

# Porsche Passion

June 2022



**Porsche Club**  
Western Australia



# PCWA Committee

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It seems that there's always an anniversary to celebrate in the Porsche family which surely must be a product of just how successful and diverse this car brand and community has become.

This year marks the 70th Anniversary of the very first Porsche Club forming in Berlin - the Westfälischer Porsche Club Hohensyburg. This club set in motion the worldwide expansion of a community linked by their passion for the brand which is still rapidly growing today.

The Porsche Clubs Worldwide group has grown enormously since 1952 with the current club count at 694 (524 Porsche Clubs and 170 Porsche Classic Clubs). The Porsche Club of Western Australia is club number 86 and we will be due to a special anniversary next year to mark our 40th Birthday.

This edition kicks off the story of Porsche Clubs around the world and the celebration of the milestone.

Happy 70th Porsche Clubs Worldwide anniversary to all of you!

**Joe Gauci**  
**vicepresident@porscheclubwa.org.au**



# 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 1952 - 1961.

## Porsche Milestones and Porsche Clubs worldwide



**26/05/1952 (former Westfälischer Porsche Club Hohensyburg)**

**002. Porsche Club Berlin e.V. 25/09/1952**

### **THE FIRST PORSCHE CLUB**

On 26th of May 1952, Günter Heidemann, Hans F. Debner, Gustav Pardun, Alfred Göddert, Rolf Vormstein, Emil Handtke and Karl Wertz found the Westfälischer Porsche Club Hohensyburg, which goes on to become the Porsche Club Westfalen e.V., in the presence of publicity manager and legendary racing driver Baron Huschke von Hanstein. The spirit and purpose of the Club – as can be read in the Club's founding articles – is "...to bring together all Porsche drivers in a spirit of friendship and camaraderie ..."

After Hohensyburg, more Porsche Clubs quickly spring up throughout West Germany. The Porsche Club Wiesbaden is founded in 1952. 25th of September 1952 sees the creation of the Porsche Stamm Berlin, followed by the associations of the Porsche Club Köln e.V., the Württembergischer Porsche Club e.V. and the Porsche Club Niedersachsen e.V.

## **1953**

**003. Porsche Club of Belgium 02/01/1953**

**004. Porsche Club Köln e.V. 10/02/1953**

**005. Württembergischer Porsche Club e.V. 20/07/1953**

**006. Porsche Club Niedersachsen e.V. 02/08/1953**

**007. Porsche Club Bern 11/12/1953**

### **THE SWABIAN CLUB**

Five years after the German currency reform, and just one year after the founding of the state of Baden-Württemberg, 19 Porsche fans gather together on 20th of July 1953 to establish the first Club at the company's headquarters in the surroundings of the Württemberg Automobile Club.

From 1958 onwards, the Württemberg Porsche Club organises, in collaboration with the Austrian Porsche Club, the International Porsche Ski Gathering in Zürs am Arlberg. In the years that follow, this ski event becomes an annual get-together for the national and international Porsche Clubs.

### **THE FIRST INTERNATIONAL CLUB: PORSCHE CLUB BELGIUM**

In 1953, the first Club outside of Germany is founded under the stewardship of the Porsche importer D'leteren. The international success story of the Porsche Clubs begins.

18 Porsche vehicles take part in the 20th Mille Miglia in 1953. In Le Mans, Helm Glöckler/Hans Herrmann and Richard von Frankenberg/Paul Frère claim a brilliant victory in their class.

In Germany, on 10th of May 1953, the Porsche Club Köln is the first Porsche association to stage a Club race on the south loop of the Nürburgring. The Club's focus on motorsport attracts talented up-and-coming racing drivers. The best-known young talent is Wolfgang Count Berghe von Trips, who joins the Rhenish Porsche Club in 1954.

## **1954**

**008. Porsche Club Zürich 07/06/1954**

### **THE ORIGINS IN SWITZERLAND**

After the first Porsche 356 is presented in public at the Geneva Motor Show in 1949, club-like structures very quickly begin to form in the Swiss confederation. The first events organised by the Porsche Freunde Zürich include what is referred to as the memorial drive. At this time, 32 Porsche drivers drive to the town of Zell am See to visit the burial chapel for Professor Porsche, who died on 30 January 1951, and to Stuttgart-Zuffenhausen to visit the Porsche factory.



Two originals: Badge of the Westfälischer Porsche Club Hohensyburg and the Porsche crest from 1952



Porsche friends from the Württemberg Club hand out Christmas presents to the Stuttgart traffic police in 1955



1955: The first international Porsche Treffen in Meran



1956: Special Guest at Meran: the then private owned 356 Roadster Nr.1



## 1955

**009. Porsche Owners Club 27/06/1955**

**010. Porsche Club of America 13/09/1955**

***PORSCHE CLUB OF AMERICA: "IT'S NOT JUST THE CARS, IT'S THE PEOPLE."***

For Porsche, the United States quickly emerges to become the most important export market thanks to the industrious importer Max Hoffman. By as early as the mid-1950s, almost half of the cars produced each year are sold overseas. The history of the Porsche Club of America is a success story in its own right. Initiated in 1955 by Porsche enthusiast Bill Sholar, a commercial graphic design artist from Washington, as a self-help group for carrying out repairs on Porsche vehicles, the Club quickly develops to become a large community outside of Washington as well. Today the Club comprises 147 regions with a total of 145,000 members and is thus the largest Porsche Club in the world.

The quality and size of the first Porsche Parade of the Porsche Club of America is impressive: 111 participants with 85 Porsche vehicles come together for this gathering. The American Porsche Parade quickly develops to become a highlight among the global Club events. To this day, it remains an established fixture of Porsche Club life in the United States.

## 1956

**011. Porsche Club Wien 01/01/1956**

**012. Porsche Club Holland 28/04/1956**

***PORSCHE CLUB HOLLAND***

The Netherlands can rightly be regarded as another European market with a particular love for the products manufactured in Zuffenhausen. As early as 28th of April 1956, enthusiasts found the Porsche Club Holland.

## 1957

**013. Porsche Club Aachen e.V. 27/03/1957**

In addition to the Porsche Club Niedersachsen, Köln and Berlin, the Porsche Club Aachen is now the sixth Club in Germany. Now in its 65th year of existence, the Club is still very active with a wide scope of events for its members.

In the middle of the 1957 motor racing season the Porsche 718/1500 RSK Spyder is unveiled.

## 1958

**014. Porsche Club Nürnberg e.V. 15/09/1958**

The Porsche Club Nürnberg is founded on 15th of September 1958.

As well as winning the titles of German champion in the sports car class in 1958 and European champion in the mountain rankings with Count Bergh von Trips, Porsche also comes runner-up in the sports car world championship.

