



PORSCHE



October 2008

Porsche Club

News 5/08



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School isn't supposed to be this much fun.

The Porsche Sport Driving School.



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Editorial

Dear Porsche Club Presidents, Dear Porsche Club Members,

To drive a Porsche is to live and experience the Porsche brand. And where better to do just that than at the large number of Porsche Club events held all over the world.

Thinking back over the events of the summer season 2008, the significance of the Club events for the Porsche brand becomes abundantly clear. No other platform brings so many Porsche lovers and brand enthusiasts together to indulge their passion for Porsche products.

Porsche Club Coordination not only helped organize many of the national and international events, but was also represented in person by Porsche Club Coordination employees. The "head office" in Ludwigsburg was deserted for a time, as all our Club Coordinators were out and about all around the world.

The moments we shared with you at these events were as diverse as the character of the events themselves. The memories of Le Mans Classic, organized with the help of Porsche Club Coordination, will be with us for many years to come. We can also look back on fond

memories of the Porsche USA Parade in Charlotte, North Carolina, where the streets of the city were completely taken over in the truest sense of the word. Hans-Peter Porsche celebrated his 30th visit to the Porsche USA Parade this year, proving that Porsche Club members are not the only loyal fans of the brand. Hans-Peter Porsche won an astoundingly high level of support for the Porsche Club of America at the event. Together with a team comprising the Managing Board of Porsche Club of America, representatives of Porsche AG and Porsche Cars North America, he took his position in the race simulator for the "Zone Challenge".

Mathias Menner and Sandra Mayr describe the Porsche Parade in Suzuka as a truly amazing experience. The Porsche Club of Japan invited a real "Geisha" to join in the celebrations – a unique experience even for our Japanese friends. Alongside the museum vehicles brought from Zuffenhausen by Klaus Bischof, the Geisha was without a doubt one of the most photographed attractions at the event. As the celebrations drew to a close in a karaoke bar, the Club Coordi-



nation team were called on to sing a repertoire of German songs together with their Japanese hosts way into the night.

The 2008 season has proven once again how valuable and unique the Porsche Club world is. Nowhere else do so many dedicated enthusiasts meet up for the good of the group and allow others to take part in the fun as a matter of course.

We would like to take this opportunity to thank all organisers, helpers, collaborators and participants once again for this exciting and jam-packed summer and the wide range of unique experiences.

We wish you success for the rest of the season!



Your Worldwide Porsche Club Coordination Team

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Anne Philipp
Mathias Menner
Paul Gregor

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To make it easier for us to produce the Porsche Club News, we ask you to let us have your contributions by E-mail. Please attach text contributions as a Word file. We prefer you to save your pictures in **Tiff format**, otherwise in JPEG format (minimum resolution **300 dpi**, at an actual size of at least **13 cm width**, as RGB or CMYK). Make sure there is **no "pixelation"** in the pictures and **do not** save the pictures as indexed colours (Web colour scale). We regret that we cannot process Word files or Powerpoint presentations containing embedded images to printable quality.

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Publication dates:
5 times a year

Photographic evidence:
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Closing Dates:

PC News 1/2009: 20/10/2008
PC News 2/2009: 19/01/2009
PC News 3/2008: 30/03/2009
PC News 4/2008: 25/05/2009

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1. News from Porsche AG

70th Anniversary of the Zuffenhausen Plant

The Zuffenhausen Legacy

Anyone who drives a Porsche has heard of the northern part of Stuttgart. The heart of the company has been based in the region since 1938 and the address is famous all over the world.

Hans Albrecht Hilt (73) is the senior manager of a photography company of the same name on Unterländerstraße in Zuffenhausen and witnessed Porsche grow with his own eyes: "I can still remember when Ferry Porsche came into

my parent's shop." Anyone who grew up in Zuffenhausen grew up with Porsche. The district in the north of Stuttgart was incorporated into the city on April 1, 1931 and is now home to around 36,000 people. The district is a

synonym for a company and its products like no other in the world. Americans always speak of Stuttgart near Zuffenhausen, pronouncing it "Suffenhousen".

The region's claim to fame is undeniable. When Dr. Ing. h.c. F. Porsche KG moved from Kronenstraße 24 in the centre of Stuttgart to the new building at Spitalwaldstraße 2, a new chapter in the Porsche success story started.

Production in 1958: Ferry Porsche observes the production of series 356 A vehicles in the assembly hall in Plant 2





Plant 1 in 1938: The construction work has just been finished. Today, the “brick building” is a central component of the plant in Zuffenhausen

The so called “brick building”, or “Backsteinbau”, is still a central part of the plant to this very day, and also houses the offices of the Managing Board and the Supervisory Board. This address has been the setting of major chapters in automobile history from the very beginning. The pilot run of the Volkswagen Beetle was produced in 1938. The production of three motorsport coupés type 64 in 1939 was also of major historical significance. The aerodynamic streamline vehicles originally designed for the long-distance race Berlin—Rome are generally regarded as the forefathers of all subsequent Porsche models.

Porsche began producing sports cars in 1950 with an interim solution. Until the approval of the parent plant by the American military at the end of 1955, body production and vehicle assembly for the Porsche 356 was completed largely by Reutter. The building complex of Plant 2, designed by architect Rolf Gutbrod, was built in 1952. Plant 3 followed in 1960. Four years later, Porsche KG took over the body-work factory Reutter with around 1,000 employees.

