



March 2006

Porsche Club

News 1/06



For more information, visit www.porsche.com.

**At Porsche, we're dedicated to evolution of our sports cars.
And your driving skills.**

Porsche Driving Experience.



PORSCHE

New Year Greetings

Dear Porsche Club Member,



As we look back on 2005, we can confidently say that Porsche has yet again managed to surpass the previous year's achievements and set new records.

This success can be attributed first and foremost to the extension of our product family. It was just a few weeks ago that we presented the latest member of the Porsche product family, the Cayman S, and four new 4-wheel drive 911 series models to our worldwide dealer organisation. By doing so, we have re-strengthened our sportscar core business and thoroughly reformed the Porsche product programme.

Positioned between the Boxster and 911 series, the Cayman S is the perfect addition to our range of sports cars, and will appeal to a completely new, urban target group. The response internationally to the Cayman S has been extremely positive to date.

But it is primarily thanks to the Cayenne that Porsche has once again been able to post record sales for the

eleventh time in a row in the 2004/2005 business year. With 41,884 units sold, the sporty off-road vehicle was a considerable factor in this success – exceeding our original expectations.

Following the further development of both the 911 and Boxster series in the past business year, sales of the new sports cars have increased significantly, and have provided a guarantee of Porsche's continuing path to growth.

Unit sales of the Boxster were up some 38.7% on the previous year – to 18,009 vehicles. A total of 27,826 of the 911 series were sold – a 17.4% increase on the previous year – despite the fact that the new 4-wheel drive models had not yet even been launched and the high-priced models were being discontinued.

Porsche Group turnover also increased in the 2004/2005 business year by 6.8% to € 6.56 billion. This figure represents a new record for the company.

Porsche is again striving for new peak figures in the current 2005/2006 business year. Unit sales were already up 16.8% to EH 41,750 in the first six months of the current business year. Once again, the driving force behind the growth was the sports cars, of which the 911 increased by 20.2% to 14,800 vehicles and the Boxster series, including the Cayman S, by some 155% to 9,740.

However, it was not just with our road-worthy sports cars that Porsche was able to cause such excitement. The participation of the "RS Spyder" in the American Le Mans Series (ALMS) has

seen Porsche open a new chapter in the history of its sports cars. On the occasion of its premiere in Laguna Seca on the 15th of October last year, the Penske motorsport team's "RS Spyder" was able to celebrate a successful debut with victory in prototype class 2. Porsche is therefore back in motorsport, and has proven its competence once again in building high-performance racing vehicles!

But it wasn't just Porsche AG which achieved new records: the Porsche Clubs also managed to further increase membership numbers and the number of clubs.

The worldwide Porsche Club Organisation now consists of some 550 clubs with 115,000 members in 60 different countries. We welcome, of course, the continuously increasing number of Porsche enthusiasts who have committed themselves to our brand and wish to participate in increasing numbers in what are now often very large-scale events.

I have personally taken part in a number of these events and was enthused by the commitment of the organisers, the professional manner in which they were implemented and, of course, by the wonderful vehicles of the Porsche Club members.

This tireless application of the worldwide Club Organisation deserves special thanks!

I recall in particular, of course, the 50th anniversary of the "Porsche Club of America" and the USA Parade in Hershey, Pennsylvania. We used the occasion of this particular event in Hershey to present a special limited

edition of just 50 of the "911 Club Coupé".

Another high point of the past year was without doubt the F.A. Porsche Cup in Zell am See which was attended by members of the Porsche family, including Prof. F. A. Porsche.

I would also like to mention the Porsche Parade in South Africa which featured around 110 vehicles and at which club members were given an exclusive first viewing of the new Carrera 4 four-wheel models.

We can therefore justifiably claim that we created an even closer relationship with the Porsche Clubs in 2005, thereby increasing further Porsche's worldwide fan base.

Apart from the quantitative growth in unit sales and turnover, the increasing membership numbers of our clubs and the numerous events, Porsche also enjoyed extraordinary success in 2005 from the quality aspect:

- we currently have the youngest range of products in Porsche's history. With the launch of the new Carrera 4 coupé and cabriolet models we have successfully extended the 911 series. The international trade press is united in its agreement that these models set new standards in the sports car segment.

- The Porsche 911 Turbo, the first pictures of which appeared in the press a few days ago, will see Porsche pull away still further from its competitors in the absolute top segment of sports cars. The new 911 Turbo is particularly impressive with its innovative technology such as turbine geometry (VTG) which ensures further improvements in both power and driving dynamics.
- The response from the experts to the Cayman S has also been quite extraordinary. "Autoweek" magazine even voted it the best vehicle at the international motor show in Frankfurt. Such opinions show that the Cayman S is an ideal addition to the product family and will succeed in the international markets.
- We have also added another model to the Cayenne series – the Cayenne Turbo S. With a power output of 521 bhp, the Cayenne Turbo S represents the benchmark in the sports off-road vehicle segment, sprinting from 0 to 100 km/h in just 5.2 seconds, which makes it the second most powerful Porsche built for public roads after the Carrera GT. With the announcement of a hybrid variant of the Cayenne by the end of the decade, Porsche is also setting new targets in terms of reduced fuel consumption and environmental compatibility. This so-called "full hybrid" represents a drive concept which combines a spark ignition internal combustion engine and an electric motor, significantly reducing fuel consumption without compromising in any way Porsche's typical driving dynamics!

In addition to the product innovations of the existing series, we have definitively influenced the future of Porsche – and secured its long-term future – through two major strategic decisions taken in 2005.

