

Porsche Passion

August 2022



Porsche Club
Western Australia



Porsche Club of
Western Australia

www.porscheclubwa.org.au

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It's been a busy month!

First of all, hopefully you have noticed that there's a new picture on the left! Myles Ferguson has generously volunteered to take up the role as Vice President. Myles is already getting his teeth into planning our Club Day in November and will no doubt be seeking out volunteers to assist with the day. Please join me in welcoming Myles to the committee.

As we're into a new financial year, David and I have been busy finalising a revenue and expenditure budget for the club. Getting a good view of our finances is critical to ensuring that we're maximising the value we return to our members whilst minimising membership fees and maintaining a safe amount of working capital. As David will no doubt tell you in his report, the clubs in great shape financially and we now have an excellent framework for managing our expenses over the financial year ahead.

This month we celebrated Christmas in July at the Karri Valley Resort. Judging by the amount of mulled wine consumed (all of it in fact) and the number of members lingering on Saturday night well after the event dinner, I'm pretty sure the event was a success. In addition to wine and food, we enjoyed some spectacular roads even though our windshield wipers were often running at full speed. I, and I'm sure every member who attended, would like to thank our Membership Liaisons/Social Director/Social Media Manager better known as Richard Wilson for pretty much singlehandedly organising this excellent event. Outstanding effort Richard!

On the matter of Richard's multiple roles, it occurred to me that it's strange that we have a club made up of so many members who love driving but are sitting in the passengers seat when it comes to volunteering. This club will only ever be as good as the contribution of its members. Please, put your hand up to help...better still email Richard, Myles, myself or one of the other committee with your ideas or how you can contribute - yep, that means you!

In July, Porsche Cars Australia also held its President's meeting for all the state Porsche Clubs as well as the 356 Register. This was the first 'in person' meeting since 2019 and was held at the Melbourne Porsche Centre. I have literally just returned from the meeting and will discuss it in some detail at the September Club Night as well as in the next edition of Porsche Passion, but in short, it was an excellent opportunity to get some insights into the product and marketing direction of Porsche as well as getting to know and exchange ideas with the other club presidents - lots of interesting stuff.

Cheers

Joe Gauci

A big thank you to all members that contribute to the photography in this publication but I'd like to especially thank Chris Clarke and Peter Ogden who are always major contributors.

From the Vice President

Hello fellow members and thank you for the warm welcome I've received since I accepted the position of Vice President this month.

My name is Myles Ferguson. I have been a PCWA member coming up to 4 years and would now like to give back to the Club by assuming a committee role.

A little about myself: My introduction to cars in general was when I was 10 - 11 years old and joined a slot car club racing 1/24 scale electric cars on a large 8 lane commercial track. We were living in Mornington, Victoria, where my father was in the army based at Balcombe, and the Army Apprentices had a large commercial slot car track which I had access to. I had a paper round to fund my hobby of building and racing slot cars, at which I was very successful and won lots of races, much to the chagrin of the Army Apprentices, who were twice my age.

At 16 I bought my first car, a 1960 VW Beetle with a seized engine which I repaired in preparation for obtaining my driver's licence at 17. I went on to having owned about 45 VWs, only one of which was water cooled.

In my early 20's in the 1970's we used to go to Wanneroo Raceway. One day I was walking and poking around the pits, as you do, and began talking to a chap who was racing his Porsche, and he showed me a con rod from his engine. In comparison to the VW, the bearing journal was "huge", and it was at that moment the penny dropped that there was something special and different about Porsche cars.

Fast forward to today and we are enjoying retirement and the social interaction with PCWA members, having a shared passion of driving our Porsches, a 981 CaymanS and a 996 Turbo. We also are avid caravaners and explorers travelling to remote locations in our Landcruiser and Bushtracker caravan, and our baby is our ragdoll cat, Heidi.



Enduring Passion.

70 Years of Porsche Clubs worldwide

1952 – 1961



Porsche has always brought people together from all over the world. Seventy years ago, the first Porsche club was founded – on 26 May 1952. Today, there are almost 700 Porsche Clubs worldwide with in excess of 240,000 members in 86 countries, which is unparalleled in the automotive industry.

Over the next few editions of Porsche Passion we'll feature a brief account of the growth of Porsche Clubs around the world. This edition covers 1972 - 1981.

Porsche Milestones and Porsche Clubs worldwide



1972

039. Porsche Club Altötting e.V. 01/03/1972

040. Porsche Club Siegerland e.V. 26/10/1972

It was the summer of 1971 and a group with four 911 Targa models, all painted in gleaming signal colours, was out on a day trip to Waging. They were beautifully lined up in rank and file and their owners in the adjacent beer garden looked at their cars full of pride and real enthusiasm. Without further ado, the decision was made to found Porsche Club Altötting. "A phone call was made to Porsche in Stuttgart, we were put through to the Club manager Mrs. Ilse Nädele, and we told her that we wanted to found a new Club."

Birth of a legend

From October 1972, the 911 Carrera RS 2.7 is among the range of cars on sale. Its fans will also include Clubs. The 911 Carrera RS 2.7 will turn 50 in 2022. As is appropriate, the birthday will be celebrated with an RS Meeting in Le Mans.

1973

041. Porsche Club Südtirol 06/02/1973

On 06/02/1973, the Porsche Club Südtirol is founded in Bolzano. As South Tyrol is situated in the border region between the Italian lowlands and the Alps, it offers perfect terrain for excursions and international gatherings, and in the 1970s, this alone ensured that the South Tyrol Club became very famous indeed.

The most powerful racing car of its day, the Porsche 917/30 Spyder, enjoys its motor racing premiere in May, driven by Mark Donohue. The Targa Florio is staged for the final time. Driving a Porsche 911 Carrera RSR, Herbert Müller and Gijs van Lennep claim overall victory for Porsche one last time.

From September onwards, the G Series is equipped with newly designed safety bumpers.

1974

042. Porsche Classic Club Belgium 02/01/1974

043. Porsche 914-6 Club e.V. 14/02/1974

044. Porsche Club Ticino 15/02/1974

045. Porsche Club Tirol 05/03/1974

046. Porsche Club Salzburg 06/05/1974

047. Porsche Club Queensland Inc. 15/06/1974

048. 356 Registry Inc. 01/10/1974

049. Porsche 356 Klubb Sverige 03/11/1974

22 years have now passed since the first Porsche Club was founded. The Porsche 356 has become a collector's item. In consequence, lovers of the classic cars are now also beginning to get together to form their own Clubs. In 1974, a Porsche Classic Club is founded in Belgium. In Sweden, the Porsche 356 Klubb Sverige is established in the same year.

The 356 Registry is founded in the United States as an association for fans of the Porsche 356. As the range of Porsche models expanded over the years, Porsche Parades began to feature lots of 911s, 912s and 914s. So it was high time that the 356 had an organisation of its own.



