

5. Classic Reports

Australian Porsche 356 Register Inc.

Huge Attendance at Porsche Parade



The 19th edition of the Australian 356 Register's annual Porsche Parade in Melbourne's Como Park attracted a huge number of participants. The vehicles represented would make any Porsche fan's heart beat faster. Among the 101 Porsche 356s that arrived for the event were such exclusive examples as the world's first right-hand drive 356 Cabrio, which arrived in Australia in 1951, and the fantastic racing versions from the Stuttgart museum, including a 1962 356B Carrera GT Abarth and a 1963 "Scraper". The trophy for "Car of the Parade", sponsored by Porsche Cars Australia, was won by the Carrera 2 owned by Brian Jones from Taiwan.

However, this year's stars were the 23 speedsters and four roadsters, which played a special role to mark the 50 year anniversary of the speedster. It is amazing that these cars, which were originally created as a special lower-priced model, are now so highly prized and expensive.

The programme for the Parade also included a welcome dinner, a cocktail party organised by Porsche Cars Australia and a trip to Werribee Open Range Zoo, one of the largest attractions in the region. The great attendance demonstrates the fascination that is still exerted by the early Porsche models. The 356 Register, which began with a meeting of a few drivers at the end of the 1950s, now has 450 members. The next Porsche Parade will be held from 18th to 20th November 2005.

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356 Registry USA

East Coast Holiday 2004



More than 400 people and 275 Porsches gathered at the end of September to celebrate 30 years of the 356 Registry USA. Historic Williamsburg, a reconstructed town from the beginnings of the settler age in Virginia, provided an excellent backdrop for the event. Craftsmen in contemporary costumes, such as book binders and smiths, brought the surroundings to life. However, there was much more awaiting the participants than a trip back into the history of the United States. Those who wanted to could take part in trips along the James River to the plantations or enter their vehicle for a Concours d'Elegance.

This was held in Yorktown, another historic town, where the shops enjoyed a sudden rush when the entrants in the competition had to seek refuge from the rain. Luckily, the black clouds soon disappeared and the Concours could be continued.

The fact that Porsche had launched the first Speedster 50 years ago was marked by a special party, where Mike Robbins was crowned Mr. Speedster.

Mike has already done more than half a million miles in his 1958 speedster and attended the first East Coast Holidays – as did Judy and John Mayer, who back then turned up in a somewhat ramshackle speedster, which they now presented in perfectly restored condition. A surprising guest was the American entertainer Jerry Seinfeld who arrived in his unrestored 1953 Porsche 356 Coupé and entered the Concours.

The event also included the obligatory formal banquet on the Saturday evening, during which various prizes and awards were presented.

Thanks go to Kathleen and Jerry Keyser for their outstanding organisation of this successful event.

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Porsche Club 356 Sverige Following the Trail



In 2004, the world's oldest 356 Club, the Porsche 356 Club Sweden, celebrated 30 years of existence with a special trip following the trail of Ferdinand Porsche. On 7th September, the Club members set out from Helsingborg in 20 Porsche 356s for the first destination on their long journey: the state of the art Porsche plant in Leipzig.

The stops over the following days then took the 42 participants right back into the past. They visited Maffersdorf (Vratislavice), the birthplace of Ferdinand Porsche, and the school in Reichenberg where he began his technical education. They then made their way to Gmünd, the birthplace of the Porsche 356, tackled the Katschberg and the Großglockner roads, stopped at Helmut Pfeifhofer's museum and visited the Schüttgut, resting place of the Porsche family.

Porsche Design in Zell am See, the Porsche plant in Zuffenhausen and the museum belonging to Porsche enthusiast Dr. Räker in Lemgo were just some of the many places the Swedish Club made for on their 11-day tour. Some of the Club members did more than 4,000 kilometres in their vehicles on the journey – with no particular problems. The Porsche 356s obviously enjoyed the trip too.

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Porsche Club 928 Deutschland

Porsche Club 928 Plays Host to Anatole Lapine



The guest of honour at the annual meeting of the Porsche Club 928 in Breisach was none other than former Porsche chief designer Anatole Lapine. As befits his status, he insisted on being chauffeured in a sports car of his own creation – a wish that Club President Gunther Kussauer was only too happy to grant.

Our first destination on 10th September was the Schlumpf motor museum at Mulhouse in France. After our visit, we crossed the border back into Germany for lunch. We then set off to our hotel in a convoy of around forty Porsche 928s. Many people took the opportunity to take photos of Anatole Lapine with their Porsche. Some of them even had him sign their Porsche or the owner's manual.

The afternoon saw a visit to Europe's largest winery, the "Winzerkeller" in Breisach. After an informative tour and an extensive wine tasting session, we met up back at the hotel in the evening, where a buffet was waiting for us. A further highlight was provided by the singing talents of Club member Uwe Blass, who gave fine renditions of hits by Frank Sinatra, Elvis Presley and Neil Diamond.

The Sunday was set aside for the Club's annual general meeting, before a souvenir photograph in front of the cathedral in Breisach brought to an end this event, which had been successfully organised by Horst Haller and his son Michael.

Roland Kurtz

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Porsche Classic Club Belgium

Conversion of the Conservatives



I believe that most Porsche Classic Clubs are dominated by two different types of people: The traditionalists, who are only interested in Porsches from the 1950s and 1960s and the youngsters, who restore and collect classic cars and revere them as historic treasures. Other than a love of old Porsches, what the two groups have in common is the belief that, just as water belongs in the river, the engine belongs at the back.

People with this attitude must be a real challenge for a guide at the Porsche plant in Leipzig; after all, none of us had previously taken the Cayenne seriously. Neither the breathtaking architecture of the Leipzig plant nor the hearty welcome and excellent tour had changed our opinion. However, what finally caused us to see the Cayenne through new eyes were the drives on the racetrack and off road. This resoundingly confirmed what Volker Spannagel from the Porsche Club Co-

ordination said: "The Cayenne is simultaneously a genuine sports car and a genuine off-roader."

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