



**March 2004**

# **Porsche Club**

**News 1/04**



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**PORSCHE**

## Editorial

**Dear Porsche Club Members,**



An extremely busy year is behind us. Because of the worldwide launch of the Cayenne, 2003 was a year that carried a great many hopes and expectations for us and our partners in the dealership organisation. And all our efforts have paid off: Porsche has once again seen a record year. The extremely positive customer acceptance of the Cayenne succeeded in more than compensating for the slow down in the sports car sector. The Cayenne, which has been gradually launched onto world markets since December 2002, made a significant contribution to our business success last year, with sales of 20,603. In terms of sports cars, as well as the Boxster I would particularly like to mention the 911, which achieved its second highest sales figure ever. Overall, we managed to increase our sales by 23.2% on the previous year, to 66,803 vehicles.

The Carrera GT, our new Super Sport car with approval for on-road use, has now been delivered to the first customers. Like the Cayenne, this limited edition is produced in Leipzig. While I presented our customer and discovery centre in Leipzig in my foreword to last February's issue of the Porsche Club News, many of you have now taken the opportunity to visit our new contact point for Porsche enthusiasts for yourselves. Since then, Clubs from all over the world have been on factory visits or taken part in driving programmes.

Some of them have used the customer and discovery centre for their own events, and combined these with extensive test drives on the break-in and test track and our off-road course. The article "Porsche Leipzig – The Place for Events" starting on Page 12 provides a further insight into everything that is on offer.

The highlight of all the Club events in Leipzig last year was definitely the International Porsche Club Presidents' Meeting, when we were able to welcome Presidents of the national Porsche Clubs and Porsche Club umbrella organisations, as well as the Club Coordinators from our national sales partners worldwide. The event had the motto "Cayenne – Redefining the Limits", and around 200 Club representatives got to discover and experience the Cayenne over several days, taking a look behind the scenes of production of the IMAX film "Top Speed", in which the Cayenne played a leading role, and getting to know our customer and discovery centre in detail.

However, most important was the sharing of ideas in the workshops. The

contributions from the Clubs who made presentations made it clear just how varied Club activities are, and how they combine to continue our Club philosophy. There was also intensive discussion of how the Cayenne should be integrated into the Clubs. I am quite sure that many of the suggestions and persuasive examples will since have been carried forward in your own organisations.

The professionalism demonstrated in implementing the varied activities, in particular the integration of our third series into the Porsche Clubs, deserves our special thanks. Also joyful is the high value that is now placed on work with young people and potential future members – with its suitability for families, the Cayenne definitely provides a great many opportunities in this area.

For Porsche itself, the last few months have also been about redefining the limits. The high performance Carrera GT sports car, which was awarded the "Best automobile innovation of the year" in the USA even before it had been delivered to the first customers, demonstrates our expertise in the construction of high performance sports cars and provides new emotional impetus to our entire range of sports cars. In the year of its 40th birthday, the 911 series had five new model versions and was the focus of particular public attention, not least at the IAA in Frankfurt. Last but not least, at the end of November the Carrera 4S Cabriolet was voted the best open-top sports car in the world by an international jury in Milan.

Porsche is now celebrating the 50th birthday of the 550 Spyder with a pow-

erful special model of the Boxster S, limited to 1953 cars, which had its world premiere in Detroit USA, in January 2004 and further improves the Boxster driving experience. In this case, many thanks to some special equipment details and technical features. For this model year, we also have some attractive product surprises in store. The launch of seven new models since the beginning of the financial year was just the beginning!

The year ahead of us promises to be very exciting – not least due to the many Club events planned, which will provide a welcome number of opportunities to get together again and strengthen relationships. These events include the Europe Parade, to be held in Spain this year, the USA Parade in Texas, the Japanese Parade in Suzuka and the South Africa Parade in Durban, to name just a few. For Classic fans, I would like to mention the international 356 meeting in France and the international 914 meeting in the Netherlands in particular. I look forward to seeing you again at one event or another this year!

Until then, on behalf of the Porsche AG board, I hope you have a good time!



Hans Riedel

## Our Business:

To make it easier for us to put together the **Porsche Club News**, we would like to ask you to send us your contributions by E-mail. Attach your text contributions as a Word file. Please save pictures in **Tiff format** for preference, otherwise in **JPEG format** (minimum **resolution 300 dpi, at actual size of min. 13cm width, as RGB or CYMK**). Please ensure that there is no "pixeling" in the pictures and that you do not save the pictures as indexed colours (web colour scale). Unfortunately **we cannot** process Word files or PowerPoint presentations with embedded pictures into a printable quality.

Your Editorial Team

## Internet:

The current Porsche Club News, as well as archived issues from number 1/99 onwards, can be downloaded from the Internet at: **www.porsche.com**.

## For your information:

**From now on, the Porsche Club Coordination can be contacted on its new fax number:  
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**PORSCHE**

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# 1. News from Porsche AG

In action fighting fires and saving lives

## Porsche Cayenne for the voluntary fire brigade in Bietigheim-Bissingen



From now on, the voluntary fire brigade in Bietigheim-Bissingen will be one of the fastest and most efficient fire brigades in Baden-Württemberg. From today, the 121 firemen will be able to call on a Porsche Cayenne as an emergency vehicle. Bernhard Maier, Chief Executive of Porsche Deutschland GmbH, which is based in Bietigheim-Bissingen, handed over the keys and papers for the 250 horsepower, 214 km/hr Porsche to Mayor Kurt Leibbrandt and Municipal Fire Chief Karl-Heinz Reichert. As the employer and supervisory authority for the fire

brigade, the Bietigheim-Bissingen town council ordered the Cayenne from Porsche this summer.

"The Cayenne is perfectly suited for our calls. I found that out on an extensive test drive that I took before ordering. It is fast but safe, has a lot of room and is equally at home on public roads or off-road. That is very important for our work" was Reichert's assessment of his new official vehicle.

The new bright red "command car", as it has been officially dubbed, was fitted

with the obligatory blue lights and siren by a special company based in Bretten bei Bruchsal. Of course, the Cayenne also has all the important functions and equipment needed for use as a fire and rescue vehicle. These include breathing apparatus, a 12-kilogram fire extinguisher, a large first aid box, external loudspeaker, torches, searchlights, two radio sets (four metre and two metre band), a mobile phone and an extending loading area.

In the past, the Bietigheim-Bissingen fire brigade has received an average of 250 emergency calls per year and in order to get to the site of the fire as quickly as possible, this Cayenne has blue flashing lights integrated into its radiator grille and tailgate. Along with the blue roof lights and siren, these help to clear the firemen's route to the emergency.

To ensure that the additional equipment fitted still functions when the engine is turned off, the Porsche engineers fitted an extra battery. This means that there is always sufficient power available to operate the equipment.

Fire Chief Karl-Heinz Reichert said: "We are grateful to the town council, who purchased the Cayenne for us. We are happy and proud to finally have our Porsche."

Press Release, 8th December 2003, Porsche AG



## 2. Who is Who

### National Porsche Club Coordinators



**PSE Sverige**

Name: Ola Nilsson  
Age: 38  
Family: Married, 1 son

Position: Managing Director

Languages: Swedish, German, English

Hobbies: Porsche, skiing, golf

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E-mail: ola.nilsson@porsche.se



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Hobbies: Riding, reading and design

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## 3. Info Exchange

### Numerous Porsche Club Anniversaries in 2004



The many years of Porsche Club tradition throughout the world are reflected in the numerous Club anniversaries that will be celebrated this year. Two of the Clubs listed below have been in existence for half a century, while another can look back on 45 years of history. We would like to congratulate all of the Porsche Clubs mentioned here.