- In July 2005, Porsche announced that it would be building the fourth series – the "Panamera". This four-seater premium class sports coupé sees Porsche systematically continuing its adopted growth strategy. The name "Panamera" – which is taken from the legendary long-distance race Carrera Panamericana – promises a high degree of emotionalism, as well as typical Porsche design and driving dynamics. The Panamera is expected to reach the market in 2009, with a minimum of 20,000 of the vehicles sold each year.
- A second, fundamental yet at the same time surprising decision was the 18.53% shareholding in VW. Porsche is now the biggest single shareholder in the Volkswagen Group, thereby ensuring the long-term independence of our most important development partner. VW is also an important supplier for around 30% of Porsche's sales volume, and will also be our partner in the development of the hybrid power unit.

The product developments listed clearly define the strategic directions being taken by Porsche. Even so you are likely to come across one surprise or other during the coming year which we hope will fire you with enthusiasm!

As part of our worldwide support for the Porsche Clubs we have set ourselves ambitious targets, with numerous highlights ahead in 2006:

- the Porsche Europe Parade from the 29th of June to the 2nd of July in Göteborg, Sweden;
- Porsche Club Japan will be celebrating the 20th anniversary of its existence in conjunction with the 10th Porsche Parade in Japan;
- then between the 13th and 16th of July 2006 we will be welcoming the presidents of the Porsche Clubs worldwide in Germany. We can't wait!
- The 51st Porsche USA Parade will be held in Portland, Oregon between the 6th and 11th of August 2006.
- The worldwide Porsche Clubs are also once again planning a whole host of different events which will see the international Porsche family getting together.

On behalf of the entire Board of Porsche AG, may I wish all Porsche enthusiasts all the best for an eventful series of Club events packed with fun and enjoyment!



Hans Riedel
Member of the Sales and
Marketing Board

In-house business:

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. Your pictures should ideally be 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). Please ensure that there are **no** "pixelations" in the images and that you do **not** save the images as indexed colours (web colour scale). We regret that we cannot process Word files or Powerpoint presentations containing embedded images to printable quality.

Your editorial

Internet:

The current Porsche Club News and archived editions from number 1/99 onwards can be requested on the Internet at: www.porsche.com.

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For more information, visit www.porsche.com.

**After a long, hard winter,
invigorate your Porsche for the spring.**

**Porsche Spring Check
Porsche Service**

The Porsche Spring Check will give your car a clean bill of health after the rigours of winter. Using specially defined checklists, we will give your Porsche a thorough inspection to prepare it perfectly for the coming spring months. As part of the service, we can also fit your summer tyres or store the hardtop of your Cabriolet. To find out more about the range of services on offer, please contact your Porsche dealer.



PORSCHE

1. New from Porsche AG

Porsche plant visits



The guided tours do not include a visit to the development centre in Weissach. Those who do not want to miss the opportunity of a taxi ride over the test track or are interested in the engine test bench or wind tunnel can book a so-called “backstage tour” through the Porsche Travel Club, though there is a charge. Details of the tour are available from the Porsche Travel Club on:

Tel.: +49 (0)711 911 78 155.

Those wishing to attend one of the free guided tours in Zuffenhausen can obtain information from Sigrid Mauz on:

Tel.: +49 (0)711 911 25 384.



Free plant visits are also offered in Leipzig. Information is available on:

Tel.: +49 (0)341 999 13 911.

Worldwide Club support of
Porsche AG

Special plant visits for the clubs have long since been part of the service provided by Porsche Club Support. Although the number of such visits is limited, and therefore places are taken up very quickly, all members nevertheless have an opportunity of a free guided tour of Zuffenhausen without the supporting programme offered for

the clubs. These guided tours take place from Monday to Friday, either in the morning or in the afternoon, and last around an hour and a half. In most cases there are visits to the engine production facility and part of the vehicle assembly line. It is also possible to visit the Porsche Museum free of charge.

Porsche Panamera – development goes to plan



The eagerly awaited Porsche Panamera will hit the market in 2009. Development of this premium class four-seater, four-door front-engined rear-wheel drive sports coupé is currently in full swing in Weissach. The interior and exterior of the vehicle have now been approved by the Board of Directors. The engineering has also been defined, but remains a secret.

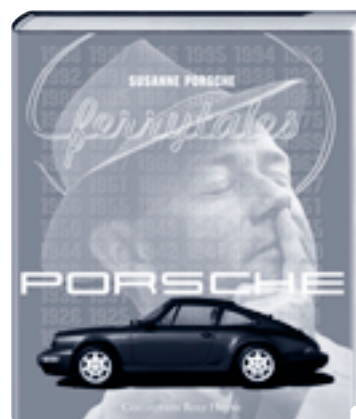
Discretion is top priority during the development phase. To avoid any nasty surprises, “this time the most important suppliers have been involved in the development of the vehicle at an earlier stage”, explains Dr. Michael Steiner, who is in charge of the fourth series. The selected suppliers are contractually obliged not to communicate their involvement in the project, and certainly not to advertise it.

Those keen to find out more must be content with the design outline already announced. Michael Mauer, head of Style Porsche, promises that: “The Panamera is a vehicle with typical

Porsche design characteristics adapted to its size.” The only thing Michael Steiner will say about the Panamera is that it is “a sporty top-class car with all of the Porsche characteristics, in other words a car like no other before it.”

Worldwide Club support of Porsche AG

Ferrytales



The Rolf Heyne Collection now includes a new book about Porsche vehicles and the character of Ferry Porsche. The book differs from previous works in at least two respects. Firstly, the book's author is Prof. Susanne Porsche who has been able to collate first-hand information from her father-in-law Ferry Porsche. Secondly, Ferrytales contains numerous previously unpublished photographs.

