

## 5. Classic Reports

**Porsche Club 924-944-968 France**

### The “Birthdays Porsche”: Twenty-fifth Anniversary of the Porsche 944

The Porsche Club 924-944-968 in France was founded in 1999 under the name Club 924. It was officially recognized by Porsche in 2005. The Club is made up of around 170 members from throughout France and Belgium.

The exchange between Club members takes place mainly via the Club homepage ([www.924-944-968-porscheclub.fr](http://www.924-944-968-porscheclub.fr)), in addition to the two or three national meetings organized by the Club each year to promote the shared passion for the Porsche brand in the various regions.

The year 2005 marked the 30th anniversary of Porsche 924 and the Club organized an extraordinary event headed by President Jean-Manuel Tous-saint: the “Birthdays Porsche” was born in Fontainebleau. The resounding success of the event (150 Porsche vehicles) prompted the Club to organize a sequel.

The second “Birthdays Porsche” took place on September 13th, 2008 at the Parc des Noues in Montereau Fault Yonne, in celebration of the 25th anniversary of the Porsche 944.



The Porsche 944 was only produced for about a decade, with a total production figure of some 162,000 units. It appeared in several versions, during that decade: in 1985, a turbo model entered the market with a performance of 220 hp; in 1988, the performance was increased to 250 hp; and in 1989, the 944 S2 was produced as the first Cabriolet in Porsche history with front-wheel drive.

Over the years, the Porsche 944 has been available with 2.5 l, 2.7 l and 3.0 l

engines for the S2 version – with increased performance starting at 163 hp in the first models, through to 290 hp in the Turbo S. Finally, another competitor version was also developed: the 944 Turbo Cup for use in the Porsche Cup.

The second “Birthdays Porsche” provided the perfect opportunity to bring these models together again. After almost one year of preparation and intensive work on the part of the organization committee, the “Birthdays Porsche” were finally ready for off on Saturday, September 13th, at 8:30 a.m.

The approximately 150 participants received a folder at the entrance containing a sticker and a copy of the Club magazine GTR MAG. After the reception formalities were over, the vehicles were gathered and positioned in categories by the members of the organization committee.

The official opening was performed by the Club President at around 9:30 am. We would like to offer our thanks for the help provided by the town hall and the



tourist organization, which helped make this celebration an extraordinary success.

The Club set up its sales stand, and there was a bar offering a range of refreshments. Numerous exhibitors provided an opportunity to complete miniature model collections, purchase car insurance, or upgrade interior equipment. Two Porsche Parades with a show run were held in the city. The vehicles presented attracted many admiring gazes, and the drivers were extremely proud to show off their Porsches.

Three raffles were also organized for the game fans among our visitors, offering a chance to win a whole host of small gifts, as well as such major prizes as a race training session and a day at the race track with Michel Nourry. A Concours d'Elégance was also held, with awards for the most attractive vehicles.

A glance over the park showed that participants had come from all over France to attend the event. The general state of the vehicles was more than just very good, proving that the passion for the front engine is still going strong, and that maintenance is extremely important to owners. All models were represented at the event, including a 924 Carrera GT, a 924 Automatic, a 944 Turbo Cup and a 944 Turbo. The large number of participating 911 models – and two 356 models – were testimony to the real passion for the Porsche brand, which transcends the debate over real or “fake” Porsches.

The second “Birthdays Porsche” ended at 6:30 p.m., after the second parade. To round off the event, the organization



team treated its Club members to an evening meal.

Our Club looks back on the event as a resounding success, and we hope that we have won several new members for our Club. We are certainly not lacking in Club projects. We have a national excursion planned for October to Baie de Somme for our annual general meeting. And 2009 will be another important year, marking the 10th anniversary of the Club. We aren't giving away too much by saying that yet another wonderful celebration is in preparation to mark the occasion!

Philippe Bryard

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## Porsche Club 914-6

# Celebrating in Good Shape: Thirtieth Anniversary of Club 914-6

The first official document marking the 30th anniversary of the Club was a pure understatement. Its shape measured a mere 48 x 27 mm and still managed to cause a small sensation. Never before had a commemorative stamp been issued for an event like this – yet because it was so “understated”, some members missed it. Hungry for the latest news in the world of Porsche, they focussed on opening the letter. And this is one of the reasons why the stamp was so sought after, just a few weeks later.

This “little touch” was the prelude to the major anniversary celebrations and adorned the invitation to the autumn meeting in 2008. This year was to mark the 60th meeting of the foundation of the Club – a meeting held religiously twice each year (spring and autumn), as the climax of Club life, along with regional meetings, excursions, Techno Classica and the Oldtimer Grand Prix. It

was also the fourth 914-6 autumn meeting in a row to be held at the Nürburgring during the “Eifel Klassik” event. We have been on hand since the new version of this old classic model was launched, organizing the ever popular “Special race for classic Porsche vehicles”.

This year, 28 Porsche drivers answered our call and completed two runs of 4 laps each on the North Loop. No fewer than 11 of our 914-6 models took the plunge on the infamous North Loop track. They were then joined by four 356, nine 911, three 924 and one 928, not including the strongly represented 4-series models. There was no denying that it was a representative mix.

