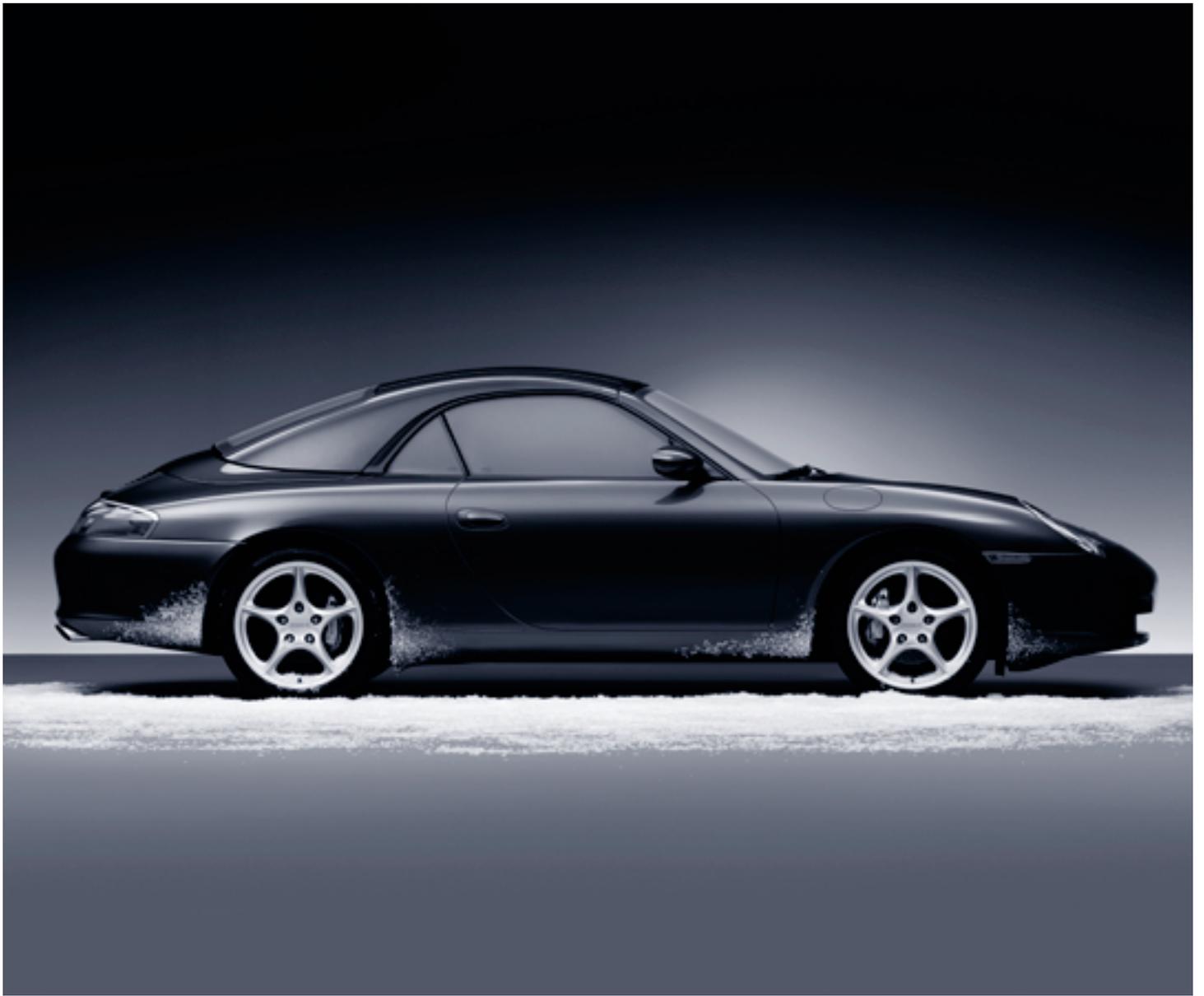


**December 2004**

# **Porsche Club**

**News 4/04**



**Winter's on its way.  
Time to protect your Porsche  
for the elements.**

**Porsche Winter Check.  
Porsche Service.**

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



**PORSCHE**

## Editorial

**Dear Porsche Club Presidents,**

**Dear Porsche Club Members,**



2004 has been an emotional year for Porsche, with both the new 911 and the new Boxster being launched. This has sent out a clear signal in our core business and underlined our claim to be the world's most successful sports car manufacturer.

The initial response from the media indicates that we have hit the bull's-eye with our new models. Headlines such as "911 on top form stirs the sporting spirit" and "The brilliant new Boxster" are just two examples of the extremely positive response from the press around the world.

