



August 2006

Porsche Club

News 3/06



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

Porsche Driving Experience.



PORSCHE

Editorial

Dear Porsche Club members,



Sandra Mayr



Alexander E. Klein



Anne Philipp



Mathias Menner

the global Club Coordination of Porsche AG has been reorganised and is now under new management. The official hand over to the new team took place at the International Porsche Club Presidents' Meeting in Berlin in July of this year. This event offered numerous Porsche Club presidents the opportunity to make the acquaintance of Sandra Mayr (see page 11 of this issue of Porsche Club News). A native of Austria, Ms Mayr succeeded Jutta Aldenhoff in June. The new team spokesperson still has numerous Club events to attend this year in order to introduce herself personally to the Porsche Club members and the Porsche family.

A further addition to the team is Alexander E. Klein (see page 12 of this issue of Porsche Club News), who celebrated his first day working for Porsche at the Porsche Parade in Sweden in late June. Anne Philipp is already a familiar face to us all, having joined the Porsche Club Coordination team in December 2001. One of her many duties involves editing the Porsche Club News. And quite a number of Porsche Clubs have already met Mathias Menner at a plant tour in Zuffenhausen or in Leipzig, after he joined the team early this year. We have already introduced you to Anne Philipp (née Dungalhoeff) and Mathias Menner and given a detailed description of the background and roles at Porsche in the Porsche Club News 3/02 and 5/05 respectively.

The Porsche Club Coordination team is now fully manned again and can look after your need and requirements even more intensively than in the past. You will find the telephone numbers and e-mail addresses of the four team members on the following page.

We are looking forward to a successful working partnership with you and hope to see you all at as many events this year as possible.

Porsche Club Coordination

In-house business:

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

Your editorial

Internet:

The current edition of Porsche Club News and archives from the January '99 edition onwards can be found at: www.porsche.com.

Your team at Porsche Club Coordination:

Sandra Mayr
Alexander Klein
Anne Philipp
Mathias Menner

Tel.: +49 (0)711 911-7 80 14
Tel.: +49 (0)711 911-7 89 67
Tel.: +49 (0)711 911-7 83 97
Tel.: +49 (0)711 911-7 83 07

E-mail: Sandra.Mayr@porsche.de
E-mail: Alexander.Klein@porsche.de
E-mail: Anne.Philipp@porsche.de
E-mail: Mathias.Menner@porsche.de

Fax: +49 (0)711 911-7 89 89

E-mail: porsche.club@porsche.de

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Anne Philipp, Club Coordination

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Porsche AG

Dr. Ing. h.c. F. Porsche
Aktiengesellschaft
Porschestr. 15-19
D-71634 Ludwigsburg
Germany
www.porsche.com

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1. New from Porsche AG

Visit to Leipzig – final destination longing

The Porsche plant in Leipzig is currently rolling the last Carrera GT out of the assembly shop. The successful high-performance sports car will leave tracks. And a number of wonderful memories. So enjoy the snap-shots which you can see here of a farewell tour which is as proud as it is nostalgic.

Everything is going to plan at station one. The monocoque has been moved from the bogie to the lifting table. Wiring is now being laid inside the vehicle, the air conditioner and steering system are being installed and the control units are being placed in position. Matthias Würker is getting down to work on the steering gear. Just like his co-workers he literally wears white right down to his finger tips (his gloves are white). The perfect clothing for a job which requires almost surgeon-like precision. The 47-year old, who hails from Leipzig, performs his work with respect for the object in his hands, ever since starting work here in August, 2003. He refuses to state the exact day on which he started but he doesn't hesitate to state the car he first worked on: "It was the Carrera GT number five."

"My friends kept on saying to me: René, come on, it's about time you brought one home with you."



René Schäfer (31), axle installation, interior, windscreen

Here in the assembly line in the plant operated by Porsche Leipzig GmbH, they count every car. And have been counting them for around three years. "And a few weeks ago", says Guido Karrer, head of production, "we started counting them backwards." And they will have finally finished in early May when the last high-performance sports car leaves the assembly hall, marking the end of a successful era in the company's history. But the car will still remain an object of fascination. The Carrera GT will continue to hold people in its spell in the coming years as well: in private museums belonging to sports car enthusiasts, on the many racecourses throughout the world or for those who want to experience the sheer enjoyment of sitting behind the wheel and feeling the vehicle accelerate in their hands. And this is where the car was built, they will say here in Leipzig. The assembly line is 70 metres long, 12 metres wide and has eight stations.



Julia Schauer (32), Carrera GT customer support agent

"It was always a wonderful experience looking after a Carrera GT customer here in Leipzig."

Installing the engine, fitting the axles, installing the interior, attaching the exterior with sills, wings, underbody, rear panels and side windows and

mounting the door – this is all done by hand. "The vertical range of manufacture is what we find fascinating", says Karrer. The employees spend several hours working on the vehicle at each station. Less than twenty feet away, their fellow workers are working on the Cayenne, employing the very same Porsche precision, and ensuring that everything works like clockwork. But here, in Carrera GT territory, it is not just the clocks that work differently. Anyone working here has had a lot of learning to do at the start. The elect few, who numbered 70 in total, worked on the assembly line at peak times. Now, only 22 of them are left. Their pride is unbroken but there is a growing sense of melancholy in the air. "We enjoy our work", says Karrer, "right down to the very last part we install." The vehicle then returns to the Cayenne production facilities.



Alexander Fijak (29), team spokesperson

"We are part of the vehicle and the vehicle is part of us. We've invested a lot of blood in it." Siegfried Bülow works with his back to everything, as it were. There is only a thick wall separating the director of Porsche Leipzig GmbH from the birthplaces of all Carrera GTs. The boss enjoys sitting in the midst of all the hustle and bustle. And he looks back to the time when, together with the head office in

Stuttgart, they started looking at ways to produce such a fascinating vehicle in a small series. They had discussions together and conjured up a possible production line on the table with matchboxes and some wood. It was an exciting time and their commitment has paid off. Bülow has not forgotten what the developers in Weissach achieved or the support offered by the parent plant in Zuffenhausen. He is convinced: "This car is the fruit of excellent teamwork at Porsche. And the Carrera GT has given Leipzig a peerage, as it were, among sports car manufacturers. We can be proud of what we've achieved." Firm plans have already been made to hold a thank-you party.



Tilo Becker (38), road test driver for the Carrera GT Finish team

"Not a day went by when I did not spend some time on the racetrack, and I have personally driven all Carrera GTs. Not many people can say that."

But it is still the ten-cylinder vehicle that sets the tone. "If I'm sitting in the office and hear someone starting up a Carrera GT outside", says Julia Schauer. "I still get goosebumps, to this very day." The young lady with the nice smile knows a lot about the dream car

but even more about its owners. She has looked after all those people who made the trip to Leipzig in search of a Carrera GT. In August 2003, at Leipzig's first Event's Day for owners on standby, she asked an American what colours he had selected for his vehicle. Silver and black, he replied. Silver on the outside and black on the inside is a nice combination, was her reply – and was immediately contradicted. No, her visitor from overseas wanted one car in black and one in silver she states. "It was then I realised", says Julia Schauer, "that these customers come from a different world." But she says they were all friendly, grateful and very interested and enthusiastic about everything. She has witnessed some beautiful scenes, especially when the customer finally takes delivery of the vehicle. Whenever a customer, accompanied by the instructor, has unveiled his vehicle hidden beneath a tailor-made cover, his reaction has been unforgettable. "One man," remembers Julia Schauer, "just stood there and wept for joy." 798 men and two women from across the world, including several celebrities, have enjoyed this ritual in Leipzig. But Julia Schauer refuses to name any names. When a customer spends more than € 400,000 on a vehicle, he naturally expects discretion as part of the service. More than half of the exclusive, gleaming specimens have found homes in the USA and Canada. For example, one of each specimen can be found in Luxembourg, Croatia, Greece, Slovakia, Latvia and Bulgaria. "So, when does one have contact with customers in the production division? We have had many prominent figures passing through here and they wanted to know everything in a lot of detail."