#### **50 Years (established 1954)**

- Porsche Club Bern
- Porsche Club Zürich

#### **45 Years (established 1959)**

- Porsche Club Italia

#### **30 Years (established 1974)**

- Porsche Club Wien
- Porsche Club 356 Sverige
- Porsche Club Registry Inc.
- Porsche Club Ticino
- Porsche Club Queensland
- Porsche Club New Zealand

#### **25 Years (established 1979)**

- Porsche Club 356 IG Deutschland
- Porsche Club München
- Porsche Club Biel Seeland
- Porsche Club Canberra
- Porsche Club 914 Owners Association & 914-6 Club USA

#### **20 Years (established 1984)**

- Porsche Club Hildesheim
- Porsche Club Niederrhein
- Porsche Club Ostfriesland
- Porsche Club Paderborn
- Porsche Club Fribourg
- Porsche Club Baden
- Porsche Club Rheinland
- Porsche Club Isartal
- Porsche Club Lahntal
- Porsche Club Rems-Jagst
- Porsche Club Saar
- Porsche Club Vierseenland
- Porsche Club Solothurn
- VW Porsche 914 Club Westfalen

#### **15 Years (established 1989)**

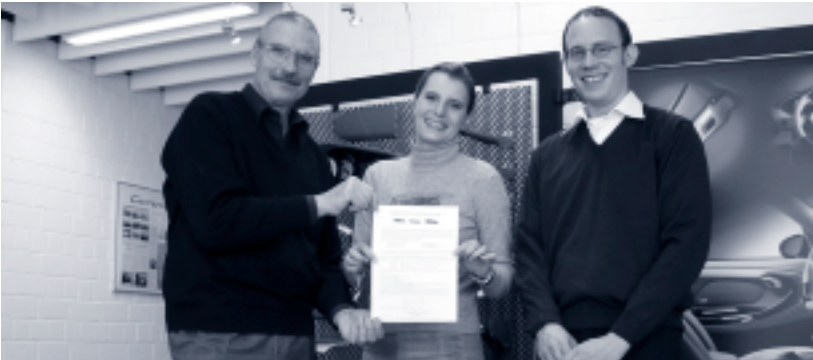
- Porsche Club Zollernalb
- Porsche Club Glarner
- Porsche Club Valais
- Porsche Club Mexico
- Porsche Club 914 France
- Porsche Club Carrera RS France
- Porsche Club Registre Carrera RS/RSR/SCRS Schweiz
- Porsche Club Taiwan

#### **10 Years (established 1994)**

- Porsche Club Garmisch Partenkirchen
- Porsche Club 904 Registry
- Porsche Club Dresden
- VW Porsche 914 Dachverband

## Porsche Club Coordination

# Porsche Club Survey



Last year, we sent a five-page questionnaire to the committees of all Porsche Clubs. Our aim was to ask for information about the activities of the various Clubs and their assessment of their co-operation with the Porsche Centre, importer or Porsche subsidiary. We also asked them to rate their co-operation with the central Porsche AG Club Coordination.

In parallel, we also ran a survey of Porsche Club members and Porsche drivers who do not belong to a Club. In these questionnaires, which were sent out by Internet or post and also distributed at events, we wanted to find out about individual attitudes towards the Clubs. We were also interested in finding out people's opinion of the range of services offered by the Porsche Clubs, how satisfied they were with their Porsche Centre and the extent to which the Porsche Internet pages are used.

Despite the extensive range of questions, we received a pleasing number of completed forms back. Many thanks to everyone who took part in this initiative, not forgetting the subsidiaries and Porsche Centres, who were also able to supply us with a great deal of valuable information. The won infor-

mation from the responses will be taken into account in our future planning and we will attempt to implement many of the suggestions received. Ultimately, this Porsche Club survey should be a basis for continued excellent co-operation between the Clubs and Porsche. In the next Porsche Club News, we will be presenting the results of the questionnaires.

As a reward for taking part, there were some valuable prizes to be won. The first draw was for the questionnaires answered by Club committees and the prize winners were as follows:

**1st prize, a factory visit to Leipzig** for 20 people with on-road driving programme worth 4,540.– Euro, goes to **Porsche Club do Brasil**.

**2nd prize, a pylon showing the Club logo** worth 1,550.– Euro, goes to **Porsche Club Ireland**.

**3rd prize, two Quickscreens showing the Club logo** worth 2,200.– Euro, was won by **Porsche Club Oman**.

**4th a Porsche banner** worth 30.– Euro goes to the following Clubs:

- **Porsche Club of South Australia**
- **Porsche Club Hessen**
- **Porsche Club Kurpfalz**
- **Porsche Club Italia**
- **Classic Club Austria**
- **Club Porsche 356 España**
- **Porsche Club Wien**

The questionnaires returned by Club members and other Porsche drivers were entered in the second draw.

**1st prize, five days at the Porsche Camp Cayenne** in Bassella/Spain, worth 3,150.– Euro (single room), was won by Norman Goodall from Australia.

**2nd prize, four day Porsche Feast for the Senses tour** from Ludwigsburg to Salzburg, Vienna and Munich, worth 2,100.– Euro (single room), was won by Hervé Berthault from France.

**3rd prize, three day Porsche winter training** in Austria, worth 1,590.– Euro (single room) was won by Hermann **Josef Unterbusch** from Germany.

Congratulations to all the prize winners.

Your Porsche Club Coordination





## Porsche Club Francorchamps

# Porsche Francorchamps Days 2004



The Porsche Francorchamps Days 2004 will be held from 23rd to 25th April at the Spa/Francorchamps circuit. We would like to invite all Porsche fans to this event. As at last year's meeting, we will have access to the race-track for three full days. The participants will be divided into three groups: 1. Fun, the starting point for inexperienced drivers in series vehicles with moulded road tyres, 2. Sport, where experienced drivers in series vehicles with moulded road tyres will line up, and 3. Racing, the category reserved for racing vehicles with slicks.

The three vehicle classes will take it in turns to have 45 minutes on the track, allowing several starts each day. As well as the racing, we are also planning the "Jean-Charles Cartier" parade. A note about this: in 2003 we made a world record attempt at this event. Our target was to be the world's largest Porsche parade. A total of 638 Porsches took part and it took around 45 minutes for all the vehicles to line

up and complete two laps of the track. We were all amazed by the seven kilometre line of Porsches, three abreast. It was a fantastic moment for us Porsche fans. The photographs can be viewed on our website: [www.porscheclubfrancorchamps.be](http://www.porscheclubfrancorchamps.be).

We would like to thank our press man, Gérald Tips, who succeeded in obtaining recognition for this record, which will be published in the next "Guinness Book of World Records", 2004 edition. This year, we want to mark the Jean-Charles Cartier Parade with another attempt at the record.

Of course, we have also arranged an interesting supporting programme. There will be a Porsche Oldtimer show, Porsche Import Belgium is organising an exhibition of the most recent Porsche models, children will have the opportunity to ride quad bikes, Porsche Selection products will be on sale and much, much more...

The price for the three days is 700.- Euro. For Friday only, the price is 275.- Euro, while the fee for Saturday is 300.- Euro and for Sunday only 255.- Euro. This includes breakfast, lunch, coffee and refreshments for one person each day. Catering for additional guests will cost 41.- Euro per day. The huge barbecue party on the Saturday evening will cost 40.- Euro per person.

We recommend that you request a booking form from one of the following contact addresses. The form also includes details of all the prices.

Tel.: +32 (0)49 5544 911 or  
 Tel.: +32 (0)49 5522 911 or  
 Fax: +32 (0)19 54 56 30  
 E-mail: [porscheclub@skynet.be](mailto:porscheclub@skynet.be)

A wide range of accommodation is available in the surrounding area, from simple inns to four-star hotels. Information is available from the Tourist Information in Spa, for example:  
 Tel.: +32 (0)87 79 53 53

Porsche Club Francorchamps  
 President: Marc Francois  
 Tel.: +32 (0)43 49 40 12  
 Fax: +32 (0)19 54 56 30



## Porsche Leipzig GmbH

# Porsche Leipzig – The place for events



Whether it was for national or international Presidents' meetings, the national meeting of the Porsche Club Deutschland or factory visits by the Porsche Clubs from America, Belgium or France, Porsche Leipzig was without a doubt last year's number one destination for unique Porsche Club events. It offers something for every true Porsche fan. As well as a professional event infrastructure, Porsche Leipzig also has its own tracks. Porsche Leipzig also offers a unique opportunity to see the entire production process for the Cayenne and to take a look behind the scenes of the manual production of Super Sport car the Carrera GT.

Visually, the 32-metre high tower of Porsche Leipzig's customer centre is the main attraction. Inside, it has 2,957 square metres of space almost exclusively devoted to giving guests from Germany and abroad a total

Porsche experience. At ground level, dreams come true in the new car delivery centre. And guests in the generous lounge and bar area can enjoy a view of the start and finish straight of Porsche's own on-road circuit.

One floor up is a glass visitor reception, which can be reached on foot using the impressive ramps inside the building. In this futuristic atmosphere, visitors can look around the Selection shop. They can then enjoy a great view on the trip from the first floor to the second in the enormous glass lift, which can also be used to transport vehicles to all floors.

On the second floor, visitors come to the "small auditorium". This room has a 16:9 screen and state of the art beamer and projection technology, and is available for use as an 80-seat cinema. The small auditorium is also used during events as a meeting or

presentation room offering all technical refinements. Adjacent to it are various rooms for events and meetings.

