



The task could scarcely be more challenging: Porsche is not only committed to the evolution of the sports car, but to that of the driver, as well. And the ideal terrain for this project is the Porsche factory's test track in Leipzig. Here, you will find ten of the world's most renowned and notorious bends gathered into one spot. That's how to imagine life at the limit. And, of course, driving at the limit as well.

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Fascination

A Knack for Curves



The off-screen voice has promised a world that can be easily understood without resorting to any of our planet's four thousand languages. The film shown at the Porsche Customer Center sets the stage beautifully. Language becomes superfluous. The steering wheel and pedals are now the medium of expression. To drive a Porsche with purpose: that is why, sooner or later, each driver is drawn out by the "world of emotions" created here at Porsche Leipzig. Going to the limit, which can be found at various points along the 3.7 kilometers (2.3 miles) of mercilessness and awe, known officially and simply as the "break-in and test track." A one-of-a-kind track with the world's finest bends imaginable.

Whereas Formula One necessitates an entire racing year, experts on the Porsche Customer Center premises require a grand total of 1:44 minutes. At which point ten of motorsport's most celebrated and notorious bends already lie behind you. For instance, the long Lesmo curve near Monza, the hilly Corkscrew from Laguna Seca, the Loews Hairpin of Monte Carlo, and the Suzuka track's swift S Curve. Things really get moving here—once you have shot past the curve. Think of a giant slalom flying through motorsports history, designed by Hermann Tilke, Bernie Ecclestone's German racetrack master builder. And with the blessing of the FIA (International Automobile Federation). In Leipzig, the Aachen architect Tilke has transformed his motto into reality: "I imbue curves with purpose."

Ten of the world's most renowned racetrack bends have been brought together in Leipzig. A swift, giant slalom through motorsports history.

It appears to be madness, but with method. Thomas Wetzel, head instructor at the course, often refers to apexes, radii, and geometry. It's rare you encounter a math class so chock-full of variety. The rule of thumb is easily memorized: "When approaching a bend, you have to consider how you are going to get out again." Experience steps in where boldness and overconfidence collide. The principle behind it all is not mere speed. Specifically, what counts here are self-assessment, responsiveness, and well-considered driving sensitivity. This creates an automatic advantage when critical

1 Factory entrance
2 Manufacturing halls
3 Customer center
4 Break-in and test track

[1] Sunset Bend (Sebring, USA)
Type: Right-hand bend.
Characteristics: A fast curve with high g-forces. Depending on the vehicle, shifting is from second to fourth gears at full load; driving at speeds of approximately 170 km/h (105 mph), this is the longest straight on the track.

[2] Loews (Monte Carlo, Monaco)
Type: Right-hand hairpin bend with slight incline.
Characteristics: The notorious Loews bend incorporates both the swiftest and slowest sections of the track. When braking, the speed must be reduced by nearly 200 km/h (124 mph), and the driver must shift cleanly three times.

[3] Victoria Turn (Rio de Janeiro, Brazil)
Type: Left-hand bend with very slight inclination.
Characteristics: Brake cleanly; there is a significant reduction in speed. Then pull into the turn, with precision and above all without understeering. Important: The line in this moderately fast curve must be accurate.

[4] Mobil 1 S (Nürburgring, Germany)
Type: Right-hand–left-hand chicane.
Characteristics: The S with all those question marks. Too slow? Too fast? With curbs? Without? Second or third gear? Approach from the outside or sharply at the turning point? Driver expertise provides the answer.

[5] Bus Stop (Spa-Francorchamps, Belgium)
Type: Left-hand–right-hand–right-hand–left-hand chicane.
Characteristics: The key to speed: courage. And perfection. Brake sharply, turn the car, and accelerate over the curbs at full load.

[6] Lesmo (Monza, Italy)
Type: Right-hand bend (oval).
Characteristics: A foretaste of infinity. This extremely long drawn-out bend can be driven faster thanks to a barely discernible incline toward the inside of the bend.

[7] Suntory Corner (Fuji, Japan)
Type: Left-hand–left-hand–right-hand combo.
Characteristics: Hard braking and downshifting are followed by a sensitive load-cycle change in order to move the vehicle from a bend with a very large radius into an extremely narrow bend.

[8] Corkscrew (Laguna Seca, USA)
Type: Right-hand–left-hand–right-hand combo.
Characteristics: A 12 percent incline, without a view of the course of the bend. This bend also demands constant alternation between under- and oversteering as well as strong compression during the descent. In short: spectacular.

[9] Parabolica (Monza, Italy)
Type: Right-hand curve.
Characteristics: This 180-degree bend can be driven by using a nearly uniform steering angle. In Leipzig it has to be braked into from the starting line. It is the alternative to the corkscrew.