1972: 911 Carrera RS 2.7



1973: The final Targa Florio, an overall victory for Porsche



1973: 917/30 Spyder, the most powerful racing car of its day



1974: A typical West Coast Holiday of the 356 Registry



IT'S PORSCHEABLE.

IT'S POSSIBLE.

**DANIEL GONZALEZ
MARIA GONZALEZ
0432 057 009
realtylane.com.au**

1974 cont.

Jerry Keyser from Ohio, owner of a white 356 B Coupé, takes out an advertisement to find others who might be interested in forming a 356 Club. The rest is history. The Registry's 8,600 members make it the third-largest Club in the world. Once a year the 356 Registry gets together for "Holiday" events, generally taking place separately at central locations on the East and/or West Coast.

Porsche Club Salzburg has a proud and longstanding connection with the Porsche/Piech families, counting among its past honorary members Dr. Louise Piech, Ferdinand "Ferry" Porsche and Professor Ferdinand Alexander Porsche. Current honorary members include Hans-Peter Porsche, Dr. Wolfgang Porsche, Dr. Ferdinand Oliver Porsche and Peter Daniell Porsche.

The 914-6 Club was set up by enthusiasts shortly after production of the Porsche 914-6 came to a premature end. The membership of the Club is made up of owners of the extremely rare Porsche 914/6 or of other historic Porsche mid-engine vehicles. Club gatherings have taken place on a regular basis since 1976. At present, the Club has a total of 115 members, every one of whom, without exception, is the proud owner of a Porsche 914-6.

1975

050. Porsche Club Luxembourg 01/03/1975

051. Porsche 356 Club Deutschland e.V. 24/05/1975

052. Porsche Club of Victoria 05/07/1975

053. Porsche Club Canberra 26/08/1975

054. Porsche Club of New Zealand 07/12/1975

055. 356 Porsche Club de France 09/12/1975

Porsche Club Coordination is established as a dedicated department and is managed by Ilse Nädele.

In August 1975, the 917/30 once again made headlines when Mark Donohue set a lap record that remains unbeaten to the present day on the oval circuit of Talladega in Alabama: the American drove the fastest lap, with an average speed of 355.85 km/h.

1976

056. Porsche Club of South Africa, Cape Region 01/03/1976

057. Porsche Club Sverige 08/05/1976

058. Porsche 356 Club Nederland 01/06/1976

059. Porsche 356 Club of Japan 01/08/1976

JAPANS FIRST CLUB – PORSCHE 356 CLUB OF JAPAN

The fact that the first Club established on the Asian continent was a 356 Club shows how highly desirable a collector's item the Porsche 356 had become, only eleven years after production ceased. The 356 Holiday are very famous among car enthusiasts in Japan and take place since the late 90s.

The Porsche 924 is added to the Porsche AG portfolio. At the end of its first trading year, the 924 already represents 48 per cent of automotive sales. Up until 1988, some 150,684 Porsche 924s were produced.

Introducing it in 1976, Porsche developed the 936 Spyder specifically for the World Sportscar Championship. By the fourth of the seven scheduled races, Porsche had already clinched the championship.

The first victory for a Turbo Porsche came in Le Mans – the 936 driven by Jacky Ickx and Gijs van Lennep.



1975: Keep on Rollin': The cars were not the only things that were brightly coloured at PCA Parades at that time



1975: PCA event in 1975



1976: Porsche Club Sverige's factory visit



1976: Still going strong, the Porsche 356 Club of Japan



1976: Largest Club growth in 2020 in Germany: the Porsche Club Monasteria

1977

In spring 1977, Porsche presents the Porsche 928 in the category of high-performance luxury sports car. The Porsche 928 has a light-alloy eight-cylinder engine and an aluminium chassis with a "Weissach" rear axle, designed to eliminate oversteer. Thanks to chief designer Anatole Lapine, Porsche also breaks the mould in design – the 928's design is still appreciated today.

On 3rd of June, 29 years since the production of the first Porsche, Porsche celebrates the production of its 250,000th sports car. The company also successfully defends its position in the Manufacturers World Championship in a Porsche 935. J. Ickx/J. Barth/H. Haywood win the 24 Hours of Le Mans in a Porsche 936.

1978

061. Porsche Model Club Europe 01/01/1978

062. Porsche Club Darmstadt 10/01/1978

063. Porsche Club Vorarlberg 26/01/1978

064. Porsche Club Luzern 24/11/1978

065. Porsche Club Kurpfalz e.V. 30/11/1978

The Darmstadt und Kurpfalz Clubs were established in Germany, Porsche Club Vorarlberg was founded in Austria and Porsche Club Luzern came into being in Switzerland.

Question of scale — PORSCHE MODEL CLUB EUROPE

The primary consideration that led to the setting up of one particular new Club was a sense of scale, when the Porsche Model Club Europe was founded on 01/01/1978. Its members are not required to own a full-size Porsche, though they are certainly welcome to.

For this club, 1:43 is not just a measure of small sports cars, but the measure of all things. Between them its members have collected thousands of the tiny models, which they lovingly tend and catalogue.

1978 sees the introduction of the 924 Turbo. International race victories include a sixth triumph in the Manufacturers World Championship and the European Hill Climb Championship.

The private team of Jean-Pierre Nicolas and Vincent Laverne triumphs in the Monte Carlo Rallye in a 911 Carrera. In the East African Safari, two Porsche 911 SCs line up at the start in the legendary Martini style. The 935/78 "Moby Dick", the most powerful version of a Porsche 911 to date, races in Le Mans.

1979

066. Porsche Club München e.V. 13/01/1979

067. Porsche 356 IG Deutschland e.V. 01/05/1979

PORSCHE 356 IG DEUTSCHLAND

The Porsche 356 Interessengemeinschaft [interest group] is established in May 1979 as the regional association for the Cologne area. At present, its members own 120 roadworthy 356 models produced between 1952 and 1965. One of the Porsche 356 models even achieves film fame. A German television network was on the hunt for a red 356 Cabriolet for a television documentary about the life of the international film star Romy Schneider.

In 1979 the 928 S – now producing 300 hp – is launched on the market. Landmark success arrives for the 935 in 1979, in the shape of the private Kremer team and their 935.

From 1978 the company withdraws from the Endurance World Championship, leaving the field leaving the field clear for private Porsche teams.



1977: Big win at Le Mans: Barth/Ickx/Haywood



1978: Nicolas and Laverne at the Rallye Monte Carlo



1978: Today's President of the Model Club Europe is the Dutch Henk Koop



1979: Time tunnel: the office of the 356 IG in the early 80s

1980

068. Porsche Club Norge 01/01/1980

The Porsche Club Norge is founded on 01/01/1980. This is followed on 13/10/1980 by the Porsche Club Lüneburger Heide e.V..