The third floor – the events floor – provides a unique feeling of space. Its 900 m<sup>2</sup> with no walls or supporting pillars guarantees an impressive atmosphere. With a spectacular 360° view over the entire Porsche site, a spacious stage area, two screens and state of the art media technology, the "main auditorium" is the ideal place for major events for up to 500 people.

The fourth floor of the customer centre invites you on a journey into Porsche history. The gallery, which is a circular mezzanine above the events floor, houses a small but excellent museum. Some Club members have enjoyed a champagne reception here in the midst of the historic Porsche models.



For the development of its private on-road circuit, Porsche commissioned one of the world's most renowned experts in the design and construction of racetracks: Hermann Tilke. The Aachen engineer made a name for himself in the racing world by designing and overseeing construction of the Grand Prix circuit at Sepang in Malaysia, among others. In Leipzig, Tilke created a 3.755 kilometre circular break-in and test track, which has been certified by the FIA and meets the highest possible safety standards.

When it came to the actual layout of the track, he decided to go for a retro design. This means that some of the corners and straights are modelled on sections of world-famous international racetracks, including the Monaco Loews corner, the Bus Stop from Spa and the Parabolica from Monza. The highlight is the steep climb up a small hill at the end of the start and finish straight, similar to the Cork Screw corner at Laguna Seca in California.

The break-in and test track is divided into two sections. The 1.74 kilometre test track is used to test every Cayenne and Carrera GT completed in production. The 2.16 kilometre break-in track can be further divided into three separate sections for driver safety training with the Porsche Sports Driving School or other driving events. Like other Grand Prix circuits, the track is equipped with 30 video cameras. These cameras monitor all the corners and send moving images to the track control centre, which is one of the most modern in the world. Numerous Porsche Clubs have already completed driver training here, or got to know the track in so-called "free driving".

Driver training by the Sports Driving School on the break-in and test track is a highlight of any Porsche driver's visit. From basic training through to a sports driving course, Leipzig offers appropriate training for drivers at all levels.

For anyone who comes to Leipzig to pick up their Cayenne, the visit includes a drive on the break-in and test track and the off-road course. Accompanied by a professional instructor, they have the chance to discover the off-road capabilities of the Cayenne in a vehicle provided.

The off-road course at Porsche Leipzig passes through an area of more than 100 hectares, which until a few years ago was used for military exercises. Securely separated from the actual off-road course, the area also provides a habitat for many species of plants and animals – proof that high technology and ecology are not necessarily contradictory.

To complement the on-road driver safety training, the Porsche Sports Driving School offers courses in off-road driving on this course. An off-road driving event is a highlight of any supporting programme, and can be booked directly as part of events in the customer centre. Last October, the Porsche Club

Belgium was one of those to take advantage of this opportunity. For two hours, the Club members tested themselves against the various off-road modules, dealt with ramps with a gradient of up to 60 percent and overcame a water crossing. At the end, they all agreed that the trip was a genuine off-road adventure and the whole event a roaring success.

For further information and bookings for the Porsche Sports Driving School in Leipzig, please contact:  
Jochen Albig  
Tel.: +49 (0)341 999 135 30  
Or on the Internet at:  
[www.porsche-leipzig.com/de/erfahren/sportfahrschule.htm](http://www.porsche-leipzig.com/de/erfahren/sportfahrschule.htm)

**Dates for basic on-road training:**

18.04.2004  
27.08.2004  
17.10.2004

**Dates for intermediate on-road training:**

20. to 21.03.2004  
08. to 09.05.2004  
19. to 20.06.2004  
04. to 05.09.2004

**Intensive training:**

07. to 08.08.2004

**Date for exclusive on-road training:**

03. to 05.07.2004

**Date for sports driving course:**

18. to 19.09.2004



**Dates for off-road driver safety training:**

24. to 25.07.2004 (two days)  
14. to 15.08.2004 (two days)  
05.11.2004 (one day)

All general dates for the Porsche Sports Driving School have been fixed, with the first event being held from 23. to 24.04.2004 in Zandvoort.

General information about the Porsche Sports Driving School is available from:

Claudia Schäffner  
Tel.: +49 (0)711 911 83 15  
Fax: +49 (0)711 911 83 59  
E-mail: [Sportfahrschule@porsche.de](mailto:Sportfahrschule@porsche.de)  
E-mail: [claudia.schaeffner@porsche.de](mailto:claudia.schaeffner@porsche.de)  
[www.porsche.com](http://www.porsche.com)

Information about factory visits can be found in the Porsche Club News 6/02. The contact person is Mr. Volker Spannagel from the central Club Coordination:

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For all other events, including driving events or anniversary celebrations in Leipzig, please contact Ms. Sibylle Janus from Porsche Leipzig GmbH:

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## Porsche Selection

### Boxster 550 – The special collection for the 50th birthday of the 550 Spyder.

Porsche Selection is celebrating the anniversary of the legendary 550 Spyder with a specially developed collection of high quality accessories. The Boxster 550 range pays homage to open top driving and follows a retro look from the 50s and 60s.

The highlight of the collection is the vintage look Boxster 550 lamb's leather jacket. With a close fitting cut and long zips on the sleeves, it calls to mind the era of James Dean. A high collar provides protection when driving a convertible, while the numerous pockets have plenty of space for keeping things. The high quality inner lining is made of cotton.



- Boxster 550 leather jacket  
WAP 513 00S-XXL 14

The Boxster 550 Pecarry leather gloves and the Cabrio Boxster 550 cap are perfect for open top driving. Like the jacket, the classic headwear is made of dark brown lambs leather and has a vintage look. An elastic insert protects the neck against draughts. An adjustable chin strap ensures that it stays in place even at high speeds.

Meanwhile, you can hang your ignition key on the silver ring of the Boxster 550 key fob, made of leather with enamelled badge.



- Boxster 550 leather gloves  
WAP 080 075-100 14
- Cabrio Boxster 550 cap  
WAP 080 057-059 14
- Boxster 550 key fob  
WAP 050 091 14

To complement these, men can wear a T-shirt or polo shirt in beige with red decorative stitching. The Boxster 550 logo is boldly yet discreetly positioned on the back and sewn onto the chest of the polo shirt. The matching coloured ladies T-shirt is close fitting with narrow sleeves and decorative stitching, and also includes the Boxster 550 logo.



- Boxster 550 T-shirt  
WAP 531 00S-XXL 14
- Boxster 550 ladies T-shirt  
WAP 532 00S-XXL 14
- Boxster 550 polo shirt  
WAP 530 00S-XXL 14
- Boxster 550 cap  
WAP 080 162 14

The heritage T-shirts printed with a large image of the 550 Spyder give a sporty look to any outfit.



- 550 Spyder heritage T-shirt  
WAP 573 00S-XXL 14

The range of model cars includes scales from 1:72 to 1:18. The highlights are the twin set containing the 550 Spyder and Boxster S 1:43 special models and a classic wind-up metal toy car from Schuco, shaped like a Spyder with four forward gears, reverse gear and handbrake.



- Porsche 550 Spyder, 1:72  
WAP 022 042 14
- Anniversary Set Porsche 550 Spyder and Boxster S special models  
WAP 020 113 14
- Porsche 550 Spyder, 1:18  
WAP 021 032 14
- Schuco Examico Spyder, 1:24  
WAP 024 005 14



## Porsche Tequipment

Pure driving pleasure! For big and small alike.

Tequipment **shorter shifting** sees a further development from motor racing transferred over to the cockpit of your sports car. Shorter shifting by up to 35 percent makes gear changes faster, significantly increasing your sporting driving pleasure. Shorter shifting can be used in conjunction with all aluminium, wooden and carbon gearshift levers from the Tequipment range. It is suitable for easy retrofitting in all 911 models starting from model year 1998 (except GT3, GT2 and GT3 RS) and for all Boxster models starting from model year 1997.



3rd and 4th gears with shorter shifting  
Part no. 000 044 700 26



3rd and 4th gears without shorter shifting

Further information about our complete range of products and the current Tequipment and Selection catalogues are available from your Porsche Centre or on the Internet at [www.porsche.com](http://www.porsche.com)

With its current range of child seats, Tequipment already offers an optimum level of state of the art safety. This includes compliance with the future legal requirements of ISOFIX (for Europe) and LATCH (for USA/CAN), under which group 0, group 0+ (for children from 0 to 18 months) and group 1 (children between 9 months and 7 years) seats must be attached to the vehicle using ISOFIX fixtures.

