



Porsche Club

Western Australia




Porsche Passion

April 2022



**Porsche Club of
Western Australia**

www.porscheclubwa.org.au



a short note from the VP and editor

The PCWA Committee has had a huge amount of positive feedback from the members about Porsche Passion's first edition and we hope this continues!

Your contribution to this publication is extremely important so please get to work on submitting an article.

There are so many stories that are yet to be told in this club and it's time they were recorded and shared with all the members.

vicepresident.pcwa@gmail.com

One of the nice things about being the Vice President and editor of Porsche Passion is that I get to write and publish gratuitous stories about my own cars.

This month is the 30th year production anniversary of my 964 so I've written a little piece about her. She was first delivered to Hobart, Tasmania and this October I'll be taking her back there with many of you on our 2022 Tassie Tour.

In this edition, you'll learn about a local hero in our midst and also about a very significant vehicle transfer within the club - one that will probably shake up Rennklasse 2 of the Sporting Series a little.

Photographic Competition

spirit of pcwa

Our photographic competition was launched in the last edition of Porsche Passion and we've had some excellent pictures submitted by our members across virtually all judging categories. The first picture submitted in the "Spirit of PCWA" category features our youngest member!

You can enter the competition each month via Wild Apricot and a "best across all categories" photo will be awarded at the monthly members meetings.

Individual awards for each category will be awarded at the Concours d'Elegance for photos submitted across the year.



**Shannon and Aaron Jones
"Emma Shannon Jones"**



Mark Adiwibowo
"Parking at Gloucester Park"



Mark Adiwibowo
"GT for Daniel"

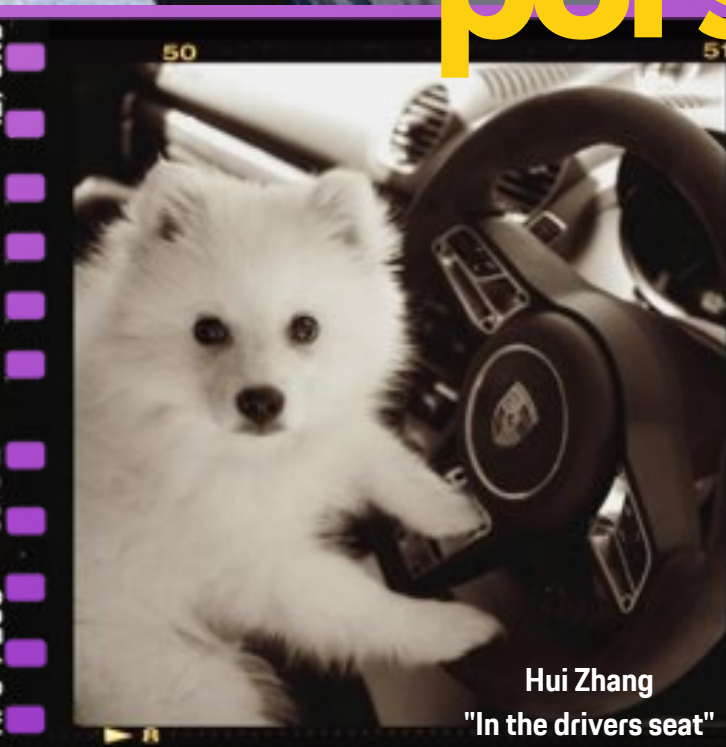


Hui Zhang
"Cruis'n"



Brett Jones
"Batmobile"

spirit of porsche



Hui Zhang
"In the drivers seat"



Mark Adiwibowo
"Silver Glow"

spirit of porsche



Peter Arnoldi
"Dawn"

engineering



Colin Strickland
"Come in spinner"



Colin Strickland
"Stuttgart, we have a problem"

Chris Clarke
"Daniel Gonzales setting New Outright Club Record"



Chris Clarke
"Dean Pike at Clubhouse Corner"



Colin Strickland
"Ready to Race"

motor sport



Peter Ogden
"Close Racing"



Peter Ogden
"Cup Car at Speed"

