

5. Reports

Porsche Club Bulgarien

First Club Meeting



The first meeting of the Porsche Club Bulgaria was held in the final quarter of last year. Porsche owners from the Club were invited to the new Hotel Expo in Sofia. A total of 20 Porsche drivers turned up, mainly in a Porsche 911, Boxster or Cayenne. The host was Orchid Sports Cars Bulgaria Ltd., the new Porsche importer for Bulgaria, which set out to provide the Club with active support in its initial phase.

Mike Lewkowitz, Managing Director of Orchid Sports Cars, reported on planned activities by the importer and familiarised participants with the guidelines and possibilities of a Porsche Club. The official Club representatives were then selected. Georgi Hadjiiski will take on the office of Club President, Tomo Borissov was appointed Vice President, while Vladislav Krumov will perform the function of Club Secretary.

The first meeting of the Club was reported on national television and in newspapers and car magazines.

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Porsche Club Zürich

50 Years of the Porsche Club Zürich



The Porsche Club Zürich celebrated its 50th anniversary last year with a very varied two-day programme of activities. The most important element of this anniversary event was a trip that had been put together with great dedication and began in Chur. The numerous participants were divided into a total of 17 teams and then set off in their Porsches towards Arosa. On the way, they had to complete all kinds of tests. At various checkpoints, they had to answer questions about the history of the Porsche Club Zürich and demonstrate their knowledge of geography or the highway code.

Some of the tasks made high demands on the skills of the Porsche fans. Golf freaks had the chance to shine at putting, while those with a steady hand got the most points in the target pistol shooting. There was also an element of humour. For example, each team member was required to arrive at the finish with two live flies and one challenge was to milk a cow, obtaining as much milk as possible in the allotted



time. Meanwhile, the task of playing a particular song on an alpine horn provided plenty of excitement. Despite their vivid imaginations, however, most of the listeners could not recognise the tunes.

The presentation ceremony was held in the evening, which also included a gala dinner, speeches and tributes to various Club members for their service in the work of the Club. Volker Spannagel from the Club Co-ordination brought Porsche AG's congratulations on the Club's anniversary.

The following day involved a cable car trip to the top of the 2,653-metre Weissshorn Gipfel, but snow and cold weather meant that this was not quite as impressive as planned. Nevertheless, the anniversary event as a whole provided great enjoyment for everyone who attended.

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Porsche Club Ireland

Special Fundraising Drive for Barretstown



The Barretstown Clinic founded in Ireland by Paul Newman offers a unique programme of physiotherapy and support for children from all over Europe who are suffering from cancer or other serious diseases. During their ten days of therapy the children, aged between seven and 17, learn how to regain their inner strength and self-confidence. They are looked after individually by a trained supervisor called Cara, which means friend in the Gaelic language.

On their first visit to the Clinic, the members of the Porsche Club Ireland were deeply moved by the experience and a close link quickly grew up between Barretstown and the Club, which is reflected in regular joint events. To mark Barretstown's tenth anniversary, on 4th September 2004 a "Special Fundraising Drive" was

organised, supported by Porsche AG, Porsche Cars Great Britain, the Porsche Club Great Britain, Martin Biranne from the Mondello Racing Circuit and the Porsche Club Ireland. The event at the Mondello Park circuit, 40 kilometres from Dublin, was also attended by Paul Newman himself.

A huge number of donations were collected. Each guest or driver had to pay 5,000.- Euro to participate, which was then donated directly to the Clinic.

A Porsche 997, which at that time was not yet available in Ireland and had been generously donated by Porsche Cars Great Britain, completed some impressive demonstration laps on the track. At an auction following the gala evening, it was sold for 175,000.- Euro. Moreover, many other gifts were donated, for example a Gucci hand-

made electronic guitar played by Paul McCartney that night. In total, the day raised 440,000.- Euro for Barretstown.

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Information about Barretstown can be found at:
www.barretstown.org

Porsche Centre South Africa/Porsche Club of South Africa

London-Sydney in a Porsche Cayenne



It sounded great – reviving the 1968 London-Sydney Marathon and following in the footsteps of some famous rally drivers.

It could work. For support, I would have ex-racing driver Mark Peters as my co-driver and his wife Noreen taking care of the logistics. And the best thing about it would be that I would be out of my office for five weeks.

No sooner said than done. On the flight from Johannesburg to London I started to have my first bad feelings about the challenges ahead. Back in 1968, the 16,000 kilometre route was called an “endurance challenge for man and machine”. It ran from London through France, Germany, Austria, Italy, Yugoslavia, Bulgaria, Turkey, Iran, Afghanistan, Pakistan, India and then by sea to Freemantle and then on to Perth and Sydney. However, this time it had to be done in the prevailing political climate of 2004. This meant a longer leg through India, from where a huge

Russian Antonov would fly the participants to Darwin.

The big question was: Which vehicle should we choose for this trip?