The 784-page retrospective view of Porsche in the years between 1909 and 1998, which comes in a slip case, takes the reader on a journey of the thoughts and dreams of Ferry Porsche, provides an insight into the family album, and relates the history of the Porsche marque from a previously unknown perspective.

Ferrytales, by Prof. Susanne Porsche
Rolf Heyne Collection
ISBN 3-89910-278-9
Price: € 150.00

Porsche strengthens partnership with VW



Last year, Porsche became the biggest individual shareholder at Volkswagen. Porsche now owns 18.53 per cent of VW ordinary shares. For many, the involvement of the small-scale car manufacturer Porsche with the giant VW came as something of a surprise. "There were strategic reasons behind the deal", is how Porsche Managing Director Dr. Wendelin Wiedeking explains the move. It was a matter of preventing a hostile takeover by VW and not putting in danger the long-term co-operation between the two companies. "As far as we are concerned, VW is now an important technology and production partner for more than a third of our sales volume", adds Wiedeking.

He quotes the Cayenne/Touareg cooperation as an example of a successful cooperation. The intention was to continue to cooperate with VW in important technological areas because it would mean savings for both parties. Porsche paid around 3 billion euros to

acquire its stake. The liquidity reserve has since been made up through two bond issues. Wiedeking is convinced that VW will regain its former strong position. With representation on the VW Supervisory Board in line with the size of its holding, Porsche has an opportunity to make a constructive contribution in this respect. The cooperation with VW will have no bearing on Porsche's plans for the future. "If anything, it should be seen as a supportive step", according to the Porsche CEO.

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Ferdinand Alexander Porsche celebrates his 70th birthday



Acknowledged as the father of the Porsche 911, Prof. Ferdinand Alexander Porsche, shareholder and honorary chairman of the Supervisory Board of Dr. Ing. h.c. F. Porsche AG, Stuttgart, celebrated his 11. 70th birthday in December 2005.

Born in Stuttgart, the eldest son of Ferry Porsche wrote the history of the car's design. "He designed everything that is important to men. Many of his designs became classics", says Dr. Wendelin Wiedeking, Chairman of the Board of management of Porsche AG.

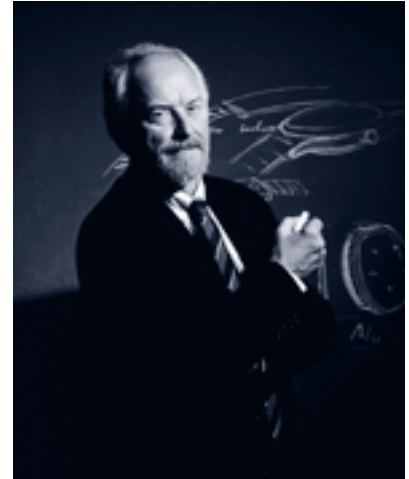
Ferdinand Alexander Porsche was in charge of the design studio of the Zuffenhausen-based sports car manufacturer between 1962 and 1972. It was during this era that the Porsche 911 and the 904 racing car were designed. In 1972 he established his own design studio, moving the head office to Zell am See in Austria two years later. It was here in the decades that followed that he designed gentlemen's accessories such as watches, spectacles and writing instruments marketed under the "Porsche Design" brand. At the same time, together with a dozen other designers, he designed a large number of industrial products,

household appliances and consumer goods for internationally renowned clients. Ferdinand Alexander Porsche summed up his recipe for success quite succinctly: "Good design must be honest." Today the design studio in Zell am See is one of the most famous in the world.

Wiedeking recognises that, despite his success and numerous awards for his designs, Butzi, as he is known to his family, has always remained a "modest and humane" man.

In the autumn of 2003, in conjunction with Porsche AG, he and the other "Porsche Design" shareholders founded the company Porsche Lizenz- und Handelsgesellschaft mbH & Co. KG (PLH) in which Porsche AG has a majority shareholding. The task of this new company is to utilise the potential of the Porsche name in areas beyond that of the car. Central to this task is the "Porsche Design" brand, which is to be built up into one of the world's leading luxury brands with its own sales network.

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For more information, visit www.porsche.com.

High style for sprinters.

**The high-gloss 19-inch Carrera Sport wheel
by Porsche Exclusive.**



PORSCHE

2. Event calendar

International Porsche Club Presidents meeting

Please make a note of the following date:
The International Porsche Club Presidents meeting
between the **13th and 16th of July 2006**
in Germany.
Invitations and programme details will follow.



Porsche Francorchamps Days 2006

The popular Porsche Francorchamps Days will be staged this year between the 5th and 7th of May. The main feature of the event will be the drive on the Spa/Francorchamps race circuit which will feature fast laps in the Fun, Sport and Racing categories. Last year's event saw an attempt at a new record for driving as many Porsches as possible on the race circuit simultaneously. The attempt was a success, with exactly 658 Porsches combining to achieve the record.

Further information available at: www.porscheclubfrancorchamps.be

AvD Oldtimer Grand Prix 2006

Porsche will also be present at the 34th staging of the AvD Oldtimer Grand Prix to be held at the Nürburgring from the 11th to the 13th of August 2006. Fans of the Porsche marque should make a note in their diaries of this event at the Mercedes Arena where once again several hundred Porsches of all types and years can be admired, and where various divisions of the Porsche company and its partners will be presenting their products and services.