For 70 years, the heart of Porsche has beaten in Zuffenhausen in more ways

than one: the classic 911 and the engines for all Porsche models are produced in the 45,000 sqm plant.

Porsche has developed several special solutions to enable flexible production on a limited space, including multi-storey body production and vehicle assembly, as well as one production line for both series vehicle and racing model production.

All come with the unique guarantee: Made in Zuffenhausen.

Carrera Edition 7/08

70th Anniversary of Porsche in Zuffenhausen – Chronology

May 1937

Ferry Porsche purchases the site in Stuttgart-Zuffenhausen at Spitalwaldstraße 2, which later became the location of Porsche Plant 1

March 1938

The “brick building” (current base of Porsche SE and Porsche AG) is completed

26th of June 1938

“Dr. Ing. h.c. F. Porsche KG” moves from Kronenstraße in the centre of Stuttgart to the “brick building” in Stuttgart-Zuffenhausen

March 1950

The first Porsche sports car is produced in Zuffenhausen – the 356 Coupé.

November 1952

Production begins at Porsche Plant 2 in Zuffenhausen in the Gutbrod building – named after the world-famous architect Rolf Gutbrod

16th of March 1956

The 10,000th Porsche sports car leaves the production line – a 356 A Coupé

1960

The Porsche Plant 3 is built – home to several departments including sales and customer services

25th of August 1988

The new Porsche body plant opens in Zuffenhausen

15th of July 1996

The 1,000,000th Porsche leaves the assembly line

19th of October 2000

The “Porsche Centre Stuttgart” opens in Zuffenhausen as the first Porsche plant branch

2008

The 911 series and all Porsche engines are produced in the Zuffenhausen plant. Unique in the automobile industry: Porsche series and race vehicles are produced together on one production line in the 45,000 sqm plant

A bird's eye view: the Zuffenhausen site from above. On the left edge of the picture: the brick building in Plant 1 adjacent to the body plant. In the centre of the picture: Porscheplatz with the Customer Centre and the future Porsche Museum





Find out more here – Porsche online: call +49 (0)1805 356 - 911, send a fax to - 912 (EUR 0.12/min) or visit www.porsche.de.

Every Porsche is individual.

Now make it unique.

Porsche Exclusive.



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A 100-METER DASH ISN'T RUN IN OLD FLIP-FLOPS, EITHER.



The Porsche Cayenne is a versatile performer – on every type of terrain. The more the driver demands from the car, the more it's in its element. Thanks to the Michelin Latitude series, the same applies for the tyres. For the new Porsche Cayenne, Michelin has developed some new tyres with modest rolling resistance and therefore better fuel economy without any compromise in the performances. This is the reason why it can bear the N-designation – the sign of Porsche quality.

www.michelin.com



Improved performance from the new Cayenne... and from the tires

The MICHELIN Latitude Sport

You want a new sporty tire:
the summer specialist MICHELIN Latitude Sport

Ideal driving experience – spring, summer, autumn

Pleasant side effects:

- shorter breaking distance
- lower fuel consumption

Sizes and designations:

255/55 R18 Latitude Sport N0
275/45 R19 Latitude Sport N0
295/35 R21 Latitude Sport N0

The MICHELIN Latitude Tour HP

There is now a new tire option:
the all-season specialist MICHELIN Latitude Tour HP

Ideal grip – even when it is not summer

Pleasant side effects:

- more driving comfort
- less wear

Sizes and designations:

255/55 R18 Latitude Tour HP N0
275/45 R19 Latitude Tour HP N0

2. Information Exchange

Porsche Tequipment – Accessories for Individual Design

Winter fun



Anti-slip: special snow chains adapted specially for Porsche with fine-linked chain

Fans of winter sport need the necessary equipment. For you: suitable footwear and waterproof clothing. For your Porsche: the complete winter wheel set from Porsche Tequipment.

For meteorologists, winter begins on 1st of December. For summer wheels, however, it begins when temperatures fall below +7°C. The material starts to harden even at this temperature, reduc-

ing the grip qualities of the tyres and increasing the braking distance. On snow-covered, wet or dry roads – the complete winter wheel sets from Porsche Tequipment guarantee optimal driving characteristics in any conditions. This is true of both the 19-inch Carrera S II, as well as the 20-inch Cayenne SportTechno complete winter wheel sets, with a design which is both sporty and powerful. The new Porsche

winter tyres for the 18-inch Carrera IV wheel come with 20 percent extra width and one millimetre extra depth in the lateral grooves, offering optimized traction and braking performance guaranteed. The profile blocks are also softer and more flexible, and the fins around two millimetres deeper for improved grip on snow and ice.

All wheels guarantee increased safety without compromising on driving pleasure – even in the cold seasons.

Special snow chains are also available for all Porsche complete winter wheels. They are adapted precisely to the individual models and offer increased safety with their reduced profile. And significantly more driving pleasure. Porsche vehicles are suitable for everyday use – in any season. Why go without sport in the winter?

Elegant: the 18-inch Carrera IV complete winter wheel offers the best traction guaranteed



Sporty: the 19-inch Carrera S II complete winter wheel with its clear form



Powerful: the 20-inch Cayenne SportTechno complete winter wheel meets every demand



Further information about the entire Porsche Tequipment product range and the current Tequipment catalogues are available from your Porsche partner or on the Internet at www.porsche.com. At this address, you can also visit our Porsche Design Driver's Selection online shop, where you will find a range of selected Tequipment products.



