

The 40th Anniversary Porsche 928 Celebration, Stuttgart Germany By Richard Andrade



The relexa Waldhotel Schatten was fitting location for the event.

The relexa Waldhotel Schatten lies outside of the busy city of Stuttgart. Its history, dating back to 1783, is quite fitting for a Porsche celebration. It is an old racing event hotel and meeting point and it sits directly at an “S” bend of the former Solitude Race track. The road in front of the hotel was part of the Solitude Race track which from 1925 had a length of 22.3 km and started and finished at the Schloss (Castle) Solitude. With 26 left curves and 19 right curves the Solitude track hosted motorcycle and automobile races, even the 1964 Formula 1 race.

This year, the Porsche 928 Club Germany had two reasons to celebrate; it was the 40th anniversary of the Porsche 928 and secondly it was the 20th anniversary of their club which was founded at the Techno Classica in Essen in 1997.

The Porsche 928 was introduced at the Geneva Salon in March of 1977. Porsche’s first production automobile, the 356 was introduced at the Salon in 1950. Porsche began shipments of the 928 in late 1977.

Friday April 21, 2017: This was our busy day. The sound of the German V8 engines filled the air as we prepared for the “indirect” drive to the Porsche Museum in Zuffenhausen.



First things first, a walk around the parking lot to see the many very fine Porsche 928s.



Here is a custom built 928 Cabriolet



Here is Adrian's "Stroheck Tuned" 928



Jorge kindly chauffeured me to and from the Porsche museum & factory in his 1992 GT3.



Why is a VW Golf at the event? Well, this is actually a custom car. Under the widened VW body is a complete Porsche 928 engine, chassis and interior.



An uncommon sight, even in Germany. A 928 "stau" (traffic jam) formed as we waited for a hotel patron who blocked our exit from the hotel for the trip to the Porsche Museum.



Our route took us past the Schloss (Castle) Solitude on the original race track path. If it looks familiar that is because you've probably seen it as the backdrop used in many Porsche sales brochures.



Upon our arrival at the Porsche Museum, a few club members had "preferred" parking at the front of the museum. The various models of the 928 were well represented.



The Porsche Museum architecture is quite imposing when the scale of car vs. building is seen.



This is the view looking from the museum lobby towards the factory dealership (left) and assembly line facilities (middle to right). The flying Porsche sculpture in the center view quite is eye-catching.

Our group was too large for a single tour, so we broke into five groups for a guided tour. There are far too many interesting Porsches in the museum to share photos of each. A few of interest are included for your enjoyment.



Next came the guided museum tour with the iconic Porsche type 64 silhouette in the foreground.



There can be only one Number One, and this is it. It is the 356 type 1. It was hand built from aluminum in the spring of 1948. It featured a mid-engine 35 hp. VW motor.



The 356 type 1 weighed only 585 kg (1287 lbs.) and could reach a speed of 135 km/hr (84 mph). The Boxster and Cayman followed many years later with the mid-engine design.



This is the 356/2 coupe built in 1948. It had a 1,086 cc 40 HP motor with a top speed 140 km/hr (87 mph). This is one of the 52 first Gmünd Austria hand built cars. The engine was moved behind the axle to provide a space for two small jump seats and a luggage compartment. It too was made from aluminum.



The first 356s were split window with two panes of glass. In 1953 a single windshield with a crease in the center was installed.



The Porsche type 547 four cam motor was developed by Dr. Ernst Fuhrmann in the early 1950s and first saw duty in 1953 when the VW-based motor was no longer competitive on the race track. It featured roller bearings, two spark plugs per cylinder and developed 110 HP @ 6200 RPM with 1,498 cc displacement. It was upgraded to the 550 series to run up to 7200 RPM and developed 135 hp.



This is the Trigema 1982 Porsche 928 race car. Initially it was a research vehicle but the team convinced Porsche management to allow them to race it. Hans Clausecker and Günther Steckkönig entered the 1983 VLN Nürburgring 4-hour race – and won a total of three overall wins. The car then was shipped to the USA for the 1984 24-hr. Daytona race where under the Brumos team it finished 15th overall and 4th in the GTO class. After residing in the museum's storage for 30 years, the race drivers convinced Porsche to bring it back to life. Former Porsche employees and young apprentices worked together on the restoration.



Following the museum tour we were treated to a steak lunch in the Christophorus restaurant in the Porsche Museum. Here you can see the view is as fantastic as the service and the food.

We had the factory tour in the afternoon. Sadly, they collected our smart phones and cameras so I can't provide photos. Porsche has a "just in time" system in place, in this facility they build 911s, Boxsters, Cayman in all the various forms. The engine manufacturing facility builds boxer, V6 and V8 engines. Everything is so coordinated that totally different types are built at any time; there are no model specific assembly periods. There are 100s of thousands of individual parts and Porsche's manufacturing system ensures they all come together at the proper point for integration and at the end of the line out comes a running Porsche ... it is a very amazing system. The tour lasted over two hours. We had five different groups with various guides who were very knowledgeable of the process and the cars.

Following the tour we had a few minutes back at the hotel to freshen up for the 6 PM bus boarding for our 30 min. trip to Motorworld.



The Motorworld grounds were the original Böblingen - Stuttgart Airport.
(Photo source Motorworld Website)



In 2009 the area was developed into the Motorworld complex. (Photo source Motorworld Website)



Naturally, Motorworld would have a V8 hotel to host visitors.



You might think this is a museum, however it isn't. All of these beautifully restored automobiles are for sale. This is the Arthur Bechtel sales area. More information can be found here <http://arthur-bechtel.com/en/>



1938 Mercedes-Benz 320 Cabriolet



So many classic Mercedes-Benz automobiles.



This 1938 Mercedes-Benz 230 Cabriolet B was beautifully restored from nose to tail.