From 1958, the 356 A 1600 GS Carrera de Luxe with 105 hp is available to purchase for the road driver who is used to good performance, and the 1600 GS Carrera GT with 115 hp is on offer for active sporty drivers. In the hands of private drivers with a love of motorsport such as Heini Walter, Paul Ernst Strähle and Sepp Greger, the GT is unbeatable in its class in mountain and long-distance races.



1956: PCA competition challenges at a event in San Diego



1957: American Club members picking up their vehicles at the Stuttgart airport



1956: Porsche Club Holland at an event in the town of Knokke



Driving skill trials for Porsche drivers at the Austrian capital of Vienna.

## 1959

### 015. Porsche Club Italia 01/10/1959

On 1st of October 1959, the Porsche Club Italia is founded in Milan, Italy "to allow people to come together to experience the Porsche brand".

#### **MERAN – ORIGIN OF THE INTERNATIONAL GATHERINGS**

Although the first gathering of Porsche Clubs takes place in Stuttgart in 1954, the Porsche gathering in the Italian town of Meran on 14th and 15th of May 1955 is often referred to as the first international Porsche event. These multinational gatherings have been designed to reinforce international relations, says company boss Ferry Porsche in describing their significance. An international 356 gathering took place in Meran in 2012 organized by the 356 Registry of Italy. A long-lived tradition.



1959: The first Club Presidents meeting led by Huschke von Hanstein and Ferry Porsche

## 1960

### 016. Porsche Club Solingen e. V. 02/02/1960

### 017. Porsche Club of South Africa 05/02/1960

### 018. Porsche Club Hessen e.V. 11/02/1960

### 019. Porsche Club Nürburgring e.V. 01/05/1960

### 020. Porsche Sport Club Zürich 25/11/1960

The Nürburgring. What is known as the "Green Hell". The heart of German motor sports. The Porsche Club Nürburgring is one of the traditional Clubs among the Porsche Clubs in Germany due to its heritage and its activities involving the Nürburgring. In 2021 the Club celebrated its anniversary with a record on the Nürburgring track: more than 500 Porsche sports cars set a new record.



1960: The PCA Tour Stuttgart meeting at the Solitude castle

#### **NÜRBURGRING TRIUMPH FOR PORSCHE IN 1960**

It rains incessantly during the race. The start is delayed by 15 minutes. Joakim Bonnier and Count Berghe von Trips in a Porsche take the lead at the start, ahead of Jack Brabham, Cooper. Joakim Bonnier wins.

The Porsche success is completed by drivers Graham Hill, Hans Herrmann and Edgar Barth, who finish in places 4 to 6.



1961: Züri

## 1961

### 021. Clubs Porsche de France 01/09/1961

### 022. Porsche Club Great Britain 01/09/1961

### 023. Club Porsche de France, Motorsport 20/09/1961

### 024. Porsche Club Berchtesgaden 06/11/1961

#### **PORSCHE CLUB GREAT BRITAIN**

The first step to founding a Porsche Club in Great Britain is taken by Arthur H. Sheffield. On 1st of September 1961, the British Porsche enthusiast takes out an advertisement in the British trade magazine Autosport. The title of the short advert "Calling Porsche Owners" gives details of a gathering of British Porsche drivers. However, only eight Porsche owners turn up at this first gathering. These owners agree that people who may have been interested in the Club had possibly not read this brief advertisement. So a second advertisement is then placed in Autosport magazine. This time, as well as 36 Porsche owners with their vehicles, 130 other people also attend the foundation meeting.

The Porsche Club Great Britain is today the largest Porsche Club organisation in Europe, with around 28,000 members. The Porsche Club Great Britain maintains close links with the factory. This is why they organise a visit to the factory twice a year.



1961: Porsche Club Italia at Monza



# Treasurer's Report



Hello PCWA members.

The Club finances remain in a sound position for this time of the year. Our account balances as of the end of May 2022 is \$76,448 in the bank accounts and \$3,744 in the PayPal account. This is \$26,145 more than the end of April.

The main items of expenditure during the month was a further \$2,000 deposit for the Christmas in July Function and payment of \$530 to SSR3 Officials. The major sources of revenue were further Tasmania Tour payments, Christmas in July accommodation and dinner payments and further SSR3 entry payments which will be paid out in the coming months. Other revenue was from new memberships, membership renewals and magazine advertising covering the remainder of the revenue. David Blainey



## Profit and Loss

Porsche Club of Western Australia Inc.  
For the 11 months ended 31 May 2022

JUL 2021-MAY 2022

### Trading Income

Driver Training	12,890.00
Interest Income	22.20
Magazine advertising	1,675.00
Membership dues	50.00
Membership dues (Corporate)	470.00
Membership dues (Family)	35,610.00
Membership dues (Single)	15,210.00
Merchandise sales	12,735.00
Nomination fees	2,850.00
Social Events	101,212.00
Sponsorship	3,600.00
Sport Series	27,585.00
<b>Total Trading Income</b>	<b>213,909.20</b>

### Gross Profit

213,909.20

### Operating Expenses

Bank Fees	8.35
Computer expenses	2,365.39
Driver Training costs	12,250.00
General Expenses	361.14
Hire of rooms	2,500.00
Insurance	382.25
Meeting costs (Committee)	952.05
Meeting costs (Members)	4,226.70
Membership expenses	4,408.47
Merchandise purchases	15,469.03
Paypal fee	4,072.05
Postage	318.99
Printing & Stationery	756.12
Rental of PO Box	144.00
Rental of storage unit	1,775.00
Social Expenses	111,533.77
Sport Series expenses	17,945.21
<b>Total Operating Expenses</b>	<b>179,468.52</b>

### Net Profit

34,440.68



"IT'S POSSIBLE. - SURE IS"



We moved to Australia in 2018 and purchased our new home through Realty Lane. It was the first time meeting Daniel & Maria and the Realty team made the experience painless- we never looked back. When it came time to sell and move on, we again relied upon Daniel & Maria to help us maximise our homes potential and favorable market position, to which they exceeded expectations. Our families journey has been amazing, and the team has been a part of that journey supporting our family through a very stressful time. We would not hesitate to recommend Daniel & Maria to any discerning buyer or seller looking for that step up in care, focus and professionalism. "It's Possible" - sure is!

- SIMON

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IT'S POSSIBLE.





# My interview with God

(actually, it was a virtual interview because I had Covid and God wanted to remain Covid free)

For those of you who don't know Godfrey Everett, he's been a member of the Porsche Club of Western Australia since December 1984. Godfrey (or God as he's known to his friends) has quite a history with the club which goes way back to its very beginning. He's owned a number of Porsche's including a 356A Cabriolet (1958) and 911T Targa (1973) and he served on the committee between 1986-1993 mainly in the role of Secretary. I had the pleasure of interviewing God and capturing some of his and the club's history.....