In December 1979, Porsche announces plans to enter the 1980 Indianapolis 500-Mile Race. But regulatory problems cause Porsche to abandon the Indy project in March 1980.

The 924 Carrera GTP, with a 2.0-litre turbo engine producing 320 hp, is among the prototypes competing in Le Mans.

1981

070. VW-Porsche 914 Deutschland Club e.V. 01/01/1981

071. Porsche Club Ortenau e.V. 06/04/1981

072. Papillon Porsche Club St. Gallen 10/04/1981

073. Porsche Club Allgäu e.V. 25/06/1981

074. Nederlandse Porsche Club 25/09/1981

075. Porsche Club Trier e.V. 15/10/1981

076. VW-Porsche 914 Club Schweiz 06/12/1981

THE 914 ERA

In early 1981, the VW-Porsche 914 Club Deutschland e.V. is founded. At the end of the year, the VW-Porsche 914 Club Schweiz is established. The VW-Porsche fan base keeps on growing: "Our aim is to ensure the long-term survival of our vehicles, and we value sociability, joint events and the sharing of experiences between like-minded people."

Porsche exhibits the Porsche 944 at the Frankfurt Motor Show (Internationale Automobil-Ausstellung, IAA).

In Le Mans, a 936 Spyder from 1976/1977, which has been fitted with a new engine, joins the starting line-up of the race. Jacky Ickx and Derek Bell win the race, with a 14-lap lead over a Rondeau-Ford.

The Porsche victory in 1981 in Le Mans also marks an anniversary: thirty years previously, Porsche had joined the line-up of this race, the most famous long-distance race in the world, for the first time.



1980: Concours d'Elégance at PCA Parade Portland 1980



1980: A german Porsche Club Meeting in 1980



1980: All brand new: Porsche Meeting in Kirchen-Hausen 1980. A lot of Turbos!



1981: Founded in 1981 the Porsche 914 Club Deutschland played a major role at the 50th anniversary of the Porsche 914 in 2019

Treasurer's Report



Hello PCWA members.

The Club finances remain in a sound position at the start of the new financial year. Our account balances as of the end of July 2022 is \$77,551 in the bank accounts and \$1,325 in the PayPal account. This is \$21,130 less than the end of June.

The main items of expenditure during the month were: \$2,480 for Sporting Series Round 5, \$24,500 for Christmas in July and a \$3,000 deposit for the PCWA Christmas Function. The major sources of revenue were: \$4,300 of SSR5 entry payments and \$8,400 from new memberships and membership renewals.

The statement of Income and Expenditure is as follows:

Profit and Loss

Porsche Club of Western Australia Inc. For the month ended 31 July 2022

	JUL 2022
Trading Income	
Interest Income	20.63
Magazine advertising	375.00
Membership dues (Family)	6,660.00
Membership dues (Single)	1,540.00
Nomination fees	300.00
Social Events	355.00
Sport Series	4,295.20
Total Trading Income	13,545.83
Gross Profit	13,545.83
Operating Expenses	
Computer expenses	54.00
Meeting costs (Members)	578.10
Membership expenses	1,701.50
Paypal fee	208.81
Social Expenses	27,502.00
Sport Series expenses	2,480.80
Subscriptions	75.00
Travel - International & National Presidents Meeting	822.95
Total Operating Expenses	33,423.16
Net Profit	(19,877.33)



