

Porsche Passion

July 2022



Porsche Club
Western Australia



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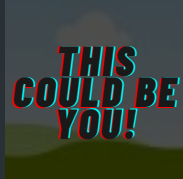
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A number of members may be wondering why there's a Taycan on the front cover of Porsche Passion this month. Electric vehicles sometimes elicit a polarised and often very visceral response for a number of members. Some even ask is the Taycan really a true Porsche?

This type of question definitely isn't new. It was asked when the Boxster and the Cayman were released..and more recently when the 718 appeared sporting a 4 cylinder engine, when some engines started to appear at the front of the car, when Porsche ventured into the SUV market with the Cayenne and then Macan, when naturally aspirated 911 engines were replaced with turbo charged engines (well, most of them), when headlights went all fried egg looking, when water cooled cars replaced air/oil cooled engines, when bumpers became integrated into the design of 911's....it goes on and on...

All our member have their favoured Porsche models but even when they do, things get a little stranger. For example, we have owners who add sound deadening to make cars quieter whilst other with exactly the same vehicle remove or change exhaust parts to make their cars louder. We have some who wont take their cars out on wet days and other who wont miss the opportunity of driving their car under/through any conditions. Some who watch how many kilometres they put on their vehicle and other (like me) who want to set a record odometer reading.

In short, we're a diverse bunch at PCWA and as one member (who may not want to own up to this) once said to me, 'I've met some really weird people through the PCWA, people I probably wouldn't have met in my day to day life, people with very different views of the world....and that's why I love this club!'

The diversity of our club members, whether it be in relation to our political or social views, our personal or career histories, our economic circumstances or most importantly, our views on Porsche models or how we like to use our cars, is actually what makes our club so successful. Without this, we're be a thoroughly boring organisation and I'm sure the club would never have survived let alone grown to what it is today.

Having recently moved into the club President role my goal, which is shared with all our hard working committee members, is to ensure that we are delivering something that will meet the needs/wants of all our diverse membership. Now, it's unlikely that any single event that we organise will do this but we're planning to offer enough variety to keep all our members happy. We're starting with our social activities but are looking across all aspects of the club. If you have any ideas or can see something that we're missing please reach out to me or one of the committee members.

So getting back to the Taycan...of course it's a real Porsche! Sure, it has limitationslike every other model, but it looks like a Porsche, it's built like a Porsche and if you've taken one for a test drive (and if you haven't, you should) you'll know it handles like a Porsche. It may not be everyone's choice of vehicle but globally it has now recorded higher volume sales than the 911 and it's technology will no doubt feature in many Porsche models to come.

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 1962 - 1971.

Porsche Milestones and Porsche Clubs worldwide



1962

025. Club Porsche Romand 28/02/1962

026. Porsche Club Dreiländereck 19/11/1962

The Club Porsche Romand – What a sporty Club! The Club is founded on 28th of February 1962 in order to compete in competitions. In the 1960s, Club members claim victories in numerous rallies and speed competitions driving a Porsche 356 B 2000 GS Carrera 2 and a Porsche 904. In the 1970s, a Club team competes in Spa-Francorchamps, in the Targa Florio and in the 24 Hours of Le Mans. In the late 80s, the Club is actively involved in racing in the Porsche Cup Suisse.

The Porsche Club Romand gives rise to the Porsche Racing Club Romand. Over many years, this Club shapes what happens on the Swiss Club racing front. Between 1996 and 2008 alone, it places first in the team ranking.

The Porsche 804

In 1962 Porsche sends an eight cylinder Grand Prix racing car with the type designation 804 out to compete in races. The American Porsche driver Dan Gurney wins the French Grand Prix in the Porsche 804 in Rouen and one week later he wins again at Stuttgart's Solitude Race ahead of the Lotus driven by Jim Clark.

1963

027. Porsche Club Wuppertal e.V. 08/02/1963

028. Porsche Club Basel 27/03/1963

029. Porsche Club Beider Basel 01/07/1963

030. Porsche Club of New South Wales 18/09/1963

031. Porsche Club Roland zu Bremen 27/09/1963

THE 901

On 12th of September 1963, at the International Motor Show in Frankfurt, Porsche presents the prototype of the new Porsche 901 for the first time. This marks the birth of an icon.

On 18th of September 1963, the first Club in Australia is founded: the Porsche Club of New South Wales.

The passion for Porsche vehicles shows no sign of slowing down as it travels around the world. In Bremen, the Porsche Club Roland is founded. In Basel, two Clubs are founded at once: the Porsche Club Basel and the Porsche Club Beider Basel.

1964

PORSCHE 901 BECOMES THE 911

On 14th of September 1964, the first series-produced Porsche 901 rolls off the production line in Zuffenhausen.

In October, the Porsche sports car with the name 901 was presented at the Paris Motor Show. But Porsche has to change the name it gives to the car. The French Peugeot Group had already secured the rights to 3-digit number sequences with "0" in the middle. Porsche switches to the 911. A sequence of numbers that will be synonymous with the genetic code of the Porsche brand like no other.



1962: The first annual Porsche Meeting, Porsche Treffen Zürs



1963: Porsche presents the Porsche 901 designed by Ferdinand Alexander Porsche for the first time



1964: Porsche Club Great Britain holding a fashion show for members



Geneva Motor Show, 1964: The 356 model ranges are still at the forefront – the 901 still takes a back seat



IT'S PORSCHEABLE.

IT'S POSSIBLE.

**DANIEL GONZALEZ
MARIA GONZALEZ
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1965

Three months after the start of mass production, the new 911 is homologated in January 1965 as a Grand Tourisme. A few days later, the company's "inhouse" racing driver Herbert Linge and test engineer Peter Falk take part in the Monte Carlo Rallye. After racing for 4,600 kilometres, the two experienced drivers finish the "Monte" in fifth place in the overall standings. Second place is claimed by Eugen Böhringer and Rolf Wütherich in a Porsche 904 Carrera GTS.

In April, the four-cylinder Porsche 912 is presented as an entry-level model.

1966

Based on the "Ollon Villars Bergspyder", Porsche develops the type 906 Carrera, but it soon becomes known as the Carrera 6. The greatest success of the basic Porsche Carrera 6 is the victory at the Targa Florio in 1966.

On 21st of December, the 100,000th Porsche is presented to the German motorway police.

1967

RACING VICTORIES

Hans Herrmann and Jo Siffert win a victory in their class at the 24 Hours of Daytona driving a Porsche 906 Carrera 6. Porsche enters six 910 prototypes in the Targa Florio. The race ends with a resounding triple victory.

Porsche's biggest success of 1967, however, is at the Nürburgring. After 44 laps, the 910 racing cars obtain the first four and the sixth place.

1968

032. Porsche Club Kirchen-Hausen 01/05/1968

Outings in the outback

Situated between the Black Forest and Lake Constance is Kirchen-Hausen. — This is an idyllic little town, in a tranquil location surrounded by forests and meadows. If you like a sporty drive, the winding country roads and passes in the Black Forest tempt you to take your car out for a spin. If you want to saunter along smart lakeside promenades, Lake Constance is just a short distance away. A perfect world!

But there are three Porsche enthusiasts who are missing something crucial to make them happy in Kirchen-Hausen: their own Porsche Club. The Porsche Club Kirchen-Hausen is founded on 1st of May 1968 in the year of "flower power" with plenty of "Porsche power". — Even Janis Joplin drove a Porsche.



1966: Hans Herrmann and Herbert Linge 1966 at Le Mans



1968: Time is changing: early Porsche Club Kirchen-Hausen members

1969

In autumn 1969, the product of a joint development between Porsche and Volkswagen is presented at the IAA International Motor Show in Frankfurt under the name Type 914. This small, inexpensive sports car quickly gains an excellent reputation and a committed, loyal group of fans.

THE START OF PORSCHE CLUB SUPPORT

Huschke von Hanstein takes charge of public relations for the newly formed VW-Porsche Vertriebsgesellschaft mbH. As well as the sales activities, the main area of work for Huschke von Hanstein and his secretary Ilse Nädele is to look after and provide support to the Porsche Club members.

A sensation looms large when in the 24 Hours of Le Mans in 1969 a long-tail version of the 917 leads the race for 20 hours. Ultimately, the 917's tremendous run of wins begins in the fourth race it enters: Jo Siffert and Kurt Ahrens win the 1,000 km race of Zeltweg in 1969. At the end of the 1969 year of racing, Porsche easily wins the Manufacturers' World Championship.

1970

033. Porsche Club Oberfranken e.V. 05/10/1970

034. Porsche Club Seetal-Luzern 07/11/1970

035. Porsche Club Danmark 21/11/1970

036. Porsche Club Schwaben e.V. 31/12/1970

Porsche Club Seetal Luzern – In Switzerland, seven Porsche owners meet on 7th of November 1970 to found the Porsche Club Seetal Luzern, now known as the Porsche Club Zug.

TRAIN LIKE THE PROFESSIONALS!