For more information, visit www.porsche.com

Winter's on its way.

Time to protect your Porsche from the elements.

Porsche Winter Check

Porsche Service

The Porsche Winter Check is designed to ensure that your Porsche is fully prepared for the colder months. Using specially defined checklists, we perform checks on all of the vehicle's electrical and mechanical functions, as well as fitting winter tyres and storing your summer ones. To find out more about the range of services on offer, please contact your Porsche Centre.



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Porsche Travel Club Highlights 2009

Be amazed by the wide range of offers available from the Porsche Travel Club in the 2009 season. Experience a unique way to travel – to the most wonderful places on earth.

Porsche Tour Saxony/Baltic Sea/Berlin

Relaxing, educational or adventure holiday?
Why choose?

Germany has so many special destinations to offer. And these destinations are often linked by winding, curvy country roads through varied landscape. Through the lake district of the Mecklenburg region, for example. Or the Harz district, surrounded by myth and legend. Not to mention the UNESCO World Heritage Site Sächsische Schweiz. In addition to extensive driving pleasure, this 7-day tour also offers optimal relaxation in the best hotels and restaurants in lively cities and focal points of German culture such as Hamburg, Berlin or Dresden. Special moments offering a wealth of experiences both in and outside your vehicle. Attractions include the river Alster in Hamburg, the Brandenburg Gate or the Frauenkirche in Dresden to name just a few. Or take the opportunity to shop in the countless high-class boutiques.

Dates:	Price:
08/06/09 – 14/06/09	4.550 Euro / double room
31/08/09 – 06/09/09	4.950 Euro / single room



Porsche Tour New Zealand

At the other end of the world:
No end of curves.

New Zealand is famous for its green valleys and deep blue lakes, fjords, mountains, volcanoes and geysers. And scenery which is both fascinating and diverse in equal measure: rain forests, coastal plains and mountain ranges reaching up to 3,700 meters dominate the scenery of the southern island. The population of the country is concentrated on the northern island, with Auckland, the largest city in New Zealand and the capital city Wellington. This contrasts greatly with the central plateau of the northern island with its impressive volcanoes and hot springs. Without a doubt – the northern and southern islands have a wide range of experiences to offer. The best part of New Zealand, however, is the wonderful stretches of road. Along the coast. In the mountains. In your Porsche.

Dates:	Price:
13/02/09 – 20/02/09	6.997 Euro / double room
21/02/09 – 28/02/09	8.390 Euro / single room
01/03/09 – 08/03/09	
09/03/09 – 16/03/09	

Further information:
Porsche Travel Club
Tel.: +49 (0)711 911 78 155
E-mail: travel.club@porsche.de
www.porsche.com



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Just new owners.**

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Under strict quality criteria. Using only Porsche Original parts.

We guarantee this high standard worldwide. So there's a lot of love gone
into a used car – and that keeps it young.



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3. Management

Porsche Club Trophies 2008

The Porsche Club Season 2008 is coming to an end and we would like to thank you once again for all your activities and dedication this year.

As the year draws to a close we have many reasons to celebrate, honour the dedication of our members and hand out rewards for sporting achievement. And where better to do this than at your Club end-of-year celebration. We would once again like to offer our Club Trophies for this purpose. The trophies are produced in a batch of 600. Due to the large numbers, each Club can order a maximum of 10 in total.

Porsche Club Coordination is once again offering a special service this year. We will individually inscribe the engraving plate according to your specifications, then fix it to the base. We would therefore ask you to let us know in advance the exact words you want inscribed on the plate. The costs will be carried by Porsche Club Coordination. This reduces your expenses and the Club Trophy will be ready to be awarded on delivery.

The trophies can only be ordered from us by the Club President. If you are interested, please notify us of how many trophies you require as soon as possible (**by 14th of November 2008 at the latest**) using the attached order form (please fill out the form in clearly legible block capitals to ensure a correct inscription).

Please note that the production and shipping of the trophies takes at least 4–6 weeks.

If you have any queries, please do not hesitate to contact us.

Your worldwide Porsche Club Coordination team



Sample of the Club Trophy from 2007

Order form

Porsche Club Trophies 2008

Dr. Ing. h.c. F. Porsche AG
Mathias Menner/Club Coordination
Porschestraße 15–19
D–71634 Ludwigsburg

Please reply by 14th of November 2008 at the latest to:
Fax: +49 (0) 711 911 789 89

Porsche Club: _____

Full delivery address (PO boxes not accepted)

Contact: _____ Tel.: _____

Street: _____ Number: _____

Postcode: _____ Town: _____

Country: _____

We would like to order _____ Club Trophy(s)

with the following inscription:

Trophy No. 1: _____

Trophy No. 2: _____

Trophy No. 3: _____

Trophy No. 4: _____

Trophy No. 5: _____

Trophy No. 6: _____

Trophy No. 7: _____

Trophy No. 8: _____

Trophy No. 9: _____

Trophy No. 10: _____

IMPORTANT! Please note that production and shipping takes at least 4–6 weeks.

Signature: _____ Date: _____

4. Reports

Porsche Club of America, Wild Rose Region

“Bullrun” over the Wild Rose Country

When you think of a bull run and Calgary you may be forgiven for thinking of Calgary's world-famous exhibition and stampede, the largest outdoor show of its kind in the world. However, the “Bullrun” in this case is actually a high-performance rally cross the across the North American continent, with about 100 exotic cars covering over about 3,500 miles (5,600 km) in one week. A rally with fascinating vehicles, wonderful people and fun to be had all round.

