run a concourse judging and public display of members cars. The public interest created in last years concourse with minimal promotion aroused around 300 lookers at about 20 cars we had at the Taylor Street Reserve.

Question? How to turn lookers into dollars?

Answer: Charge the beggers.

With the help of Telephon and a large indoor venue we can charge people \$2 a head to view the largest gathering of exotic cars Perth has ever seen. There is only one way this can work and that is by member support.

We will need approximately 40 cars. The condition they are in is not impor-

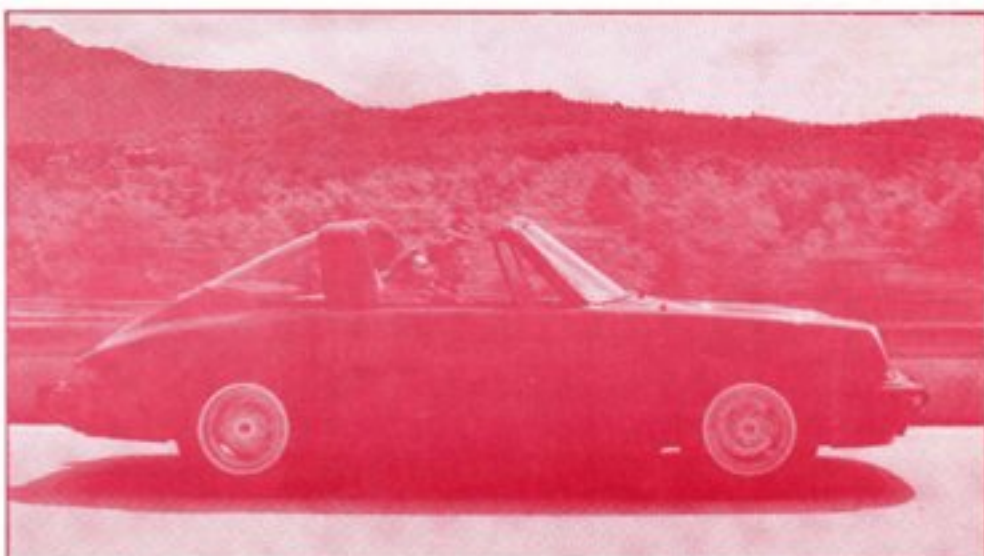
tant, as long as they are reasonably clean. We would like the cars in at 8a.m., doors open at 11a.m. and close at 5p.m.

You don't have to enter it in the concourse judging, but only on display. If you don't wish to stay with your car then we will have enough officials to look after it for the day.

John Daly will be setting up an Autohaus display stand and his support for this function is greatly appreciated. I urge you to please give this date serious consideration and if you would please phone me, Ed Kozyski, for more details or if you wish to take part.

If you want to enter the concourse judging then its a \$10 entry fee, if its just display then its FREE.

After the Show anyone who wishes can come along to the presentation and dinner at Frenchy's Restaurant which is next door to the Pagoda at about 7.30p.m. Again, please support this vital function.



AUTOHAUS

PORSCHE + Audi

Autohaus (W.A.) Pty. Ltd. (Incorporated in South Australia)

87-93 Bulwer Street, Perth, Western Australia 6000.

Telephone: (09) 227 9300. Telex: AA94593.

MEMBERSHIP

CURRENTLY our membership is on about 145 people which is absolutely fantastic. It puts us as the third largest Porsche Club in Australia. the most amazing thing is that there are about 230 porsches registered in W.A. which makes the membership ratio the highest in Australia. The committee has decided to keep membership fees very affordable at \$30. Most memberships are due for renewal around about May, lets hope that the Club will be just as strong if not stronger in the year to come.

In this our first edition of the Club magazine we have included a list of current financial members as to the 1st February, 1985. In each following edition we will include an update list of new members and any changes to current members particulars. If you see any mistakes on your details of if you have a change of particulars please phone the membership secretary Mike Cole with the details.

- 0001 Atwell, Don
378 1000 (W) 458 5685 (H)
1973 911E 6IZ 202 Green
- 0002
- 0003 Biasiutti, Daniel
1974 911 Targa BB 911 Blue
- 0004 Bibbings, David
399 2525 (W and H)
1979 924 Turbo 6JT 744 Silver
- 0005 Blakiston, Mike
322 1126 (W) 364 7431 (H)
1984 944 6NF 333 White
- 0006 Brinsden, John
454 6561 (H)
1973 911E 16918 GN French Blue
- 0007 Bruechle, Peter
367 8411 (W) 367 8587 (H)
1982 930 6MD 884 Red
- 0008 Carter, George
339 6363 (W) 330 1331 (H)
1982 944 6MT 544 Pewter
- 0009 Cockburn, Mike
(095) 71 1220 x 2525 x 2564
1979 924 MC 924 Red
- 0010
- 0011 Coddington, Tony
378 1000 (W) 405 1426 (H)
1956 356A Speedster 6DA 666 Silver
1960 356 Black

- 0012 Coffey, Michael
386 8033 (W) 384 0828 (H)
1980 911SC T 6GE 847 White
- 0013 Cole, Mervyn
367 8144 (W) 450 6212 (H)
1982 924 6MP 924 Metallic Red
- 0014 Cole, Michael
427 3730 (W) 382 1636 (H)
1973 911E Targa 6AU 183 Silver
- 0015
- 0016 Crowe, Graeme
446 3883 (H)
1958 356 1600N POR 356 White
- 0017 Cumpston, Neil
321 9353 (W) 384 4408 (H)
1980 928 6FS 928 Gold
- 0018 Currie, Ron
321 8286 (W) 401 1074 (H)
1980 924 6BT 786 Silver
- 0019 Daley, John
227 9300 (W) 383 1781 (H)
Various cars
- 0020 Davini, Peter
1978 911SC PD 000P Silver
- 0021 Day, P.
Associate
- 0022 Dinnerville, Keith
387 0820 (W) 447 934 (H)
Associate
- 0023 D'Lima, Sidney
383 3281 (H)
1974 911 Targa White
- 0024 Duffield, Peter
367 5043 (W) 271 6092 (H)
1977 911 6GK 116 Yellow
- 0025 Evans, Thomas
321 8098 (W) 385 9319 (H)
1981 924 Carrera FT 6HW 999 Silver
- 0026 Falls, Geoffrey
399 5194 (H)
1982 944 Moss Green
- 0027 Frayne, Julian
274 4559 (W) 384 4243 (H)
1983 911SC 6PF 634 Pewter
- 0028 Gallop, Nigel
928
- 0029 Galloway, Ernest
364 8644 (W) 330 3475 (H)
1981 928 EJG 001P Pewter
- 0030 Galloway, Mark
443 3344 (W) 368 2351 (H)
1984 911 Carrera MJG 000P Red

- 0031 Gard, J.
Associate
- 0032 Gardner, Mary Claire
1974 911E
- 0033 Gomer, Peter
325 7611 (W) 383 2167 (H)
1980 911SC BWK 339 Brown
- 0034 Hancock, Graham
320 6437 (W) 296 4716 (H)
1981 924 Turbo 6MC 739 Green
- 0035 Hart, Rod
367 9444 (W) 386 2274 (H)
1980 924 Turbo 6FX 666 Brown
- 0036 Heatley, Barry
- 0037 Hesse, Russell
322 4788 (W) 275 4400 (H)
1983 944 6KX 021 Sienna Red
- 0038 Holman, Bill
381 8297 (W) 349 9446 (H)
1982 944 6NN 677 Sapphire
- 0039 Hunter, Wal
367 8968 (W) 367 6401 (H)
Nil at present
- 0040 Johnson, Kathleen
322 3077 (W) 383 2691 (H)
1976 911 Carrera Targa XNY 444 Ice Green
- 0041 Jones, Julie
327 8222 (W) 367 7786 (H)
Associate
- 0042 Jones, Nick
335 4044 (W) 450 6586 (H)
1965 911 XS 911 Orange
- 0043 Jones, Robert
327 8222 (W) 367 7786 (H)
1968 911S 6GX 911 Black
- 0044 Kagi, John
321 8708 (W) 386 6504 (H)
1976 911 Carrera 3.0 Targa XNL 686 White
- 0045 Kanther, Lyndon
443 2200 (W) 384 1916 (H)
1982 944 6NF 047 Copenhagen Blue
- 0046 Kendall, Geoffrey
405 0242 (W) 276 3615 (H)
1979 911SC 6OM 484 Silver
- 0047 King, Brian
1977 924 Auto
- 0048 King, William
271 5659 (W) 450 3448 (H)
1979 924 6NG 353 Beige

