

## 5. Reportagen Classic

Porsche Club 928 Deutschland, Region Rhein Main

### King of the Curves: Photo Session with the Porsche 928

At the beginning of June, the editor-in-chief of the magazine "PorscheFahrer", Jan-Henrik Muche, rang me to ask if he could take some photos of a few nice original Porsche 928s from all model series and interview the drivers to take place on 8th of June 2008. It was very short notice, but: no sooner said than done.

First of all we booked the Region Rhein Main into the Hotel Restaurant "Dragonerbau", located in idyllic surroundings close to the park in Langenselbold. We also asked the management of Dragonerbau to get an approval for us to drive our Porsche vehicles on the park's freshly-mowed lawns for the photos shooting. The Club members were extremely careful with the gas pedal when driving on the green lawn to pre-

vent pieces of lawn from being thrown dozens of meters in every direction.

Half an hour before the event began, a low V8 purring sound could be heard around the park. The 928s appeared,

and many other cars followed. Jan-Henrik Muche and his photographer Andreas Beyer were overwhelmed by the V8 gathering: "This is wonderful! So many 928s – and each one more beautiful than the next!"



The entire photo concept was changed at last minute. Even a “Strossek” owned by Klaus Tropp from Hanau was added to the “928 arrangement”.

We were extremely pleased to see more visitors than were originally registered (30 people with 17 Porsche 928s in total!). We had to add several tables to the 928er gathering held in the beer garden of Dragonerbau due to the nice weather.

Luckily, the weather matched the mood of the event – the dark clouds passed by the park and the sun shone down on the proceedings, creating optimal light conditions for the shooting. The 928 models were captured in various different positions both on their own and accompanied by their proud owners.

At the end of the photo shooting, photos were taken of me and my tin-metallic coloured 928 S. Andreas Bayer couldn't think of a new set-up in the spare of the moment (with 17 vehicles and drivers, there are only so many different variations available), so he asked me if I could sit cross-legged in the open luggage compartment. No problem at all in the 928!

The editor-in-chief thanked us for the outstanding cooperation of our Club members and hinted that he would be contacting us in the near future for another report and photo session.

The magazine's report "Club atmosphere" appeared in the August edition.



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## Porsche Classic

# AvD-Oldtimer-Grand-Prix 2008: Pole Position for Porsche Classic

**The Porsche Customer Centre Classic, Porsche Exclusive & Tequipment, Porsche Design Driver's Selection and Porsche Club Coordination presented themselves together on a 14,000 sqm area reserved by Porsche.**

The topic of this year's ever popular exhibition was "Porsche Evolution". Selected vehicle parts such as headlamps and brakes, side mirrors and wheel rims were used to demonstrate the technical development of Porsche vehicles, as well as the range of spare parts supplied by Porsche.

The Classic tent hosted another exhibition on the topic of "Porsche Classic Expertise". This exhibition showed visitors the level of expertise and effort put into each individual spare part for the wide range of models supplied by Porsche Classic and the 6 Porsche Classic partners. The items on display included genuine tools, original plans, photos and videos of production processes, as well as the various different levels of production for selected parts and numerous part remakes.

Porsche Classic was supported by the partners Fein, Kingeter, Mahle, Mobil, Stickel and TopCut Systems.

A 911 Carrera 4 anniversary model (1993) in Turbo look, special colour violet metallic and with a special interior design was the focal point of the 964 marking the acceptance of the 964 into the Porsche Classic range. The presentation was enhanced with flat screens and

genuine material from the archives, as well as a selection of technical drawings.

The highlight of the Porsche outdoor area alongside 400 Porsche customer vehicles spanning all ages was the legendary 845 hp Porsche 935/78 Coupé, known as "Moby Dick". It was made available by the Porsche Museum and was the first race car with water-cooled cylinder heads.



Over 800 owners of the Porsche VIP package were offered a range of delicacies and refreshments in the Porsche Hospitality Tent. On Saturday, the tent hosted the main evening event, where guests had the chance to win a wide selection of interesting prizes in a quiz and tombola. The prizes included a set of Vredestein tyres, a signed poster from designer Uli Hack and bumpers from KONI. Refreshments were avail-

able from market stands offering a selection of culinary delights from various countries, while the band "Hot Sax" provided light musical entertainment for the entire evening.

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## Fédération des Clubs Porsche

# Le Mans Classic 2008: An Anniversary to Remember

**This year's Le Mans Classic, based on the legendary 24-hour Le Mans race, was witness to a whole host of anniversaries: the 60th anniversary of the Porsche sports car, the 45th birthday of the 911 and the 10th anniversary of the last Le Mans victory with the Porsche 911 GT1 Coupé in 1998.**

**In cooperation with the Fédération des Clubs Porsche and Porsche Club Coordination, Porsche France organized an ultimate event, attracting around 80,000 visitors with a wide range of attractions. Around one thousand Porsche Club vehicles and over 2,200 visitors alone gathered in the Porsche Hospitality area.**

A total of 21 official Porsche Clubs united under the Fédération des Clubs Porsche helped to organize the event. Of the approximately one thousand vehicles originating from France and other parts of Europe, Australia,

Porsche Club Bretagne alone presented 55 Club vehicles. The vehicles were sorted carefully according to model and year, offering spectators an exclusive insight into the history of the brand – from the 356 A from the first

**Over 2,000 passionate enthusiasts for the Porsche brand gathered at the event location for the entire weekend**

series, right through to the second generation 911 type 997 presented by Porsche France that weekend in honour of the Le Mans Classic.

