



PORSCHE



October 2010

Porsche Club

News 4/10

Editorial

**Dear Porsche Club Presidents,
Dear Porsche Club members,**

For decades, driving a Porsche has been associated with great automotive pleasure, fulfilling a childhood dream or simply with fast and reliable sports equipment for every type of motor sport.

In many places, driving a Porsche means much more than this for Porsche owners: the Porsche becomes an indispensable part of the family that receives a lot of affection and care at home, and with which numerous excursions are taken to meet with other family members.

We are busily working on our product portfolio and are passionately developing the sports cars of your dreams so that the enthusiasm the Porsche Club members have shown for our vehicles for more than six decades lives on.

Within this context, we were especially pleased that the Porsche Supervisory Board gave us the green light for the series development of the Porsche 918 Spyder at the end of July. This pioneering, high-performance, mid-engine sports car with plug-in hybrid technology created a worldwide sensation as a concept study at the Geneva Motor Show and at Auto China in Beijing, and is also bound to be popular in the international Porsche Club family – of this we have no doubt.

We are equally proud of the Porsche Club events that again drew impressive crowds in 2010. The Porsche Parade Europe with approx. 700 participants and the 55th Porsche Parade USA with almost 1500 Porsche Club members were the front runners of the largest club events of the year and turned the Club meetings into true “family functions”.



Hans-Peter Porsche (centre) with Sandra Mayr (right) and Paul Gregor (left) from Porsche Club Coordination

In addition to the huge success of the respective Porsche Clubs, Porsche Club Coordination is especially pleased about the high value placed on these Club events by the Porsche family and the Board of Directors of Porsche AG. They insisted on personally participating in the events of the large Porsche Club family and sharing the enthusiasm with Porsche friends from around the world.

In this edition of Porsche Club News, we would like to honour a special birthday within the Porsche family, that of someone who truly embodies the principle of family: Hans-Peter Porsche, one of the four sons of the company founder, Ferry Porsche.

This year, he celebrates his 70th birthday. For more than 50 years, Hans-Peter Porsche has regularly visited Porsche Club events across the globe; altogether, he has attended 41 Porsche Parades

and many other Club events. In doing so, he makes a clear statement to the Porsche Clubs, often together with his brother Dr. Wolfgang Porsche: exhibiting the sense of unity between the Porsche family and the Porsche Club family – a tradition that their father, Ferry Porsche, began nurturing back in 1952.

In August of this year, Sandra Mayr and Paul Gregor from Porsche Club Coordination had the great honour of being invited by Hans-Peter Porsche to visit him in Salzburg and marvel at his unique collection of special Porsche vehicles and Club memorabilia. You can read all about it on pages 22–26.

Best wishes,
Porsche Club Coordination

In-house business:

To make it easier for us to produce the Porsche Club News, we ask you to let us have your contributions by E-mail. Please attach text contributions as a Word file. We prefer you to save your pictures in **Tiff format**, otherwise in JPEG format (minimum resolution **300 dpi**, at an actual size of at least **13 cm width**, as RGB or CMYK). Make sure there is **no "pixelation"** in the pictures and **do not** save the pictures as indexed colours (Web colour scale). We regret that we cannot process Word files or Powerpoint presentations containing embedded images to printable quality.

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The latest Porsche Club News and the archived back issues from issue 1/99 are available on the Internet at: www.porsche.com

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1. News from Porsche AG

Limited edition of just 356

Fourth generation of a sports car legend: The new Porsche 911 Speedster

Very flat, very sporty and very rare: Dr. Ing. h.c. F. Porsche AG is releasing a new 911 Speedster as a limited edition.

In homage to the first Porsche model with the Speedster name – the 356 Speedster – the new model is limited to 356 vehicles. The two-seater is significantly different to the other members of the 911 family. In the best tradition, the distinctive profile of the new 911 Speedster is formed by the 60 millimetre low windshield with stark angles, the flat contour of the sporty manual soft top and the characteristic “double bubble” on the cover. This emphasises the body of this rear-wheel drive vehicle, which is 44 millimetres wider at the rear. The Porsche 911 celebrated its

world premiere at the beginning of October at the Paris Motor Show.

The new 911 Speedster combines the classic characteristics of this type of Porsche sports car with the yet further improved performance of the current 911 generation: the 3.8-litre, six-cylinder Boxer engine delivers 408 HP (300 kW), 23 HP more than the 911 Carrera S. With an average consumption of 10.3 litres over 100 kilometres (NEDC) and a CO₂-Emission of 242 g/km, the new Speedster remains as efficient as the 911 Carrera S Cabriolet without the performance increase – an effect of the Porsche Intelligent Performance. The Porsche Doppelkupplung (PDK) with seven gears takes on the transmission of power to the rear axle, with

limited-slip differential as standard. Also standard are the Porsche Active Suspension Management (PASM) and the Porsche ceramic brake system (PCCB). Add to that the exemplary occupant protection of the new 911 Speedster: The Porsche engineers further developed the roll-over protection system standard for all open Porsches, especially for this model.

The current Speedster was designed by Porsche Exclusive – the company's own refiner that specialises in customising Porsche vehicles and limited editions. After the huge success of the 911 Sport Classic, the 911 Speedster once again demonstrates the limited edition expertise of Porsche Exclusive as it kicks off their 25th anniversary, which



Classic profile: The 911 Speedster follows in the tradition of the 356 family



will be celebrated in 2011. In keeping with the Porsche Exclusive ideal, the 911 Speedster is not only equipped with virtually all the options from the 911 series, but also boasts an astounding hand-perfected interior in smooth black leather with numerous details exclusive to the Speedster and matching the colour of the exterior. These include the chequered flag appliqué on the centre panels of the adaptive sport seats and the leather side bolsters.

The sporty note is emphasised by the “pure blue” colour of the exterior, developed exclusively for the Speedster and providing an attractive contrast to the tinted front lights, the black headlamp rings, the black windshield frame and other black features. The Speedster is also available in “Carrara white” upon request at no extra charge. In addition, it has a special front trim, specific side skirts and an independent rear trim.

The Speedster series was launched in 1953 with a pure-bred sports car based on the Porsche 356, which had two sports bucket seats, doors with inser-

**A clear declaration:
The Porsche 911
Speedster provides the
most exclusive
opportunity to drive an
open Porsche**



table side windows made of plastic and a shortened, elegantly curved windshield. In 1988, the Speedster celebrated a renaissance on the basis of the 911 Carrera, but with an additional feature: this was the first time we saw the cover with the characteristic double bubble. As the 911 Carrera progressed to the next level of evolution, another Speedster was launched in 1993/1994.

The 911 Speedster will hit the German market in December 2010 at the price of EUR 201,682, which includes country-specific equipment and 19% VAT.

**Public relations and press
Technology press**

More power for the Panamera

Performance increase for Panamera Turbo: SportDesign package and 20" Panamera Sport wheels



Confidence in all situations: The Porsche Panamera with the new 20" Sport wheels



Dr. Ing. h.c. F. Porsche AG launched a power increase in September for the Panamera Turbo that increases the engine performance by 40 HP to 540 HP. In addition, a SportDesign package and the new 20" Panamera Sport wheels expand the personalisation options for the Gran Turismo series.

Core elements of the power increase for the Panamera Turbo are two new turbochargers with titanium alloy turbine wheels, which lead to a noticeable further improvement in engine initial response and sensitivity via adapted engine management. The maximum torque also increases to 750 Newton metres, and even to 800 Nm in the overboost mode of the Sport Chrono Turbo power enhancement. This enables the Panamera Turbo to accelerate from zero to 100 km/h in 3.9 seconds in Sport Plus mode – 0.1 seconds faster than the series production car. The top speed is 305 km/h compared with the 303 km/h of series production.

With a CO₂-Emission of 270 g/km and 11.5 l/100 km (NEDC), the Panamera Turbo with increased power output doesn't consume any more fuel than the 500 HP model. Porsche attributes this to the Porsche Intelligent Performance. The power kit has been available as a Porsche Exclusive option since September 2010, costing EUR 16,695.70 including VAT. Porsche Tequipment will introduce the power enhancement as a retrofit option in November 2010.

With its new SportDesign package, Porsche offers Panamera customers a further opportunity to give their vehicles a more customised look as well. As well as a special nose section, painted in the exterior colour with enlarged, black air intake grilles, it includes independent side skirts and the standard rear lower section, also painted in the exterior colour and featuring diffuser with fins. The SportDesign package has been available since October 2010 for new vehicle orders from Porsche Exclusive or as a retrofit from

Porsche Tequipment. The Porsche Exclusive price is EUR 4581.50 including VAT. The side skirts are also available separately on request for EUR 969.85 including VAT.

