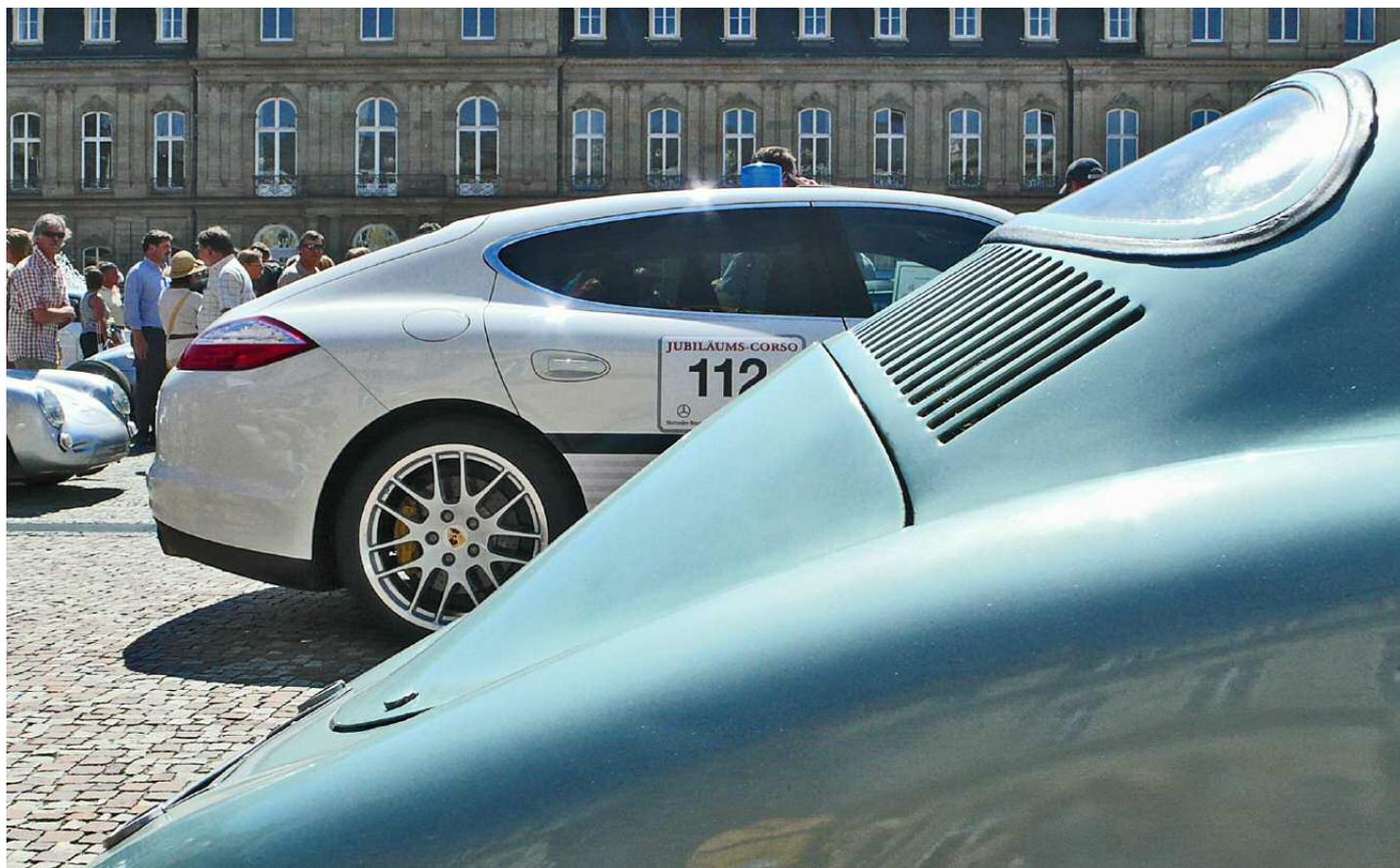




PORSCHE



July 2011

Porsche Club

News 3/11

Editorial

Dear Porsche Club Presidents, Dear Porsche Club members,

It was almost a year ago today that I became President of the Executive Board at Porsche AG. I know now something that I could only have imagined back then; that heading up this unique company is an absolute dream job. It has certainly been the highlight of my career, which first started out at Audi back in 1977 and where, in 1995, I was made head of Product Management. From 2003 onwards, I also assumed overall responsibility for all product lines. After four years in this role, I moved on to Volkswagen AG, where, as General Representative, I was responsible for the worldwide product range.

My challenge here at Porsche is, of course, unique. Porsche holds a unique position in all our hearts. It is an iconic brand, revered by millions of motoring enthusiasts around the world. Maintaining its sparkle and ensuring that it continues to shine into the future is motivation for us all. We have, as I am sure you will be aware, set ourselves quite a task. We want to make the most of our opportunities on the global markets and continue to build fascinating cars that fulfil our customers' every dream. We are therefore looking to expand our model range, the first step being the go ahead on construction of a compact SUV, project name 'Cajun'.

The fascination that Porsche holds for people around the world is borne out, not least, by the 620 Porsche Clubs in over 68 countries around the world, which together boast over 180,000 active members. We greatly appreciate your considerable voluntary commitment. The 10,000 Porsche Club events which are held every year are clear evidence of the high value you place on the brand and its special tradition. Your commitment is also, of course, a wonderful advertisement for our company.

A number of very special, large-scale events are again taking place this year, in-

cluding, for instance, the Porsche Parade, hosted by the Porsche Club of America, which will run from 31st of July to 7th of August in Savannah, Georgia. In addition to the characteristic Porsche style, attendees can look forward to experiencing the special atmosphere of one of America's southern gems, a city rich in history, character and natural beauty.

Another exciting event that is sure to draw the crowds is the 50th anniversary of the Porsche Club Great Britain, the second largest Porsche Club in the world, which is being held from 2nd to 4th of September. From 15th to 18th of September, at Schüttgut, the Porsche family home in Zell am See, it will be time for the 15th anniversary of the Porsche Diesel Club and then, less than a week later, the Porsche Parade South East Asia which is being held from 23rd to 25th of September in Malaysia and Singapore. We are very proud of the commitment and dedication

of all Porsche Club members. My heartfelt thanks go out to all of you.

In recognition of the exceptional work of the Porsche Clubs, we will again for 2011 be inviting 350 members to the exclusive IAA Porsche Club evening at the International Motor Show in Frankfurt am Main, Germany. I am also particularly looking forward to meeting the Presidents of all the international Porsche Clubs at the 15th International Presidents' Meeting in Cape Town in December. For one of the things that makes this my dream job is the opportunity to meet such interesting people.

Until next time, let me wish you all the best and every success for your future endeavours as part of the Porsche Clubs. Keep up the good work!

Kind regards
Matthias Müller



Matthias Müller, President of the Executive Board at Porsche AG

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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"Racing is life... everything before and after is just waiting"

40th anniversary of "Le Mans" starring Steve McQueen

Cult film "Le Mans" first came to our screens in 1971 and helped to turn Steve McQueen into a legend. It still has millions of fans to this day. In it, Porsche guy McQueen plays super cool racing driver Michael Delaney who fights his demons and fate to win Le Mans in spectacular fashion. The car was a Porsche 917. Also in 1971, the Porsche factory team Lennep & Marko succeeded in setting an overall distance record with a Porsche 917, which stood until 2010, "almost forever" by racing standards. **The legendary Porsche 917 is still going strong today. For instance, car no. 23, as driven by Herrmann & Attwood, is taking part in the anniversary procession for the "125 Jahre Automobil" (the 125th anniversary of the car) celebrations in Stuttgart with Hans Herrmann, Le Mans winner 1970, at the wheel. Committed to tradition.**

Closing Dates:

PC News 4/2011: 26/08/2011

PC News 5/2011: 28/10/2011

Porsche Club News on the web:

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PORSCHE

01 News from Porsche AG

Motorsport

Nürburgring 24 hours

Porsche triumphs spectacularly on the “Nordschleife”

It was one of the most exciting and dramatic 24 hour races at the Nürburgring. And it finished with a triumph for Porsche: In front of 220,000 spectators lining the legendary Nordschleife, Porsche works drivers Marc Lieb (Germany), Timo Bernhard (Germany), Romain Dumas (France) as well as Lucas Luhr (Switzerland) won the 39th running of the long distance classic in the Eifel with the Porsche 911 GT3 RSR and relegated their strong opponents from BMW, Mercedes and Audi to finish down the field.

For Porsche and the Porsche Team Manthey, this marked the fifth victory at the traditional race in the last six years – likewise for Timo Bernhard.