As in previous years, Porsche Classic will be offering a VIP package. This will include admission tickets to the OGP, parking for your Porsche in the Mercedes Arena and, of course, access to the hospitality tent. We will keep you informed in due time about when this package is available, how much it will cost, and precise details of what will be offered. Watch this space. General information about the OGP can be found on the Internet at: www.ogpracing.de





Anniversary of Porsche Club Styria

Between the 19th and 21st of May 2006, Porsche Club Styria will be celebrating ten years of its existence in Bad Waltersdorf – a tourist spot in an attractive region of Austria famed for its mineral springs. The event – which will also be supported by the Styria Porsche Centre – promises to be a top-class weekend. The programme will include a Porsche multimedia show, an excursion into the charming surrounding area with regularity tests, a gala evening and many other attractions. Interested Porsche enthusiasts can find further information and a booking form on the Internet at: www.porsche-club-steiermark.at

Porsche Sports Cup dates 2006

The Porsche Sports Cup, which was first staged in October 2004, has quickly established itself as a new Porsche customer and club sports event. There are plans to stage another six races at various venues in 2006:

20. – 21.05.2006: Hockenheim	02. – 03.09.2006: Spa/Belgium
10. – 11.06.2006: Nürburgring	16. – 17.09.2006: Sachsenring
08. – 09.07.2006: Eurospeedway	07. – 08.10.2006: Hockenheim



Information about the Porsche Sports Cup can also be found on the Internet at: www.porsche.de/Sport and Events/Motorsport/News or Motorsport



Porsche Classic Car Trophy

The Porsche Classic Car Trophy is a race series for classic Porsche GT vehicles built between 1965 and 1995. It is open to the following vehicles: 924/944 Cup Turbo, 911 up to 3.2 litres (no turbos), 964 Cup and 3.8 litre RSRs and 968-series. From 2006, 356- and 928-series cars will also be allowed to enter in guest classes.



The rules for the series are based on Appendix J to the International Motorsport Law, as well as national rules created specially for this series. To create a level playing field, most classes feature strict rules for wheels, tyre manufacturers and tyre sizes. Drivers only need a national A licence which can be acquired by taking a driver course with instructors licensed by the DMSB (German Motor Sport Association). Eight races will be held to decide the trophy, with one disregarded and the seven best results producing the class and trophy winners for 2006. There will also be a separate junior category for drivers under 26. The start fee will be kept deliberately low. Further information is available on the Internet at: www.pcctrophy.com

3. Information exchange

Porsche Design Driver's Selection

Quality and design: Individual touch in everyday office

Sometimes concepts that would otherwise be regarded as mundane are overtaken by the significance of an event and assume a historical dimension. So it was in May 1919 that the imperial messenger Felix Claassen, clutching a worn leather bag, boarded the special Berlin-bound train in Paris to take the treaty negotiated at the Paris Peace Conference to the German government.

Workaday companions such as a bag or purse not only have a practical use – they also tell us a lot about their owners. Konrad Adenauer, the first German Federal Chancellor, always had a volume of poems in his briefcase alongside his political documents for spiritual sustenance.

The products in the Porsche Design Driver's Selection on this page combine quality with classic design to bring an individual touch to your day-to-day office environment.



In good hands

The calfskin handbag has a detachable cosmetics bag. It is also available in red as a smaller variant.



Good combination

The classic combi-purse for women has compartments for credit cards, tickets, coins and ID card. Also available in red.



Well divided

The briefcase with three-part compartment is made of high-quality calfskin. Includes carrying strap.



Noble case

The classic Cervo design purse has six credit card compartments and compartments for tickets, coins and ID card.



Noble classic

Calfskin briefcase with four large compartments and 15 credit card compartments. Metal buckle with Porsche logo.



Noble writer

Ink rollerball in matt chrome finish based on the Porsche 911 design. New type of ink refill that doesn't dry up.

The products are available from Porsche centres and on the Internet (www.porsche.de/shop). For further information call +49-711-911-78670.

Porsche Tequipment

In abundance.

There is nothing more attractive for romantics who peak on warm summer evenings than a clear starry sky. But a clear sky is not so useful as a garage roof – especially in winter. Scraping the ice off glass shortly after getting up is anything but romantic.



So what better way to get a winter's day off to a hassle-free start – despite overnight snowfalls and temperatures better suited to a freezing compartment – than the outdoor car cover complete with antitheft device. The snug fitting vehicle cover with Porsche crest and logo is waterproof and protects the vehicle not only against snow and ice, but also from the excessive effects of the sun. Perfect protection is also provided by the made-to-measure indoor car cover made from breathable antistatic material.



Outdoor car cover

For Boxster models (types 986 and 987)
Part number: 987 044 000 02
For Cayman S
Part number: 987 044 000 04
For 911 Carrera models without Aerokit (types 996 and 997)
Part number: 997 044 000 03
For Cayenne
Part number: 955 044 000 70

Indoor car cover

For Boxster models (type 987)
Part number: 987 044 000 00
For Cayman S
Part number: 987 044 000 08
For 911 Carrera models (type 997)
Vehicles without Aerokit,
Part number: 000 044 000 07
Vehicles with Aerokit,
Part number: 997 044 000 05
For Cayenne
Part number: 955 044 000 00
The part numbers for Boxster models (type 986) and 911 Carrera models (type 996) are obtainable from your Porsche dealer.

So that not only your vehicle is in good hands, but everything that you transport in it, Porsche Tequipment can provide practical tubs in various designs to fit in your boot. The tall boot tub for the sports car, for example, is made of black stable plastic bearing the Porsche logo, is waterproof and easily washable and protects the boot against dirt. Integrated handles make it easy to take out, and therefore suitable for convenient transportation of shopping or sports equipment.