Public relations and press Technology press



Production of the 918 Spyder

Green light for series production of the 918 Spyder: The Porsche Supervisory Board has spoken



The Supervisory Board of Dr. Ing. h.c. F. Porsche AG has given the green light for the series production of the Porsche 918 Spyder.

The overwhelming response from both the public and our customers is what led the Porsche Board of Directors to order the development of a study-based series production car. The concept study of the high-performance mid-engine sports car with plug-in hybrid technology created a worldwide sensation at its debut at the Geneva Motor Show 2010, and again at Auto China in Beijing.

The conversion of the 918 Spyder into a limited edition shows that the



An inspiring perspective: The 918 Spyder is hitting the road



Great prospects: The decision has been made to put the Porsche 918 Spyder into series production

Porsche brand has taken the right path with the Porsche Intelligent Performance approach as well as the combination of high-performance with efficient drive concepts. The 918 Spyder is being developed in Weissach and will be produced in Zuffenhausen, also a good decision for the German site.

The concept study of the 918 Spyder enables CO₂ emissions of just 70 g/km on the one hand (corresponding to an NEDC rating of 3.0 l/100 km), and it

provides the performance of a super sports car on the other. The 918 Spyder combines this optimum-efficiency drive technology with an impressive design and top racing technology. Additional product details of the 918 Spyder will be established in the coming months.

**Public relations and press
Technology press**

New top Carrera with wide body, more power and rear wheel drive

Carrera GTS: The Porsche 911 is now even sportier

With 408 HP, a high level of driving dynamics and distinctive sporty features, the new 911 Carrera GTS now tops the Carrera model series.

Boasting an extra 23 HP compared with the 911 Carrera S, the new GTS with 3.8-litre engine closes the gap between the former and the 911 GT3 with 435 HP. Available as a Coupé or Cabriolet, this new top sports car not only has sporty enhancements but also comes with an economic advantage: it doesn't consume any more fuel in the New European Driving Cycle (NEDC) than the Carrera S, thanks to Porsche Intelligent Performance. It also comes at a pretty attractive price, considering the extensive serial equipment. The Porsche 911 Carrera GTS celebrated its world

premiere at the beginning of October at the Paris Motor Show.

Unique to the Carrera family, the 911 Carrera GTS combines the Carrera 4 body from the four-wheel drive models, which is 44 millimetres wider with a wider track, and the classic rear-wheel drive. It also differs visually and technically from the other Carrera models in many other ways. For example, it comes with 19" RS Spyder wheels as standard, which are painted black, feature central locking and a shiny rim flange, and bear 305/30 ZR 19 tyres on the rear axle. Additional visual characteristics include the SportDesign front trim with black painted spoiler lip, special black side skirts and Carrera GTS lettering on the doors and rear flap



that is either black or silver depending on the exterior colour. The area between the tailpipes at the rear is also offset in black. The driver and passenger sit in sport seats, whose centre panels are covered with black Alcantara



Glittering form: The new Porsche Carrera GTS

in conjunction with the series interior colour, "black Alcantara". The high-quality material is also used in the sporty interior that is predominantly black, including where driver and passenger come in direct contact with the vehicle – including on the steering wheel rim of the new three-spoke SportDesign steering wheel, as well as the gear lever and handbrake lever.

Special attention was paid to the charge exchange process of the now 408 HP, 3.8-litre Boxer engine: In the special ram air intake system, six vacuum-controlled flaps now switch between performance and torque-optimised geometry, whereas this is performed by just one flap in the Carrera S drive gear. This means the unchanged maximum torque of 420 Newton metres is reached at just 4200 rpm, 200 revolutions below the Carrera S. Enhancements have also been made to the exhaust by means of the sports exhaust system with two independently executed double tailpipes, whose outer



shells are painted black, while the inner pipes are polished on the outside and nano-coated. The Carrera GTS comes with a six-gear manual transmission as standard; it can also be delivered with the seven-gear Porsche Doppelkupplung (PDK) on request. The top speed

with manual transmission is 306 km/h, 4 km/h more than the Carrera S. Acceleration from zero to 100 km/h generally improves by 0.1 seconds, taking 4.2 seconds in a GTS Coupé with PDK and the Sport Chrono Package Plus in Sport Plus mode. The Carrera GTS with PDK has an NEDC fuel consumption of 10.2 l/100 km and CO2 emissions of 240 g/km.



The 911 Carrera GTS Coupé will be sold in Germany for EUR 104,935, including country-specific equipment and 19% VAT. The Cabriolet version will cost EUR 115,050. Both models will be available at dealerships in Germany from December 2010.

Clears the way: The 3.8-litre Boxer engine with 408 HP

**Public relations and press
Technology press**



Find out more here – www.porsche.com/sportdrivingschool – sportdrivingschool@porsche.de.

**German schools have just started talking about
fast-track qualifications.**

We've had them for 36 years.

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You are important to us because of your fascination for Porsche. But even this could be greater. On-road or off-road. In snow, on ice or on the race track.

Become an even safer driver and explore the complete performance potential of a Porsche. Taught by qualified Porsche instructors in controlled training environments. Nationally and internationally.



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2. Information exchange

Porsche Sport Driving School

Porsche Driving Experience Winter 2011



Keep on moving, even in winter – the exciting and unforgettable winter programmes offered by the Porsche Driving Experience.

The Porsche Driving Experience will bring you closer to the limit. Under the instruction of Porsche instructors, learn to expand your individual driving safety and optimise your driving ability. On snow or ice – but at the limit in any case. The Porsche Driving Experience provides you a variety of ways to experience Porsche vehicles in winter conditions – either in the Alps or the Arctic Circle. Driving experiences that guide you away from the mundane from the very first moment – in a Porsche.

Camp Austria – Precision Training, Austria

Look forward to intensive driving days on snow and ice, whether in your own vehicle or in one of the changing Porsche models that we provide (two drivers per vehicle). We book a two-night stay for you at the exclusive 4-star Steiner hotel in Obertauern. There are some thrilling course sections awaiting you: Two circuits, a large dynamic surface and two challenging handling courses that will require your complete attention. Naturally, there will also be lots of driving pleasure to be had.

Ice Force – Master Training, Finland

Successfully completed the performance training and now have the racing line firmly in your sights? Then it's time to head right for it with lateral acceleration: At the Ice Force training course. Held in northern Finland, you will learn from experienced instructors how to steer correctly on the ice course, brake with stability and how to use load-reversal reactions to ensure safe cornering.

Both training courses are offered by the Porsche Sport Driving School, Dr. Ing. h.c. F. Porsche AG.
For more information, please call +49 (0)711 911-78683 or visit www.porsche.com/sportdrivingschool

Camp4 – Precision Training, Finland

When it comes to snow and ice, many people think of winter sports. The Porsche Travel Club does too. And where would be a more effective place for winter driving training than the Arctic Circle? More specifically, at Camp4 in the Arctic Driving Center in Rovaniemi, Finland. The test track offers controlled conditions for practising safe driving techniques for ice and snow.

Learn how to master targeted braking and changing direction, for example. You are also shown how to control your vehicle near the limit. The preceding theoretical briefing introduces you to different driving techniques, which you can then try for yourself.

Both training courses are offered by the Porsche Travel Club, promoter: TUI Deutschland GmbH/airtours brand. For more information, please call +49 (0)711 911-78155 or visit www.porsche.com/travelclub

Camp4S – Performance Training, Finland

Mastered the Precision Training? Camp4S lets you take things further. At the Porsche Driving Experience Center Finland on the Pajasjärvi Lake near Ivalo, you will find the optimal conditions to develop your abilities further. With 1.5 mm spikes, you will relearn to master a Porsche not only on bare ice but also on snow: at the limit.

Special offer for Porsche Club members: “10+1”

If your Porsche Club books 10 places at our one of our winter training courses, we will give you an additional place free of charge for one of your Porsche Club members. This offer is valid until 30th of November 2010.

Porsche Driving Experience is looking forward once again to welcoming many Porsche Club members from all over the world to the winter training courses in 2011.