Sebastian Hecht (33), exterior

The Carrera GT has brought glamour and splendour to Leipzig but has never been anything less than a star itself. "We have all played our part in writing Porsche history", says Siegfried Bülow. "It is a great feeling to know that we can turn around in a few years time and say, I was there, I was involved in getting this vehicle up and going."

"When I joined Porsche in 2000, I would never have dreamt that I would one day have the chance to be involved in creating such a vehicle."



Guido Karrer (36), head of production at Carrera GT

Carrera Issue 4/06

Motorsport

Always on the move at racing speed



On 16 March, the American Le Mans Series 2006, the first full racing season for the RS Spyder, got underway. Seven racing engineers from Weissach are on hand at every race in order to make whatever adjustments are necessary to the vehicle. A life at high speed.

In the world of racing, speed is everything. In January, 2005, the Porsche Board of Directors gave the go-ahead for the RS Spyder. The sports car prototype has already qualified for the first complete racing season at the Twelve Hours of Sebring (Florida), the prelude to the American Le Mans Series (ALMS). The vehicles are prepared by seven racing engineers from Weissach. They are on site for all ten assignments in order to adjust the two RS Spydere which Penske Motorsport 2006 is using in the ALMS.

The engineers spend around 20 weekends away from home. They spend Tuesdays at the racetrack and return to Weissach on Mondays. They often have test days between these two dates. Roland Kussmaul, head of Motorsport Development/Performance (EME4): "We spend a lot of time away

from home. But looking after these sports cars preparing them for victory can be real fun."

The development phase is where the foundation is laid for a model which will later prove a winner, says Martijn Meijs (EME4). The details are then fine-tuned. The most important elements during fine-tuning are the computer and the test runs on the racetrack. Kussmaul: "Before the test runs, we perform tests in the office with paper and pen." In order to find the best transmission tuning for the race in Sebring, the racing engineers drew on their many years of experience in the field of GT sport. Once the basic tuning had been settled on, simulation and fine tuning was performed on the computer. "Our specialists can influence the vehicle's downforce, transmission and tyre combination via the computer and then convert them to the lap times of the racetracks", explains Kussmaul. "The figures from the computer only deviate from the real results by around one second."

However, the virtual world is no replacement for a test run on a real

racetrack. Meijs: "The tests on the computer merely lay the foundation for thoroughly testing all parameters on site." Before the season started, the team performed tests in Atlanta and Sebring. The last test run covered the entire race distance of twelve hours. "We then dismantled the vehicle into its various parts in order to identify any problems in the material", explains Kussmaul. "We are never fully satisfied. Development never ends."

In Sebring, the Spyder occupied the pole position in its category following training, but fell to second position in the overall evaluation shortly before completion of the race. However, it was still classified second in its category. After the car's performance in Florida, the engineers took the engines back to Weissach with them. They then proceeded to disassemble and analyse the engines and make them fit again.

On 13 May, the race in Houston took place – a town circuit. Kussmaul: "The conditions there were a complete reversal." Sebring had long stretches of straight road on the former military airport; in Houston the RS Spyder will have to contend with narrow curves. This means that the racing team will have to almost completely re-tune the sport prototype. After all, it is all a question of speed.

Carrera Issue 4/06

Leipzig set to build the Panamera



The Porsche Board of Directors has decided that the four-door Sportcoupé Panamera is to be built in Leipzig. With this in mind, the company will invest a total of € 120 million in expanding the plant. This decision will also create or secure more than 2,000 jobs in Germany.

The Panamera is coming – and it will have just as much space as it requires. Large-scale construction work will be starting in Leipzig in September to prepare the production facilities for the fourth Porsche series. The construction plans include a 25,000 m² production hall and a new, 30,000 m² logistics centre. The existing assembly hall will be expanded to include a pilot and analysis centre as well as an apprenticeship workshop.

“When producing the Cayenne and Carrera GT, our Leipzig plant proved that it is more than capable of producing premium, top-quality vehicles. Our decision to construct the Panamera here is thus proof of our trust and confidence in our employees, as well as a further contribution to building up the economy of the former GDR”, says Porsche director Dr. Wendelin Wiedeking, as he announced the decision in Leipzig together with Michael Macht (head of production) and Siegfried

Bülow (plant manager). Wolfgang Tiefensee had made a special point of coming to Leipzig to witness this announcement as he is responsible for economic growth in the East in his capacity as German Minister of Transport. Leipzig’s lord mayor, Burkhard Jung, as well as Hermann Winkler, Minister of State in Saxony were also very grateful for the commitment shown by Porsche to East Germany.

The company also views these investments as an expression of their belief in Germany as a centre of excellence. “This decision will allow us to enhance the value of our sports cars as well as meeting our customers’ expectations,” says Wiedeking. “The ‘Made in Germany’ seal of approval is of special significance, even for the Panamera.”

As Porsche works predominantly with German suppliers, around 70 % of the added value will come directly from Germany. Once again, Porsche is waiving its right to subsidies. Wiedeking: “The success of the Cayenne shows that we can construct our vehicles without any financial assistance from the public authorities.”



The engines for the Panamera will come from Zuffenhausen. This means a 15% vertical range of manufacture for the vehicle in Porsche’s own factories. The painted bare bodies will be supplied by the VW plant in Hanover. Wiedeking: “The Hanover plant is one of the most modern production plants in the VW Group and can meet the premium quality requirements demand for our Panamera bare body.” Porsche gained an insight into the VW plant through its own consulting company. Because Porsche Consulting helped VW to introduce streamline production processes.

Last but not least, the Panamera will create jobs. A total of around 1,200 new jobs will be created in Leipzig alone: 600 in Porsche Leipzig GmbH itself and another 600 (or thereabouts) among the suppliers in the region. In Zuffenhausen and Weissach, around 400 new jobs will also be created. And around 500 jobs will be secured for the long-term in the VW plant in Hanover. In addition, the Porsche Board of Directors has reached an agreement with the Group’s works council and the works council at Porsche Leipzig GmbH as well as IG Metall whereby the corporate labour agreement will be extended by five years.

Carrera Issue 5/06



For more information, visit www.porsche.com

**If you are taking your Porsche on holiday,
make sure it's as prepared as you are.**

Porsche Holiday Check Porsche Service

The Porsche Holiday Check is our way of helping with your holiday preparations.

It includes a basic check of all electrical and mechanical functions that are particularly important on a long journey, as well as for the all-round safety of your Porsche. To find out more about the range of services on offer, please contact your Porsche Centre.