With the Porsche 911 GT3 RSR – the world's most successful GT race car of the last years – the Porsche quartet snatched the lead on Saturday at 23.25 hours and held on to it to the flag. What followed were 16 hours and 35 minutes at the head of the field, 108 consistently fast and faultless laps under immense pressure on one of the toughest race tracks on earth – this speaks volumes about the reliability of the Porsche 911 GT3 RSR and for the skill of the pilots. The new distance record set with a total of 156 laps and 3,958.968 kilometres underlines the superb effort of the winners and their team.

“We already knew before the start that we could only win if we worked together as a team, from the drivers through to the mechanics. And this worked very well for the entire time,” Timo Bernhard said. Indeed, aside from the usual tensions on the track, there was just one truly critical situation – strangely enough in the pits. Lucas Luhr: “During a pit stop the petrol pump didn't work. Fuel simply didn't come out. So we

had to push our car back to another pump and in doing so lost almost a minute.”

The Porsche 911 GT3 R Hybrid also gave an impressive performance, even though its second start at the 24 hour classic did not yield the anticipated top result. Fielded by Porsche Team Manthey with Porsche works drivers Joerg Bergmeister (Germany), Richard Lietz (Austria), Marco Holzer (Germany) and Patrick Long (USA), the innovative race car with its groundbreaking drive concept finished an impressive 28th after a breathtaking chase through the field, 17 laps behind the winner.

“I'm blown away. Success such as this can only be put down to exceptional team work. My thanks go out to everyone involved. I am particularly proud today because of the outstanding success we have achieved for a small team.”

Dr. Wolfgang Porsche, Chairman of the Supervisory Board of Porsche AG



Long-distance classic: The 911 GT3 RSR of the victorious Porsche Team Manthey

“This is the first time I have attended a Porsche 24-hour race and could not have imagined how emotional it would be. It was an amazing weekend for Porsche as a company. Every employee there showed just what Porsche Intelligent Performance really means.”

Matthias Müller, Chairman of the Supervisory Board of Porsche AG

Showing its true potential, the 911 GT3 R Hybrid moved into the lead on Saturday about four hours after the start. But a broken flange in the differential sent it into the pits for repairs, which cost six laps to the leader. But the trouble wasn't to stop there: After a good seven hours, the same problem struck again necessitating a second unplanned pit stop. This time repairs took 40 minutes. With a ten-lap gap to the front-runners, the 911 GT3 R Hybrid rejoined the race in position 105. Clocking lap times which were sometimes faster than those at the front, it ploughed through the field to rank 23rd. However, on Sunday morning the vehicle's charge was interrupted yet again: While lapping a slower competitor, Patrick Long was nudged and spun at high speed in the Flugplatz passage. In the pits, however, no damages to the vehicle were found.

Manned by Porsche factory pilot Wolf Henzler (Germany) as well as Peter Dumbreck (Great Britain), Martin Ragginger (Austria) and Sebastian Asch (Germany), the Porsche 911 GT3 R fielded by Falken Motorsports took up the race on intermediate tyres. This proved to be a good decision. Wolf Henzler made up several places before pitting after two laps once the rain had stopped to change to slicks. An engine change in the first quarter of the race robbed the team of all chances for a better result. At the flag, the Falken quartet occupied 49th. The swift lap times that the 911 GT3 R yielded after the long repair phase were, in this case, a poor consolation. “It



Porsche out in front: A triumphant weekend at the “Nordschleife”

“Winning this race has undoubtedly been one of the most emotional moments of my career. We genuinely never expected to do so well. After the arduous training, we put our heads together and decided to give it our all. We're over the moon.”

Marc Lieb, no. 18, Porsche 911 GT3 RSR, Manthey Racing

was somewhat frustrating to drive such great times and yet be so far down the field,” said Wolf Henzler. “Still, considering these times, the mood in the team is good. It gives us a lot of motivation. Despite everything, we're taking home a wealth of experience from the Nürburgring.”

After a trouble-free early phase under difficult conditions, the Porsche 911 GT3 R, which Manthey Racing ran parallel to the Porsche 911 GT3 RSR, was taken out of the race after a good two hours. The team

wanted to concentrate on just one car. A perfect strategy that was rewarded with victory. And as Timo Bernhard crossed the finish line with the Porsche 911 GT3 RSR, the Eifel at last showed its true sunny colours.

**Public relations and press
Technology press**

01 News from Porsche AG

Carrera 4 GTS available as Coupé and Cabriolet with top-of-the-range Carrera engine



New top-of-the-range model with four-wheel drive and 408 hp: 911 Carrera 4 GTS

Dr. Ing. h.c. F. Porsche AG is widening the top end of its Carrera model line and pairing up each of the two 911 Carrera GTS with an all-wheel drive twin.

That means that the 911 Carrera 4 GTS Coupé and Cabriolet will combine the 408 hp (300 kW) top of the range engine of the Carrera GTS family with the intelligent, all-wheel drive Porsche Traction Management (PTM). Driving dynamics are not the only source of attraction. Economics are as well. Thanks to Porsche Intelligent Performance the new all-wheel 911 consume no more than the equivalent Carrera 4S version, the Coupé remains at 11.0 l/100 km (25.7 mpg imp.) and the Cabriolet at 11.2 l/100 km (25.2 mpg imp.) respec-

tively based on the New European Driving Cycle (NEDC). Moreover both of them boast an even more comprehensive standard equipment package compared with the Carrera 4S models.

The 911 Carrera 4 GTS power unit has its origins in the 3.8-litre, six-cylinder Carrera S engine. A wholesale revamping of the intake duct added 23 hp (17 kW), taking the power output to 408 hp (300 kW) at

GTS stats:

3,800 cc / 408 HP / 420 Nm /
5,600 rpm / 4.4s
+ 4

911 Carrera 4 GTS

7,300 rpm. The special aspiration system not only improves peak power output but flexibility and power development as well thanks to a more generous torque curve in the lower and middle engine speed range. 320 Newton metres kick in from as low as 1,500 rpm; the six-cylinder engine delivers its rated torque of 420 Nm in the broad engine speed range from 4,200 rpm and 5,600 rpm. The sports exhaust system fitted as standard ensures a distinctly sporty sound. It invests the new Carrera 4 GTS with an unmistakable acoustic signature and the rear view of its tail pipe with its unique black surface design lends it a unique character.

At full power the Carrera 4 GTS Coupé sprints to 100 km/h (62 mph) in 4.6



Distinguishing feature: The Carrera 4 GTS with its characteristic reflective strip at the rear

A sporty all-rounder:

The **Carrera 4 GTS** 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.

seconds, the Cabriolet in 4.8 seconds. The Carrera 4 GTS is fitted as standard with a six-speed manual transmission but the Porsche Doppelkupplungsgetriebe (PDK) seven-speed is available as an option if desired. The PDK shaves an additional 0.2 seconds respectively off the acceleration times from 0–100 km/h (62 mph).

In the Carrera 4 GTS as well, PTM all-wheel drive stands for Porsche's typical driving pleasure with even more driving stability, traction and agile handling. The PTM achieves this by directing the optimal proportion of the engine torque to the front wheels via a multiple-plate clutch. What's more, just how single-mindedly the Carrera 4 GTS is designed for driving dynamics is evident from the use of a standard limited-slip differential. This mechani-

cal rear differential lock contributes to the driving dynamics of the electronically controlled all-wheel drive system.

Visually, the new Carrera 4 GTS models with all-wheel drive differ in points of detail from earlier variants with rear-wheel drive: In addition to the type name on the doors and rear lid, the distinguishing characteristic of all models with all-wheel drive is the additional reflective stripe between the taillights. What the Carrera GTS models have in common is the 911's wide body, otherwise reserved for the all-wheel version of the 911, and the rear axle track width that goes with it. In numerous other details as well the GTS models differ both visually and technically from the other Carrera models. For example, they run on 19 inch RS Spyder wheels in black with central locking and gloss-lathed rim flanges fitted with 305/30 ZR 19 tyres on the rear axle.

Additional visual features include the Sport-Design front apron with black painted spoiler lip and special side skirts, also in black. Driver and passenger are accommodated on sports seats. Typical of the GTS, the emphatically sporty black Alcantara covering on centre panels, steering wheel rim, gearshift and hand-

Data sheet

911 Carrera 4 GTS Cabriolet

Engine: Six-cylinder Boxer engine

Displacement: 3,800 cc

Power: 300 kW (408 hp)

Maximum torque: 420 Nm

Top track speed*: 300 km/h

0–100km/h*: 4.6s

CO₂-emissions*: 251 g/km

Fuel consumption (NEDC)

City*: 16.1 l/100 km

Highway*: 7.7 l/100 km

Combined*: 10.7 l/100 km

*with PDK

Data sheet

911 Carrera 4 GTS

Engine: Six-cylinder Boxer engine

Displacement: 3,800 cc

Power: 300 kW (408 hp)

Maximum torque: 420 Nm

Top track speed*: 300 km/h

0–100km/h*: 4.4s

CO₂-emissions*: 247 g/km

Fuel consumption (NEDC)

City*: 15.8 l/100 km

Highway*: 7.5 l/100 km

Combined*: 10.5 l/100 km

*with PDK

DATA

911 Carrera 4
GTS

brake lever, door handles and door storage box lid and extension are offered as standard in addition to a range of leather upholstery options.