More than 30 Club member volunteers from the Fédération were kept busy from Thursday until Sunday evening, helping organize the parking spaces, the Concours, the Porsche Parade, as well as the check-in and hospitality areas.

### The Parade

The Porsche programme at the Le Mans Classic included the meeting of the different Clubs and the presentation of the second generation 997, as well as the Parade with a selection of vehicles from the Porsche Museum collection, driven by former race car drivers Gérard Larrousse, René Metge and



Stéphane Ortelli. Four additional classic race models were also brought to France from the museum collection: a 356-1100 Coupé Aluminium, driven by Auguste Veuillet and Edmond Mouche when they won in their class in 1951, a 356 B Abarth Coupé, which won the 24-hour race in its category in 1960, a 962 C, which drove to victory a grand total of three times in Le Mans (six times counting the victory of the 956 model), and the 911 GT1, the model which won Porsche the overall victory in 1998.

In an atmosphere filled with enthusiasm, spectators experienced an unforgettable start formation of over 400 race car legends manufactured between 1923 and 1979 which have taken part in the traditional Le Mans race. In the pole position: the three Le Mans legends from the museum collection. 60 years of Porsche vehicles were paraded in front of a rapturous audience. Participants in the Porsche Events were among the most privileged spectators that weekend. Between the races, the show continued in the boxes, where participating vehicles could be admired and visitors could meet the drivers of the high-speed vehicles.

### The Parade of the Racing Legends

Former race drivers Gérard Larrousse, René Metge and Stéphane Ortelli also took part in this year's race parade, driving their original vehicles from the museum collection around the track. Stéphane Ortelli had experienced his last victory at the 1998 Le Mans race in a 911 GT1, and became understandably emotional as he climbed in to "his" car again to drive at the Le Mans Classic.

"We were far from being classed as a favourite at the start of the qualifica-



**Stéphane Ortelli, 10 years after his victory**

tion", he remembered. "We were extremely on edge. In motor racing, anything can happen. Those were without a doubt the longest hours of my life. We really wanted to mark the 50th anniversary of the brand with a victory." Ortelli finished the race in first place, some distance in front of Bob Wolleck, Uwe Alzen and Jörg Müller in the second GT1.

When he thinks back on this exciting moment in his life, Ortelli always speaks of "his" Porsche with obvious affection. "Driving the GT1 was always a moment of pure pleasure for me. After ten years, I look back mainly on the fun I had driving."

This feeling was shared by René Metge during the course of the weekend. The desert expert demonstrated immense perseverance in both the Rallye Raid and the Le Mans 24-hour race in a 959/961, the first vehicle with four-wheel drive in the qualification. He finished the race as the winner in his class. "It was simply perfect to drive", remembers Metge. "I trusted the car completely, which is essential during a race." It was a trust Gérard Larrousse has always shared with his team: "My connection to Porsche began at the rally in Monte Carlo in 1968 and quickly brought me to the race track. I drove the Targa Florio in a 908-2 in 1969."



**Ready for off: René Metge and Gérard Larrousse with their vehicles from the museum collection**

A few months later he entered the Le Mans 24-hour race in a 980 together with Hans Herrmann. “Communicating wasn’t easy, as I couldn’t speak any German and Hans only spoke a little English. But the Porsche team had once again picked out the right drivers – the team worked perfectly together. We had the vehicle with the lowest performance out of the entire Porsche team, but with several lucky coincidences we found ourselves at the head of the race.”

In 1970, Larrousse came in second place in the overall results in the Martini Porsche 917 Long-tail. He entered the race with his friend Vic Elford in the following year. Although he was forced to pull out in the ninth hour of the race, he still has unforgettable memories of the event. “We were the fastest team on the straight runs with a speed of 380 km/h and an amazing road holding, enabling us to take the curves on the Hnaudières circuit and the S-curve on

Maison Blanche extremely sharply”, remembers Larrousse. But his sweetest victory is still the win in 1971 on the 1,000 kilometre track at the Nürburgring with Vic Elford in the 908-3: “We had possibly the best 908 ever produced and didn’t make a single mistake. All in all, a perfect race.”

Just like the Le Mans Classic 2008 weekend, when Jürgen Barth came in first in his class once again in his 1977 Porsche 936. It was the perfect anniversary gift for Porsche in honour of the 60th anniversary on the race track.

#### **The Concours**

A further highlight of the weekend was the Concours organized by the Fédération. Sixty selected vehicles competed against each other in five categories. The winner in Category 1, Porsche before 1965, was Patrick Chauvet, President of the Club Atlantique in his 356 Cabriolet BT6 Super 90 from 1962. Second place in Category 2, Porsche

from 1965 to 1973, went to Club member Jean-Marc Arnaudies, a member of Porsche Club 356, in his yellow 911 2.7 RS from 1973.

Category 3, Porsche with rear drive from 1974 to 1989, was won by Iwan Leiva from Club Champagne Ardenne in a 911 Coupé Type 930 from 1977.

In Category 4, Porsche vehicles with front engine, first place went to Jean-Paul Grimbert, President of Club 914, in his red 924 Carrera GT from 1980. Although there was no winner from among the official French Clubs in Category 5, Porsche after 1989, Club participants were extremely happy with the results of the Concours. The Club vehicles came in the top three positions in almost all categories.

After all the Le Mans Classic 2008 was once again an impressive demonstration of experiencing passion for cars together. Porsche France, the Fédération

and the numerous volunteers took on the challenge and showed that, as Gilles Texier, President of the Fédération describes, “the readiness to serve others is the most important prerequisite for achieving great things, and working together is the driving force behind our Club. Without this dedication, nothing would be possible.” In return we were rewarded with the best Le Mans Classic ever.

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