

## 04 Porsche Club Special



**Porsche Clubs**  
w o r l d w i d e



## 60 YEARS OF PORSCHE CLUBS WORLDWIDE

### Part 1/5: 1952–1962

The community of Porsche enthusiasts is celebrating 60 years of Porsche Clubs.

The foundation of the Westfälischer Porsche Club Hohensyburg on 26th of May 1952 was the germ of a unique idea that today is brought to life every day by events held by around 640 Porsche Clubs around the world. Worldwide, 181,000 Club members bear witness to the enthusiasm for Porsche and the close connection they feel with the brand and the Porsche company.

**Pioneers:** Porsche friends from the Württemberg Club hand out Christmas presents to the Stuttgart traffic police in 1955



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# 60 YEARS OF PORSCHE CLUBS WORLDWIDE

## Part 1/5: 1952–1962

**1952 – 2012** The Porsche Clubs are celebrating their great jubilee. There are many stories to recount and history has been written as well. The development of the Clubs goes hand in hand with the success story of the Porsche brand. One would not be possible without the other.

With 60 years of Club history, it is simply impossible to portray all Clubs in a way that does justice to each. Based on the stamp of recognition that was introduced and awarded by Porsche AG in accordance with the foundation date and/or recognition date, we have embarked on a fascinating journey through the annals of Club history and the development of Porsche as a company.



**1950:** 75th birthday of Prof. Ferdinand Porsche – The first Porsche gathering

In 1952, the year in which the first Porsche Club was founded, and only four years after production began, it was still a rarity to come across a Porsche out on the roads — at this time, whenever they met out on the public highway, Porsche drivers still greeted one another by flashing their headlights at each other in a friendly gesture.

The fact that Porsche sports cars were still rare quickly gave their owners an increased sense of shared identity, and regular meet-ups and joint trips out were organised. And so it was that the first Porsche gathering took place on **3rd of September 1950**. As part of the celebrations to mark the **75th birthday of the company founder, Professor Ferdinand Porsche**, 30 Porsche owners made the journey to Stuttgart with their cars. With a joint convoy from Stuttgart city centre out to Solitude Palace, these early Porsche drivers honoured Professor Porsche's life's work.

The sense of common spirit of these first Porsche customers quickly led to the first official affiliation of Porsche drivers. **On 26th of May 1952, seven Porsche enthusiasts in Dortmund founded the Westfälischer Porsche Club Hohensyburg.**

### 1952

- 001.** Porsche Club Westfalen e.V. **26/05/1952**  
(formerly Westfälischer Porsche Club Hohensyburg)
- 002.** Porsche Club Berlin e.V. **25/09/1952**

### THE FIRST CLUB

On 26th of May 1952, Günter Heidemann, Hans F. Debner, Gustav Pardun, Alfred Göddert, Rolf Vormstein, Emil Handtke and Karl Wertz found the **Westfälischer Porsche Club Hohensyburg**, which goes on to become the Porsche Club Westfalen e.V., in the presence of publicity manager and legendary racing driver Baron Huschke von Hanstein.



**Two originals:**  
Badge of the Westfälischer Porsche Club Hohensyburg and the Porsche crest from 1952

The spirit and purpose of the Club – as can be read in the Club's founding articles – is "...to bring together all Porsche drivers in a spirit of friendship and camaraderie ..."

After Hohensyburg, more Porsche Clubs quickly spring up throughout West Germany. The Porsche Club Wiesbaden is founded in 1952. 25th of September 1952 sees the creation of the Porsche Stamm Berlin, followed by the associations of the Porsche Club Köln e.V., the Württembergischer Porsche Club e.V. and the Porsche Club Niedersachsen e.V.

### 1953

- 003.** Porsche Club of Belgium **02/01/1953**
- 004.** Porsche Club Köln e.V. **10/02/1953**
- 005.** Württembergischer Porsche Club e.V. **20/07/1953**
- 006.** Porsche Club Niedersachsen e.V. **02/08/1953**
- 007.** Porsche Club Bern **11/12/1953**

### THE SWABIAN CLUB

1953 — Five years after the German currency reform, and just one year after the founding of the state of Baden-Württemberg, 19 Porsche fans gather together on 20th of July 1953 to establish the first Club at the company's headquarters in the surroundings of the Württemberg Automobile Club.

From 1958 onwards, the **Württemberg Porsche Club** organises, in collaboration with the Austrian Porsche Club, the International Porsche Ski Gathering in Zürs am Arlberg. In the years that follow, this ski event becomes an annual get-together for the national and international Porsche Clubs.