Tall boot tub, front

For Boxster models (type 987), Cayman S and Carrera 911 models (type 997)
Part number: 997 044 000 04
Note: Not for 911 Carrera 4 models (type 997)

Flat boot tub, rear

For Boxster models (type 987)
Part number: 987 044 000 05
For Cayman S
Part number: 987 044 000 03

A practical accessory that no vehicle should be without is the rechargeable lamp with fold-out magnifying glass.



Rechargeable lamp

For Boxster models (types 986 and 987), Cayman S, 911 Carrera models (types 996 and 997) and Cayenne
Part number: 000 044 900 79

Further information on the complete Porsche Tequipment product range can be obtained from your Porsche partner or the Internet at:
www.porsche.com.



Visit www.porsche.com.

**Eternal youth is easily attained.
All it takes is a little experience.**

Porsche Classic.



PORSCHE

4. Classic Information Exchange

Porsche Classic

Retro Classics in Stuttgart

The Retro Classics will take place in Stuttgart between the 17th and 19th of March 2006. And Porsche will be there again.

Good news for Porsche enthusiasts: the Porsche Customer Centre will again be present at this sixth staging of the Retro Classics. The Works Restoration, Porsche Classic Original Parts and Direct Sales divisions of Porsche Driver's Selection will be taking advantage of the ever-expanding "oldtimer" trade fair in the heart of Stuttgart to present their products and services to a discerning international public.

The stand in Hall 5, for example, will see Porsche know-how on display in matters of restoration in the form of various exhibits. Particularly successful and impressive at last year's event was the just restored 1962 718/8 RS Spyder. Experts will be on hand to answer any questions on the subject of repairing or restoring classic Porsches. Other experts will also be available to provide information on activities related to the provision of spare parts for classic Porsche cars. Customers are often surprised at how many parts Porsche Classic has in its programme for the type 356 or the early 911s.

In the past there have been 450 exhibitors, clubs and service providers in 17 halls providing a colourful and spectacular depiction of the oldtimer scene at the Retro Classics – with success. Around 98 per cent of the over 35,000 visitors expressed the view following the 2005 event that the Retro Classics was "worth it all round". The event organiser is planning even more



for the 2006 fair, for which the Automobilclub ADAC is the ideal sponsor.

Worldwide Club support of
Porsche AG

Porsche Classic/Worldwide Club support from Porsche AG/Club support from Porsche Deutschland GmbH

Techno Classica 2006



A major element of Porsche's presence at the show will be the Porsche Classic Clubs which will have a stand of their own reserved. The Clubs will be presenting particularly fine vehicles owned by their members, and will provide all interested parties with information about their activities. Experience would suggest that the crowds will be large – and with it the number of applications for club membership. Those who have general questions on the subject of Porsche Clubs can apply to Porsche Club Support which will also be at the show.



In 2005, the Techno Classica attracted some 141,100 visitors to Essen who enjoyed products and services from a total of 1,021 exhibitors from 15 countries, including over 130 clubs and restorers. Apart from Porsche, other car manufacturers will be taking the opportunity to demonstrate their particular traditions. The Techno Classica is seen as the barometer for the old-timer scene, and will again be offering numerous attractions in 2006.

Large Porsche stand at the Techno Classica 2006 which will take place between the 6th and 9th of April in Essen.

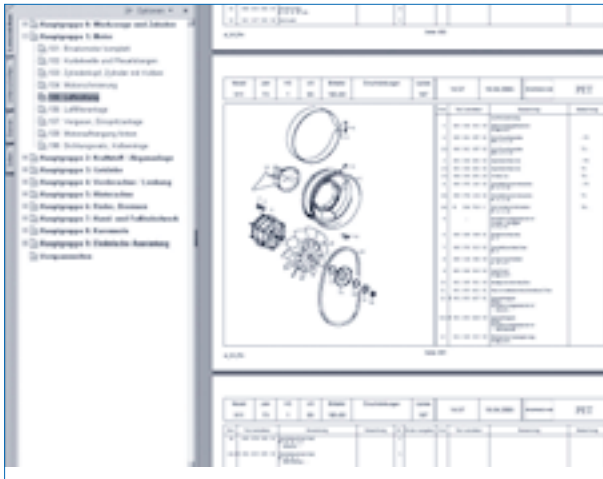
Porsche Fans should mark a clear note of the date for the next Techno Classica in their calendars. Porsche will have a large stand in Hall 3 of this highly acclaimed international event for all matters related to both old- and

young-timers. Eyecatchers will include vehicles from the Porsche Museum and the Works Restoration division. As at previous fairs, experts from the Porsche Customer Centre will be on hand to answer questions from visitors thirsty for knowledge – whether it's about availability and pricing of spare parts for classic Porsches, or the subject of restoration.

Worldwide Club support of Porsche AG

Porsche Classic

Parts catalogue now accessible online!



The electronic parts catalogue for young- and old-timers is now available on the Internet.

Parts Supply for Porsche old- and youngtimers merged with the Restoration division last year. The new single division is based in the Customer Centre in the historic Plant 1 in Zuffenhausen.

This new coming together will afford customers who own a classic Porsche many advantages. In addition to various other activities about which we will be reporting here in the future, the Internet site (www.porsche.com) is being updated and expanded.

You will still be able to find up-to-date information about classic models, reproduction of parts and technical literature. The highlight of the Classic page for our customers at the moment is the "Porsche Electronic Parts Catalogue" (PET). It can be found on the Porsche website at [Accessories & Service/PorscheClassic/Classic Original Parts/Porsche Original Parts PDF Catalogue](#).

There you will find exploded views with original parts of Porsche Classic models.

Operation is quite simple. Just select a model in the entry screen to the Porsche Parts Catalogue. After pressing the "Display" button, the download of the PDF file with the parts catalogue will start automatically.