- 0049 Knowles, David
446 9666 (W) 447 4791 (H)
1983 944 6SY 065 Copenhagen
Blue
- 0050 Kozyski, Ed
367 6876 (H)
1983 9aaSC 6PK 911 White
- 0051
- 0052 Lea, Barry
457 8598 (W) 457 8724 (H)
1967 911SC XGB 064 Blue
- 0053 Lea, Martin
457 6797 (W) 457 8724 (H)
Associate
- 0054 Leach, Christopher
Associate
- 0055 Lewis, Robert
327 9444 (W)
- 0056 Lilley, Fred
362 2233 (W) 399 3151 (H)
1982 930 6MS 804 Silver
- 0057 Lloyd, Graham
344 2416 (W) 448 1588 (H)
1982 924 6KN 008 White
- 0058 MacMillan, Peter
457 4853 (H)
1968 911T XIO 002 Yellow
- 0059 Markus, Peter
321 8879 (W) 401 9076 (H)
Associate
- 0060
- 0061 McCrae, Ian
361 6582 (W) 387 3851 (H)
1975 911 6OZ 390 Red
- 0062 Meneghello, Danny
444 4055 (W) 385 8626 (H)
1978 911SC 6MZ 090 Petrel Blue
- 0063 Mezger, Kim
445 1863 (W) 448 2941 (H)
1982 924 Turbo Red
- 0064 Miragliotta, John
330 5452 (H)
Associate
- 0065 Moore, Ian
367 5566 (W) 364 8717 (H)
1982 928S 6JO 928 Moss Green
- 0066 Moro, Paul
293 1347 (H)
Associate
- 0067 Murray, Bob
446 9557 (W)
198x 944 MY 944P Blue (sold)
- 0068 Oliver, Bob
- 0069 Patterson, Anthony
384 2644 (W) 384 0311 (H)
1983 944 6OJ 769 Red
- 0070 Paynter, Graeme
322 3644 (W)
1981 924 6IE 938 Red
- 0071 Phelan, Andy
382 1322 (W) 386 7538 (H)
928
- 0072 Pound, Ian
326 4787 (W) 367 7856 (H)
1978 924 6KI 262 White (sold)
- 0073 Powell, Andreas
295 1667 (H)
Associate
- 0074 Price, Graham
368 2822 (W) 448 1681 (H)
Associate
- 0075 Reynolds, Bazz
275 4611 (W) 367 3957 (H)
1983 911SC Pewter
- 0076 Sandler, Tony
321 3342 (W) 275 4769 (H)
1982 944 A 944P Silver
- 0077 Seeney, Brian
457 1568 (W) 339 6131 (H)
1976 911 Carrera BRS 128P Silver
- 0078 Simeon, Evan
367 8333 (W and H)
1978 911SC XRM 036 Grand Prix
White
- 0079 Sisson, John
229 6635 (H)
Any
- 0080 Smith, Ken
272 7111 (W) 367 4807 (H)
1969 9aaT UEB 400 Black
- 0081 Smith, Rod
321 3336 (W) 386 8761 (H)
1979 928 Gold
- 0082
- 0083 Stul, Manny
328 3566 (W) 344 3818 (H)
1981 911SC SC 911P Off-White
- 0084
- 0085 Thompson, James
458 4947 (W) (095) 24 1137
1980 911SC Silver
- 0086 Treen, Sherylyne
398 1752 (H)
1977 924 Martini XOW 385 White
- 0087 Treasure, Noel
383 2358 (H)
1979 924 6FU 445 Fawn
- 0088 Viskovich, Lennard
349 5858 (W) 446 7041 (H)
1978 924 Silver
- 0089 Weston, Phillip
322 1106 (W) 364 1184 (H)
1982 928 6NA 847 White
- 0090 Winterbourne, Basil
367 5566 (W) 367 9671 (H)
1983 928S 6NF 120 Grey
- 0091 Wheeler, John
341 7163 (H)
1981 928 6OX 492 Red
- 0092 Vogel, John
321 8277 (W) 364 8126 (H)
1976 911 Carrera 6SC 041 Blue
- 0093 Jameson, Mark
381 7350 (W) 381 7705 (H)
1980 924 6JR 340 White
- 0094 Barnett, David
Indonesia
1981 924 Turbo 6IN 802 Grey
- 0095 Hunt, Michael
321 7482 (W) 384 9360 (H)
1981 928 6HS 971 Pacific Blue
- 0096 Boyd, Michael
328 5735 (H)
1970 911T 6GP 587 Red
- 0097 Green, Dennis
325 3044 (W)
1984 944 6ZJ 897 White
- 0098 Jacobson, Donald
368 1011 (W) 448 6840 (H)
1968 912 6KP 101 Red
- 0099 Ferguson, Alan
325 0101 (W) 339 3772 (H)
1984 944 6XT 176 Red
- 0100 Henderson, Michael
381 4477 (W) 383 3330 (H)
1969 911E UIT 492 Tan

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- 0101 Boon, Richard
321 7257 (W) 448 8952 (H)
1980 924 Turbo 6EO 895 T/t
Brown
- 0102 Dinder, Richard
327 8372 (W) 398 5103 (H)
Associate
- 0103 Mathison, Charter
380 2675/67 (W) 381 9750
1981 924 Turbo 6MC 739 Green
- 0104 Johnson, Peter
325 3700 (W) 458 9139 (H)
1978 911SC 6GZ 521 White
- 0105 Down, Gregory
368 2411 (W) 382 2947 (H)
198x 944 MY 944P Blue
- 0106 Doyle, G.J.
361 5196 (H)
Associate
- 0107 Purvis, L.
361 5196 (H)
Associate
- 0108 Cole, Bozena
349 5839 (H)
Associate
- 0109 McGuinness, Michael
321 7075 (W) 384 7593 (H)
1979 924 6CR 064 White
- 0110 Lange, Geoffrey
(091) 85 1180 (W) (091) 82 1078 (H)
1978 924 6BW 307 White
- 0111 Povey, Mark
328 6322 (W) 276 9670 (H)
1980 911SC 6ID 267 Green
- 0112 De Vries, Malcolm
277 2391 (W) 448 7990 (H)
1978 924 6AC 872 Yellow
- 0113 Chapman, Murray
458 7999 (W) 367 1180 (H)
1980 924 6HL 14 White
- 0114 Kozyrski, Leonie
367 6876 (H)
Associate
- 0115 Clifton, Kevin
227 9701 (W) 279 7706 (H)
Honorary
- 0116 Ames, Steffen
227 9701 (W) 454 5159 (H)
Honorary
- 0117 Hull, David
448 4503 (H)
1984 944 6XP 480 Gemini Grey
- 0118 Golovoda, Tom
336 2277 (W) 335 5803 (H)
1980 924 6HL 120 Olive Green
- 0119 Mudge, Malcolm
1980 911SC 6ID 267 Green
- 0120 Walkley, Trevor
293 4603 (H)
Associate
- 0121 Long, Peter
327 9511 (W) 386 2592 (H)
1960 356B 6FG 336 Charcoal Grey
1968 911T 6OH 384 Red
- 0122 Allen, Perry
321 2544 (W) 445 1028 (H)
1979 924 6HB 071 White
- 0123 Harris, Paul
335 9655 (W) 341 4041 (H)
1981 928S UOE 197 Black
- 0124 Cordes, Frances
364 7230 (H)
1982 924 6ML 436 Red
- 0125 Watson, Adrian
381 6656 (W) 385 9842 (H)
1982 928S 6AW 000 Green
- 0126 Love, Ian
321 7655 (W) 341 8260 (H)
1983 928S 6SM 111 Blue
- 0133 Sullivan, Kaye
277 6888 (W) 271 4157 (H)
1980 924 Turbo 6XX 280 Red
- 0134 Lochrie, John
293 3233 (W) 293 2706 (H)
1982 944 6KX 021 Maroon
- 0135 Edwards, John
458 1547 (W) 448 7548 (H)
1984 911 Carrera CAR 911P
White
- 0136 Baumeister, Willi
295 4406 (H)
19xx Targa 6PH 023 White
- 0137 Cooper, Vin
335 9739 (W) 007 91 1497
1978 911SC 6SL 001 Silver
- 0138 Jones, Bob
384 1362 (W) 330 1126 (H)
1977 911SC XZT 125 Blue
- 0139 Hawkins, Lawrence
349 1288 (W) 447 1890 (H)
Associate

Data General

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- 0127 Jameson, Linda
321 6101 (W) 381 7705 (H)
Associate
- 0128 Fowler, John
409 9529 (W) 448 8763 (H)
Associate
- Fowler, John
409 9529 (W) 448 8763 (H)
Associate
- 0129 MacPhail, Don
328 1833 (W) 401 1871 (H)
Associate
- 0130 McCrae, Maureen
361 6582 (W) 387 3851 (H)
Associate
- 0131 Davin, Maurice
398 2316 (H)
1959 356B XLH 356 Cream
- 0132 Bryers, Kevin
291 8193 (H)
1984 944 6ZU 008 Red
- 0140 Martin, Tony
327 1222 (W) 367 7508 (H)
1978 924 RED 924P Red
- 0141 Montague, Aidan
327 9511 (W) 332 8380 (H)
1981 924 Turbo
- 0142 Dunstan, Jeff
271 9247 (W) 383 2665 (H)
1984 911 Carrera 6XR 358 Chiffon
White
- 0143 Rodda, Gregory
362 4121 (W)
1977 911 XJT 911 White
- 0144 James, Martin
327 5777 (W) 364 5175 (H)
1984 944 MRJ 957P Black

Don't forget to contact
Mike Cole
with any alterations or additions
to Membership.