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2. Event calendar



Porsche Club Poland on the race track in Posen

Porsche Club Poland is once again planning a driving event on the Poznan race-track for 23 September, 2006. These events have always attracted a large number of people in the past and have been very successful. Now in its seventh year, this event will have extra appeal this year as the racetrack has been renovated and now features an even more adherent coating which will guarantee quicker lap times. In the past year, a Porsche Carrera GT took 1:36 minutes to cover the 4,083-metre long course. You will find a map of the route online at the following address: www.aw.poznan.pl/tor/plan/index.html

If you wish to take part in this event, please contact Tomasz Tromer. His e-mail address is: tromer@porscheclub.pl

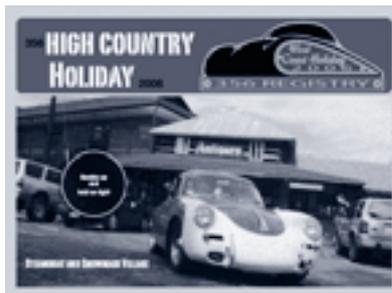
Porsche Club of South Africa – Porsche Parade South Africa

From 21 to 26 September, the Porsche Club of South Africa, Central Region, is organising the Porsche Parade South Africa. This parade will feature a wide range of driving events which will give participants the opportunity to enjoy their Porsche to the maximum while also demonstrating their own driving talents. The event also includes a time trial on the Zwartkops racetrack located west of Pretoria as well as one day on the Kyalami racetrack. But the event is not just about cars. Participants will also have the opportunity to visit an elephant cemetery near the Hartbeesport dam and the De Wildt Cheetah & Wildlife Trust. The participants will be accommodated in the Bush Lodges Bakubung and Kwa Maritane in the Pilanesberg National Park. If you are interested, please contact Eddie Roux: eddieroux@worldonline.co.za



PC Deutschland & PC Kirchen-Hausen – Porsche Days in Vidiciatico

It is not the first time (and it certainly won't be the last time) that the Porsche Club Deutschland and the Porsche Club Kirchen-Hausen are inviting people to the Porsche Days in Vidiciatico in Italy, which this year will take place from 28 October to 1 November. Those Porsche Club members who attend this event can look forward to a diverse range of events, such as a drive to the lovely mountain village of Cutigliano along age-old streets, grappa testing in Segna Vecchia, visiting the truffle market in Lizzano, viewing the Madonna dell'Acero pilgrimage church and wandering through the beautiful city of Bologna. Further information is available from Michael Haas, President of the Porsche Club Kirchen-Hausen: Michael.Haas@porsche-club-deutschland.de



Rocky Mountain 356 Porsche Club – West Coast Holiday 2006

From 5 to 10 September, the Rocky Mountain 356 Porsche Club is extending an invitation to its West Coast Holiday. Participants can look forward to breath-taking tours along the mountain roads of Colorado and a richly varied programme of events including a Concours d'Elégance, a parts market and various technology seminars to name only a few. During the first part of the event, the participants will stay in the Silvertree Hotel in Snowmass before transferring to the Sheraton Hotel in Steamboat Springs for the second half. The event will be rounded off with cocktails and a dinner on Mount Werner, which participants will reach by gondola. A registration form and detailed programme overview can be found on the Internet under: www.356westcoastholiday.com/index.html

356 Registry – East Coast Holiday 2006

The East Coast Holiday of the 356 Registry will take place from 17 to 20 August. It will be held in Mystic in Connecticut, which is famed for its shipyards and which also boasts a fantastic seafaring museum. The participants will also have ample opportunity to get to know the city and its attractions. Some of the highpoints of the event will be a lobster party, a technology seminar, a Concours d'Elégance, a Casino night and a parts market. Further information and a registration form can be downloaded from the following address:
www.356registry.org/events/Holiday2005F/index.htm



3. Club Management

Worldwide Porsche Club Coordination of Porsche AG

Porsche Club Coordination under new management



Sandra Mayr, Manager Club Coordination

Originally from Tyrol, Sandra Mayr succeeded Jutta Aldenhoff as manager of the Porsche Club Coordination on 1 June and is looking forward to her new duties as well as working with the team and the Clubs. The job description for her new field of responsibility immediately appealed to her and her career path to date makes her the perfect candidate for this job. She is very much a people person and it is precisely this which runs like a thread through her life so far. "Even as a little girl, I was constantly surrounded by guests", she says, speaking of her childhood growing up as the child of hotel owners in Seefeld in Tyrol.

She initially trained in the catering and hotel trade, viewing this as a stepping stone towards the career she longed for. She then studied international economics in Innsbruck and Sydney, Australia. She has spent considerable time abroad, in Italy and France, and by her own admission, enjoyed this time very much and feels very much at home when abroad. It is no wonder then that she is fully competent in a number of foreign languages, and even wrote her degree thesis (The global Expansion of a German Hotel Group) in English, even though her native language is German.

Having finished her studies, she initially remained true to the hotel industry. Following a year as the director's assistant in her parent's five-star hotel, she transferred to the Kempinski hotel Fürstenhof in Leipzig. She then worked in the Taschenbergpalais in Dresden. She was employed in the sales division (internal and external) in both companies. One of her duties in the Kempinski Hotel in Dresden was organising events for the Volkswagen glass factory, and it was this which led her to transfer to the automobile industry.

"In the glass factory, my seven other colleagues and I worked with corporate consultants to develop and optimise the processes for enhancing support services for customers and other interested parties", says Sandra Mayr of her duties back then. Following the opening of the glass factory, she was also involved in offering support services for customers and interested parties at international trade fairs and events. After two-and-a-half years, she transferred internally to the Bugatti brand in 2004. She continued offering support services for customers and dealers across the globe here as well, before assuming her new job at Porsche in June of this year.

"A Porsche has always been my dream car", the new manager of the Club Coordination admits and is thus clearly on the same wave length as the Porsche Club members around the world. And because she enjoys working with different people from a wide range of countries, Sandra Mayr more than meets all the criteria for working successfully with Porsche Clubs around the globe.

She will initially spend some time learning the ropes and becoming fully acquainted with her new position. Naturally, she would like to personally get to know as many of the Club presidents and members as possible. "For this very reason, it was ideal that I could start on 1 June and attend so many events, in particular the International Porsche Club Presidents' meeting in Berlin", she states happily.

Worldwide Porsche Club Coordination of Porsche AG

New employee joins Club Coordination



Alexander E. Klein

The global Club Coordination at Porsche AG has a new member in the form of Alexander E. Klein, a native of Heilbronn who by his own admission was infected with the car virus as a child. "At the age of three, I taught myself to read on my own without my parents even noticing", the 30-year old remembers fondly. And it was not some children's book which he used back then. He settled for nothing less than the German automobile magazine "auto motor und sport".

He inherited his love of cars from his father, who was heavily involved in the car scene in the 1970s, both for modern cars and vintage cars. True to the motto "Like father, like son", and Alexander found anything to do with engines and wheels fascinating. No sooner had he obtained his driving licence than he founded the Scuderia Schwaben Storico e.V. with other car lovers, their mission being to use classic cars in historic motor sports. "At major international racing and rally events, we always use the quick Porsche 911 S 2.2 litre", he says, describing his first close contact with Porsche.

However, his initial career path headed off in a different direction. He studied law at Ruprecht-Karls-University in Heidelberg. Having qualified as a lawyer, he then studied automobile economics and completed a traineeship at DaimlerChrysler Classic in the Mercedes-Benz museum. And then, things turned out very differently. Instead of continuing his studies, he was offered the opportunity to directly join the Classic Division of DaimlerChrysler AG. "One of my areas of responsibility there was covering the marketing, trade fair and communication requirements of all German Mercedes-Benz Clubs", he says. He was also responsible for offering consultancy services for Mercedes SLR McLaren customer events and coordinating drivers for historical vehicles from the collection in the Mercedes-Benz museum.