## ***In the beginning.....***

### ***God, tell me your recollections of the formation of the PCWA.....***

The Porsche Club of Western Australia was started in December 1983 when Ed Kozyrski and Danny Meneghello (best friends and Porsche owners) decided that with the assistance of John Daley from Autohaus they should start a club for the growing number of Porsche owners and enthusiasts in WA.

39 members joined at that first meeting. There's not a great deal of history available about that first year, except that the first Concours was held at the Taylor Street Reserve on the Swan River with about 20 cars and about 200 onlookers.

### ***What were those early meetings and the AGM like?***

The early club meetings were held either at Autohaus Porsche or the Brisbane Hotel, usually followed by drinks and finger foods. Ed and Danny were a couple of pretty cool dudes back in the day and they never intended the Porsche Club to be a Sausage Sizzle kind of club, but a club befitting the cars so it was always going to be Champagne and Canapes at any function.

Meetings were much the same as they are today with mostly good humoured arguing about water versus air cooled, front engine and rear engine configurations.

By December 1984 the AGM indicates the membership had grown to 97 and the Bank balance was \$476.65. The elected office bearers at this meeting were –

President:	Ed Kozyrski
Vice President:	Danny Meneghello
Treasurer:	Mark Jameson
Secretary:	Peter Long
Other Committee Members:	Sidney Di Lima, Sherry Treen, John Sisson

The meeting lasted 1 hour 15 minutes and closed at 9.15pm followed by a Porsche video and a Cocktail Party. In true Porsche Club tradition of the day - the minutes state that "The survivors staggered away around midnight".

### ***What about Club Social events?***

By 1985 the Club really got moving, running all manner of events including Wanneroo Track days, Restaurant Evenings, Weekend at the Settlers Arms during the York Flying Fifty which included a "Champagne Tent", a run to Mandurah with parking on the lawn at the Peninsula Hotel and a black tie Ball which was organised at the Merlin Hotel, however cancelled for financial reasons.









### ***What was the premier event for PCWA at this time?***

The highlight of the year was the Concours D'elegance at the original Pagoda Ballroom in Como. Ed decided he needed to increase club funds so we needed at least 40 cars on display and we would "charge the onlookers" \$2 each to come take a look at the cars.

The venue looked magnificent with streamers, balloons and displays from Autohaus Porsche. It was a raging success with over 2,500 paying public streaming thru over the 6 hours. We were told on good authority it was the largest display of exotic sports cars ever held in Western Australia up to that time. The day finished of course with a huge Cocktail Party to toast the success of the day.

### ***What was the relationship with the local Porsche dealer like at this time?***

The Porsche distributor was Autohaus (WA) Pty Ltd, 87-93 Bulwer St, Perth and was a subsidiary of the SA distributor and a terrific supporter of the club, as they would introduce new owners to the club. The Dealer Principle John Daley and Sales Manager John Sisson were both members of the club. They also arranged Porsche advanced driving courses with Alf Costanzo a four-time Australian Drivers Champion for the club members. Danny has supplied the photo of himself taking his very new 993 through the obstacle course in 1994, where he recalls overshooting the right hander at the end of the main straight that day due to brake fade from doing too many hot laps and was towed out of the dry black dusty sand where his 993 was bogged to the doorsils for a couple hours.

### ***What was the Sporting Series like back then?***

We had a vigorous group of racers who wanted more than Motorkhanas and one lap dashes so we got our CAMS licences with a view to racing in Marque Sport Cars with the WA Sporting Car Club. They noticed us and offered us our own Porsche Cup Race Series if we could field a minimum of 10 Porsches. With Sponsorship from Chellingworth we were able to field up to 17 Porsche. Outright motor racing is an exhilarating experience.

After the initial rush of excitement a lot of people cooled down and probably decided which events they enjoy and only went to those events. There was a time when we had to ring and cajole people to come to the concours. I think a nice lunch provided by the club sorted that out. Luckily Porsche still make cars that young people want, so membership isn't a problem unlike most sports car manufacturers who no longer make cars and their clubs cannot attract young people. ie MG, Austin Healy, Triumph, Jensen etc.





## ***What are some lasting memories that stand out for you?***

- In 1984 Hamiltons Porsche (the Australian distributor at the time) organised a VIP marquee complete with fine catering for all Australian Porsche dealers and Club Members at Sandown Racetrack in Victoria. There was no way Ed and Danny were going to pass on this offer, so they attended the weekend event where Porsche dominated with the 956's taking out the top 9 placings in the race. Danny has supplied the photo of a very rare factory poster he still has where he met the drivers and had them sign their photos.
- In 1993 Porsche were well represented when Paul Blank organised the classic rallies that became an annual event for a few years. Attached is a photo of a couple of 911's that attended the public display at the start in Forrest Place Perth in 1993 where Ed used his brand new 911 Carrera to compete.
- The Chellingworth Porsche Cup Series resulted in us being invited to race in the Porsche Cup at Bathurst in 1997 as support for the 2 Litre Bathurst 1000, at arguably one of the two greatest race tracks in the world.
- Running Two Albany Extravaganza Rally's which were three-day full-on rally's with Wives/Girlfriends as Navigators or drivers with speed events and terrific social events at the Magnificent 5 Star Esplanade Hotel in Albany. (The Esplanade no longer exists as it was demolished by two lunatic Singaporean developers)
- Ed and Danny arranged for Porsches (being fairly rare and exotic back then) to be able to park in front of the Burswood Resort Casino anytime a Porsche owner attended the casino or restaurants. (only Lambo's, Ferrari's and McLaren's etc. have that privilege now)

## ***What was the typical Porsche owner like back then?***

Porsche owners were mainly men, other than Pamela Bell from the Bell transport dynasty in the 80's/90's Danny tells me. I don't recall any ladies doing speed events but there was certainly plenty of them at all the other events, however Danny also tells me that Pam was very handy behind the wheel of her 911 Turbo and set some cracking lap times in the day.

Probably like today not all owners are very wealthy, many are just Porsche fanatics who sacrifice to be able to afford their favourite car. You know like the kids shoes etc !!!

## ***Were there any club rules at the time?***

Not really, just pay your dues and be a decent chap, or lady.







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# NEWS FROM THE SPORTING DIRECTOR



by Daniel Bathe

It's been a busy month in the Sporting section of the club. The Porsche Centre Perth held their Track Day at Wanneroo Raceway on 17 May. There were 10 PCWA members who registered via our website out of a total of 30 participants in total. The day consisted of a morning instruction session, followed by lunch and then an afternoon instruction session. The instructors were from Arise Racing and they provided excellent tuition. Thank you to PCP for subsidising one spot for a PCWA member. They are intending to continue to subsidise one spot for a PCWA member at future events, which is very generous.