Sound Advice

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WRAPPING UP '84

THE Clubs inaugural event was held on the weekend of 24/25 March, 1984 and took the form of a Convoy to York. Once there, amongst other things the 50 plus people who attended (in over 25 cars) enjoyed a luncheon in the colonial surroundings of the Settlers Inn, followed by a short, but very fast convoy to Beverley for some gliding, as guests of the Beverley Soaring Club. This was probably the Clubs most successful event and it has been suggested that it be rerun.

The second event was a run to Margaret River held on the weekend of 26/27 May, 1984, which was attended by approximately 30 people in 15 cars. The first stop was Cullens Winery for the obvious wine tasting followed by a luncheon and then a drive to Busselton for the nights accommodation and formal dinner at the Geographe Bay Motel in Busselton.

The third event was our first ever sprint day at Wanneroo Raceway on Saturday 21 July, 1984, this was attended by 37 members each in their cars, wanting to compete for the title of King of Wanneroo. The day progressed without a hitch and apart from a couple of spectacular spinouts there were no mishaps or damage to vehicles.

This was followed the same night by a formal Dinner Ball and Trophy

Presentation night for class winners at the sprint. The class results are as follows:

Class A — No Competitors
Class B — Peter Duffield 911
Class C — John Sisson 924 Turbo
Overall Fastest — John Sisson 924 Turbo
Fastest Lady — Lee Kozyrski 911SC Cabrio

Event No.4 was another sprint day at Wanneroo Park on 6 October, 1984 attended by a somewhat smaller entourage of about 14 cars of which no official places were given.

Our fifth event was an Eccentrics Night held at Frenchy's Restaurant on 28 October, 1984 attended by 35 people in fancy dress, who enjoyed an excellent nights entertainment and a well prepared meal.

The sixth event was a Concourse D'Elegance held at Taylor Street Reserve on 18 November. This drew excellent response with over 20 cars competing and several hundred of the public attended to view the cars as shown.

Division Winners were:

Div. 1 356's — Tony Coddington (356 Cabrio)
Div. 2 912/911 to 1973 —
Teresa Cunningham (1970 911T)
Div. 3 911 74-79 — Danny Meneghello (1978 911SC)

Div. 4 911 1980-current — Ed Kozyrski (1983 911SC Cabrio)
Div. 5 924/924/928 — Mike Cockburn (1979 924)
Peoples Choice — Peter Coddington (356 Cabrio)

This leads us up to our seventh and final event which was another sprint at Wanneroo Park on 1 December. This was attended by only 13 cars, probably because at least a dozen of us were in Melbourne for the final round of the World Endurance Championships at Sandown Raceway, of course Porsche dominated and won the event.

Anyhow back to our sprint, the placegetters were:

Class A — No Competitors
Class B — Ed Kozyrski (911SC Cabrio)
Class C — Richard Boon (924 Turbo)
Class D — Mike Cockburn (924)

Finally the Annual General Meeting held at the Freeway Motel followed by a Cocktail Party and Videos of Past Events including the Sandown event.

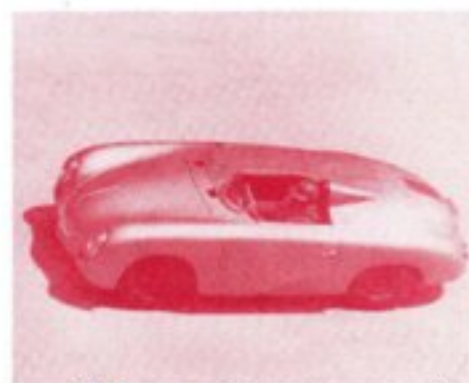
Incidentally these videos are available for Club members to borrow — they make interesting viewing. For particulars contact myself on 368 2638 after hours.

That was the year that was — 1984.

Danny Meneghello
Vice President

FOR SALE — WANTED

Nothing this edition, but if you have something to sell, swap or buy, just ring any Committee Member and he'll pass it on so as to appear in the
NEXT ISSUE.



AUTOHAUS NOTES

by John Sisson

PORSCHE 1985 PRICE LIST

THESE are the base prices — excluding sunroof, forged alloy wheels etc.

944 5 speed	\$45,462
944 Auto	\$47,029
911 Carrera Coupe	\$61,349
911 Carrera Targa	\$63,716
911 Carrera Cabrio	\$67,361
911 Turbo Coupe	\$96,491
928S Coupe	\$81,425

New Model 959 "Group B" (as featured on cover)

A real limited edition. Only 200 to be built. These will further be divided as follows:

Full competition version—

20 to be built

Sports version — 50 to be built

Comfort version — 130 to be built

It is most unlikely that any of the cars will be sold here since they will all be built left hand drive.

The new car is based on the 911 Turbo but features a 2.8 litre flat six motor with air cooled cylinders and liquid cooled heads with twin Turbo's. This is derived from the 956 group "C" racing engine and gives 400 B.H.P. in the comfort version.

The motor is coupled to an all new six speed gearbox and drives on elect-

ronically controlled four wheel drive system.

Although the 959 is very much an experimental project leaning heavily towards International competition in rallies and racing, there is little doubt that a production version will eventually be offered to replace the current 911 Turbo.

NEW MODEL

PORSCHE 944 TURBO

Due to be announced any day now in Europe is a turbo version of the 944. Australia will not get a right hand drive version until 1986 production. Our information is that the revised motor gives 220 B.H.P., which means that its performance will be similar to the 911 Carrera and that means FAST.

UNLEADED PETROL

From January 1986 our rulers have seen fit to burden the car and oil industry with regulations which require all new vehicles to operate on unleaded fuel.

These regulations are similar to those which have been in force in the U.S.A. for the last eight years. The results there indicate the following:

Power Output 10-15% drop
Fuel Consumption 10-12% increase

If the experience of the U.S. dealers is repeated here, it seems that the last of the cars designed for leaded fuel will be keenly sought after in the future.



Continued from Front Page

PORSCHE 959

THE Porsche "959/Group B" is the latest brainchild of the Porsche sports car family and is most geared to the future. Yet, at the same time its roots can be traced far back into the Porsche

Development history of four-wheel drive

history. Activities during the early days at Porsche produced the first promising rudiments of four-wheel drive yet only after the introduction of transaxle technology was the proper basis for Porsche all-wheel drive available. In well-known Porsche style, the new technology was tested and perfected under the most extreme conditions imaginable. The four-wheel drive Rallye 911 which won this year's Paris-Dakar Rallye is one milestone on the road to the 959 with all-wheel drive.

Transaxle layout provides necessary directional stability

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300 kW — over 400 bhp

Petrol octant rating: 96 (containing lead)

Six speeds

Electronically controlled four-wheel drive system

Longitudinal coupling — with control and adjustable facility

Rear axle transverse lock — with control and adjustment facility

Double wishbone suspension front and rear with adjustable pivot points

Deluxe suspension/shock absorption

Hydraulic power assisted braking

Brake wear indicator

All-leather upholstery

Deluxe seats

Rear seats

Automatic heating control

Radio with four speakers

Electrically adjustable exterior mirror

Electric windows

Central locking system

Treasurer's Report



Hello PCWA members.

The Club finances remain in a sound position for this time of the year. Our account balance, as of the end of April 2022, is \$51,776 in the bank accounts and \$2,271 in the PayPal account. This is \$4,230 more than the end of March.

The main items of expenditure during the month were: \$1,500 deposit for Christmas in July Function, \$925 for SSR3 Motorsport Australia permit and \$407 for hire of post box and storage facility. The major source of revenue is \$4,700 of SSR3 entry fees with revenue from new memberships, membership renewals and magazine advertising covering the remainder of the revenue.

The statement of Income and Expenditure is as follows:

Profit and Loss

Porsche Club of Western Australia Inc.
For the 10 months ended 30 April 2022

JUL 2021-APR 2022

Trading Income

Driver Training	12,250.00
Interest Income	19.83
Magazine advertising	1,375.00
Membership dues	50.00
Membership dues (Corporate)	470.00
Membership dues (Family)	34,250.00
Membership dues (Single)	15,070.00
Merchandise sales	12,735.00
Nomination fees	2,450.00
Social Events	77,267.00
Sponsorship	3,600.00
Sport Series	22,724.20
Total Trading Income	182,261.03

Gross Profit

182,261.03

Operating Expenses

Bank Fees	8.35
Computer expenses	557.98
Driver Training costs	12,250.00
General Expenses	219.99
Hire of rooms	2,250.00
Insurance	382.25
Meeting costs (Committee)	952.05
Meeting costs (Members)	3,933.70
Membership expenses	4,408.47
Merchandise purchases	15,469.03
Paypal fee	3,319.99
Postage	318.99
Printing & Stationery	756.12
Rental of PO Box	144.00
Rental of storage unit	1,775.00
Social Expenses	108,328.77
Sport Series expenses	17,415.21
Total Operating Expenses	172,489.90

Net Profit

9,771.13



Godfrey Everett was the PCWA Secretary during the period 1985 to end 1993 and included in his records from those years was the 1985 Annual Financial Statement which has been copied below. How costs have changed, in 1985 PCWA spent \$600 for WA Sporting Car Club events (Wanneroo raceway), in 2022 WA Sporting Club was paid \$7,755 for track hire for Sporting Series Race 1 (SSR1) alone.