But he never forgot Porsche. To this very day, his father's first Porsche is still in his garage – beside the company car belonging to Porsche racing driver Jochen Mass, a Porsche Carrera 3.0 dating from 1976. And a Carrera 2.7 RS is also there, waiting to be restored. But Alexander E. Klein is no longer a mere owner of a Porsche. Since early July 2006, he has been a Porsche employee. Any parting words? "I am really happy because it was always a dream of mine to work for Porsche."

Worldwide Porsche Club Coordination of Porsche AG

Porsche Club News to appear as a PDF file in the future



The next business year will be starting in August 2006, and will mark the first time the Porsche Club News will be sent to the Porsche Club presidents not as a hard copy but as a PDF file.

The reason behind this is that in the past, several Club presidents complained that they did not receive enough copies of the Club News for all their Club members. However, as it is unfortunately not possible to print a larger number of copies for cost reasons, we think distributing the Porsche Club News as a PDF file is the best solution.

The Club presidents will continue to receive the Porsche Club News directly from us by mail, but in PDF format. In this way, we can also allow each and every Porsche Club member to enjoy the Porsche Club News as Issue 4/2006 (and all subsequent issues) of the Porsche Club News will be available for download on the Internet site of the Porsche Club Coordination across the globe. One further advantage offered by this solution is that it ensures the magazine is up to date and you can use relevant articles for your Club magazine or website.

You can access Porsche Club News online via the Porsche Homepage. Go to "Motorsport & Events", click on the "Porsche Clubs" banner and then select "Worldwide Club Coordination".

You should continue to send all reports about your Club events to Anne Philipp at global Porsche Club Coordination. You can find her contact data on page 2.

We are looking forward to your articles!

Porsche Club Coordination



For more information, visit www.porsche.com.

High style for sprinters.

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



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4. Information exchange

Porsche Design Driver's Selection

New MARTINI RACING Collection: Memories of a legend

It was the fastest race in the long history of the 24 Hours of Le Mans. The Martini Porsche 917 with the number 22, driven by Helmut Marko and Gijs van Lennep, won the long-distance classic with the unbelievable average speed of over 222 km/h (138 mph).

This triumph thirtyfive years ago was the first milestone in the joint success story of Porsche and MARTINI RACING. Over the years, many more victories

were added, and not only at Le Mans. Martini Porsche embodied uncompromising sportsmanship and became a synonym for success in motor sports.

The legend of this partnership lives on in the exclusive MARTINI RACING Collection from Porsche Design Driver's Selection.



In the Running

The Porsche Sweat Jacket with intricate printing and applications of 100% cotton has two pockets on the front. A lady's version is also available in red.



Right on Time

The sporty Chronograph with a stop-watch function of up to twelve hours is delivered in a gift box with a 911 Carrera RSR model car, scale 1:43.



Well Protected

The intricately worked Porsche Cap with MARTINI RACING design is 100% cotton and bears the Porsche signet.



Well on the Way

Fashionable travel bag with a canvas look and the Martini Porsche print. Organizer with zippered pocket inside.



These products are available at your local Porsche Center and – except for the watch – at www.porsche.com.

Porsche Tequipment

The sport's show

And here are the sports news from Porsche Tequipment: just in time for the open-air season, the new Sport-Design Package for Boxster and Boxster S has been further enhanced to meet the requirements of Roadster customers. The results speak for themselves: the classic Boxster line has been retained and the aerodynamics have been honed, leading to reduced lift with no change drag coefficient. This design will continue to support the vehicle balance specific to the Roadster.



The spoiler lips on nose section lowers the Boxster optically and make it appear even more dynamic. The automatic-extending rear spoiler is based on the split wing principle featured in the Porsche 911 Turbo. The rear panels were designed using diffuser optics based on the Carrera GT.



Together with the stainless steel tailpipe, the new rear view highlights the powerful dynamics of the Boxster and Boxster S.



SportDesign Package

For vehicles without Park Assistant Part number: 987 044 802 00

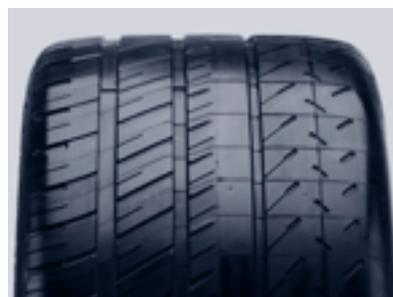
For vehicles with Park Assistant Part number: 987 044 802 06

Also available from Porsche Tequipment are the new sport complete wheel sets (19-inch Carrera Sport wheel and 19-inch Turbo wheel) with the Michelin Pilot Sport Cup tyre.



The tyres were designed for use on the racetrack and were developed specifically for the models in the 911 series (model 997) and have undergone extensive tests. This tyre has excellent gripping qualities, a high-class driving performance and steering behaviour and this leads to consistently shorter lap

times. It can even be controlled easily on a damp course. Typical of racing tyres: the low profile height increases the danger of aquaplaning during wet weather.



19-inch Carrera sport complete wheel set with Michelin Pilot Sport Cup

For 911 Carrera models (type 997)

For vehicles with/without tire pressure control Part number: 997 044 602 17/18

For 911 Turbo (Type 997)

Part number: 997 044 602 18

19-inch Turbo sport complete wheel set with Michelin Pilot Sport Cup

For 911 Carrera/S Models (Type 997)

For vehicles with/without tire pressure control Part number: 997 044 602 24/25

For 911 Carrera 4/4S Models (Type 997)

For vehicles with/without tire pressure control Part number: 997 044 602 22/23

For 911 Turbo (Type 997)

Part number: 997 044 602 21

For more information on the complete Porsche Tequipment product programme contact your Porsche partner or visit www.porsche.com.



The Michelin Pilot Sport Cup The racing tyre for the road.

Whether for the racetrack or for everyday use – the Michelin Pilot Sport Cup is convincing with its outstanding grip in every situation, enabling you to master fast bends and other challenges. No wonder that the Michelin Pilot Sport Cup has been allowed to bear the Porsche N-specification. A guarantee of ultimate driving enjoyment and consistently short lap times.

www.michelin.com





The Michelin Pilot Sport Cup The sports tyre for the road

The challenge: To develop a racing tyre as the ideal compromise between the racetrack and the road.

The result: A racing tyre that is road-legal throughout the world—the Michelin Pilot Sport Cup.

It was developed and exhaustively tested specifically for the 911 series (Type 997) by Porsche engineers working in close cooperation with Michelin. Only because of this it is allowed to bear the N-specification—the sign of Porsche quality.

Driving performance

The multi-component structure of the tyre ensures an exceptionally high driving performance.

Dynamics

The outstanding grip level significantly improves dynamics on dry surfaces. Nevertheless, the tyre is also easily controllable on wet

*One set of tyres for everyday use
One set of tyres for the racetrack*

Makes one set of tyres

surfaces. The somewhat lower tread depth, typical in racing, means that in heavy rain the driver must adapt speed and driving style.

Lateral acceleration

Unlike conventional production tyres, the outside shoulder tread pattern allows higher lateral acceleration. This means that steering behavior is even more agile and precise.