2011 schedule:

Precision Training

Camp Austria starting from EUR 2090.00
Alpine Driving Center, Austria
 14th of Jan – 16th of Jan 2011
 16th of Jan – 18th of Jan 2011
 18th of Jan – 20th of Jan 2011
 20th of Jan – 22nd of Jan 2011

Camp4 starting from EUR 3690.00
Arctic Driving Center, Finland
 28th of Jan – 1st of Feb 2011
 1st of Feb – 5th of Feb 2011
 10th of Feb – 14th of Feb 2011
 14th of Feb – 18th of Feb 2011
 18th of Feb – 22nd of Feb 2011

Further information:
Tel.: +49 (0)711 911-78315, www.porsche.com/sportdrivingschool
E-mail: Andrea.Hickethier@porsche.de

Performance Training

Camp4S starting from EUR 4350.00
Porsche Driving Experience Center, Finland
 15th of Jan – 19th of Jan 2011
 19th of Jan – 23rd of Jan 2011
 1st of Feb – 5th of Feb 2011

Master Training

Ice Force starting from EUR 5490.00
Porsche Driving Experience Center, Finland
 17th of Feb – 21st of Feb 2011
 21st of Feb – 25th of Feb 2011
 25th of Feb – 1st of Mar 2011
 2nd of Mar – 6th of Mar 2011
 6th of Mar – 10th of Mar 2011
 10th of Mar – 14th of Mar 2011



Lucky winner: Francesco Pelle, President of Porsche Club Lazio (3rd from left) together with Daniel Steiner (centre) and Sandra Mayr from Club Coordination of Porsche AG

Porsche Driving Experience during the Porsche Parade in Vienna 2010:

For Francesco Pelle, the president of Porsche Club Lazio, the gala evening at Schönbrunn Castle during the Vienna 2010 Porsche Parade was especially eventful: He won a place on the Camp4 winter training course in Rovaniemi, Finland. The prize was donated by Porsche Driving Experience of Porsche AG.

Porsche Design Driver's Selection Model strategy: 918 Spyder sets standards



The model version of the 918 Spyder.
Available at Porsche Design Driver's Selection.



Model strategy: Porsche made its mark at the Geneva Motor Show with the concept study of the 918 Spyder. It was a real sensation – lighting the touchpaper for a new technology strategy and sending shockwaves round the globe.

It has now been decided to produce the 918 Spyder in a limited-edition series. But everyone wants a look at the future of the sports car, and the Porsche Design Driver's Selection grants this insight. A true-to-detail model of the high-performance mid-engine sports car with plug-in hybrid technology is available right now on a scale of 1:43.

We look forward to your visit at the Porsche Online Shop:
www.porsche.com/shop



Porsche Tequipment Accessories for individual retrofitting

Driving pleasure in all seasons



Well stowed: the ski/snowboard holder



Well-equipped: the special snow chains

The days are at their shortest in winter, so enjoy every one-hundredth of a second. Driving pleasure can be increased, even with ice and snow – with accessories from Porsche Tequipment for all Porsche models. The complete winter wheel sets with their sporty design not only enhance seasonal safety, they also ensure increased performance and

day-to-day suitability of your Porsche. If the traction on wintery roads should head towards zero like the outside temperature, the fine-linked, low-profile snow chains specially developed for Porsche models will quickly resume smooth running. And with the ski/snowboard holder, you will gain even more trunk capacity and comfort as you head for your winter break.

**Sporty: 20" RS Spyder
Design wheel**



**Attractive: 19" Cayenne
Turbo wheel**



**Stylish: 18" Cayenne S
III wheel**



Further information on the complete Porsche Tequipment product range and the current Tequipment catalogues can be obtained from your Porsche partner or on the Internet at www.porsche.com. Please also visit our online shop at this address for a choice of selected Tequipment products.

Porsche Club Deutschland e.V.

Great Germany gathering of the Porsche Club Deutschland in Berchtesgaden, 1st–4th of September 2011

Next year's Germany gathering near the impressive mountain scenery of the Berchtesgaden countryside promises a warm and comfortable, white-and-blue Bavarian welcome. The most southern Porsche Club in Germany, the Porsche Club Berchtesgaden, invites all Porsche friends to a diverse weekend in the scenic basin at the foot of the Watzmann.

Be our guest in one of the most beautiful spots in Germany and experience a diverse programme with sporting, culinary and cultural highlights!

After individual arrivals in Berchtesgaden on Thursday 1st of September 2011, you will be greeted from 15:00 at the "Edelweiß", the event hotel in the heart of Berchtesgaden. If you wish, you can participate in a golf tournament that morning. The information for this is available separately on request. From 19:30, a jam-packed Porsche weekend will get underway with the opening evening at the hotel.

At 10:00 on Friday, the Concours d'Élégance will begin in the historic pedestrian area of the Berchtesgaden market.

While enjoying the impressive panoramic view of the mountains, you will glide past historic buildings in the city up to the Weihnachtsschützenplatz in a parade of sports cars. There will be various culinary locations in immediate proximity to the Edelweiß offering you a finger food lunch, so that you can enjoy the afternoon programmes refreshed.

The following will be available:

The deep blue – the Königssee: Myths and legends surround this picturesque, fjord-like lake that forms the heart of

the national park. Explore the St. Bartholomä peninsula by boat.

Mt. Kehlstein – a myth: History comes alive at the Obersalzberg. Exploring the Eagle's Nest will provide an insight into this area of history. With special busses, accompanied by expert guides, you will drive over the famous Kehlsteinstraße to the "Teehaus".

Upon returning in the evening, the Hofbräuhaus in Berchtesgaden invites all participants to join in some hearty Bavarian fun.

On Saturday, the excursion leads to the time-honoured motor sport terrain. On the famous Rossfeld mountain racing circuit, we will follow in the tracks of Porsche legends Edgar Barth, Rolf Stommelen and Gerhard Mitter, who burned best times into this very asphalt. After this "warm-up", the procession will head on to the Alpenrallye through the fascinating Berchtesgaden and Salzburg countryside.

Using the road book, we will go from Roßfeld to the Fuschlsee, to the Wolfgangsee and Postalm, and finally back to the Edelweiß hotel. Naturally, we will



grab lunch at one of the lakes before the gala evening at the Berchtesgaden spa hotel, which promises a culinary and musical alpenglow.

Then on Sunday it's goodbye after a farewell brunch at the Edelweiß.

The Porsche Club Deutschland and the Porsche Club Berchtesgaden, as your hosts, look forward to seeing you again, and to sporty Bavarian-white-and-blue days in the Berchtesgaden Alps!

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Closing date:

Arriving at the Porsche Club Berchtesgaden by 25th of March 2011



Please visit www.porsche.com/service for further information.

**Our replacement parts are not only as good as the originals.
They are the originals.**

Porsche Service



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Please visit www.porsche.com for further information.

**You know one of the interior designers very well.
It's you.**

The Porsche Exclusive customising service for the 911 Turbo.

Personalise the interior of your 911 Turbo. With leather in your own preferred colour, for instance, and numerous leather-clad details. Made-to-measure production and hand-craftsmanship throughout. Even using needle and thread at the appropriate points. All done with meticulous care.



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4. Porsche reports

A trip to see Hans-Peter Porsche

Hans-Peter Porsche: A true personality celebrates his 70th birthday



Burning passion: Hans-Peter Porsche and his vehicle collection

Hans-Peter Porsche, the third of company founder Ferry Porsche's four sons, was born on 29th of October 1940 in Stuttgart and is celebrating his 70th birthday this year.

Porsche Club Coordination would like to congratulate Hans-Peter Porsche on this milestone birthday. We wish Mr Porsche continued good health, fortune and happiness, and are looking forward to being able to welcome him as an honoured guest at many more Club parades around the world.

On the occasion of this milestone birthday, we would like to tell you more about Hans-Peter Porsche as well as offer an insight into his private life and his hobbies.

Professional progression

Hans-Peter Porsche attended school for six years in Stuttgart. Although he maintains to this day that carpentry is his "dream job", he completed his professional training as an engineer in 1963 at the engineering school in Salzburg. However, Hans-Peter Porsche remained true to his technical

creative side, because after he gathered a year of experience as the assistant to his father, he then took over the management of Production, Purchasing, Inspection and Engineering at Dr. Ing. h.c. F. Porsche KG. When Porsche KG transformed into Porsche AG, the family members – including Hans-Peter Porsche – pulled out of management. In 1978, he and his oldest brother Ferdinand Alexander Porsche founded Porsche Design Produkte Vertriebsgesellschaft, and he took on the position of managing partner. Handing down to the next generation, Hans-Peter Porsche left



Room of dreams: The “car showroom” of Hans-Peter Porsche

the operative business and then the Supervisory Board of Porsche Automobil Holding SE, and today devotes himself to a diverse range of business activities, with an emphasis on property investment.