The 911 Carrera 4 GTS Coupé, including country-specific equipment and VAT at 19 per cent, is offered in Germany at a price of 111,956 euro, the Cabriolet costs 122,071 euro. Both models are on sale in Germany from July 2011.

**Public relations and press
Technology press**

01 News from Porsche AG

Limited special edition with 320 hp



Data sheet

Boxster S Black Edition

DATA

Boxster S
Black Edition

Engine: Six-cylinder Boxer engine

Displacement: 3,436 cc

Power: 235 kW (320 hp)

Maximum torque: 370 Nm

Top track speed*: 274 km/h

0-100km/h*: 5.1s

CO₂-emissions*: 221 g/km

Fuel consumption (NEDC)

City*: 14.1 l/100 km

Highway*: 6.6 l/100 km

Combined*: 9.4 l/100 km

*with PDK

Black is back: The Black Edition comes with a range of impressive equipment features

Only 987 made: Boxster S Black Edition with extensive equipment features

The Porsche Boxster model line has a new luxurious top model in addition to the sporty Boxster Spyder: The Boxster S Black Edition limited to 987 cars. With its 320 hp – ten hp more than the Boxster S – this edition offers a substantially larger range of standard equipment and exclusive special options, all at a very attractive price. The new mid-engined sports car is black all over: Black body, black hood, and black 19 inch Boxster Spyder wheels accentuate the muscular appearance of the top roadster. The Boxster S Black Edition was launched in March 2011, and in Germany is priced at 63,404 euro including VAT and country-specific equipment.

A 3.4-litre six-cylinder engine with direct fuel injection, mounted in front of the rear axle of the Boxster S Black Edition, supplies power to the car. Its output is 320 hp – ten hp more than in the Boxster S. The engine reaches its rated power at 7,200 rpm, the Boxster S power pack at 6,400 rpm. Torque of 370 Nm boosted by ten newton metres is available at 4,750 rpm.

More output and more power equal more dynamics: The Boxster S Black Edition underpins its leading position by a superior driving performance. With its standard six-speed manual transmission, it accelerates from zero to 100 km/h (62 mph) in 5.2

seconds, a tenth of a second faster than the Boxster S. The top model reaches its maximum speed at 276 km/h (171.5 mph), outpacing the Boxster S by two kilometres per hour (1.2 mph). The mid-engined sports car is modest only in its thirst for fuel. During the NEDC test cycle, the Boxster S Black Edition contents itself with as much fuel as the Boxster S: 9.8 litres per 100 kilometres (28.82 mpg imp).

To raise dynamics and efficiency even further, the Boxster S Black Edition may alternatively also be fitted with the seven-speed Doppelkupplungsgetriebe (PDK). This will shorten acceleration times from zero to 100 km/h (62 mph) to 5.1 seconds, the top speed with PDK is 274 km/h (170.3 mph). In comparison with a manual transmission, an additional speed and an intelligent shifting strategy lower fuel consumption to 9.4 litres per 100 kilometres during the NEDC complete cycle.

**Public relations and press
Technology press**

01 News from Porsche AG

Exclusive special edition of the Porsche mid-engine coupé



Black magic: Sleek and powerful

Data sheet Cayman S Black Edition

DATA

Cayman S
Black Edition

Engine: Six-cylinder Boxer engine

Displacement: 3,436 cc

Power: 243 kW (330 PS)

Maximum torque: 370 Nm

Top track speed*: 277 km/h

0–100km/h*: 5.0s

CO₂-emissions*: 221 g/km

Fuel consumption (NEDC)

City*: 14.1 l/100 km

Highway*: 6.6 l/100 km

Combined*: 9.4 l/100 km

*with PDK

Cayman S Black Edition

More power, more equipment features

The next step up from the Cayman S is known as the Cayman S Black Edition: Started in July 2011, Dr. Ing. h.c. F. Porsche AG, is bringing the mid-engine coupé to market in a special edition limited to 500 units boasting even better performance and especially lavish equipment specification. The Cayman S Black Edition is powered by a 3.4 litre six-cylinder boxer engine with power output increased by 10 hp (7 kW) to 330 hp (243 kW) at 7,400 rpm (an additional 200 rpm). The maximum torque remains unchanged at 370 Newton metres at 4,750 rpm.

The extra power feeds directly through into the performance of the all black two-seater. The acceleration times from nought to 100 km/h (62 mph) are improved by a tenth of a second to 5.1 sec-

onds with the six-gear manual transmission and to 5.0 seconds with the optional Porsche Doppelkupplungsgetriebe (PDK) respectively. A mere 4.8 seconds are required if the Launch Control is activated on the Sport Chrono package, available as an option. The Cayman S Black Edition's top speed is two kilometres per hour (1.24 mph) faster than that of the Cayman S – 279 km/h (173 mph) with the manual transmission and 277 km/h (172 mph) with the PDK respectively.

The Cayman S Black Edition is not just more sportily agile in terms of its longitudinal dynamics but laterally as well. Among other factors, this is attributable to the Boxster Spyder wheels in black, which with a diameter of 19 inches are not just one inch bigger than the standard Cayman S wheels but are also half an inch wider than the optional 19 inch wheels on the Cayman S. The tyre sizes fitted are 235/35 ZR 19s on the front axle and 265/35 ZR 19s on the rear axle.

The colour scheme of the limited edition

sports coupé is consistent to the smallest detail: the dashboard trim is black as are the gear lever/selector trim and the instrument dials in the instrument cluster. The door entry guards emblazoned with the lettering "Black Edition" are made of stainless steel; the glove compartment lid bears the badge proclaiming the limited edition status. Equipped with Sound Package Plus, the Cayman S Black Edition's infotainment systems are controlled via Porsche Communication Management (PCM). This also includes, for example, the navigation module and universal audio interface (AUX, USB, iPod). Mobile phone integration is already enabled. In all, the Cayman S Black Edition features the Porsche Comfort, Infotainment and Design packages, offering a price reduction into the bargain.

With country-specific equipment, the Cayman S Black Edition costs 67,807 euro in Germany including VAT.

**Public relations and press
Technology press**

01 News from Porsche AG Motorsport

Development programme for LMP1 sports prototypes confirmed Porsche set for return to Le Mans in 2014

Porsche returns to Le Mans with a works-run LMP1 sports prototype. The first outing of the completely new developed race car is planned for the year 2014. With 16 overall victories, Porsche is the most successful manufacturer in Le Mans. The most recent win was in 1998 with the Porsche 911 GT1.

“Motorsport was always an essential part of the Porsche brand,” emphasises Matthias Müller, President of the Executive Board at Porsche AG. “So for us it was only a matter of time before we returned as a factory to the top league of racing. Porsche’s successes in Le Mans are unrivalled. We want to follow up on this with the 17th outright victory.”

With the RS Spyder sports prototype that was run with great success from 2006 to 2008 by the factory-backed Penske Racing team in the USA and to 2010 by several customer teams worldwide, Porsche

has set the benchmark recently in the LMP2 category. “With the RS Spyder we proved that our motorsport engineers in Weissach are at the forefront,” says Wolfgang Hatz, Board Member for Research and Development at Porsche AG. “For instance, we were the first to run a high-revving race engine with direct fuel injection, DFI, setting new standards in performance and efficiency. Recently, with the 911 GT3 R Hybrid, we adopted a completely new drive technology for racing purposes and achieved a considerable reduction in consumption.”

Hartmut Kristen, Head of Porsche Motorsport, is already prepared for one of the most challenging development programmes in the company’s history. “We’re looking forward to the task of developing new technologies and to continue on with the success of the Porsche RS Spyder. After the conclusion of our works-supported sports prototype programme in the American Le Mans Series we have kept up with the latest technological advances. Now we

will begin with detailed research in order to evaluate the various concept alternatives for our new car. These obviously depend on how the regulations for the year 2014 look in detail. In principle, these regulations are interesting for us because the integration of our hybrid technology in the vehicle concept is one possible option.”

Hans Herrmann and Richard Attwood claimed the first overall victory for Porsche in 1970 with the legendary 917 short-tail. The 16th and by now last overall win was secured by Laurent Aiello, Stéphane Ortelli and Allan McNish in 1998 with the 911 GT1. In the years 2008 and 2009, the Porsche RS Spyder sports prototype won the title in the LMP2 category.

**Public relations and press
Motorsport**



Porsche RS Spyder: Set new standards in the LMP2 sports prototype category from 2006 – 2008 with works-support

01 News from Porsche AG

Motorsport history: 40th anniversary of victory at Le Mans 1971 Living At Large

5,335 KM, 397 LAPS, 222 KM/H, 917 K.