For several years now, the Porsche Club Seetal Luzern together with the Porsche Zentrum AMAG Zug has been organising a three-day driving and safety training course at the Formula 1 circuit in Magny-Cours. This provides the racers at the Club with the ideal opportunity to test out the driving dynamics of their Porsche cars.

In Swabia, the home of Porsche, the Porsche Club Schwaben is founded. Series such as the Porsche Slalom Trophy and the GTP are founded with the involvement of the Porsche Club Schwaben, and the Club also organises events in Hockenheim, Zandvoort, Zolder, Mugello, Le Castellet and at the Salzburgring. In keeping with the motor sport tradition of the Club, its members also have some spectacular victories under their belts – including, of course, Club President Fritz Letters.

THE PORSCHE 917 AND THE VICTORY AT LE MANS

On 14th of June 1970, Porsche finally manages to secure a really big victory: Hans Herrmann and Richard Attwood win the 24 Hours of Le Mans for the first time with the short-tail version of the type 917. It is the first of a total of 16 overall victories to date. Keeping a promise to his wife, Hans Herrmann then ends his career in motor racing. To this day, he retains close links with Porsche as a company.

1971

037. Porsche Club Oberösterreich 01/04/1971

038. Porsche Club Pforzheim e.V. 27/04/1971

On 1st of April 1971, the Porsche Club Oberösterreich is founded. On 27th of April 1971, the Porsche Club Pforzheim becomes the 38th Porsche Club to be listed in the register of Clubs. Its members have a real passion for motor sports and tourism.

AN ALL-TIME RECORD

The highlight of the 1971 season is once again a victory in the 24 Hours of Le Mans, this time by Gijs van Lennep and Helmut Marko. With an average speed of 222 km/h, they set an "all-time" speed record – which lasts until 2010.



1969: The 914 represents Flower Power and Porsche Power



1970: Clubs are organizing driver skill trainings



1970: A big Porsche fan and his 911: Steve McQueen



1971: Setting an "all-time" speed record: Van Lennep and Marko

some deeply moving words from legendary driver
Walter Röhrl ...

***"Eine Garage
ohne Porsche 911
ist doch ein
ödes, leeres
Loch!"***

Treasurer's Report



Hello PCWA members.

The Club finances remain in a sound position at the end of the financial year. Our account balances as of the end of June 2022 is \$97,985 in the bank accounts and \$2,021 in the PayPal account. This is \$19,813 more than the end of May.

The main items of expenditure during the month were: \$13,985 for Sporting Series 3 and 5, \$4,494 for Christmas in July and SSR3 barbecue and a \$1,767 deposit for PCWA Club Day.

The major sources of revenue were: \$5,357 of further Christmas in July accommodation and dinner payments and a further \$4,872 of SSR5 entry payments which will be paid out in the coming months. Other revenue was \$30,400 from new memberships and membership renewals.



2022

Account	Jul 2021-Jun 2022
Trading Income	
Driver Training	12,890.00
Interest Income	25.19
Magazine advertising	1,900.00
Membership dues (Corporate)	470.00
Membership dues (Family)	57,230.00 <small>includes some fees from the previous year</small>
Membership dues (Single)	23,820.00 <small>includes some fees from the previous year</small>
Merchandise sales	12,735.00
Nomination fees	3,100.00 <small>includes some fees from the previous year</small>
Social Events	33,600.00 <small>includes \$12,418 for future events</small>
Sponsorship	3,600.00
Sport Series	26,945.00 <small>includes \$5,511 for future events</small>
Total Trading Income	176,315.19
Gross Profit	176,315.19
Operating Expenses	
Bank Fees	8.35
Computer expenses	2,419.39
Driver Training costs	12,250.00
General Expenses	361.14
Insurance	382.25
Meeting costs (Committee)	952.05
Meeting costs (Members)	7,236.40
Membership expenses	4,408.47 <small>includes \$1,787 on future events</small>
Merchandise purchases	15,469.03
Paypal fee	4,912.15
Postage	318.99
Printing & Stationery	756.12
Rental of PO Box	144.00
Rental of storage unit	2,301.00
Social Expenses	64,222.52 <small>includes \$51,806 on future events</small>
Sport Series expenses	23,250.21 <small>includes \$8,680 on future events</small>
Total Operating Expenses	139,392.07
Net Profit	36,923.12



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NEWS FROM THE SPORTING DIRECTOR

by Daniel Bathe

Our friends in the HSV Club organised an exciting track day which was held at Wanneroo Raceway on Sunday 19 June. This was the fourth event of our 2022 Sports Series and we had a good turnout of Porsches numbering 23 in total out of a total field of 49 participants. In addition to Porsches and HSVs, we also saw Mitsubishi Evos, a pair of Corvettes, a Lancia Stratos, and a sprinkling of Toyotas, Mazdas, VWs and Subarus.

The weather proved a challenge for everyone. The first few runs were decidedly slippery with a damp and cold surface, so there was a lot of slipping and sliding around the circuit. Thankfully almost everyone managed to stay on the black stuff. As the sun came up, the track started to dry out and the lap times started to tumble (until the next shower came along and we were back to square one again!)

Porsches occupied 8 of the top 10 places, which is a great result for the club. Campbell Nunn swallowed a few "brave pills" before taking out his newly acquired 997 Cup Car. He dialled himself in gently at first and then, as the track dried, he gained in confidence and ended up with the second fastest time of the day with a 61 second lap – well done Campbell!

Dave Baxter was a newbie to the track with his beautiful 718 GT4 and he too got into the groove quickly, finally posting the 10th fastest time of the day with a 65 second lap. We also welcomed back Stuart Lister to Wanneroo for the first time in many years. Stuart brought his fabulous looking 981 Cayman GTS and clocked the 11th fastest time of the day, also with a 65 second lap.

We had only one casualty from the Porsche Club, with Jeff Beale's 944 Turbo unfortunately blowing its turbo down the back straight. Hopefully Jeff will be back on the track very soon with a shiny new turbo!

Latest Sporting Series Results





Well done to the following track warriors for setting Personal Best (PB) times on the Wanneroo Long Track:

Campbell Nunn in his 997 GT3 Cup in 61.8301 secs
 Joe Gauci in his 991.2 GT3 Touring in 63.4339 secs
 Daniel Bathe in his 718 GT4 in 63.8826 secs
 Dave Baxter in his 718 GT4 in 65.5606 secs
 Stuart Lister in his 981 Cayman GTS in 65.8943 secs
 Marc Sherriff in his 981 Cayman GT4 in 71.5274 secs
 Kim Leong in his 992 911S in 73.3331 secs
 Jeff Beale in his 944 Turbo in 74.4963 secs

There was one new club lap record set for the Wanneroo Long track:
 Renn Klasse 2 Lap Record was set by Daniel Bathe in his 718 GT4 in 63.8826 secs

The top two times set in each Renn Klasse were:

Renn Klasse 1 (RK1)

1st was Daniel Gonzalez with 58.819 secs in his GT3 Cup Car
 2nd was Campbell Nunn with 61.830 secs in his GT3 Cup Car

Renn Klasse 2 (RK2)

1st was Daniel Bathe with 63.883 secs in his 718 GT4
 2nd was Sam Wolfe with 65.394 secs in his 1974 911 coupe

Renn Klasse 3 (RK3)

1st was Colin Strickland with 68.843 secs in his 987 Boxster S
 2nd was David Blainey with 74.617 secs in his 1970 911RS

Renn Klasse 4 (RK4)

1st was Warren Greaney with 71.245 secs in his 987.2 Cayman
 2nd was Caroline Minton with 74.150 secs in her 986 Boxster S

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

Outright Championship Leaders (after 4 rounds)

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

Club Championship Leaders (after 4 rounds)

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

Ladies Plate Leaders (after 4 rounds)

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

Renn Klasse Leaders (after 4 rounds)

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

A big thank you to the HSV club for organising this event.

We don't have to wait very long for the next event, which will be SSR5 at Wanneroo Raceway on Sunday 17 July, so come along and support your club at the track.

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

Happy racing!

Daniel Bathe – Sporting Director





WANNEROO



Racing is in our blood

by Godfrey Everett

From the earliest days of our club, racing has been in our blood. Ed Kozyrski and Danny Meneghello who founded the club (pictured below) were involved in a range of racing events in WA, around the country as well as a couple of international events.

In 1994 a small group of members decided to expand our Porsche experience from witches hat events and one lap dashes to proper motor racing. We all joined the WASCC and set about acquiring CAMS licences with the intention of racing in the Marque Sports Car events at Wanneroo Raceway. After some scrutiny by CAMS and the WASCC they suggested that if we were able to field a minimum of 10 Porsche's (any models) we could run our own Porsche Cup Series. We had 17 members interested and we decided to join PORA (Porsche Owners Racing Association), running strictly to their rules but only running class B, C and Invitational.

Chellingworth (now known as the Porsche Centre Perth) agreed to provide sponsorship and the event became the "Chellingworth Porsche Cup".