PORSCHE
CLUB WA

ANNUAL FINANCIAL STATEMENT FOR 1985

OPENING BALANCE AS AT 31.12.84 \$476.65

CREDITS

Membership Fees	\$ 4,285.00
Concourse Receipts	\$ 2,273.00
Concourse Sponsorship	\$ 500.00
York Weekend (Settlers)	\$ 600.00
Dinner Night (Pierre's)	\$ 720.00
INTEREST	\$ 18.67
	<u>\$ 8,396.67</u>

DEBITS

Concourse	\$ 2,628.08 *
Account Fees	\$ 11.17
Federal Govt Tax	\$ 4.35
State Govt Tax	\$ 2.35
CAMS Fees	\$ 340.00
Sporting Car Club (Hire of Wanneroo)	\$ 600.00
Post Box & Postage	\$ 129.85
Stationery	\$ 57.87
Members Cards	\$ 76.50
Printing (Magazine)	\$ 1,237.79
Dinner Night (Pierre's)	\$ 576.00
York Weekend (Settler's)	\$ 600.00
Annual General Meeting	\$ 327.50
Merlin (Ball Booking Fee)	\$ 250.00
York (Tent Hire & Drinks)	\$ 280.00
	<u>\$ 7,121.46</u>

* CONCOURSE COSTS

Hire of Pagoda	\$ 1,315.60
Video Hire	\$ 150.00
Trailer Hire	\$ 100.00
Advert	\$ 72.00
Displays	\$ 829.48
Trophies	\$ 161.00
	<u>\$ 2,628.08</u>

PROFIT FOR YEAR	\$ 1,275.21
LAST YEARS BALANCE	\$ 476.65
	<u>\$ 1,751.86</u>
CLOSING BALANCE	



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NEWS FROM THE SPORTING DIRECTOR



by Daniel Bathe

The second event of the 2022 PCWA Sports Series was held at Wanneroo Raceway on 2 April 2022. This event was hosted by our Sports Series partners, the HSV Club.

There was a massive turnout with 59 participants in total, of which 29 were from PCWA. Conditions were perfect for fast lap times with cool air temperatures in the morning and the sun shining to warm up the track.

Fast times and personal bests were order of the day. Tim Wolfe in his newly acquired 991 GT3 Cup Car took 'fast' literally and smashed the PCWA all-time Wanneroo Long Track record by posting a best lap time of 57.448 seconds.

Personal bests were aplenty with no less than 10 new PBs:

Tim Wolfe (GT3 Cup) – 57.4483 secs
Joe Gauci (911 GT3 Touring) – 63.5253 secs
Mark Adiwbowo (911 GT3) – 64.0898 secs
Emranjeet Malhi (911 S) – 64.6919 secs
Brad Bird (911 GT2) – 65.7037 secs
Richard Wilson (Cayman S) – 66.3865 secs
Warren Greaney (Cayman) – 70.3022 secs
Mark Power (Cayman) – 74.1572 secs
Davinder Manku (911 GT3 RS) – 63.2388 secs
Sam Wolfe (911) – 65.0687 secs





The top two times set in each of the Renn Klassen (RKs) were:

Renn Klasse 1 (RK1)

First place was Tim Wolfe with 57.448 secs in his GT3 Cup Car

Second place was Daniel Gonzalaz with 58.034 secs in his GT3 Cup Car

Renn Klasse 2 (RK2)

First place was Daniel Bathe with 64.566 secs in his 718 GT4

Second place was Emran Malhi with 64.692 secs in his 992 Carrera S

Renn Klasse 3 (RK3)

First place was Colin Strickland with 69.228 secs in his 987 Boxster S

Second place was David Blainey with 70.270 secs in his 911 RS

Renn Klasse 4 (RK4)

First place was David Posel with 69.072 secs in his 986 Boxster S

Second place was Warren Greaney with 70.302 secs in his 987 Cayman

Ladies Plate

Caroline Minton had it all her own way in the Ladies Plate as she was the only entrant. Caroline completed her best lap in a time of 72.883 secs in her 986 Boxster S.

Collie Activity Weekend

Excitement is building ahead of the next event which is at the Collie Motorplex on Sunday 29 May. This is always a favourite event as Collie is a fun and challenging track. We're combining the event with some social activities, including a cruise and lunch down to Collie on the Saturday, a BBQ on Saturday evening at the Collie Ridge Motel and at lunchtime on Sunday we're holding a Passenger Ride Activity where folks can experience a ride in one of the SSR3 competition cars and experience being driven for 4 laps around the Collie circuit. All-in-all it should be an action packed weekend, so don't miss out!



Photographic Competition

Well the Porsche Photographic Competition is well and truly underway and as you will see over the next few pages, we have been inundated with a wonderful assortment of photos capturing all categories of the competition.

Those categories are:

- The spirit of Porsche
- Motorsport
- Engineering
- Artistic interpretation
- Dynamics
- The spirit of PCWA

The first competition winner was awarded at our last Members Meeting to Mark Adiwibowo for his work featured above and titled "GT4 for Daniel" which was submitted under "The Spirit of Porsche" category.

Last month's competition was judged by Paul Swiderski - General Manager Sales, Porsche Centre Perth. The Porsche Centre also kindly provided the prizes presented to Mark.



motorsport

WANNEROO

City of
Wanneroo

PIRTE



Chris Clarke
"Whoa!"



Colin Stickland
"Club House Corner at Dusk"



Chris Clarke
"Whoa 2!"



Josh Nunn

"My first ever testing day at Wanneroo Raceway"

motor sport



Colin Stickland
"Last Corner SSR2"

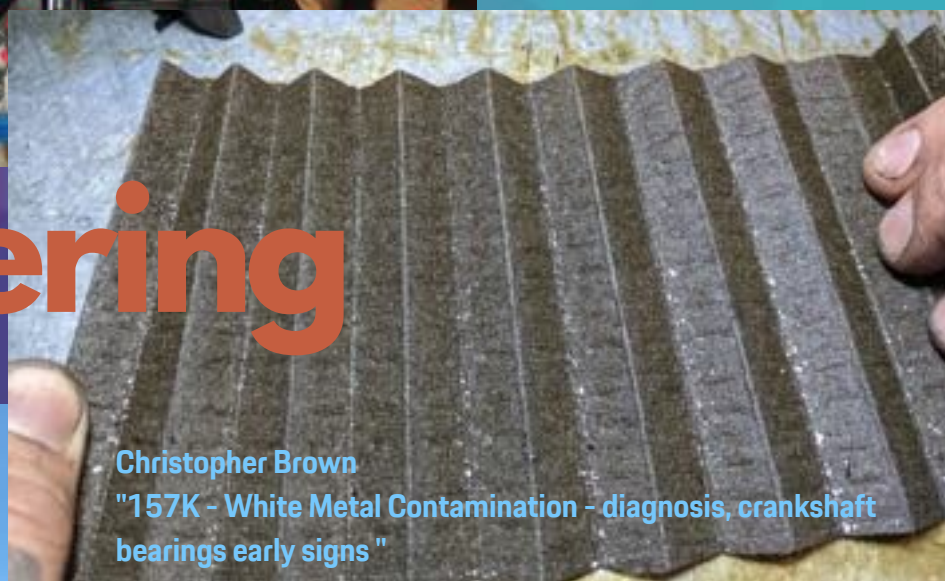


Josh Nunn
"Ready to Race"



Peter Arnoldi
"Re-build 356a Motor"