The weekend of 28/29 May was a busy one with the 2022 Sports Series holding its first visit for the year down at the Collie Motorplex. We combined a number of events over the weekend to cater for a wide range of tastes. On Saturday morning a Social Run commenced from BP Baldivis led by Richard Wilson, which drove through some beautiful country roads with stop off for a degustation lunch at Hackersley Wine Estate on their way to Collie.

On Saturday evening we held a Social BBQ at the Collie Ridge Motel. 45 people attended the BBQ, which was held outside in rather fresh conditions. It was no surprise that all of the red wine that was brought down was consumed on the evening!! I've made a note to myself NEVER to allow this to happen again!!

We woke up on Sunday morning to a chilly 5 degrees for our SSR3 Track Day and arrived at the race track at 7:00 for scrutineering. We had 48 participants, with 28 from the Porsche Club and the remaining 20 participants coming from the HSV, WASCC, Lotus and Triumph clubs.

The event ran smoothly with only one minor bingle, when a Lotus Exige managed to swap ends, resulting in its rear-end being somewhat modified by the tyre wall.







We also held a Passenger Ride Activity over the lunch-break where passengers could have a ride in a race car for 4 laps. We had 17 people sign up for the ride, which by all accounts was enjoyed by all. It was also great to see a number of first timers participating in the SSR3 track day, and feedback was that they had a fun and adrenaline filled day.

The racing competition itself was on from the get-go and there were tight battles up and down the field. The track was grippy and fast and there were lots of Personal Best (PB) times being set.

Well done to the following for setting a PB at the Collie Long track:

Daniel Gonzalez in a 997.2 GT3 Cup Car in 72.239 secs  
 Daniel Bathe in a 718 GT4 in 77.097 secs  
 Davinder Manku in a 991.2 GT3RS in 77.684 secs  
 Sam Wolfe in a 1974 911 coupe in 77.927 secs  
 Joe Gauci in a 991.2 GT3 Touring in 78.795 secs  
 Gerald Ong in a 991 Carrera S in 79.551 secs  
 Garry Del Borrello in a 992 Carrera S in 81.175 secs  
 Brad Bird in a 996 GT2 Replica in 81.620 secs  
 Richard Wilson in a 981 Cayman S in 81.671 secs  
 Stuart Lister in a 981 Cayman GTS in 81.872 secs  
 Kim Leong in a 992 911 in 82.884 secs  
 Warren Greaney in a 987.2 Cayman in 83.308 secs  
 Colin Strickland in a 987 Boxster S in 83.619 secs  
 David Blainey in a 1970 911RS in 84.299 secs  
 Campbell Nunn in a 1967 911 coupe in 87.272 secs  
 Aleks Nikolic in a 997 Carrera 4S in 87.994 secs  
 Mark Power in a 981 Cayman in 90.442 secs  
 Nick Boccardo in a 996 GT3 in 91.999 secs  
 Jeff Beale in a 944 Turbo in 92.848 secs  
 Roger Bernhardt in a 986 Boxster S in 94.941 secs  
 Graeme Robson in a 1978 911SC in 99.780 secs  
 Phillip Jones in a 986 Boxster in 111.140 secs

There were also no less than 3 new club lap records set for the Collie Long track:

Renn Klasse 2 Lap Record was set by Daniel Bathe in his 718 GT4 in 77.097 secs  
 Renn Klasse 4 Lap Record was set by Warren Greaney in his 987.2 Cayman in 83.308 secs. Renn Klasse 5 Lap Record was set by Graeme Robson in his 1978 911SC in 99.780 secs





The top two times set in each Renn Klasse were:

#### **Renn Klasse 1 (RK1)**

1st was Daniel Gonzalez with 72.239 secs in his GT3 Cup Car  
2nd was Davinder Manku with 77.684 secs in his GT3RS

#### **Renn Klasse 2 (RK2)**

1st was Daniel Bathe with 77.097 secs in his 718 GT4  
2nd was Sam Wolfe with 77.927 secs in his 1974 911 coupe

#### **Renn Klasse 3 (RK3)**

1st was Colin Strickland with 83.619 secs in his 987 Boxster S  
2nd was David Blainey with 84.299 secs in his 1970 911RS

#### **Renn Klasse 4 (RK4)**

1st was Warren Greaney with 83.308 secs in his 987.2 Cayman.  
2nd was Campbell Nunn with 87.272 secs in his 1967 911 coupe



Unfortunately both ladies had to withdraw from this event so there was no competition in the Ladies Plate this month.

A big thank you to everyone who helped out to make this event possible, especially Laurie Parmenter who did all of the timing and fitting of the Dorians onto the cars, and Peter Ogden and Chris Clark who both stood in the flag marshals boxes out on the track in the freezing wind waving flags and taking the excellent photos that you can see here tonight. Your sacrifices are truly appreciated.

The next Sports Series event will be held on Sunday 17 June at Wanneroo Raceway and will be organised by the HSV club.

If you would like any info on joining the Sports Series, please feel free to contact me.

Happy racing!







# Porsche Club



## Western Australia Members

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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 April competition winner was awarded to Hooman Golestani for his photo above entered into 'Spirit of Porsche' category and titled "Nothing but the Shape".

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

The June 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.





# May photo comp entries



Peter Arnoldi  
"Secrets of Perth"

## artistic interpretation



# Dynamics







Joe Gauci  
"My Hips Don't Lie"

# Dynamics



# spirit of porsche



Peter Arnoldi  
"Sunset"



Peter Arnoldi  
"Fast Getaway"



# artistic interpretation



Peter Arnoldi  
"Secrets of Perth"



Peter Arnoldi  
"Follow the Leader"