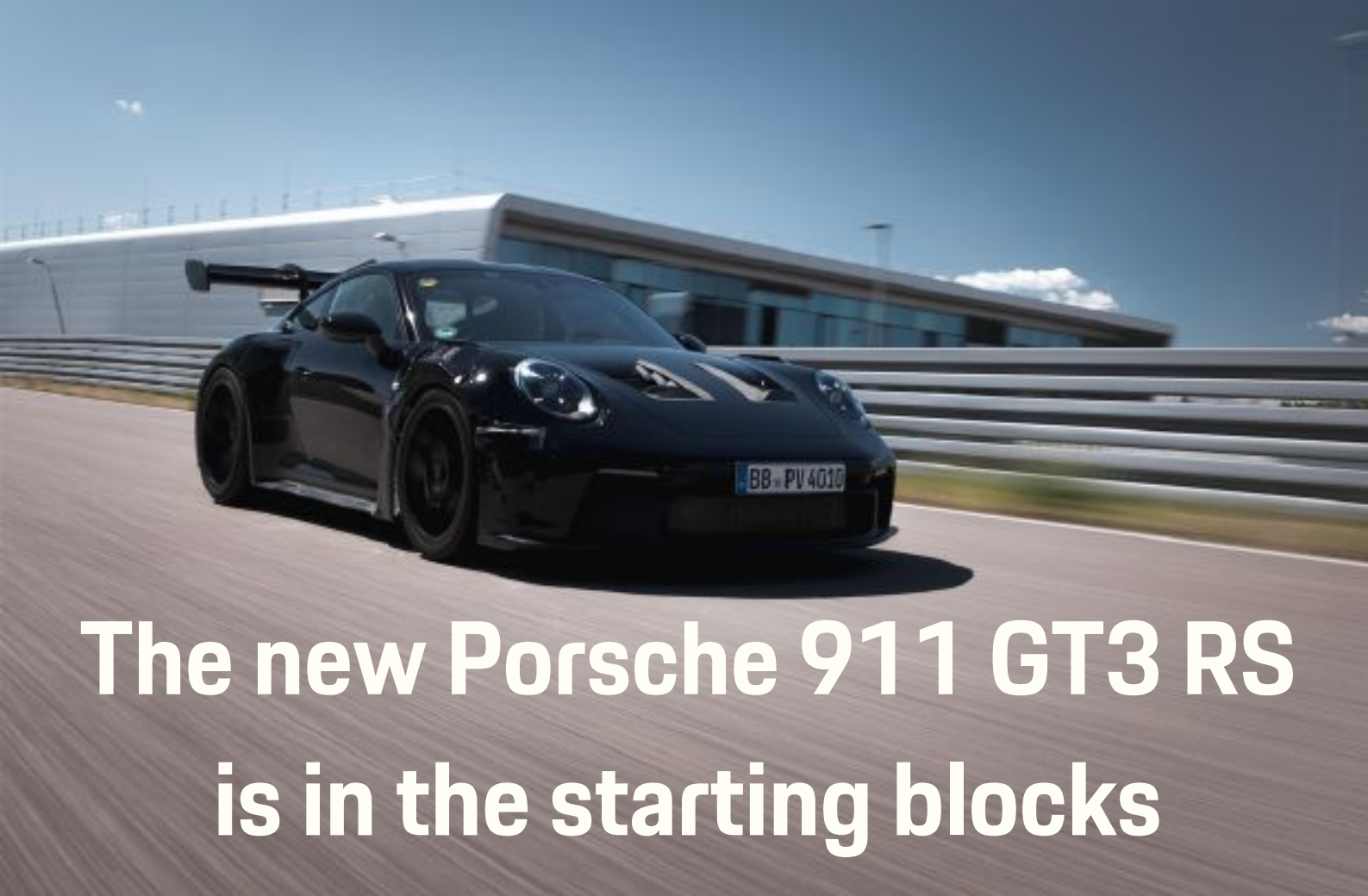


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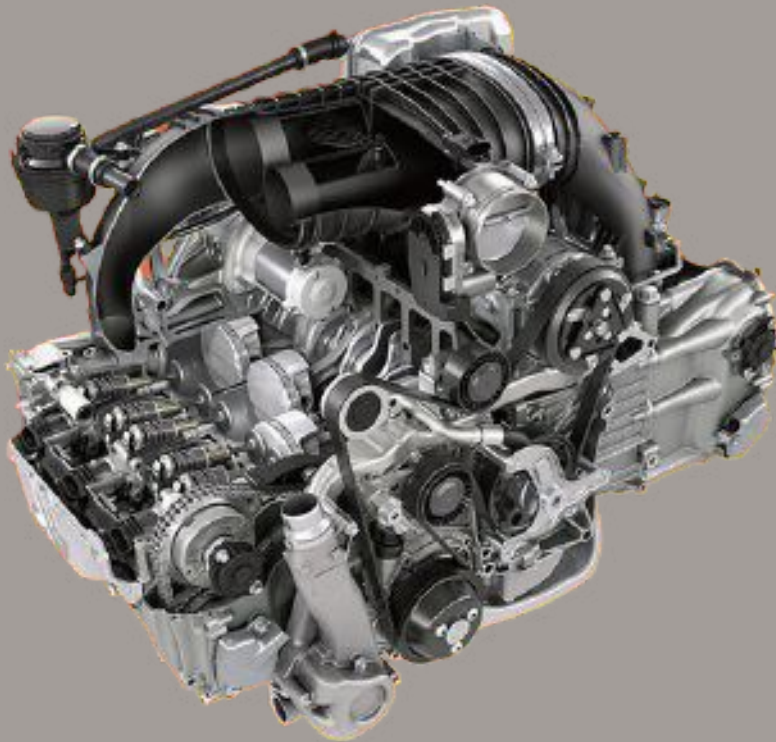


The new Porsche 911 GT3 RS is in the starting blocks

Stuttgart.

The Porsche 911 GT3 is getting a big brother: the 911 GT3 RS, the new top of the 911 line in terms of performance will celebrate its world premiere on 17 August. The development of the high-performance sports car was inspired by the successful 911 RSR and 911 GT3 R GT racing cars.

"The new 911 GT3 RS is even more optimised for track use than its predecessors. The spontaneously responsive, high-revving four-litre, six-cylinder boxer engine with approximately 500 PS has proven ideal for use at trackdays and club sport events," says Andreas Preuninger, Director GT Model Line. "That's why we focused primarily on aerodynamics and chassis questions in the development of the new 911 GT3 RS."



Broadcast on 17 August at 5:00 pm CEST

The digital world premiere of the new Porsche 911 GT3 RS will be broadcast on newstv.porsche.com on 17 August at 5:00 pm CEST. The video will also be available on demand there after the event.

NEWS FROM THE SPORTING DIRECTOR

by Daniel Bathe

It's always a bit risky, weather-wise, organising track events in the middle of winter. Not surprisingly, then, I was glued to my BOM weather app for the two weeks preceding our SSR5 event at Wanneroo on 17 July 2022. For the entire two-week period the BOM app had one consistent forecast – dry in the morning with rain coming in sometime later in the afternoon – phew!!

Imagine my disappointment, then, whilst reversing the GT4 out of the garage early on the morning of the 17th to find a steady stream of raindrops landing on my windscreen. Whilst driving up to the track the stream turned into a torrent, and so it remained throughout the day (apart from a 30 minute period during the lunch break).

Happily we're a determined bunch in the Sports Series and 40 keen drivers braved the streams (or were they rivers?) of water flowing across the circuit. The prize for the most determined driver of the day goes to Emran Malhi, who brought his newly acquired 991.2 GT3RS out onto the track for the first time and completed no less than 33 laps through the day – well done Emran!

Surprise package of the day goes to Simon Loh who brought along his Ford Fiesta ST and proceeded to show everyone how to punt a front-wheel drive car quickly in the wet – Simon ended up with the 11th fastest time out of the 40 competitors – nice work, Simon!

Porsches occupied nine of the top ten positions, with the best time going to Dean Pike in his 997.2 Cup car some four seconds faster than the next placed car, driven by 17 year old Robbie McAfee. This was Robbie's first outing with the PCWA club in his 997.1 Cup car and it was great to see the young gun in action in very tricky conditions. Third was Campbell Nunn in his 997.2 Cup car whilst fourth was Gerald Ong to masterfully piloted his 991 Carrera S through the puddles to be the fastest of the road cars on the day.

Garry Del Borrello ended up topping Renn Klasse 2 whilst completing a creditable 31 laps in the rain in his 992 Carrera S; Colin Strickland guided his 987.1 Boxster S to victory in Renn Klasse 3 whilst "Mr Consistency" Warren Greaney wrapped up Renn Klasse 4 in his 987.2 Cayman.



The top two times set in each Renn Klasse were:

Renn Klasse 1 (RK1)

1st was Dean Pike with 67.549 secs in his GT3 Cup Car
2nd was Robbie McAfee with 72.122 secs in his GT3 Cup Car

Renn Klasse 2 (RK2)

1st was Garry Del Borrello with 78.986 secs in his 992 Carrera S
2nd was Daniel Taylor with 79.043 secs in his 991.2 Carrera GTS

Renn Klasse 3 (RK3)

1st was Colin Strickland with 84.395 secs in his 987 Boxster S
2nd was Aleks Nikolic with 86.519 secs in his 997 Carrera 4S

Renn Klasse 4 (RK4)

1st was Warren Greaney with 85.596 secs in his 987.2 Cayman
2nd was Peter Brash with 87.446 secs in his 981 Cayman

Now that we have completed five rounds of the 2022 Sports Series, here are the current leaders in the various Sports Series categories:

Outright Championship Leaders (after 5 rounds)

1st place – Daniel Gonzalez
2nd place – Davinder Manku

Club Championship Leaders (after 5 rounds)

1st place (joint) – Colin Strickland and Warren Greaney

Ladies Plate Leaders (after 5 rounds)

1st place – Caroline Minton
2ns place – Monja Johnstone

Renn Klasse Leaders (after 5 rounds)

RK1 – Daniel Gonzalez
RK2 – Daniel Bathe
RK3 – Colin Strickland
RK4 – Warren Greaney

A big thanks to all of the competitors who came along despite the weather to have fun on the track. It might have been damp on the track but it didn't dampen the smiles on our faces.