engineering



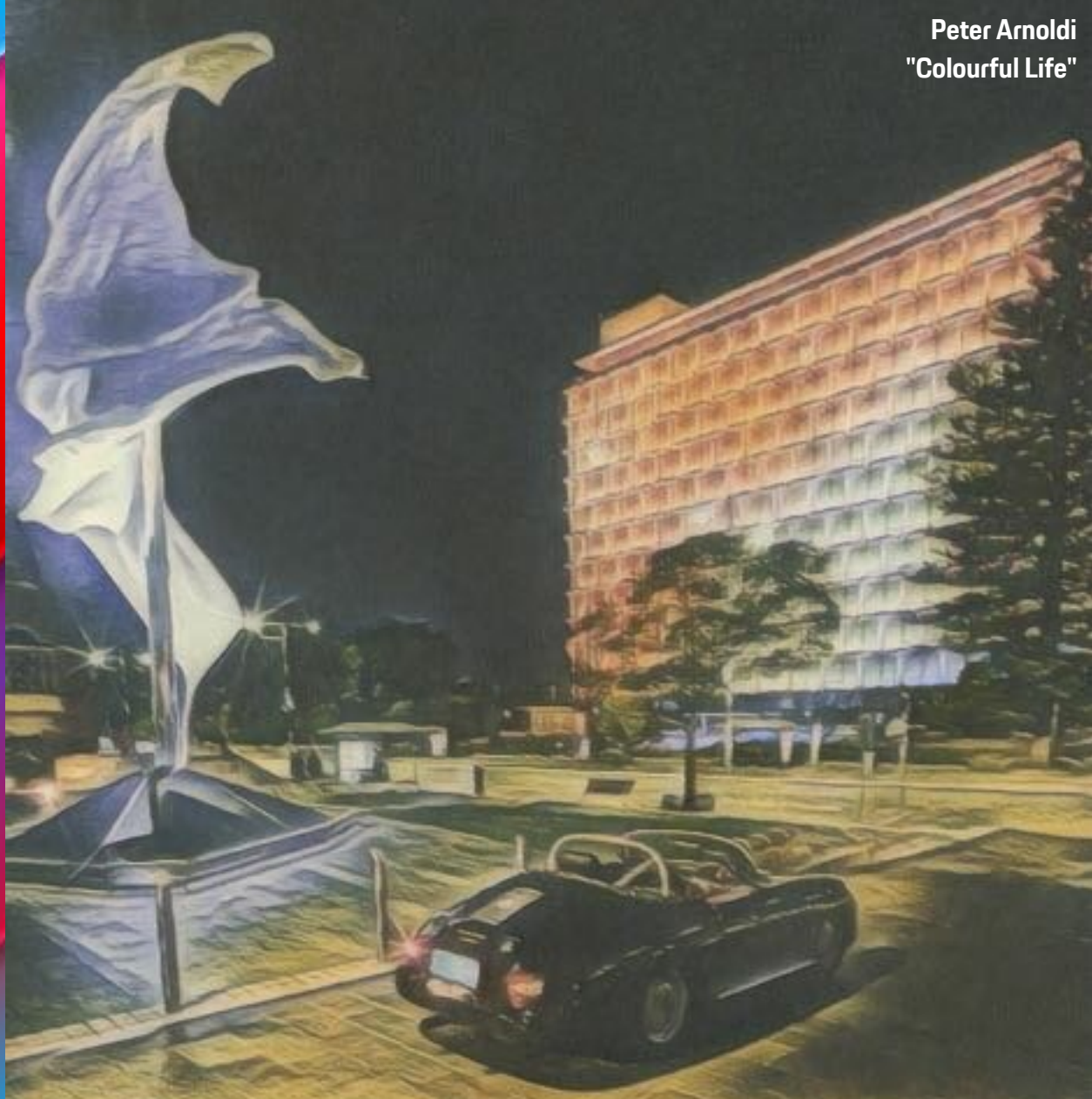
Christopher Brown
"157K - White Metal Contamination - diagnosis, crankshaft bearings early signs "



Martin Mileham
"Hydrogen-augmented Cayenne next to OKA "



Peter Arnoldi
"Hard Starting Cure 356"



Peter Arnoldi
"Generator in Colour"

BOSCH
IND. BRASILEIRA

BOSCH
IND. BRASILEIRA

9 100 082 002 © 1991
EG ← 14V 25 A 26

BOSCH
IND. BRASILEIRA

9 100 082 002 © 1991
EG ← 14V 25 A 26

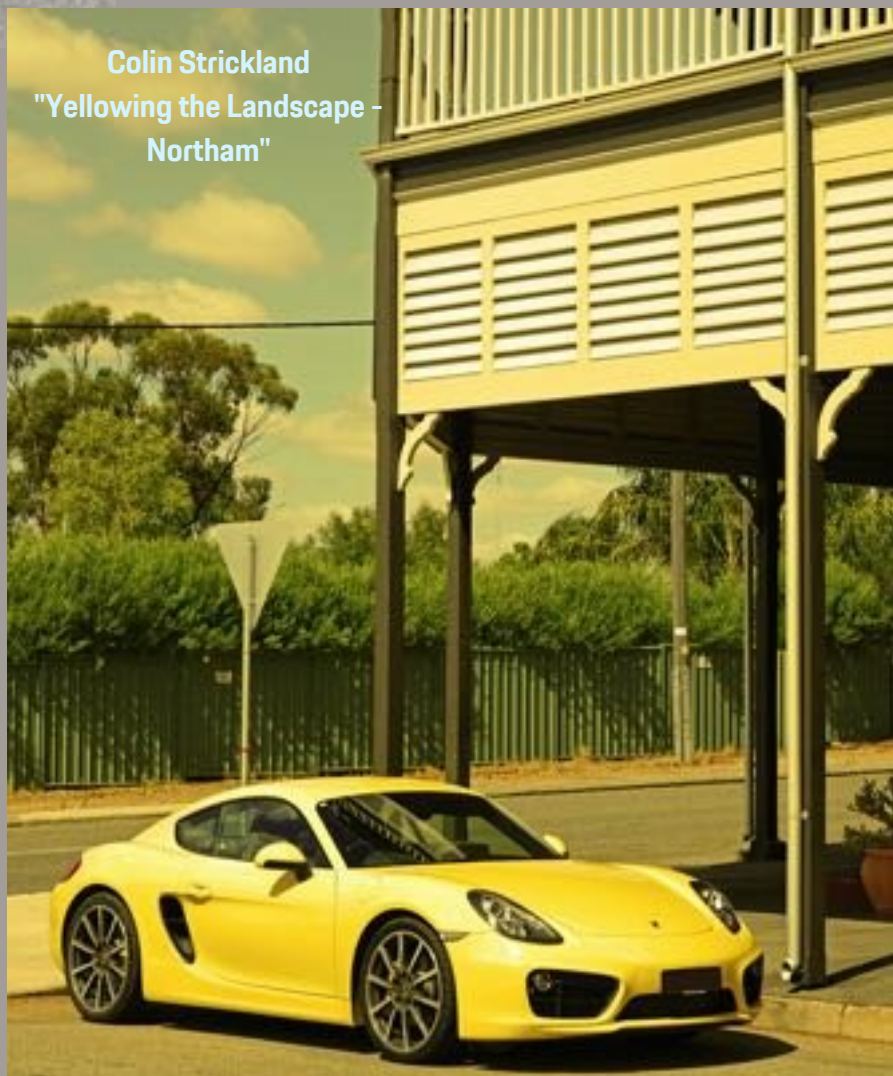
9 100 082 002 © 1991
EG ← 14V 25 A 26

artist
ic
inter
preta
tion



Josh Nunn
"Rear view at Albany hill climb"

artistic
interpretation



Colin Strickland
"Yellowing the Landscape -
Northam"

Dynamics

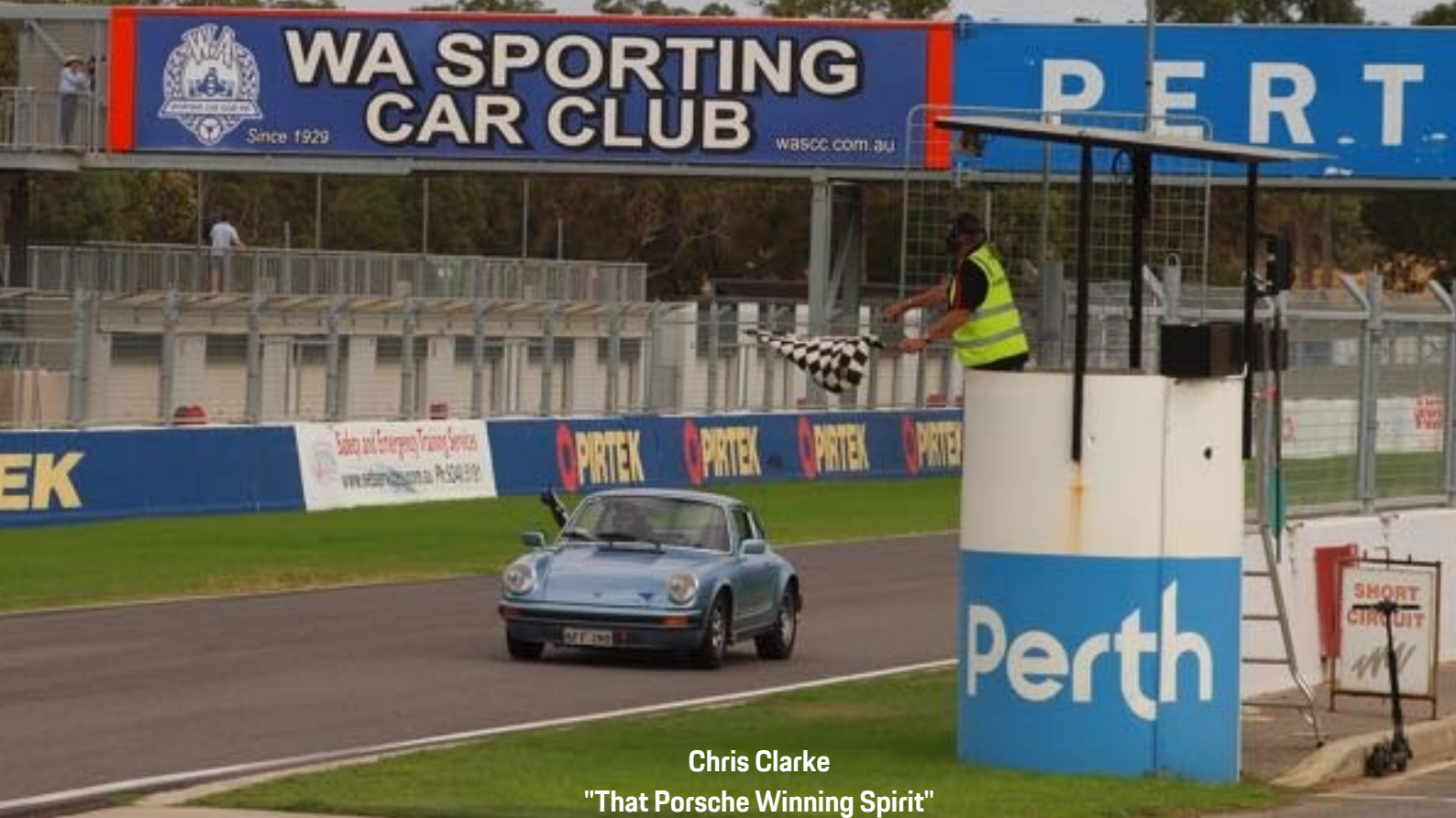


Peter Arnoldi
"Circling the Tower"



