

6. Report

Porsche Club de Guatemala

Guatemala Sports Driving School



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

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

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

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

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

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Porsche Club Lebanon

Anniversary Celebrations for the 911



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

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



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

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Porsche Club of South Africa, Gauteng Region

Ladies' Journey into the Kalahari



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

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

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

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

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

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

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

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

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

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Porsche Club Tirol

Joint Initiative with Innsbruck-Mitterweg Porsche Centre

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

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

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

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

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

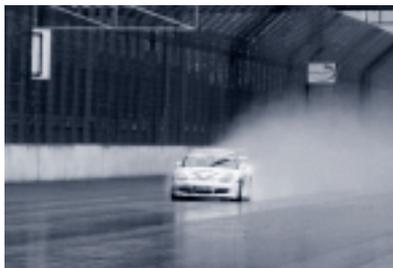
enjoyed friendly conversation until almost midnight.

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

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Porsche Club Wien

8th Race in Alpine Trophy



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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

Further information is available at:
www.alpenpokal.com

Peter Schneider

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Porsche Club Beider Basel

40 Years of the Porsche Club Beider Basel



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

Wolfgang Hetzinger

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

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

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

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

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



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