artistic interpretation

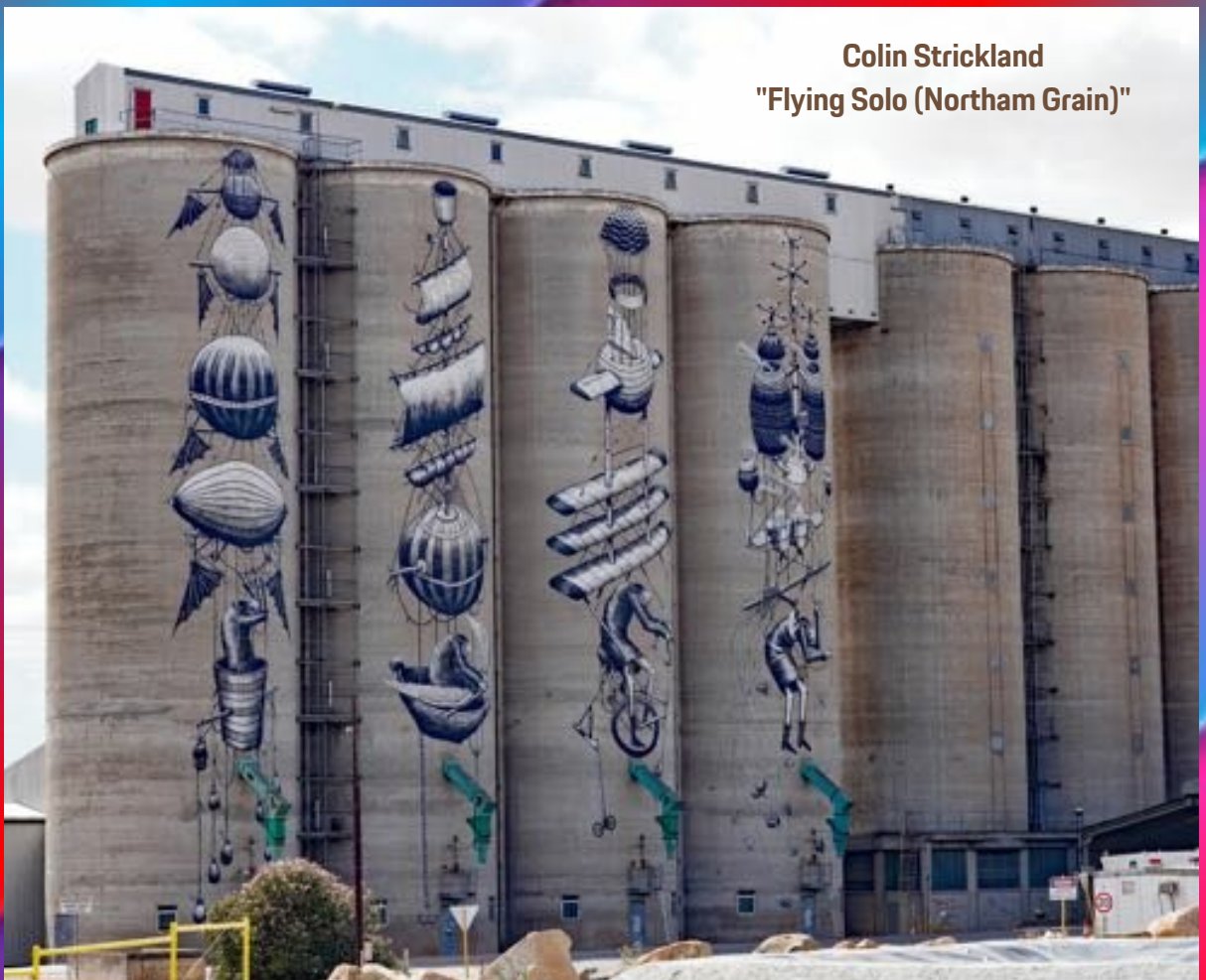


Peter Arnoldi

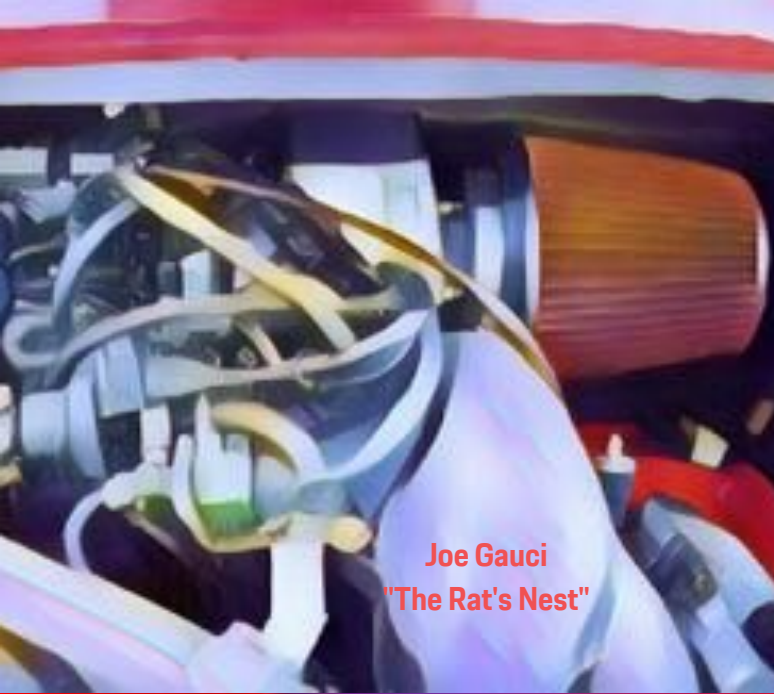
"1975 - The Mediterranean city of East Perth"