You will find the main groups on the left-hand side of the mask. A further click then takes you to the required catalogue area. You can now use the part number in the exploded view on the right-hand side of the mask to search for the corresponding part number and part description.

The "Individual Equipment" button which is available for many models presents the possible options for a vehicle. This must be taken into account when selecting the relevant parts. An explanation of the abbreviations, chassis number ranges and their type assignment, together with other interesting information, can be found in the list of contents under "Pre-load pages".

Your Porsche dealer will be able to answer other questions on part numbers from the catalogue and availability and prices of selected parts.

We hope you find the Porsche Parts Catalogue interesting, and that it provides an exciting perspective on the inner workings of your Porsche.

In the next edition of Porsche Club News we will be reporting on the numerous restoration activities in the Classic Customer Centre.

Porsche Classic Customer Centre

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5. Reports

Porsche Club South Africa, Cape Region

Porsche Parade 2005

The 21st parade of the Porsche Club of South Africa heralded a new record: 110 Porsches took part in the event in Kapstadt which was held from the 19th to the 24th of October. Drivers from every age group vied with each other for glory and honour in various competitions such as the time trial and sprints at the Overberg Air Force Base. Others were looking for one of the top spots for their Porsche in the Concours d'Elégance.

The range of vehicles on display spanned four decades of Porsche's history – from the 1970s through to the present. Of particular note were a Super Cup car in which Toby Venter won the time trial in Killarney, and a 1973 911 Carrera RS owned by John Atkins which is one of the last remaining originals of its type in Germany.

The gala evening also saw the presentation – to enthusiastic applause – of the brand new Carrera 4S. There were also cheers for the winners in the individual competitions who received their trophies over the course of the evening. The first three in each class received a prize, and with the many classes and five competitions in all it is no surprise that there were a total of 118 trophies handed out.

Thanks to numerous sponsors such as Porsche AG, the Porsche South Africa Centre, Wesbank, Mobil 1 and Bigfood Express, the perfect organisation of the event and, last but not least, the magnificent weather, this parade was one of the best to date.



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**Porsche Club Mexico,
Puebla Region**

**First official
meeting**



The first official meeting of the Puebla Region of the Porsche Club Mexico was held on the 24th of November 2005. Porsche Puebla was a welcome meeting point where a wine bar and culinary specialities had been laid on for participants. A surprise for Club members was the opportunity to take a close look at the new Porsche Carrera 4 and 4 S models. It was an interesting afternoon among friends, with much discussion about matters Porsche. There was also an opportunity to photograph the founding members of the Puebla Region.

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Porsche Club Hellas

Track Day in Serres-Thessaloniki



90 Porsches in Thessaloniki was something special. Divided into four groups, the vehicles made their way to the start of the Serres Race Track. Group 1 was reserved for the Cayennes, Group 2 for all Porsche versions built before 1989 and Boxsters, Group 3 for types 997 and 996 and the Boxster S, while Group 4 was reserved for the 996 Turbo, GT3, GT2 and 997 S. The main sponsors were Michelin and energy drink producer MAD BAT. The drive on the track was a source of great enjoyment, with all of the races being won by participants from Greece. George Hadjiisky from Porsche Club Bulgaria promised that his Club members would fare better at the next event. The friendship of the three participating Porsche Clubs – Porsche Club Hellas, Porsche Club Bulgaria and Porsche Club Turkey – was not affected, of course, by the across-the-board successes of the Greek participants. Quite the contrary, in fact, with joint



celebrations in a nightclub going on into the early hours of the morning.

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Porsche Club Portugal

Coastal tour



Around 50 Porsche teams gathered in Cascais on the west coast of Portugal. The event was also attended by club members from Spain and Britain, as well as Volker Spannagel from Porsche AG Club Support and his wife. Participants at the event – staged by the Porsche Club of Portugal between the 12th and 13th of November - visited the picturesque towns of Estoril and Sintra and their attractive surrounding areas.

At the outset everybody was given an “analogue GPS system”, as the road book for the excursion was jokingly called. Porsches from all eras, including the famous 356 Cabrio used by the Portuguese police, then made their way to Cabo da Roca. This 140 metre-high cape represents the westernmost point of the European mainland. Another splendid view of the Atlantic was provided from the cliffs above Azenhas do Mar. The Porsche teams had earlier competed in a quiz and slalom competition held in a car park.

The evening meal was served in the Hotel Palacio de Seteais. The guest of honour was the head of Portugal’s national traffic police. The following morning everybody made their way to the Sintra National Palace. Following this impressive visit, the programme included a further excursion. This time it was held on rally-tested routes on which rally giants like Walter Röhrl and Marku Alen had been involved in many adventures around Sintra.

Gonçalo Arriaga, General Manager of the Centro Porsche Lisboa, was also in attendance at the closing lunch and prizegiving ceremony at the hotel. The Estoril and Sintra Coast Meeting was greatly enjoyed by all those who participated.

Vasco Sampaio



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Porsche Club France, Région Méditerranée

Paradis Porsche in St. Tropez



The biggest challenge that always faces the organising team is making this traditional event more interesting and perfect than the previous year. Nobody need have worried about an increase in the number of those attending. For years Paradis Porsche in St. Tropez has attracted an ever-increasing number of Porsche enthusiasts. And there were numerous applications for the 2005 event. Just under 350 Porsches in fact – from Germany, Belgium, Spain, Britain, Italy, Luxembourg, Switzerland, Monaco and, last but not least, the French Porsche clubs – were expected at the park near the harbour in St Tropez.