This year's “Bullrun” was held from 20th to 27th of June, from Calgary, Alberta (Canada) to Scottsdale, Arizona (USA), crossing several secret locations on the way. The drivers stayed overnight in luxurious hotels and were informed of the next stage of the rally each morning

before setting off. The drivers relied heavily on their navigators to work out the best speed/ distance/mileage combination to get to the next checkpoint. On arrival at the checkpoint, they received information on the next destination.

Porsche Club of America, Wild Rose Region offered its support to the organizers of the “Bullrun” at an early stage to make the launch event in Calgary even more spectacular. Our Club members added their own cars to the starting line-up and helped to escort the drivers to the Canada/US border.

Despite the wealth of unique vehicles belonging to participants in the race, our Club members gravitated to the

Porsche models lining up for the “Bullrun”. These included several 911 Turbo, a 928 S and a 911. Our Club members brought their own 911 Turbo, 911, Boxster, Cayman, Cayenne, a Carrera GT and a 912 to the “Bullrun” party.

Several thousand Calgarians took part in the early-morning festivities. A number of blocks of downtown Calgary were closed off by Police for the starting line-up. Our Club members began decorating their escort cars with “Bullrun” stickers. The call to start the engines was given at around 9am and the cars roar off the start line led by pace cars. The start involved each car (including Wild Rose Region Club members) getting the confidential location



to the first checkpoint. The cars raced off in different directions to reach the next checkpoint in the fastest possible time. Our Club members enjoyed the roar of the engines, while accelerating through the downtown Calgary surrounded by the colours and logos labeling the "Bullrun" horde.

Kerry Smith, Rick Osuna and Ellen Harris, talented photographers of the Wild Rose Region, took a number of amazing pictures. Kerry Smith sat as a passenger in Steve Warner's 911 SC and took a whole host of action-packed shots of the "Bullrun" cars during the drive. Rick Osuna got some amazing snaps of the cars from up on the street lights.

The Wild Rose Region cars were also featured in numerous YouTube videos alongside the "Bullrun" cars. Webmaster Gord Veltenaar put some of the best videos on the Club website. Many of the "Bullrun" participants lost their way in the unfamiliar setting, but the Club members were on hand to direct them back onto the fastest route to the first checkpoint – the Bar U Ranch, a famous ranch south of Longview, Alberta.

The Wild Rose Region events Chair, Steve Warner, had informed all Club members of the rules prior to the event. And it paid off. The vehicles escorted by the Club were among the first to reach the checkpoint. Fritz Peyerl led many of the "Bullrun" vehicles safely to the first stop in his 912, dodging the police stops in the Turner Valley and the Longview corridor along the way. Martin Kratz and Tom Chong led the "Bullrun" camera team and several other "Bullrun" cars back on course in their 911 Turbos after their unintentional detour to the north. When the "Bullrun"



staff realized that they were back on track, they waved and passed our Porsche 911 Turbo.

Erik Dumas, our safety Chair and Vice President, had the opportunity to step in as navigator in one of the "Bullrun" cars. Dumas thought it over for a fraction of a second, balancing his job responsibilities, vacation entitlements and last but not least the promise of experiencing of a truly amazing rally, accepted the offer and joined the Team Bigsky.

The "Bullrun" cars continued their journey from the first checkpoint to the Canadian-American border. From there, the cars journeyed on towards further adventures in Montana. We waved Dumas off, knowing that stories of his numerous adventures would be told time and time again over the next few years.

The Club members had so much fun with the event that Wild Rose Region plans to enter up to four cars in the "Bullrun" next year.

We returned home (with the exception of Dumas) with a sense of satisfaction and removed the decals off from our vehicles, full of memories of our spectacular experience. Peyerl left the sticker on his 912 and never tires of telling his stories of guiding the "Bullrun" 2008 in Calgary. The "Bullrun" itself ended in Scottsdale with a spectacular party.

The stories of the Bullrun shared among car enthusiasts will be told and embellished many times in years to come. For the members of Porsche Club of America, Wild Rose Region, it was a unique opportunity being involved in the "Bullrun" 2008 and its legends about people, roads and engines.

**Porsche Club of America,
Wild Rose Region
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E-mail:
kratzm@bennetjones.ca**

Porsche Club Roland zu Bremen

Mobile Motto: Drive Hard, Play Hard

With this motto, Club President Michael Pledl invited members of Porsche Club Roland zu Bremen to attend this year's traditional summer celebration in Teufelsmoor.

Worpswede in Teufelsmoor near Bremen is not just a village in the Elbe-Weser region. It is also the birth place of the first German artist colony formed in 1889. Paula Modersohn-Becker, Heinrich Vogeler, Bernhard Hoetger, Otto Tetjus Tügel and other artists lived and worked here. To this day, Worpswede is a meeting point for interesting people from the fields of art, culture and economy.

The unique transportation methods of the bog, the traditional local Torfkahn boats and the diesel-run railway vehicle "Moorexpress", met with stiff competition with the arrival of the sports cars from Stuttgart-Zuffenhausen. Club members stormed Eichenhof in Worpswede in force in their Porsche 911 and Cayenne models. With a passion for detail, the Eichenhof team created a great atmosphere in the restaurant which was infectious for everyone present.