Both the 911 and the Boxster have some glittering technical innovations and refined shapes. But as much as we have changed things, we have remained true to one principle: perfection through evolution, not revolution. The 911, which has now been produced for over 40 years, is the best example of this philosophy. It illustrates how tradition can be combined with sophisticated changes. This is what has made the model the most famous of all classic sports cars – and the Boxster is on course to emulate this achievement.

When it comes to Porsche vehicles becoming classics, you as Club Presidents and Club members make an important contribution. Not only do you preserve the heritage of the Porsche marque, your activities keep it fresh and vital. Many of our Club members can hardly contain their enthusiasm for our vehicles and, as the increasing number of Porsche enthusiasts clearly shows, that enthusiasm is catching. Once again, this year has seen the establishment of several new Porsche Clubs.

This commitment is also of inestimable value in terms of our company's commercial success. And our figures provide impressive evidence that we have been moving forward with renewed impetus in the 2003/04 financial year: sales, turnover and profits all climbed to record levels. This growth was driven by the Cayenne, which achieved outstanding success in the market in its first full year on sale. The SUV met with a fantastic response throughout the world – including in the Porsche Clubs, into which it has been actively integrated.

Our product offensive will continue. We still have a few things up our sleeve to surprise our competitors and customers alike. We will certainly not be resting on our laurels, in fact we will be doing everything in our power to continue our growth trend.

Maintaining close links with the Porsche Clubs is very important to us. We truly value your commitment and loyalty. It is an honour for me to thank all of you, as Presidents and members of Porsche Clubs, for your great efforts during 2004.

On behalf of myself and the rest of the board, I would like to wish you and your families a very Merry Christmas and a happy, healthy and successful new year. I hope that we will all enjoy the festive season, and return invigorated as we work together for our common cause – the Porsche marque.

With very best wishes from  
Zuffenhausen

Yours

Dr. Wendelin Wiedeking

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## Our Business:

To make it easier for us to produce the Porsche Club News, we would like to request that you submit your contributions and articles by e-mail, preferably attaching them as Word files. Please save your pictures in **Tiff format** where possible, otherwise in JPEG format (minimum resolution **300 dpi** at an actual size of **13 cm width**, as RGB or CMYK). Please ensure that there is **no** "pixelization" and that you **do not** save them as indexed colours (web colour scale). Unfortunately we cannot process Word files or PowerPoint presentations with embedded pictures into a suitable quality for printing.

Your Editor

## Internet:

The current Porsche Club News and archived issues starting from 1/99 can be downloaded from the Internet at: [www.porsche.com](http://www.porsche.com).

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# 1. News from Porsche AG

## The Watch to Match the Car: Porsche Design PTC 911 Limited Edition

Basalt black, Indian red, speed yellow – these colours of the new Porsche 911 Carrera have also been chosen for the face of the new titanium chronograph from the Porsche Design PTC 911 Limited Edition range. The watches are easy to read, feature date display, stopwatch function and a tachymeter scale and are available with straps in either titanium or natural rubber, the latter adorned with the distinctive profiled grooves of a high-speed tyre. A sapphire window in the screwed-down base allows you to see right to the heart of this exclusive time-piece: automatic mechanical workings of calibre ETA 2894-2 with a Porsche Design rotor system. The gaps in the titanium rotor, which have less than one millimetre of space between them, provide an additional view of the inner workings.



The distinctive silhouette of a Porsche 911 Carrera on the face below the Porsche Design logo at 12 o'clock underlines the exclusive nature of this watch, of which only 911 copies will be produced in each of the three colours. The serial number of each is engraved on the rear of the housing. The watches are either available as a set of three or individually, presented in a specially produced high quality leather watch case. Each one comes with a certificate and a model Porsche in the corresponding colour. They will be sold through the Porsche Design Shop in Munich (Tel. +49 (0)89 228 96 52) and by selected watch dealers, which are listed on the Internet at: [www.porsche-design.com](http://www.porsche-design.com)



Porsche Licensing and Trading Company

## Anniversary: 30 Years of the Porsche 911 Turbo



You couldn't really call it a ducktail, and "tray" was more like a well-meaning put-down for the powerful rear spoiler design. When all is said and done, this new sports car called for broad-minded thinking: it was more brawny, more bulky, more sporty and above all more powerful than anything that had gone before. When Porsche presented its new 260 BHP super sports car for the first time at the Paris Automobilsalon in 1974, the industry press was soon raving over this great all-rounder. Even today, the adrenaline level rises when conversation turns to this explosion of power.

It was certainly something out of the ordinary. Anyone who started up the first Turbo without being properly prepared was gripped by the concentrated surge of power when the turbocharger kicked in at around 3,000 rpm. The wild headlong rush continued right up to 250 km/h, and Germany's fastest road sports car was born.

The turbo concept was nothing new, but it was the first time it had been developed for everyday use. The idea

of recirculating the exhaust gases under the hood to increase the power was actually patented 99 years ago. Its main disadvantage is the turbo lag. Constant load changes caused the boost pressure to collapse.