Six 914-6 took part in the equally famous 400 km race. Our members Oliver Mathai and Chris Stahl surprised many guests and participants by presenting a newly assembled GT. Michael Wittke



was as fast as ever, proving the theory that “only flying is better”. Up to 30 real-life 914-6s gathered on our Club plot, which stretched for more than 1000 square metres on the new pad-dock.

A total of almost 100 visitors made the trip to the official Club evening. The 8 x 15 metre tent was almost always full and a constant hive of activity. Alongside the gigantic photo wall documenting Club scenes from the past, Club member Dirk also presented his recently finished “GT” – an exact replica of the former Nolte 914-6.

The big anniversary celebration was held on Saturday evening, with a surprising mix of rustic charm and festivity: beer tent tables with china plates and draught Kölsch beer, a speciality of Cologne. A sophisticated touch was provided by the delicate glasses holding real champagne on the official Club evening.

The Board of Directors had prepared a little keepsake of the 30th anniversary





celebrations: in addition to the anniversary stamp, visitors were also given a CD containing the Club hymn from a recording made in honour of the last spring meeting (yet another highlight of the 914-6 Club), a testimony of the firm friendships forged among our members. Guests enjoyed food and drink free of charge for the entire weekend.

The work of the sponsors was another welcome addition to the event. "Mittelmotor" financed the Club banner which is still on display, with the 30-year anniversary logo. Porsche Club Coordination supplied a whole host of items from the Club Kit with no complications. The give-aways, in particular the Porsche



cleaning cloth sought after among insiders, were a big hit. As the highlight of the evening drew near, dozens of Porsche cleaning cloths were brought to the tables along with bottles of champagne as a humorous gesture, which guests proceeded to transform into a makeshift bib. We all rose to-

gether to toast the unique anniversary. And that was the last time most guests were on their feet for the rest of the evening until late at night, when it was time to catch the shuttle service running on each day of the event.

Thirty years of the 914-6 Club passed by in the blink of an eye – or at least it seemed that way, looking back on that Saturday evening of 27th of October 2008. But there is no reason to be sad. The 914-6 is more present than ever. And next year we will celebrate the 40 anniversary of the 914-6. And that's a promise!

Joseph Reip

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## Porsche 356 Registry

# Themed Evening: 356 East Coast Holiday 2008 celebrates 60 Years of Porsche Sports Vehicles

Porsche 356 Registry celebrated “60 years of Porsche Sports Vehicles” at the start of September with a meeting on the topic of types of transport. “Trains, Planes and 356 Automobiles” was the motto of the East Coast Holiday by Porsche 356 Registry, held this year in Lancaster, Pennsylvania.

A special form of transport was at the heart of the weekend’s activities: the local Amish families could often be seen out and about in their carts – a clear indication of the simple way of life adopted by these farmers -of German origin.

The event hotel catered for the approximately 500 participants, bringing with them 267 Porsche 356s of all model series. Thursday provided the opportunity to drive on the local country roads and rustic wooden roofed bridges. A group of 157 participants set off for Winterthur, home of the founder of the DuPont Company. A 60 hectare park boasts plants from all over the world, carefully arranged to offer outstanding floral displays all year round. The evening welcome reception offered a fantastic selection of wine, and beer from the local brewery in Lancaster.



On Friday, all participants had arrived and many took part in the traditional literature reading and the technology seminars held on the three following afternoons. One of these was held by DuPont on the topic of colour adjustment and colour finish, one by Spinneybeck Leather and the other by Freda Giblin on the topic of identifying and differentiating between the various 356 models. After the seminars, the 356 and their drivers set off for Strasburg and the Pennsylvania Railroad Museum, located next to the Strasburg railroad station, where a steam engine with nine wonderfully restored carriages was waiting to take a group of Registry members to Paradise in the afternoon.

On arrival in Paradise (1028 inhabitants), the traction engine switched to the other end and pulled the train back to Strasburg, through lush farmland, where the harvest had recently begun, and harnessed horses were busy working on the fields. The group climbed out of the carriages at the train station and proceeded across the road to the railroad museum, where a collection of 100 locomotives and railroad carriages were on show. A guitar and violin duet provided entertainment with a repertoire of blues music and traditional railroad songs, while the participants enjoyed an elaborate barbeque buffet surrounded by the railroad fleet.

Sunday was overcast, but the group nevertheless drove the 30 mile stretch to Grimes Field in Bethel, home of the Golden Age Air Museum. A Waco double-decker offered sightseeing flights in the morning. Rain set in around midday, however, causing the participants to seek refuge in the tents for lunch. The adjoining hangars were also open, showing a display of various classic air-

craft and other constructions. Brett Johnson explained the restoration work on a 1952 Glaser Cabriolet and a 356 pre-A model, a wonderfully restored 1953 Cabriolet owned by John Wood, was among the vehicles on show in the rain. This beautiful black vehicle with a green roof and green interior design won the largest number of votes in the “People’s Choice Concourse”.

The evening gala was held in the hotel. The “Concourse Class Awards” were presented, and 18 first owners were honoured with a special plaque designed and made by 356 C owner Dennis Frick. The organizers Marti and Bruce Baker and their team received a standing ovation for their efforts in organizing this “first class” event.

After an indoor swap meet on Sunday morning and a generous breakfast buffet, the drivers prepared for their in some cases extremely long journeys home. Some visitors had driven from Canada, or had to travel 4,200 miles (6750 km) back to Alaska. But however long the journey home, everyone left with a smile on their face.

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