Joe Gauci
"Cooled"



Colin Strickland
"Flying Solo (Northam Grain)"



Joe Gauci
"The Rat's Nest"

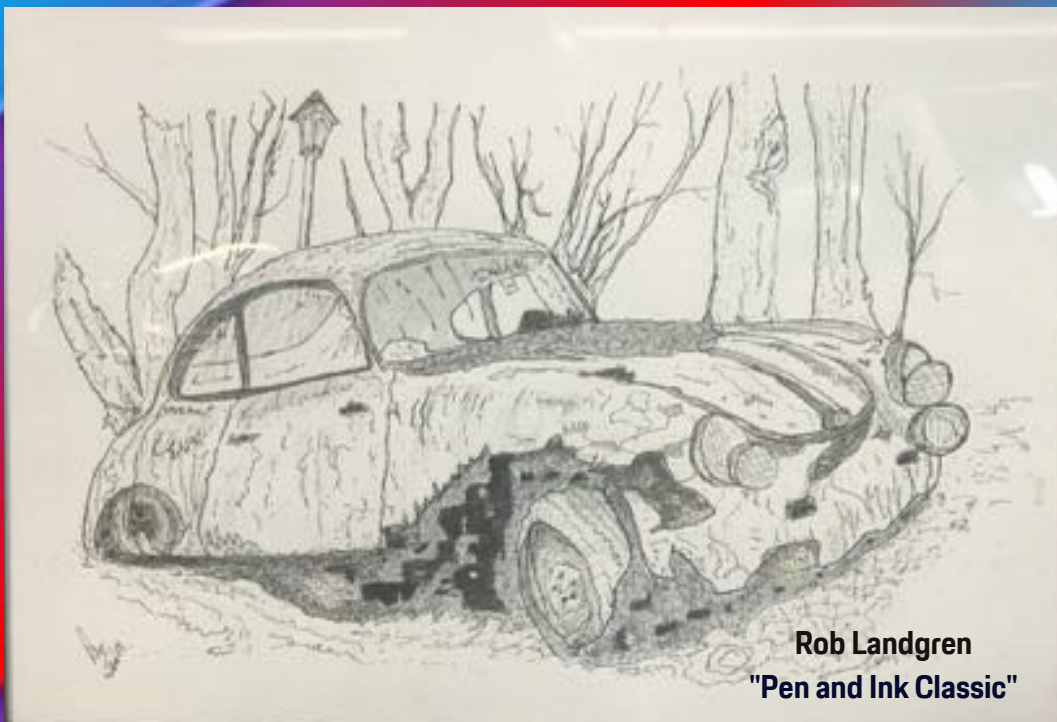


Joe Gauci
"Perrrfection"

artist ic inter preta tion



Joe Gauci
"964 optioned with LSD"



Rob Landgren
"Pen and Ink Classic"



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Treasurer's Report



Hello PCWA members.

The Club finances are in a sound position for this time of the year. Our account balances as of the end of March is \$48,700 in the bank accounts and \$1,119 in the PayPal account. This is \$1,960 less than the end of February.

There was no extraordinary expenditure during the month with revenue from new memberships and membership renewals covering the bulk of the expenditure. There will be additional revenue in the coming months from advertising in this magazine.

The statement of Income and Expenditure is as follows:

Profit and Loss

Porsche Club of Western Australia Inc.

For the 9 months ended 31 March 2022

Account	Jul 2021-Mar 2022
Trading Income	
Driver Training	12,250.00
Interest Income	18.26
Membership dues (Family)	33,470.00
Membership dues (Single)	14,790.00
Merchandise sales	12,735.00
Nomination fees	2,250.00
Social Events	73,452.00
Sponsorship	3,600.00
Sport Series	17,099.00
Total Trading Income	169,664.26
Gross Profit	169,664.26
Operating Expenses	
Bank Fees	8.35
Computer expenses	503.98
Driver Training costs	12,250.00
General Expenses	219.99
Hire of rooms	2,000.00
Insurance	382.25
Meeting costs (Committee)	894.65
Meeting costs (Members)	3,653.50
Membership expenses	4,406.47
Merchandise purchases	15,469.03
Paypal fee	3,287.38
Postage	318.99
Printing & Stationery	756.12
Rental of storage unit	1,512.00
Social Expenses	103,458.77
Sport Series expenses	16,490.21
Subscriptions	(170.00)
Total Operating Expenses	165,443.69
Net Profit	4,220.57





**“ HIGH MEMBER PARTICIPATION
RATES IN OUR EVENT ”**

**“ MEMBERS RELUCTANT TO STEP UP +
GETTING VOLUNTEERS TO FORM THE
COMMITTEE IS CHALLENGING ”**

These two quote came from the Committee's strategic review of the club - one is obviously a strength of the PCWA and the other is a weakness or maybe even a threat to the club in the longer term.