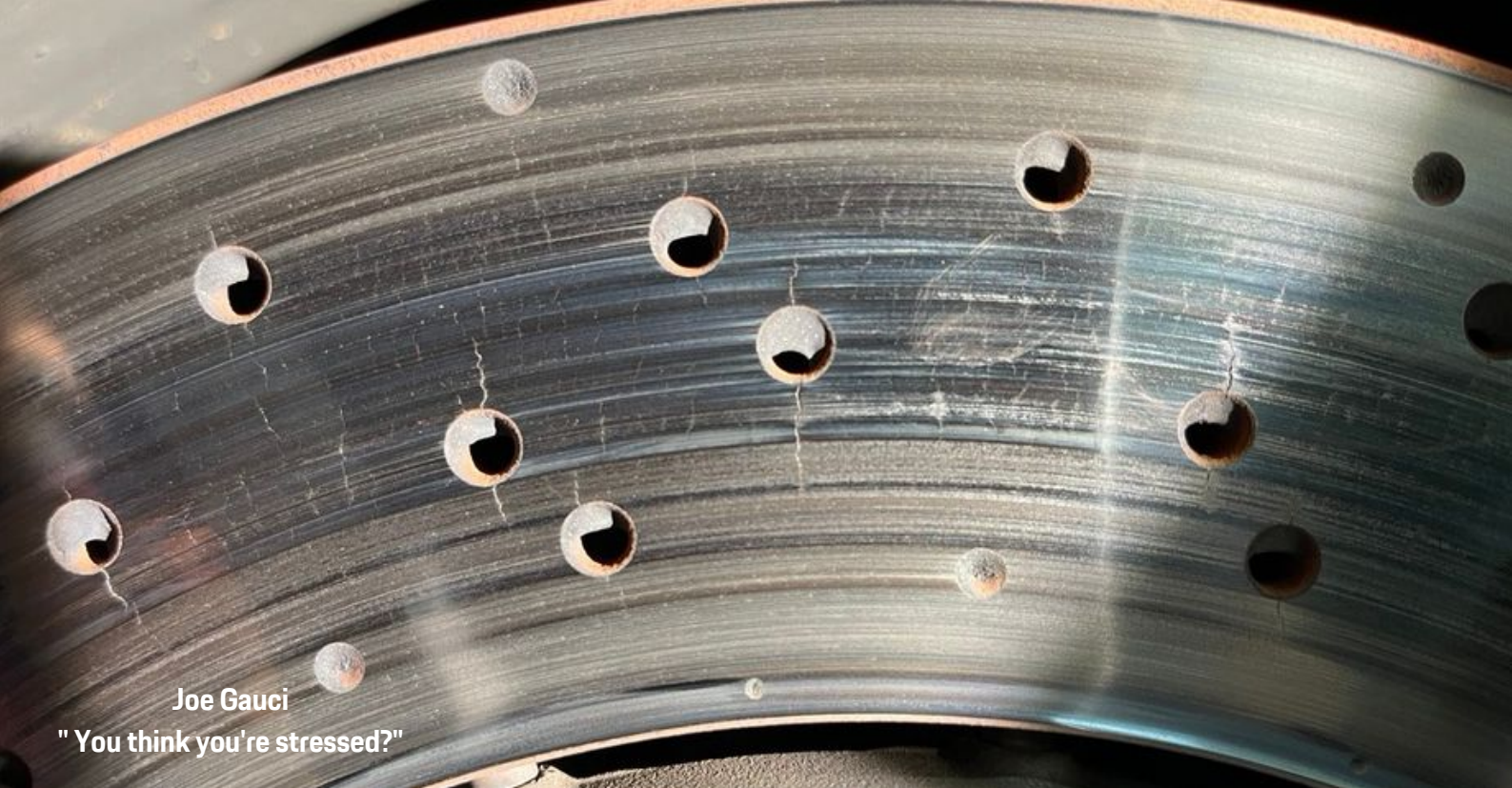
Marc Sherriff  
"It Starts with a Dream"



Joe Gauci  
"Only in Australia"

spirit of porsche





Joe Gauci

"You think you're stressed?"

# Engineering



Myles Ferguson

"Purrs like a Kitten with a Re-Engineered Cat-Back Exhaust"





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

8 new members joined over the last month. The current membership stands at a total of approximately 600 individuals, this is comprised of the following membership types:

- 212 Family memberships**
- 109 Individual memberships**
- 2 LIFE memberships**
- 1 Corporate membership**

The flow with membership enrolment is healthy which in turn keeps the club healthy.

This leads me to ask, why do we engage and be part of the Porsche Club, "what's in it for me?" The worlds most popular search engine came up with the following and I slightly edited it to more reflect our club...

Reasons to join Porsche Club WA are:

## **Socialisation**

Our car club is a great place to socialise! It allows for our PCWA members from different areas of life to meet up and share a passion with other avid enthusiasts. If you're new to a city, looking for a car club is a great way to meet new friends and even colleagues who you may form a life-long friendship with.

## **A Place to Learn**

If you're new to Porsche ownership, a car club can be a great place to learn more about your car from others that own the same type of car as you. Not to mention, our club partners with some local businesses, especially Porsche Centre Perth that may host information nights where you can ask the mechanical experts all the technical questions you have about your favourite car.

## **Benefits**

Depending on the car club that you join and whether or not it is a national club, there may be special perks to being a member such as discounted insurance rates and discounts on the purchase of a new vehicle as well as special rates for servicing your vehicle. When you join a club, they will often have a member login section on their website that will give you all the information you need to take advantage of these added benefits. We have an enviable association with Porsche Centre Perth are only too willing to assist and offer a generous discount on items through the parts department.





### **A Chance to Show Off Your Car**

Joining a car club is a great way to show off your car to those who will appreciate it for the same reasons you do. From the beautiful body of your car to the stunning mechanical feats, enthusiasts are great people to share a passion with.

### **Opportunities to Help Others**

When you first join a car club, you may be new to the ins and outs of your car but by the time you've settled in, you may one day find yourself as the expert with others asking your opinion on useful tips and tricks to help new members get the most out of their precious automobile.

Feel free to help me with my job and share this with your Porsche friends that have not seen the need of joining us at PCWA.





18 May 2022

# Mid Week Social Run to Imperial Homestead, York







37 PCWA members registered for the run. Showers were predicted for the whole day and 5 cars dropped out the morning of the event. We met out the front of the Parkerville Tavern at 10:15 for a 10:45 am departure.

The 90 km drive went from Parkerville, through Stoneville, Chidlow, Wooroloo, Wundowie and Clackline and then followed Spencer Brook Road to York. We were lucky as the showers held off for the whole journey and we arrived at York just on midday (even with a wrong turn and a number of cars going on an accidental scenic detour).

The Imperial Homestead is a fabulous old hotel that has recently been done up. We occupied a separate dining room complete with log fire. The pub has an extensive menu of good quality "pub grub" and we each ordered and paid for our own food and drink.