A record-setting victory at **Le Mans by a Porsche 917** is approaching its 40th anniversary. To mark that record, we take a look back over the fast-paced decades of the life of **Helmut Marko**. The Austrian is currently a consultant for the world champion Red Bull racing team.

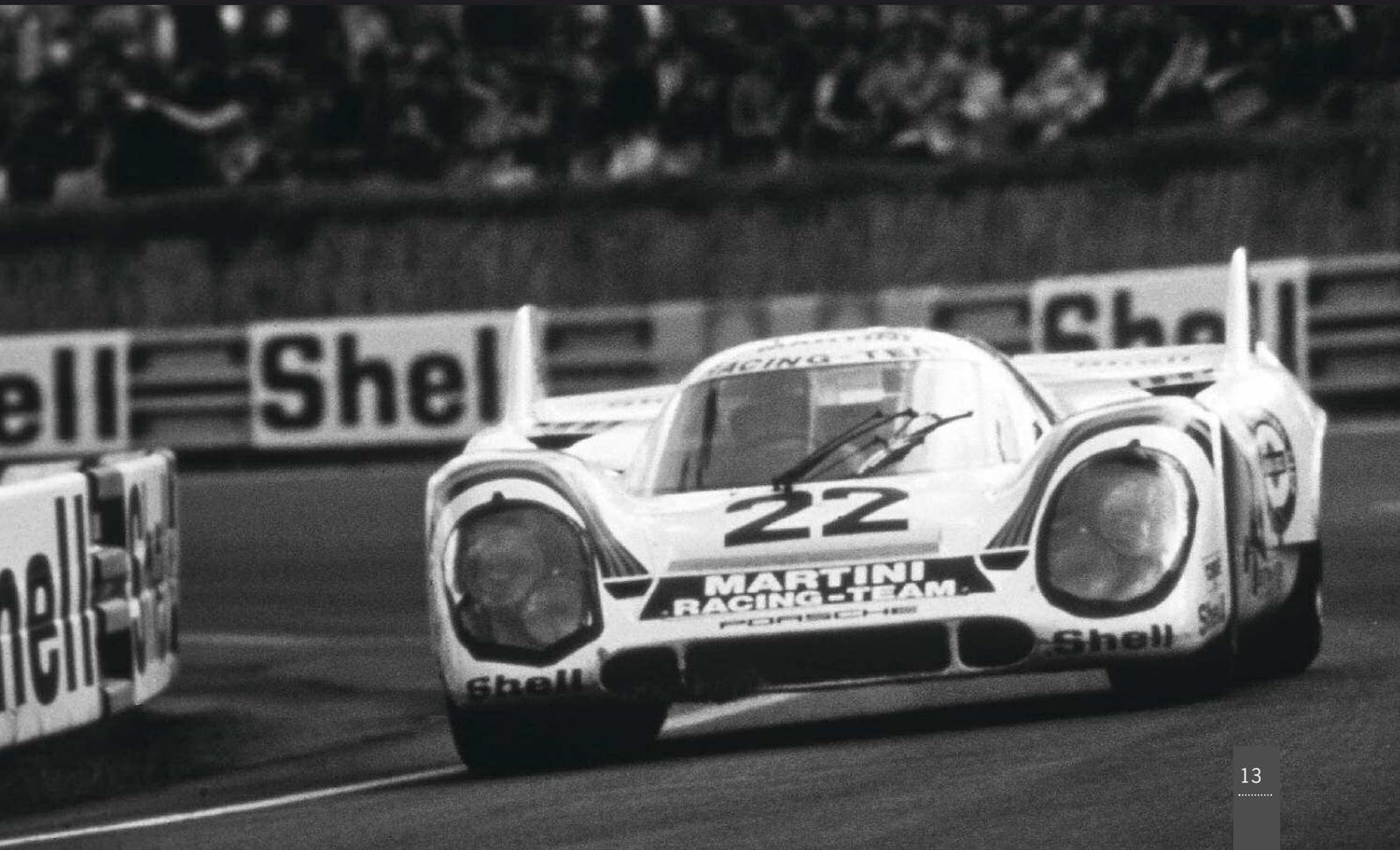
The race had been running for 16 hours, with Helmut Marko and Gijs van Lennep leading in a Porsche 917. Their closest challengers were also in a 917, Herbert Müller and Richard Attwood, who were

four laps back. The Ferraris had definitely been beaten. Ferdinand Piëch had just returned from the Gulf Porsche pitwall to the Martini factory cars. Well? Everyone was waiting for a cathartic word to help

lighten the mood. Those who have met Piëch, whether 40 years ago or only recently, are familiar with that play around the corners of his mouth and that light in his eyes when he makes quiet comments like “May the best man win”. Immediately afterwards, albeit separated by laps, Marco and Müller found themselves wheel to wheel in their respective 917s before the right bend in the Hunaudières. Müller gave it everything (345 kilometres per hour).

“We caught each other’s eyes for an instant, and I thought, He is really pushing it”. Müller said afterwards that “there wasn’t enough to overtake from out of the slipstream.” Marko: “And why do it anyway”. Upping the speed by a good five seconds per lap was not so great for the suffering brake linings, or for the transmission synchronisation system. The fifth gear was close to giving up, despite the precision hand movements that became

On course: At the time, the race course on public roads around Le Mans had only a few curves, which were woven like small knots into the characteristic long straights



ever gentler over the course of the race. Memories of those hours rush back. Marko: "I had this shrill ringing in my head on the long straights, at around 8,000 rpm. It was like tinnitus, and I was relieved when we could shift down for the Mulsanne". As drivers, were they aware that, although at the wheel of the wildest of animals among the racing cars, this animal was at its limits, in the sense of that's it, it won't get any wilder? Marko: "I had earned a doctorate in law at that point, but if I had started to have such thoughts as a racing

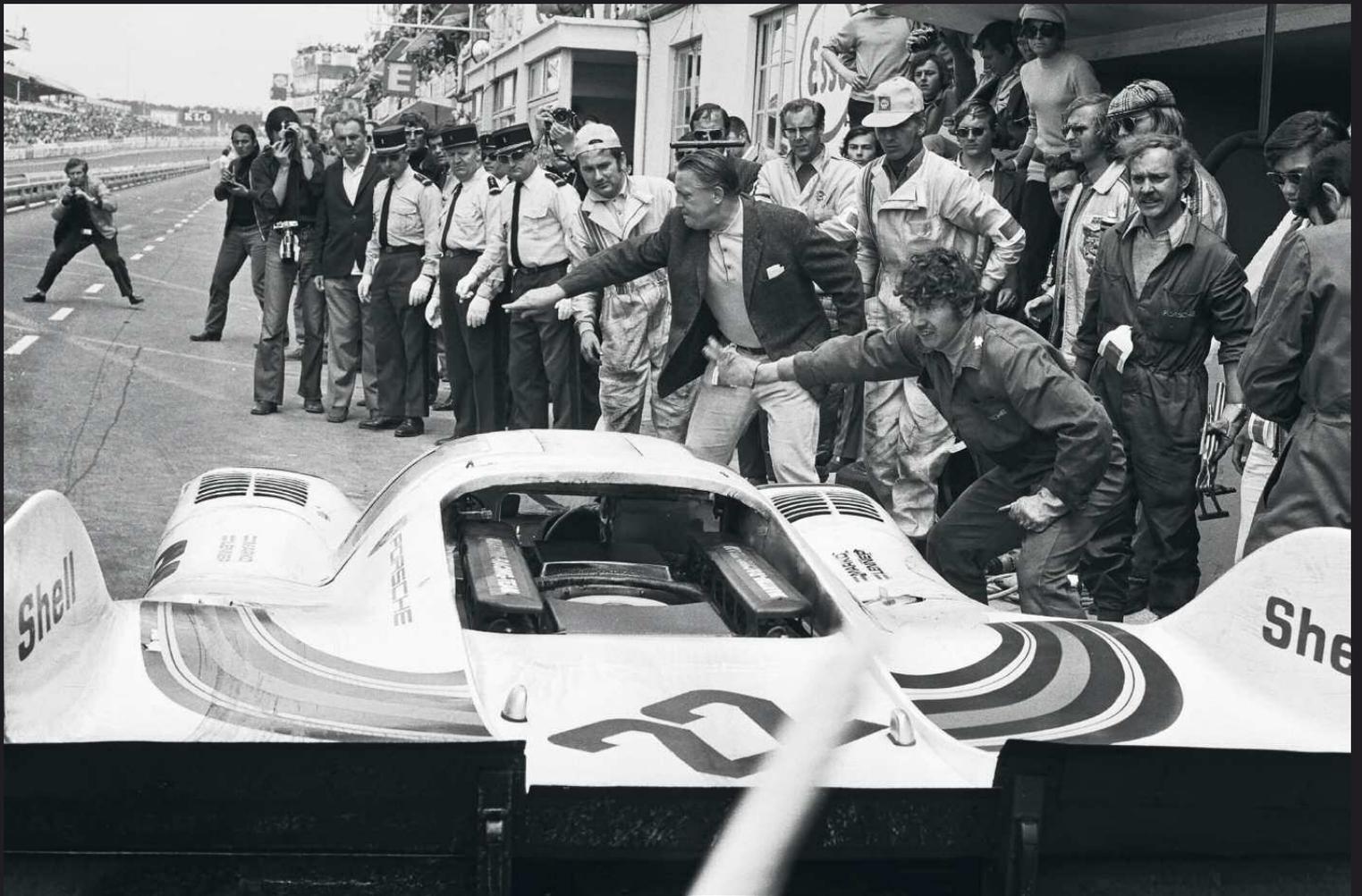
driver, I would have had to quit". And what about pure fear? "We didn't have time for fear. We were experiencing the height of Ferdinand Piëch's drive for absolutes, and everyone was thrilled to be a part of it."