Club member: Wolfgang Graf Berghe von Trips at Mille Miglia in 1953



### THE FIRST INTERNATIONAL CLUB: PORSCHE CLUB BELGIUM

In 1953, the first Club outside of Germany is founded under the stewardship of the Porsche importer D'leteren. The international success story of the Porsche Clubs begins.



Porsche Club Belgium in the yard of D'leteren

18 Porsche vehicles take part in the 20th Mille Miglia in 1953. In Le Mans, Helm Glöckler/Hans Herrmann and Richard von Frankenberg/Paul Frère claim a brilliant victory in their class.

In Germany, on 10th of May 1953, the Porsche Club Köln is the first Porsche association to stage a Club race on the south loop of the Nürburgring. The Club's focus on motorsport attracts talented up-and-coming racing drivers. The best-known young talent is Wolfgang Count Berghe von Trips, who joins the Rhenish Porsche Club in 1954.

### 1954

008. Porsche Club Zürich 07/06/1954

#### THE ORIGINS IN SWITZERLAND

After the first Porsche 356 is presented in public at the Geneva Motor Show in 1949, club-like structures very quickly begin to form in the Swiss confed-

eration. The first events organised by the Porsche Freunde Zürich include what is referred to as the memorial drive. At this time, 32 Porsche drivers drive to the town of Zell am See to visit the burial chapel for Professor Porsche, who died on 30 January 1951, and to Stuttgart-Zuffenhausen to visit the Porsche factory.



### 1955

009. Porsche Owners Club 29/06/1955

010. Porsche Club of America 13/09/1955

#### PORSCHE CLUB OF AMERICA

For Porsche, the United States quickly emerges to become the most important export market thanks to the industrious importer Max Hoffman. By as early as the mid-1950s, almost half of the cars produced each year are sold overseas. The history of the Porsche Club of America is a success story in its own right. Initiated in 1955 by Porsche enthusiast Bill Sholar, a commercial graphic design artist from Washington, as a self-help group for carrying out repairs on Porsche vehicles, the Club quickly develops to become a large community outside of Washington as well. Today the Club comprises 139 regions with a total of 105,000 members and is thus the largest Porsche Club in the world.



"It's not just the cars, it's the people.": PCA Club events in the first few years

The quality and size of the first Porsche Parade of the Porsche Club of America is impressive: 111 participants with 85 Porsche vehicles come together for this gathering. The American Porsche Parade quickly develops to become a highlight among the global Club events. To this day, it remains an established fixture of Porsche Club life in the United States.

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1956: The 10,000th Porsche is produced

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Abchrift

In Anwesenheit des bekannten Renn- u. Sportwagenfahrers, des 1. deutschen Siegers der Mille Miglia - Italien (1940) des Herrn Buschke von Hanstein fand am 26.5. im Gasthof "Der Heidekrug" zu Dortmund die Gründungsfeier des westfälischen Porscheclubs Hohensyburg statt.

Folgende Personen waren anwesend:  
 Herr Günther Heidemann, Hehenlinburg, Schulstr. 2  
 Herr Rolf Vormstein, Dortmund-Märkte, Dellerwerkstr. 8, und Frau  
 Herr Karl Wertz, Dortmund, Flauenerstraße 53, und Frau  
 Herr Gustav Pardon, Westhofen-Sachels 10, Schwerte-Ruhr, u. Frau  
 Herr Emil Mandke, Dortmund-Aplerbeck, ERLN-Berliner-Str. 111  
 Herr Alfred Göddert, Dortmund, Ministerstraße 100  
 Herr H.F. Debenar, Dortmund-Märkte, Wellingerhofstr. 73, und Frau

Im Verlauf des Abends wurde folgendes beschlossen:

Der Sinn und Zweck des Westf. Porscheclubs Hohensyburg (in der Folge kurz W.P.C. genannt) ist, alle Porschefahrer in freundschaftlicher und kameradschaftlicher Art und Weise zusammenzuführen, zur Förderung des Automobilsports in bewusster Anlehnung an den alten Hohensyburg-Rennstrecke, die nach verschiedenen Ausbesserungen hin in absehbarer Zeit wieder befahrbar sein soll.

Nicht nur der Besitzer eines Porschebewagens sondern auch jeder Interessent dieses Sportautomobils, der fast die Absicht hat, sich in absehbarer Zeit ein solches Fahrzeug anschaffen, kann nach Zustimmung des Vorstandes Mitglied des Clubs werden.

