

## **40th Anniversary Run to Rochford Winery Sunday 20<sup>th</sup> September 2015**

### **Lunch Address By Will Darvall**

40 years ago, on 26th of August 1975, about 60 people met at the rooms of the Light Car Club, opposite Albert Park, to form the Porsche Club of Victoria. The 911, Porsche's only current model, was 10 years old. A few people who were there are still members.

That's where Barb and I met, and after a whirlwind romance, we married 30 years later.

Co-founder Kerry Reynolds is here, but the other founder, Mike Stillwell, is visiting the Frankfurt Motor Show and doing a few laps of Nurburgring. Why on earth would he do that, when he could be here?

Since then, the world has changed, Porsche has changed, the Club has grown and changed.

PCV is chronologically club 52 of about 300 Porsche Clubs worldwide and now has about 1500 members.

This year, a group of 8 eminent citizens has pulled together a sizeable book, describing that transformation. 40 authors have provided large or small written contributions, with many others providing photos, to illustrate 25 chapters. It is conversational and explanatory with many entertaining stories. There are lots of pictures and no big words.

So, what's changed in 40 years?

I'll give a brief outline, using some book chapters as a framework.

The first Club event, held some weeks later, was a champagne barbeque, held on a lane next to the Lilydale airport (owing to a venue mistake), when 47 cars, including many 356s, attended. Weather was wet, but a good time was had by all. We even have the story and pictures in the book.

The first invitation competition event followed on Cup day, when 10 PCV entrants attended a LCC event at Sandown. They won the slalom, hillclimb and quarter mile sprint (show Bruce Harris' trophy). The next invitation was to a Triumph Club autocrosse at Broadford in early '76.

The first competition event run by PCV was held at Winton on 1st Aug '76, when 31 911s and 10 356s, competed in 2 classes, 4's and 6's; how simple! Shortly after that, the first motorkhana was held at Highpoint Shopping Centre and the first hillclimb was held at Lakeland, in Lilydale. They were simple events, running road cars on road tyres, with family and picnic baskets unloaded at the track.

Competition gradually became more serious, with 4 P/W road car classes introduced in 1981, in conjunction with increasingly thorough competition rules. Open Class, allowing competition cars with racing tyres, only began in the mid 80's. Now, 30 years later, there are 11 classes in a constantly evolving competition calendar, with increasingly sophisticated cars and complex rules, in our totally self-contained events, run by our own scrutineers, officials and dedicated marshals.

PORA, the Porsche Owners Racing Association, was formed in 1987, for those who wanted to engage in "real" racing, which led to the popular Porsche Cup, often seen in association with other series. Races were held around Australia, including at the Grand Prix in Adelaide in 1991. Eventually, Porsche took over control in the mid 90's, which led to the Carrera Cup.

Many members spread their wings to other racing and rallying series, particularly the tarmac rallies: Dutton, Targa Tas, Rally Tas, Mt. Buller sprints, Classic Adelaide, even Targa NZ. Others ventured into track championships, such as the Australian SCC, GT and production car championships.

In 1986, the Australian 356 Register was formed, not as a breakaway from PCV, but as a club with different aims and objectives, with cars that were then up to 35 years old. It now has 320 members, including perhaps 90% of all Aust. owners. The annual Parade in Melbourne, in the last weekend of November, showcases at least 100 cars at the Sunday Concours.

The Australian Typ 901 Register was formed in 2003, to cater for the small bumper early 911s, then all at least 30 years old. There is even a 914 Register.

Did you know that there were National Porsche Club meetings annually from 1977-'96, the first being a meeting with SA at Mt. Gambier. There were sprints, concours and lots of socialising, held on a rotating basis, in NSW, SA, Qld, ACT and Vic, with great friendly rivalry.

Concours were held from the '70's-'98, either here, or interstate at the Nationals, culminating in a massive event at the 50th anniversary of Porsche in Melbourne. Since then there have been Show'n'Shine at Fed square in 2010 and '11, and at Motorclassica in 2012-'14. This year it will be held with President's day at Sandown.

Economy runs were held from 1977-'90's, with some unusual and entertaining tactics employed.

Social events were initially often unstructured, or associated with other events. There were pool parties, tennis days, the kids' Christmas parties and the exciting Dinner Dance. The Social Committee was formed in 2003, greatly expanding the events and organisation of the current Club nights, Club runs, Mid week runs, Tours, Show'n'Shine, Go kart Challenge and Dinner Dance. The Participant of the year has 355 names on this year's list, which would not include all those who have attended an event.

The Registers were instituted belatedly in 2007, and have proved a great success, with about 25 yearly events, including drives, lunches, tech visits and overnight events, in an informal setting.

Since inception, the Porsche Parade has been printed 4 times a year. Initially a black and white newsletter, it has now grown and progressed into a superb full colour magazine since 2007, with colour only appearing in 2005. All copies have been digitised and those since 2000 have been loaded on the website, with the rest to come.

Management of the Club has become more efficient since 2004, with the appointment of an administrator, in conjunction with a sophisticated Club website and members' electronic access to all events and information. How did the Committee members ever cope with the work load before?

There have been 125 General Committee members since inception, with 22 Presidents. There is a Competition Committee, a Social Committee, a Registers Director and Register Captains. Perhaps 150-200 members contribute in some way annually to the operation of the Club. With so many members, there are available talents for all committees and eventualities. I have deliberately not mentioned many names, because I could mention 100 and leave 100 out.

There are 2 variables in PCV's success; the wonderful cars and the fascinating demographic of PCV people.

How did we get this far? Because this special demographic of Porsche owners who "always wanted one", love these quirky, iconic cars. They love to drive them, look at them, race them, polish them, talk about them, write about them and celebrate them with like-minded friends.

We also keep growing because our capable inclusive egalitarian enthusiasts follow their ideas in many directions to broaden PCV's activities and enjoyment. That's how PCV has become the most successful Porsche Club in Australia and the Southern Hemisphere. Tomorrow the world!

We're here today because of the incredible number of people who have given their time, talents and enthusiasm. I'm not a club sort of person, but I like PCV and its people.