In 1968, the works teams took this event very seriously. Back then, the British Motor Corporation employed no less than 500 people in service and support, while the financially weaker private teams relied on taking half a tonne of spare parts with them.

As neither Mark, nor I, nor Noreen particularly relished the idea of carrying out repairs en route, we opted to drive without spare parts – but to make up for that we chose a brand new vehicle we knew we could rely on – the Porsche Cayenne Turbo. Some people doubted whether such a complicated car with its Tiptronic gearbox and the sophisticated chassis was the right choice. But from my point of view, the decision was easy to explain. I had closely followed the development of the

Cayenne and therefore had complete faith that we would complete the marathon. All we took with us were two spare rims and the all-terrain tyres suggested by Porsche.

Our basalt black Cayenne Turbo was delivered one day before the event began. There was not even enough time to get used to it, one of the results of which was that Noreen continually complained during the rally that the volume control on the steering wheel was not working, as she sat pressing the Tiptronic buttons. However, we just about had the chance to fit the roof rack for the spare wheels and then the Cayenne lined up for the start of the journey with just 200 kilometres on the clock.

Unfortunately, we also needed to learn about rally driving. Our navigation skills – particularly mine – left plenty to be desired and we lost 45 seconds on special stages in France and were only in 19th place when we arrived in Italy.



Then came India. Nobody had prepared us for the chaos of Indian roads. Everywhere, we met friendly, smiling people but on horrendous roads, clogged up with cars, trucks, buses, bikes and motorbikes carrying three, four or even five people. And that is not to mention a host of wandering animals.

The rally stages in India were among the most demanding of the whole marathon, as it was raining and the roads were extremely muddy. However, this did not really slow down the Cayenne, which completed the course with no problems. One section had no fewer than 27 tight hairpin bends from the valley to the plateau – but thanks to Porsche traction control, pure turbo power and Tiptronic, the car handled these bends with aplomb. Vehicles on this marathon were somewhat mistreated. However, we had to call our Porsche Centre in South Africa once in the middle of India to ask how to clean the air filter. Oh, and we had one puncture, but that was all.

Australia brought a welcome change. The 1,500 kilometre stage from Darwin to Alice Springs included some fantastic straights. With no speed limits to slow us down, we drove at an average of more than 200 km/h – perfect conditions for this great Porsche.



We passed Ayers Rock – accompanied by a fabulous sunset – and continued through the opal mining town of Cooper Pedy. Due to rain, which is unusual in this region, the normally dry ground was adorned with millions of flowers. Even Lake Eyre – where Donald Campbell once made his world water speed record attempts – was full of water for the first time in ten years.

After 35 days and 16,000 kilometres, we finally crossed the finish line in Sydney. Our abilities as rally drivers and a navigation team had improved along the way. Despite this, we finished fourth in our class, only two seconds behind the third placed car and just a minute separated us from the victorious car, which coincidentally was also a Cayenne Turbo.

They were certainly right when they described the route as an “endurance challenge for man and machine” in 1968. But back then, nobody could

have anticipated there would one day be the Porsche Cayenne.

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Porsche Deutschland GmbH Start of the Porsche Sports Cup 2005



courses at the Porsche Sports Driving School in the Porsche Sports Cup.

Anyone who wants to enter the Porsche Sports Cup series that require a racing licence can complete a course at the Porsche Sports Driving School to qualify.

A new element has been added to Porsche's racing activities: The Porsche Sports Cup has started in Germany! These races are ideal for drivers who are keen on motorsport – the emphasis is on sportiness and driving pleasure. The two-day events include various classes and are open to both Porsche sports cars approved for road use and those modified for racing. As well as driving style tests and time trials, the programme includes sprint races, which require a licence, and the highlight of the weekend – a long-distance race with compulsory pit stop to change drivers.

The start of the Porsche Sports Cup from 8th to 10th April 2005 at the Eurospeedway in Lausitz far exceeded all expectations. More than 70 entrants had the chance to prove their skills in six different series. Experienced Porsche instructors taught the Porsche drivers with sporting ambitions all about the ideal line and correct braking, steering into bends and acceleration into and away from corners. The licence-free Driver's Cup I

and Driver's Cup II series met with great enthusiasm. From exclusive drives with instructors to section training to 30 minute tests of driving style and time trials, everyone got their money's worth and experienced pure motorsport feeling.

The professionals with racing licences had the chance to compete in various series. Whether it was the Driver's Challenge, Sports Cup, Super Sports Cup of the Sports Cup Endurance long distance race – there was something for everyone. Particularly in the top series the Super Sports Cup and the long distance race, there were some exciting battles for positions. Over 40 competitors fought for points, fame and honour.