Then the young Porsche engineer Ferdinand Piëch came up with an exciting idea: small charger and small turbo lag equals faster response. In order to create a smaller charger, some of the exhaust gases were diverted using a bypass. What remained was enough to give a considerable power boost.

After the Turbo had proved itself during two victorious years in the CanAm racing series, it was developed for on-road use in 1974. Despite the oil crisis and the prevailing hostility towards cars, it quickly became a success story. Instead of the 1,000 units originally planned, almost 21,000 had rolled off the production lines by 1989. In those 15 years, it was not only the rear spoiler that increased its dimensions. From the 1977 model year, the power also climbed to 300 BHP and five years later, optimisation of the fuel

mixture generation process resulted in a significant reduction in fuel consumption.

After 1989, the power continued its upward course. Starting in the 1991 model year, the car generated 320 BHP and in 1993 the new 3.6 litre engine produced 360 horsepower, allowing Porsche's super sports car to sprint from a standing start to 100 km/h in under five seconds for the first time. A new dimension in turbo driving began in 1995: 408 BHP thanks to twin-turbo charging and all-wheel drive ensured that the model remained the leader among the world's fastest road cars. The 996 generation Turbo launched in 2000 made headlines of a very special kind: despite its 420 BHP, its sophisticated technology meant that it was named as the "world's cleanest car".

The 2004 version of the Turbo continues this success story. A water-cooled 3.6 litre engine with four-valve technology, the VarioCam Plus valve control system, optimised charge air inter-cooling and engine electronics give the Turbo S 450 BHP of output with extremely low exhaust emissions. The power that is implicit in the launch of every new Turbo is still there. The only question that remains is about the shape of the spoiler. The best thing is probably to judge that for yourself.

Carrera  
Porsche Club News Editorial Team

**Porsche Spare Parts Production**

**Porsche Carrera for a Rehabilitation Clinic**



The initiative came from Manfred Mönnich, Manager of Porsche Spare Parts Production in Zuffenhausen. In the training workshop, a Porsche Carrera 996 was converted to be suitable for disabled drivers and then presented to the Medical Park Prien Kronprinz clinic as a permanent loan. The Porsche is now used alongside other training equipment in the therapy hall and supplements the clinic's day-to-day training programme.

Patients who are no longer able to drive using the foot pedals can use the Carrera to learn how to drive a car with their hands. A special lever has been fitted directly adjacent to the steering wheel, which is used to control the accelerator and the brake. Dr. Wolfgang Wilde, Chief Executive of the clinic explains why a Porsche is particularly well suited by saying: "Extreme situations are the best way to learn."

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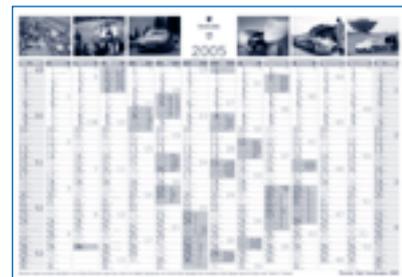
## 2. Info Exchange

### Events Calendar 2005

Enclosed with this issue of the Porsche Club News, we are giving you a planning aid for what will no doubt be an eventful 2005 Club year – an overview of all the year's Club events!

This calendar includes all of the dates we have been informed of so far; of course, these are still subject to change. You can then simply add the additional dates that we publish in the Porsche Club News or on the Internet over the course of the year by hand.

We hope to be able to welcome you at a variety of Club events, and we hope you will enjoy the calendar and the poster.



### Event Announcements for 2005

We would like to take this opportunity to ask you again to inform us of your Club events for 2005 so that we can announce the dates in the Porsche Club News and, if you wish, in the events calendar on the Internet and the news box on the title page.





### Mille Miglia 2005

From 19th to 21st May 2005, the best vintage cars will once again be setting out on the road from Brescia to Rome and back. Based on the classic Mille Miglia race, this event features a fascinating route and countless enthusiastic spectators lining the course, and enthralled thousands of fans of historic racing and sports cars every year. It goes without saying that a number of Porsches will be lining up for the race. This year, however, the route has been shortened slightly to allow the teams to get slightly more sleep before the final day.

Info on the Internet at: [www.millemiglia.it](http://www.millemiglia.it)

### Porsche Club Euro Rally

Patrick Peter, organiser of the Tour Auto, and the Club Porsche de France are jointly arranging the Porsche Club Euro Rally, which is set to take place between 20th and 25th September 2005. The four to five day rally will run from Paris to Madrid. All Porsche vehicle types will be entitled to enter. Vehicles produced before 1974 will start in a separate class. The special sections will be judged on both a time trial and best time basis. More details will be announced shortly.