The grill buffet created a summer feeling and catered for everyone's needs. The drivers doubtless put on several pounds after enjoying the delicious rump steak and filet of fish. Towards evening, President Michael Pledl presented an assault course for the "little guests". On the prepared mountain bike, the young guests took off on the course either with or without their dad. The future Porsche pilots were ecstatic to receive the trophies to mark their victory.

We celebrated way into the night. The Bog, Worpswede and the Eichenhof were an unforgettable experience.

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Porsche Club Göppingen

Sun on a Rainy Day: Annual Trip 2008 South Tirol

22nd of May 2008: Ten Porsche vehicles stood in front of the Dornstadt Autobahn service area, spick-and-span and ready to embark on the annual trip. The destination: Sand in Taufers in Ahrntal.

The weather was moderate and the mood superb: Christine Saile, the organizer of the trip, presented each driver with a lovingly designed programme containing the route and schedule for the next few days.

The engines were started at 9.45 am. The drivers took off in the direction of the Ulm/Senden motorway, continuing along the curvy country roads through the amazing countryside of the Allgäu region to the first stop close to Unter-

ammergau. The drivers met with a welcome surprise: a hearty brunch with champagne (soda and fruit juice for the drivers), sausage, cheese, tomatoes, cucumber, fruit, coffee and a selection of cakes had been prepared for the participants. The meal received a resounding applause.

No longer spick-and-span after driving through the changeable weather, the vehicles proceeded to their goal – the Design-Hotel Feldmüller Hof. The weather

decided to be kind as we progressed on our journey and the Cabriolets were able to arrive at the goal with their tops down.

The interior of the Design-Hotel met with a chorus of “Oh’s” and “Ah’s”, as did the reception with aperitifs, accompanied by a selection of small delicacies. After the evening meal à la carte and the subsequent visit to the hotel bar, everyone retired to bed full of optimism that the weather would improve in the morning.

Friday morning arrived: Rain! We had planned to visit the scenic castle Burg Taufers and a drive to Kaltern. Christine Saile had the alternative programme already prepared. But no sooner had the



vehicles reached the road, the clouds moved aside and the sun came out. The roofs of the Cabriolets came down and the planned drive over the mountain passes could commence. The cosy lunch in Canazei was not even dampened by the return of the rain.

At the end of the mountain pass tour through impressive countryside with fantastic views, the drivers took a short break in a rustic mountain village. The action-packed trip to Grödnertal drew to a close in glorious sunshine, with a drive over Passo di Gardena, Passo di Sella, Passo Pordoi, Corvara Badia, Stern la Villa, Bruneck and Sand in Taufers.

The eventful and rainy day ended with a walk to a traditional South Tirol wine cellar. The food was exquisite, the wine excellent and the mood exceptionally sunny!

A hike was planned for Saturday. Although the weather was dull at 18°C, it was dry with no sign of rain. Strengthened with the ample breakfast buffet, we started on our trip through the Ahrntal on a 3-hour hike to the Kofler-Paul hut. Our guides Andi Heinzmann and Severin Elsässer ensured that we were kitted out with hiking sticks before setting off. The journey took us through an impressive alpine mountain landscape, where the mountain spring shone in its full colourful glory.

Of course we ended our hike with a trip to a traditional hut, where we enjoyed delicious local specialities.

We were free to spend the rest of the day as we wished and take advantage of the hotel's own indoor swimming pool, sauna, whirlpool and sun terrace.



We met up again in the evening for a meal together in the hotel. An excellent three-course menu was the perfect end to our stay in the Design-Hotel Feldmüller. Some guests partook of a final drink on the terrace and mused over the events of the day.

Sunday morning, departure in sunshine, 19°C. And forecasts predicted that the temperatures would rise. We looked forward to the ultimate driving pleasure – ten Porsche vehicles meandering through the Ahrntal to Bruneck.

We stopped for a break in the middle of the breathtaking mountain landscape near Imst, parking our Porsche vehicles against a backdrop of outstanding scenery. We then embarked on the return journey over the long-distance pass to Kempten, Memmingen and Ulm. We all bid a final “farewell” in Ulm. It was difficult to say goodbye after the wonderful days we spent together. But we have the next trip to look forward to.

Ingrid Stern

Porsche Club Göppingen

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Porsche Club Estonia

International Porsche Track Day Estonia: An Impressive Line-up

Porsche Club Estonia attracts attention time and time again with exciting and successful events. This year, these included the International Porsche Track Day Estonia. "It was the best event in the 12-year history of our Club," raved an extremely satisfied James Herne.

The starting line-up pointed toward a hard but fair competition. The Top Ten position was made up exclusively of Porsche GT3s. A 911 Turbo also qualified impressively and even a Boxster took its place among the "Big Boys" of the competition – due to the fact that the driver is regarded as probably the best Estonian amateur racer.

The Club sponsor Kummimees Tyres supported the Track Day by offering a set of Michelin Pilot Sport Cup tyres as a prize.

The Top 3 positions were the same as last year:

1. Tarmo, 997 GT3 RS
2. Hannu, 996 GT3
3. Heikki, 996 GT3

Tarmo secured the overall victory of the Porsche Club Estonia Open Cup 2008 even before the end of the race series. The last race of the season was held on 20th September.

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International Porsche Track Day Estonia: Impressions



Porsche Club of America

Road Worthy: The Porsche USA Parade 2008

Porsche drivers from all over the USA gathered in Charlotte, North Carolina, on June 27th to July 3rd for the 53rd Porsche USA. This year, the parade was organized by the Carolina Region of Porsche Club of America.