As in the past 10 years, participants attending on the Saturday were divided into two groups. The first, consisting of around 100 cars, drove to the circuit du luc racetrack where they were able to enjoy a free drive without any restrictions. Rain had threatened, but the newly-surfaced track remained dry. A photo rally was organised for the rest of the participants. Sixty-five teams, split in two groups, set out on

a morning and afternoon tour to the hinterland where a lookout was kept for predefined themes.

The novelty this year was a dinner/show at Stefano's cabaret "Stefano Forever" on the beach at Pampelonne. Following an extravagant cocktail and numerous Amuse-Gueules, around 9.30 in the evening Stefano joined partici-

pants in the dining hall at a Venetian baroque-style cabaret where the bright candles were reflected in the filigree glass candelabra.

It was a superb evening with a fantastic revue – particularly the dancers whose pièce de résistance was a rousing French cancan which certainly raised the mood of those present.

The following morning, a gloriously blue sky over the park made it clear why this particular event is synonymous with the word "paradise". All of the Porsche models were represented at the Concours d'Elégance – from the Carrera GT to the 356. There were more than 30 vehicles in the Classic category, including a 356 (Karmann, Speedster etc.), a 356 pre-A from 1950, and a 911 S, 911 TR, 2,7 RS or 911 Targa.

The undoubted stars of the Modern category – which comprised 35 cars built between 1978 and 1992 – were the 911 Speedster and 911 Turbo.





There was also a group featuring around 60 modern vehicles.

Lunch was followed by the traditional parade, which wound its way through the streets of the town and, as ever, past the podium in front of the “Sénéquier” bar. The parade was headed by the Carrera GT, followed by around 140 Porsches, the sight of which was enthusiastically received by those watching.

Come five o'clock the prizes were awarded under the supervision of Anne Philipp from Porsche AG and Club President Jean-Paul Viala. Prizes were awarded by Porsche AG, Porsche France, Pirelli, the town of St Tropez, Flat 6, Car Lack 68 and Créations Phenix.



A special prize was awarded to one particular married couple – the Van den Brandens from Belgium – to mark their twelfth visited the event. And, of course, they will be there next time in October 2006. The Paradis Porsche reminds many people of the words of the French poet Paul Éluard, who expressed a “strong desire for things to remain thus”.

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Porsche Club Tirol

Premiere for Karwendel Trophy

The inaugural Karwendel Trophy – an event organised by the Porsche Club Austrian Association – was a fantastic success. Porsche Club Tyrol, which organised the event, welcomed not only participants from Styria, Vienna and Carinthia, but also from Germany, Luxembourg, Italy, Slovenia and Switzerland. Following the reception the previous evening and the drivers' meeting in the baroque civic hall in the town of Hall in the Tyrol, the morning of the following day saw around 50 Porsches set off on a 286-kilometre tour.

The Road Book was the participants' guide through the beautiful Karwendel Alpine Park. The mountain scenery, the brightly coloured leaves of the trees in the warm autumn sunshine and blue sky created an unforgettable scene. However, the drivers had to tear their attention away from this beautiful sight, at least for the time trials, if they were not to squander their chances of a victory.

The second day brought a challenging mountain test with a hidden time trial. A hearty cabin snack was followed by a trek to the Walder Alm. The day ended with a gala evening in the banquet hall of the assembly rooms in Hall and the prizegiving ceremony. The lucky winner also received a flight for two in a private jet from Innsbruck to Stuttgart to visit a Porsche plant.

The next day, a Porsche parade at the Upper Square in Hall – with music, veal sausage and Brezen pretzels – provided a fitting end to the event. As a memento, participants took away with them not just a host of wonderful memories from the three days, but also the 2005 Karwendel Trophy silver coin which each person had had struck



themselves in Hall's famous mint, the Burg Hasegg. Many are already looking forward to their 2006 coin.

Porsche Club Verband Österreich

Porsche Club Zytglogge-Bärn

Anniversary excursion



20, 20, 40 – those were the magic numbers of our anniversary tour: 20 years of the Porsche Club Zytglogge, 20 cars and 40 participants. The outing took us to the fascinating world of the mountains and afforded us the opportunity to enjoy a quite special type of locomotion. But first things first. The tried and trusted Inter Alpen Hotel Tyrol near Seefeld was chosen as the meeting point; in addition to a pleasant atmosphere and good food, the hotel also offers generous parking spaces for our vehicles.

The first day was a free day which some people used to go shopping in Innsbruck and Seefeld, while others preferred a hike in the mountains. At precisely quarter to five in the afternoon, everybody gathered at the hotel reception for the surprise that had been promised. All sorts of speculation had abounded, with the organisers amused by some of the ideas being circulated. To prolong the anticipation still further, there was first a gentle

stroll to a destination quite near to the hotel. Here, six horse-drawn carriages were waiting, whose total brake horsepower of 12 was respected as much by many of those present as that of their own Porsches.

To some, in fact, the jigger of schnapps served beforehand proved quite convenient, dispersing as it did any doubts and having a positive impact on the general good mood. The carriages then took the participants, who were increasingly favouring this mode of transport, to the Wildmoosalm where a snack was enjoyed to the accompaniment of rousing folk music performed by local stars.

But our Porsches were given their own chance, too. The following day, a convoy made its way through the Ötztal and on to the Timmelsjoch where we were inspired by the fabulous view of the wild yet fantastic surrounding mountains. With stopovers in St. Leon-



hard in Passeier, the Jaufen Pass and Sterzing, we then made our way back so as not to miss the anniversary Apéro on the hotel terrace. The satisfied expressions of the participants at the end of the meeting showed just how much everybody had enjoyed it.