At the end, the Marko/Van Lennep 917 ("Martini") was clearly superior to the Attwood/Müller 917 ("Gulf"), but the frantic pace at the conclusion had piled on kilometres that were essentially unnecessary to the outcome of the race. So many, in fact, that they set a record that would

stand for a very long time: 5,335 kilometres in 24 hours, which meant an average speed of 222 km/h. Set in 1971, this record did indeed hold "almost forever," at least by motor racing standards. The total distance was not exceeded until 2010, by an Audi R15 (5,410 km). The fact that the record stood "almost forever" was partly due to outstanding performance for the time, but also of course due to various changes that were subsequently made to the Le Mans course. At the same time, wild beasts such as the 917 were tamed. A new set of regulations sent the white giant into exile in America from 1972, where it was impressively cranked up to become a "Big Banger". Here, it wrote history of its own, producing horsepower that even a Piëch would have found astonishing as well as heartily welcome during the Le Mans days. "There's no such thing as too much horsepower,"

Winners all: The Dutchman Gijs van Lennep and the Austrian Helmut Marko in the 1971 Porsche factory team provided a youthful contrast to established drivers Siffert, Elford, Larrousse, Rodríguez, Müller, and Attwood. For both youngsters, the triumph at the 24 Hours of Le Mans was the highlight of their racing careers





Heading for victory: The last pit stop before victory, with Marko having just taken over from van Lennep

Experts will recognize Helmuth Bott, the technical director on Porsche's Board at the time, behind his moustache, standing in front of future Porsche racing directors Rico Steinemann and Peter Falk. The young racing mechanic Klaus Bischof, today the director of Porsche's Rolling Museum, emphatically points Marko to the exit, engineer Norbert Singer sits on the pit wall, reporters Burkhard Nuppeney and Heinz Prüller are visible as well

he used to say. As much as Helmut Marko loved endurance races, Formula 1 was more important to him, and so he joined the BRM team, although it was past its heyday. At the French Grand Prix in 1972, Marko was injured in the eye by a stone kicked up from the tyre of a car in front. The tracks were not as clean as they are today, and the visors not yet impact-resistant. Marko lost his left eye and had to say goodbye to his career as a racing driver. And yet, rather than stay at home, wallowing in self-pity, he got back out into the world without a single complaint; much like Niki Lauda following his 1976 accident. The world soon became as ac-

customed to Marko's new look as it did to Lauda's burns. And it certainly seems that his new predicament, with a glass eye chosen with particular attention to taste, sharpened his ability to spot a good opportunity. His horizons expanded to comprise four dimensions: business, art, architecture and racing strategy. His interest in art dates back to the 1960s. Artists had occasionally gravitated to the racing scene as groupies, as true aficionados, long before it became chic to lead people like Andy Warhol and Jenny Holzer to racing cars. Marko met with Frank Stella and Jean Tinguely, for example (and privately with Niki de Saint Phalle – what an experi-

ence!). Tinguely collected damaged pieces of metal and incorporated them into his masterpieces of kinetic art. Off the track there were, er, let us say, "interdisciplinary" evening activities, with the artist seeking kicks from another world. Marko became an art collector and today has a breathtaking collection of modern works, which he shares in a casual and uncomplicated manner with the guests of his hotels in Graz, both of them extraordinary places. But back to racing. We should not forget that Marko's racing history dates back even further than Le Mans and Formula 1 at the time of Jackie Stewart; he actually participated in road races with the young Jochen Rindt. Rindt, who was born in 1942, and Marko (1943) in fact attended the same secondary school and were both packed off to boarding school at the same time, on account of always competing in "borrowed" vehicles, complete with stopwatch and log. The respective opponent went along in the passenger

“Fear? We didn’t have time for fear. Back then at Le Mans we were experiencing the height of Ferdinand Piëch’s drive for technical absolutes.”

Thick of things (above): Porsche was headquartered back then in the village of Teloché south of Mulsanne. The practice session was held under the usual conditions of the time, with service and routine maintenance taking place on public roads and technical support provided by a local workshop.

Le Mans 1968-1971:

Daring curves, chicanes, straights and sparks flying at night

Tertre Rouge:
An aggressive part of the course that provides a lot of grip, but also dips. The right turn is tricky, the curve comes after an elevation and slopes upwards. You then have to put your foot down on the long straight.

Les Hunaudières:
It’s like a launching pad – the Hunaudières Straight is a paved speed trip straight ahead to the limit. In 1971 there was no chicane to slow down the maximum speed, which was over 400 km/h back then.

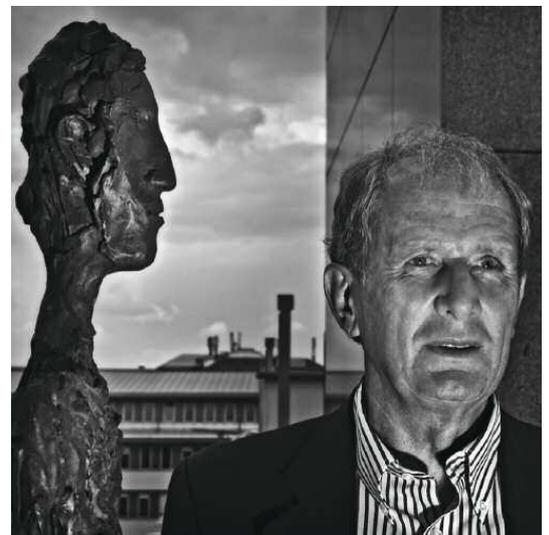
Dunlop chicane:
The drivers surge ahead with considerable momentum as they approach the striking Dunlop bridge, and the first chicane on the lengthy Le Mans circuit. A full braking manoeuvre, left and right over the curbstones, and then steeply down into the Esses curves.

Mulsanne:
The braking required at the end of the straights presents a real test of courage. The sparks fly, providing a magnificent show under the night sky. At the time of the record, there was a tricky elevation and the course was full of dips. You couldn’t breathe out until they hit the straight stretches.

brand name, known simply as “the doctor” (or in Austria as “da Dokter”) in an environment that does not usually advertise academic distinctions. There’s no need to call him by his actual name, and when somebody says “the doctor” is coming, nobody expects to see a medical doctor. Marko has been setting standards in race analysis, diagnostics and therapy for decades. It was inevitable that he and Red Bull would eventually find one another. Marko’s approach also aligns perfectly with that of Austrian co-owner Dietrich Mateschitz (at least in the second half of his life): namely, generating as much as possible from one’s own juice, so to speak, with respect to both product and marketing. Initially, “the doctor” was discernible only as a statue in the background. He could stand there for an hour, just staring, as still as a statue, and remaining uncommunicative in two languages. He would reveal the results of his observations in good time, and at the right occasion. At Formula 1, a stage for spontaneous outbursts, this reticence could be annoying. The renaissance air of head engineer Adrian Newey and the general nonchalance of Dietrich Mateschitz fit perfectly with Marko’s all-embracing approach to life. He is what might be described as an expert “at large”, in the sense of playing a decision-making role without being bound to a particular desk or department within the company. At every race of the world champion team, Marko stands in the box with all channels open in his headphones – to drivers, engineers, team director – and his eyes fixed on all the monitors. He never meddles in the race. Lately it has become increas-

seat, for it was also important to take notes on style. The plaster cast on Rindt’s foot following a skiing mishap, by the way, merited no bonus points.