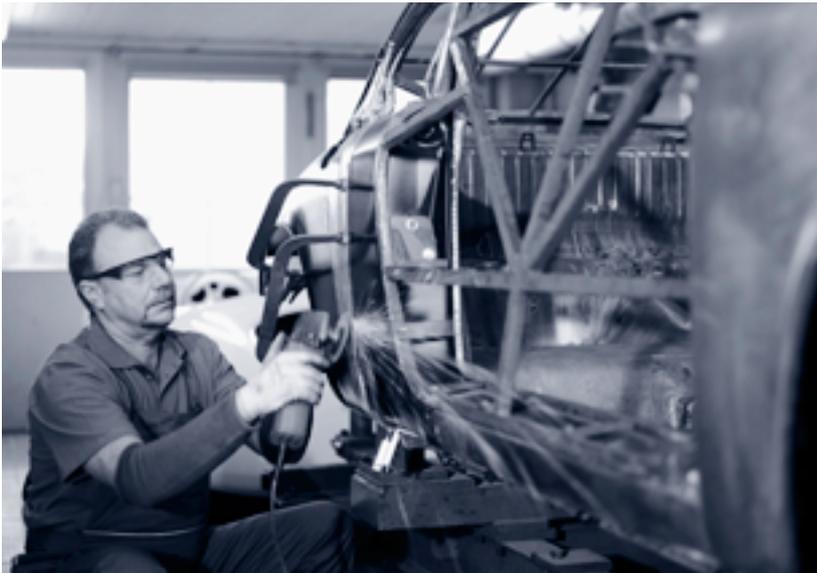
In short: The driving behaviour of Michelin Pilot Sport Cup tyres is precise, stable and dynamic. And ensures consistently short lap times.



5. Information exchange Classic

Porsche Classic

Porsche Classic Customer Centre



Sheet metal, plastic, paint and a high degree of manual skill – the body construction division in the Porsche customer centre Classic turns every Porsche back into a piece of jewellery.

Whether the body of your classic Porsche has been damaged in an accident or whether the tooth to time has gnawed at the paint and sheet metal, specialists in the Classic customer centre workshop will help you to remove any blemishes from your vehicle.

You should start by making an appointment with us to have your vehicle inspected. The vehicle is normally inspected in plant 1 in Stuttgart-Zuffenhausen but we will also be happy to view the vehicle elsewhere. In such cases, the customer must cover the travel costs incurred. If insurance claims can be made, we also employ the services of an expert from the relevant branch of in the insurance industry. Once the vehicle has been inspected,

you will receive a rough estimate of the costs from us for reference purposes.

If necessary, we can then give you a detailed cost estimate. For this purpose, we strip the paint off your vehicle using a particularly gentle caustic procedure. This allows the technician in the workshop to identify the full extent of the damage or corrosion more accurately, and this in turn allows us to give you a more detailed estimate of the scope of work required. This is performed in your presence. An insurance representative will also be present if insurance claims can be made. If, after the cost estimate has been made, you decide to have the repair work performed in our workshop, you will not be charged for the two inspections.

Now is when the work proper begins on your vehicle. Irreparably damaged or corroded body components are replaced by a mechanic using the numerous Porsche Classic original

parts available. If no suitable part is available, it is produced manually in the workshop. We can use traditional methods for this purpose as the Classic customer centre has both the necessary driver shapes and employees at its disposal; both have a perfect mastery of driving sheet metal. The top priority is always to retain and repair as much of the existing material as possible in order to preserve a very high degree of originality. It is perfectly clear that the customer will benefit from the many years of accumulated experience which the Porsche Classic customer centre can boast of.

When all components for a vehicle which is currently being worked on have been gathered together, assembly begins. The procedures used originally are used again here. For example, the side parts of the 911 are soldered to the rear window, just like in the original. Differences in dimensions are evened out in the Classic customer centre workshop not with putty but exclusively with crenellate if the original shape can no longer be restored by hammering.

The special equipment in our workshop proves just how valuable it really is during assembly. If parts have to be re-fitted to the body or if parts which have already been fitted have to be repaired, special gauges for secure the original geometry of the vehicle in crucial places. These gauges are attached to the body and act as space holders for elements which have been removed. This prevents nasty surprises from occurring when the parts which were removed are re-installed and ensures that they will fit as snugly into the vehicle as before. The gauges are used in particular for Targa roofs, window frame and headlight cavities.

If the body loses its shape due to external factors, it can be restored to its original dimensions on one of our straightening benches. The Classic customer centre provides straightening sets right back to the Porsche 356 as well as for some Porsche models which cannot be found in any other workshop.

When work on the sheet metal has been completed, the body can, if requested, undergo a special preservation treatment which is only available from us. Cathodic dip painting gives the complete metal panels a long-term anti-rust coating. This will keep your Porsche classic free from corrosion for many years to come. The paint is then applied to this protective foundation. The basecoat, primer and paint is applied in Porsche's own paintshop and represents the final, crowning stage in the perfect restoration or repair of your Porsche.

The Classic customer centre also has core areas of expertise in repairing and manufacturing aluminium parts and servicing GRP parts. We have all the equipment required in order to process the aluminium at our disposal. It is also possible to produce aluminium components here as well and to restore damaged parts to their original shape.

If there are any faulty plastic components in your vehicle, that is not a problem for us either. The Classic customer centre employs a team of people with special knowledge in using these materials. Naturally, we also have the necessary space at our disposal along with all the devices required for processing fibreglass-reinforced plastics. No matter what part of your vehicle is damaged, we can repair it in the Classic



workshop, from the spoiler right up to the complete GRP body. We have repaired wings and nose and tail sections of the 959, panelling in the Porsche 917 and many other parts of particularly exclusive vehicles from the Porsche product range.

When all work has been finished, the vehicle is delivered to the client, and this is something to which we attach particular importance. Our customer advisors will give you a detailed explanation of all the work that has been performed on your vehicle (using pictures where necessary) and will go through each item on the invoice with you as well. If you ordered complete restoration, you are now the proud owner of a potential Concours d'Elégance winner.

If you require more information or have any questions concerning the work described here, please feel free to contact: Stefan Nadj
Tel: +49 (0)711 911-2 50 90

You can also send your enquiry via e-mail to the following address: classic-service@porsche.de

General information on the topic "Classic" can be found under: www.porsche.com

6. Reportagen

Porsche Club of America

The Road to Thunderhill



Racing driver careers all follow more or less the same path. One devotes one's life to motor sport, one starts off riding go-carts, then proceeds to racing cars and finally lands in a factory team which has the technical and financial resources to ensure victory.

But this is not the only possible career path, as the Lost'N Spaced team demonstrated during the 25-hour Thunderhill race in December of last year. The long-distance race is still very much in its infancy and has attracted a good number of factory teams and some well-known racers such as Derek Hill and Bobby Bonduant Jr. as well as teams from the magazines "Car and Driver" and "Road & Track". What sort of a chance did a Lost'N Spaced team, with a Porsche 911 from 1974 and a mileage of 178,000 there?

But let's start at the very beginning. Captain of the team, Masuo Robinson, acquired his first Porsche, a 1986 Carrera, in November 1992 and used the vehicle in the Autocross, i.e. during a time trial on a course pegged with pylons. Starting in 1998, he gained experience at Clubsport events

organised by the Porsche Club of America during wheel-on-wheel duels with other racing drivers. In 2000, he recruited the first – and most important – member for his team: he married Louise Sousour. Together with her, he used a modified 1970's Porsche 911 from then in motoring.