The Porsche Club of WA relies on member participation in our events, but also and more importantly, in organising our activities and assisting in the administration of the club. Please put your hand up and be involved! Bring ideas to the table and be part of our clubs success into the future.

Wednesday 16 March - Midweek run to Northam





After meeting at the Ethel Warren carpark in Bullsbrook, our group of 26 cars headed off to Northam via the Chittering Valley.

Unfortunately most of Chittering Valley Road had been torn up the previous day but that didn't deter us - though it did make cleaning the car a must that evening.

Our route then took us to the brilliant Julimar Road to Toodyay and then onto Northam. We finished up at Duke's Inn which we can certainly recommend for your next visit to Northam. See you at the next mid week event!



FIRST TRACK EXPERIENCE



by Aleks Nikolic

At the beginning I was very nervous, but as I received a lot of support from the team, especially from Mark Adiwibowo, I can definitely say that my first race has been just amazing, a day I will never forget.

I'm very happy for having had the Driver Training Course prior to the race. It gave me a crucial head start resulting in a more confident and enjoyable experience. Not to mention the necessary bonding with my 997 C4S.

What a ride! I enjoyed every bit and what a powerful machine a Porsche is! I was so exhausted afterwards but also extremely excited and looking forward to my next ride. In fact, I've already bought the new racing tyres for the SSR2. I'm ready to go again!

Some of my recommendations for future rookies are:

- Don't be nervous. Your Porsche machines are powerful and made for the track
- You are not alone, you have lots of help. There are so many friendly and helpful members and committee members who are willing to assist you and give you advice
- Listen, absorb and adapt, the way suits you, all the secret advices you can get from more experienced drivers
- Beware, you might get hooked!

Thank you to all who supported me and made me feel part of this great team. A huge thanks to the Sporting Director Daniel Bathe and the committee for organising it and providing us with this special opportunity and enjoyment.





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My journey to Sabine....”

By Daniel Bathe

When I was a kid, back in Belfast, Northern Ireland in the 1970s, I remember one afternoon sitting at my study desk and looking out of my front window to see this spaceship looking car turning into the driveway next door.

That was the day I first fell in love with Porsche, and the car was a silver 928. It was the first 928 to be delivered to Northern Ireland and I ran next door to just ogle at the sheer beauty and futuristic look of that car. Can you remember the seat covers in psychedelic black and white squares, the pop-up headlights, the pantograph rear wiper, the crazy complicated 4.5 litre V8 engine.

My neighbour took me out for a spin a few days later and we managed to do over 135mph (~220 km/h) on the motorway, which was crazy quick back in the 1970s.



Fast forward 35 years, and to the other side of the world, and I finally manage to buy my first Porsche – a black 2007 Boxster S. I felt so cool driving that car out of Chellingworths. Little did I realise at the time, but that would be the beginning of my love affair with mid-engined Porsches, and the race track!

It didn't take long for me to take the Boxster out onto the track. I didn't really know what I was doing out on the track, but thankfully the excellent balance of the mid-engine kept me out of trouble. What I didn't like was the tiptronic transmission – it just didn't suit the dynamics of track driving.

Whilst I was in Melbourne for the 2013 Australian F1 Grand Prix, I stumbled across a beautiful Arctic Silver 2009 Boxster S with the fantastic Direct Injection engine, and more importantly, the PDK transmission. What a beauty.... so naturally I ended up bringing her back to Perth. What a different experience this car was on the track – much sharper handling, more punchy gear changes and a bit more oomph.

The Sports Series back in 2013 was dominated by the mid-engined Caymans. Gary Jacobs reigned supreme in his 2009 Cayman S and Stuart Lister was close behind in his 2010 Cayman S. My Boxster S was nipping at their heels but I wanted to go faster, so I started my journey of modifications to my Boxster to give the Caymans a run for their money. That was the beginning of the journey of what was ultimately to become affectionately known as “The fastest Boxster in the West”. I loved fanging around in her, and she was also my daily drive – what a dream car.



Then, out of the blue, along comes Sharky, the Shark Blue 992 GT3 which you read about in last month's edition of this e-newsletter. Sharky is the reason why I am now the happy owner of Sabine, a beautiful Gentian Blue Cayman GT4. Whilst I was up at Wanneroo Raceway at this year's first Sports Series event, I foolishly asked John Di Giovanni what he was going to do with his GT4 now that he has his new Sharky GT3. John, in a very matter of fact way, said that he'd love to pass it on to me! I wasn't really thinking about changing the Boxster, but about an hour later I made the fateful error of having a sit in the GT4. Talk about love at first sight!! The carbon bucket seats were super comfortable, and looked awesome. The roll cage and 6-point harnesses were ideal for the track, as were the gigantic carbon ceramic brakes. The fantastic 4 litre naturally aspirated engine sounded amazing – it's so mechanical – you can hear every piece of machinery moving around just inches behind your back. This was my absolute dream car – wow!!