[10] Suzuka S (Suzuka, Japan)
Type: Left-hand–right-hand combo.
Characteristics: At speeds far above 200 km/h (124 mph), the point of braking is decisive. The topographical elevation and shifting in the bend calls for care to help avoid oversteering.

Test-Track Customer in Leipzig

situations arise. These are skills used by anyone driving in normal traffic conditions, where there are no safety zones or gravel shoulders providing protection in case of error. Everything Wetzel explains in his expert and friendly manner can be summed up as follows: If you think you are in control of the curve, you may be sure that precisely the opposite is true. And a driver controlled by the curve has long since lost the battle. Just take a look at the corkscrew, which is not only a topographical highlight of this course. The rhythm of the corkscrew means that practice forges ahead of theory. Oversteering occurs if the car's rear wheels leave the

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curve. Understeering causes the car to straighten out despite turning. What can be done? Pro instructor Wetzel advises working inch by inch in order to bring the 911 into line and synchronize the characteristics of the driver, the car, and the curve. Ultimately, there is only a single ideal line.

Physical and intuitive requirements must enhance one another. "Most drivers want to explore the range of their Porsche," says Wetzel. Always remember: Never lose courage, above all never at the critical points along the track. For the instructor, sporty driving means multi-tasking: "A Porsche isn't controlled just by using the steering wheel. What is important is that every driver recognizes his connection to the pedals—and utilizes that." This is a skill that can be practiced to perfection in the uphill-downhill passage of corkscrew turns. Driving uphill requires the use of every inch of asphalt available. You gather momentum up to the crest, then make a blind left turn, over the hill, and then make another sharp right. It is quite a combination. In a word, professionalism. You become better acquainted with your car, and better acquainted with yourself in the process. And to see just how far you can go, for once the stability management feature is switched off. You truly take driving to the limit.

With persistence and determination, one of the participants, a frequent guest at Leipzig events, has moved up, step by step. She first arrived in her Boxster, then a Cayman, later a 911 coupe, and most recently a 911 GT2. Not only the horsepower numbers and experience grow, but experience with residual acceleration as well. The brochure promised glimmering asphalt, glowing brakes, and shining eyes... the test track kept that promise. ◀



Porsche Leipzig
Overview of Offers

Experience(s)

"Helping you to experience Porsche" is the starting point for Roland Clement, director of distribution and marketing at Porsche Leipzig. The experienced sports-car specialist knows what can be communicated through driving. The distinctive Porsche spirit. Which is why he would like to make a short but significant word-change to the slogan mentioned earlier: "Helping *everyone* to experience Porsche."

As the brand's platform, the Customer Center at the Porsche factory in Leipzig is the perfect springboard for this endeavor. Accompanying a driver, driving yourself, the driving experience—all this awaits visitors who participate individually or in groups in over 500 events each year.

The beautiful "Diamond," landmark and focal point of Porsche Leipzig, houses and draws together the various facets of the Porsche brand, including the Porsche Sport Driving School, Porsche Classic, Porsche Travel Club, Porsche Design, and Porsche Exclusive—the comprehensive world of Porsche is compressed to fit into the space available over several floors. It's rather like having Porsche presented on a silver platter.

Thus, the brand platform is flourishing as a veritable meeting place—those taking delivery at the factory, event participants, visitor groups, Porsche Club members, and vintage car enthusiasts all become active participants as they enter the main building, where the focus is on Porsche: the adventure. In the words of regular visitors, "It's all there to be experienced," confirming the hypothesis made by Clement. In Leipzig, the fascination of Porsche is made tangible.

Plenty of room for wishes, but none for compromise. Thanks to the spaces designed for multi-purpose functions, the Customer Center is ideal for hosting a wide variety of events. It's perfectly suited for accommodating small-scale meetings as well as conferences for several hundred people, including elegant gala dinners.

The Porsche Sport Driving School in Leipzig is organized around a four-tiered training program. "Warm-up" is followed by the "Precision," "Performance," and "Master" levels. The participants may bring their own vehicles—and they need not be Porsches. And Porsche sports cars can be rented on location for the first two training levels.

In addition to the successive training levels, special courses are offered, including "G-Force" and "Women Only." In "G-Force," controlled drifting, one of the Leipzig instructors' core competencies, is also taught. "Track Days" with unrestricted driving are also offered.

The First Courses in Each Program to Be Offered This Year

April 10–11: Precision Training
April 17–18: Performance Training
May 1–2: G-Force Training
May 24: Track Day
September 18–19: Master Training

For more information, please see:
www.porsche.de/sportdrivingschool

For information on all offers at Porsche Leipzig, including incentives and events, factory pickups, factory tours including lunch or dinner, the "Copilot" and "Pilot" adventure programs in various Porsche sports cars, and several combinations, please see:

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