Following his eye injury, Marko directed racing teams in various Formula contests, also investing his own money to gauge the potential of talents such as Gerhard Berger, Karl Wendlinger and Juan Pablo Montoya. In nurturing these promising drivers, Marco was helped by his naturally grouchy disposition. Or to put it another way, it takes a while for the doctor to reveal his sunny side. Tender young talents showed what they could do, and that was that. Over time, he has turned into his own



Art of living: Helmut Marko (68) today – Le Mans winner, racing strategist and art collector

ingly apparent just how important the moves proposed by this strategic consultant really are. However, in an attempt to cure him of his grumpy silences, Marko was pushed into the limelight. Thus, as the team’s spokesperson, his comments on television were occasionally quite jovial. Every once in a while, you would even see a smile play across his face, precious moments every one. In fact, don’t tell anyone, but he’s no stranger to a good laugh.

Public Relations and Press
Christophorus
Text: Herbert Völker

01 News from Porsche AG

Motorsport history
Winners of the 24 Hours of Le Mans



1970 PORSCHE 917

HANS HERRMANN - RICHARD ATTWOOD
4,607.810 km at 191.992 kph



1971 PORSCHE 917 K

HELMUT MARKO - GIJS VAN LENNEP
5,335.313 km at 222.304 kph



1976 PORSCHE 936

JACKY ICKX - GIJS VAN LENNEP
4,769.923 km at 198.746 kph



1977 PORSCHE 936

JACKY ICKX - JÜRGEN BARTH - HURLEY HAYWOOD
4,671.630 km at 194.651 kph



1979 PORSCHE 935 K3

KLAUS LUDWIG - BILL & DON WHITTINGTON
4,173.930 km at 173.913 kph



1981 PORSCHE 936/81

JACKY ICKX - DEREK BELL
4,825.348 km at 201.056 kph



1982 PORSCHE 956

JACKY ICKX - DEREK BELL
4,899.086 km at 204.128 kph



1983 PORSCHE 956

AL HOLBERT - HURLEY HAYWOOD - VERN SCHUPPAN
5,047.934 km at 210.330 kph

This 82 cm x 59 cm poster is available from the Porsche Museum shop (in English only).

Item number: MAP09006309

Price: 10 euro

P&P: 3 euro



1984 **PORSCHE 956**

HENRI PESCAROLO - KLAUS LUDWIG

4,900.276 km at 204.178 kph



1985 **PORSCHE 956**

KLAUS LUDWIG - PAOLO BARILLA - JOHN WINTER

5,088.507 km at 212.021 kph



1986 **PORSCHE 962 C**

DEREK BELL - AL HOLBERT - HANS-JOACHIM STUCK

4,972.731 km at 207.197 kph



1987 **PORSCHE 962 C**

DEREK BELL - AL HOLBERT - HANS-JOACHIM STUCK

4,791.777 km at 199.657 kph



1994 **962 DAUER LE MANS GT**

YANNICK DALMAS - HURLEY HAYWOOD - MAURO BALDI

4,685.701 km at 195.238 kph



1996 **WSC PORSCHE**

MANUEL REUTER - DAVY JONES - ALEXANDER WURZ

4,814.400 km at 200.600 kph



1997 **WSC PORSCHE**

MICHELE ALBORETO - STEFAN JOHANSSON - TOM KRISTENSEN

4,909.600 km at 204.186 kph



1998 **PORSCHE 911 GT1 98**

ALLAN MCNISH - LAURENT AIELLO - STÉPHANE ORTELLI

4,783.324 km at 199.324 kph

01 News from Porsche AG



A matter of urgency: In 1959, the drivers run to the cars before the race starts. Runner number 32 is Hans Herrmann, who dives into the cockpit of the 718 RSK. After 78 laps, however, the Porsche is forced to retire

Motorsport history
The famous 24-hour race through the ages



On Route 66: In 1966, four Porsche 906s are among the top seven. After 338 laps, the German duo Hans Herrmann & Herbert Linge achieve fifth place in overall placing



Frantic nineteen sixty eight: No luck for Jo Siffert in the Porsche 908 Langheck in the 1968 race. But colleagues Rolf Stommelen and Jochen Neerpasch come away with third place



Barth in Sarthe: With its engine smoking, the Porsche 936 rejoins the 1977 race following a long pitstop just before the finish, going on to victory with the three-driver team of Jürgen Barth, Jacky Ickx and Hurley Haywood



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The Porsche Museum.

More info at www.porsche.com/museum



PORSCHE

01 News from Porsche AG

Anniversary “Corso” parade in Stuttgart: The 125th anniversary of the automobile

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Parade of emotions

With 41 vehicles, Porsche joined the fabulous “Jubiläums-Corso” to mark the 125th anniversary of the automobile. The anniversary party on wheels made for a thrilling spectacle, drawing an estimated crowd of 250,000 in Stuttgart.

The engine noise rattled through your whole body. The smell of petrol tickled your nose. And the cars glistened in the sun. The sense of 125 years of automobile history permeated the city. The sensational car parade through the streets of Stuttgart, kicking off the Automobile Summer 2011 event, showcased the region’s great engineering achievements – led out by the inventor of the automobile, rounded off by the inventor of the sports car. Never before has there been a parade on such a scale, involving 125 vehicles from the three car makers Audi, Mercedes-Benz

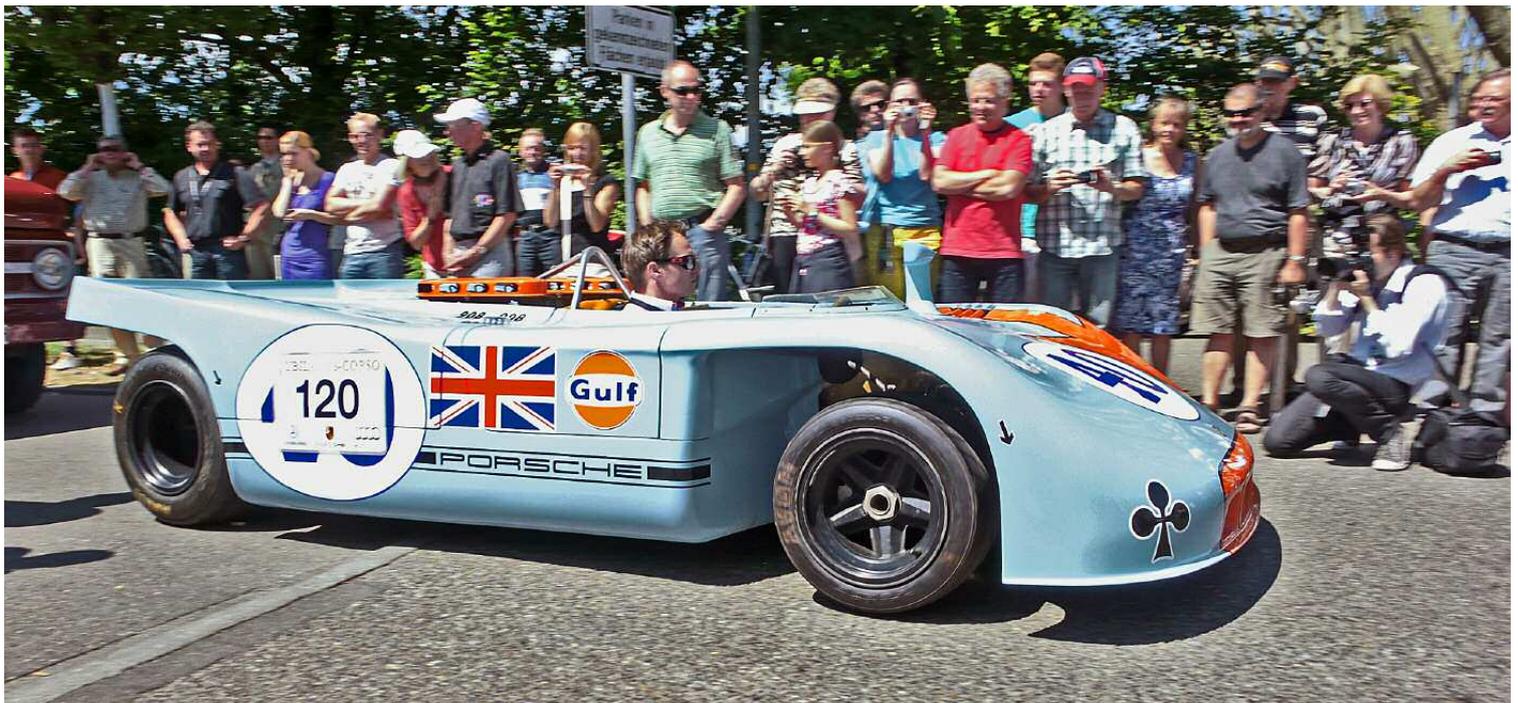
and Porsche. “We have shown that in the state of Baden-Württemberg a common thread runs through all the car manufacturers”, said Matthias Müller, President of the Executive Board at Porsche AG, underlining the significance of the region. Around 25 percent of all jobs in Germany’s car industry are based in the south west of the country.