The next hall contained vehicles stored in a special system that allows them to be mechanically relocated as needed. On the right there were many Lamborghinis for sale. There are also custom auto repair shops in this building.



Our next stop was the Porsche 40th anniversary banquet room. We were again greeted with a nice sample of Porsche 928s shining in the sunset.



Of course when dining, you should have a view of a Porsche 928 both inside and out.



When darkness fell, we were awarded with a display of a unique feature of the Porsche 928, the pop-up headlamps.



The distinctive architecture of the building complemented the lit up line of Porsche 928s.



Following a very nice dinner, the Trigema 928 race drivers Günther Steckkönig (left) and Hans Clausecker (right) told of their times developing and racing the Porsche 1982 928. Porsche management didn't view that 928 as a race car, however these gentlemen proved that with a minimum of support they too could bring a Porsche to victory.

We returned to the hotel around midnight. My Fitbit counted the day's walking steps, we exceeded 15,000 steps. I can't even imagine the number of cars that I saw in that day ... thousands?

Saturday April 22, 2017: Saturday was a more leisurely day. Our destination was the Residenzschloss (Residential Palace) Ludwigsburg for a look back in history and plenty of Benzingspräche (tire kicking).



It was a nice drive through the countryside to reach our destination.

Below is a snip from the Ludwigsburg Residential Palace website to provide the history of our beautiful destination.

Ludwigsburg Residential Palace (Residenzschloss Ludwigsburg) is one of the few Baroque buildings to have survived the tumultuous history of the last centuries almost unscathed. This truly palatial complex stands out not just for its impressive size, but also for its sumptuous interiors. Another feature is the unique blend of three quite different architectural styles: Baroque, Rococo and Neoclassicism.

A rich variety of museums and exhibitions, for both young and old, help to make Ludwigsburg Residential Palace a popular tourist attraction: the Keramikmuseum (Ceramics Museum) houses a large collection; the Modemuseum (Fashion Museum) showcases clothing from the 18 th century to the 20th ; the private apartments of Duke Carl Eugen, with their original décor, boast rare and valuable furniture and accessories; and the Barockgalerie (Baroque Gallery) features an array of historical works by a selection of artists.

The first palace on the site, which forms the old corps de logis, or main part of the building, was constructed from 1704 onwards. It was intended as a hunting lodge for Duke Eberhard Ludwig. In 1718, however, when Ludwigsburg became the Duke's principal place of residence, he sought a more fitting reflection of his power and prestige. Donato Giuseppe Frisoni, who was responsible for the construction of the palace, also developed the plans for a new corps de logis to the south. As a result, the three-wing complex acquired a fourth wing, enclosing a square. The impressive structure was completed in 1733.



We had to cross this inner courtyard to reach our parking destination.



As Helmut and I arrived and drove through the courtyard to reach the parking area, we used the narrow carriage way where royalty had once passed.



This is a sight that kings and dukes would be impressed with even to this day!



Porsche 928 Club Germany President Gunther Kussauer poses with his beautiful original 1977 model. It is production number 39 and only has only driven 78,000 km at this date.



Here is the trademark Pasha "op art" 1977 interior.



Frank and Karin's 928 S4 was imported from Japan. Note the "North Sharks" designation of their "outlaw" transaxle- inspired club



Adrian's Strosek 928 has the commemorative placard attached.



Klaus and his charming wife Marieluise pose next to their 928. We had an interesting dinner conversation where I learned Klaus' historical interests include the US civil war. He knew many facts that I didn't know.

The Saturday evening banquet was focused on the 20 year anniversary of the Porsche Club 928 Germany and the award ceremony.



Tobias Aichele and Gunther Kussauer discussed the 20 year history of the club.



Ferry Porsche said Porsche driving is "*Driving in its most beautiful form.*" Konrad Fauser (left) while speaking with Tobias Aichele (right) added "*with the 928 in the Nobelest Fashion!*" (Nobeleste Art und Weise!)

Tobias Aichele was the first president of the club and has previously worked for Porsche as press officer for Germany. Gunther Kussauer joined the board in 1999 to help manage the growth of the club, set up an internet presence, establish the club's magazine and ensure frequent communication with the Porsche AG. He became club president in 2002. One of the biggest challenges was to move the club forward formalizing itself into a legal entity called "e.V." "eingetragener Verein" which is a registered non-profit organization. This major task was completed in 2003 with major help of Hans-Joachim "HaJo" Krei who has been treasurer from 1999 to present. A special recognition and thanks go to Hartwig "Hardy" Goettlicher who organized the complete event.



Trivia included a mention of the trailer hitch option for the 928 which Tobias' 928 had installed



The trailer hitch option provided a utilitarian capability for Porsche's GT, long before the Cayenne



Stephen Murkett joined Porsche Design in 1983 and worked under Porsche Design Chief Tony Lapine and Porsche 928 Designer Wolfgang Möbius. He had explained many interesting insights in the design of the Porsche 928. Stephen was very productive for Porsche; he designed the Cayenne exterior and interior (while many of his colleagues didn't want to be associated with it).



We all signed the Commemorative plcard that Adrian prepared
 a bit more of history has been recorded.



I was presented with this distinctive trophy during the award session by the club for being the long distance attendee. This will help remind me of all the nice moments of this trip. I am most appreciative of the hospitality of the Porsche 928 Club Germany and its members.



Jahrestreffen 2017

In diesem Jahr feiern wir 40 Jahre Porsche 928 und 20 Jahre Porsche Club 928 e.V.

Well, what an overwhelming two days of activities we all enjoyed. We have many memories of meeting new friends, renewing old relationships, and enjoying total Porsche 928 emersion with a new insight into the production of the most sought after new Porsches offered for sale.