I was fortunate to finish 2nd in Class B in the 1995 series.

We were also invited to race in the 1997 Porsche Cup race in support of the Bathurst 1000 2 Litre event.



Danny Meneghello and Ed Kozyrski (PCWA Founders) in the white driving suits prior to the 1986 Classic Rally



Simon Loh (69) & Godfrey Everett. Marque Sports Cars - Wanneroo



Mike Rashid (95) - Wanneroo



Godfrey Everett (22) - Wanneroo



**Walter Epple at Wanneroo
Early 1990's**



Public world premiere of the GT4 ePerformance at the Festival of Speed

from the Porsche Newsroom



The new Porsche GT4 ePerformance has demonstrated its power publicly for the first time at the Festival of Speed in the south of England. The outing on the 1.9-kilometre hillclimb course in the grounds of the Goodwood estate also marked the launch of the GT4 ePerformance world tour. Over the next two years, the innovative test vehicle will travel around Germany and beyond. The aim is to demonstrate the potential of the cutting-edge vehicle concept and the possibilities of racing formats associated with it to customer racing teams, partners and decision-makers in the motorsport world.

The GT4 ePerformance carries over lots of the technology of the Mission R, the concept study unveiled at the 2021 IAA Mobility in Munich, which outlined the vision of a fully-electric GT racing car for customer motorsport in the future. Both are based on the chassis of the proven 718 GT4 Clubsport model. The electric motor and battery technology also comes entirely from the IAA concept study, which in qualification mode translates to a maximum output of up to 800 kW (1,088 PS). In simulated racing, a steady 450 kW (612 PS) is available for 30 minutes – the duration of a Carrera Cup race. In terms of lap times and top speed, the GT4 ePerformance is on a par with the performance of the current 992-generation 911 GT3 Cup. Thanks to 900-volt technology, the state of charge (SoC) of the battery at full charging capacity jumps from five to 80 per cent in about 15 minutes.





"The Festival of Speed is truly impressive. It's a huge event for car enthusiasts and a motorsport mecca that is like no other in Europe," says Porsche works driver Richard Lietz from Austria, who drove the all-electric prototype in Goodwood. "I was already familiar with the GT4 ePerformance from test drives. It's extremely quick and loads of fun to drive – that's exactly how I imagine the electrically-powered customer sport racing car of the future. Its aerodynamics are designed for efficiency because the car has to be able to last the full race distance. It's more at home on circuits than on hillclimb courses like here at Goodwood. So, a time of 45.50 seconds and second place in the overall rankings is in line with our expectations."

Porsche redesigned about 6,000 parts for the Porsche GT4 ePerformance. Under the direction of designer Grant Larsson, a team from Porsche Style came up with the car's shape. The body is made of natural fibre composite materials, among others, with production intended to generate fewer emissions than that of comparable synthetic materials. Recycled carbon fibres are also used for testing purposes. Thanks to its flared wings, the racing car is 14 centimetres wider than a 718 Cayman GT4 Clubsport. This allows more room for the wider 18-inch Michelin racing tyres, of which renewable materials make up a particularly high proportion.

"The GT4 ePerformance blazes a trail to Porsche customer racing with electrically-powered racing cars. As a first step, we will unveil this concept to our global partners," says Oliver Schwab, Project Manager of the GT4 ePerformance. "With drivers, teams, organisers, authorities and other interested parties, we're also gathering ideas for Porsche racing formats in the future."





Porsche Club



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PORSCHE CENTRE MELBOURNE 70TH ANNIVERSARY TOUR



by Rukshen and Anish Weerasooriya

We were fortunate to participate in the Porsche Centre Melbourne curated drive during the WA Day Long Weekend. The background to this is that our 1987 911 Carrera Cabriolet M491 variant (Iridium) was the second car restored by Porsche Classic Melbourne following their certification by the factory as a Porsche Classic Partner. Once the full restoration was completed, we were due to participate in the special celebration in 2021 however the event was cancelled due to COVID19. For various reasons, the car was still in Melbourne for the re-boot so we joined the Melbourne crowd for the long weekend and enjoyed driving some spectacularly windy roads as well as meeting a whole bunch of Porsche enthusiasts and members of the Porsche Club Victoria who went out of their way made us both feel welcome.

The weekend started at Porsche Centre Melbourne in Collingwood with breakfast and coffee. It's worth a visit to PCM if you are ever in Melbourne because they always have classic Porsches on display. Our car was placed in pole position to lead the whole group out which was a real highlight! After breakfast and some good old-fashioned Porsche talk with other owners, we were briefed about the event and were divided into five driving groups with 8 participants sandwiched between a professional lead driver and a chase car carrying members of the PCM team. Our lead car was a python green 992 S which was easy to see in the overcast conditions and the chase was a white 992 Turbo driven by PCM General Manager Piero Pellegrini. We were provided with a 2-way radio for hazard communication and were briefed about the rules of the day including corner-marking (which is a good way to avoid getting lost!)





The restored M491 is an absolute delight to drive with everything running smoothly. It was nice to have all the electrics in working order for once and I used the fog lights on the run due to the climatic conditions. The 930 turbo brakes and running gear of the M491 variant were much appreciated on this wet and twisty run. I was followed by a 991 GT2RS and a 991GT3 which definitely kept me focused on keeping a spirited (legal) pace around the bends.

The first leg was from Collingwood to Peppers Hotel, Marysville about 100kms of beautiful winding roads on a wet Victorian day so we kept the roof up and the heater and gloves on. We had a delicious morning tea and then headed off to enjoy the delights of the black spur on the way to our destination, the Mitchelton Hotel in Nagambie. The black spur is a beautiful driving road with lots of tight turns and hairpins surrounded by ancient forest. About an hour north of Melbourne, I would thoroughly recommend it as one of my favourite Porsche roads of all time.

We drove by convoy into the 5-star Mitchelton Hotel and were greeted with a glass of champagne and canapes before checking in. The hotel carpark was eventually full of every type and colour of Porsche including a white 959 legend which participated in the drive and some lovely old 356 coupes. The evening began at the Mitchelton Art Gallery which houses Australia's largest collection of indigenous art and somehow there was a special edition 992 GT3 Touring (70th Anniversary Porsche in Australia) in the underground gallery as well. Many of you would have seen the one in Chellingsworth and the detail by Porsche Exclusive Manufaktur is very impressive.

The second day was a 174km loop from Mitchelton around the Goulbourn Valley with the finale lunch at Nagambie Brewery and Distillery.

As with all Porsche Australia events, this one was well organised and the hospitality was faultless. We are grateful for the wonderful memories and we have the road books and route maps and would be very happy to lead a replica of the run if anyone is interested in transporting their car to Melbourne as Iridium is still in Melbourne.





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 May competition winner was awarded to Peter Arnoldi for his photo above entered into 'Artistic Interpretation' category and titled "Secrets of Perth".

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

The July 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.



June photo competition



Gerald Ong
"Autumn"

artistic interpretation



Gerald Ong
"Winter"

artistic interpretation



Joe Gauci
"Shapes and
Colours"



Peter Ogden
"Ultimate Speed"

Motorsport



Peter Ogden
"Wanneroo Traffic Jam"

Motorsport



Gerald Ong

"Stripes make cars go faster"



Gerald Ong

"Porsche is about motorsport"



Phil Green
"Blu it up"

Dynamics



Joe Gauci
"Rise of the machines"