The next event will be SSR6 at Wanneroo Raceway on Sunday 28 August and is being organised by our friends at the HSV Club. Please sign up and support our series.

If you would like any info on joining the Sports Series, please do not hesitate to contact me.

Happy racing!

Daniel Bathe – Sporting Director





Porsche Club



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Photographic Competition

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 June competition winner was awarded to Gerald Ong for his photo above entered into 'Artistic Interpretation' category, titled "Autumn" and featured on the front cover of this month's magazine.

The July photographic competition winner has been selected but will not be announced until the September Members meeting.

The August competition is now open so please start snapping some creative images of something Porsche and enter them before the end of the month. To enter, just go to the club website and upload them to this month's Photography Competition event.



July photo competition



Phil Green
"CIJ Free Run"

spirit of pcwa

CHRISTMAS DINNER DANCE



SPORTING SERIES AND CLUB AWARDS EVENING



Saturday 26 November

Yes, it's only August but here's a very important date for your diary!

The PCWA Christmas Party Awards Night Dinner is the biggest social event of the year! So get in fast, numbers will be limited.

This year (with the kind help of Glynis Westall) we have secured the Duxton Hotel on St George's Terrace for the celebration.

We have a wonderful night planned which will include a delicious three course table service meal with beverage package. We also have a five piece band organised that will be performing music from the sixties through to contemporary numbers for us to dance the night away to.

Awards for the Sporting Series along with other Club Awards will be presented on the night, so please come along to celebrate not only Christmas but also the club and its members achievements over 2022.

Keep an eye out for the event registrations email later this month.





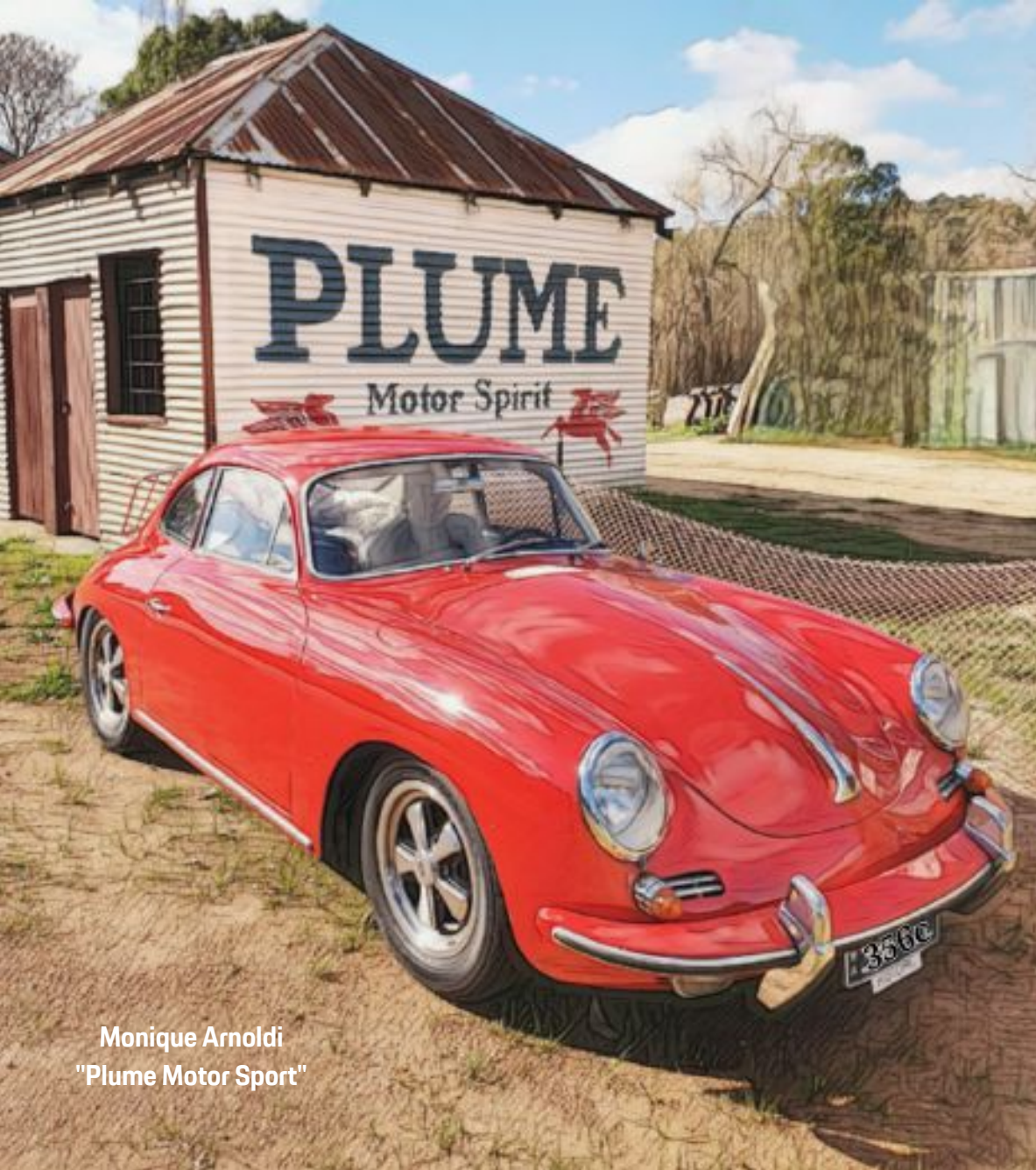
Phil Green
"990,001 to go"

spirit of porsche



Joe Gauci
"Homeward bound"

spirit of porsche



Monique Arnoldi
"Plume Motor Sport"



Monique Arnoldi
"Porsche lives on"

artistic interpretation



Gary & Mo Faas
"Post Pemberton Reflections"



Joe Gauci
"Burger time"



Monique Arnoldi
"Still a classic"

artistic interpretation



Monique Arnoldi
"Red"

dyna mics



Monique Arnoldi
"Looking back in time from
a Boxster"



Monique Arnoldi
"Post Autumn"



Monique Arnoldi
"XMAS"

