

# Enduring Passion.

70 Years of Porsche Clubs worldwide

1962 – 1971



## 1962

025. **Club Porsche Romand** 28/02/1962

026. **Porsche Club Dreiländereck** 19/11/1962

The **Club Porsche Romand** – What a sporty Club! The Club is founded on 28th of February 1962 in order to compete in competitions. In the 1960s, Club members claim victories in numerous rallies and speed competitions driving a Porsche 356 B 2000 GS Carrera 2 and a Porsche 904. In the 1970s, a Club team competes in Spa-Francorchamps, in the Targa Florio and in the 24 Hours of Le Mans. In the late 80s, the Club is actively involved in racing in the Porsche Cup Suisse.

The Porsche Club Romand gives rise to the **Porsche Racing Club Romand**. Over many years, this Club shapes what happens on the Swiss Club racing front. Between 1996 and 2008 alone, it places first in the team ranking.

**The Porsche 804** – In 1962 Porsche sends an eightcylinder Grand Prix racing car with the type designation 804 out to compete in races. The American Porsche driver **Dan Gurney** wins the French Grand Prix in the Porsche 804 in Rouen and one week later he wins again at Stuttgart's Solitude Race ahead of the Lotus driven by **Jim Clark**.



1962: Porsche Club of America Tour in Germany



1962: The first annual Porsche Meeting, Porsche Treffen Zürs

## 1963

027. **Porsche Club Wuppertal e.V.** 08/02/1963

028. **Porsche Club Basel** 27/03/1963

029. **Porsche Club Beider Basel** 01/07/1963

030. **Porsche Club of New South Wales** 18/09/1963

031. **Porsche Club Roland zu Bremen** 27/09/1963

### THE 901

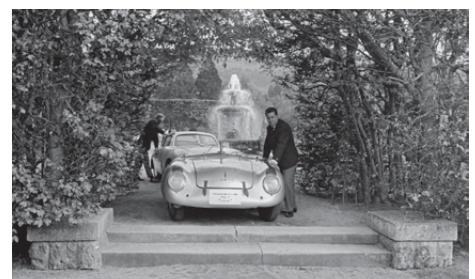
On 12th of September 1963, at the International Motor Show in Frankfurt, Porsche presents the prototype of the new **Porsche 901** for the first time. This marks the birth of an icon.

On 18th of September 1963, the first Club in Australia is founded: the **Porsche Club of New South Wales**.

The passion for Porsche vehicles shows no sign of slowing down as it travels around the world. In Bremen, the **Porsche Club Roland** is founded. In Basel, two Clubs are founded at once: the **Porsche Club Basel** and the **Porsche Club Beider Basel**.



1963: Porsche presents the Porsche 901 designed by Ferdinand Alexander Porsche for the first time



1963: 356 No.1 still as a road car: The ever-first Porsche at Porsche Treffen Baden-Baden

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# 1964

## PORSCHE 901 BECOMES THE 911

On 14th of September 1964, the first series-produced Porsche 901 rolls off the production line in Zuffenhausen.

In October, the Porsche sports car with the name 901 was presented at the Paris Motor Show. But Porsche has to change the name it gives to the car. The French Peugeot Group had already secured the rights to 3-digit number sequences with "0" in the middle. **Porsche switches to the 911**. A sequence of numbers that will be synonymous with the genetic code of the Porsche brand like no other.

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# 1965

Three months after the start of mass production, the new 911 is homologated in January 1965 as a Grand Tourisme. A few days later, the company's "inhouse" racing driver **Herbert Linge** and test engineer **Peter Falk** take part in the **Monte Carlo Rallye**. After racing for 4,600 kilometres, the two experienced drivers finish the "Monte" in fifth place in the overall standings. Second place is claimed by Eugen Böhringer and Rolf Wütherich in a Porsche 904 Carrera GTS.

In April, the four-cylinder **Porsche 912** is presented as an entry-level model.

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# 1966

Based on the "Ollon Villars Bergspyder", Porsche develops the type 906 Carrera, but it soon becomes known as the Carrera 6. The greatest success of the basic Porsche Carrera 6 is the victory at the Targa Florio in 1966.

On 21st of December, the **100,000th Porsche** is presented to the German motorway police.

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# 1967

## RACING VICTORIES

Hans Herrmann and Jo Siffert win a victory in their class at the **24 Hours of Daytona** driving a Porsche 906 Carrera 6. Porsche enters six **910 prototypes in the Targa Florio**. The race ends with a resounding triple victory.

**Porsche's biggest success** of 1967, however, is at the **Nürburgring**. After 44 laps, the 910 racing cars obtain the first four and the sixth place.