It was Pete Smith who won Robinson for long-distance races. The basis for this was a dismantled 1974 Porsche 911 which Louise bought and Masuo re-assembled. But we will come back to that later. The first time Pete and Masuo took part in a long-distance race together was at the Thunderhill race in 2003 with a Porsche 944. They were not particularly successful but they reached the finishing line and Robinson coined the motto: what matters in a long-distance race is not winning but finishing the race.

In 2004, the above-mentioned 1974 Porsche 911 was used – up to then, Masuo and Louise had used the vehicle on the street, in the Autocross and during time trials. With a 3.2-litre engine, which they rebored to cater for 3.6 litres and a diverse range of borrowed parts to improve the driving

performance, they got down to business. Apart from changing the brake pads, there were no problems in the race and they finished in second position.

An article about their performance in this race appeared in the magazine "The Nugget" and drew the attention of the television channel ESPN-2 to the Lost'N Spaced team who then wanted to follow the team in 2005. This meant the team had to find extra time for interviews and filming but could also gain some sponsors as a result. This was naturally great news "but the most important sponsor is Louise", Masuo never had any doubts about that.

A mere three months before the major race, preparations could begin on the 911 which had already been used the previous year. In particular, the chassis was completely redesigned and brakes from the 911 Turbo were mounted on the front axle and Boxster brakes were mounted on the rear axle. Robinson also decided to use the five-gear transmission system from his 1986 Carrera in the 1974 Porsche 911 as it would enhance the vehicle's performance. A great deal of work was invested in the petrol supply system.



After a lot of toing and froing, they reached their goal: no more additional pit stops for re-fuelling were required as the switch-over from one driver to another and the fuelling stops occurred simultaneously and it took no longer to fuel the vehicle than it did to change drivers.

The team consisted of a total of four pilots: Robinson, Smith and their racing driver colleagues Neil Jackson and Rich Walton. Everything was perfect – they could now start racing!

On 4 December, 2005, the starter's flag was waved and with an ear-shattering roar, a total of 58 vehicles got on their way. The Lost'N Spaced team entered the race from the twelfth starting place as this was the place which it had achieved in the qualifying round. Things got off to a dramatic start, right from the word go. Shortly before they changed drivers for the first time, Rich informed the team at the pit that the brakes were fading and the vehicle trembling. Initially, nothing unusual was discovered during the pitstop but just before Masuo drove off, Peter discovered (by chance) that the rear axle nut was missing from one side of the car. A more detailed inspection revealed that the input shaft was broken. Masuo could quite easily have lost the wheel.



Would that put an end to racing? No. The very well prepared team not only had a spare engine on hand but a complete vehicle to act as a spare parts carrier. The input shaft was very quickly removed from the spare vehicle but the wheel hub had to be changed as well because the gearing on the spare part did not fit the new vehicle. Unbelievable though it may sound, the Porsche was on its way again within 20 minutes – in place 39.

The next incident was equally unpleasant. When the car drove off after the next pit stop, the mats which are designed to soak up fuel which leaks out remained attached to the hot front tyres and got wrapped around the wheels. This caused the left brake line to be bent and squashed.

However, as night was falling, the team had fought its way up to 10th place and had even reached 5th place when the race was at halfway point. And at break of dawn, the Porsche Crew overtook the lead in the 516th round. But it was a short-lived joy: the oil temperature suddenly started to rise and this can have fatal consequences for an engine without a water cooling function as the oil plays an important role as cooler here. And as if that wasn't enough, unpleasant, metallic sounds were heard in the transmission.

After informing the pit of these faults, Rich was told to reduce the gearshift speed from 6,300/min to 5,000/min. But that was no help. A detailed inspection was performed later on and revealed that the main oil lead was squashed. However, there was no time for this diagnosis during the race and so the team decided to remain in the race. The tension was indescribable. Would the car pull through?

Yes, it pulled through. Neither the engine nor the transmission in its stricken state let the four drivers in the lurch. In joy and jubilation, the team was the first to cross the finishing line and then had a lap of honour to look forward to. When the race was over, an inspection of the vehicle revealed that the bearing on the main transmission shaft was in the process of disintegrating into minute pieces of metal. But apparently, the Porsche was every bit as ambitious as its drivers. And there are still people who claim that cars don't have a soul of their own!

After showering themselves with champagne, one thing was clear for the joyous team: they will be returning to Thunderhill again in 2006.

Source:
Article by John Celona in the March 2006 issue of "The Nugget" published by the Porsche Club of America

Porsche Club Japan

Two reasons to celebrate



This year's parade organised by the Porsche Club Japan had two anniversaries to celebrate: 20 years of Porsche Club Japan and the 10th Porsche Parade. No wonder, the event, which lasted from 26 to 28 May, has become a new highlight in the history of the Club. The sheer number of participants was larger than ever before: 410 Porsche fans came to the Suzuka racetrack and exactly 231 Porsches were counted – three of which were Carrera GTs.

The varied programme of events started on Friday with free driving on the racetrack. In the evening, everyone gathered in the recently built VIP Lounge for the Welcome Party. Also in attendance were representatives of the Porsche Club Coordination. Things really got into swing on Saturday. The diverse range of driving events on this day included taxi trips with Cayman S and Cayenne Turbo provided by Porsche Japan. Particularly popular

were tickets for a quick round on the passenger seat of a Porsche Cup car, which were all sold out within ten minutes.

Equally popular was the idea that the members of the Porsche Club Japan should serve culinary specialities typical of their own part of the country. Which meant there was something there to suit everyone's taste, in the truest sense of the word. The children more than enjoyed themselves with remote-controlled model cars while a large number of the adults indulged themselves with an article from the Porsche Design Drivers' Selection or the Club Shop. A dinner party was held in the evening. After a glass of Porsche sparkling wine, the participants poured into the Sakura Hall. Among them was Dr. Wolfgang Porsche, who, to everyone's delight, was wearing the yellow Club jacket which he had received from the Club. In the course of the evening, he congratulated the



Club on behalf of Porsche AG on their anniversary and presented them with a diorama of historical Porsche models.

Of course, a festival like this would not be complete without the traditional Kagamibiraki. This involves shattering the cover of a container filled with Japanese rice wine with a wooden hammer. Afterwards, everyone – including the President of the Porsche Club Japan – raised their glasses in a toast.

The next day was devoted exclusively to the parade. Nothing could dampen anyone's spirits, not even the clouds which had spread far and wide over Suzuka but which disappeared just in time for the big event. The sight of over 200 Porsches lining up in a queue was impressive in itself, and this alone took over 40 minutes. The parade represented the culmination of this magnificent event, and before going their separate ways, everyone promised that they would be back again next year.

Porsche Club Japan
 Präsident: Nobuo Oda San
 Tel.: +81 (0)92 831 32 36
 Fax: +81 (0)92 821 60 25
 E-mail: Oda@porscheclub.jp

Porsche Club Chile Sports driving experience



The Porsche Club Chile organised its first driver training event in May. This event brought 16 Porsche drivers and their co-pilots to the Autodromo Pacifico Sport in Santo Domingo. They all enjoyed the curves in the motor-racing circuit and the excellent atmosphere, both on the racetrack as well as at mealtimes in the Rocas Golf Club of Santo Domingo.