Enthusiasm for Porsche Clubs

The intense sense of unity Hans-Peter Porsche has with the Porsche Club scene has long and far-reaching roots. Even in the early days of the Porsche sports car, his father Ferry paid great attention to the interests of his customers and enjoyed participating in their first excursions and meetings. When the first Porsche Clubs were finally founded, starting in 1952, and the Porsche Club concept quickly spread across the globe, it was Ferry who considered the Porsche Club members especially loyal friends of the brand, and always listened to their concerns.

Hans-Peter Porsche obviously “inherited” this enthusiasm for the Porsche



Colourful memories: The Porsche Club world is close to Hans-Peter Porsche’s heart

Clubs, and continues to put his heart and soul into them. He wholly enjoys personally greeting and conversing with Porsche Club members from around the world – often together with his wife Kuni, his son Peter Daniell or his brother Dr. Wolfgang Porsche. Many members have known Hans-Peter Porsche for years, so that it has be-

come a tradition that he visits diverse international Porsche Club events and visibly enjoys doing so.

Even today he proudly looks back at his participation in a total of 31 USA parades and 10 European parades – and happily remembers each and every one, even the first.

In 1960, together with his parents, his cousin and his aunt, the then 20-year old Hans-Peter Porsche headed to Aspen for his first USA parade and indeed overseas journey. And, as was typical at the time, he travelled by ship. 33 years later – in 1993 – Hans-Peter Porsche was accompanied by his 20-year old son, Peter Daniell, to the USA parade in Lake Placid. He and many members of the Porsche Club of America are still visibly moved when they think back to the moment on the evening when Peter Daniell made his way onto the big stage and played the transverse flute for the participants.

The fact that the Porsche family – now in its fourth generation – values Porsche Clubs events in this way and continues to live the tradition with them in solidarity, is surely unique in the automotive world and is highly appreciated by all Porsche Club members across the world.

The passion and loyalty that Porsche Club members voluntarily apply to the care of their vehicles and the Porsche legend fascinate Hans-Peter Porsche again and again, and he returns this very same passion to the Porsche Club world. Not only can he remember precisely every Porsche Club event he has visited, and tell humorous anecdotes about each one, but he also carefully saves every individual pin, each name tag, every grille badge and all the giveaways and gifts so that not one single Club memory will be lost.



Under one roof: Hans-Peter Porsche loves Porsche vehicles from all generations

Hans-Peter Porsche, the passionate collector

One year ago, Mr Porsche created a wonderful home for these collector objects: his private “car showroom”. According to him, this showroom is the fulfilment of his very personal life’s

dream – a museum refuge in a modern style where everything rare and worthy of collecting is not only saved, but also skilfully staged and presented.

The basic idea for this showroom is formed by his impressive vehicle col-



Highlights: Mobility in a brilliant range of colours

lection, which includes 21 restored vehicles in top flawless condition. Hans-Peter Porsche especially values the fact that none of these are merely decorative exhibits; they are all regularly driven. A Porsche has always been built to drive, many even for racing. In his private garage, there are also pure race cars, for example, a Porsche 550 Spyder or his favourite Porsche, a red 904 Carrera GTS.

Newer high-performance cars like the Carrera GT and GT2 round out the portfolio in terms of standard sports cars; their most frequent representative is the Porsche 356 in various versions. But Hans-Peter Porsche also has room for exotic cars, and delights over his Kübelwagen and a VW Samba bus designed by Thomas Sabo that he ac-

quired at an auction at RTL raising money to benefit children in need. He is especially fascinated by his Porsche Jagdwagen Type 597; no wonder that he was especially happy about the honorary membership of Porsche Jagdwagen Registry e.V. presented when Porsche Club Coordination came to visit, and immediately displayed the decorative certificate in a prominent spot.

In view of this impressive collection of vehicles, it almost goes without saying that Hans-Peter Porsche has filled his illuminated showcases set up between the vehicles with more than 1000 Porsche model cars in all scales and with the mementos of large Porsche Club events. Mr Porsche has dedicated one showcase to the Porsche Club of



America and another to the Porsche European parades, in which many souvenirs reflect the experiences of 50 years of Porsche Club life.

However, Hans-Peter Porsche does not “only” collect Porsche works. In his own time, he dedicates undivided attention to additional collections – in fact, some that are wholly “non-technical”. One example: bears. His collection encompasses not only over 200 teddy bears in all colours and sizes –



In the thick of things: Hans-Peter Porsche is an honorary member of Porsche Jagdwagen Registry e.V.

the smallest measuring 1.5 cm and the largest 2.65 m – but also includes over 580 different ties with bear themes – naturally with matching handkerchiefs.

On the other hand, his extensive Märklin train and tin toy collection – which includes many sought-after unique items and very rare period pieces – could be considered to be technical. So it is no wonder that Hans-Peter Porsche has been thinking about displaying all these – to some extent irreplaceable – collector’s pieces in his own toy and model museum near Bad

Reichenhall and making them accessible to the public in the future.

True to the motto “a joy shared is a joy doubled,” Hans-Peter Porsche wants to share his life’s joy and his passion for Porsche vehicles and its customers with like-minded people and finds his counterpart in the worldwide Porsche Club scene, which likewise gladly shares its enthusiasm with Hans-Peter Porsche. Porsche Club Coordination would like to offer Hans-Peter Porsche a huge thank you for the friendly sense of unity he shares with Porsche Clubs

and we hope that the Porsche Club family and the Porsche family will maintain and care for this joint “family theme” for a long time yet to come – many thanks Mr Porsche!

**Porsche AG
Club Coordination
Sandra Mayr
Paul Gregor**

Porsche number games

This year, we have enjoyed presenting a special number in each issue that fits in with the overall theme of our Club magazine in the number games section. This time, we are looking at the number 450

450 ties as an example.

From 2001 to 2008 alone, 450 individually selected colours were painted in Zuffenhausen.

450



The Porsche Parade of the Porsche Club of America (PCA) in St. Charles, Illinois, from 3rd – 9th of July 2010

A special “family gathering” takes place every July in the United States of America – the Porsche Parade of the PCA. This spectacle, which attracts Porsche Club members from all over America and Canada, met for the 55th time in 2010. Every year somewhere different, each time something different – but always the highlight of the calendar of the Porsche Club of America, the largest Porsche Club in the world.

Almost 1500 Porsche Club members soaked up the familiar atmosphere at the Pheasant Run Resort this year, situated about an hour from Chicago and the event's centre stage. Quite a few skilfully “expanded” the visit to the parade and stayed here before and after the event for several days with the family – and the Porsche of course.

If members of the Porsche Club of America attend the Club Parade for almost a week, naturally there will also be representatives of Porsche AG and members of the Porsche family there. We were therefore particularly pleased to welcome Hans-Peter Porsche to the event. He has a very close connection to the PCA parade, and tries to attend every year if possible. He has already visited the parade 31 times! And, if you see how much fun he has while participating in the many

programmes, then surely many more parades will follow. We can't wait!

On the part of Porsche AG, Alexander Pollich (Head of Sales Network Development), Andreas Hencke (Head of Marketing Services) and Sandra Mayr (Porsche Club Coordination) were on site and enjoyed being integrated into the large “family” from the start. This was Mr Pollich's first Porsche parade, and he was thrilled with the enthusiasm and commitment of the Club members.

We would also like to mention Paul Gregor from Porsche Club Coordination, who strongly supported the Club from the start in the organisation of this highly successful event.

Michael Bartsch and David Pryor were among those from Porsche Cars North

America taking part. Over the years, their commitment to the Porsche Club of America has led them to be among the “well-known faces” of the Club scene.

The opening night at DuPage Airport was the first surprise for the participants; it's not every day you get to celebrate a Club event in an aeroplane hanger. The plane models displayed in front of the hangar attracted particular attention. Many interesting items were represented: from double-deckers to aerobatic planes to light aircraft; these were presented together with various Porsche models on the airfield, and provided the impressive backdrop of this varied evening.

The day after, Sunday, the participants had to get up early as the Concours d'Elégance was scheduled on the golf course of the Pheasant Run Hotel. They had to remove the last trace of dust from the vehicles, clean the paint one more time, and polish the rims, so that in the end a total of 138 vehicles were presented to the jury in nearly new condition for evaluation. Over 300 additional Porsches were displayed in the paddock and shone in the perfect sunshine.