ISOFIX is a system of standards currently being finalised in Europe, under which a child seat equipped with two telescopic bars is attached directly to the vehicle body. These telescopic bars allow the child seat to be easily and securely fitted.

LATCH is the American standard, which also stipulates a top tether (belt connecting the seat back to a fixed point on the vehicle).

The Cayenne already has these ISOFIX and top tether fixture points.

In the 911 Carrera and the Boxster, the Porsche ISOFIX child seats are secured using the 3-point vehicle safety belt.

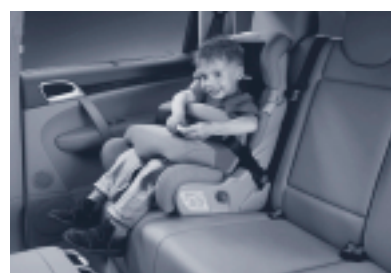
For group 0 seats, Tequipment now supplies the **Porsche Baby Seat ISOFIX, G0+**. This seat can be positioned on the rear seat of the Cayenne and, in conjunction with airbag deactivation, on the passenger seat of the Cayenne, 911 Carrera and Boxster (in USA/CAN only on rear seat of Cayenne).

A seat **reducer** (not shown) is also available for the Porsche Baby Seat ISOFIX, G0+. This provides optimum side support for newborn babies.



- Porsche Baby Seat ISOFIX, G 0+  
Part no. 955 044 800 42  
for USA/CAN: Part no. 955 044 800 43  
Seat reducer (not shown)  
Part no. 955 044 800 58 (also for USA/CAN)

The **Porsche Junior Seat ISOFIX, G1 + G2** can be used on both the front and rear seat of the Cayenne (rear seat only in USA/CAN) and 911 Carrera, and on the passenger seat in the Boxster. Use on the passenger seats requires deactivation of the airbag.



- Porsche Junior Seat ISOFIX, G1 + G2  
Part no. 955 044 800 44  
for USA/Can: Part no. 955 044 800 82



WAKE-UP



BREAKFAST



BOSE



OFFICE



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## 4. Classic Info Exchange

Porsche Classic

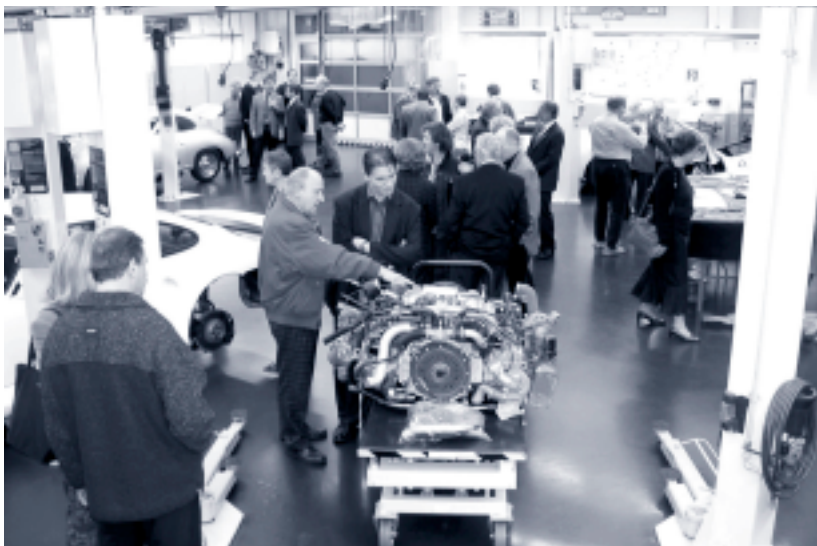
### Ray of Hope for Porsche 928 Owners

Porsche Classic has recently closed a gap in the supply of spare parts for the Porsche 928. From now on, the rear lights and lens for the 928 from model years 1978 to 1986 will be available again. The parts are available from any Porsche dealer, who will also be happy to provide any further information you require.

Harald Becker  
Porsche Classic

Designation	Model/Series	Part number
		
Rear light with cable set – left	Type 928, Yr. 1978 – 1986, RDW	928.631.931.02
Rear light with cable set – right	Type 928, Yr. 1978 – 1986, RDW	928.631.932.02
Rear light with cable set – left	Type 928, Yr. 1978 – 1986, USA	928.631.931.03
Rear light with cable set – right	Type 928, Yr. 1978 – 1986, USA	928.631.932.03
		
Lens for rear light – left	Type 928, Yr. 1978 – 1986, RDW	928.631.933.02
Lens for rear light – right	Type 928, Yr. 1978 – 1986, RDW	928.631.934.02
Lens for rear light – left	Type 928, Yr. 1978 – 1986, USA	928.631.933.03
Lens for rear light – right	Type 928, Yr. 1978 – 1986, USA	928.631.934.03

## Porsche 356 Club Deutschland, Region "Wilder Süden" Club Evening in Zuffenhausen Plant I



On 14th November 2003, around 50 members of the Porsche 356 Club Deutschland were welcomed by Wolfgang Streufert, Departmental Manager of the "Porsche Exclusive and Classic Center", in the historic buildings of Porsche plant I. Paying no heed to it being almost winter, most of them had travelled in their historic vehicles – clear proof of their high regard for this particular meeting. The invitation from the "Porsche Exclusive and Classic Center" was a première, and Wolfgang Streufert co-operated with the Porsche Club Coordination, Porsche Classic, Porsche Deutschland and the Porsche Museum to put together an attractive programme, which began with a champagne reception. After a welcome by Wolfgang Streufert and Hermann Maraun from the Porsche 356 Club, it was time for the sightseeing tour, on which the guests had the chance to see not only museum pieces like the Porsche 356 Roadster No. 1 and the Porsche 908 Langheck, but also the brand new Carrera GT.

In the "hallowed halls" of the restoration workshops, the visitors found out at first hand what the perfect restoration of a good old 356 really involves. The Porsche "oldie experts" from the various specialist areas including pipe work, engine construction, chassis/electrics, leatherwork and the paint

shop were on hand to talk about the vehicles and engines currently in their care. This look behind the scenes made the guests' eyes light up, as they were standing at the birthplace of their own cars, so to speak.

Today, plant I plays a crucial role in the preservation, care and maintenance of historic vehicles. Here, the individual character of a classic car is faithfully revived, so that it effortlessly meets the same high demands made of it decades before.

In his presentation, Departmental Manager Wolfgang Streufert paid particular attention to the area of restoration in the Exclusive and Classic Center. Here is an extract from his presentation:

"When it comes to original Porsche restoration in plant I, preserving values is the guiding principle. We view every Porsche as a work of art. It reflects our definition of individuality and the





personality of its driver. In order to preserve this individual character, we act according to strict principles. For example, almost every item of work carried out on the vehicle during original restoration is overseen by our specialised team and is performed within the factory walls. We also use original parts or parts specially produced by ourselves, in order to preserve the perfect look of the vehicle and primarily to ensure that their technical function is perfect. Ultimately, the vehicle was not just built to look good, it was built to reveal the experience of driving a Porsche in typical sporty style.

Our technical capabilities for restoring a Porsche are state of the art and amazingly diverse. For example, the cathodic anti-corrosion immersion bath seals the bodywork and provides optimum preparation for painting. The integration of original restoration work into the Porsche Exclusive and Classic Center gives us access to machines, tools and testing and measuring apparatus far beyond the standard range of equipment. This allows us to achieve a high degree of specialisation. Within our own factory walls, we have the opportunity to pass vehicles through all the departments necessary to preserve the authenticity of a Porsche.

Vehicles are not only restored with extreme care and professionalism by experts, every procedure in a complete restoration is recorded in written and photographic documentation. This documentation is presented to the customer in an exclusive hand-made leather folder, along with an electronic parts catalogue and a brochure from the Exclusive and Classic Center. Our



motto is: We don't want your vehicle to be your only reminder of the restoration.

Customers who come to us from all over the world can expect us to approach everything we do with passion, understanding, friendliness and empathy. This is the way we aim to continue our success in the future."

The evening also focused on other areas. Museum manager Klaus Bischof highlighted the history of the Porsche legend, while Klaus Boizo told us all about the activities of Porsche Classic. Porsche Deutschland was represented by Jennifer Biela, while Volker Spannagel from the central Porsche Club Coordination took this opportunity to get to know the Club members.

Before the emphasis shifted to talking shop in informal groups, Hermann Maraun from the 356 Club Wilder Süden expressed thanks on behalf of the members present for the suc-

cessful and informative evening, which everyone had thoroughly enjoyed.