Mit Zustimmung aller Anwesenden wurde festgesetzt, daß der Aufnahmebeitrag für jedes Mitglied 10.-- DM, der Jahresbeitrag 15.-- DM betragen soll. Für Damen der Mitglieder erschießt sich die Aufnahmegebühr auf 5.-- DM, der Jahresbeitrag auf 10.-- DM. Alle anwesenden Damen und Herren erklärten sofort ihren Beitritt.

Als kausales Erkennungszeichen wurde die Herstellung einer Auto-plakette und einer Anstecknadel in Vorschlag gebracht und befürwortet. Etwasige Muster und Kostenvoranschläge werden dem Vorstand vorgelegt.

Es wurde ferner beschlossen, gerade den Sportgelanken mit an die erste Stelle zu setzen und zwar derart, daß Mitglieder des W.P.C. an Motorsportveranstaltungen geschlossen (Mannschaftsfahrer oder einzeln) teilnehmen, der Club aber selbst auch als Veranstalter von Meetings, Rallyes und Jagden auftritt.

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Die Herren Langenfeld und Frank werden es sich in der Folgezeit angeeignet lassen, alle Clubmitglieder technisch soweit vorzubereiten, daß sie evtl. auf Leistungstrecken anfallenden Kleinreparaturen von allein selbst behoben werden können, so daß in Zukunft keine Punktabwertung durch Inanspruchnahme fremder Hilfe erfolgt. Darüberhinaus erstreckt sich diese technische Beratung auf alle Fragen der Mitglieder in Bezug auf ihr eigenes Fahrzeug.

Um für die sportlich interessierten Mitglieder Fahrzeugausweise, Lizenzen und verbilligte Triptike zu beschaffen, wurde beschlossen, sich einem der großen Deutschen Automobilclubs anzuschließen (ADAC oder AVA). Eine noch nicht hindende Abstimung gab den ADAC 80% aller Stimmen, doch soll darüber in der nächsten Versammlung abgestimmt werden.

Am 5.6.1952, Abends um 20.30 Uhr tritt der Vorstand zu einer Beratung in der Gaststätte "Flora", Dortmund zusammen.

Für die Benachrichtigung der Presse wurde das Mitglied des Sportpresseclubs, Herr Hans Krivalip, Dortmund-Märkte, Piepenstockstr. 19 gewonnen.

Durch einfache Stimmensmehrheit wurde folgender Vorstand einstimmig gewählt:

Kassenverwalter: Baron Buschke von Hanstein  
 1. Vorsitzender: Gustav Pardon  
 2. Vorsitzender u. Schriftführer: H.F. Debenar  
 Sportleiter: Wertz u. Göddert  
 Kassier: Frau Vormstein u. Frau Debenar  
 technische Beratung: Langenfeld und Frank

Im Urlaubs- oder Krankheitsfall wird durch den Vorsitzenden für die Dauer der Abwesenheit der jeweilige Vertreter bestimmt.

Dortmund, den 26. Mai 1952

Gentlemen! Start your engines: Founding articles of the Westfälischer Porsche Club Hohensyburg

**On 26th of May 1952, seven Porsche enthusiasts found the world's first Porsche Club in Dortmund, naming it the Westfälischer Porsche Club Hohensyburg.**

The spirit and purpose of the Club – as can be read in the Club's founding articles – is “...to bring together all Porsche drivers in a spirit of friendship and camaraderie ...”



**Early Club life:** Driving skill trials for Porsche drivers at the Porsche Club München in 1955



**Team spirit:** Huschke von Hanstein and Ferry Porsche at driving skill trials, Porsche meeting in Meran in 1956

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**Porsche gathering at Meran in 1958:** These multinational gatherings are designed to reinforce international relations, says company boss Ferry Porsche in describing their significance



**Go West!** Porsche Club of America event in Line Rock, 1960

After **Hohensyburg**, more Porsche Clubs quickly spring up. 1952 sees the creation of the **Porsche Club Wiesbaden**, the **Porsche Stamm Berlin**, **Porsche Club Köln**, the **Württembergischer Porsche Club** and the **Porsche Club Niedersachsen**.

In 1955, the **Porsche Club of America** is founded by Porsche enthusiast **Bill Sholar** as a self-help group for carrying out repairs on Porsche vehicles.



**Take-off:** American Club members picking up their vehicles on the airfield at Stuttgart Airport in 1958

## 1956

- 011. Porsche Club Wien 01/01/1956
- 012. Porsche Club Holland 28/04/1956

### PORSCHE CLUB HOLLAND

The Netherlands can rightly be regarded as another European market with a particular love for the products manufactured in Zuffenhausen. As early as 28th of April 1956, enthusiasts found the Porsche Club Holland.