The Porsche USA Parade is a must for all avid Porsche enthusiasts. It takes over a different city each year, followed by a host of loyal fans. The special feature of this year's parade was the Concours d'Elégance in the city centre. "Most events of this kind take place on golf courses. We hold them right in the middle of the city", says Harvey Yancey, the organizer in Charlotte. "The goal was to hold the events only a few minutes apart from each other by foot."





Around 200 Porsche vehicles lined up along Tryon Street to compete in the different classes. Like every year, many of the Porsche owners travelled to the USA from all over the world. The vehicles taking part in the Concours ranged from the Porsche 356, various evolution stages of the 911, right through to such exotic models as the Porsche 959 or the Carrera GT. Over 500 vehicles from all model series and eras also

took part in the Porsche Paddock event held adjacent to the Concours. Participants included representatives from practically every model year and type produced in the history of Porsche vehicles. The vehicles spilled over into the neighbouring streets of downtown Charlotte – a spectacular sight for locals and tourists. But the focus wasn't only on the vehicles. "It is the people that make the event special. Everyone is in a good

mood, wants to have a good time together and, of course, get a glimpse of the vehicles brought along by the other drivers", says Fred Young from Michigan, also highlighting why the Parade is popular among so many Porsche enthusiasts. The motto is: "see and be seen, see old friends and make new contacts".

The main topic of discussion among participants of this year's parade was, of course, the Porsche anniversary. The "60th anniversary of the Porsche sports car" was the subject of the "Heritage and Historic Display", a very special exhibition held in the Charlotte Convention Center. The vehicles on show were either privately owned or came from Porsche Cars North America, and included both series production cars and rare race cars from the past six decades.

The event week also offered a range of other activities: a time-speed-distance rally, an autocross on the Lowe's Motor Speedway, trips to local vineyards and driving competitions, as well as various seminars and workshops.



The long-time Porsche race engineer Norbert Singer held a presentation on the development of Porsche racing technology as part of the Heritage exhibition.

The Porsche USA Parade 2008 continued the success of last year's event with a total of over 2,000 participants. The 54th Parade will take place from June, 30th to July, 4 2009 in the Keystone Ski Resort, Colorado. The Porsche Club of America hopes to welcome even more visitors next year.

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PORSCHE

Porsche Club of America

Top Position: Porsche Hospitality Events During the ALMS

In cooperation with Porsche Cars North America (PCNA), the International Motor Sports Association (IMSA) and Porsche Club Coordination, Porsche Club of America organized the Porscheplatz Events once again at this year's American Le Mans Series races. Porsche Club members and Porsche owners were not only able to park their Porsche on the parking corral, but also had the opportunity to enjoy refreshments, relax and watch the television broadcasts and reports on the ALMS races on a large screen.

The American Le Mans series has been offering racing teams the opportunity to take part in both the legendary 24-hour race and an entire race season since 1999. The rules of the ALMS are based on the classic long-distance race, with two prototypes and two GT classics taking part in one race at the same time. The spectators watch four races in one – along with the ongoing excitement of fights for positions and overtaking manoeuvres.



In the automobile metropolis Detroit, the ALMS were approaching the home stretch of the 2008 season. "Detroit is one of the most beautiful city courses there is", raved defending champion Timo Bernhard before the start of the race. "The course is a wonderful mix of fast and slow curves. We drive the

course with a significantly softer setting than at the Mosport last weekend". Patrick Long was also looking forward to the last city race of the season. "Detroit is my second favourite race after Long Beach. There are always lots of fans in the stands and the atmosphere is amazing."



And the Porscheplatz Events also made a significant contribution to the pleasant atmosphere. As with the other races, the spectators watched the proceedings from a prominent position. In Detroit, 109 people experienced the race sport atmosphere live and up-close. On the corral, almost 75 Porsche vehicles covering all models and ages were an amazing sight and a magnet for visitors.

Porsche Director of Research and Development Wolfgang Dürheimer and head of Porsche Cars North America, Detlev von Platen presented the race vehicles to the visitors, explained the latest technology and outlined the rules of the race. The visitors also had the opportunity to find out more about the

latest vehicles. Farmington Porsche presented four Porsche models in Detroit and was on hand every day, together with sales staff.

Porscheplatz also took a spectacular position at this year's Grand Prix of Motorsport, Canada. Spectators were able to watch the entire race from a hill. The event was first-hand proof of the popularity of the Porscheplatz Events, with a grand total of 82 Porsche vehicles and over 150 registered visitors. Two dealers presented actual Porsche models in Ontario. Downtown Porsche was present at the event with a Cayenne S and a Boxster. Pfaff Porsche presented a Cayenne GTS and a Cayman S. The appearance of the IMSA Emergency Extraction Team in their full force was a particular highlight and resulted in an extremely packed tent. All events were attended by a large number of works teams and drivers for the prototype classes, as well as the GT classes.

The Porsche Platz Events 2008 have been held in Sebring, Long Beach, Lime Rock, Mid Ohio, Road America, Road Atlanta and Laguna Seca, and will then be continued in the 2009 Season.

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5. Reportagen Classic

Porsche Club 928 Deutschland, Region Rhein Main

King of the Curves: Photo Session with the Porsche 928

At the beginning of June, the editor-in-chief of the magazine "Porschefahrer", Jan-Henrik Muche, rang me to ask if he could take some photos of a few nice original Porsche 928s from all model series and interview the drivers to take place on 8th of June 2008. It was very short notice, but: no sooner said than done.