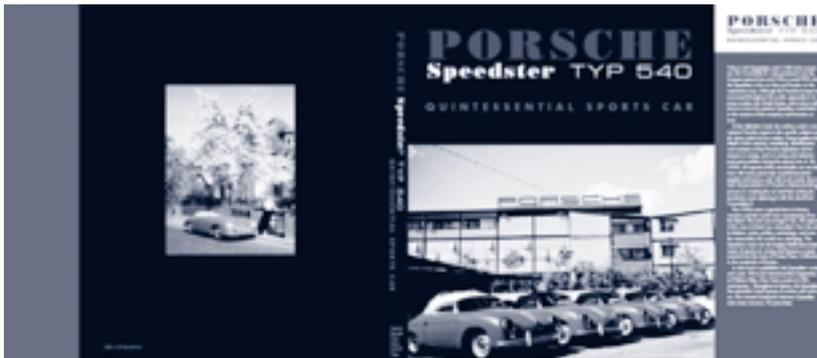
Club Porsche de France  
President: Philippe Aunay  
Tel.: +33 (0)2 35 98 34 80  
Fax: +33 (0)2 35 70 63 15



### Porsche 928 Meeting and Record Attempt

From 14th to 16th May 2005, the Porsche Club 928 Nederland will be holding a Porsche 928 meeting in conjunction with the Dutch importer Pon's Automobielhandel B.V. The members of all Porsche 928 Clubs are cordially invited to this event. Activities planned include an orientation tour, skills competitions in members' own Porsches, test drives in current Porsche models and a lot more surprises. The organisers are also aiming to bring together the world's largest gathering of Porsche 928s to enter the Guinness Book of Records. The venue for the meeting has not yet been finalised. However, full details are set to be published on the Club website from January:  
[www.porscheclub928.nl/928meeting2005](http://www.porscheclub928.nl/928meeting2005)

## New Porsche Speedster Book



The Porsche Speedster is celebrating its 50th birthday this year. To mark this occasion, a new book has been published, which highlights the history of the 540 type from its origins right through to its replacement by the Convertible D. Six acknowledged Speedster experts have contributed to the book. They have brought together everything you could ever want to know about this legendary sports car, uncovering new findings about the story of the car's development, revealing barely-known details of Speedster racing appearances and presenting unpublished photographs, documents and much more.

Two versions of the 256-page work are available: a bound version and a limited edition. The latter comes complete with a solid slipcase, two embossed type plates with the chassis numbers of the first Speedster and the only RS and an additional type plate with the unique number of the edition and a blank field where the owner can note the chassis number of his own Speedster. Only 540 copies of this limited edition will be produced.

Porsche Speedster Type 540: Quintessential Sports Car, by Steve Heinrichs, Marco Marinello, Jim Perrin, Lee Raskin, Charles A. Stoddard and Don Zingg, Big Lake Media, Inc.

Order forms are available on the Internet at the following address:  
[www.speedster50thanniversary.com/540book.html](http://www.speedster50thanniversary.com/540book.html)

## Porsche Design Driver's Selection

### A Perfect Combination: Sporty in the Autumn

Temperamental autumn weather calls for extremely flexible clothing. The leisure jackets from Porsche Design Driver's Selection meet the very highest demands in all respects. With their fashionable mix of materials and high quality workmanship, the jackets can either be worn on their own or one over the other, depending on the weather conditions.

#### Men's GORE-TEX® jacket and fleece

The detachable hood, high collar, double zip fastener, numerous pockets (inside and outside) and mix of materials make the black men's GORE-TEX® jacket a practical sporting accessory for the autumn. It withstands wind and weather and is breathable. Large Porsche lettering is featured on the lining. The jacket also features a dirt-resistant NanoSphere® coating from Schoeller.

An ideal complement to this jacket is the sporty black fleece, made using a combination of different materials. Its features include two zipped pockets and unobtrusive metal Porsche lettering.



Stylish protection:  
Windproof jacket  
• WAP 510 00S-XXL 15



Sporty complement:  
Black men's fleece  
• WAP 520 00S-XXL 15

#### Ladies GORE-TEX® jacket and fleece

The ladies' GORE-TEX® jacket features a fashionable mix of materials and is extremely functional. The waisted, breathable leisure jacket with large Porsche lettering on the lining has a removable hood, various pockets (inside and outside) and a high collar that helps to protect against wind and weather. It is coated with dirt-resistant NanoSphere® from Schoeller.

The waisted cut can also be found on the matching sporty fleece with two zipped pockets. The unobtrusive metal Porsche lettering blends in perfectly with the dark green colour.