Peter Arnoldi
"Freo Drive"

spirit of porsche





Joe Gauci
"Sublime"

Spirit of Porsche



Josh Nunn
"Built to Race"



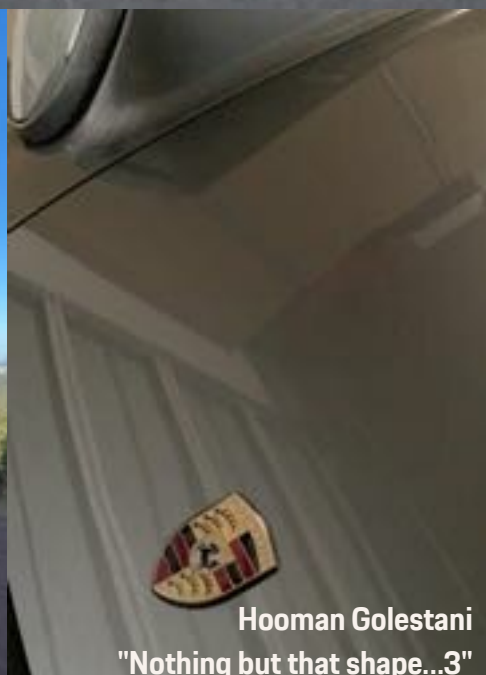
Joe Gauci
"Even More Sublime"

Hooman Golestani
"Nothing but that shape...1"

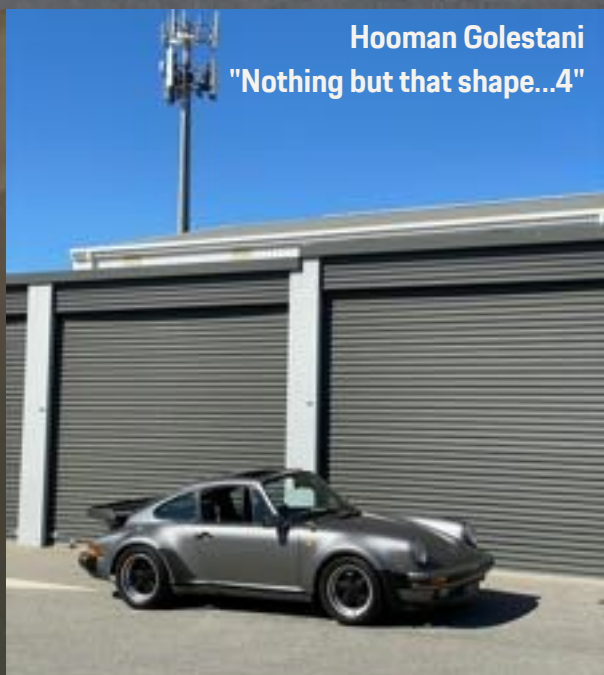


Spirit of Porsche

Hooman Golestani
"Nothing but that shape...2"



Hooman Golestani
"Nothing but that shape...3"



Hooman Golestani
"Nothing but that shape...4"



Martin Mileham
"Early Porsche?"



Martin Mileham
"1986 928 S3 looks as good as its successors.."

Spirit of Porsche



Hooman Golestani

"Nothing but that shape...5"



Hooman Golestani

"Nothing but that shape...6"



Nigel Crisp

"Best Driven Not Stored"



Hooman Golestani

"Nothing but that shape...7"



Hooman Golestani

"Nothing but that shape...8"



Peter Arnoldi
"Flying the Ukraine Colours"



Peter Arnoldi
"Spirit over Easter"

Spirit of PCWA



Martin Mileham
"Midweek Run"



Colin Strickland
"Lining up for lunch - Duke's Inn, Northam"



Nigel Crisp
"Millbrook Winery Mid week run"

Spirit of PCWA



David Siano
"5.0L fresh rebuild top to bottom"



Martin Mileham
"Classic Cars and Coffee"



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membership report



by Richard Wilson

Hello All

The membership numbers continue to climb at a steady pace since my tenure began in January. The committee are aware of issues with too many members and conversely a low number of members. We as a committee are conscious of presenting value to you, the members, and we often discuss what do you expect from a club such as ours. We see members at club meetings that do not attend other functions, we see members at the eight sporting events that are absent at most other functions, even so, the social events get very good patronage and appears to grow with the increasing number of events. We now have monthly mid-week runs with a drive to a lunch venue. All three so far have been at capacity, which is encouraging for the organisers and can plan many more with that in mind. During April we had a Mid-week run with a short 50-minute drive from our meeting place to Millbrook Winery for a degustation lunch that stretched for around four hours and was thoroughly enjoyed by all that attended.

Here is a nice comment from a new member with a gorgeous Taycan

"Loved the event at Millbrook Winery, so great to meet new people and the drive through the hills was special. Loved the conversations and the meal. Well organised and can't wait for the next one."

Regards Brett Jones

The May MWR will be to York for a lunch at the Imperial Homestead on Wednesday the 18th, organised by David Blainey, hope you can make it.

Membership

The current membership stands at a total of 315 actual memberships comprising of 106 Individual members and 205 Family members, 1 Corporate member and 2 life members

A warm welcome to our new members:

.

Lesa Morgan

Kevin & Ida WOOD/LUBIS

Michael & Valerie HULBERT

Peter GANGELL

Bin (Gareth) GUO

David & Jodie BAXTER

Four of these are returning members.



Last Sunday, on May 1st, we grouped some members to display their cars at the annual Shannon's Classic Car Show at Ascot Racecourse. This is the largest car show in Western Australia and often attracts around 1000 vehicles, plus memorabilia and some trade displays.

The idea was to showcase our fabulous Porsche Club and display a range of "marques through the ages", from a 356 upwards. I would like to acknowledge these generous members for devoting their time and loaning their PORSCHE for the PCWA display

Rudy Menke with his Gold 944, Marc Sherriff with his Red 356, Gene Brutty with his Red SC Targa, Martin Mileham with his 993 Cabriolet and last but not least Monique & Peter Arnoldi with their Aubergine G Series. This year we were allocated a smaller space, sadly, some keen members had to be culled from the display.



Why do Porsche owners join our club?

My view is that a Porsche owner has arrived at a time and place in their life and then reward themselves with a beautiful timeless piece of machinery. For some it is more, everyone's views are different, but we all have a commonality of joining a family with Porsche ownership and then the Porsche Club extends this bond to a further level. In our short time of PCWA membership, Debbi and I have met many fabulous people and enjoyed as many social events as possible, I also enjoy the sporting series where all the other participants are more than happy to share their knowledge. All in all, PCWA members are a great bunch bringing a new perspective to car ownership!

Wikipedia says.....

"Porsche is a German luxury and sports car manufacturer, based in Stuttgart and founded in 1931. The company is best known for its powerful, precise-handling sports cars, most famously the iconic 911"