Meanwhile, in the Porsche World that had been set up, Porsche Club members could obtain information about the current vehicle range or uncover the background of the delivery specifications for their Porsche model from “Owner Relations”. Those who wanted to could buy the latest products at Porsche Design Driver's Selection or configure a completely individual set of equipment for their car at Porsche Exclusive & Tequipment. The Porsche Club members were blown away by the presentation of the new Porsche GT3 R Hybrid in front of Porsche World, the car that made its debut at this year's Nürburgring 24-hour race. Porsche Club



Coordination was able to fly the high-tech development from Germany over the Atlantic – exclusively for this Porsche Parade – to be able to present it “personally” among Club friends.

The evening was an elegant one, as PCA president Kurt Gibson invited everyone to the noble Waterfront Baker Hotel. Impressively situated on the Fox River, the hotel provided the perfect ambience for ending the day with a delicious meal and good conversation, and marvelling at the fireworks in St. Charles for the 4th of July as the festive conclusion – it’s hard to imagine a better place for that.

The winners of the Concours d’Elégance were announced the next evening at the high point of the parade, the sociable Concours Banquet. The awarding of prizes is the highlight of the parade for many participants, since not only the nicest vehicles are selected, but many other prizes await the Porsche Club members. And so for years it has been a great tradition of the event that Hans-Peter Porsche personally presents the “family of the year” award, among others. In addition, the guest speakers of the event – this year Alexander Pollich from Porsche AG and Michael Bartsch from Porsche Cars North America – have the opportunity to address the participants as part of this evening. As always, Mark Shevitz provided a perfect, warm and encouraging performance as compere between the various items on the bill – thanks Mark!

Because the driving events at the parade of the Porsche Club of America are in great demand, this year the organisation opened up the Autocross course – which was set up in the car park of the Sears Center – for a day longer than planned. Altogether, those in charge counted 198 drivers taking part in this competition. As it has in previous years, official sponsor



Clean team: Setting up vehicles at the Concours d’Elégance

Michelin also offered an interesting comparison test: In the car park of the Pheasant Run Hotel, you could experience the difference between Michelin Performance tyres and Michelin Sport tyres on a Porsche Boxster Spyder – hardly anyone passed up that opportunity.

Many other exciting programme items, such as a golf tournament on the hotel’s grounds, an art competition, numerous technical quizzes as well as a children’s programme, provided sufficient entertainment. Acting as central contact points during the entire parade were the



Hans-Peter Porsche with the winners of the “family of the year” award



The GT3 R Hybrid was the guest of honour



The hospitality lounge: The central meeting point

universally known “Goodie Store” and the hotel’s hospitality area.

The event’s partners also gathered here and presented their varied programmes and offers: In the hospitality lounge you could purchase select Porsche Design Driver’s Selection items – a wide selection that was enriched by a special attraction this year: the book by Peter Daniell Porsche, “Ein Porsche geht auf Reisen” (A Porsche Travels), which his father Hans-Peter Porsche signed on-site and thus made it an unforgettable memento for many Club members.

Directly next door, at Porsche Exclusive & Tequipment, those who were tech-savvy could get information about the numerous opportunities to individualise their vehicles.

An unusual object that was displayed in the hotel lobby received special attention this year: Porsche Classic and the Porsche Club of America displayed a Porsche 911 restoration object, which is being restored to its original condition within a year by Porsche Classic in the Works Restoration division of Porsche AG under the joint motto, “revive the passion”.

During the next 12 months, Porsche enthusiasts with a special weakness for vintage and classic cars have the unique opportunity to look over the shoulder of the specialists from the Porsche Classic workshop while they work. There will be reports about the status of the restoration at regular intervals, until finally the finished article will be raffled among the PCA

members at the next Porsche Parade USA in August 2011.

The exciting week met a successful end with the Victory Banquet on the final night. All participants will happily remember the experiences from this large “family gathering” for a long time to come.

We would like to offer our sincere thanks to the entire organisational team and the countless volunteers for their tireless dedication. Without the help of these people, such an event could not be held, and the Porsche brand would not be actively experienced to this degree.

We look forward to seeing you again at the next Porsche Parade USA in Savannah, GA from the 31st of July to the 6th of August 2011!

**Porsche AG
Club Coordination
Sandra Mayr
Paul Gregor**

SKIMPS ON FUEL.
NOT ON FUN.



MICHELIN summer and winter tyres for the Panamera meet the highest safety standards. They also comply with stringent Porsche requirements for driving dynamics, comfort and energy efficiency. This is indicated by the 'N' designation on the tyre wall. The MICHELIN Pilot Alpin PA3 and the MICHELIN Pilot Sport PS2 stand out – and not just because of their extremely high performance. They also help to reduce fuel consumption – and hence also CO₂ emissions. In short: MICHELIN tyres with the 'N' designation and Porsche cars are made for each other. Just like you and your Porsche.

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In summer as in winter, MICHELIN tyres equip the new Porsche Panamera

The MICHELIN Pilot Sport PS2

Super sports tyre for every-day-use

Specifics:

- Optimum handling because of the large, rigid elements on the outer shoulder
- the benchmark for braking distance improvement
- top-performance by multi-compound tread on both wet and dry roads
- tested long-life cycle

Tyres and designations:

front: 255/45 ZR 19 Pilot Sport PS2 N0
rear: 285/40 ZR 19 Pilot Sport PS2 N0

front: 255/40 ZR 20 Pilot Sport PS2 N0
rear: 295/35 ZR 20 Pilot Sport PS2 N0

The MICHELIN Pilot Alpin PA3

The winter tyre for the high-powered vehicles

Specifics:

- High safety on wet roads
- Excellent snow and dry handling
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Tyres and designations:

front: 255/45 R 19 Pilot Alpin PA3 N0
rear: 285/40 R 19 Pilot Alpin PA3 N0

Porsche Clubs

AvD Oldtimer Grand Prix 2010

The 38th AvD Oldtimer Grand Prix – one of the most important motorsport events for historic vehicles – took place at the Nürburgring from 13th–15th of August 2010. 650 racing cars from seven decades of motorsport history were presented to a rapt audience of 60,000 spectators.

Porsche was represented by Porsche Classic, Porsche Exclusive & Tequipment and Porsche Design Driver's Selection on the 14,000 square metre area in immediate proximity to the race track. For the first time, the Porsche Museum was on site with a stand. Porsche Classic, together with the selected partners, Bose, Kingeter, Mahle and Mobil 1, offered a wide range of information and entertainment to those visiting the spacious Porsche exhibition area.

As part of the beloved crane ride that was provided exclusively for the approximately 750 Porsche VIP package holders by Hendricks shippers, guests could enjoy a spectacular view of the

Nürburgring. This lofty height afforded the best view of the more than 400 Porsche customer vehicles that were permitted to park around the Porsche exhibition tent, divided into generations – also a highlight for the Porsche VIP package holders.

In the Porsche exhibition tent, Porsche Classic was particularly devoted to the topic of body. The process of cathodic dip coating (CDC) was specially highlighted within this context. An ageing Porsche 911 body (manufactured in 1970) in a deplorable condition and a newly painted and CDC-treated body of a Porsche 911 SCRS (manufactured in 1983) showed the clear differences. This process was presented by a miniature model of the CDC bath, which was enthusiastically greeted by visitors and was very popular during the entire event.

Another highlight of this year's event was the exhibit of the Porsche museum vehicles 917 KH, 962 C and GT1. These Le Mans winners were displayed to mark the 40th anniversary of the first

Porsche overall victory at Le Mans – underlining the Porsche Classic events this year. But this was certainly not all. The drivers of these vehicles, Hans Herrmann and Derek Bell, also signed autographs and reported to enthusiastic fans about their racing careers.

The exclusive hospitality area with its own stand at the well-known Hatzenbach section of the course rounded off the offering from Porsche Classic. This area put on culinary and cultural delights for the Porsche VIP package holders throughout the weekend. On Saturday, the varied evening event provided the best entertainment. The high points of the evening were the raffle with great prizes, for example the Bose Wave Sound System, and the interviews with racing driver legends Hans Herrmann and Derek Bell, who spoke of their passion for Porsche.

All in all, the AvD Oldtimer Grand Prix and the impressive contribution of Porsche Classic received a great response from the visitors – the wonderful weather on the first two days of the event probably also helped. Looking with glee towards August 2011, the preparations for the 39th edition of this motorsport highlight at the Nürburgring have already begun.



Viewed very highly: The Porsche presence at the AvD Oldtimer Grand Prix was extremely popular

Porsche Classic
www.porsche.com/classic



Home, Stuttgart-Zuffenhausen.