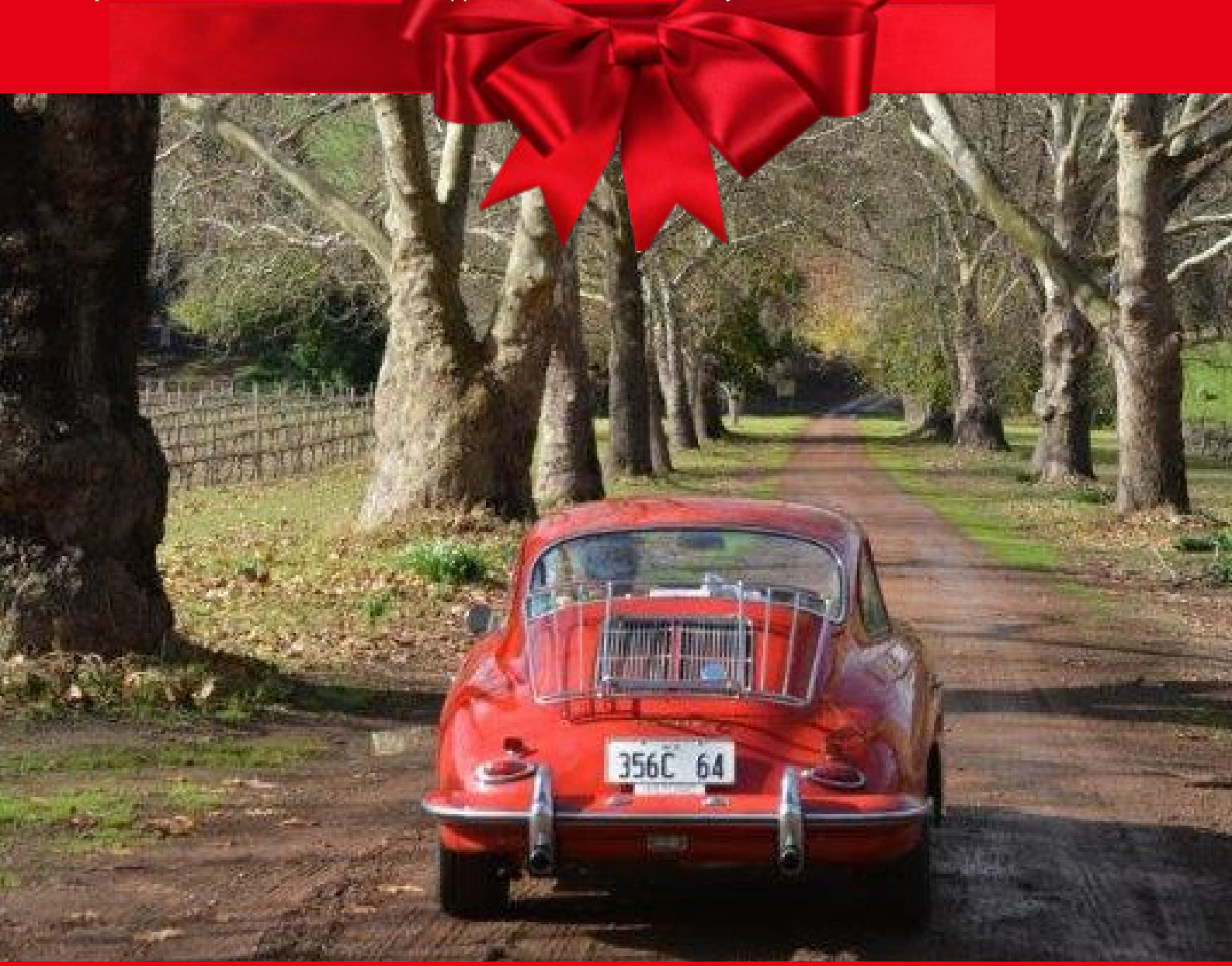
spirit of PCWA



Monique Arnoldi
"Old meets new"

Christmas in July

Our Winter retreat Karri Valley for the PCWA Annual Christmas in July was another success. On the weekend of 22nd to 24th of July, a rather large contingent of our PCWA family met at the old stalwart meeting place, being BP Southbound for drive South to Karri Valley Resort. Yes, it has all been done before, but the allure of those magnificent Karri trees are enough of a reason to revisit time after time, not to mention all the PORSCHE-tastic roads that abound. The drive down was broken up with a stop halfway at St Aiden's Winery for morning play lunch and the obligatory wine tasting. After the stop, members were encouraged to make their own way to the resort whereby they could choose to stop wherever and whenever they wished. We had an informal gathering in the old hop drying shed for drinks and charcuterie plates of quality produce. The Saturday was another less structured day with members encouraged to explore the area using their roadbooks that had many suggestions for activities. Saturday night arrived with all the people in the Lakeside Restaurant for a hearty meal and a drink or three including mulled wine generously supplied by Cathy & Andy Stack. Some dude with a RED suit and well-formed facial hair dropped in from up North and the crowd welcomed him with open arms, could be as he distributed lovely gifts provided by Vera from Grazie Gifts. The whole weekend was a success with miles of smiles on all the attendees and the resort staff were exemplary. The casual, less structured approach was well received by one and all. A party of members stopped in at club members, Preeti & Brad's Coughlan Estate for more drinks and canapes at the halfway home mark in Donnybrook. The casual, less structured approach was well received by one and all.

















8 OCTOBER 2022

Zwerk Fashion Gala

Dear Porsche Club of Western Australia friends,

A BIG thank you for your support of the 2021 Zwerk Fashion Gala on Swan for Perth Children's Hospital Foundation.

Your generosity helped raise \$30,635.00 for the Music and Art Therapy Program, which has been proven to significantly relieve children's anxiety during hospital treatment.

Plans for this year's event are already well underway and the third Zwerk Gala Fashion Parade for Perth Children's Hospital Foundation will be held 8th October at the University Club of Western Australia.

For this year's event we are looking for beautiful, authentic women from all walks of life to hit the runway and model a Zwerk bespoke standalone piece. You will be making a great contribution to the wonderful work of Perth Children's Hospital Foundation – and it's also a great opportunity for self-expression, making new friends and having fun!

If you are ready to kickstart your modelling career, please get in touch with me and together we can make a real difference to the health and happiness of the children of Western Australia.

ZWECK
by Klara Forrest

Warm wishes

Klara Forrest

Proudly fundraising for



membership report

by Richard Wilson



Memberships are tracking very well this year. Thanks you to all those who have renewed their memberships on time!

In past years, some members have been a little tardy with paying their annual subscription and paid as they felt necessary over a few months – my small business experience does not agree with this approach and the lack of regard for fellow PCWA members. We have now adopted a policy of less tolerance with members not paying their annual subscription on time and reduced the payment grace period to one month after the due date. At the end of the grace period all non renewed memberships will be cancelled and a \$50 re-nomination fee will be due should the member choose to re-join the club at a later date.

In other news, your club President Mr Joe Gauci has enlisted another corporate member who are ready to sign-up and has another in his sights.

I would like to warmly welcome the following NEW members to the club.....