Totally white:  
Breathable ladies GORE-TEX® jacket  
• WAP 511 00S-OXL 15



Waisted cut:  
Fitted ladies fleece  
• WAP 521 00S-OXL 15

Further information about our full Porsche Design Driver's Selection product range and the current catalogue are available from your local Porsche partner or on the Internet at [www.porsche.com](http://www.porsche.com)

## Porsche Tequipment

### Complete Winter Wheel Range 2004/2005

The safety of your car is always one of Porsche's primary concerns. That is the reason why Porsche devotes so much attention to developing its active and passive safety components. The efficiency of Porsche brakes is one example of an active safety feature that is well known. However, the potential braking power can only be fully utilised if the tyres are capable of transferring the deceleration force to the road. Only perfect harmonisation of brakes, chassis and the tyre/wheel combination lays the foundation for an outstanding driving experience and smooth deceleration.

One of the most recent developments from Porsche Tequipment is the complete winter wheel set with attractive **19-inch Cayenne design**. The tyres are approved for speeds of up to 240 km/h.



19-inch Cayenne Design Complete winter wheel set

Part number for Cayenne models:

Without TPMS\*: 955 044 600 21  
With TPMS\*: 955 044 600 22

At low temperatures, even four-wheel drive vehicles such as the 911 Carrera 4S or the Cayenne need winter tyres, as the additional traction provided by four-wheel drive cannot compensate for the weaknesses of summer tyres

when used in the winter. In particular, the Cayenne vehicle design makes extreme demands on the tyres, making the appropriate tyres for the temperature range essential.

The Porsche wheels include classic and modern designs, but all of them are sporty. Combined with winter tyres, they make a crucial contribution to ensuring your safety at low temperatures. Below, you will find a selection from the current range of complete winter wheel sets from Porsche Tequipment.

The design of the **19-inch Carrera S wheel** is based on a combination of simple geometrical shapes. The result is a totally new, extremely technically-shaped design.



19-inch Carrera S complete winter wheel set

Part number for 911 models (Type 997):

Without TPMS\*: 997 044 600 01  
With TPMS\*: 997 044 600 02

The filigree **18-inch Carrera alloy wheel** is designed to utilise the full potential of Porsche brakes. Despite its mono-block construction, it is only slightly heavier than a hollow spoked wheel.



18-inch Carrera complete winter wheel set

Part number for 911 models (Type 996, C2/C4 and GT3): 000 044 600 87

The dynamic sporty design of the **17-inch Boxster S II wheel** is extremely impressive, and not only on the Boxster S.



17-inch Boxster S II complete winter wheel set

Part number for Boxster models (Type 986):

000 044 600 84

\*TPMS: Tyre pressure monitoring system (433 MHz)

Further information about the full range of complete winter wheels from Porsche Tequipment is available from your local Porsche partner or on the Internet at [www.porsche.com](http://www.porsche.com)



For more information, visit [www.porsche.com](http://www.porsche.com).

**Lowered suspension.**

**Heightened senses.**

**Porsche Exclusive.**

**The ultimate in personalisation.**



**PORSCHE**

## 4. Reports

### Porsche Club Coordination

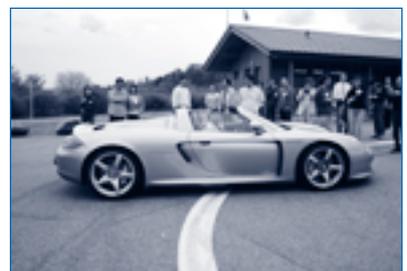
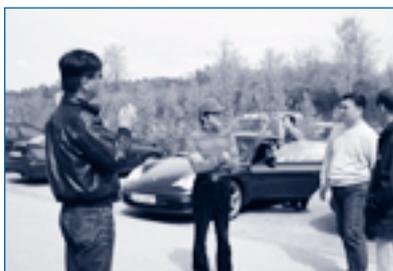
### Factory Visits 2004

The Porsche Club Coordination arranged more than 20 factory visits again this year. Porsche Clubs from all over the world have experienced some eventful days in Zuffenhausen, Weissach and Leipzig and captured the best moments on film, as you can see for yourself in the selection of photographs we have compiled for you below.

Many Porsche Clubs once again took the opportunity to combine their factory visit with a tour organised by the Porsche Travel Club – either an individually tailored tour in Porsche vehicles or one of the numerous trips available in the current Porsche Driving Experience brochure. These tours are particularly interesting for overseas Porsche Clubs, as discovering other European countries in a Porsche is doubly enjoyable!

The factory tours for 2005 are already fully booked, but we are happy to accept your reservations for 2006. If you are interested in enhancing your factory visit in 2005 or 2006 with a Porsche Travel Club tour, our colleagues will be happy to help you.