The majority of the attendees enjoyed the drive and would return to the venue for a meal. David Blainey





# May - Social Run to Collie

The day prior to SSR3 we had a social drive and lunch on a convoluted route to Collie. There were some new members amongst to group on their first drive in a club. We met at the old trusty BP Southbound, we choose this location due to the multi-facet attractions such as fuel, food, caffeine, and ample parking. The first leg was relatively simple going down the South-west highway until we turned into Henty Brook road with it's twisty Porsche friendly roads, only to bank up behind a Japanese people mover with a nervous driver in the bendy roads .The next turn was into Pile road, a



PCWA favourite for it's scenery and great curves, I could hear the collective groans behind me as the "people mover" elected to go that way as well. Soon, we arrived at the lunch location at Hackersley Estate Wines for a three-hour degustation that was exquisite. A big Thank You to our hosts Adrie and Aaron Devitt. I am happy to say that the second driving leg of the run was free of "Japanese car roadblocks" and we were able to stretch our legs through the picturesque forests with one eye on the road and one eye peeled for large macropods that do not display any road sense. All involved had a wonderful time and enjoyed the comradery of other Porsche lovers and then we all joined in with the other SSR people for a BBQ braving the polar conditions.

## Upcoming Events

### 11 June - Porsche Centre Sports Car Together Day

The Porsche Centre Perth has it Sports Car Together Day on Saturday 11 June. Please see the last page of this magazine for details and get in fast as these events are always well attended and not to be missed!

### 15 June - Mid Week Run to Bedfordale

Watch your inbox next week for the June mid-week run! The drive which has been put together by David Bryce is approximately 50 kilometres long culminating with lunch at Last Drop Elizabethan in Bedfordale on June 15th. This pub is an old English themed pub style that boasts Hearty fare, beer & ciders in a quaint, English-style tavern with exposed brick & wooden beams. Stay tuned for more info.



### 26 June - Weekend Run to Harvey

We're just putting the finishing touches on what will be an epic run to Harvey with the Mercedes and AMG Clubs which will take place on Sunday 26 June. The run includes many of our favourite southern roads through Jarrahdale and takes us into the town of Harvey for a lunch and tour of the cheese factory. Stay tuned for more information



# Christmas in July



Coming up fast, in fact, on July 22nd we drive down South through amazing Porsche friendly roads with a stop at the popular St Aidens wines for "play lunch". After tasting their vineyards wares and indulging in scones and other assorted waist challenging goodies we journey on to Karri Valley for two nights. Lots of PCWA people have booked and extended their stay as well. We had many comments after the fun 2021 run and that is why we are revisiting Karri Valley Resort, but with a slight tweak with less organised meals and more "free time". The idea at this stage is for the team to have a load of local runs and places to visit that you can do at your leisure with the obligatory Christmas dinner on the Saturday night, I even hear that Santa will visit with a gift for the ladies and mulled wines for all on the night. This less busy program leaves you more time to explore at your own pace and choose places of interest more to your taste. We have booked the entire resort on the lake, and we have had a large number of bookings so far and only a limited number of accommodation types remain, but there is still time to join the fun with your Porsche family. Keep an eye on your inbox for the last chance to join in or go back to the two emails on 14th of May and the 17th of May.





# Fifty years of the Porsche 911 Carrera RS 2.7 – 'Germany's fastest sports car'



Ducktail', 'RS' or '2.7'. Today, the Porsche 911 Carrera RS 2.7 is known by many nicknames. But its significance remains unique: it was the fastest German production car of its day and is the first series production model with front and rear spoilers – the latter earning it the 'ducktail' moniker. This was how, in 1972, Porsche launched a trend for rear spoilers on series production cars.

About 50 years ago, Porsche began the development of the 911 Carrera RS 2.7. "The 911 Carrera RS 2.7 was intended as a homologation special. It was to be a very light, fast sports car," recalls Peter Falk, who was then the Head of Testing for series production cars at Porsche. Even though the model variant was based on the 911, it ended up becoming a new base vehicle for racing and rallying that featured many technical innovations. The most powerful model of the first generation of the 911 was the first 911 to be christened 'Carrera' – the crowning glory of the Porsche range. Weight, aerodynamics, the engine and chassis were all worked on intensively. Around 15 engineers drove the development of the car from May 1972, among them Tilman Brodbeck and Hermann Burst, as well as production staff.

## Surprising success

Porsche initially planned to build 500 examples in order to homologate the 911 Carrera RS 2.7 for Group 4 racing regulations for Special GT cars. It became a road-approved vehicle for customers who also wanted to participate in racing events. On 5 October 1972, the new model was presented at the Paris Motor Show, which was held at the Porte de Versailles. By the end of that November, all 500 vehicles had sold. Porsche was surprised by the car's success, and was able to triple the sales figures by July 1973. A total of 1,580 units were built and, once the 1,000th vehicle had been made, the Porsche 911 Carrera RS 2.7 was homologated for Group 3 as well as Group 4. The optional M471 equipment package led to Porsche building 200 lightweight 'Sport' versions of the car. A further 55 examples of the racing version, 17 base vehicles, and 1,308 touring versions (M472) were built.

The interior of the lightweight 911 Carrera RS 2.7 (M471) was pared back to the essentials, according to the customer's requirements and the production date. Among other things, the rear seats, carpets, clock, coat hooks and armrests were omitted. Upon request from the customer, two lightweight seat shells replaced the heavier sports seats. Even the windows were made of lightweight thin glass and the Porsche crest on the bonnet was initially glued on. Compared to the 'Touring' equipment package (M472), the 'Sport' weighed 115 kilograms less, with a kerb weight of 960 kg. It was priced at 34,000 Deutschmarks. The Sport package (M471) cost 700 Deutschmarks, while the Touring package (M472) was 2,500 Deutschmarks. As a car purely for racing, the 911 Carrera RSR (M491) was developed by Porsche with a greater engine displacement, among other modifications. Unlike the other variants, this car was uncompromisingly designed for use in motorsport. The equipment package that was chosen therefore defined the respective version of the 911 Carrera RS 2.7.

The newly developed 2.7-litre flat-six fuel-injected engine developed by Hans Mezger and Valentin Schäffer produced a powerful 210 PS at 6,300 rpm in the 911 Carrera RS 2.7 and developed 255 Nm of torque at 5,100 rpm. The increased displacement over the regular 911 engine was made possible in part by a thin Nikasil coating on the cylinders. To maintain the car's everyday usability, the compression ratio, timing and valve diameter remained identical to the specifications of the 2.4-litre engine. In the sports version, the power enabled the car to accelerate from 0 to 100 km/h in 5.8 seconds, making the 911 Carrera RS 2.7 the first production car to break the six-second mark set by German car magazine 'auto, motor und sport'. The top speed exceeded the 245 km/h mark. (Touring 6.3 seconds, 240 km/h). The RS 2.7 became the ideal synthesis between weight, performance, aerodynamics and handling.



## The first with a rear spoiler

The body was all about weight reduction. Thin sheet metal, thin windows, plastic parts and the elimination of insulation helped decrease the total vehicle weight of the racing cars to less than the 900 kg required for the new model to be homologated. At the same time, the aerodynamics were improved. The aim was to minimise lift on the front and rear axles at high speeds in order to achieve more neutral handling.