Wolfgang Streufert  
Porsche Exclusive and Classic Centre

If you would like further information about restoring your vehicle, please contact Mr. Alexander Schneiderhan, Department VRK11, at any time:

Tel.: +49 (0)711 911 71 50  
Fax: +49 (0)711 911 78 11

**Bruce Sweetman**

## 50 Years of the Porsche Speedster



The Porsche Speedster will be celebrating its 50th birthday this year, and a major meeting will be held at Pebble Beach in California to mark the occasion. Everyone is invited to celebrate the most beautiful of all Porsches from 25th to 27th June 2004. This is not an official Porsche event, but is being organised by Big Lake Media™.

More than 300 vehicles are expected at the event, including Speedster prototypes, the last two Speedsters produced, the Convertible D prototype and most of the America Roadsters produced. Porsche AG and Porsche



Cars North America will be providing the event with two further highlights: the first Porsche 356, the mid-engined roadster with chassis number 001, and the America Roadster from the Porsche museum will be on display.

For accommodation, you can choose from four different hotels: the Hyatt Regency Monterey, Quail Lodge, The Lodge at Pebble Beach and The Inn at Spanish Bay. However, many of the rooms have already been booked up.

An extremely varied programme awaits all the visitors. Friday will see the launch of a new book about the Speedster. Nevertheless, the most important day of the event will be Saturday, as that is when owners will be presenting their vehicles at a Concours d'Elégance on the lawns of the Quail Lodge Resort in Carmel. Well-preserved vehicles with a little patina, plenty of charisma and an excellent history will have the best chance of victory.

Of course, the programme also includes an excursion in the surrounding area. And for 150 of the partici-

pants, whose names will be drawn out of the hat, there will be an additional highlight. They will be able to thunder around the Laguna Seca racetrack in their Porsches, and will be given a souvenir photograph showing them negotiating the famous Corkscrew turn.

Saturday will also see the announcement of the winner of our prize draw. Lufthansa has donated two flight tickets worth 16,000.– Dollars. A ticket for the draw costs 50.– Dollars, and details of how to buy one can be found on our website:  
<http://speedster50thanniversary.com>

The website also includes a booking form, if you want to come and bring your vehicle, and more information about the whole event.



## Club Porsche France 911 Classic Le Mans Classic 2004



The first time it was held, in 2002, many of those who attended heralded the Le Mans Classic as the event of the year. At that event, 30,000 spectators witnessed the excitement of 305 historic racing cars thundering around the track, while the presence of various owners' clubs ensured that around 2,000 more vehicles were on display.

This year, more specifically from 23rd to 25th July, it is time for the second running of this major event. Anyone who wants to drive their sports car on the trail of the classic Le Mans 24-hour long distance race should register as soon as possible. Only vehicles that lined up for a Le Mans race between 1923 and 1978 will be eligible to enter. In line with tradition, the starting flag will fall on the Saturday at 4.00 pm.

The field, which is estimated to be around 350, will be divided into six groups by year of construction, and these groups will take it in turns to line up:

- Group 1, year of construction 1923 to 1939
- Group 2, year of construction 1949 to 1956
- Group 3, year of construction 1957 to 1961
- Group 4, year of construction 1962 to 1965
- Group 5, year of construction 1966 to 1971
- Group 6, year of construction 1972 to 1978

After the traditional Le Mans start, the cars from the six categories will drive three laps of the 13-kilometre track, meaning that by 4.00 pm on Sunday, all the cars will have been in action several times.

Overall, more than 100 Porsches competed in the historic race at Le Mans, but only 40 will be eligible for the Le Mans Classic to leave room for other manufacturers. The field will include at least one example of the 550 Spyder, 904, 906, 910 and 917 models, as well as the 356 and 911 types, as long as they actually started at Le Mans.

Spectators will have access to all areas of the circuit that would be open to them at today's 24-hour race, including the Tertre-Rouge, Mulsanne, Indianapolis etc. As well as the actual racing, there will be an interesting supporting programme. This will include a market for spare parts and car memorabilia, an Oldtimer auction organised by Coys and, last but not least, the international Club event in the Circuit Bugatti area, to which the entire Oldtimer world is invited.





To ensure that the Porsche brand is appropriately represented, as in 2002 the organisers have asked the Club Porsche France Classic to co-ordinate the participation of the various Porsche Clubs. Every Porsche Club should collect the registrations from its members and send this to the French Club. Each person can calculate the costs individually based on the details on the registration form.

Club members will enjoy preferential treatment at this event, as detailed below:

#### **Club privileges**

If you come to Le Mans through a Club, you will have privileged access to:

- Paddock (no jeans – not accessible to other spectators)
- Club area (not accessible to other spectators)
- Club car park (not accessible to other spectators)
- Free entry to grandstands (normal price 20.– Euro)

#### **Club area (Bugatti Circuit)**

These special activities will be available in the Club area (some at additional cost):

- Catering
- Concours d'Élégance
- Films about 24-hour race
- Auction
- VIP village
- Champagne bars
- Club parties on Saturday evening
- Driving on track before and after races (two laps following pace car)
- Art exhibition

#### **Porsche privileges**

Thanks to the support of Porsche France and Porsche AG, registered visitors can enjoy additional benefits in the Porsche Club area:

- Supervised car parking, with vehicles arranged by model and year of construction (additional charge)
- Each Porsche has its own parking space for the entire weekend
- 500 m<sup>2</sup> tent open throughout the weekend
- Constant supply of sandwiches and hot and cold drinks (additional charge)
- Competitions: Best looking, most original Porsche, longest journey
- Picnic baskets (additional charge) etc.

Further information about the Le Mans Classic is available on the Internet at [www.lemansclassic.com](http://www.lemansclassic.com)

Club Porsche France 911 Classic  
 President: Vincent Flandin  
 Tel.: +33 (0)1 43 25 26 80  
 Fax: +33 (0)1 43 25 26 51

# Le Mans Classic 2004

(must be returned by 31st March 2004)

## Reply by post to:

**Reply by fax: +33 (0)1 43 25 26 51**

Club Porsche France 911 Classic  
6, rue Jean du Bellay  
F-75004 Paris  
Tel. +33 (0)1 43 25 26 80

Name: \_\_\_\_\_ First name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Tel.: \_\_\_\_\_ Fax: \_\_\_\_\_ E-mail: \_\_\_\_\_  
Porsche Club: \_\_\_\_\_  
Porsche type: \_\_\_\_\_ Year of construction: \_\_\_\_\_  
Driving licence number: \_\_\_\_\_  
History of car: \_\_\_\_\_

Photo of car (3/4 view from front)

I would like to enter the Concours d'Élegance: Yes  No

	Number	Official Porsche Club member*	Non-member	Total
Entry + main grandstand + paddock + Club area (per person)		€ 45,00.-	€ 65,00.-	
Club car park (per vehicle)		€ 5,00.-	€ 5,00.-	
Picnic basket for Saturday (for 2 people)		€ 50,00.-	€ 50,00.-	
Picnic basket for Sunday (for 2 people)		€ 50,00.-	€ 50,00.-	
Club party on Saturday evening (per person)		€ 75,00.-	€ 80,00.-	
Two racing laps on Saturday or Sunday (per vehicle)		€ 100,00.-	€ 110,00.-	
(*Enclose copy of membership card)			<b>Total</b>	

**Payment:**  VISA  Eurocard – Mastercard

Name: \_\_\_\_\_

I would like to pay € \_\_\_\_\_ by credit card. Card number: \_\_\_\_\_ Expiry date: \_\_\_\_\_

Signature: \_\_\_\_\_

### International transfers:

IBAN FR 65 20041 01012 43 232 96 A 033 73; Purpose: LMC 2004 plus surname and first name

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Porsche Deutschland GmbH

## Techno Classica 2004



Porsche Stand  
Hall 3

This year's Techno Classica in Essen will be held from 1st to 4th April. The 16th edition of this global exhibition for classic cars, motorcycles, spare parts and everything relating to Old-timers promises to be another great success. Techno Classica is already one of the best-selling exhibitions in the entire classic motoring industry. The final figures for 2003 were 109,000 visitors and 820 exhibitors. However, it is not just about business. Building up relationships plays a central role in the event, which is why representatives from the international club scene get together in Essen to communicate with one another. Porsche fans also get full value for money. This year, Porsche Deutschland GmbH will be exhibiting, along with nine representatives from the national Porsche Classic Club scene:

- Club für den klassischen 911 e.V.
- Porsche Club 924/944 Deutschland e.V.
- VW Porsche 914 Deutschland Club e.V.
- Carrera RS Owners Club e.V.