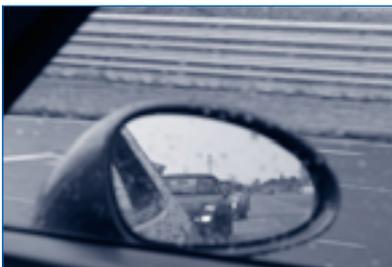
Porsche Travel Club  
Verena Müller/Philipp Aldinger/Matthias Missling  
Tel.: +49 (0)711 911 8156/8155/8157  
Fax: +49 (0)711 911 8158



### Porsche Club Japan, April 2004

Impressions of the Porsche Travel Club tour through the Black Forest and the Rhine valley.

The presentation of the Carrera GT was the highlight for guests during the test drives on the testing track in Weissach.



**Porsche Club 928 Netherlands, May 2004**

Impressions from the factory visits and fascinating test drives in Leipzig und Weissach, as well as the visit to the "Motor and technology museum" in Sinsheim.



**Porsche 356 Club Niederlande, August 2004**

Factory visit in Zuffenhausen including a detailed presentation of the Porsche Classic Center in Plant I.



**Porsche Club Singapore, September 2004**

Visit to Porsche Leipzig, followed by a discovery tour with the Porsche Travel Club to Lake Constance and the Black Forest.



**Porsche Club Great Britain, September 2004**

After the factory visits in Zuffenhausen and Leipzig, the Porsche Club organised a huge photo rally through picturesque countryside and towns in the Stuttgart region.

**Porsche Club Great Britain**

**Precision 911 – Launch of the New Porsche 911 in Great Britain**



enjoyed a great afternoon, got to see the new 911 in fitting surroundings and experienced the combination of history and owner's pride that makes the 911 the world's most popular sports car" reported Geoff Turral, General Manager, Marketing at Porsche Cars Great Britain.

The President of the Club, David Newton, also felt that the initiative was very positive: "This co-operative effort showed the relationship between Porsche and the Club at its very best. The regions managed to strengthen their relationships with the local Porsche Centres and at the same time our Club was presented to a huge new audience."



There is little doubt that the launch of the new Boxster will also be a joint project.

Vicki Watkins  
Porsche Cars Great Britain

Porsche Club Great Britain  
President: David Newton  
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E-mail:  
chairman@porscheclubgb.com

The launch of the new Porsche 911 in the British market saw the Porsche Club Great Britain and Porsche Cars Great Britain successfully working hand in hand. From 13th to 18th September, the Club supported the initiative by 29 Porsche Centres that wanted to mark the launch of the Type 997 by arranging an exhibition of previous models. The Porsche Club Great Britain was on hand everywhere and

provided 134 vehicles for the exhibitions, which could be seen in England, Scotland, Wales, Ireland and the Channel Islands.

Guests at the events appeared to be completely captivated by the impressively presented career of the classic sports car over more than 40 years and by the most recent stage in its evolution. "More than 7,000 people

## Porsche Club Isartal-München e.V.

### Trip to Trentino



The Porsche Club Isartal-München had selected the attractive scenery of Trentino as the destination for its three-day summer tour. A convoy of 14 Porsches set off for Trento where the 26 participating Club members stopped for a tour of the provincial capital before continuing to Riva del Garda, where they all settled into the "Hotel Du Lac et Du Parc Quartier". The five-star establishment offered outstanding comfort in unique scenic surroundings and is highly recommended to everyone visiting the region.

The next day's excursion took the group to Madonna di Campiglio, where the itinerary included a trip on the cable car up the 2,500 metre Grotte. That was a wonderful experience. The tour then continued through the Brenta range via Malé and Cles. The picturesque Lake Molveno is another of the scenic highlights of the region: everyone was amazed by the view of the azure blue lake with the mountains in the background.



Awaiting the travellers in the evening was a coach transfer to a wine and grappa tasting session at the Pisoni vintners, a family company in Pergolese. Before setting off for home the following morning, the Porsches assembled in front of the hotel for a souvenir photograph – an attractive scene that was certainly appreciated by the other guests.

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Vice President, Porsche Club  
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## Porsche Club Baden e.V. Club Anniversary



On 3rd July 2004, the Porsche Club Baden celebrated 20 years of existence at the Porsche Centre Karlsruhe. As well as Club members and their families and the Chief Executive of the Porsche Centre Karlsruhe, there were also a number of guests of honour in attendance, including representatives from the Michelin tyre plants and Dr. Jürgen Gebler, Marketing Manager of Porsche Deutschland GmbH. Michelin, Porsche Deutschland GmbH, Porsche Financial Services and the Porsche Centre Karlsruhe were the sponsors of the event and also provided some attractive prizes for the tombola organised for the evening.

Before that, everyone enjoyed a varied day, listening to a range of presentations, enjoying culinary delights and casting a look back over the events of the 20 years of the Club in a slide show by Club President Wolfgang Rampf – from the very first trips and sporting competitions to a very special event from last year: the acquisition of a Club sport car. An anniversary cake featuring the Club logo brought the successful day to a sweet conclusion.