Less than two weeks later, the GT4 was sitting at home. She was so beautiful I felt I had to give her a name. I have always admired Sabine Schmitz ever since she first appeared on Top Gear. She was widely known as the "Queen of the Ring" and she could drive anything around the Nurburgring extremely quickly (including, famously, a Ford Transit van). She tragically died from cancer in 2021. It felt like a good choice to name my GT4 in honour of Sabine.

The next Sports Series event is on 2nd April and this will be my first outing on the track with Sabine. I'm really nervous, as she is so much more powerful than the Boxster, but I'm also incredibly excited to take my next step on my Porsche ownership journey!





membership report



by Richard Wilson

For those of you that have not met me, I am a 1954 model defying my years 😊, my motto to life is to die young, but not until I am around 100 years old or so. I am a late arrival to the Porsche party as I did not catch the "Carrera Virus" until mid-2019. Now I am fully committed to the marque, and we now own a few of these amazing machines (one cannot have too many).

In my short time as membership liaison, we have enjoyed a healthy number of new members joining or re-joining to engage in our fun activities. It helps to have an effervescent social person as social director of course, Kylie has many outings, drives and events to keep us all entertained and Daniel has the sporting series all revved up.

I am proud to announce that at the start of March, the Porsche Club of WA enlisted our first corporate member, Porsche Centre Perth. Our club has a healthy relationship with the Porsche Centre and it's great to have Paul, Marco and Phillip as card carrying members and we hope to see these three enjoying the club activities over time. In case you were unaware, Porsche Centre Perth offer a generous discount to PCWA members on items through their parts department as well as other sponsorship programs for our club.

A warm welcome to our new members:

Peter & Rosie McKAY

Steve & Annette WEBSTER

Rhys GREANEY

Brett & Marie JONES

Steve & Annette WEBSTER

Rhys GREANEY

Brett & Marie JONES

Ben Lawrence

Campbell NUNN

John LEE-KONG

Kevin & Alison McAfee

Ian & Wendy Charlton/Chester

Porsche Centre Perth (corporate member)

A new member's experience with joining PCWA



My name is Ben Lawrence and my friends are concerned about two new behaviours.

The first: unapologetically reassessing previous gear selections. Multiple times. All of them completely unnecessary..

The second: I keep talking of new noises that aren't there and how a mythical figure called Andy Stack will fix them for me

I was bitten by the bug 25 years ago, now I'm finally carrying the custodianship torch for a black 2009 997.2 S coupe that I'm not ashamed to say, still makes me sigh with admiration for a brief moment when I approach it in a car park.

I'm very excited to hold the title of newest member of the Porsche Club WA and am looking forward to learning more about how to own and operate my first Porsche under the guidance and wisdom of the community and, naturally, meeting people that share an understanding of unnecessary gear changes.

Ukraine conflict: Porsche donates one million euros

Due to the current situation in Ukraine, Porsche has decided to donate one million euros. Of that amount, 750,000 euros will go to the UNO-Flüchtlingshilfe e.V. (UN Refugee Aid) – a long-standing partner of the Volkswagen Group delivering crucial practical support on the ground. The money is being forwarded directly to the UNHCR – the UN Refugee Agency – which has been active in Ukraine since 2014.



Porsche CEO Oliver Blume says: "We are deeply saddened by the events in Ukraine. Many people are in need of urgent aid through no fault of their own. We are therefore making a contribution and supporting organisations that help the population on the ground."

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A further 250,000 euros will be donated to the Ferry Porsche Foundation, which focuses on supporting children and young people in particular. The foundation plans to use the donation to help SOS Children's Villages, for example.

In addition, an internal appeal will provide Porsche employees with a coordinated and effective way to make their own donations to the UNO-Flüchtlingshilfe.

In a show of respect for those hit hardest by the events in Ukraine, Porsche is currently reducing communication on its channels to a minimum.



Southwest Bush to Coast Run & Social Events

by Kylie Hill &
Andrew McDonald



I would love to thank the members that joined the cruise, although a small group it worked out well and it was good to better get to know the members that joined the cruise.

The weather on the day was great for driving and everyone enjoyed the stops along the way. We took a rest stop outside Harvey before moving off to Wellington dam. As we turned off the highway most of the cars got stuck behind Fire truck who seemed to enjoy blocking the way. Any way we got past that and met at Wellington dam and took some great photos.

Moving on to Wildbull brewing for a great meal and everyone enjoyed getting acquainted before driving to Bunbury to the museum which gets better every time we go there.





Hi Kylie and Andrew,

Both Vera and myself thoroughly enjoyed the above event yesterday.

Last year we missed the same event so took the opportunity to take part this year. The low number of participants was potentially a disappointment but the opposite proved to be the case as we drove in a Porsche wagon train to Wellington Dam where we were treated to a display of millions of gallons of water escaping from the base of the dam below the huge mural. Photos were plentiful. It was good to chat with some people in the club who we had not met before.