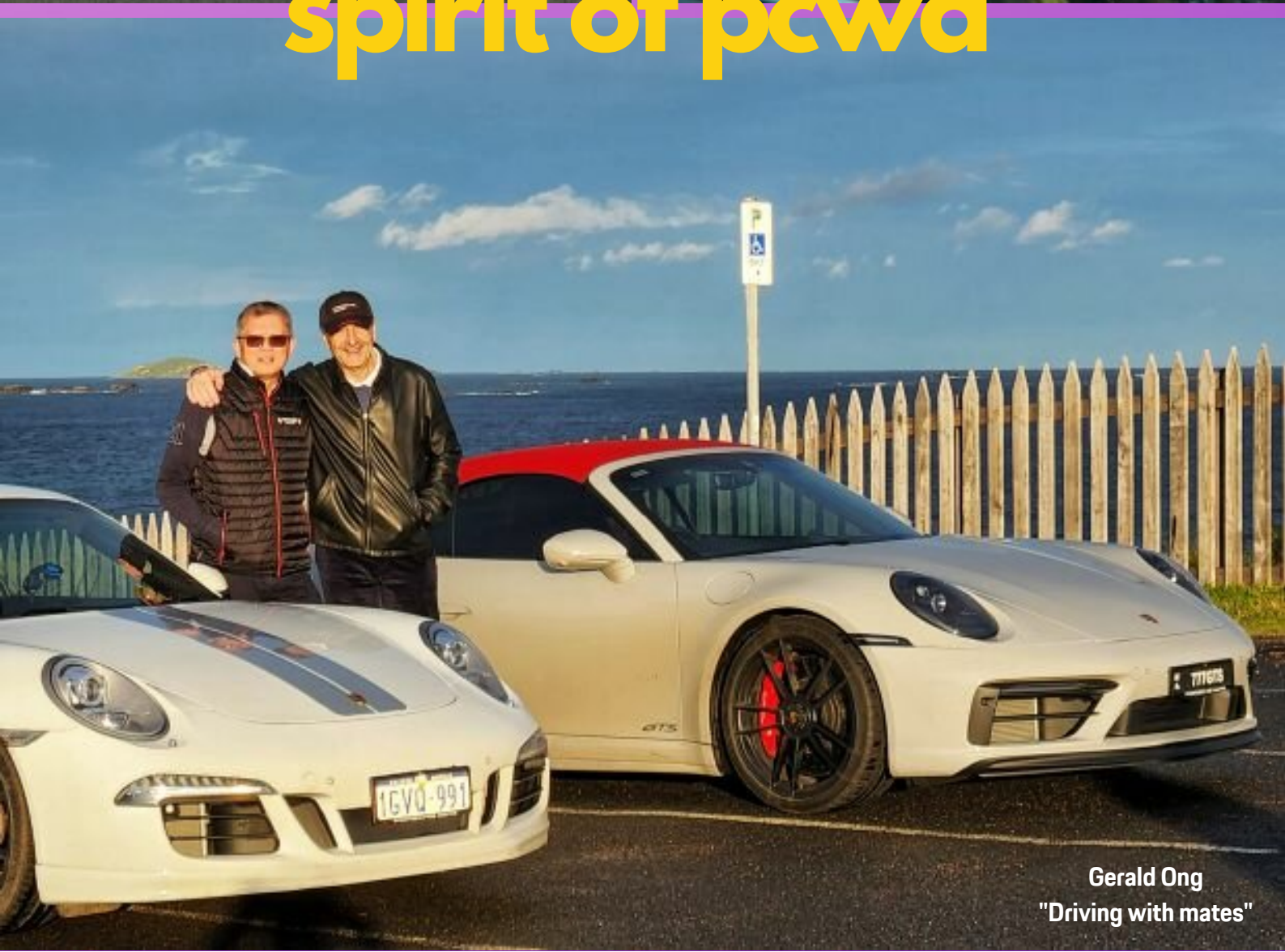


Emran Malhi
"Collie, here we come!"



Emran Malhi
"Mirror, mirror"

spirit of pcwa



Gerald Ong
"Driving with mates"



Spirit of PCWA

Gerald Ong
"Members taking photos of their pride and joy."



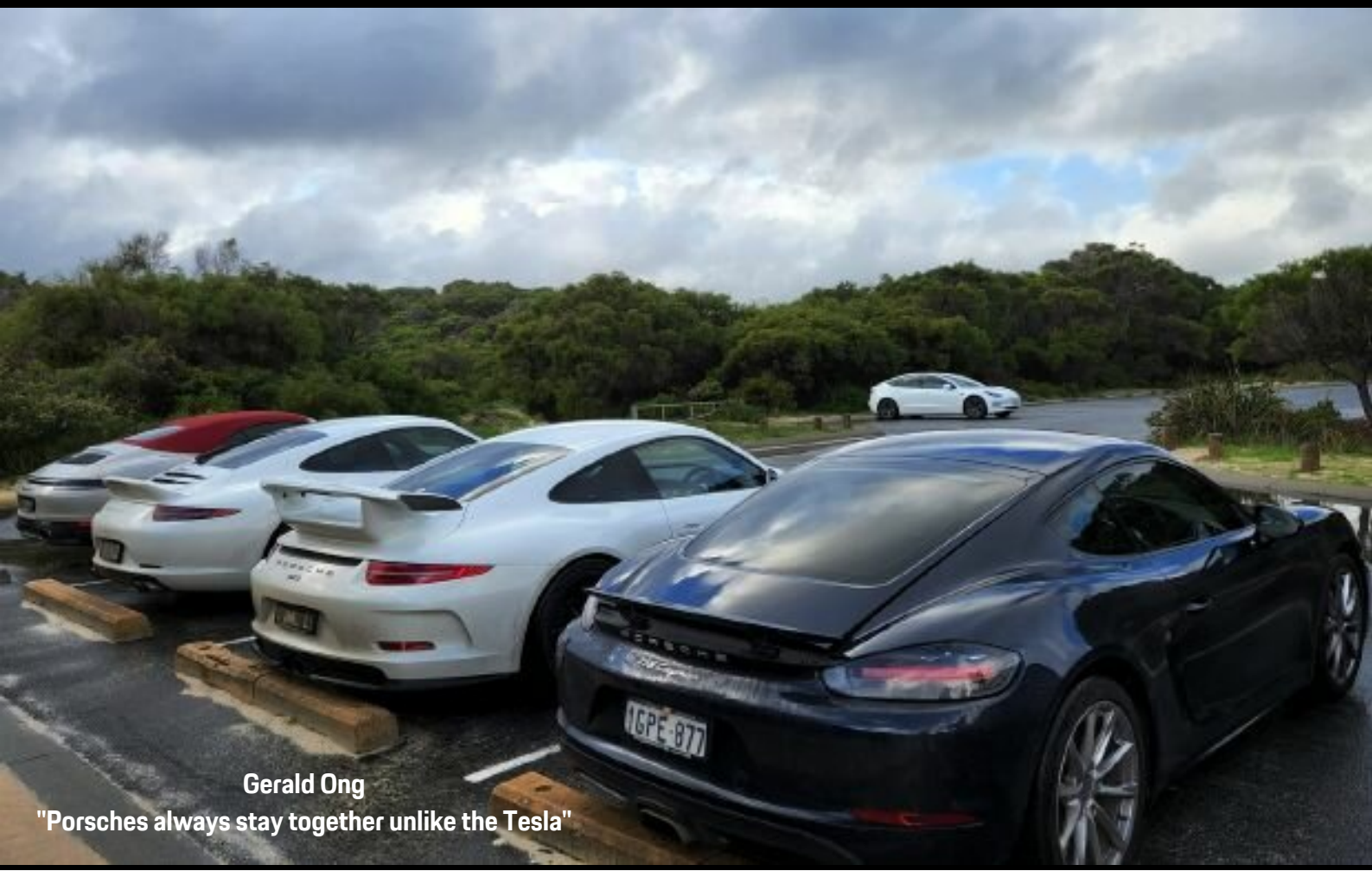
Peter Ogden
"..and there I was, doing 300km/h..."



Gerald Ong

"this Porsche was not designed to be garage queen"

spirit of porsche



Gerald Ong

"Porsches always stay together unlike the Tesla"

Stuttgart Cousins Run to Harvey



The Porsche Club of WA met up with our Stuttgart cousins, the Mercedes Club and AMG club for a picturesque and sometimes spirited run to Harvey a couple of weeks ago. Taking in some of the best roads between Baldivis and Harvey we ended up at the Harvey Bowling Club where we were well and truly looked after by the team from Austin's Harvey House.

After a very well catered lunch, we were treated to a tour of the historic display at Austin's Harvey House and the Harvey cheese factory, which to delight of many, has now started its own gin distillery.

I think all who attended has a perfect day of weather, driving conditions, good company and the outstanding hospitality of Robyn and Steve Coleman and their team at Austin's Harvey House.





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



We would like to welcome these new members:

Rocco & Nadene FAZARI
Danielle & Cameron RAE
Luke & Miriam RAFFAELE
Allan & Alba GUELF
Mark CATES

*Welcome
to our newest
members!*

Our membership has grown at a healthy rate during my tenure. Every new member that we have enlisted this year are Porsche owners, some with multiple Porsches.

One very encouraging aspect is that a good proportion of new members are previous members from years gone by. Out of the 36 new memberships this year, eleven are previous members. Of the 36 new memberships, we have a healthy mix of 1 x corporate, 12 individuals and 23 family memberships.

The overall membership count comprises of 330 memberships of which there are 216 Family, 110 Individual, 2 Life and 1 Corporate levels, this equates to over 600 individuals.

The PCWA membership year lapses on 30th June these days, we had a slight change a few years ago due to the impact Covid19. Thank You to all the people that paid their annual subscription on time. If you are one of the many Porsche owners that have concessional licensing, it is important that you are an active (paid-up) PCWA member to be deemed legal.

Keep in mind that you can check your membership status at anytime by logging on to the PCWA website and go to "view profile". You can also update this area for any changes such as a new car in your fleet, changed email, address or phone number etc.



social calendar

by Richard Wilson

Your current PCWA committee is newly installed this year, the first few meetings were about compliance with the Porsche AG rule book and setting a strategy for the future, building on the good work of all the previous committees. I am very impressed with the calibre of my fellow committee members and feel that we are heading in the right direction with you the members in mind. One of the areas that is discussed often and at great length is "value to members". We are all conscious of your "bang-for-your-buck" being a member of this club and endeavour to deliver as many events and as varied as possible. So far, so good, the sporting series is relatively well patronised as are the many social events.