Porscheplatz.

That says it all.

The Porsche Museum.

More info at www.porsche.com/museum



PORSCHE

5. Reports

Porsche Club Méditerranée

The 4th “Fete des Classics” in France, 12th – 13th of June 2010 in Luberon

A philosophical thesis from the year 2010 questions whether it is necessary to forget the past before you can experience the future.

This thought may certainly be interesting, but for friends of classic automobiles, a completely different statement applies: We lovers of classics do not want to forget the past so that we are well prepared for the future and understand it.

It has now been four years since the idea was born to meet among peers with classic Porsche vehicles in the Luberon region. It was certainly a challenge to organise this idea, but it turned

out to be successful: over 100 vehicles followed our call. And from 2007 on it grew each year, and the event was larger and more extensive each time.

In 2010 we reached our goal of welcoming 120 vehicles to the small village of Gordes.

The first twenty vehicles arrived in the village of Bédoin as early as Friday and enjoyed the good atmosphere among their peers.

On Saturday, the legendary mountain racing circuit of Mont Ventoux awaited the participants. Those who didn't know this route and this mountain –

also called the “King of Provence” – were already overwhelmed with the historical facts that wind around the fabled mountain like legends. A height of 1600 metres is negotiated over approximately 21 km, with the average incline over 7%. Automobile races were held on one of the most well-known peaks of the Tour de France until 1977, with an absolute record set in 1976 – an average speed of over 150 km/h! Over 60 vehicles registered for this stage and gathered in the morning at the foot of the mountain before heading off to conquer it. The drivers and the Porsche sports cars had to deal with the morning crispness, and a slight fog cooled the vehicles somewhat. All the



Already a classic: The Fete des Classics in France

Porsche sports cars bravely mastered the run; not one single car faltered. Even the real veterans – two Porsche 356 models from 1951 and 1953 – climbed the peak without any signs of exertion or effort.

After this exciting run, the participants drove back to Gordes and enjoyed a unique drive through the impressive Nesque gorge.

There was still plenty of time before dinner to see the Gordes village and to hear the choral concerts before all the participants reviewed the events of the day and animatedly held “petrolhead talks” late into the night.

Sunday greeted the guests with radiant sunshine. After a lavish breakfast, there was another excursion for the classic sports cars – this time along scenic villages to the Ansois castle.

The Porsche Classics met there in groups of 20 and were shown to their



Welcome guest: The Porsche 904 Carrera GTS

parking spaces by helpers, also to form rows for the upcoming Concours d'Elégance. Here you could see the entire scope covered by the participants: From the Porsche Diesel Junior tractor to the 356 Carrera and pre-A models right up to the Porsche 904 Carrera GTS, a whole host of precious models

spanning all eras were represented. It was nice to see how many of the participants were clothed to match the era of their Porsche – some in the elegant styles of the 50s, others in the hippie look of the 70s.

The organisation would like to offers its sincere thanks to all drivers for taking part. We are already looking forward to next year's meeting, which is expected to take place on the 11th and 12th of June 2011, again in Ledénon.



Rear view: The Fete des Classics saw Porsche sports cars spanning four decades getting together

Porsche Club Méditerranée
www.mediterranee-porscheclub.fr

Porsche Club Solothurn

Anniversary excursion to Stuttgart

For the 25th anniversary of the Porsche Club Solothurn, 25 Porsche Club members in Egerkingen set off for Stuttgart on Friday 18th of June 2010.

The convoy with 14 vehicles (Boxster and 911 models from various years) made its way forth despite the poor weather conditions so that the first stage target could be reached as planned. The detailed roadmap helped greatly with this. We stopped for coffee and baked goods at the Titisee in the Black Forest to sustain us for our ongoing journey. We kept looking to the terrace right on the lake, but the streaming rain and cool temperatures wouldn't allow us to sit outside.

Refreshed, we continued on the old Uhrenstrasse through the Black Forest towards Rottweil. Organiser Heinz Hürzeler also included a stint on the Autobahn in the route so that we had the opportunity to really put our Porsches into gear. At the stop shortly before Stuttgart, we discussed the course of the afternoon, where most of us decided on the direct route to the hotel.

In Asperg, the Adler Hotel was an excellent place to stay, with further members joining the Club here. We occupied the generously sized rooms before quickly heading for an aperitif in Asperg's "centre". The joint dinner provided the opportunity to enjoy Swabian specialties, with Maultaschen soup and steak with onions accompanied by Spaetzle becoming our firm favourites. The evening ended with a cosy night cap.

At 9:00 on Saturday, we made our way to the highlight of the weekend – the visit to the Porsche Museum in Stuttgart-Zuffenhausen. Even highly placed ex-



Common cause: Excursions with the Porsche Club Solothurn

pectations were not even remotely disappointed! Porsche Club Coordination provided us with free admission as well as audio guides, which explained the exhibits on show and the Porsche legend. You could literally see the successful race car history of the Porsche brand, and quite a few of us would have loved to jump into one of the vehicles and just zoom off. However, we reverently made do with standing there, taking photos and talking shop. Next, while visiting the Porsche Centre across the street, we also saw the current model range.

In the course of the afternoon, the Club went to the nearby Monrepos castle, where a wine-tasting awaited us in the winery of the Duke of Württemberg. Thanks to the very flexible load space of the Porsche sports cars, we were easily able to stow several cases of wine in our cars.

Back at the Adler Hotel, we "freshened up" for the gala dinner. In the wonderfully decorated hall, there was a substantial Asperger regional buffet with delicacies of all kinds for the hungry Club members. At this point, we would

like to offer our sincere thanks to Porsche Switzerland for its generous support, which covered the cost of the gala evening. Several enjoyed a final drink at the hotel bar before ending this varied and extremely interesting day.

After eating breakfast together on Sunday morning, we gradually made our way back to Switzerland. Several Club members gave their Porsches free rein on the Autobahn; others enjoyed the beautiful scenery of Swabia and the Black Forest in peace on the return trip.

In addition to thanking Porsche for the generous support, we would also like to offer a huge thank you to the organiser, Heinz Hürzeler, for his extensive preparations and the perfect anniversary excursion. Thank you very much!

Porsche Club Solothurn
www.porsche-clubs.ch

Porsche Club of America

Porscheplatz at the American Le Mans Series at the Laguna Seca Raceway



Waving the flag: "Porscheplatz" at the American Le Mans Series

The third race of the enthralling American Le Mans series (ALMS) took place on the legendary Laguna Seca Raceway in Monterey, and provided a spectacular setting for exciting motorsport of the highest order.

Obviously, the "Porscheplatz tent" cannot be missing from such a significant event. It has for many years been established as the beloved meeting spot for Porsche Club members during the ALMS series.

On the Friday, 73 vehicles arrived at this "family gathering"; on Saturday this rose

to an astounding 143. From the 356 to the Panamera, from several GT3s to brand new Turbo and Cayman models right up to the rare classic Porsche sports cars, the Porsche product range was represented from all angles. We received amazing support from Porsche Centre Monterey, which displayed the new Porsche Boxster Spyder, two Panameras and a Carrera, among others, in front of the tent.

All in all, the "Porscheplatz" provided over 250 Porsche lovers with a relaxed environment to forge friendships with peers and hear interesting presentations. It also offered protection from the

bitter temperatures and stormy strong winds that the weather produced that weekend, inviting them to watch the race on the television screen in a comfortable atmosphere.

The "Porscheplatz" events are highly esteemed by the Porsche Club of America (PCA). The PCA treasurer, Ruben Ledesma, crossed the States to attend the event; even though Ruben helped develop the idea of the "Porscheplatz" concept, he had never had the opportunity before to experience the ALMS live at the Laguna Seca Raceway. But he and the other "Porscheplatz" visitors have now achieved this, and, as a high point

of the event – next to the ALMS race – Porsche Club members were permitted to drive two laps in their own car and experience the famous corkscrew. 101 teams seized this once-in-a-lifetime opportunity, and so the raceway filled with Porsche sports cars of all generations and colours – a truly impressive sight!

But it is not only this experience that will remain in our memories for a long time to come. Friday provided a true highlight as the Porsche race drivers – Patrick Long and Jörg Bergmeister from the Flying Lizard team and Bryan Sellers and Wolf Henzler from the Falcon team – visited our “Porscheplatz” tent and reported on the race, the preparations and technology of the Porsche race cars.