First of all we booked the Region Rhein Main into the Hotel Restaurant "Dragonerbau", located in idyllic surroundings close to the park in Langenselbold. We also asked the management of Dragonerbau to get an approval for us to drive our Porsche vehicles on the park's freshly-mowed lawns for the photos shooting. The Club members were extremely careful with the gas pedal when driving on the green lawn to pre-

vent pieces of lawn from being thrown dozens of meters in every direction.

Half an hour before the event began, a low V8 purring sound could be heard around the park. The 928s appeared,

and many other cars followed. Jan-Henrik Muche and his photographer Andreas Beyer were overwhelmed by the V8 gathering: "This is wonderful! So many 928s – and each one more beautiful than the next!"



The entire photo concept was changed at last minute. Even a "Strossek" owned by Klaus Tropp from Hanau was added to the "928 arrangement".

We were extremely pleased to see more visitors than were originally registered (30 people with 17 Porsche 928s in total!). We had to add several tables to the 928er gathering held in the beer garden of Dragonerbau due to the nice weather.

Luckily, the weather matched the mood of the event – the dark clouds passed by the park and the sun shone down on the proceedings, creating optimal light conditions for the shooting. The 928 models were captured in various different positions both on their own and accompanied by their proud owners.

At the end of the photo shooting, photos were taken of me and my tin-metallic coloured 928 S. Andreas Beyer couldn't think of a new set-up in the spare of the moment (with 17 vehicles and drivers, there are only so many different variations available), so he asked me if I could sit cross-legged in the open luggage compartment. No problem at all in the 928!

The editor-in-chief thanked us for the outstanding cooperation of our Club members and hinted that he would be contacting us in the near future for another report and photo session.

The magazine's report "Club atmosphere" appeared in the August edition.



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Porsche Classic

AvD-Oldtimer-Grand-Prix 2008: Pole Position for Porsche Classic

The Porsche Customer Centre Classic, Porsche Exclusive & Tequipment, Porsche Design Driver's Selection and Porsche Club Coordination presented themselves together on a 14,000 sqm area reserved by Porsche.

The topic of this year's ever popular exhibition was "Porsche Evolution". Selected vehicle parts such as headlamps and brakes, side mirrors and wheel rims were used to demonstrate the technical development of Porsche vehicles, as well as the range of spare parts supplied by Porsche.

The Classic tent hosted another exhibition on the topic of "Porsche Classic Expertise". This exhibition showed visitors the level of expertise and effort put into each individual spare part for the wide range of models supplied by Porsche Classic and the 6 Porsche Classic partners. The items on display included genuine tools, original plans, photos and videos of production processes, as well as the various different levels of production for selected parts and numerous part remakes.

Porsche Classic was supported by the partners Fein, Kingeter, Mahle, Mobil, Stickel and TopCut Systems.

A 911 Carrera 4 anniversary model (1993) in Turbo look, special colour violet metallic and with a special interior design was the focal point of the tent marking the acceptance of the 964 into the Porsche Classic range. The presentation was enhanced with flat screens and

genuine material from the archives, as well as a selection of technical drawings.

The highlight of the Porsche outdoor area alongside 400 Porsche customer vehicles spanning all ages was the legendary 845 hp Porsche 935/78 Coupé, known as "Moby Dick". It was made available by the Porsche Museum and was the first race car with water-cooled cylinder heads.



Over 800 owners of the Porsche VIP package were offered a range of delicacies and refreshments in the Porsche Hospitality Tent. On Saturday, the tent hosted the main evening event, where guests had the chance to win a wide selection of interesting prizes in a quiz and tombola. The prizes included a set of Vredestein tyres, a signed poster from designer Uli Hack and bumpers from KONI. Refreshments were avail-

able from market stands offering a selection of culinary delights from various countries, while the band "Hot Sax" provided light musical entertainment for the entire evening.

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Fédération des Clubs Porsche

Le Mans Classic 2008: An Anniversary to Remember

This year's Le Mans Classic, based on the legendary 24-hour Le Mans race, was witness to a whole host of anniversaries: the 60th anniversary of the Porsche sports car, the 45th birthday of the 911 and the 10th anniversary of the last Le Mans victory with the Porsche 911 GT1 Coupé in 1998.

In cooperation with the Fédération des Clubs Porsche and Porsche Club Coordination, Porsche France organized an ultimate event, attracting around 80,000 visitors with a wide range of attractions. Around one thousand Porsche Club vehicles and over 2,200 visitors alone gathered in the Porsche Hospitality area.

A total of 21 official Porsche Clubs united under the Fédération des Clubs Porsche helped to organize the event. Of the approximately one thousand vehicles originating from France and other parts of Europe, Australia,

Porsche Club Bretagne alone presented 55 Club vehicles. The vehicles were sorted carefully according to model and year, offering spectators an exclusive insight into the history of the brand – from the 356 A from the first

series, right through to the second generation 911 type 997 presented by Porsche France that weekend in honour of the Le Mans Classic.

More than 30 Club member volunteers from the Fédération were kept busy from Thursday until Sunday evening, helping organize the parking spaces, the Concours, the Porsche Parade, as well as the check-in and hospitality areas.