The committee is mindful of delivering fresh ideas to hopefully engage a wider audience. There have been some new additions to the calendar such as mid-week runs, these are generally a short-ish drive to a lunch venue. These are well patronised, and we get many compliments from the participating members.



The committee have a calendar on the website that is constantly getting updated by adding more and more events for you to participate in. We are working on quite a few events for next year and thereafter.

Over the last few months, we have had a few members come forward with ideas for social events which have been very successful and there are a few more coming soon. Thank you to Jo & David Bryce, Trish & Darren Farquar, Monique & Peter Arnoldi and Brad Bradshaw to name a few. If you have something that you may like to see added to the years events, feel free to contact me at membership.pcwa@gmail.com or social.pcwa@gmail.com to add it to the calendar.

It is also timely to inform you that we have an opening for the Social Director position on the committee at present. If you are keen to be involved and have the time for organising a few events let us know and we can share the responsibility areas that are required for this role. Even if you don't have the time or inclination to join the committee at this time, why don't you consider organising a single event maybe in collaboration with some other members...your help and ideas will be appreciated by the committee and all your fellow PCWA members.

upcoming events.....

Christmas in July

Christmas in July at Karri Valley is almost here. Yes, we have done it at Karri Valley before, but this resort has a particular charm about it. I have just returned from a few days there for my favourite Wife's birthday with all her children, grandchildren, and partners. We were blessed with the weather making the outdoors activities even more enjoyable. The highlight was the amazing quality of the food in the restaurant, we had a chef amongst us who was a raving fan as were the rest of our entourage.

This year's PCWA trip will be at a slightly more relaxed pace with more free time for you with suggestions on places of interest and café and restaurant recommendations.

The resort is now booked out completely and we will communicate with you in a timely manner with any extra information you will need. The start will be at the normal staging point, BP Baldivis Southbound as it ticks all our boxes with human fuel, Porsche fuel, restrooms and loads of parking. Our first stop is halfway at St Aidens winery in the Ferguson valley for a morning tea with scones. This is also an opportunity to sample their products and purchase a few for refreshments on your balcony at the resort. There are pre-organised welcome drinks on the Friday evening in the common room which is adjacent to the reception facing Vasse Highway. After that you may wish to dine in house at the Lakeside Restaurant, bookings are essential. The main event is on Saturday night at the Lakeside Restaurant where we will enjoy a Christmas dinner with trimmings. On the last day we have organised a stopover at PCWA club members Preeti & Brad's Coughlin Estate Winery just outside Donnybrook for a light meal of canapes. Of course, you can sample and purchase more wine here. This stop is approximately halfway back to the city. The rest of your time is not regimented, and you are free to relax or roam the surrounds.



upcoming events.....



Stringybark Winery

Midweek run to Chittering Valley; we are visiting a quaint winery named Stringybark nestled in the Darling Range. At this stage the event is on the 14th July and at the time of writing we have not sampled the fayre but I have it on good authority it is worthy of PCWA visiting. The “test pilots” are booked in for lunch on June 30th. The starting point will be the Swan Café in Ascot which is well located on the river next to the Ascot Kayak Club. This is a new jump off point for PCWA drives heading North or East that was introduced on the last MWR by Jo & David Bryce, and it ticks all the boxes with parking, caffeine and restrooms.



Sittella Winery

Sunday drives to a lunch venue have been introduced this year as well. The first few are locked in being Sittella Winery in the Swan Valley, Lamont's, also in the valley and Old Coast Road Brewery at Myalup (family friendly). The registrations will hit your inboxes in time for you to join in. In the meantime, check the calendar on the PCWA website for dates to save.

Northam Ballooning Adventure

Hot Air Ballooning is in the planning stage. There has been an “expression of interest” distributed through the club email system. We have had a larger than expected response so far. This is also a “family friendly” event with children 6 and over able to go up, up and away. Ballooning is a bucket list for many, it is a serene experience unlike anything else you may have experienced. The location is around Northam. At this time of the year, you will fly over the landscape as the crops emerge from the earth into greenery and the canola flowers will be resplendent in their bright Yellow.

With such a great response, we may have to stagger the groups over a few days. There is a difference in costs, more on weekends as well. For the uninitiated, ballooning is an early morning experience (pre-dawn), so we will organise an overnight stay at a Northam Hotel and a lunch afterward the flight to “talk story” about how you defied death and came back to earth safely.



Porsche 911 SC wins Top Street Machine at MotorEx



By Kian Heagney

The Real Steel 911 took the Top Street Machine award at its debut event, and it's not hard to see why

With a whopping 24 cars unveiled at this year's Meguiar's MotorEx you'd think it'd be a tough thing to really make a statement and stand out from the pack, but that's exactly what the Real Steel Group managed to do their with stunning 1978 Porsche 911 SC.

The car was built for their customer Livi, and to simply call it a restomod we feel doesn't really do the car justice. Steve Mommsen from Real Steel gave us the full run down on what it took to turn the 911 into what it is now, and the story of what's underneath the skin is just as compelling as seeing the machine in person.

"We drew up the concepts for the owner and from day one we envisaged building the car to the level we did, due to the engineering capabilities we have within our own walls," said Steve. "The idea of the build was to recreate the 911 as a GT-oriented car if Porsche was to re-do it themselves today, using modern engineering techniques throughout."





"We designed and machined those wheels all in house, which is why nobody was able to recognise them – they're a one off deal," said Steve. "We took inspiration from the current GT3 RS for the spoke design, and then machined them as three piece wheels in house to specification." The wheels measure 18x8.5 in the front and 18x9.5 in the rear.

The same can be said for the bumpers and rear spoiler, which Real Steel 3D modeled from CAD designs. "The front bumper is partly inspired by an original RSR bumper, which we softened the edges on as the owner requested," said Steve. "We clay modeled the bumpers and the rear spoiler, shaping them as we went to get the understated and modernised look we were after."

The term nut and bolt restoration/build is used frequently these days, but for Real Steel there wasn't a single part of the car that wasn't modified during the build process. "The amount of billet parts used throughout the car that you can't even see is hard to explain," he said. "Billet brackets have been used for stuff like the wiring and steering column for a start, and again that's stuff you just don't see with the car as it sits." He said. "Everything on the car is effectively new, refurbished or remanufactured."



The interior is in no different. Real Steel commissioned one off gauges from Europe, while they reshaped the seats and threw in countless custom touches to modernise the feel of the 911 without losing its original identity.



For power, the owner had the original 3.0-litre engine increased to the 3.5-litres, with a conversion to a twin spark system and a beefy set of camshafts along with PMO 48mm carburetors. "When the owner approached us the engine was already done, and he'd decided to modify the original engine instead of putting in a later model deal because the performance is actually fairly similar and it kept with the end goal of the car."



The car was in the build for a total of five years, with a big push over the last three to get it to its debut at MotorEx. "We were still going on the car the Wednesday night before the event, then we loaded it up in Queanbeyan (NSW) and get it down to Melbourne for the show." With the covers now pulled off, the Porsche will do a few more shows before the owner gets stuck into using it for its intended purpose. "We did a stone guarding inside the wheel arches and used a satin finish underneath because the owner wants to use the car, and we built it with the intent of doing so," said Steve. "Even with the quality of finish it's built to do track days, and there's every chance the owner will fulfil that in the near future."

The quality of workmanship on the Porsche reflected in its prize pool at MotorEx in the Street Elite Showcase, which included second place in the Bodywork and Paintwork categories and first place in Engine & Components, Undercarriage & Driveline, Overall Innovation and the Top Street Machine award.

"The praise we got from all the other high end workshops there was really humbling for us," said Steve. "They all came up and told us how phenomenal the car was, and when your peers come up and give you accolades like that is a really special thing."



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MAY 1985 VOL. 2

OFFICIAL JOURNAL OF THE PORSCHE CLUB OF W.A.



Complete list of
New Members
inside.

Are your particulars correct?

See back page for details on our Feature Car,
Porsche 944 Turbo.

AT THE EDITOR'S DESK

EDITION Number Two is here and thanks to advertisers and members who have provided much of the content.

We do, however, need constant material and advertisers to keep such a publication going and self supporting. As mentioned in the last magazine we welcome any sort of assistance in providing content for the mag. If you have anything that you feel may be of interest to the members then please don't hesitate to port it in or just phone any of the committee.

The current Club membership stands

at 162, which is truly a supreme effort.