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## Porsche Clubs Frankreich

### Lucky Porsche Club Presidents



To mark the “Mondial de l’Automobile” exhibition in Paris, Porsche France indulged the French Club Presidents by offering them an extraordinary package. The programme included an exclusive visit to the Porsche exhibition stand before the exhibition was opened, including breakfast on site, a Cayenne transfer from the exhibition halls to the airport, a helicopter transfer to the racetrack at Mortefontaine and the opportunity to ride as a passenger in a yellow Carrera GT. The vehicles were driven by the official Porsche drivers Romain Dumas, Emmanuel Collard and Sascha Maasen. The event saw a new speed record set for the track – 323 km/h! The Presidents then had the chance to test drive the new Porsche 997 themselves.

The Presidents’ excitement was unmistakable, for example Jean-Paul Grimbert from the Porsche Club 914 France: “While I was waiting at the edge of the track, a Carrera GT drove right past me at 300 km/h – what a show! Thank you so much to the team at Porsche France for giving us this unforgettable day.”

Marc Joly  
Flat 6 Magazine

## Porsche Club Seetal Luzern

### Driver Training in Magny Cours



For the Porsche Club Seetal Luzern’s second driver training event of this year, more than 40 drivers made their way to the Formula 1 circuit at Magny Cours/Nevers on 25th and 26th August to refine their driving skills under the guidance of event manager Heinz Arnold. After being divided into groups, they first of all drove a few laps following an instructor from the Porsche Club Seetal Luzern Racing Team, which gave the participants a quick introduction to the ideal line and the braking, turn-in and top points. Then it was time for free driving.

The following day once again focused on driving on the circuit. Everyone’s enthusiasm for the event was clearly demonstrated by the participants’ lively discussions during aperitifs and dinner at the hotel. Our Club member, Martin Kammerbauer, made an outstanding job of organising the event, which was also generously supported by a number of sponsors.

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## 5. Classic Reports

Porsche Classic

### AvD-Oldtimer-Grand-Prix at the Nürburgring



The AvD-Oldtimer-Grand-Prix at the Nürburgring, that great festival of historic motor sport, remains a magnet for the public. At the 32nd event this year, 69,000 spectators experienced an unsurpassed 32-hour racing programme. Around 600 historic racing cars lined up on the grid, ensuring an exciting and fascinating atmosphere. The roaring engines, the absorbing battle for positions on the track and the hectic pit stops thrilled young and old alike. There could hardly be a more intense and impressive way to revive the spirit of motor sport's glorious past.



Porsche fans do not just come to the circuit to see classic racing cars from their favourite marque in action though. Over time, the Oldtimer Grand Prix has developed into one of the most popular meeting points for the European Porsche Clubs. The Porsche area has acted as the central contact point for some years and is still highly valued thanks to the wide range of services on offer there.



The advance VIP packages offered by Porsche Classic, which included entry tickets, a parking space on the site for a Porsche vehicle and access to the hospitality tent with its customary excellent catering "were sold out very early on" according to Klaus Boizo, Manager of Aftersales Classic. But even for those who had not purchased a package, it was well worth a visit to the Mercedes Arena, where the entire world of Porsche was represented and seemed to stretch as far as the eye could see.

The motto was variety, which was certainly reflected in the colours and ages of the four hundred Porsche vehicles



which, arranged by type, had assembled on the site. Variety was also provided by Porsche's partner companies Michelin, Bose, ElringKlinger and Koni, who presented their products and were on hand to provide help and advice wherever it was needed – just like the various departments of Porsche itself, which were also represented at the event. Staff from Porsche Classic answered all the visitors' questions about spare parts and sold technical literature, the Classic Center demonstrated the quality of a factory restoration using a Porsche Carrera RS 2.7, the living workshop provided an insight into the production of spare parts and anyone who wanted to know anything at all about the Clubs could speak to the Porsche AG Club Coordination or Porsche Deutschland GmbH.

The Exclusive and Tequipment departments, the Porsche Sports Driving School and the Travel Club were also on hand, while Selection had a range of much sought-after Porsche accessories. Porsche's successful appearance was rounded off by the interviews held several times each day, which were moderated by Susanne Francke from Bavarian radio and included informative and entertaining discussions with authors of books about Porsche, engineers and tyre experts.

It is always impressive to see the number of foreign Porsche fans who fly or even drive to the event, whether they come from Scandinavia, Great Britain or Southern European countries like Italy. The Customer Service Manager of Porsche Italia, Antonio Tissi, brought a total of 24 Italian Porsche Club members to the Nürburgring.



Tissi co-ordinates the trip every year and pays special attention to his non-German speaking countrymen, allowing them to fully enjoy all that the Oldtimer Grand Prix has to offer. "Some of them want to drive on the Nordschleife again, while others definitely want to visit Zuffenhausen", he reported, when asked what his flock were intending to do next.