- Porsche 928 Club e.V.
- Porsche 356 Deutschland e.V.
- Porsche Club 968 Deutschland e.V.
- Porsche 914-6 Club e.V.
- Porsche-Diesel Club Europa e.V.

The setting for this year's impressive demonstration will be a 600 m<sup>2</sup> stand, which will be situated in Hall 3 for the first time. As well as the vehicles from the Porsche Classic Clubs, a range of other interesting exhibits will be on display. These include a sectional model of a 930 Turbo engine and the Porsche 911 Carrera RSR Turbo from the Porsche museum – definitely one of the highlights of the whole stand. This vehicle is equipped with a 2.1 litre engine, has a power of around 500 BHP and can reach a top speed of 300 km/hr.

As always, the Porsche Club Coordination team will be on hand, and is looking forward to your visit. The Porsche Classic staff working on the stand will be able to answer all your questions about spare parts, while the customer centre will be demonstrat-

ing its know how by bringing along samples of its work and documentation. The so-called living workshop, in which visitors can experience for themselves how interior equipment components are manufactured, provides an insight into the world of spare parts production. As a fitting souvenir of your visit, you can purchase a limited-edition model of a Porsche 356 A Cabrio on the stand. And of course, a few surprises and snacks will be waiting for you, as always. Whatever you do, don't forget to stop off in Hall 3 during exhibition week.

Georg Priser  
Porsche Deutschland



## 914 Club Holland

# International Porsche 914 Meeting 2004

This year's International Porsche 914 Meeting will be held from 4th to 6th June at Hilversum in the Netherlands.

In this beautiful region of lakes and rivers, the Club is offering a three-day programme, with an emphasis on getting to know people, a relaxed and friendly atmosphere and shared experience and enjoyment.

The programme looks like this:

### Friday 4th June 2004

Afternoon reception and check-in at a centrally located hotel.

This will be followed by a short excursion along the typical Dutch canals as far as the de Vecht river. There, we will board an Oldtimer party ship, which will cast off for an evening cruise. A celebration dinner will be served on board.

### Saturday 5th June 2004

Excursion into the green heart of the Netherlands. Our destination will be the "Green Pavilion" (Het Groene Paviljoen). Lunch will be served in these exclusive surroundings.

This will be followed by a guided tour in several languages of the internationally renowned nurseries. There will then be plenty of time for discussions and taking photographs; there will also be a chance to watch videos of previous Porsche events.

A formal dinner and live music will bring the day to a conclusion.



### Sunday 6th June 2004

For today, we have arranged an entertaining excursion to the Porsche importer PON in Leusden.

Lunch in the brand new showroom, surrounded by the very latest models, will round off this international event.

More information is available from:

Chris de Costa  
Tel.: +31 (0)1 81 61 27 90  
E-mail: decostaj@hetnet.nl

Porsche 914 Club Holland  
President: Ivo Verstraete  
Tel.: +32 (0)36 77 34 74  
E-mail: ivonicoles@pandora.be

A split second can win or lose a race.  
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[www.michelin.com](http://www.michelin.com)





## 6. Report

Porsche Club de Guatemala

### Guatemala Sports Driving School



On 11th October 2003, the Porsche Club de Guatemala invited members to its second sports driving school introductory course at the "Autodromo Los Vulcanes" racetrack. The first course had been held in April 2003. Around ten drivers took this opportunity to optimise their driving skills on this track, perfectly situated at the foot of two active volcanoes on the outskirts of Guatemala City.

The participants learnt the basics of driving on a racetrack from the two official Porsche instructors from Germany, Harald Becker and Gunnar Wilss. First of all, they looked at the correct seat position. The participants then got to drive on the track in two small groups. The first item on the agenda was braking exercises, including braking to a stop in front of an obstruction and driving around an obstruction using the ABS braking system.

The second section dealt with cornering, something that everyone had done before of course. However, the instructors place great emphasis on the theoretical component, with good reason. On a racetrack there are certain things to be taken into account in order to be able to take corners at the maximum possible speed. Therefore, the instructors stipulated a braking point, the apex and the end of the corner in advance. Straight after these explanations, the drivers had the chance to take their cars through a series of corners and improve their driving style.

In the afternoon, the weather changed from sunshine to heavy subtropical rain. Nevertheless, the instructors put their faith in the driving abilities and prudence of the Porsche Club members. They did not call the event off, instead they allowed everyone to continue with their laps – and everyone thought it was excellent. "That was actually the best part of the training – learning how to keep control of the car even with conditions like this wet track", said Juerg Widmer, Porsche Club President.

The sun reappeared right on cue for the start of the slalom competition and provided atmospheric light as the participants enthusiastically set about demonstrating the skills they had learned in a race against the clock.

Porsche Club de Guatemala  
President: Juerg Widmer  
Tel.: +502 631 20 33  
Fax: +502 631 20 34

**Porsche Club Lebanon**

**Anniversary Celebrations for the 911**



The Porsche Club Lebanon marked 40 years of the Porsche 911 at the Eddé Sands Beach Resort – a fantastic complex built by Lebanese Roger Eddé. In an area of 65,000 square metres, there are four swimming pools, dozens of luxurious apartments and various bars on the beach.

Numerous Porsche fans travelled to the meeting, with 62 Porsches turning up, including 356s, Boxsters, Cayennes and of course 911s. We managed to assemble all the vehicles photogenically around the swimming pool. After lunch on the beach, a huge anniversary cake was cut and there was plenty of time for us to talk shop and discuss future Club activities.



Happily, we were also able to gain some new recruits for our Club, and we now have almost 100 members.

Porsche Club Lebanon  
President: Nabil Karam  
Tel.: +961 921 17 61  
Fax: +961 921 17 66





**Porsche Club of South Africa, Gauteng Region**

**Ladies' Journey into the Kalahari**



One morning in July 2003, two ladies set off from Johannesburg in South Africa for a tour of the green area of the Kalahari. Ahead of them was 3,000 kilometres of driving over the next five days, which would take them to the most beautiful sites in the region. But what was the reason for the trip? Like many others, they were fascinated by reports of a lost city, supposedly discovered in the Kalahari by an American at the end of the 19th century, but whose existence has never been confirmed despite intensive searches.

So it was that Tamara and Debbie made their way to the Northern Cape where, despite the rock hard ground and the hellish climate, bushes and trees actually grow. This region is a paradise for birds of prey, porcupines, meerkats and many other animals, which are not restricted to the game parks but can be seen close to main roads.

As well as the interesting fauna, the region is also home to impressive natural monuments, which the ladies made sure they did not miss out on. Nonetheless, they never lost sight of the real reason for their journey and were always on the lookout for clues to the lost city.

First of all, they visited the green oasis of Kuruman where, in the centre of the village, you can find the "Eye of Kumuran" – a freshwater spring with clear, warm water. This was followed by Wonderwerk, an archaeological site with an exhibition of ancient bushman art. You learn a great deal there. Did you know, for example, that a special plant was once reared, which was used as a soft underlay for the nighttime camp? It is also possible to crawl through a recently discovered cave, now open to visitors. Its beauty is ample reward for the torture of getting to it.

A game park close to Kuruman, where a surprisingly deep crater can be found in the otherwise totally flat landscape, was a source of particular excitement. Thanks to a navigational error, the two travellers somehow ended up in almost impassable country better suited to all-wheel drive vehicles, and startled a pair of unfortunate wildebeest.

Further highlights of the journey included the wine region of Kakamas, where several watermills dating back over 100 years are still in operation, and the canyons and waterfalls of Augrabies National Park. The Ararat Canyon is often called the Grand Canyon of

South Africa, and it was there that Tamara and Debbie witnessed two eagles fighting over their prey directly in front of their eyes.

Their route continued towards the border with Namibia, and it is in this region that the mysterious city is said to be located. A long, rough sandy track led them to a dry salt lake with an area of around 10,000 hectares. Suddenly, 75 kilometres from the nearest town, they were confronted with a sign saying "Lost City". But that was all, the city itself remained hidden and so the ladies returned to Uppington – their car packed full to bursting with luggage, maps and a large collection of rocks and crystals.

To all intents and purposes, it was a tour that many people here in Africa undertake, except for the fact that the two women were driving a 1985 Porsche Carrera. Its endurance amazed the local people, particularly those driving off-road vehicles. The only problem encountered on the whole journey involved one radar trap, which the ladies unfortunately passed a little bit too quickly.