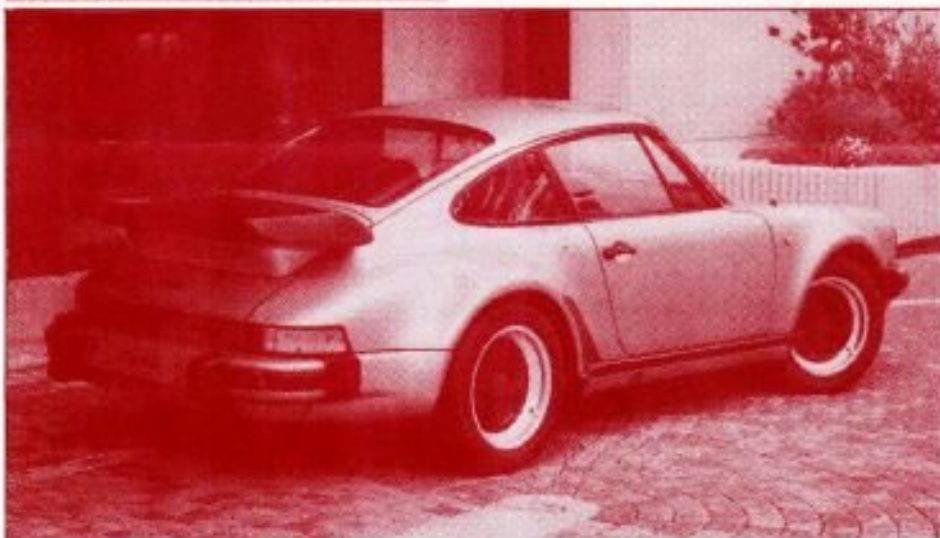
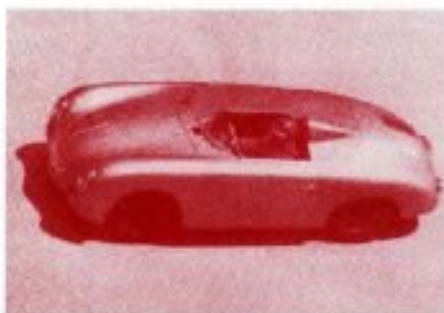
With this current issue of the magazine we will be sending out some membership renewals. The current membership fee remains a very reasonable \$30 for a full or associate membership and \$35 for a family membership. If in our second year of being we can retain a large percentage of members then it will put the Club in a strong financial position and will enable us to pass some additional benefits back to the members in the form of subsidised events, cocktail parties, parafanalia etc.

FEATURE CAR — PORSCHE 944 TURBO



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NEW MEMBERS

- 0145 Atkins, Michael
321 6076 (W) 384 3609 (H)
1976 911 Carrera Targa XNY 444
Light Grey.
- 0146 Hummerston, Roger
(099) 21 6888 (W) 38 1291 (H)
1984 944 RH 000P Pewter
- 0147 Wilson, Mark
227 9155 (W) 367 2934 (H)
1978 911SC 6PZ 303 Yellow
- 0148 Blackman, Paul
322 1178 (W) 382 1284 (H)
1984 911 Carrera 6YI 600 Black
- 0149 Evans, Barry
330 7511 (W) 342 6017 (H)
1969 911T White
- 0150 Everett, Godfrey
332 7655 (W) 450 5052 (H)
1958 356A Cabriolet 7AA 115
Silver
- 0151 Hamilton, Brian
322 2288 (W) 409 9293 (H)
1981 928 6YT 903 Bronze
- 0152 Beringer, Clive
444 5577 (W) 446 8250 (H)
1985 944 6YT 953 Red
- 0153 Bower, Robert
321 7581 (W) 384 2414 (H)
1977 924 6OY 954 Yellow
- 0154 Monaghan, Ian
322 1655 (W)
1976 911 7AG 448 Grey
- 0155 Bell, Pamela
384 0999 (H)
1984 930 Turbo 7AO 579 Black
- 0156 Goddard, Earl
361 7599 (W) 447 2259 (H)
Associate
- 0157 Robinson, Barrie
330 2944 (W & H)
1984 944 6YP 020 Plum Red
- 0158 Brennan, Shane
(097) 52 1733 (W) 52 1663 (H)
1974 911 Black
- 0159 Chaplin, Greg
(095) 27 1233 (W) 27 8186 (H)
1970 911T Red
- 0160 Adams, Garry
344 5533 (W) 457 6741 (H)
1985 928S Blue
- 0161 Haines, John
321 6391 (W) 368 1315 (H)
1979 924 Guards Red
- 0162 Alcock, Graham
(090) 44 9045 (H)
1984 944 Silver

MEMBERSHIP CHANGES

- 0013 Cole, Mervyn
322 1677 (W) 450 6212 (H)
- 0036 Heatley, Barry
446 8699 (W) 364 5868 (H)
1981 911SC 6LP 186 Silver
- 0037 Hesse, Russell
1984 911 Carrera 6YK 911 Gold
- 0071 Phelan, Andy
382 1322 (W) 384 5298 (H)
1983 928S 6NX 688 Brown
- 0072 Pound, Ian
367 7856 (W & H)



MY FIRST PORSCHE

by Robert Jones

I GUESS it started years ago when a friend of mine, Gary Baldock and I used to go to Berryman's Car Sales in South Perth during our lunch break and drool over the Porsches that they had there from time to time. This would have been in about 1973 and I can particularly remember a dark blue 911 coupe which took my fancy. The cost was a mere \$8000 which to me in those days was a king's ransom. We would both stand there, sigh ruefully, shrug our shoulders and shuffle back to work muttering "one day ..."

Nothing happened for a long while and Gary and I sort of drifted apart, partly due to him transferring to another government department. Then I heard that the rotten swine had bought himself a Porsche 911 complete with whale-tail. To say the least, I was green with envy. Another couple of years went by and I heard that he had got divorced, lost about twenty kilos (he always was a big boy), sold his house and shifted up into the hills. Meantime the Porsche bug had well and truly bitten me and I was collecting plastic models as soon as the Revell factory put them out and spending a small fortune on motoring magazines that had any mention of a Porsche in them. This then was my compromise — if I couldn't own a Porsche myself, I would own the most comprehensive collection of plastic models and magazines the world had ever seen! As the cost of Porsches was increasing at a faster rate than that of my salary, the dream of owning a Porsche was slipping away — rapidly!

About another year went by and one day in 1983, I was sitting at my desk, contemplating the meaning of life when a mate of mine disturbed by cogitations by walking up to me and saying "You like Porsches don't you, Jonesey?" "Yes, why?" I said, puzzled (I was trying to figure out what this had to do with the meaning of life). "Well," he said, "I know of one that's for sale, but you probably couldn't afford it."

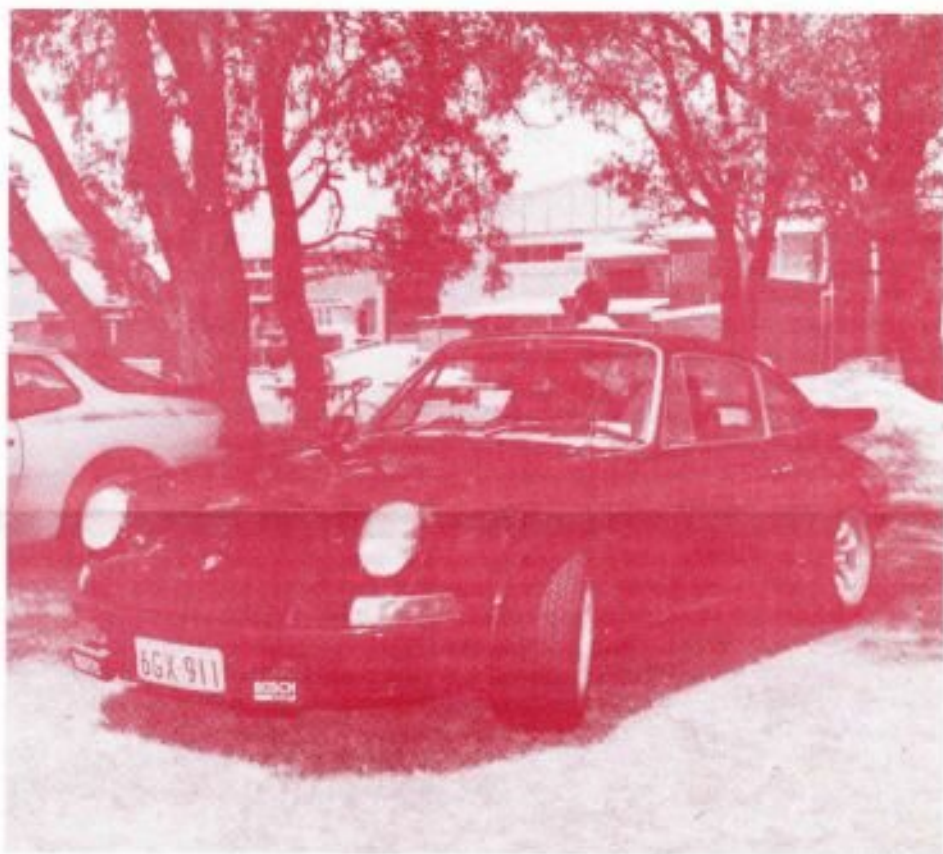
I immediately sprang up, seized him by the throat and started to bash his head against the floor, screaming "Tell me more! Tell me more!" He was rather taken aback by this unex-

pected display of friendly interest and all he could say in a muffled voice was "It's Gary's". With this I eased him gently out from under my desk where he had taken refuge and continued the interrogation — "Why is he selling it? How much does he want for it? How can I get in touch with him? Why don't you answer me?"