The back roads proved to be very enjoyable and helped to blow a few cobwebs out of the car. The short drive between Wellington Dam and The Wild Bull Brewery allowed all to finish building an appetite in preparation for lunch. The trip into Bunbury to the Bunbury Geographe Motor Museum capped a nice day spent with our fellow club members and some awesome german machinery. If the trip or similar one is on in future the option to stay overnight and head back the next day would be worth considering.

Well done Kylie and Andrew for organising and running a well planned and fun excursion with Porsches.

Cheers,
Vera and Keith.

Hi Kylie
Thanks for organising the fantastic event! I really enjoyed the beautiful roads, delicious lunch and wonderful chats with members! Look forward to joining next events 😊
Cheers Ken

Upcoming Events:

- 9 Apr 22 - Cervantes, Coast and Crays
- 21 Apr - Mid Week Run to Millbrook Winery
- 1 May 22 - 2022 Perth Classic Car Show:
- 17 May - Mid Week Run to York
- 8 June - Arise Driver Training
- 15 June - Mid Week Run
- 22-24 Jul 22 - Christmas in July Karri Valley
- 16 August - Mid Week Run
- 21 September - Mid Week Run
- 14-30 Oct 22 - PCWA Tour of Tasmania
- 15 November - Mid Week Run
- 20 Nov 22 - Concours-d'Elegance - Manners Hill, Peppermint Grove

30 years young



by Joe Gauci

I've seen it more than a dozen times now, a child points, stunned, almost expressionless, awestruck. Their hand is outstretched, pointing at my car, they sometimes tug on their parents hand to get their attention too. It's the iconic shape of the early 911 accentuated in guards red that they're totally lost in, and maybe like me, it has left an impression to last a lifetime.

An early air cooled 911 was always my dream car and I having agonised over the various (but sometimes indistinguishable) models that spanned 1964-1994, it was a 964 Carrera 2 manual coupe that I set my heart on. Why a 964? - to me, it was/is the perfect blend of the classic early 911 body shape with the torpedo front fenders and enough modernity to make it into a perfect daily driver. The 964 series was the first to introduce coil over suspension, ABS braking, power assisted steering and a climate control system that actually worked! Just enough, but not too much technology to be a fun driver's car.

Deciding upon a particular series of 911 seemed like the difficult part, that was until I tried to find a good one for sale but after many months of looking, I found what sounded like the perfect candidate in Melbourne. With the invaluable assistance of a mechanic (Ethan Jensen) who moved from the Perth Porsche Centre to the Melbourne Porsche Centre, I had the car checked over and the deal was done - sight unseen.

Originally delivered to it's first owner in Hobart, my Little Red Devil (plated NEIN64) has had a rich ownership history having spent a large part of it's life in Sydney (plated "TYP-964"), Canberra and Melbourne (plated NIN-684) where she was owned for a short time by Porsche Cars Australia and used as a display vehicle to celebrate 20th Anniversary of the 964. She's featured in "Duck & Whale" (Issue 2) and even in the Melbourne Age newspaper.

She's still original, well, kind of.....I have't done anything that can't be undone, but she's set up exactly the way I want her and has been rejuvenated in all the right places including:



- KW3 coilovers
- Rose joints all over the place
- RS ride height and set up
- Steve Wong performance chip
- Side muffler delete
- Cone filter intake
- Short shift kit
 - Custom ebony gear stick/knob
 - Momo steering wheel
 - Steering and strut braces
- Complete engine rebuild
- and an overhauled everything - well apart from the gear box....but that will no doubt come.





Interestingly, the 964 is a model that was never meant to happen nor was its immediate predecessor. Under the leadership of Porsche's then chairman, Prof Ernst Fuhrmann, the 911 was to be phased out and replaced by a modern watercooled, front engine V8 sports car - the 928. Friedrich Bezner, a long term Porsche veteran, who was known to have had heated arguments with the chairman about the the planned discontinuation of the 911, covertly continued to develop the 911 and eventually prevailed.

At the time the 964 was being planned, the global economy was booming and the design team were focused on modernising the classic G series so as to keep the existing 911 enthusiast customer base satisfied but to push into the new yuppi market that offered Porsche a huge growth opportunity. Adding driver aids like power assisted steering, cruise control, an automatic (tiptronic) transmission, a speed deployable rear spoiler and a four wheel drive option (the first four wheel drive production sports car) along with a climate control system were all there to make the car appeal to a wider market.

The 964 was a success but for a long time considered the ugly duckling of the 911 lineage. Along with the driver aids, the integrated bumpers that not only modernised the exterior but also improved the aerodynamics , weren't well received by enthusiasts. Today (and maybe I'm a little biased) the 964 is considered the penultimate classic 911. It is the preferred platform used by companies like [Singer Vehicle Design](#) as a basis for modern aircooled 911's.