Tamara Jacobsen

Porsche Club of South Africa,  
Gauteng Region  
President: Theo Rautenbach  
Tel.: +27 (0)11 47 63 21 0  
Fax: +27 (0)11 47 63 22 1

## Porsche Club Tirol

# Joint Initiative with Innsbruck-Mitterweg Porsche Centre

"I think this kind of meeting between Porsche customers and Porsche Club members can be very successful for both parties, and I recommend that everyone should do likewise", said Werner Kobler, President of the Porsche Club Tirol, and all you can do is agree with him.

He is referring to an event at the Innsbruck-Mitterweg Porsche Centre, which he had organised with the Centre's Brand Manager Gerhard Maierhofer – a joint event for Porsche customers and Club members.

The welcome speech at the so-called sportsmen's meeting was given by host Erwin Cassar, and was followed by a presentation by Helmuth Totschnig. The Sales Manager from Porsche Austria talked about the Porsche company, the worldwide organisation and the significance of the Porsche Holding in Austria.

The President of the Porsche Club Tirol then had the opportunity to provide the Porsche customers and "potential members" in attendance with an interesting insight into the life of the Club. In particular, the photographs of racing scenes taken from the cockpit of a GT3 during a race in the Porsche Alpine Trophy racing series met with great interest from the audience.

Of course, there were plenty of great vehicles to marvel at, including the Cup GT3 belonging to Club member Udo Schifer, a new Turbo Cabriolet and a Cayenne fitted with special Tequipment components. Thanks go to the Innsbruck-Mitterweg Porsche Centre for providing the culinary delights, but they were certainly not the only reason why the guests stayed behind and

enjoyed friendly conversation until almost midnight.

The event was a winner for everyone. The Porsche Centre was able to offer its customers a varied and interesting programme, while the Club may well have succeeded in interesting some of those customers in Club membership. As our President said: we recommend that everyone follow our example.

Porsche Club Tirol  
 President: Werner Kobler  
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 Fax: +43 (0)5238 864 58  
 E-mail: werner.kobler@wekoweb.at

## Porsche Club Wien

# 8th Race in Alpine Trophy



Will there be snow or will it be a golden October weekend? That was the question on the minds of drivers when they received their invitations to the 2003 season finale, to be held on 18th October 2003 at the Automotodrom in Brno.

As the overall championship in some classes was still up for grabs, the organisers at the Porsche Club Wien could once again look forward to a first-class field of entrants. More than 50 starters took this final opportunity to go head to head with their rivals, improve their points totals or simply to spend an enjoyable weekend with friends.

The track was available from Friday, and many of the drivers used this day to familiarise themselves with the track and the braking points. The evening event at the Hotel Myslivna was well attended and reflected the excellent atmosphere that would be in evidence the following day on the track.

Things got underway at 8.45 am with the drivers' meeting. The sun was shining in a cloudless sky but the thermometer was still hovering persistently around freezing point. The figures that faced race co-ordinator Joe were suitably wrapped up against the elements. And in their minds, they were already out on the track.

As usual, the day's racing began with free driving, divided into Super Sport and slicks categories, as well as Club Sport and Porsche Club driver training. But let it never be said that the Club Sport drivers are slower than the others. They are just more consistent – and as the focus is not just on speed, they have a more considerate driving style. One or two of the “trainee drivers” managed to keep up with a Club Sport driver for a lap – but what counts is endurance, both physical and mental.

At 11.00 it was down to business with qualifying for the slicks drivers to determine their starting positions for the first race. In contrast to the fresh air at 3°C, the surface of the track was a pleasantly warm 14°C, but the tyres still did not want to achieve optimum adhesion. That is perhaps the reason why “Big Mac” Michael Zitzmann spun off shortly after the start of training. His fast reactions and four locked wheels prevented a heavy impact with the crash barrier and he was able to get back on his South South West course under his own steam with only a broken bumper.

Completely unmoved by all this action, the golfers (yes, you did read it correctly) continued on their way from hole to hole. In the centre of the racetrack is a golf course and even a shooting range.

The aim of the men in the Super Sport section is to complete their laps in consistent times, but this is not always possible with 25 cars on the track. While some insist on driving flat out at all times, as this means you are constantly driving consistently fast right at the limit, others prefer to adopt a slightly slower pace – to allow some margin for driving errors or difficult overtaking manoeuvres. Whatever the reasons, it is always amazing to see the range of times! The reference lap times ranged from 2:23.133 min. to 2:45.920 min.

Shortly after midday, it was time for the Club Sport drivers to get down to business for the first time. Ten laps, the second as a reference lap – and off they go! In this section, the spectators got a good overview of Porsche's range of products: Boxster, Speedster, 964 in Cup and RS versions, 993, 996, Turbo, Biturbo – and a 924, which may not have been the fastest but was certainly the loudest.

After lunch, it was time for the spectators to enjoy the first sprint race in the slicks class. Apart from the two “964 purists” Michael Bubla and Heiner Wackerbauer, only 993s and 996s were entered – most of them Cup versions. This makes it easier to follow, as the positions on the track



are exactly the same as the final placings. However, as variety is part of the Alpine Trophy philosophy, it is hoped that the other classes will be better represented again next year.

After the time trials, it was time for the Super Sport drivers to return to the track for their speed competition. But first they had to qualify to sort out the starting positions. A total of 25 vehicles from classes 2 to 6 went out in search of the fastest time. If there is only one starter in a class, they compete in the next class down! The competition is based on idealism and enjoyment of motorsport.

Shortly before 5.00 pm, with a heavy heart race co-ordinator Joe started the last race of the 2003 season, namely the second Club Sport time trial. As not all of the positions in the individual classes had been decided, all the entrants lined up with the same enthusiasm as at the very beginning of the season.

Dates for 2004
<b>16th to 17th April 2004</b> Rijeka, Porsche Club Steiermark and Porsche Club Tirol
<b>24th April 2004</b> Salzburg, Porsche Club Berchtesgaden (not finalised at time of going to print)
<b>21st to 22nd May 2004</b> Lausitzring, Porsche Club Vorarlberg and Porsche Club Vierseenland
<b>25th to 26th June 2004</b> Adria Raceway (near Venice), Porsche Club Vorarlberg, Porsche Club Classico and Porsche Club Wien
<b>20th to 22nd August 2004</b> Mugello, Porsche Club Vorarlberg and Porsche Club Classico
<b>25th September 2004</b> Pannoniaring, Porsche Club Wien
<b>1st to 2nd October 2004</b> Salzburg, Porsche Club Isartal
<b>15th to 16th October 2004</b> Brno, Porsche Club Wien

Well, the Alpine Trophy 2003 season has finished now. Fantastic motorsport, excellent racetracks and friendly people – I will miss you all! Praise goes to all drivers for all their efforts and achievements over the season.

Further information is available at:  
[www.alpenpokal.com](http://www.alpenpokal.com)

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## Porsche Club Beider Basel

# 40 Years of the Porsche Club Beider Basel



up again on the terrace, where a wonderful dinner was served. The winners of our exhausting morning event were also honoured. We then chatted and danced until late into the night, and we did not set out for home until quite late on Sunday.

Wolfgang Hetzinger

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To mark our anniversary, we organised a weekend excursion to Lake Garda. We started on Friday morning from Basle. We managed to keep together in a single group almost all the way to Zurich, which meant that some people on the motorway had the pleasure of seeing almost all the Porsche models from the last ten years driving by. After a short stop in the Glarner region, the convoy broke up and everyone drove at their own pace over the Julier Pass.

We continued via Silvaplana, the Majola Pass and through Bergell to our meeting point at the "Grotto Ghiggi" immediately after the Italian border. There, we parked in a specially reserved area in front of an inn, where we spent our lunch break. Our journey then took us via Chiavenna and Bergamo to Lake Garda and Costermano – a small village in the mountains above Garda. This was where we were staying, at the Boffenigo Boutique Hotel, which offers a fantastic view over Garda and the Lake. By the time dinner was served, everyone had arrived, with only

one person getting lost in Italy and having to be guided to the hotel by telephone.

As they enjoyed the extensive breakfast on Saturday, everyone was puzzling over the course that had been set up on the hotel terrace. The solution was definitely a surprise. The entire group had to compete in a trick cycling competition. Our President had brought along the necessary bicycles from a group of cycling artistes in Basle. One of them had the wheel hub slightly off centre, while another had a rubber frame, making you think you were riding through potholes. Using these contraptions, we had to complete a slalom course, to the great delight of the onlookers. For the second run, we switched to scooters. Meanwhile, our President was diligently noting down all the times and penalty points.