As it turns out, Gary had had enough of the Public Service in general and was going to England to seek fame and/or fortune. When I rang him he confirmed that he was selling his car and agreed to give me first refusal. At this point I had never seen his car but he told me all about it. It has apparently started life as a 1968 911S but

somewhere along the line it had been badly damaged and the body and motor had parted company. When the body shell reappeared, it was bought by a mechanic who saw the value in refurbishing it. Fibreglass guards were fitted to replace the ones which had been damaged and a motor was found for it. This was a 1972 911T unit which had apparently been worked and used as a road racer on the British racing circuits. It has recently been overhauled and new pistons fitted. A five speed gear box was fitted together with a competition clutch. Scheel seats were installed and the Minilite mags were shod with Pirelli

Continued on page 6



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.

AS most of you know, Bob Murray of T-Bird Ausshock, Osborne Park, has the German Boge Drive-On Shock-absorber Tester in operation at his workshop. The machine is proving invaluable for checking the safety and damping ability of shockabsorbers fitted to passenger vehicles. There has also been a strong demand for tests on vehicles that are approaching the end of their warranty period and even on vehicles with relatively new shockabsorbers that were considered as suspect. The Ausshock Shockabsorber Test results in a graph of shock performance which can be used as evidence in the case of a dispute.

It has however brought to light the limitations of shockabsorber warranties. Apart from Boge shockabsorbers, all other brands sold in Australia only warrant against defects in materials and manufacture and not against wear. If a set of shocks with for instance a 6mth/10,000km warranty become too weak within 5 months then this would usually be a wear factor rather than a defect and would not be considered as claimable under warranty. Even if a defect occurs during a warranty period, the suspect unit would usually have to be returned to either the importer or manufacturer for inspection and a credit passed to the buyer if a claim is allowed. This means the car must be kept off the road for a period, or replacement shocks purchased with the hope of a credit being allowed some weeks later.

The Boge shockabsorbers which T-Bird Ausshock can supply have a warranty which covers wear as well as defects. If for instance a set of Boge Turbo TS shocks are fitted and during the warranty period of 2 years/unlimited mileage they fail to pass the test at an Ausshock Test Centre anywhere in Australia, replacement shocks are supplied by that Centre free of charge.



Other shocks made by Boge have the same warranty advantages as the Turbo TS although with a one year period.

Ausshock has available for Porsches the Boge Automatic which is the unit fitted as original equipment to the

majority of Porsche 911, 924, 944 and 928.

The Turbo TS also is available for most 911 models and is a Sports shock-absorber for Porsche owners who want to develop the handling capabilities of their car above and beyond the original standard.

The Boge features many unique design components which are reasons why Boge are used by Porsche for original equipment. One feature is the valving system. Traditionally, fluid flow rates in shockabsorbers have been controlled by plates or discs which deflect or bend to allow fluid through oil passageways in the piston. This system is satisfactory enough but does limit the amount of damping variation that can be built

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911 range to give optimal damping for each model.)

The Boge Shockabsorbers also incorporate various anti-foaming devices which prevent aeration of the fluid in the working chamber. (i.e. foaming of fluid) Aeration of the fluid during conditions of poor road surface, heat, or fast driving has a disastrous effect on the damping ability of a shockabsorber and is caused by the air and oil in a shock mixing together. The result is that air is pushed through the valves rather than fluid. As air is compressible, the shockabsorber becomes close to useless. Boge has eliminated this problem through various patented anti-foaming devices and this design has further proven itself when used in the Audi Quattros which won the 1982 World Rally Championship.

A common method of reducing foaming is by gas pressurising the fluid. This is done by the air in a shock with high pressure gas. The pressure put on the fluid reduces the mixing with the gas and hence will delay the foaming and resultant drop in damping ability. This type of shock is termed as a twin-tube gas unit.

By far the most successful type of Gas Pressured shockabsorber is the Mono-Tube Gas. This design is patented by De Carbon and is used in its ultimate development by both De Carbon and Bilstein. In this design, the gas is kept completely separate from the fluid, making foaming virtually impossible. This design is very expensive to manufacture and requires tight tolerances of the same precision as used by Boge. (e.g. piston shafts built to a tolerance in the order of thousandths of a millimetre) To build these units to the tolerances used by most shockabsorber manu-

facturers only results in failure of the seals.

Bob Murray can supply the De Carbons for 911 Porsches but the front insert De Carbons are only to fit those cars equipped originally with Bilstein. The rears can be used to replace either the original Boges or Bilsteins. They are available in sports settings only rather than a pure comfort setting plus can be supplied in a special adjustable sports shock for the rear only. These enable external adjustment of the valving via the top mount location inside the engine compartment. The advantage of this system is that the handling characteristics of the 911 can be altered according to driver preference, type of roads being driven on at the time, or to counter any handling change resulting from a change of tyre type or even a change in rim offset. The basis of these adjustments is to alter the understeering or oversteering characteristics of the car by adjusting the compression and extension valving rates which in turn varies the weight transfer and rear end steer during braking and cornering.

This is taken a step further by the availability of 'Asphalt Competition' De Carbons for the same range of Porsches. They are used in some classes of racing in Europe and use different valving rates to the normal street units. Again the rears are adjustable and this enables a quick pit-stop to alter the cars handling to suit a particular race circuit.

For any further information re Boge and De Carbon fitment details, pricing, or any technical information, please contact Bob who will be happy to assist in any way.

into any one valving system. (e.g. A Sports shock will always be hard riding and a Comfort shock will always be a handling compromise.)

Boge use throughout their range a Poppet Valve system which uses valve springs instead of deflection discs to control fluid flow rate through the oil passageways. This design enables a larger variation in damping rates by allowing a non-linear relationship between piston and damping rate. Although this system is far more expensive to manufacture, the benefit to handling and ride are extreme.

An additional benefit is that these Poppet Valve Springs are adjusted by the factory to vary damping rates for each model of a make of vehicle. (e.g. Different settings through the Porsche



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My First Porsche

P7s. He said the colour scheme was "patchy black with gold trim". It sounded alright so far, so I asked him how much he was asking for it and he said "To anyone else, I would say \$19,000 but for you Bob, seeing as you love Porsches so much, I'll let you have it for a good deal less than that."

My mind was racing as I checked my wallet to see how much I had. Curses! I didn't quite have enough. All I had was \$3.00 and a dry cleaning ticket. "Do you take Bankcard?" I asked.

"Why don't you come around one night and have a look at it before you make up your mind?", he asked and I agreed that this was a good idea. All the time I was trying to figure out how to convince Julie, my wife and future co-bankrupt, how we could not afford to miss out on such a bargain. The answer was easy. Some six months before, I had traded in my EH Holden on a dishwasher and I had to have transport, right? Any money I wasted on buying a car that was not a Porsche would in effect increase the cost of the Porsche that I really wanted, right? A two litre Porsche would be more economical than the 3.3 litre Holden it replaced, right? So we would be able to save money, right? Needless to say she saw the irrefutable logic of my argument straight away and said "No way!". But, she did agree to go and have a look at it. I felt like a salesman with my foot in the door. So the next day I rang Gary at work and arranged to meet him the following Saturday at his place. We drove up to Lesmurdie and there it was, just washed and glinting dully in the sun. I turned to look at Julie's face and it was like looking into a mirror. We both wore that stupid grin that Porsche freaks get when they see one of Fer-

dinand's creations. We were both hooked.

Gary came out of the house and said "Would you like to go for a spin?" I guess the look on our faces was enough because I don't remember answering him. The next thing I knew I was sitting in the passenger seat and Julie was sitting sidesaddle in the back with the electronic fuel pump was ticking away with Gary chattering on about this and that. He turned the key and the motor growled into life behind us. After a minute idling we wheeled out of the driveway and were airborne (or so it seemed)! The sides of my face were starting to ache from grinning but I managed to keep my composure as we did a quick trip round the back blocks of Lesmurdie. As we returned to Gary's place he asked if I would like to drive it myself. At this point all my composure vanished and I found myself nodding my head violently, words were still hard to find! We dropped Julie off and she went inside to have a yarn to Gary's girlfriend as I strapped myself into the driver's seat. I thought I knew all about Porsches from my extensive collection of magazines and plastic models, but it wasn't long before I found out how little I knew as I crunched the gearbox into reverse. Gary smiled grimly and showed me where the clutch pedal was — I had had my foot on the brake pedal, being unused to foot controls directly in front of the driver (what a good idea!). We eased out of the driveway and I gingerly selected first. I had heard about Porsche's long clutch travel but actually using it was something else. I must say that my first drive was somewhat of a disappointment. It seemed as if the accelerator pedal was broken, the clutch was exceedingly hard to use, the gear pattern was impossible to master and I often found myself going from first gear straight into fourth! But I had seen how well Gary could drive it and was sure that, given time, I too could

drive it just as well.