April 2022 marks the 30 year anniversary of my Little Red Devil and the car is still as (or maybe a little more) impressive as when she rolled off the production line in Stuttgart. Make sure you wish her a Happy Birthday the next time you see her!



**Aluminium block and heads
3.6L, six cylinder, Boxer engine
Compression ratio - 11.3:1**

**Electronic fuel injections with twin spark ignition
247HP @ 6,100rpm (but the Red Devil has a little more)**

310NM @ 4,800rpm

Weight 1,375kg (though she's lost some weight since then)



Porsche IPO Could Become a Reality in Fourth Quarter of This Year

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Original article from Rennlist.com by Joe Kucinski

By now most folks are familiar with the failed attempt by Porsche to take over Volkswagen. The whole affair involved wealthy investors from Qatar, the German government, hedge funds and a whole lot more. An entire book could be written on the subject. Since this is clearly not a book, the short upshot of it all is that VW ended up controlling Porsche in 2012. And now after a full ten years of the Porsche brand being a wholly owned subsidiary of VW things appear to be about to change. A Porsche IPO is in the works.

As recently reported by The Economist Porsche and VW appear to be closer than ever to a major shift in their business structure. There is no formal announcement and numbers are still in flux but at this point it seems a Porsche IPO could come to pass as soon as Q4 2022. The IPO could put a valuation on Porsche in the neighbourhood of \$100 billion USD. That would be a healthy number and represent more than half of VW's current market capitalisation.

IPO Benefits

VW wants to focus on developing EVs. Raising cash by spinning off Porsche via an IPO could be the shot in the arm VW needs to turn its EV future dream into a reality. VW boss Herbert Diess is also looking to streamline VW's collection of automotive brands. Remember that Porsche is not the only automaker under the VW umbrella. There is also Lamborghini, Bentley, Audi and others. There are ten distinct marques in total. And Porsche wants to be Porsche. For us as enthusiasts it is great but for a company like VW it is a headache. For example, Porsche insisted on developing its own platform for the Taycan instead of sharing one with another VW brand.

Porsche is Worth How Much?

As stated above the IPO is expected to put the Porsche valuation at around \$100 billion USD. And that value is not just a function of sales volume. A significant portion of the value comes with the Porsche brand recognition and the prestige that is attached to it. That is typical of luxury automakers. If you look at Ferrari, they trade at 41 times estimated earnings, but Toyota is at 6 times earnings. Porsche might not be Ferrari, but they are closer to them than Toyota.

Who Would Buy the Stock?

Well, there will be stock available for you and I to purchase. So, the general public can invest in not just the cars but the company that makes them. Although individual investors will likely make up small pieces of the pie. The Porsche and Piëch families would likely own significant shares. But this is of course still all speculation at this point. But no matter who buys how many shares it seems like the day is drawing near when a Porsche IPO will be announced. This could be an exciting development for both the Porsche and VW brands.



Travel Diary

by Phil Green

Bev and I had seven years in Doha.

Some shots of the locals taken from our apartment balcony on 'the Pearl' Qatar.

A constant (often loud) parade in late afternoons until early hours. Too bad I don't have any shots of land cruisers up on 2 wheels (their favourite party trick!)

Warning - Some pictures may be upsetting to Porsche (or Landcruiser) owners!

35mm F1.8



1

1A



2

2A



3

3A

35mm F1.8



1

1A



2

2A



3

3A

35mm F1.8



1

1A



2

2A



3

3A

35mm F1.8





1 1A



2 2A



3 3A

35mm F8.M



1 1A



2 2A



3 3A

35mm F8.M



1 1A



2 2A



3 3A

35mm F8.M



1 1A



2 2A



3 3A

35mm F8.M



1 1A



2 2A



3 3A

Porsche Innovation 1965

Ventilated Disc Brakes

Republished with permission
Original article from Rennlist.com
by Brett Foote

Breakthrough Tech

Those of us that have an affinity for performance vehicles tend to focus on things like horsepower and torque figures, for the most part, even though brakes have gotten more and more love in recent years. However, if it wasn't for Porsche, the internally vented disc brake – a mainstay on modern vehicles – may not exist, as the automaker rolled out this technology for the very first time way back in 1965.

Special Debut

In the 1960s, Gerhard Mitter made a name for himself in the world of hill climb racing behind the wheel of the legendary Porsche 906-8 Bergspyder. That car is most famous for tipping the scales at a mere 570 kilograms, while it's also powered by a 2.0-liter eight-cylinder engine that cranked out an impressive 260 horsepower, for its size. However, there was something else particularly special about that car, too.