The two directors, Eduardo Costabal and Jorge Charbin, deserve a special word of thanks for being so committed to this event. Eduardo Costabal made contact with the three professional pilots who gave us an impressive demonstration of what lies hidden beneath the surface of our cars. Jorge Charbin directed the event and ensured that everything went like clockwork. The members of our PR department had fortunately succeeded in winning sponsorship from Starbucks Café and Michelin.

If you wish to view the photos of our driver training event, you can find them under:
www.porscheclubchile.com

Preparations for the next event are already underway.

Porsche Club Chile
Präsident: Edgard Haddad Hakim
Tel.: +56 (0)2 225 695
Fax: +56 (0)2 229 863
E-mail: eh@entelchile.net

Porsche Club Francorchamps Porsche Francorchamps Days 2006



There is always room for further improvement. The popular Porsche Francorchamps Days, held for the sixth time from 5 to 7 May this year, gave ample proof of this. The rain early in the week initially deflated the enthusiasm of the organisational team. But rumours that this event enjoyed the favour of the weather gods proved correct. On the first day, it was dry and sunny. It was not until evening time (6.05 pm to be exact) that a deluge of rain started pouring down on the racetrack as if the marks left behind by the first races had to be cleaned away for the coming days.

As has always been the case, rapid laps were completed in the Fun, Sport and Racing categories. The spectators had the opportunity to admire more than 3,000 different Porsches over the course of the weekend. Following on in last year's footsteps, an attempt was once again made at a new record for driving as many Porsches as possible

on the race circuit simultaneously. And once again we met with success: with 662 Porsches, we outdid last year's result by four cars.

A quick look at the statistics of previous get-togethers shows that apart from the French and Belgian fans, most Porsche fans at this event come from Switzerland, the Netherlands and Germany. The Top 5 of the most dominant Clubs is as follows: 1. Porsche Club Francorchamps, 2. Club Porsche Genève, 3. Club 911.net, 4. Flat Club Nord – Tourcoing, 5. Porsche Club España. And exactly 73 percent of all participants are members of a Porsche Club.

Porsche Club Francorchamps
Präsident: Marc Francois
Tel.: +32 (0)497 500 911
Fax: +32 (0)842 104 59
E-mail: porscheclub@skynet.be

Porsche Club Seetal Luzern

Porsche weekend in Lusatia



Martin Kammerbauer and groundsman Heinz Arnold did a wonderful job of organising the event and deserve a huge thank-you for what they achieved. And we would also like to take this chance to thank the sponsors for their generous support, once again.

Porsche Club Seetal Luzern
 Präsidentin: Esther Friberg
 Tel.: +41 (0)44 713 12 78
 Fax: +41 (0)44 713 15 41
 E-mail: praesident@pcsl.ch

In late May, the Porsche Club Seetal Luzern organised a two-day driver training event on the EuroSpeedway Lusatia ring in Klettwitz – and managed to attract a large number of visitors. Once everyone had arrived in the Parkhotel Branitz in Cottbus, the programme of events started, offering participants the opportunity to get to know the most beautiful parts of this region of East Germany.

However, first things first: a bus trip to the German capital of Berlin. Naturally, we could not explore this bustling metropolis in all its diversity in a single day but at least we got an impression of the place and had a chance to breathe Berlin air. The following day, a trip to Dresden was on the cards and allowed us to gaze in awe at the Frauenkirche, now fully restored and glistening brightly in the sun. Sunday was a free day and those who had not seen their fill used it to visit the city of Cottbus or Park Branitz with its castle

in the vicinity of the hotel.

On Monday and Tuesday we then had the opportunity to become familiar with using the many happy horsepowers of our beautiful vehicles. The drivers were divided into two groups. Overseen by groundsman Heinz Arnold, the “racing drivers” got to know the ideal line with the braking, turning and apex points under the guidance of an instructor from the Porsche ClubSL racing team. The 4.5-kilometre long GP EuroSpeedway track was new for us and was a welcome alternative to what we were used to. Driving skill and very good vehicle control were required in order to achieve good times. To put it simply, there were ideal conditions for sampling the driving dynamics of our Porsches in full and gaining even more driving practice. As the saying goes, “Practice makes perfect”.

Porsche Club Holland

FAB 50 Tour



The Porsche Club Holland celebrated its 50th anniversary with a three-day excursion to Leipzig and Berlin. On 28 May, 40 Porsches arrived at the brand new Porsche Centre Gelderland in Heteren. Representatives from the Dutch Porsche importer and the directors of the Porsche Centre Gelderland welcomed the participants and gave each one of them a special FAB 50 polo shirt as well as a rally sticker for his vehicle.

Everyone then embarked on the trip to Leipzig, where a hotel had been booked right in the centre for them. The next day, a visit to the Porsche plant in Leipzig was on the cards. After an interesting tour through the production facilities, they all settled down to a relaxing lunch in the visitor's restaurant. Then it was time for everyone's heart to start throbbing. As a special surprise, each person had the chance to act as a Porsche instructor's copilot and chase along the test track in a Cayenne Turbo. It's hard to say what was more impressive: the driving skill of the instructors or the fantastic driving properties of the Cayenne

on asphalt.

On the very same day, the Porsche platoon headed Berlin, and went on a sight-seeing tour of the city the following day. The highlight of the day and the crowning glory of this trip was the Gala Dinner in Berlin's Palace Hotel which was also attended by Mathias Menner from Porsche AG's global Club Coordination. This event also saw Club member Ton van Heuzen receiving a special honour. In recognition of his 50-year membership of the Porsche Club Holland and 50 years as a Porsche driver – during which time he covered over 1.4 million kilometres with a wide range of different Porsche models – the Club and Porsche AG presented him with some gifts.

Ton van Heuzen still feels very much at home in the Club because friendship and passion for Porsche are top on the list of priorities for the Porsche Club Holland. To mark the Club's 50-year anniversary, a special Club Logo was created and will be used by the Club this coming year.



Porsche Club Holland
Präsident: Leo Biermans
Tel.: +31 (0)735 22 22 22
Fax: +31 (0)735 22 22 20
E-mail:
voorzitter@porsche-club-holland.nl

Porsche Club Monasteria

Anniversary celebratory trip



The Porsche Club Monasteria celebrated its 30th anniversary with a trip to the moated castles in Münsterland. Held on 6 and 7 May, the tour was not just about visiting the tourist attractions and enjoying the scenery but also about solving various tasks. But first things first. The participants started off by meeting in the Porsche Centre Münster, where they met the guest of honour Ilse Nädele, President of the Porsche Club Germany.

At 1pm, the event started and straight away, participants were confronted with the first test: driving a VW Fox into a parking space blindfolded and following instructions given by the front-seat passenger. The test was great fun because it showed just how difficult it is to keep control of a car with one's eyes closed. Everyone then drove in their Porsche through the beautiful scenery to the moated castle Hülshoff, where a guessing game was waiting for them at the castle gates.

This was rounded off by a well-deserved break with coffee and cake in the sunny castle courtyard.

The next destination was the moated castle of Nordkirchen, often called Versailles of the Münsterland. After viewing the castle, the participants had to demonstrate their driving skill in a slalom exercise. The Club members spend the evening in the open-air museum in Mühlendorf, where the Kiepenkerl gave them a guided tour of the museum. The Kiepenkerl is a historical figure, represented by a young man (or Kerl in German) whose job as a wandering merchant in bygone days brought him into the city where he would sell the goods which he carried in a large pannier (or Kiepen in German) on his back, either at the market or by going from door to door. This eventful day was rounded off with a rustic Münsterland buffet in the museum's historical mill.