Well the rest is history. We had a round table conference Julie and I, and we raised the money to pay him a ten percent deposit. He was heading off to England for five weeks to attend to some business there and would return to Australia after that to finalise his affairs here. That gave us five weeks to come up with the balance of the purchase money. Fortunately our Credit Union must have thought that I was a good risk and we took delivery of the car on the 2nd of May, 1983, and have had a wonderful relationship since. Julie and I have learned to drive the car the way it was meant to be driven and I think that owning a Porsche had made us both better drivers.

If I had one last word to say to people who do not own a Porsche but would like to, it would be to tell them not to be discouraged by the thought that "I could never afford to own a Porsche" — you just never know!!

CROSSWORD CROS

CLUES: ACROSS

4. German car (7)
8. Porsches ——— to insure (3,3)
9. This starts on January 1st (3,4)
10. Not quite convertibles but not quite coupes either (6)
11. Listed, like a ship, OR some people say you have to be well ——— to own a Porsche (6)
12. Our backward Porsche dealer (8)
18. The main objective of 12 Across is to ——— (4,4)
20. Type of seat found in a Porsche (6)
21. One of these will usually make your car go faster (1,5)
22. Aperture (7)
23. Famous racing driver called Bruce loses the first letter (6)
24. You would expect to see this on your spark plugs or inside your exhaust pipe (4,3)

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COMING EVENTS

Sunday May 19

MANDURAH RUN

VENUE: Peninsula Hotel.

In conjunction with the Mercedes Benz and B.M.W. Clubs, any interested members can meet at the Stock Road Markets at 10 a.m. and then a leisurely run down to the Peninsula Hotel for a smorgasbord lunch which is normally \$10 a head but for members it will be a mere \$4 a head. The management of the hotel have a grassed area roped off for the cars and with someone there to keep an eye on the security of the vehicles.

Saturday May 25

WANNEROO DAY

VENUE: Wanneroo Race Track

This will be a getting to know your car better day. There will be no competition as such, so you won't need fire extinguishers or helmets. Instructors will be on hand to coach people on driving techniques and we particularly encourage wives, girlfriends etc., to take part and have the feel of a Porsche on the race track without the pressures of competition. Time will



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be made available later in the day for the speed freaks who wish to do some lap times. Bar-b-que facilities are available for lunch.

Sunday June 23

CONCOURSE AND DISPLAY

VENUE: Pagoda Ballroom, Como

This looks like being one of the highlights of 1985. The doors at the Pagoda will open at 11 a.m. to the public at \$2 per head. The club has secured some sponsors for the event with media publicity leading up to the day, ensuring the proper responses. There will be two objectives to the day which is to one, put Porsches on display to the people which will

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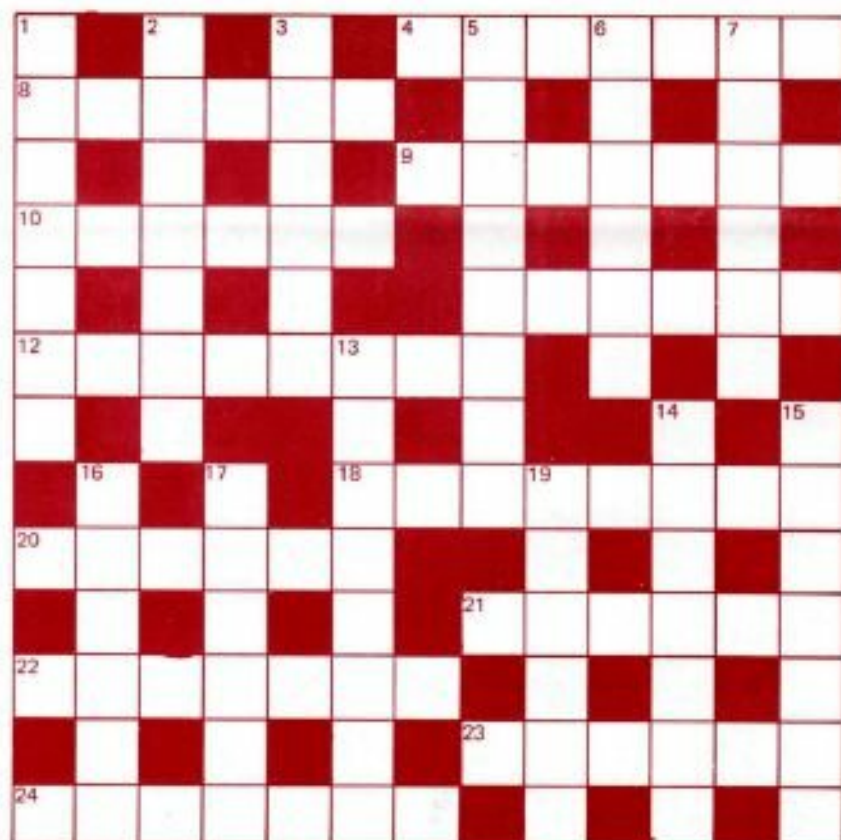
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bring in revenue to the club and two, hold a concourse judging of Porsches for the members. The cost to members will be absolutely nothing with the chance of winning trophies for placings within the classes.

The doors will close at 5 p.m. and a presentation will follow with food and drinks for members and guests courtesy of the club.

All we require is member support in the form of about forty Porsches. You don't even have to stay with your car during the day as there will be adequate people there to look after security. I urge you to please support this event when we send out entry forms in about two weeks.

SWORD CROSSWORD CROSSWORD CROSSWORD



DOWN

1. Porsches are one of the _____ cars in the world (7)
2. When we went on our Margaret River run, Porsche owners came from _____ and _____ (4,3)
3. Site of the famous Monte Carlo Racing Circuit (6)
5. Your car may need one of these (8)
6. This Porsche sounds like Arachnid (6)
7. Just like 11 Across but made better (6)
13. We had some of these at Cullens' Winery (plural) (8)
14. Traditionally the fastest non-turbo Porsche (7)
15. The handling characteristics of a Porsche will _____ you (7)
16. There's one of these at each end of your car (6)
17. Early Porsche's had these tyres, later models had wider ones (6)
19. You need to be this if you want to sit in the back seat of a Porsche (6)

AUTOHAUS NOTES

NEW MODEL 944 TURBO

PROBABLY the motor industry's worst kept secret has now been officially revealed.

Last month Porsche announced the 944 turbo, available immediately in Europe and the USA and due in Australian specification towards the end of the year.

It is remarkable in that it gives the same maximum power (220bhp) on leaded or unleaded fuel. This figure is however produced by the American version on 96 octane unleaded and we must wait to see the results on the 91 octane lawn mower fuel which will be mandatory for new cars here from January.

The performance of the new car is stated by Porsche Cars AG to be similar to the 911 Carrera but the price is also expected to be in the same bracket.

Modifications include a slightly revised nose section, wider wheels and tyres, power steering, a new dash layout and the same excellent air conditioning as the 928S.

I am looking forward to getting my hands on one in December.

911 TURBO TOO SLOW??

For those lucky people who have become used to the 300 brake horsepower provided by the 911 Turbo, the Porsche factory is now offering a

conversion to increase the output to 370bhp.

Unfortunately as with most ultimate experiences there is a price to pay and for this one only the wealthy need apply.

PAINTED HUBCAPS

Now available as a factory part are replacement hubcaps to fit 944 and 911 with the Porsche emblem in full colour on a black background. They are in stock so call Stefan at Autohaus.

GOOD NEWS DEPT.

Once again I am happy to be able to advise you that Porsche Cars have been able to significantly REDUCE spare parts prices. This time it is on mufflers and exhaust systems. So if yours is getting to the stage when it will soon need replacing get the good news on the new prices from Stefan.

Some of you may not be aware that Porsche Cars produce an excellent house magazine which they mail direct to you bi-monthly. Cost is approx. 30DM plus 40DM for air mail. Well worth it. I have subscription forms and sample copies.

PS

Comiserations to the driver of the black Carrera who got caught exceeding out pathetic speed limits on the way to York. I am glad to be able to report that he learnt from the experience and purchased a Micro Eye radar detector from Stefan on the Monday morning.

In the Back

J. Hancock

If you've driven a Porsche
Then you'll know this, of
corsche —

It's a bit of a squorsche
In the back;

And a long-legged mate
Will cry, "Oh, defecate!"

If he's given a sate
In the back.

So passengers ought
To be legless or thought —
They've no need to
contought
In the back.

Is the driver excused
If the legs are perused
When a passenger's
chused

For the back?

No, they're usually
maligned

With remarks most
unkigned

When seats are assigned
In the back.

They're called "dirty old
men"

And things of that ken
When assessing women
For the back.

So drivers of Porsches
Should always be corsches
When choosing who
squorsches
In the back!

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