Thursday 21 April

Midweek run to Millbrook Winery







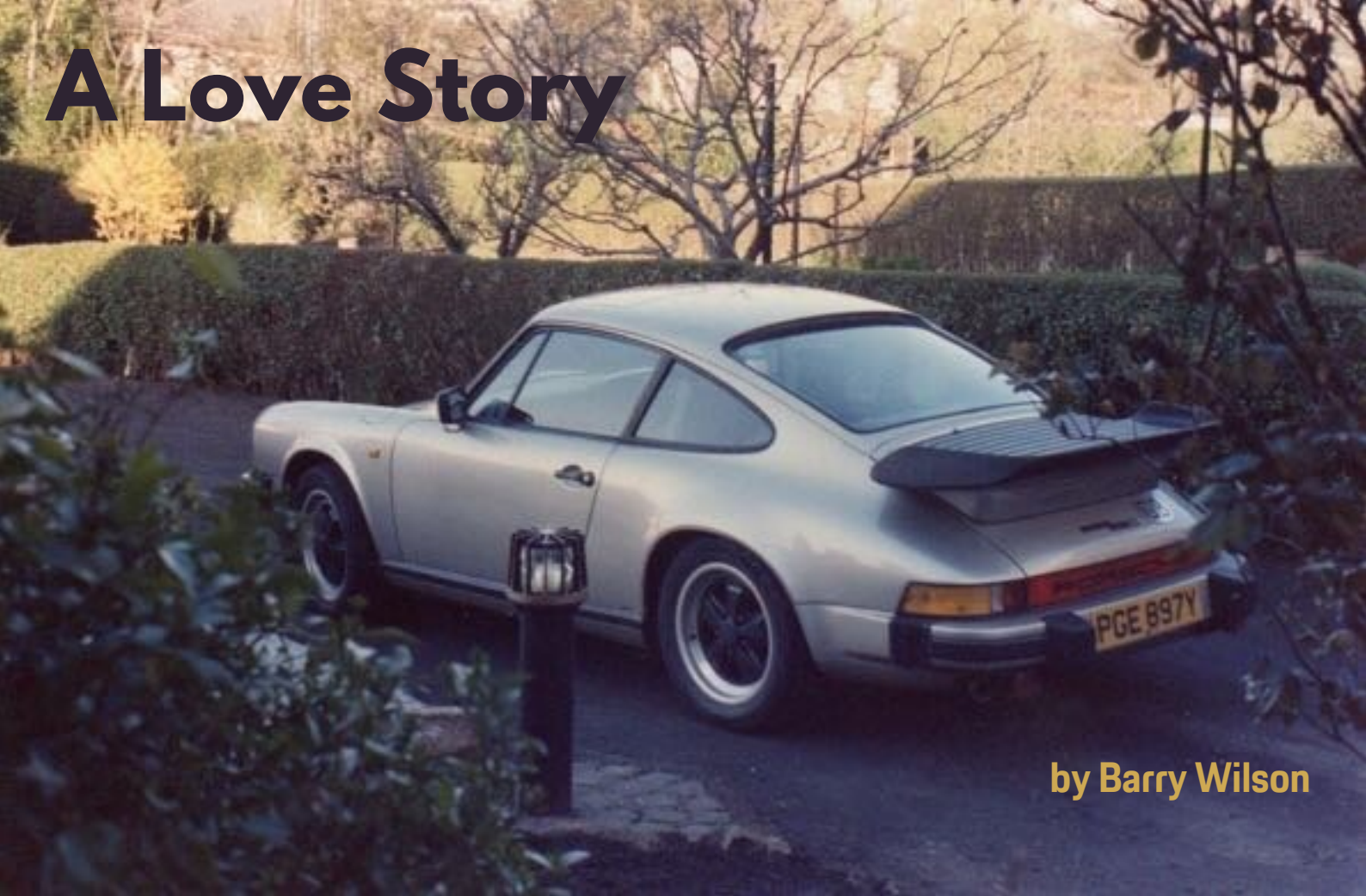
The Millbrook Winery midweek run commenced at one of our usual meeting points - BP Southbound.

Once gathered, our fully subscribed group of 35 people headed off for a reasonably short but beautiful drive across to the Darling Scarp, around some picturesque windy roads and through rapidly greening native bushland before arriving at Jarrahdale for our delightful meal.

The assortment of Porsches on the day, which was probably the most diverse range of vehicles seen on a midweek run, including a 356, 928, GR3RS and pretty much every series of Boxster and 911 in the range.



A Love Story



by Barry Wilson

I vividly remember the first Porsche I saw, I was in my Dad's Ford Cortina 1600E at that time, a very nice sports saloon; circa 1976. We were driving to Glasgow when suddenly this space ship flew past us; what is that?! It was a Porsche 928. This car; sharing the roads with Cortina's, Granada's and Rover's? It was so far ahead of its time; and today, still looks modern.

My next experience with a Porsche; when my Dad bought a 1983 911 SC; silver, black Fuchs wheels with the blue chequered interior. My Dad; in his wisdom, would often let me drive this machine; usually with him next to me. However; one day I was going on a date with my Girlfriend Fiona; my Dad insisted I take the Porsche! Wow; how awesome am I going to look picking up Fiona in this. So off I went in the car pictured; excited at the night ahead. I arrived at Fiona's door; to be met by Fiona's big brother Fraser; who insisted on having a drive. Off we went; with a bunch of kids from the neighbourhood running after us. We returned shortly after to be greeted by Fiona; eager for our night out; we headed off down a very wet; slippery road. What happened next was not in the plan; no traction control and an engine hanging out the back; the car decided it wanted to go backwards; and with Fiona hanging onto the dash board; I tried desperately to get this mad machine under control whilst trying to look cool; we managed to survive with the car untouched. The rest of the drive was a cautious affair; we made it to our dinner and had a good laugh about our near-death experience.

So; my love for Fiona grew much quicker than the love of Porsche; Fiona and I got married in 1995; in Western Australia. Not long after the marriage; Fiona and I emigrated to Australia and to this day we live in Hillary's; next to the beach; perfect.





It took many years for me to buy my first Porsche; my two boys; Max and Rhys had finished school; had their own cars; and did not need me for the drop offs anymore. Fiona gave me the permission; so, the hunt was on. I spent about one year looking; in 2017 I eventually put a deposit on an immaculate 2006 911 997 series 1 Carrera convertible; however, I got cold feet and pulled out. I decided I wanted a more modern Porsche; so, started looking at Caymans. I eventually found the one pictured in May 2017; the car had a full-service history from Porsche; and was immaculate. What stood out with this Cayman 2.7 was the sports exhaust fitted by the factory; not a common option on the base model; the sound is amazing; and the performance; after my experience in my Dad's 911; is more than enough.

The only upgrades I have completed are visual; the Vorsteiner wheels; I refurbished with the Arum Gold Porsche colour and the decals; this makes the car stand out.

The three years of ownership of my Wee Cayman has been fantastic and I have no thoughts of selling. Fiona and I have completed many road trips around Western Australia and plan to do many more with the Porsche Club and my fellow Porsche friends.



Barry & Fiona Wilson – 2015 Porsche Cayman (BSW 981)

The new Porsche 911 Sport Classic: back to the future



Stuttgart/Australia. The new 911 Sport Classic is the second of four collector's items that Porsche has presented from its Heritage Design strategy. A total of 1,250 examples of the limited-edition model by Porsche Exclusive Manufaktur will revive the style of the 1960s and early 1970s.

Like its immediate predecessor, the 997-based 911 Sport Classic presented in 2009, the appearance of this model is inspired by the original 911 (1964 – 1973) and the 1972 911 Carrera RS 2.7.

The 911 Sport Classic can be ordered now, with prices starting from \$599,100[^]. Australian deliveries are expected to commence from Q4 2022.

"The Heritage Design models represent the most emotionally driven concepts of the Porsche product strategy," said Alexander Fabig, Vice President Individualization and Classic.

"This unique approach sees the Style Porsche design department working with Porsche Exclusive Manufaktur to reinterpret iconic 911 models and equipment from the 1950s through to the 1980s and to revive design features from those decades."

Porsche is launching four limited-edition models over an extended period. The first of these was presented in 2020: the 911 Targa 4S Heritage Design Edition with design elements from the 1950s and 1960s.

Porsche Design has also created a high-quality chronograph exclusively available to drivers who purchase the collector's edition vehicle. The watch seamlessly picks up on numerous details from the new 911 Sport Classic design. As part of the Heritage Design Classic package, selected interior elements of the new 911 Sport Classic # will also be available for most current 911 models.

Reinterpreting historical design elements

The wide body – otherwise reserved for the 911 Turbo models – a fixed rear spoiler in the style of the legendary 'ducktail' Carrera RS 2.7 and the double-bubble roof underscore the distinctiveness of the new 911 Sport Classic.

As with the first 997-generation 911 Sport Classic launched in 2009, the designers were inspired by the Fashion Grey paintwork of the early Porsche 356 when choosing the exclusive paint finish for the new limited-edition model.



"The new 911 Sport Classic is the first vehicle to feature Sport Grey Metallic paintwork," said Michael Mauer, Vice President, Style Porsche.

"Grey is never boring, quite often a statement and always cool."

As an alternative to the exclusive Sport Grey Metallic finish, the new 911 Sport Classic is also available in solid Black, Agate Grey Metallic, Gentian Blue Metallic or Paint to Sample ##.

In the interior, the iconic Pepita pattern can be found on the door panels and seat centres, while two-tone, semi-aniline leather upholstery in Black/Classic Cognac provides an elegant contrast with the exterior colour.

550 PS for the most powerful manual 911 yet

The powertrain concept is equally unique: the 3.7-litre, twin-turbo flat-six engine transmits its 405 kW (550 PS*) to the road via the rear wheels only. In combination with the seven-speed manual gearbox, the new 911 Sport Classic is the most powerful manual 911 available today.

The gearbox has an auto-blip function that compensates for engine-speed differences between the gears with a brief burst of revs when shifting down. The standard sports exhaust system is specially tailored to the model for an even more emotive sound experience.

The suspension, based on that of the 911 Turbo and 911 GTS models, meets high performance requirements: thanks to the standard Porsche Active Suspension Management (PASM), its shock absorbers respond to dynamic changes at lightning speed. PASM is combined as standard with the sports suspension, which features a 10-millimetre-lower ride height.