On Sunday morning, it was time to say goodbye. The beautiful sight of 25 Porsche vehicles in front of the episcopal residence of Münster during the awards ceremony is a sight that all participants will treasure for a long time to come. And everyone will be reunited again at the Porsche Club Germany get-together in Munich in September.

Rainer Wenker

Porsche Club Monasteria
Präsidentin: Christine Brüggemann
Tel.: +49 (0)251 97 218 45
Fax: +49 (0)251 97 218 20

Porsche Club Freiburg

Spring trip to Piedmont



A spring trip which was as true to its name as this one has rarely been seen before in the Porsche Club Freiburg. Seven spotlessly clean Porsches headed off to the Piedmont in Italy in late-May. They followed a route straight through Switzerland, then via Milan and from there to Alba, exchanging the rain of Germany for an almost mid-summer-like atmosphere.

The first destination on the trip was a highlight in itself: in front of us was truffle in every imaginable size, just waiting to be handled and tested. The Club was a guest at the largest truffle processor in the Piedmont.



It was enjoyable moments like these which ran like a red thread through the entire trip. Let's take Alba as an example. A town infused with the aroma of roasted hazelnuts (this is where Ferrero was founded), a town with charm, with a copious supply of fruit and vegetables, with Dolci, Barolo, Barbaresco, Barbera, Grappa, Salami, ham and other delicacies which one always has before one's eyes, wherever one goes.

Over the next three days, the participants visited many different vineyards (some small and privately-owned; some large and well-known) as well as some outstanding guesthouses in the region.

For example, the legendary Grappa distillery Levi opened its doors to the Porsche Club Freiburg. And the weekly market in Alba offered a memorable shopping experience. It would be impossible to list all the highlights of the trip here.

On Sunday evening, everyone had returned home, feeling like they had just woken up after a magnificent dream. We are already looking forward to the next Porsche dream.

Pieter Schubert

Porsche Club Freiburg e.V.
Präsident: Heinz Schäfer
Tel.: +49 (0)761 896 15 16
Fax: +49 (0)761 896 15 61
E-mail:
h.schaefer@schaefer-holzbau.de

Boxster Group

In the sign of the crane – the Lufthansa tour of the Boxster Group



When top-class German companies meet head on, the result can only be top-class, as Porsche and Lufthansa can prove. The assistance of a true insider – our pilot and organiser Oliver Antoniou – granted us access to areas not normally accessible to the public during the Lufthansa tour of the Boxster-Group in Frankfurt. After viewing the drive gear department, we also had an opportunity to view the hangars where the airplanes are serviced. We also visited the pilots' briefing area and the simulator department. Two former pilots answered every imaginable question, drawing on their rich, diverse experience in the field.

Our thirst for knowledge was unquenchable. What do the crew cabins in overseas aircraft look like and how do air stewards and stewardesses sleep on these flights? How does an airplane turbine work and how big is it? What does it feel like to sit in the pilot's seat or in the different first class areas of different types of airplanes? We could have stayed until the evening, we had

so many questions to ask. A photo shooting trip on a plane specially provided for us represented the highlight of this fascinating tour.

In the second part of the event, our organiser, Andrea Saabe, "flew" ahead into the heights of the forest in this part of Germany via the German wine route. Nature and wine were the topics to be discussed. In keeping with this, the wine museum in Deidesheim opened its doors at this late hour specially for us. The wine testing, completely in keeping with the motto wine, wine culture and lifestyle, featured a wide range of predominantly regional wines and matching local specialities and was a real treat. The wine testing also featured expert explanations about the various wines as well as information about the history and background and literary "delicacies" all revolving around wine. A relief that we could return to the hotel by foot without requiring our Porsches...

On Sunday morning, the participants went on a tour through vineyards of the surrounding area. Driving through the forest, we explored the largest, uninterrupted forest area in Germany, passing breath-catching rock formations, castles, castles in ruins and palaces. Following lunch in the Wartemberger Mühle restaurant which was praised so highly by the restaurant magazine "Feinschmecker", we all returned home.

Owing to its huge success, we are going to repeat the Lufthansa tour on 26 and 27 August, 2006. You can find more details at the following Internet address:
www.boxster-group.de.

Regine Striepen

Boxster Group
Präsident: Franziskus Lorey
Tel.: +49 (0)931 66 777 53
E-mail: franziskus.lorey@porsche-club-deutschland.de



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PORSCHE

7. Classic reports

Porsche Club Great Britain

Porsche 356 successful at the Tour Auto



Jack Logan and Fred Hampton, 356 Registrar of the Porsche Club Great Britain, won the Index of Performance at the Tour Auto 2006 on a 356 Speedster GT. This vehicle is one of only six true-to-life prototypes with the light components typical of the GT model but without a pushrod engine instead of a vertical shaft engine. The six-day tour started in Paris on 24 April, and Logan and Hampton mastered it without a service team. Crazy, many may think but anyone who owns a Porsche 356 will understand them perfectly.

Their luggage remained on board with them at all times, and not in an accompanying vehicle, as did the prizes which they collected day by day. The Porsche reached the pinnacle of the index of performance at the very start, and despite all the various special tests, mountain races and circuit races which it underwent, the engine ran as smoothly on arrival in Cannes as it did at the start. A great success for the two Porsche friends, who were taking part on the Tour Auto for the 15th time.



Fred Hampton

Porsche Club Great Britain
 Präsident: David Newton
 Tel.: +44 (0)1256 39 71 05
 Fax: +44 (0)1608 65 29 44
 E-mail: chairman@porscheclubgb.com

Porsche Club 928 e. V. – Region Rhein Main

A trip through the Spessart to mark the start of the season



The trip had been planned meticulously. One week before the event, two Club members drove the 120-km long route and drew up a detailed road book, which also contained maps showing the route to take. These documents were then given to all the participants which showed up at the “Kinzigcenter” carpark in Langenselbold on 30 April. Eleven Porsches then headed off on the planned trip. However, the line of vehicles which formed did not just consists of Porsche 928s. There were also two 944s, one 924 and one Boxster to be seen. For one couple from Wiesbaden, this trip was a first as they had only recently joined the Club after finding the Club address in a vintage vehicle magazine.

No sooner had our engines started revving than the rain stopped and the sun came out. This made driving along the charming streets of the Spessart particular fun. Our first stop was at the historical forester’s lodge known as “The English man”, which King Ludwig 1 of Bavaria and his wife Therese

inaugurated in 1844. We had reserved places for the group in advance.

By chance, we happened to take a look outside and got a shock when we saw snow and sleet falling on the Spessart. For a few minutes, everything outside was covered in white. But no sooner were we sitting back in our cars than the snow stopped and the sun came out again, as if nothing had happened. “Perfectly organised”, as one Club member put it, grinning.

After the second leg of the trip through the Spessart, we headed towards the “Beim Fernblick” restaurant in Freigericht-Neuses for lunch. Some members of the group went horse-riding to relax so that along with the Porsches, there was an interesting display of horse-power (in every sense of the word!) all around the inn. We spend the rest of the afternoon here and used the time to share our thoughts with each other on anything that came to mind.



Roland Kurtz

Porsche Club 928 e.V.
Präsident: Gunther Kussauer
Tel.: +49 (0)5232 92 19 21
Fax: +49 (0)5231 99 31 91
E-mail: gunther.kussauer@porsche-club-928.de



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