Big Change

Competing in the 1965 European Hill Climb Championship, Porsche had equipped the 906-8 Bergspyder with a set of double-walled front disc brakes with secret drilling that would quite literally change the way brakes were made forever. The trick to cooling the discs is the radial channels that extend from the outside to the center of the disc and provide air circulation, keeping temperatures low and deceleration constant. Mitter no longer had to go easy on the brakes, but instead could use them offensively as a competitive advantage and calculate boldly selected braking points over greater distances.

Before this breakthrough, brake failure related to overheating was quite common in the world of motorsport as brakes reached temperatures of over 500 degrees celsius. And even if those brakes didn't fail, they were certain to lose a considerable amount of performance under heavy use.

Porsche's vented disc brake solved these old problems to the point where the technology eventually trickled down to road-going cars, starting with the 1966 Porsche 911 S, a tradition that Porsche has long carried on to much fanfare.

Local Hero

by Hui Zhang

This story that I would like to share is on the serious side of things, but I hope you are able to get something out of it.

It was meant to be a short and relaxing weekend getaway to Mandurah, which turned out to be an action-packed and emotional roller coaster Saturday. You may have remembered the news of a caravan involved in a horror crash in Harvey in mid-March. Six members of the Porsche Club were in the café nearby when they heard it all happened. Without hesitation, all of them (Mark Milliken, Aleks Nikolic, Mark Adiwibowo, Laura Milliken, Saida Cataldo-Nikolic and myself) ran to the scene to assist to find the entire road blocked by a car towing a caravan, upside down. It was engulfed in thick black smoke and popping noises as it was ready to explode anytime. From the café, it looked like no one would have survived the crash which was certainly my report to emergency services.

Everything happened very quickly and required snap decisions being made within split seconds. Being the first at scene, our group rushed up to the burning vehicle and I was tasked with calling 000. Mark Milliken and Aleks were the closest to the action as they reached the trapped couple first and began rescuing them from the vehicle which was rapidly burning at this stage. Coincidentally, the police were patrolling the road and arrived shortly after the accident.

Mark Milliken took control of the situation and ordered the police to retrieve a fire extinguisher and everyone on site to look for a knife. The female passenger was the first to be pulled out of the vehicle. The police used their extinguisher on the driver who was on flames but the rescuers on site could not pull out the trapped driver without a seat belt cutter. It felt like forever as the car was engulfed in flames again while police officers and volunteers tried to pull the man free.

Miraculously, Mark found a Stanley knife on the ground five metres away, which he handed to a police officer to cut the driver's seat belt and pulled the driver out of safety. Within 20 seconds, the car burst into flames as everyone walked away from the wreckage (see video). Had lady luck not been shining on the drivers and rescuers that day, things could have turned out for the worst. Both the driver and passenger escaped the horrific crash with non-life threatening injuries.



Continuing our drive to lunch did not have the same vibe as before. Shaken from the accident, we recomposed ourselves over lunch (after taking the wrong route) before heading home. Thanks to Mark's leadership, bravery and teamwork from all rescuers, the caravan drivers got out safe and alive.

Just two weeks prior to this accident, we were also informed that fellow Porsche Club members Gerald and Debra Ong have used their CPR training during their Albany holiday. A man suffered a heart attack on top of Castle Rock and due to the remoteness of location, the paramedics took a while to arrive. While waiting for medical help, Gerald and Debra performed CPR resuscitation on the hiker. They then reminded their Porsche friends on the importance of CPR training and how precious life is.

Porsche drivers are often given a bad reputation by the media, but these stories prove otherwise. There are heroes within the Porsche Community and we are lucky they are in Porsche Club of Western Australia.

"The first people on the scene of an accident are usually fellow road users. I would like to see a time when all bystanders have the first aid training, competence and confidence to put those skills to use in those vital minutes before an ambulance arrives" – Valmai Dempsey, Senior Australian of the Year 2022, St John Ambulance ACT Volunteer.

What we learnt from this accident:

- **Always carry a seat belt cutter and fire Extinguisher in your car for your own safety and for others. They saved the man's life in this situation.**
- **When travelling in remote areas without reception, make sure you let someone know where you are.**
- **Book yourself into a First Aid course or renew your certification.**
- **Download the St. John's Ambulance First Responders App.**
- **If you experience trauma from an accident, please utilise the support network around you such as the Road Trauma Support WA.**

"It was a team effort from the volunteers to police who all worked together to save this couple's life and I hope to see them again soon. At the time, they were not lucky but it all came down to lots of luck for us and not giving up on somebody's life, yes I was scared but I was more scared for them for losing their life. A lucky day."

MARK MILLIKEN



Perfection in production



**Porsche Paint To Sample:
The Gold Bronze Metallic 911 GT3**

The creation of a Porsche 911 is no small feat - 1,500 workers touch each car during its two-day long assembly that starts with a shell and finishes by rolling off a line. Take a look at the process in this timelapse video of the Paint To Sample 911 GT3 in Gold Bronze Metallic from Porsche Exclusive Manufaktur.