Engineers Hermann Burst and Tilman Brodbeck, together with stylist Rolf Wiener, then developed a rear spoiler for the first time, testing it in the wind tunnel and on test tracks. The aim was to retain the original unified bodystyle of the 911, to compensate for the drawbacks of the sloping rear with suitable and stylistically appropriate measures, and to improve the aerodynamics of the 911.

Sheet metal and wooden blocks on the engine cover were initially used during the trials, as precursors to the finished ducktail design. In the wind tunnel, the engineers identified the flow pattern at the rear and the changes with the new tear-off edge. As the test car stood on a weighing bridge with one balance per axle, the new lift values could now be worked out. After three days in the wind tunnel with three different variants, the engineers settled on an initial measurement for the height and width of the rear spoiler.

Their new findings: the elevation of the new ducktail spoiler pushed the 911 Carrera RS 2.7 closer to the road when the car was driven at speed and supplied the rear engine with additional cooling air. The effect was achieved without any increase in drag – on the contrary, in fact.

Together with test driver Günter Steckkönig, photographers and designers, the developers travelled to the Hockenheimring to test what they had discovered in the lab on the road. The photographer took photos of the side of the Porsche from a specified distance in order to work out the effect of the spoiler from the height of the body later on. Thanks to a defined measuring distance, the developers also determined the exact top speed. "During tests, we found that with a taller spoiler we could actually increase the top speed due to the decrease in drag," explains Falk. "So we kept raising the rear spoiler upward by millimetres with sheet metal at the tear-off edge until we found the reversal point at which the drag increased again." As a result, top speed was increased by 4.5 km/h.

On 5 August 1972, the three Porsche employees filed patent disclosure document No. 2238704 with the German Patent Office. It read: "The invention relates to a passenger car with a rear spoiler – one preferably mounted between side panels – and an aerodynamic device in the rear to increase the dynamic rear wheel pressure. The invention aims to provide a highly effective aerodynamic device for increasing the rear axle pressure of a passenger car or reducing the lift in the rear axle region when driving. However, this device also needed to be installed in the right position in the rear of the passenger car. Following its invention, this is achieved by combining the device with the rear engine cover to form a unit that extends over the overall width and projects beyond a substantial part of the rear hood in the longitudinal direction of the vehicle."

Fifty years later, Falk can still remember his first drive in the near-production 911 Carrera RS 2.7: "The ride took some getting used to because the car was very light and had less suspension compression. In addition, there was a lot of noise because of the lack of insulation. But the longer I drove, the more impressed I was," he recalls.

Test manager Helmuth Bott was shown the innovation and ordered further road tests. Nordschleife specialist, road test driver and racing driver Günter Steckkönig was responsible for the practical tasks, driving the new model with the rear spoiler on the new test track in Weissach. Steckkönig compared the handling with a 911 without wings – and drove faster and safer with the front and rear spoilers. Bott was impressed by this and, seeing an immediate safety benefit due to the car's greater traction, decided to move ahead with production. Much like the front spoiler developed a year earlier, the rear spoiler was initially intended as a retrofit kit for 911 customers.





Things turned out differently, however. The 911 Carrera RS 2.7 was fitted with the combination of front and rear spoiler as standard for the first time. A ready-to-drive prototype was created within three months, and production of the limited-run series began. Shortly afterwards, the model unleashed a worldwide craze for spoilers. All rear spoilers, starting with the 911 Carrera RS 2.7, have been used to correct aerodynamics ever since. “At the time, I thought the spoiler was just a solution to a technical problem. It took me a long time to realise that we had created an icon,” recalls co-inventor Hermann Burst.

### Different tyre sizes for more traction

The engineers also set to work on the chassis. Porsche had experience by this stage of racing with wider rear wheels, so the development engineers tried this out on the 911 Carrera RS 2.7 as well. “We wanted to improve traction and handling with wide tyres on the rear axle because the greatest weight is found on the rear axle,” recalls Falk. For the first time at Porsche, a series production car featured different tyre sizes on the front and rear axles. Fuchs forged 6 J×15 wheels with 185/70 VR-15 tyres could be found at the front, 7 J×15 with 215/60 VR-15 tyres at the rear. To make them fit, Porsche widened the body by 42 mm at the rear, around the wheel arches. “When this worked well in development, production and sales, all subsequent models were fitted with this combination,” Falk continues. All models got a more firmly tuned, lighter suspension system from Bilstein, plus thicker anti-roll bars. The front beams were made of lightweight aluminium. At the rear, reinforced rear control arms and cross-member reinforcement were used.



### The Carrera name

To clearly differentiate it from other 911 models, Porsche started looking for a new name under which to sell its most powerful model in mid-1972. For the first time, the ‘Carrera’ script adorned the side profile between the wheel arches on the 911 Carrera RS 2.7. The Spanish word translates as ‘race’ in English, and RS on the rear spoiler stands for ‘Rennsport’, or ‘racing’.

For Porsche, the ‘Carrera Panamericana’ was the inspiration for the new name. In 1953, Porsche claimed its first-class victory in the endurance race with the 550 Spyder. Then, in 1954, it finished third overall – a sensation that sparked the new addition to the name.

In the years that followed, Porsche used the name Carrera for its most powerful vehicles with the 1954 four-camshaft/Fuhrmann engine, such as the 356 A 1500 GS Carrera or the 356 B 2000 GS Carrera GT. The Carrera script adorned the rear of the Porsche 904 Carrera GTS from 1963, and on the 906 Carrera 6 from 1965 it could be found on the wing behind the front wheel arch. According to statements made at the time, Carrera was also understood to be a “quality predicate for a technical delicacy that had proven itself on racetracks and rally circuits”. In short, it was the ideal name for the future top-of-the-range model of the 911. “We wanted to assign the already famous ‘Carrera’ name to a production model and thought about how we could best represent that,” recalls Harm Lagaaij, who was a designer at Porsche at the time. They decided on the area between the wheel arches.

The first designs placed the lettering at the bottom of the sill in a contrasting colour to the body paint, framed by light shading. “But if the paint had been dark, the name would have been very difficult to read,” he explains. This design is only found on the first prototypes and the first vehicles delivered – in contemporary brochures, for example.

Lagaaij and his team went on to develop a second proposal. For typography, they stuck with existing variants and made minimal modifications to the lettering. The letters of the nameplate were now framed in a contrasting colour to the body paint, crossed by a wide stripe in the same colour. “Since the 911 Carrera RS 2.7 was mostly sold only in light paint colours, the lettering was very easy to read,” says Lagaaij. It became a blueprint for decades to come.