The Parade

The Porsche programme at the Le Mans Classic included the meeting of the different Clubs and the presentation of the second generation 997, as well as the Parade with a selection of vehicles from the Porsche Museum collection, driven by former race car drivers Gérard Larrousse, René Metge and

Over 2,000 passionate enthusiasts for the Porsche brand gathered at the event location for the entire weekend



Stéphane Ortelli. Four additional classic race models were also brought to France from the museum collection: a 356-1100 Coupé Aluminium, driven by Auguste Veuillet and Edmond Mouche when they won in their class in 1951, a 356 B Abarth Coupé, which won the 24-hour race in its category in 1960, a 962 C, which drove to victory a grand total of three times in Le Mans (six times counting the victory of the 956 model), and the 911 GT1, the model which won Porsche the overall victory in 1998.

In an atmosphere filled with enthusiasm, spectators experienced an unforgettable start formation of over 400 race car legends manufactured between 1923 and 1979 which have taken part in the traditional Le Mans race. In the pole position: the three Le Mans legends from the museum collection. 60 years of Porsche vehicles were paraded in front of a rapturous audience. Participants in the Porsche Events were among the most privileged spectators that weekend. Between the races, the show continued in the boxes, where participating vehicles could be admired and visitors could meet the drivers of the high-speed vehicles.

The Parade of the Racing Legends

Former race drivers Gérard Larrousse, René Metge and Stéphane Ortelli also took part in this year's race parade, driving their original vehicles from the museum collection around the track. Stéphane Ortelli had experienced his last victory at the 1998 Le Mans race in a 911 GT1, and became understandably emotional as he climbed in to "his" car again to drive at the Le Mans Classic.

"We were far from being classed as a favourite at the start of the qualifica-



Stéphane Ortelli, 10 years after his victory



tion", he remembered. "We were extremely on edge. In motor racing, anything can happen. Those were without a doubt the longest hours of my life. We really wanted to mark the 50th anniversary of the brand with a victory." Ortelli finished the race in first place, some distance in front of Bob Wolleck, Uwe Alzen and Jörg Müller in the second GT1.

When he thinks back on this exciting moment in his life, Ortelli always speaks of "his" Porsche with obvious affection. "Driving the GT1 was always a moment of pure pleasure for me. After ten years, I look back mainly on the fun I had driving."

This feeling was shared by René Metge during the course of the weekend. The desert expert demonstrated immense perseverance in both the Rallye Raid and the Le Mans 24-hour race in a 959/961, the first vehicle with four-wheel drive in the qualification. He finished the race as the winner in his class. "It was simply perfect to drive", remembers Metge. "I trusted the car completely, which is essential during a race." It was a trust Gérard Larrousse has always shared with his team: "My connection to Porsche began at the rally in Monte Carlo in 1968 and quickly brought me to the race track. I drove the Targa Florio in a 908-2 in 1969."



Ready for off: René Metge and Gérard Larrousse with their vehicles from the museum collection

A few months later he entered the Le Mans 24-hour race in a 980 together with Hans Herrmann. "Communicating wasn't easy, as I couldn't speak any German and Hans only spoke a little English. But the Porsche team had once again picked out the right drivers – the team worked perfectly together. We had the vehicle with the lowest performance out of the entire Porsche team, but with several lucky coincidences we found ourselves at the head of the race."

In 1970, Larrousse came in second place in the overall results in the Martini Porsche 917 Long-tail. He entered the race with his friend Vic Elford in the following year. Although he was forced to pull out in the ninth hour of the race, he still has unforgettable memories of the event. "We were the fastest team on the straight runs with a speed of 380 km/h and an amazing road holding, enabling us to take the curves on the Hunaudières circuit and the S-curve on

Maison Blanche extremely sharply", remembers Larrousse. But his sweetest victory is still the win in 1971 on the 1,000 kilometre track at the Nürburgring with Vic Elford in the 908-3: "We had possibly the best 908 ever produced and didn't make a single mistake. All in all, a perfect race."

Just like the Le Mans Classic 2008 weekend, when Jürgen Barth came in first in his class once again in his 1977 Porsche 936. It was the perfect anniversary gift for Porsche in honour of the 60th anniversary on the race track.

The Concours

A further highlight of the weekend was the Concours organized by the Fédération. Sixty selected vehicles competed against each other in five categories. The winner in Category 1, Porsche before 1965, was Patrick Chauvet, President of the Club Atlantique in his 356 Cabriolet BT6 Super 90 from 1962. Second place in Category 2, Porsche

from 1965 to 1973, went to Club member Jean-Marc Arnaudies, a member of Porsche Club 356, in his yellow 911 2.7 RS from 1973.

Category 3, Porsche with rear drive from 1974 to 1989, was won by Iwan Leiva from Club Champagne Ardenne in a 911 Coupé Type 930 from 1977.

In Category 4, Porsche vehicles with front engine, first place went to Jean-Paul Grimbert, President of Club 914, in his red 924 Carrera GT from 1980. Although there was no winner from among the official French Clubs in Category 5, Porsche after 1989, Club participants were extremely happy with the results of the Concours. The Club vehicles came in the top three positions in almost all categories.

After all the Le Mans Classic 2008 was once again an impressive demonstration of experiencing passion for cars together. Porsche France, the Fédération

and the numerous volunteers took on the challenge and showed that, as Gilles Texier, President of the Fédération describes, "the readiness to serve others is the most important prerequisite for achieving great things, and working together is the driving force behind our Club. Without this dedication, nothing would be possible." In return we were rewarded with the best Le Mans Classic ever.

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