The procession of 41 Porsche vehicles was led out by Dr. Wolfgang Porsche in the 356 Number 1. The Chairman of the Supervisory Board disembarked with a broad smile across his face at the end of the parade in front of Stuttgart’s New Schloss: “Baden-Württemberg is a state with petrol in its blood. It’s also a good sign for our employees.” Alongside the entire Board of Management of Porsche AG, a number of racing legends also joined in. Hans Herrmann guided the 917 Le Mans through the narrow guard of honour: “It certainly brings back many memories. I had my last race in this car.” Bringing up the rear, the motorsport vehicles

made for a brilliant finalé to the parade. The crowds were thrilled as works driver Marc Lieb in the 908/3 Spyder, Jacky Ickx in the 936 Spyder and Peter Falk in the 911 Paris Dakar made their way through the centre of the city. Walter Röhrl, toying with the accelerator in the Carrera GT, was also impressed: “People get inspired when they see these cars.” A technology and innovation show was also held in Stuttgart’s Schloss Square. Here, Porsche presented its pioneering technology with the 911 GT3 R Hybrid, the Boxster E, the Panamera S Hybrid and the Cayenne S



Number 1: Dr. Wolfgang Porsche, accompanied by Prof. Dr. Claudia Hübner, led out the 41 Porsche vehicles



On the run for fun: Marc Lieb in the 908/3 – no lap times to worry about on the way

01 News from Porsche AG
125 years of the automobile



Anniversary serenade: Mercedes-Benz, Porsche and Audi side by side

125 vehicles, one parade:
 Led out by the inventor of the automobile, rounded off by the inventor of the sports car.

Hybrid – and won yet another accolade: A 356 BTS 1600 GS Carrera GT from 1960 was chosen by an expert jury as “Stuttgart’s super car”.

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The precision of a well-choreographed dance routine

50 employees from various departments at Porsche spent eight months organising the parade to celebrate the 125th anniversary of the automobile. And even the weather matched the perfect planning.

If he needed to, Alexander E. Klein would shift up a gear. The manager responsible for lining up the parade vehicles sprinted through the park land behind the New Schloss in Stuttgart, to be in the right place at the right time before the cars arrived. “We are very proud that everything worked out so well and we were able to inspire so many people with the cars”, said Klein. Christian Dau, in charge of major events at Porsche was also beaming. “The entire team did an excellent job”, Porsche’s parade manager enthused, praising also the collaboration with repre-



In the middle of the scene: Alexander E. Klein (middle), making sure the choice of vehicle was right

sentatives from Audi and Mercedes-Benz. “It really was brilliant fun.”

Preparations for the event took eight months and involved practically each and every employee from the Porsche Museum, as well as members of many other departments. One team was responsible for safety barriers and precautions, another was responsible for deploying trainees and the Porsche hospitality team made sure the drivers was well fed and watered.

The principal performers in the parade were the cars themselves, 14 of which came directly from the Porsche collection. All 41 were serviced and kitted out in their stickered livery in the museum workshop before rolling out. They were then carefully arranged together with cars from Audi and Mercedes-Benz in a precisely defined order in the Plant 5 car park. Lined up one after the other, the parade was almost two kilometres in length. The route from Zuffenhausen via Pragsattel to the Mercedes Museum and on to the New Schloss was exactly 17.9 km long. Just in case, the support team also included ten technicians from the Customer Centre as well as the Porsche company doctor. Getting the drivers in the right vehicle was a challenge in itself. “We had to

decide at the outset who would be driving each of the magnificent cars”, explained Klein, who described putting the parade together like a “well-choreographed dance routine”.

The 41 Porsche trainees also had an important role to play. Together with trainees from Mercedes-Benz and Audi they accompanied the drivers, who included President of the Executive Board at Porsche AG Matthias Müller in the 911 Speedster and Executive Vice President Human Resources Thomas Edig in the 356 Carrera Abarth, to their cars and showed them the route to the parking areas at the end. Just after 5 pm, the spectacle came to an end in front of the New Schloss. 18 vehicles were taken by transporter back to Zuffenhausen, the others were driven by Porsche colleagues. Employees from the Museum workshop hardly had time to catch their breath. The 550 A Spyder, driven by Herbert Linge in the parade, had to be readied for its next outing. Two days later it was on its way to Italy for the Mille Miglia. The Museum was on quite a roll.

Public Relations and Press Carrera

01 News from Porsche AG



Anniversary parade: Lined up in front of the New Schloss (above), Klaus Bischof takes to the streets in front of the Mercedes-Benz Museum (right) and Jacky Ickx mingles with fans and enthusiasts (below)

A parade marking 125 years of the automobile:
Summer, sun, 36° and gleaming gems from the Museum – perfect conditions for a successful anniversary celebration.



01 News from Porsche AG



Sunny disposition: Racing legend Derek Bell patiently answers media questions

Glamour with SPF 10:
"People get inspired, when they see these cars."





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PORSCHE

Research vehicles for the e-mobility model region of Stuttgart

The E-plant: Porsche starts practical testing with three electric Boxsters

Following the GT3 R Hybrid, 918 Spyder and 918 RSR, the Boxster E is another sports car concept that combines research and driving pleasure in a way which is characteristic of the Porsche brand.

The Boxster E, with one electric motor on the front axle and one on the rear, is an all-electric four-wheel drive vehicle and has similar driving dynamics to the Boxster S. Together with two other Boxster E, which each have one electric motor driving the rear wheels, the prototype is being used to test day-to-day suitability and user behaviour when it comes to all-electric vehicles, particularly in terms of driving and charging. Researchers are hoping for findings that will help them improve future products, enhance Porsche Intelligent Performance and facilitate the integration of electric vehicles into the infrastructure.

The practical testing involving the three Boxster Es is part of the large-scale initiative "Modellregion Elektromobilität Region Stuttgart" (E-mobility model region of Stuttgart). The Stuttgart model region is being supported as part of the federal programme "E-mobility in model regions". The Federal Ministry of Transport, Building and Urban Development (BMVBS) is providing around 130 million euro from the central government's Economic Stimulation Package II to eight model regions across Germany. The programme is coordinated by NOW GmbH Nationale Organisation Wasserstoff- und Brennstoffzellentechnologie.

Thanks to its concept as a mid-engine sports car, the Porsche Boxster provides the perfect vehicle basis for the everyday testing of the electric drive system. The open-top two-seater is very light, making it possible to accommodate the new electric motor, battery and high-voltage technology in the vehicle in a crash-safe manner. Together with its low aerodynamic



drag, low road resistance results in optimum range. Similarly important for any Porsche sports car, whether powered electrically or conventionally, is a high driving dynamics capability. This is achieved in no small part by balanced axle load distribution, which suits the mid-engine concept.

The Boxster E is an all-electric vehicle and has no combustion engine on board. Two electric motors, which work independently from each other, are responsible for propulsion, with permanent transmission units acting on the front and rear axle. The rear drive unit, comprising the motor and transmission system, is housed with the power electronics for controlling the electric motor where the manual gearbox and the exhaust system would usually be in a conventional Boxster. At the front, the space freed up by the absence of the 64 litre capacity fuel tank is used to house the second drive unit. The adjoining luggage compartment accommodates the power electronics for the front-axle electric motor. As a result, the Boxster E has four-wheel capability without any mechanical fixed drive between the two axles. For maximum handling stability and traction, a central electric control unit is responsible for synchronising the two E-motors

The E-plant: Porsche has sent three Boxster prototypes with E-drives for testing.

and regulates the driving torque on the front and rear axle. The two electric motors have a total power output of 180 kW and a maximum total torque of 540 Nm at a maximum speed of around 12,000 rpm. As a result, the two e-motors in combination deliver a driving power way beyond the power ranges of the e-drives used in today's hybrid vehicles. Not only is the all-electric drive system of the Boxster E emission-free, it also offers a completely new type of driving pleasure. The maximum torque of the electric drive system is generated practically from the first revolution. The Boxster E runs almost silently and, from the very first metre, generates powerful propulsion at the same time. The two motors enable the two-seater to sprint to 100 km/h from stationary in 5.5 seconds. The maximum speed, which is limited to 200 km/h, is achieved without any gear change at all – neither automatic nor manual. The impressive power provided



E as in Efficient: Two electric motors working independently from each other drive the front and rear axle

by the two motors also brings with it another benefit: Greater recuperation power is available as a result – more energy can be reclaimed during braking. This increases the efficiency of the drive system.

In the two other Boxster E with rear-wheel drive, there is no front electric motor. A power output of 90 kW with rated torque of 270 Nm is therefore generated. Nought to 100 km/h is achieved in 9.8 seconds, and the maximum speed is set at 150 km/h. Because all Boxster E run relatively quietly, the Porsche engineers have come up with an active sound design, which gives the driver acoustic feedback and warns pedestrians if necessary.