In addition to the Carrera lettering, Porsche had other eye-catching design features to offer: 29 paint tones were available, some in striking colours, and 27 were produced, including colours such as Bright Yellow, Red and Blood Orange. Porsche also fulfilled individual customer colour requests. The colour of the rims matched either the body or the Carrera lettering on the sides (in, for example, white vehicles with red, blue or green lettering). The Carrera lettering retains its pre-eminent significance to this day, as does the long-famous RS abbreviation. It is used again and again for particularly spirited 911 models.

### **The first racing successes**

Following the change in regulations for sports prototypes, which prevented further development due to the new three-litre displacement limit, a very successful era ended for Porsche. Porsche boss Ernst Fuhrmann recognised great potential for the 911 in motorsport from 1972 on, and therefore good advertising potential for Porsche. In June 1972, a first RSR (standing for 'RennSport-Rennen', or 'racing-sport-racing') prototype with a significantly widened body started at the 1,000-kilometre race in Zeltweg on the Österreichring. As the unofficial Porsche factory entry, Günter Steckkönig drove a lightly camouflaged prototype racing car straight to 10th place overall.

After the racing debut of a first official 911 Carrera RSR at the Tour de Corse in November 1972, Porsche decided to begin a new chapter in the success story of the 911 in racing for 1973. Porsche planned to enter a works team in the 1973 World Championship for Makes, including top drivers Herbert Müller and Gijs van Lennep.

In early February of that year, an RSR piloted by Peter Gregg and Hurley Haywood crossed the finish line at the 24 Hours of Daytona with a 22-lap lead. It was a brilliant start to the new season. In March, at the 12 Hours of Sebring, the two drivers won again, with the support of Dave Helmick. Endurance races followed at Vallelunga, Le Mans, Dijon, Monza and Spa-Francorchamps, where 911 RSR racing cars and their drivers were successful. Müller and van Lennep also won at the famously tough Targa Florio in May 1973. "The victory was important for us because it showed that the RSR, with the larger rear wing, was very fast on circuits and rally stages," recalls Falk. At the 24 Hours of Le Mans in June 1973, Müller and van Lennep finished fourth overall in a 911 Carrera RSR. At the International Race of Champions (IROC) held in October 1973, Roger Penske from the US fielded 12 identical 911 Carrera RSR 3.0 cars in which drivers from different racing classes competed against each other.

In its first season, the 911 Carrera RSR won three international and seven national championships – providing the foundations for the success of the 911 for decades to come. In addition to the factory team, many private drivers and teams chose the 911 RSR and achieved many victories in national and international events over the next few years.

Porsche also entered the 911 in rallying. The East African Safari in April 1973 and the 1,000 Lakes Rally in August 1973 were seen as test runs for future rally entries. Perfectly positioned, Porsche entered the East African Rally in April 1974 with two specially prepared 911 RS cars. Björn Waldegård and Hans Thorszelius finished second overall after 5,000 km in the energy-sapping rally that tested cars to the limits of endurance – and only the cancellation of one stage caused Porsche to miss out on a well-deserved victory.

With the 911 Carrera RS 2.7, however, Porsche was not only developing a sports car for the racetrack, but a car that customers could use as a daily driver as well as for racing. It took the grand touring car concept to the racetrack. Contemporary advertising put it like this: "Its repertoire: by road to the race and home again. Monday to the office. Tuesday to Geneva. Back in the evening. Wednesday shopping. City. Traffic jam. Creeping traffic, but no soot on the plugs, no complaint from the clutch. Thursday country roads, motorway, switchbacks, dirt roads, construction sites, Friday only a short distance to drive and repeated cold starts. Saturday with holiday luggage to Finland. Carrera RS – full of inexhaustible reserves in both sprints and marathons."



## The road to the future: Andreas Preuninger on the 911 Carrera RS 2.7

Andreas Preuninger, Head of Porsche GT Cars, has a special relationship with the 911 Carrera RS 2.7: The first car he was in charge of at Porsche was a 996 GT3 RS. In developing it, he drew inspiration from the 911 Carrera RS 2.7, and it became the ultimate solution for motorsport.

In 1972, it became standard practice at Porsche for the first RS model of the 911 to be developed by the same employees who developed the racing cars. The precise aerodynamics designed back then with racing cars in mind still make the 911 Carrera RS 2.7 unique today. "It's the most direct technology transfer from motorsport to series production that ever occurred. Nothing about this has changed to this day and it is part of living tradition at Porsche," says Preuninger.

What was so special about the 911 Carrera 2.7 RS of 1972 was its consistently lightweight construction. "An RS model made by Porsche is characterised by the most emotional relationship between the road and motorsport. This is the unfiltered driving experience that Porsche has represented for 50 years," he adds.

Even now, the technical data still excites Preuninger. With an unladen weight of 960 kg and 210 PS, the RS 2.7 accelerated from 0 to 100 km/h in 5.8 seconds, and could reach 245 km/h. "Those were sensational figures in the early 1970s. And they still are," he says.

Back then, extreme measures were taken to reduce weight. The developers re-moved anything that was not absolutely necessary for driving. Every single part was put to the test. Might it be made even lighter? "The employees at the time were breaking new technical ground in many places. With commitment and a sense of creativity, they came up with innovations that we still benefit from today, such as us-ing the rear spoiler on a series production car for the first time."

With the 911 Carrera RS 2.7, Porsche developed not only an icon, but also some of the DNA that today's 911 RS and GT vehicles now exhibit. "The 911 Carrera RS 2.7 is a milestone in the Porsche sports car history and continues to shine today," concludes Preuninger.

The fundamental qualities that characterise all RS models are still evident: consistent lightweight construction and a focus on motorsport customers and racing – just as they were almost 50 years ago.

From 20 September 2022 onwards, the Porsche Museum is showing a special exhibition on 50 years of the 911 Carrera RS 2.7.







PORSCHE



Sportscar Together Day is an occasion designed specifically for Porsche enthusiasts to witness the classics, and celebrate our future. Enjoy Porsche hospitality and experience the world of Porsche at Sportscar Together Day 2022.

Get up close and personal with a range of classic and modern Porsches, alongside the latest arrivals at Porsche Centre Perth.

**Where:** Porsche Centre Perth – 101 Stirling Highway, Nedlands

**When:** 9:00am – 12:00pm  
Saturday, 11 June 2022

**Details:** Join us at Porsche Centre Perth as we celebrate Sportscar Together Day 2022 with signature hospitality, kids' activities, tech talks and gifts.

To register your attendance, please email the full names of all guests to;

**[pr@porscheperth.com.au](mailto:pr@porscheperth.com.au)**