Detlev von Platen, head of Porsche Cars North America and Hartmut Kristen, Uwe Brettel and Paul Ritchie from Porsche Motorsports North America surprised the “Porscheplatz” guests on Saturday



Place for Porsche Motorsport North America: Uwe Brettel, Paul Ritchie and Hartmut Kristen (from left to right)

and informed them of the interesting racing news along with Porsche partners Michelin and Mobil 1.

Michelin made a traditional gesture: a tyre set was raffled among the

“Porscheplatz” visitors who had travelled the farthest with their Porsche. This time, the winner was a family that had travelled almost 2000 km from British Columbia in their Porsche 997 Targa.

The six-hour race was very exciting and ended with an experience that appealed to all Porsche fans: a victory for the Porsche team, Flying Lizard Motorsport with drivers Patrick Long and Jörg Bergmeister, in the GT class. A perfect end to a great “Porscheplatz” weekend.



Family gathering: The “Porscheplatz” is well established in the Porsche Club scene

**Porsche Club of America
Sharon Neidel
www.pca.org**

Porsche Clubs

Le Mans Classic 2010: The superlatives of the Classic world do the honours

Held every two years by the venerable Automobilclub de l'Ouest since its inception in 2002, the Le Mans Classic has established itself as the largest and most multi-faceted Old Timer race in the world. From 9th–11th of July, approximately 470 classic race cars met on the legendary track for the fifth edition of the fast-pace racing spectacle.

In contrast to the classic race, the 24 hours of Le Mans, the old Classic racers no longer chase after the best times for a full 24 hours; instead the old race cars head to the start line in sequence in six different groups over the course of the entire event – which lasts exactly 24 hours. The race of one group ends after 45 minutes, so that the next group can start. This procedure is repeated over and over – round the clock – until the 24 hours are up.

Only those vehicle models whose type actually participated in the 24 hours of Le Mans between 1923 and 1979 may participate. Porsche has the largest



Exclusive Porsche Club: Parade of the historic Porsche Le Mans winning vehicles

number of classic race car model ranges that can participate, with 108 approved types and years of manufacture. This is particularly reflected in the starting grids for the 50s, 60s and 70s.

This was a huge delight to the Porsche fans and Club members – who often travel from a great distance – who cheered their dream sports cars along the track and took in the exemplary racing air.

Those who wanted could obtain special tickets from Porsche Club France allowing them to park their own Porsche in the infield of the race track – directly next to the Porsche representation – in a blocked-off Porsche Club parking area.

Naturally, Porsche fans and Porsche Club members couldn't pass this up, so near-to 1100 Porsches were preregistered for this exclusive offer and filled all available Porsche parking spaces.



The stuff of legends: The Le Mans Classic covers everything that has pride of place in the racing world

The Porsche Club parking zone provided an extra highlight for the onlookers in addition to the actual event; the sea of Zuffenhausen sports cars displayed a great array of select rarities that were strung together like pearls across the huge event area. A number of Porsche Carrera GT, 959, 997 Sport Classics as well as top notch Classics like a 904 Carrera GTS and 911 Carrera RSR were presented to the interested onlookers in the glorious sunshine.

But Porsche offered much more than just the largest brand presence of the entire event (more than 1100 of the 8000 vehicles displayed were Porsches).



Night owls: A captivating racing atmosphere around the clock

In large, airy tents, Porsche Classic presented a highly interesting restoration object, a Porsche 911 SCRS, whose perfect body was displayed in the restoration status after the CDC priming. With this, Porsche Classic demonstrated the high quality standard and the detail precision as can only be implemented by a restoration in the manufacturer's plant itself. In addition, French and German contacts were on hand to answer any questions about spare parts and technical literature.

In the tent across the way, Porsche Exclusive used several highly equipped and customised vehicles to inform visitors of the almost limitless opportunities to design a Porsche to meet personal requirements. Porsche's partner BOSE provided brought music to our ears, allowing us to listen to examples of various audio systems.

The Porsche Museum had something special for the occasion. June 2010 was the 40th anniversary of the first

overall victory of a Porsche race car in the 24 hour race of Le Mans – fifteen additional Porsche overall wins followed up to 1998. The Porsche Museum ran with this 40th anniversary theme and presented various Porsche race cars from the museum collection, all of which had achieved overall victories in the Le Mans. This included two Porsche 917s, a Porsche 936, a Porsche 956 and a GT1.

Yet, what were the cars without their drivers of old, who fearlessly fought for victory? And so, next to the racing icons, their respective drivers also met in the Porsche tent as they patiently gave their cheering fans autographs or granted interviews. Particularly drawing crowds was the "Dream Team" – the first Porsche overall winners, comprising the Porsche 917 with the starting number 23 and its drivers Hans Herrmann and Richard Attwood.

The Porsche lounge tent provided some cooling off during the hot duels

on the race track, with temperatures clearly above 30 degrees in the shade. With cool drinks, plenty of shade and comfortable designer furniture, it was the most pleasant way possible to while away the hours at the race track right into the evening. Many Club members enjoyed taking in the impressions and flair of the historic racing in and around the Circuit de Sarthe until late at night.

Le Mans Classic is and undoubtedly remains the European racing event for classic treasures – and a "Mecca" for Porsche fans from all around the world.

A huge thank you to all members of the organisational team from Porsche Club France and Porsche France that masterminded this huge event together in solidarity with tireless commitment and provided the visitors with an unforgettable experience. Last but not least, Porsche Club Coordination would like to thank all participating Club members, without whose participation such an impressive brand appearance would not have even been possible.

**Porsche AG
Club Coordination
Alexander E. Klein**

Porsche 914 Clubs

International Porsche 914 Meeting, 4th–7th of June 2010 in Wales, Great Britain

Following in the footsteps of Switzerland and Germany, Great Britain was the host of the International Porsche 914 Meeting in 2010, an event open to the entire European Porsche 914 Club scene. And where better to celebrate such an occasion than in a wonderful hotel owned by a 914 enthusiast?

The centre of the gathering was the Royal Oak Hotel in Symonds Yat, which invited participants to a relaxed stay directly on the romantic Wye River in the most beautiful surroundings.

Like a many-coloured string of pearls, almost 60 superbly maintained Porsche 914s shone in the sunlight as they presented themselves during the musical reception on Friday afternoon. 49 teams already had a longer trip behind them, having crossed the Channe – albeit not under their own steam – and were visibly delighted to be reunited with lots of Club friends upon arrival.

In order to experience more of Britain's natural beauty, some participants extended their stay and enjoyed a week's holiday either before or after the event.

Upon seeing so many beautiful cars, our record keeper became wistful; he had sold his Porsche 914/6 approximately two years ago to obtain a Porsche 356, which was warmly welcomed into the rows of 914s since it was "one of the family".

After making sure that every participating Porsche Classic had an official event label, the teams were greeted on the manicured lawn in front of the hotel with a champagne reception.

A warm British summer evening with delicious barbeque kicked off the event



Rear view: Well-kept examples are the pride of 914 enthusiasts

and increased the anticipation for the days ahead.

Thanks to the support of the Porsche Centre Bristol and Cardiff, main organiser Ian Foster received an ideal organisation and lead vehicle, a Porsche Panamera. It was actually intended to collect broken-down vehicles and passengers, but things turned out rather differently: irreparable break-downs on the route were a rare occurrence among the reliable Porsche 914s, but the Porsche Panamera was so well received by the participants that Ian was seldom alone in the car. Many 914 drivers wanted to experience the spaciousness in all four seats of the Panamera sports car and enjoy the ride. One member was so enthused about the overall sporty impression that he wanted to order a Porsche Panamera directly after this weekend.

Even the subsequent days didn't produce the typical British weather so the Porsche 914 armada moved along in

unison, the wheels crossing tiny streets along the Wye Valley to Tintern and over Big Pit to Blaenavon.

A stop at an old train station was welcomed by many; here they could get fresh coffee and a huge piece of homemade cake. It was easy for the participants to forget that they still had a long way to go.

The next stop in Big Pit offered a typical Welch lunch enjoyed by all, with any ideas of a "trim figure" soon quashed. Those who wanted could next take an excursion into the "underworld": with a visit to an old mine. It seemed unimaginable that not long ago, children were used in this inhospitable place to knock or drag stone day and night. Daylight must have been an alien word to those poor souls.

Back in the hotel, all participants had plenty of time to inspect the many wonderful Porsche 914s or to simply enjoy an ice cream under the sunny blue sky. The more adventurous took a canoe



Panamera in front: The Porsche Centre Bristol and Cardiff provided the support vehicle

trip on the Wye River, while those seeking a more relaxed experience enjoyed a boat tour on the same or simply took a riverside walk.