Auto Aromatics



Story by Marc Sherriff

Photography (including cover) by Jack Major

It's a funny thing, memory. Time passes, we often look back with fondness to a moment that will trigger a passing smile enjoyed alone. It can be the smallest thing too. The breath of wind off the ocean, laced with seaweed, sun and sand. A sweet tobacco cloud while falling asleep in the lap of a relative, whilst being read a story, as a child. Fresh Rye bread being cut, paper thin, from my Oma's kitchen, for breakfast. The colour of light reflecting off a still lake at sunset, overlooking the Victorian Mallee. The cry of a hungry baby. These are the things that trigger memories. Different for all of us. We've all had our own stories. For some reason, smells are powerful triggers for me. Probably most of us. I had one hit me like a hammer some fifteen years ago, that reignited a passion, left dormant too long.

Oil burning on a hot exhaust.



I know not an attractive smell, sometimes the most memorable are not the most pleasant!

It is the smell of an air cooled car. In reality, air cooled cars are actually oil cooled. But air is forced past an oil cooler and the engine heads in an early VW or Porsche to try, at times in futility, to keep the engine cool enough to keep powering away. The last couple of sentences show me to be a car enthusiast. Ok, bit of a car nut. There are no car enthusiasts that are ignorant of the air cooled motors designed and developed by the Porsche Family. Sure, they are often ridiculed for their low power and endless oil leaks, but once their copious torque and charm is recognised, and they get their claws in, they are hard to not appreciate, for their ability to create memories.

Ironically, about 10 years ago, the humble little air cooled powered cars became cool again. When you consider that one of the most produced cars of all time is air cooled, the Beetle, it is hard to comprehend where this coolness came from. In any aspect of life being common is a death warrant to being cool. Somehow the Beetle has transcended this. Talk to anyone of a certain generation, yes I am showing my age, and they have either owned or regularly driven a Beetle. The real posh, or fringe owners, might have had a Type 3, and the real adventurous lived the life we all dreamt of, but lacked the courage to pursue, the life of a nomad in their Kombi. To this day, I still look wistfully at a passing Kombi. Just Google Westfalia.

To the absolute joy of unending car lovers, Ferry Porsche decided it was time to not only build a sports car using everything learnt during the development of the People's Car, but to make one of the best. Welcome world to the Porsche 356. In the right light, at the right angle, it is clearly the car that evolved into today's iconic Porsche 911. But this story is not a history lesson in sports car evolution. It is about memories and triggers.

There are real tragic enthusiasts, including me, that can hear or smell the difference between a four cylinder VW motor, and a four cylinder Porsche motor. That wasn't me about fifteen years ago. I walked out of a service station after filling up my car, it was busy, there were cars everywhere. Like all of us I was very busy. Maybe too busy. There were cars lined up. The ever present in Summer, Freo Doctor was in, and as I walked out, I got a sniff. I stopped dead in my tracks, and almost got run over.

The smell triggered a memory. There was no water or coolant mixed into that perfume (to me). I searched the bowzers, couldn't find the source. Then a modern road cruise ship (Range Rover Sport) pulls out and there it is, looking like it could have fit in the passenger seat of the Rangey. 1963 Porsche 356SC Sunroof Coupe in Silver (most are) with red interior (like they should have, if they are silver), and it was a traffic stopper. I'll admit, I forgot.

I've seen a lot of Porsche 356's, and driven a lot, But I forgot. I forgot how little they are. I forgot how pretty they are. I forgot that they look like something from the future, still, 60 plus years later. I forgot that both Men and Women look at them with smiling eyes, and appreciation. I forgot how much I wanted one. I DID NOT forget the smell.



Oh, the smell. It could not have been six minutes later before the stunned reality that not everyone else forgot. Google quickly revealed the appreciation for the car I HAD forgotten. The cars for sale in my budget were requiring an equal amount of investment in repair work. Through my experience with the cars, I knew exactly what I wanted. A 356 T5 Coupe, in a dark colour. The T5 body shape was the newer, more modern shape of 356 (in 1960) but still had that single rear grill, and small rear window. Details only a 356 nut appreciates, I am sure. Of the dark colours, the Navy Blue (Bali Blue) was extremely rare and desirable, so out of the budget. Black was a great colour for those few Speedsters that came in that colour, but not for a coupe, and rarer again, so more expensive. I have always loved red cars, but the Signal Red is too bright, so Ruby Red. Very Goldilocks for me. The car looks its best in dappled light or shade, and that darker colour makes the fifties era chrome trim pop! So on with the search. At least as a T5 Coupe it was the most produced model of the 356 range, which meant my likelihood of success was increased.

A couple of years, a lot of phone calls, a zillion emails, and an unnerving amount of cursing later, saw me on a red eye flight from Perth to Brisbane, in the days following the birth of our daughter. Yes, my wife is not only beautiful, but understanding. It had been a long chase. After an hour or two of inspection saw me heading back to the airport, financially a lot lighter, but heavy with smiles and enthusiasm.

It took nearly a month to get it home. A very long month. The first journey in the car with a baby capsule with all three of us, is very memorable, and there have been a lot since. No sixty plus year old car is perfect, and I did not want one that was, so the journey since, is a story unto itself.

The reason I've written this story at all, was hearing my now nine year old daughter, yelling to my wife that the little red car stinks, whilst walking into the garage, shortly after it returned from a run around the neighbourhood. Yes, it stinks, and I love that it stinks. With the inevitable demise of the internal combustion engine likely to occur in her lifetime, I suspect, and if I'm selfishly honest, hope, in years to come, she might too.



Highway Patrol

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by Brett Foote



Ready for Duty

Oftentimes, police departments employ at least one sports car that's designated for high-speed pursuits, and as it turns out, the venerable Porsche 911 was pretty good at that. That's precisely why the Dutch Rijkspolitie (State Police) highway patrol had this 1980 911 SC Targa in its fleet back when there were no speed limits on that country's highways. This cool car is retired yet still around and kicking, as it recently popped up for sale at Collecting Cars.

Targa Top

Dutch police actually used the Porsche 356 from 1962 to 1966 before switching over to the 911 Targa in 1967, which was chosen because officers were able to remove the roof and stand on the seat if and when they had to direct traffic. All of the requisite police 911s were finished in white and sparingly optioned with things like a passenger-side mirror, fog lights, and a rear wiper.



Prized Collectibles

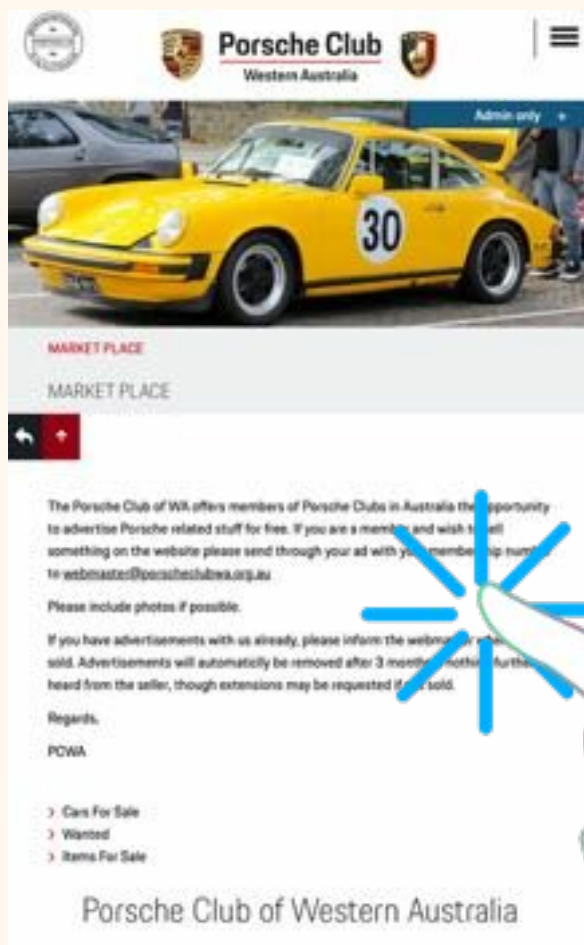
From there, the Dutch Police Department upfitted the 911s with a blue light resting on a pillar, orange livery, sirens, a loudspeaker, storage lockers on top of the rear seats, and additional lighting. A grand total of 507 Porsches - including the 356, 911, and also the 914, 924, and 964 911 were employed by the Dutch police over the years, each of them cherished as prized collectibles today.

CARS FOR SALE

WANTED

ITEMS FOR SALE

The Porsche Club of WA Website has a constant supply of vehicles and other items for sale as well as items that are Wanted by our members. Below are just a few of the vehicles for sale - please check the PCWA Market Place, it might just have what you've been looking for....



FEATURED VEHICLES FOR SALE



2018 PORSCHE GT3 TOURING

\$414,000



2008 PORSCHE GT3 CUP CAR

\$112,000



**2009 PORSCHE BOXSTER S
987.2 PDK**

\$79,990

SOME PHOTOS FROM FORMULA 1 MELBOURNE







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