- David & Marion BARKER
- Akash & Gwyneira BRAHMA
- McCarthy Prestige (Corporate Member)
- Michael & Clare LEHMAN/WATSON
- Glenn & Ross MACE
- Nick & Jessica ROWLEY

*Welcome
to our newest
members!*

The current membership stands at 1 Corporate, 2 Life members, 212 Family memberships and 108 individual Memberships or a total of a little over 600 members.



New membership cards for 2022/23 are at the printers now and will be ready for you in the coming weeks.

Membership Q & A

It's difficult to get to know everyone in the club so what better way than a quick Q & A speed date.

Here's a quick insight into Natale Ricciardi.....

In a couple of sentences, tell us a little bit about yourself....

I married Tanja in 2009 and we have two children, Allegra, who is 10 and Leonardo, who is turning 9. I grew up in Fremantle and practise law at Frichot Lawyers, where I have worked since 2008. I specialise in Wills, Estates and Trust Law (including litigation) and I also manage the firm.

What are your hobbies?

Cars, motorcycles, photography and fish keeping. I also like watching AFL (Fremantle Dockers), MotoGP and Formula 1.

What do you currently drive?

991.1 C2S.

When did you join the club?

19 May 2022.

What was your automotive first love?

1992 Ducati 900 Superlight.

What made you join the club?

The opportunity to meet new people, learn from others with more experience and exchange ideas.

What do you like least about the club?

That I do not have enough time to participate in more club activities/events.

If the PCWA members were all to chip in so you could buy the car of your dreams, what car would you choose?

991.2 GT3 touring



Favourite book or movies?

I enjoy science fiction books and movies – it is too difficult to choose a favourite! I especially love the works of J.R.R. Tolkien.

What was the most memorable vehicle you've owned...any why?

Ducati 899 Panigale race bike – this was a very special project which a lot of thought, effort and money went into. It was a joy to ride on the race track.

What do you like most about the club? And what's your best experience so far?

I like how inclusive and welcoming the club is, especially in relation to families. So far, my best experience has been the Christmas in July event.

What does Tanja make of it all? (i.e. your Porsche obsession and the club)

Tanja has always said I am “impulsive”, however, I prefer being described as “decisive”. Whenever I discover a new interest, I tend to get a bit obsessed and the Porsche is no exception. Tanja appreciates the variety of social events the club offers (as opposed to non-stop driving and track days, which is what my other groups tend to focus on).

PCWA Club Day

Concours d'Elegance



20th November

PCWA Club Day will once again be held at Manners Reserve in Peppermint Grove.

Registrations for Concours entrants and general event entry will be opening a little later in the year but please note the date in your diary.



Concours d'Elegance

Concour events, rules and judging criteria will be announced in the coming month to ensure all entrants have ample time to begin preparing their cars.



We need your help

PCWA Club Day relies heavily on members volunteering their time to assist with all elements of the day including:

- Event setup
- Entry gate
- Registration Desk
- Parking marshalls
- Event pull down

Please get involved by contacting Myles Ferguson, Vice President at vicepresident.pcwa@gmail.com to register your interest in volunteering.



McCARTHY PRESTIGE


For over 60 years McCarthy Prestige has provided the best in collision repairs and vehicle refinishing services for drivers of high-end vehicles throughout Perth. With a dedicated team of qualified and experienced staff, McCarthy Prestige understands the love prestige vehicle owners have for their pride and joy, and treat every vehicle that enters our workshop as their own.

Our attention to detail and commitment to quality has seen us become the trusted repairer for not just drivers of elite road vehicles but also manufacturers. McCarthy's Prestige is a factory approved repairer for a number of exclusive brands, including Bentley, Porsche, McLaren, Tesla and Volkswagen. We specialise in only the best prestige vehicles, so you can expect only the best with your repairs.




Porsche Certified Collision Centre

122 Guger St, Claremont WA 6010

 **(08) 9384 9400**

 **admin@mccarthyprestige.com.au**



social calendar

by Richard Wilson

The social events are designed to encourage our Porsche Club Members to take their Porsches out with groups of like minded people to gain the most out of Porsche ownership. Come along and meet your fellow members whilst we enjoy driving through some of the best roads in WA and beyond to a range of destinations that suit all tastes.

Make sure you keep your eye on the PCWA Social Calendar on Wild Apricot, it is constantly being updated with events and now reaches into 2023. Also, if any of you good people have any thoughts on social events, you are welcome to share with myself and the committee - we're always looking for new ideas and destinations.

Phil's Scenic Sittella Sojourn

Sunday Lunch - Coming soon on August 21st at Sittella Winery, there is a 2 hour-ish drive following the best roads of Chidlow, Gidgegannup, Brigadoon and finishing at a wonderful winery restaurant in Herne Hill.

Registrations are open now and closes 14th August. Phil Green has devised the route, so we know the roads will be Porsche-istically perfect for you to arrive for lunch.



Cars and Balloons in Northam

We have locked in two dates so far: Saturday 3rd Sept and Sunday 4th Sept. Ballooning requires a very early morning wakeup and a meet at the Northam Airfield at 5am. This time we have 22 keen passengers, three are children, locked in for an amazing adventure. For the uninitiated, Hot Air Ballooning is a very serene experience as the only sounds are the burning gas heating the envelope, there is no wind noise as you are gliding along at the same speed. Hot Air Ballooning may be repeated next year in May when the national championships are held at Northam with stacks of balloons filling the skies.



Cars and Planes

Mid Week Run - 21st Sept

We will start at the Aviation Museum in Bullcreek for a personalised tour, followed by a sedate drive eastwards up the foothills to Karragullen to Naked Cider for lunch. You know you will be in for a great time when they have names for their ciders such as Green Caviar, Interloper, Geezer, Fancy Pants, Sucker Punch and All Nighter. This Mid-Week Run with lunch was suggested and organised by Monique & Peter Arnoldi.



Tasmanian Tour 2022



Tour of Tasmania is on Oct 14th – Oct 30th. This is not the first time and may not be the last one either, members still talk about “when we were in Tassie” fondly.

There are 20 Porsches heading Eastwards on the train with the drivers and co-pilots flying over the top in Qantas jets. The people meet in Melbourne for a day prior to boarding the Bass Strait ferry to Devonport with a long and windy road ahead of them exploring all corners of our smaller Aussie state.



Stringybark Winery



Stringybark Cottage Winery Last month on a dark and stormy day smack bang in the middle of winter with weather to suit submarines, we had a mid-week run to a quaint restaurant in the Chittering Valley. The brave PCWA members gathered at the Swan Café in Ascot to take advantage of the restrooms and dose up on caffeine prior to a pleasant one hour drive through the hills. Surprisingly, the caffeine shack abandoned ship and battened their hatches to find a more pleasant place to be, elsewhere. Nevertheless, the hardy bunch pushed on in their "waterproof" PORSCHEs and headed off, sometimes you could even see the car in front. Once seated inside the warm and cosy restaurant with a drink in hand, Abbie and the girls treated us to their individual style of fayre, roast of the day seemed most popular.