The Saturday evening programme had many impressive highlights: Maybe it was the fresh cider from the local brewery or simply the great performance from the live band, but the whole evening had such a fantastic atmosphere and people partied and danced into the night.

Even though the road book decreed an early start and some tricky navigation the next morning, all teams were in their cars on time with their engines warming up in anticipation. The next surprise scheduled after a photo together was a mountain racing circuit.

It stands to reason that a number of participants seized the chance to test the fabulous handling of their cars and to venture a "hot ride" on the mountain. Jonathan Williamson, who himself has won several mountain race championships, showed us how it's done.

After the tyres and engines had cooled off again, there was a collective excursion

to the club house of the Porsche Club Great Britain, where Club president Andrew Kenyon was ready and waiting to give the participants a tour of the impressive property. It was here that the president announced to the other Porsche 914 Clubs the sites of the next International Porsche 914 Meetings and thanked the organisation of the 2010 meeting for the varied programme and excellent organisation.

The friendly cohesion of the Porsche 914 "family" was seen anew when the president of the German 914 Club, Udo Breuer, had his fuel pump irreparably pack up on the way back to the hotel – much to the disappointment of Udo, who had important business appointments in Germany on Monday morning.

As per the motto "there are no problems, just solutions", various Club members worked out the following plan: Udo and his wife were driven directly to the airport in Birmingham in the Porsche Panamera, where a flight to Germany was already booked. Udo's Porsche 914 would be safely stowed on the trailer by the owner of our event hotel in the hotel garage.

The next morning, on Monday, the first people said goodbye and steered towards home. However, the majority decided to enjoy the sociable atmosphere and wonderful countryside, and embarked on a journey of discovery into the world of whisky distilleries, which are typical to this region. After the last lunch together, there was an official farewell. A special thanks goes above all to the sponsors of this event and Club members Chris and Pauline Palmer, who were on the spot immediately at every stop and took impressive photos of every participant's vehicle in the unforgettable countryside. All the photos can be seen in the picture gallery on our event website:
www.914international.com.

The next Porsche International 914 Meeting will take place in June 2011 in Reims, France. We are already looking forward to it, and hope that everything runs smoothly for the organisers.

Porsche Club Great Britain
Terry Davison
www.porscheclubgb.com



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PORSCHE

Porsche Club Paderborn

Tour – Nature – Culture: The Bodensee excursion of the Porsche Club Paderborn

Perfect preparation!

First of all, huge praise for Horst and Ulrike Platzhoff, the organisers of the Porsche Club Paderborn summer trip! We have never been so perfectly prepared for a Porsche Club Paderborn event. It's not just that Horst prepared an extraordinarily interesting programme; oh no, we also received a fascinating introduction to the Aida performance on the floating stage at Bregenz on CD; all questions regarding the dress code were answered in detail and, 10 days before departure, we even received the vignette for the Austrian motorways posted to our home...

Rothenburg ob der Tauber

At 9:30 on the dot, the participants of the convoy gathered at the ADAC grounds of our racing official, Michael Bartz. At a leisurely pace, the drive

went over 340 kilometres to Rothenburg ob der Tauber, where a tasty lunch at the Eisenhut Hotel refreshed us for the tasks ahead. The organisers somehow managed to get permission for us to park our Porsches directly on the historic town hall square! And so, our vehicles even surpassed the attractiveness of the medieval alleys and Christmas shops for a short time. Throngs of tourists crowded around our Porsches and took pictures of themselves in front of, behind and next to them. In the meantime, we were taken by expert guides through the interesting history of Rothenburg.

Lindau (Bodensee)

Two hours and 240 kilometres farther south, we reached Lindau (Bodensee) at an appropriate speed. In the Bayerischer Hof Hotel, the remaining tour partici-

pants and the wife of the president met us for a walk and coffee on the hotel terrace. We enjoyed a wonderful view of the Lindau port and beyond the lake over to Bregenz. We then enjoyed a cosy evening in the excellent hotel restaurant. The president's address was met with much approval, but was topped by the announcement that the Club was covering the costs for the evening completely! In typical Porsche Club Paderborn fashion, the evening ended with petrol talk at the hotel bar.

Tour — Nature

After a hefty breakfast, we left Lindau on Saturday via the Pfänder tunnel. Following in the tracks of the "Silvretta Classic 2010", we drove via Feldkirch and Bludenz on to Schruns, St. Gallenkirchen and Partennen. The next challenge of the excursion was the legendary Silvretta high alpine road, with its grandiose panorama, 34 turns, 1000-metre altitude and gradients of up to 14%, which we mastered with a whole load of driving pleasure. 2000 metres up on the Bielerhöhe, the participants were literally speechless at the view of Silvrettasee, Piz Buin and Fluchthörner. With a sporty drive, we continued via the Arlbergpass to St. Anton, Zürs and Lech. At the foot of the Bodenalpe, we indulged in the excellent regional cuisine before we took off again via the Hochtannbergpass and Bezau back to Lindau.

Culture

With a view of the Lindau port, we ate a light dinner before we went by ship to the Bregenz floating stage. The ship anchored right by the stage and we were



Tourist attraction: The market place of Rothenburg ob der Tauber with the Porsche Club vehicles



All in a row: The members of the Porsche Club Paderborn

“Planning, as usual, Horst-perfect, many great ideas with class and pep: Lindau Island, wine and social delight, whether a snack or dinner by candlelight. Montafon, Silvretta, pure driving fun With sunshine and views “How is it all done?” Ship trip and AIDA “tremendo amor” on and in water – a treat off the shore. Twenty PCPers happy up to the hilt, now all looking forward to our trip to Sylt.”

immediately captivated by the grandiose backdrop. Despite opposing forecasts, the weather held up beautifully and the Aida performance actually took place outside – just as we had hoped. Deeply impressed, we reviewed this unique evening later at the hotel bar, and looked forward to the experiences of the day to come.

Bottom line

It wasn't just the preparation of Tour – Nature – Culture that was perfect. The organisation during the excursion was great too! At every point in time, we felt very much at home. One of our own, Karin, summed it up perfectly:

We offer our sincere praise to the organisers, Horst and Ulrike Platzhoff. Thank you very much!

Porsche Club Paderborn
Klaus Leier
www.porsche-club-paderborn.de

Blaubeuren

The return trip north took us via Kressbronn along the Bodensee shore to Blaubeuren, where we saw the legendary Blautopf. The Blautopf is a place of legends. It was said that the water was that colour because a vat of ink was poured into it daily. Blautopf is the Germany's second largest spring, after the Achtopf. The high water pressure has resulted in a funnel-shaped source over time, which reaches a depth of up to 21 metres. The intense blue colour results from the light scattered over the lime-saturated water. Full of many impressions and memories of a lovely few days, we headed home from Blaubeuren via the Autobahn.



Tracks and snacks: A cosy bite to eat in Lech



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PORSCHE

6. An interview with Hans-Peter Porsche

Based on the model of Marcel Proust, we put 20 questions to Hans-Peter Porsche

Where would you like to live?

In Salzburg.

What is your idea of perfect happiness?

Family happiness and health.

Which faults are you most likely to forgive?

Careless mistakes, as long as they don't hurt anyone.

What do you regard as the lowest depth of misery?

Misery in the family.

Your favourite historical figure?

Leonardo da Vinci.

What traits do you most appreciate in a woman?

Intelligence and loyalty.

What traits do you most appreciate in a man?

Honesty.

Your favourite virtue?

Punctuality and accuracy.

Your favourite occupation?

Sports in general. I used to sail passionately; today I prefer to play golf.

Who or what would you have liked to be?

Actually, I would have liked to have become a carpenter, but life took me down a different path. But I've never completely given up on that desire. So, I spent over 100 hours working on a large table that I gave to my mother for her 65th birthday. It's still in our villa in Stuttgart. Also, I would have liked to have won an Olympic medal, if I had been a participant...

What makes a Porsche sports car?

Technology, safety, sportiness and design.

What is the Porsche legend?

Customer loyalty, enthusiasm and Club cohesion.

What does the Porsche of the future look like?

That is written in the stars, or rather in the heads of the designers.

If you could choose just one car, what would it be?

The Porsche Cayenne.

Your main character trait?

Honesty and accuracy.

Your biggest fault?

Often being too good-natured.

Who are your heroes in real life?

Alexander the Great.

What do you despise the most?

Lies.

What natural talent would you most like to possess?

I would like to be able to play piano well.

Your motto?

"Never give up!"





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