The Porsche Sports Cup, an initiative by Porsche Deutschland in co-operation with the Porsche Club Deutschland, fills the gap between the Porsche Sports Driving School and the Porsche Sports Cup. From now on, customers will have the opportunity to apply the driving skills gained during various

Motorsport greats like Altfried Heger and Jürgen Barth are responsible for the professional running of the Porsche Sports Cup. And in line with the motto "After the race is before the race", the participants are already excited about the season's second Sports Cup. On 11th and 12th June 2005 at the Hockenheim Ring, they will once again hear those famous words: Gentlemen, start your engines!

Information about the races can be found at: www.porsche.de, Motorsport, Racing activities, Porsche Sports Cup or www.hegersport.de.

Porsche AG Worldwide Club Co-ordination

Winners of the Prize Draw for the Porsche Club Survey 2003/2004

Some time ago now, the Club Co-ordination sent questionnaires out to Porsche Club members, with the aim of optimising the co-operation between the Clubs and Porsche. Everyone who completed the extensive questionnaire was entered into a prize draw to win some attractive holidays.

The winners of the three top prizes have shared their experiences with us – read them for yourself:



Norman Goodall from Australia won the top prize – the “Porsche Camp Cayenne” worth 3,150.– Euro. Here is his report:

I sent off the questionnaire in August 2003 but when I hadn't heard anything by Christmas I thought that was it. But I was wrong. It was the following spring. My wife Cate checked our post box on the way to work and as she had left some documents for the office at home, she came back. "There's a letter here from Porsche", she told me. Once she had gone, I looked through the post and noticed that the letter she mentioned was postmarked Germany. I opened it and I could hardly believe my eyes: I had won the top prize – the five day "Porsche Camp Cayenne" in Spain.

First of all, I told Cate and then I called Porsche AG in Germany. But nobody answered the phone. In my excitement I had forgotten about the time difference. So I wrote an e-mail and the next day I got the confirmation from

Germany. I planned to combine the trip with a visit to my son in London and a factory tour in Stuttgart, and the Porsche Travel Club helped me organise everything. However, I then received the news that the "Porsche Camp Cayenne" had to be cancelled.

"What would you like to do instead?", I was asked. "How about three days in a Cup car on the test track?" I suggested. There was a moment of silence at the other end of the line. Had I overstepped the mark? "We were thinking of 'Camp 4' in Finland with a Carrera 4 and Cayenne in the snow, something that you can't do in Australia", came the counter proposal. I took a few seconds to conceal my childish delight and then said, as composed as possible, "Yes, please".

If you are interested in the range of Porsche Travel Club tours, please contact:

E-mail: travel.club@porsche.de
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Hervé Berthault from France won the second prize, a "Porsche Discovery Tour" worth 2,100.– Euro. He writes:

During the Porsche Club Days 2003 in Francorchamps, I had completed a survey about the Porsche Clubs to win one of the pins celebrating the anniversary of the 911. To my surprise, a few months later I received a letter from Porsche AG to tell me that I had won second prize in the draw: a four day "Porsche Discovery Tour" through the Porsche Travel Club.

At the beginning of April 2004, I arrived in Ludwigsburg, the starting point for the tour, where I met our guide Harald Becker and the other travellers. Then I took my place in a fantastic, midnight blue 996 Carrera 4S Cabriolet Tiptronic, which would belong to me for the next four days. At that moment, I thought it was the best 911 ever and very different from the 964 Carrera 4 that I own myself. The first day's destination was Salzburg. A drive along idyllic country roads and German autobahns gave me the chance to enjoy both the open roof and the 320 BHP of the 911.

The second stage took us to Vienna, along the Danube and through beautiful scenery. An unbelievably large and luxurious suite awaited me at the Hotel



Sacher. Then it was time for a city tour, a champagne reception and dinner in the hotel – with the legendary Sacher-torte chocolate cake for dessert.

The following day, we headed for Munich and got to know the Bavarian Alps and the next day we returned to Ludwigsburg. Then came the most difficult moment of the trip: handing back the ignition key. With plenty of memories in my luggage, I set off for home.

A few months later, I became the proud owner of a beautiful black 996. The car had captivated me completely during the tour.



Thomas Unterbusch from Germany won third prize, "Porsche Winter Training" worth 1,590.– Euro.

Originally, my father won the prize, but he gave it to me as a present: three days of "winter training" in Austria. On the Sunday, the participants in the event met up at the Brandlhof in Saalfelden. Everyone was already excited about the following day's driver training, which would be held on the ÖAMTC's training track. The vehicles available were the Porsche Boxster and the Porsche 911 Type 996 and 997.

I drove a 997 with Tiptronic. Although I had briefly driven the car once before, it was only here that I really learned to appreciate it. Under the guidance of two instructors, we practiced controlling the vehicle on snow and ice, but also on asphalt. The site provided plenty of opportunities, for example a handling course, an ice surface and a snow course. It was a fascinating experience to drive a vehicle at the very limits in those conditions – in short it was a great event.

Bernd Woytal, on behalf of the Porsche AG Worldwide Club Co-ordination.



Information at www.porsche.com.

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