A large group from the Porsche Club Espana also comes to the Oldtimer Grand Prix every year and someone new is always with them, this year Leonardo Benaton. He was totally thrilled by the mammoth programme provided by Porsche and told us: "It is unbelievable what is on offer here."

Bernd Woytal  
On Behalf of Porsche Classic



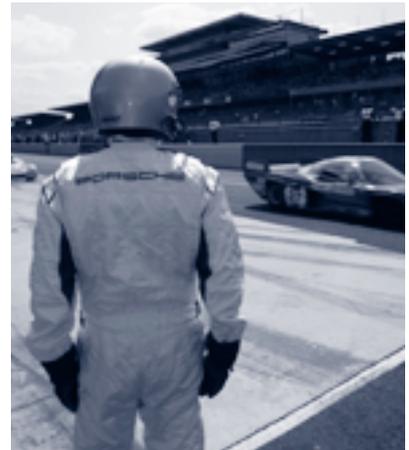
## Club Porsche France 911 Classic Le Mans Classic 2004



The twelfth running of the Le Mans Classic, which was held from 23rd to 25th July 2004, once again included numerous highlights. One of them was the fact that the Porsche marque was particularly well represented this year, with more than 650 vehicles in the Club area alone. The Club Porsche de France had its hands full directing its own members' vehicles and those belonging to the visitors from all over Europe on the 21,000 square metre parking area.

The Club members enjoyed a host of comforts. A large, shady tent was available from Friday to Sunday, with a terrace that provided a fantastic view of the historic racing cars as they





lined up for the start. Of course, numerous Porsches were among them, including those that crossed the finish line first in classes 5 and 6.



However, the Porsche Club members were not just spectators. Around 200 of them also took the opportunity to drive two laps of the track, which was extremely enjoyable without a pace car to slow them down. The new Porsche 911, which was specially presented by Porsche France some days in advance of its official launch, also generated a great deal of interest and excitement.



To the delight of everyone present, Porsche France took this unique opportunity at Le Mans this year to organise a 911 retrospective on the legendary Circuit du Mans.



It was not only Porsche Club members that were involved. The event also gave other customers and dealers from France the chance to experience historic racing up close. They also had the pleasure of driving on the Le Mans circuit themselves in the brand new 997.

Porsche France had organised a small fleet of three 997s, which were driven by professional drivers; this gave Porsche customers a unique opportunity to experience a few laps on the track in front of a huge crowd, including night driving. You could truly feel the "Magic of Le Mans"!

The whole event met with great acclaim from all the visitors. Special thanks go to Porsche AG, Porsche France, the RS Magazine and the organisers from the Porsche France 911 Classic Clubs for their energetic support.

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**Porsche Diesel Tractor Register, USA**

**Gmund West 2004**



Over 550 guests, including Volker Spannagel from the Porsche Club Coordination and Jack Bair, Club Coordinator for Porsche Cars North America, took up the invitation from George and Sharon Maybee to come to Henderson/Colorado. The arrival of the 180 Porsches on 25th July 2004 was a sight to behold in itself.

Porsche enthusiast Maybee, who on his property has constructed a copy of the building in the Austrian town of Gmund where the history of Porsche vehicles had its origins, had put together a varied programme, including a Concours d'Élégance in which more

than 90 vehicles participated. A Porsche Diesel that was given a maximum score of 100 by the jury was crowned "Best in Show", while a Porsche Carrera 906 was way ahead in terms of audience popularity. There were also the first driving competitions for the tractors. In between times, the visitors had ample opportunity to sample German food and beer. It is already definite that the event will be repeated next year.

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## Porsche Club Tirol

### Porsche Clubs at the Ennstal Classic

The Ennstal Classic oldtimer event provided a backdrop for the first meeting organised by the Porsche Club Verband Österreich (PCVÖ), the new umbrella organisation that includes seven Porsche Clubs. The Porsche Club Steiermark had organised the meeting with the active support of the Porsche Club Tirol, and 49 Porsche cars arrived to participate.

The highlight was the PCVÖ's first "Stoderzinken trial". This involved completing the nine-kilometre Stoderzinken mountain route with its numerous bends in the allotted time of 11 minutes 40 seconds, which corresponds to an average speed of 46.3 km/h. The vehicles set off on the course at one-minute intervals, but messing about with stopwatches and average speed tables left no time to enjoy the mountain scenery. However, everyone had the chance to make up for this the following day on a walk that included breathtaking views over the glaciers of the Hohe Tauern national park.

Everyone who attended had a great time and the Porsches themselves made a memorable appearance, particularly at the time trial course through the town of Gröbming, which saw numerous spectators lining the streets.

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