The rest of the day was free, and some people used the time for shopping in Sirmione. In the evening, everyone met



Information at [www.porsche.com](http://www.porsche.com).

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## 7. Classic Reports

356 Registry USA

### Asheville 2003



Asheville in North Carolina is situated in the Blue Ridge area, part of a beautiful mountain range that runs from North to South in the East of the USA. It is an inviting and irresistible region. No wonder then that people flocked to the 356 Register's East Coast Holiday in September. It was a four-day party with 570 guests, more than 200 Porsche 356s and several newer Porsche models. The event showed off all the charm, beauty and culture of the region.

Wednesday was the arrival day, and the programme started on Thursday. In small groups, the guests drove to the "Tail of Dragon", Mount Mitchell and Chimney Rock Park. Those who needed a walk after all the driving had the chance to check out the range of antiques in Asheville or to find out what the local handicrafts and cuisine have to offer. The evening reception in the streets of Biltmore Village provided an opportunity to greet old friends and make new ones, while enjoying food and drinks from the local restaurants and wine bars.



Before the event, everyone had been talking about spectacular drives, but the excursion accompanied by Bill Durland on the Friday exceeded everyone's expectations. The corners and hairpin bends in the Blue Ridge Park were tailor-made for the 356. In the numerous tunnels, the 356 drivers greeted one another by hooting their horns, a noise that reminded at least one person of ducks quacking. Later, there was time to relax and enjoy an ice cream amidst the countless Porsche books, models and memorabilia before heading back into town for the evening.





The meeting point for the 29th East Coast Holiday Concours d'Élégance on Saturday was the 250-room house belonging to George Vanderbilt, dating from 1895 and situated in the hills outside the town. The lawns of the Vanderbilt grounds provided a perfect backdrop for the most important of this four-day holiday – the exhibition of our 356s.

Thanks to the local Potomac 356 Owners Group, the 200 plus vehicles were assembled in double time. The Concours was decided by public vote and Ray Knight's Sauter Roadster was elected "Best in Show". For the first time, the jury awarded a prize for the "bravest" entrant, who dared to park a more than old 356 among the Concours vehicles.

An important prize, and one that emphasises the fact that our cars are not yet museum pieces but are still running vehicles, was the prize for the



longest journey. The deserving winners were Tom and Ann Olson from Anchorage in Alaska, who had driven their 356 to the event from Seattle.

Lunch, which ought to have also won a prize, was followed by a farewell party on Saturday evening. The guests shared their memories and perhaps started some new pieces of 356 history. At the traditional flea market on the Sunday morning, buyers and sellers met on the car park before sunrise, and in the sunshine around midday a real parade of 356s left the hotel. It was time to say goodbye, with everyone promising to be there again this September in the historic setting of Williamsburg in Virginia.

Kathleen and Jerry Keyser

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## Porsche Club 914 de France

# International 914 Meeting in Deauville



International? It certainly was! Our 914 meeting in Deauville, held from 19th to 21st September 2003, was attended by people from Great Britain, Germany, the Netherlands, Belgium, Portugal, the USA and of course France.

A total of 35 Porsche 914s gathered in Saint Gatien close to Deauville. Friday afternoon was set aside for checking in, and the activities planned for the following two days, including an excursion, were then presented during dinner that evening. Equipped with a map and a road book, the first team set off in their car at 8.15 on Saturday morning.

The journey took us through Pont l'Eveque and we visited the motor museum in the chateau at Betteville. A lot of photos were taken at this lovely spot, especially as the sun was shining and the group included some very interesting vehicles. A charming English couple presented their single owner 914 while the French 914 with Sportomatic, which was voted the most

attractive car at the English meeting the previous year, was also in attendance. The guests could also marvel at a 914/6, faithfully restored down to the smallest sealing ring. Conversation no doubt centred primarily on the 914, a topic that overcame any language barriers.

The group of 914s then set off for the casino in Deauville. They were led by what is, to the best of our knowledge, the only right-hand drive 914. Once they arrived at their destination, the vehicles were arrayed right next to the sea. After lunch at the casino, we continued further into the Normandy countryside, where we visited a Calvados distillery at the chateau in Breuil.

The meeting included a small competition, with participants being asked for the ignition sequence of a Porsche six-cylinder engine and having to arrange model cars in chronological order, while an address game using boules was organised.

Everyone returned promptly to Saint Gatien to get ready for the start of the gala evening, where prizes and mementoes were presented to the participants. This was the first time that a 914 meeting had been held in France – and it was a great event.

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## Porsche Classic Clubs Deutschland

### Meilenwerk Berlin



In the summer of 2003, the eight German Porsche Classic Clubs for the 356, 911, 914, 914/6, Carrera RS, 924, 928, 944 and 968 series rented a Club room in the “Meilenwerk” centre to give them a joint meeting point in the Berlin region. Since May 2003, the “Meilenwerk” centre has been the number one address in Berlin for fans of special and classic vehicles.

On 18th October 2003, the Porsche Classic Clubs started for their first joint excursion. In beautiful autumn weather, twelve vehicles from the 356, 911, 914, 928 and 968 types assembled early in the morning for a group photograph in front of the historic walls of the “Meilenwerk”.



After distribution of the road book, the first stage began, taking the drivers to the “ship lift” situated at Niederfinow, 50 kilometres Northeast of Berlin. This ship canal lift on the Oder-Havel Canal was built between 1927 and 1934 and is still fully functional today. It allows barges with a weight of up to 750 tonnes to be lifted or lowered over a height difference of 36 metres in just five minutes. Before the construction of the ship canal lift, ships had to negotiate a four-stage series of locks, each of nine metres.

After having a thorough look around, including enjoying the great view over the broad landscape of the Oderbruch region, we set off for our next stage destination. In the small village of Alt Lewin, right in the middle of the Oderbruch region, we stopped for our lunch break at a lovely inn. Our vehicles parked on the small village square provided a welcome photo opportunity for many passers-by.



After a slightly longer return journey to Berlin, we assembled back at our starting point in the late afternoon. There, we were taken on an extensive tour organised by the “Meilenwerk” project management team, where we found out a lot of interesting details about the history of the site and the project to restore the halls while retaining their historic features.

The day was brought to a fitting conclusion with dinner at the “Trofeo” restaurant in the Meilenwerk. Everyone involved in the event agreed that it had been a successful day and a great end to the season, before the cars all went off for their winter hibernation.

Frank Pieper

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## A Reminder:

Porsche Club España

### **Porsche Parade Europe 2004 Spain**

Don't delay; send in your booking as soon as possible before all the places are taken. The Porsche Parade Europe 2004, which will be held from 3rd to 6th June 2004 in the Tarragona province of Spain, is limited to a maximum of 300 vehicles. Porsches of all types and from any year of construction are welcome.

The highlights of the four-day programme will include a trip to the Catalonian Formula 1 circuit, the "Circuit de Catalunya" with test drives, a visit to the wine cellars in Vilafranca del Penedès, a huge "Porsche Night" at "La Boella" and a cruise on the Ebro Delta.

The price for two people and one vehicle, including accommodation in a double room and breakfast, is 1,650.- Euro. The price for one person with accommodation in a single room and breakfast is 1,200.- Euro. Further information can be found on the Internet at: [www.paradeeurope2004.com](http://www.paradeeurope2004.com)

To book, you can use the booking form printed in the Porsche Club News Issue 6/03.

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Porsche Club Kirchen-Hausen e.V./  
Porsche Club Deutschland

### **Porsche Cayenne in Vidiciatico**

Attention all Cayenne drivers. The Porsche Club Kirchen-Hausen is offering a special event in Vidiciatico, Italy, tailored to the newest Porsche model. From 27th to 31st May 2004, you can enjoy your Cayenne to the full on unique roads, surrounded by the fantastic scenery of this idyllic mountain region.

Driving pleasure is guaranteed, as well as a varied supporting programme, which will include a summer party and Italian buffet at the Vidiciatico swimming pool, fireworks over the "Conca del Sole", a visit to the Saeco company and a guided tour of the National Park. And these are just a few of the highlights. You can find further information in the Porsche Club News 6/03. You can also contact the Porsche Club Kirchen-Hausen e.V. directly or visit the Porsche Club Deutschland website ([www.porsche-club-deutschland.de](http://www.porsche-club-deutschland.de)) to request a booking form. Time is marching on and only a few places are left.

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