Vonnen Shadow Drive – a different take on electrification

by Nick Dellis (Stuttcars)

Performance Hybrid retrofit is a new category of aftermarket upgrade and the concept promises strong performance gains while preserving the "scream of the engine on-cam". By mounting a thin electric motor/generator where the flywheel goes, plus a small battery, cooling system, and inverter, their 'Shadow Drive' adds a silent +150 Horsepower and Torque to any 2009+ Porsche sports car, from idle, without touching the engine, powertrain, or stock ECU in any way.

VONNEN is a company from the owners of the well-regarded Elephant Racing. What is unique about the VONNEN offering is that it's the first kind of tuning package in which you don't touch the engine at all. By replacing the flywheel with an electric motor/generator, placing a battery pack and cooling under the front trunk, and operating on a standalone ECU, VONNEN is able to add horsepower and torque without touching the engine at all, basically delivering hybrid tech for cars that were never designed to be hybrid, and here's the craziest part: It works way better than you think it ever could.

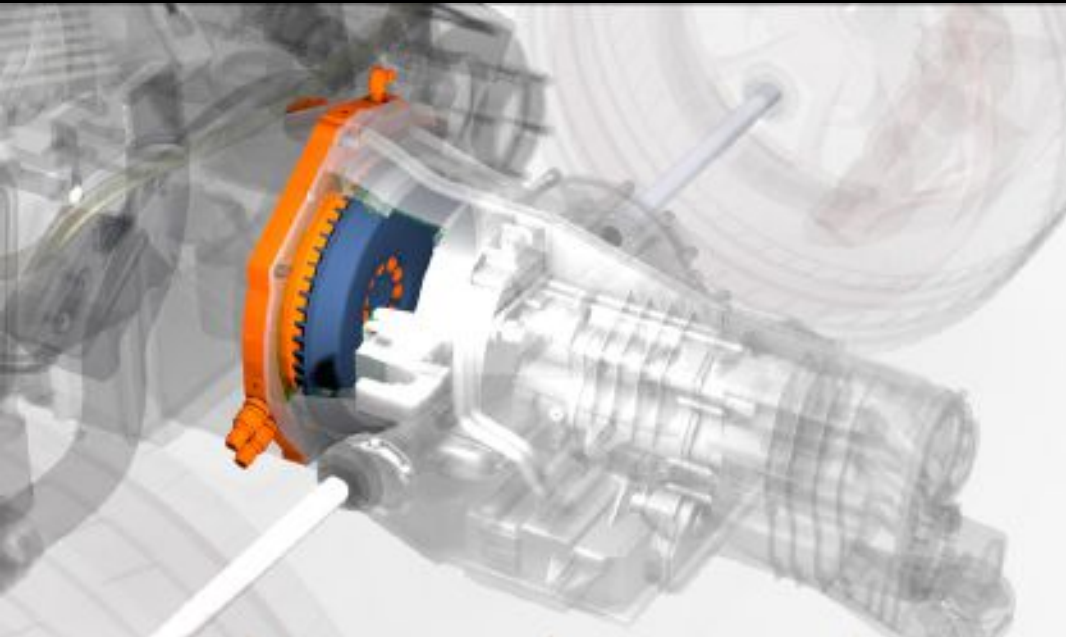
The core of Shadow Drive is the liquid-cooled VONNEN Shadow Drive™ motor, which sits between the engine and the transaxle, delivering a serious punch of additional torque from idle through redline. The patent pending technology in Shadow Drive allows a slim-profile electric motor to take the place of the factory flywheel. With Shadow Drive, the original car is maintained. The driving experience, sound, weight, balance, history and heritage all remain in the foreground. The modern technology and instant delivery and torque are waiting and ready to go.

Power, Where you Least Expect It



So, what is included in the Shadow Drive?

- Motor/Generator replaces the stock flywheel. Effectively becomes an electric flywheel positioned inside the existing bell housing. This patent-pending approach creates great portability to different drivetrains and chassis.
- Extremely power-dense battery. Enables compact size and lightweight for ease of concealment and low impact to handling dynamics.
- Shadow Drive control system. Monitors and reacts to, but does not change, existing engine operation. Existing engine ECU is unchanged, unaware and unaffected by the presence of the Shadow Drive overlay.



The Shadow Drive is configurable with up to 150 hp and 150 lb-ft of assistance. This is managed through a proprietary smartphone app. Shadow Drive begins making power at idle continuing through redline. It is the most significant way to add power in the desirable “area under the curve” of a car’s performance envelope. In terms of feel, it’s seamless with no clear on/off boost sensation. Shadow Drive delivers instant throttle response with a wave of horsepower and torque from idle to redline.

Interestingly, Shadow Drive layers with traditional mechanical performance modifications regardless of engine power output. It provides power assistance inverse to the engine’s power curve so that boost is most significant where the internal combustion engine has lower torque. In practical terms, what this means is that it torque fills on engines with big, laggy turbos or aggressive cam profiles. It augments power as the turbos spool or the engine comes on cam.



**150hp (110kW) in a motor
the size of a pizza box**





Power is available in bursts via normal application of the throttle. Boost is mapped to throttle position to deliver more electric assistance at higher throttle positions. The battery is replenished during normal driving through regenerative brake recharge. Drive modes are user selectable via the smartphone app.

2012-2019 Porsche 911s (991 series), as well as the same generation Cayman and Boxster (981 series). 997, 996 and air-cooled 911 as well as older generation Boxster and Cayman applications also in development. The system works on manual or PDK transmissions and it works on both naturally aspirated or forced induction engines.



A featherweight with a Powerful Punch

Optimized for rapid bursts of power instead of maximizing driving range, Shadow Drive's battery is a lot lighter and more compact than those found in traditional EVs. As a result, the entire system weighs in at a mere 77kg net – about the same as a passenger or a tank of fuel.

Now for the bad news, Shadow Drive is \$75,000 (USD) installed at Vonnien in Santa Clara (there is also a global network of partners who can help if you aren't local). Not cheap by any means, but this new technology is certainly an interesting option for those looking to keep the characteristics we love about flat-6 engines with a serious bump in performance.

Such a clever system with really innovative engineering. The price will come down and one day it might be as affordable as doing a turbo conversion on your car. Really interesting. Overall, we love what Vonnien has done here; I think they have singlehandedly shown the direction for the medium-term future of car modifications, and done it with an incredibly high-quality system. The price being high is just what it costs to do what they've done; really impressed.

***KEEP LEFT unless
overtaking or
turning right***

***...do your bit to
make the world a
happier place for
the president .***