Erich and Therese Binder

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Porsche Club Mainfranken

A journey to the south



The legend that is Porsche is never more apparent to members of the Porsche Club Mainfranken than when they are driving. So it was that a decision was taken during a club evening in the spring of 2005 to journey to the sunny South or, more precisely, to Lake Garda.

The idea became reality at the end of September as nine Porsches set out on the several hundred kilometre long journey to Italy. The participants enjoyed the approach to Lake Garda over the Alps as they looked forward to a taste of the dolce vita awaiting them at the end of their journey. Near Salo, close to the lake, several club members had located a small hotel which served as our base for the short break.

One day was reserved for a visit to a weekly market and a boat trip. The tour planned for the next day to take the Porsches into the surrounding area had to be called off due to the inclement weather. The reserve programme, which consisted of a visit to



the Mille Miglia Museum in Brescia and a visit to a factory outlet centre – not to mention fair sampling of the local cuisine – helped to ease the disappointment.

The sun was shining again the next day, however, and plenty of time was allowed for the return journey to visit small markets and idyllic villages – a gradual parting from the sunny South.



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Porsche Club Köln

Island experience



The trip had been meticulously prepared. After two years of planning, the members of Porsche Club Cologne set out on a journey to the island of Sylt in October 2005. Some of the 21 Porsches making their way to the north were driven by members of Porsche Club Aachen. It was the first joint tour arranged by the two clubs, and was to prove a successful premiere.

A picturesque hotel in Rantum in the south of the island was the starting point for various excursions – with and without the Porsches – for getting to know the many and diverse features of Sylt. There was more to discover between pasture land and metre-high dunes than many had dreamt. It proved an advantage that some of the participants on this excursion had already experienced Sylt as a holiday destination. The fish meal at Gosch, the visit to the oyster farm at Austernmeyer and a stop at the Kupferkanne – an artists' cafe in a former bunker – were all pleasing on the stomach and eye alike. The visit to the village of Keitum

with its numerous thatched historical houses provided a deep insight into the history of the island, while the wander on the beach or along the Morsum cliff was not only healthy, but also informative. Who would have thought beforehand, for example, that the island suffers from a loss of land due to the power of the sea?

It would not be possible to squeeze the complete programme of this five-day trip into just a few lines, but suffice to say that newcomers to Sylt were surprised at just how much this island has to offer. Everybody hailed the trip a success, with members of the two clubs successfully coming together, and a repeat of this particular event has certainly not been ruled out.

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Porsche Club Roland zu Bremen Summer celebration

Club president Michael Pledl had promised guests and members of the Porsche Club Roland in Bremen an unusual venue for the 2005 summer celebration. He didn't disappoint. The festival took place in the pretty village of Worpswede at the Diedrichshof whose terrace offers an impressive view of a unique garden complex.

The origins of the park go back to the early years of the 20th century when the sculptor Bernhard Hötger acquired the then Brunnenhof and began to create an ensemble of sculptured works, architecture, paintings and garden art. Following several changes of ownership, the garden today has been restored to its original splendour and diversity. Evergreen hedges form a framework for the sculpture garden, the distinctive fountain and the famous Worpswedens landmark – the laughing Buddha.

After a comprehensive tour through the park, the 40 participants of the summer festival met for a buffet grill on the terrace where, following the delicacies prepared by the chef of the Diedrichshof, they were able to while away the mild summer evening in a relaxed atmosphere.

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6. Reportagen Classic

Club Porsche 924/944/968 France

Holidays



On the occasion of the last meeting in 2005, there were several things to celebrate for the Club Porsche 924/944/968 France. For example there was the recognition as an official Porsche Club by Porsche AG, or the 30th anniversary of the Porsche 924. The event, which was held in Fontainebleau between the 10th and 13th of November, began with a rally in which the approximate 20 teams participating had to perform several tasks. The winding country roads were greatly enjoyed by the Porsche drivers. The rural region had its share of perils, however, as Pascal Le Corre, co-organiser of the rally, discovered. His 924 made its acquaintance with a wild boar, though the unexpected meeting did not turn out to be too serious for either party.

The afternoon programme kicked off with a visit to a glassblowing at Soisy-sur-Ecole, and concluded with a visit to the mill of Claude Francois. The

magnificent property of the French singer provided a splendid photographic backdrop for the vehicles. Anyone wondering how the drivers felt during the drive, and just why they are Porsche enthusiasts, only had to buy a copy of the newspaper *Le Parisien* the next day to read the editor's interview with the rally participants.

The general meeting held in the evening saw discussions on the future activities of the now official Club Porsche 924/944/968 France. It was now high time to retire to bed, as the next day would begin bright and early with the birthday celebration for the Porsche 924. The response to the event, which was organised in collaboration with the Fontainebleau town council, was good. Over 150 Porsches – including several rarities – had travelled from the whole of France. There were stands of spare parts suppliers, Porsche Saint-Maur presented the latest range of Porsche products, and



Raymond Boutinaud and his team exhibited five Porsche racing cars whose engines made the city walls shake. There was even an entertainment programme for children, who had the chance to win a € 50,- voucher for Porsche accessories courtesy of Porsche Saint-Maur.

For the adults there was a large tombola, with the main prize worth 750,- euros. The club stand was a particular success on the day. The target of acquiring 20 new members by the evening had been achieved after just a few hours. Moderator and cameraman Arno Bordet had documented the day's events, so that participants were able to purchase the DVD produced by him for € 30,- as a souvenir to take home.

This successful birthday celebration is expected to be repeated in 2007 when we will be able to celebrate 25 years of the Porsche 944 and 15 years of the Porsche 968.

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