## 1957

- 013. Porsche Club Aachen e.V. 27/03/1957

1957 — In addition to the Porsche Club Niedersachsen, Köln and Berlin, the Porsche Club Aachen is now the sixth Club in Germany. In 2007, it celebrates its 50th anniversary in a fitting way — with a visit to the factory in Leipzig.

1957 Porsche 718/1500 RSK Spyder — In the middle of the 1957 motor racing season, a revised version of the 550A-1500 RS Spyder is unveiled.



1957: Umberto Maglioli in a 718 RSK at Le Mans



1957: American Club members picking up their vehicles

## 1958

- 014. Porsche Club Nürnberg e.V. 15/09/1958

The Porsche Club Nürnberg is founded on 15th of September 1958.



Mille Miglia: Paul-Ernst Strähle and Herbert Linge in 1958

As well as winning the titles of German champion in the sports car class in 1958 and European champion in the mountain rankings with Count Berghe von Trips, Porsche also comes runner-up in the sports car world championship.

From 1958, the 356 A 1600 GS Carrera de Luxe with 105 hp is available to purchase for the road driver who is used to good performance, and the 1600 GS Carrera GT with 115 hp is on offer for active sporty drivers. In the hands of private drivers with a love of motorsport such as Heini Walter, Paul Ernst Strähle and Sepp Greger, the GT is unbeatable in its class in mountain and long-distance races.

## 1959

- 015. Porsche Club Italia 01/10/1959

On 1st of October 1959, the Porsche Club Italia is founded in Milan, Italy “to allow people to come together to experience the Porsche brand”.

### MERAN – ORIGIN OF THE INTERNATIONAL GATHERINGS

Although the first gathering of Porsche Clubs takes place in Stuttgart in 1954, the Porsche gathering in the Italian town of Meran on 14th and 15th of May 1955 is often referred to as the first international races.



1955: Porsche gathering at Meran The “No. 1” in the foreground



Porsche event. These multinational gatherings have been designed to reinforce international relations, says company boss Ferry Porsche in describing their significance. An international 356 gathering will once again be taking place in Meran in 2012, the anniversary year. A long-lived tradition.



## 1960

- 016. Porsche Club Solingen e. V. 02/02/1960
- 017. Porsche Club of South Africa 05/02/1960
- 018. Porsche Club Hessen e.V. 11/02/1960
- 019. Porsche Club Nürburgring e.V. 01/05/1960
- 020. Porsche Sport Club Zürich 25/11/1960



1960 – The Nürburgring. What is known as the “Green Hell”. The heart of German motor sports. The Porsche Club Nürburgring is one of the traditional Clubs among the Porsche Clubs in Germany due to its heritage and its activities involving the Nürburgring.

### NÜRBURGRING TRIUMPH FOR PORSCHE IN 1960

It rains incessantly during the race. The start is delayed by 15 minutes. Joakim Bonnier and Count Berghé von Trips in a Porsche take the lead at the



start, ahead of Jack Brabham, Cooper. Joakim Bonnier wins.

The Porsche success is completed by drivers Graham Hill, Hans Herrmann and Edgar Barth, who finish in places 4 to 6.



## 1961

- 021. Clubs Porsche de France 01/09/1961
- 022. Porsche Club Great Britain 01/09/1961
- 023. Club Porsche de France, Motorsport 20/09/1961
- 024. Porsche Club Berchtesgaden 06/11/1961



### PORSCHE CLUB GREAT BRITAIN

The first step to founding a Porsche Club in Great Britain is taken by Arthur H. Sheffield. On 1st of September 1961, the British Porsche enthusiast takes out an advertisement in the British trade magazine Autosport. The title of the short advert “Calling Porsche Owners” gives details of a gathering of British Porsche drivers. However, only eight Porsche owners turn up at this first gathering.

These owners agree that people who may have been interested in the Club had possibly not read this brief advertisement. So a second advertisement is then placed in Autosport magazine. This time, as well as 36 Porsche owners with their vehicles, 130 other people also attend the foundation meeting.

The Porsche Club Great Britain is today the largest Porsche Club organisation in Europe, with around



1962: First test drives on the test field in Weissach

14,000 members. The Porsche Club Great Britain maintains close links with the factory. This is why they organise a visit to the factory twice a year.

## 1962

- 025. Club Porsche Romand 28/02/1962
- 026. Porsche Club Dreiländereck 19/11/1962

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.



Porsche 804 with Dan Gurney 1962

The Porsche 804 – In 1962 Porsche sends an eight-cylinder 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.

**IN THE NEXT  
PORSCHE CLUB NEWS  
YOU WILL FIND THE YEARS  
1963–1972.**



Porsche Community Management