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# 1968

032. **Porsche Club Kirchen-Hausen** 01/05/1968

## OUTINGS IN THE OUTBACK

Situated between the Black Forest and Lake Constance is **Kirchen-Hausen**. — This is an idyllic little town, in a tranquil location surrounded by forests and meadows. If you like a sporty drive, the winding country roads and passes in the Black Forest tempt you to take your car out for a spin. If you want to saunter along smart lakeside promenades, Lake Constance is just a short distance away. **A perfect world!**

But there are three Porsche enthusiasts who are missing something crucial to make them happy in Kirchen-Hausen: their own Porsche Club. The **Porsche Club Kirchen-Hausen** is founded on 1st of May 1968 in the year of "**flower power**" with plenty of "**Porsche power**". — Even Janis Joplin drove a Porsche.



1963: Japanese Porsche enthusiasts at the port of Kobe



1964: Porsche Club Great Britain holding a fashion show for members



1965: Successful duo: Peter Falk and Herbert Linge prepare for the Rallye Monte Carlo in 1965



Geneva Motor Show, 1964: The 356 model ranges are still at the forefront – the 901 still takes a back seat



1966: Hans Herrmann and Herbert Linge 1966 at Le Mans



1968: Time is changing: early Porsche Club Kirchen-Hausen members



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# 1969

In autumn 1969, the product of a joint development between Porsche and Volkswagen is presented at the IAA International Motor Show in Frankfurt under the name **type 914**. This small, inexpensive sports car quickly gains an excellent reputation and a committed, loyal group of fans.

## THE START OF PORSCHE CLUB SUPPORT

**Huschke von Hanstein** takes charge of public relations for the newly formed VW-Porsche Vertriebsgesellschaft mbH. As well as the sales activities, the main area of work for Huschke von Hanstein and his secretary **Ilse Nädele** is to look after and provide **support to the Porsche Club members**.

A sensation looms large when in the **24 Hours of Le Mans in 1969** a long-tail version of the 917 leads the race for 20 hours. Ultimately, the 917's tremendous run of wins begins in the fourth race it enters: **Jo Siffert and Kurt Ahrens** win the 1,000 km race of Zeltweg in 1969. At the end of the 1969 year of racing, Porsche easily wins the Manufacturers' World Championship.



1969: Huschke von Hanstein takes over the responsibility for the worldwide Clubs



1969: The 914 represents Flower Power and Porsche Power

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# 1970

- 033. **Porsche Club Oberfranken e.V.** 05/10/1970
- 034. **Porsche Club Seetal-Luzern** 07/11/1970
- 035. **Porsche Club Danmark** 21/11/1970
- 036. **Porsche Club Schwaben e.V.** 31/12/1970

Porsche Club Seetal Luzern – In Switzerland, seven Porsche owners meet on 7th of November 1970 to found the **Porsche Club Seetal Luzern**, now known as the **Porsche Club Zug**.

## TRAIN LIKE THE PROFESSIONALS!

For several years now, the Porsche Club Seetal Luzern together with the Porsche Zentrum AMAG Zug has been organising a three-day driving and safety training course at the Formula 1 circuit in Magny-Cours. This provides the racers at the Club with the ideal opportunity to test out the driving dynamics of their Porsche cars.

In Swabia, the home of Porsche, the **Porsche Club Schwaben** is founded. Series such as the Porsche Slalom Trophy and the GTP are founded with the involvement of the Porsche Club Schwaben, and the Club also organises events in Hockenheim, Zandvoort, Zolder, Mugello, Le Castellet and at the Salzburgring. In keeping with the motor sport tradition of the Club, its members also have some spectacular victories under their belts – including, of course, Club President **Fritz Letters**.

## THE PORSCHE 917 AND THE VICTORY AT LE MANS

On **14th of June 1970**, Porsche finally manages to secure a really big victory: **Hans Herrmann and Dick Attwood win the 24 Hours of Le Mans** for the first time with the short-tail version of the type 917. It is the first of a total of 16 overall victories to date. Keeping a promise to his wife, Hans Herrmann then ends his career in motor racing. To this day, he retains close links with Porsche as a company.



1970: Clubs are organizing driver skill trainings



1970: A big Porsche fan and his 911: Steve McQueen

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# 1971

- 037. **Porsche Club Oberösterreich** 01/04/1971
- 038. **Porsche Club Pforzheim e.V.** 27/04/1971

On 1st of April 1971, the Porsche Club Oberösterreich is founded. On 27th of April 1971, the **Porsche Club Pforzheim** becomes the 38th Porsche Club to be listed in the register of Clubs. Its members have a real passion for motor sports and tourism.

## AN ALL-TIME RECORD

The highlight of the 1971 season is once again a victory in the 24 Hours of Le Mans, this time by **Gijs van Lennep and Helmut Marko**. With an average speed of 222 km/h, they set an "all-time" speed record – which lasts until 2010.



1970: Porsche Club Seetal-Luzern at an outing in 2011



1971: Setting an "all-time" speed record: Van Lennep and Marko