At the heart of every version of the Boxster E is the high-voltage battery providing 363 volts, which was developed by the Porsche engineers themselves and is also manufactured by Porsche. This lithium iron phosphate traction battery is housed where the combustion engine would be. Each of its cells has an individual rated voltage of 3.3 volts and a capacity of 20 Ah. Pooled together, the energy from the 440 individual cells enables up to around 170 kilometres of driving pleasure in the Boxster E, which weighs just 1,600 kilograms on-the-road, measured according to NEDC. With a total weight of 341 kilograms, the battery's energy content is 29 kWh, of which around 26 kWh is inherently

available for use – an exceptional value for a battery. Its maximum power output is 240 kW, in other words some 60 kilowatts more than the four-wheel Boxster E requires at full load. The battery and the drive assemblies are connected to two water-based cooling circuits. The heat exchangers are housed up front behind the intake openings just as they are for a conventional drive system.

The battery is secured to the body structure at the same points as the combustion engine in the Boxster S would be. This has many advantages, particularly in the event of a crash. By using the same load paths as in the Boxster S, the battery is secured to the vehicle in the optimum position and at the same time is protected from damage by the surrounding body structure thanks to its mid-position in the vehicle. Just like the combustion engine in the standard vehicle, the traction battery is installed into the Boxster E from below and can be replaced very quickly if necessary. Special fixings, which have their origins in motor racing, allow for this. They enable the battery to be separated from the cooling circuit without air penetrating into the system.

The traction battery is charged using a charging cable. Any conventional plug can be used as the energy source. The charging socket on the vehicle is fitted with a

light ring and, just like any other Porsche sports car, the Boxster E is 'refuelled' from the front. The charging unit is housed at the front of the car. It converts the alternating current from the plug into direct current so that the traction battery can save the electrical energy. Its maximum charging power is 3.3 kilowatts, meaning that full charging takes around nine hours. Thanks to a quick charge function, the charging time can, however, also be shortened. Despite the presence of the electrical assemblies, there is still enough space in the front luggage compartment for baggage. The rear luggage compartment of the Boxster E is unchanged.

And of course, the Boxster E also provides all the important safety and comfort functions of the standard model. The new brake system enables optimum fading of the generator-based brake torque from the electric motors and the mechanical brake system, a Porsche Ceramic Composite Brake (PCCB). The electrically powered air-conditioning compressor, which is housed in the front luggage compartment, ensures comfortable temperatures in the interior.

Not only is there no clutch pedal or gear lever in the Boxster E, there is no rev counter either. Instead, a special E-power meter is provided in its place in the central instrument panel display. A swing to the right shows the power accessed, to the left shows recuperation. Recuperation – in other words the energy reclaimed by using the electric motors as generators – can be varied via the push buttons on the steering wheel. The effect: a type of engine brake on request. Otherwise the Boxster E simply glides when the driver takes his foot off the pedal, using the momentum of the moving vehicle. The right-hand TFT display in the instrument panel works as an intelligent range manager and shows useful driving information: the remaining range or how many kilometres can be gained by switching off the air conditioning.

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PORSCHE

02 Information Exchange



House party: Porsche history up close and personal

Porsche Sound Night The sound of legends

Around 1000 visitors poured into the Porsche Museum for the first Sound Night event – and experienced raw emotion. The presence of racing legends and the roar of the engines from six decades of Porsche Motorsport certainly made for a thrilling atmosphere.

Long queues formed at the entrance. Visitors crowded around the exhibition area in front of the goods lift. It was almost like being at a rock concert. And the stars of the show were greeted with just as much enthusiasm. Shrieks, whistles, thunderous applause – the audience were mesmerised by the performance of 4, 6, 8 and 12 cylinders. As the decibels increased so too did the smiles on everyone's faces. And if we had needed any proof that engine noise triggers emotions, this was spectacularly demonstrated during the museum event.

Dieter Landenberger could hardly believe his eyes. The Head of the Historical Archive played host for the evening, together with SWR1 radio presenter Matthias Holtmann, welcoming the many "friends of the cared-for combustion engine". Speakers included racing legends Hans Herrmann, Herbert Linge, Kurt Ahrens and Peter Falk as well as many experts past and present.

The three hours went by in a flash due to the countless anecdotes and impressive knowledge being shared. One particular highlight was the starting of a Porsche Diesel Master, a task entrusted to former developer Paul Hensler himself. "Take this tractor for a drive through the Allgäu region. You'll feel absolutely everything on the way, every single pothole", enthused the near 90-year-old. Kurt Ahrens recalled his first encounter with the Porsche 917. When he discovered it didn't have any outside mirrors, he was told: "Nothing overtakes a Porsche."

The big names from the past almost stole the show from the legends on four



wheels. Almost. From the 356 Le Mans and the 804 Formula 1 through to the Carrera GT, the noise of each engine electrified the crowd anew, with the RS Spyder hitting the final note. But for many, the Sound Night in the museum's underground garage was set to continue, as they enthusiastically started up their own Porsches.

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02 Information Exchange

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Onroad Performance-Training at the Nürburgring Nordschleife from 29th–30th September 2011

There is a reason why experts have dubbed the Nordschleife “Green Hell”. Built in 1927, it is an unforgiving race track from another era. The varying track conditions, extremely uneven in places, come and go in the blink of an eye. Detailed knowledge of the track is essential. The Nordschleife demands precise vehicle control with its large differences in elevation, quick sequence of fast and medium-speed bends and relatively narrow road surface. This is precisely why it is a track of superlatives, which guarantees demanding drivers maximum driving pleasure.

Has the precision driving course made you hungry for more? Step it up and take the performance course. This course is for advanced participants, who have already completed the Precision Training. The two-day driving safety course focuses mainly on further improving vehicle control.

Being able to brake for bends in a deliberate manner and avoid unnecessary steering wheel movements is a matter of practice, practice, practice. That’s why you will spend as much time as possible behind the wheel during Onroad Performance-Training. One of the main parts of the training course is “Free Driving”, which is further intensified during this course – an opportunity to refine your knowledge of the whole track.

Track:	Nürburgring Nordschleife
Date:	Thurs – Fri, 29th–30th September 2011
Level:	Onroad Performance-Training
Requirement:	Participated Precision Training
Price per person:	1,822 Euro
Accompanying person:	250 Euro

For more information or to book, go to www.porsche.com/sportdrivingschool
 E-mail: sportdrivingschool@porsche.de or call us on: +49 (0) 711 – 911 7 86 83
 We're happy to answer any questions you have on our offer!



Drive confidently through the “Green Hell”: With Porsche Sport Driving School Performance Training



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PORSCHE

02 Information Exchange

Porsche Travel Club Porsche Tour Hamburg/Sylt 2011

**Swap your beach chair
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Sylt is Germany's northernmost island. Famous for its long beach stretching 40 km along the western coast. An island of contrasts, from the rough surf of the west to the sheltered mudflats of the east. Unspoilt dunes and green dikes. Rich heathland and majestic cliffs. The 12 towns and villages, all unique in their own way, offer a wonderful array of shops and are the ideal place for a relaxing stroll. All that's missing is the car to take you there: a Porsche.

Trip highlights:

- Varied and interesting journey along the winding coastal roads by the North Sea and the Baltic
- Evening meal at the famous Sturmhaube restaurant
- Relax in the 3,500 square feet spa complex at the exclusive Grand Spa Resort A-Rosa including original thalasso centre fed by sea water
- Enjoy the North Sea island over coffee at the famous Sansibar restaurant right in the middle of the fabulous dune landscape



Date:

07th–09th October 2011

Price:

2,190 euro per person in a double room

2,390 euro per person in a single room

More information can be obtained from the Porsche Travel Club at:

www.porsche.com/travelclub

E-mail us at:

info@porschetravelclub.de or

call us on: **+49 (0) 711 – 911 7 81 55**



Off into the dunes: Experience holidaying in a Porsche

02 Information Exchange

Porsche Tequipment Accessories for individual design

Time for a change



Dynamic performance: SportDesign package



Sporty design: 19-inch Carrera Sport summer complete wheel set



Pure driving pleasure: Sport mode retrofitting

New accessories for your Boxster

Spring is the time for change. A great opportunity to get your Boxster ready for the new season. Accessories from Porsche Tequipment make changes easy. And safe. Not only does each component have to look good, it has to perform well as well.

How about the SportDesign package for example? This includes nose trim with additional spoiler lip and automatically extending rear spoiler, which is also visible when retracted. The package emphasises the sporty look of the Boxster models and reduces lift.

The 19-inch Carrera Sport wheel ensures correct roadholding and driving dynamics thanks to its wider size (8.5 inches at the front, 10 inches at the rear). The summer complete wheel set has a classic 10-

spoke design. The spokes, painted in GT metallic silver, and the highly polished rim edge enhance the matching visual effect.

Sport mode retrofitting ensures pure driving pleasure, enabling the drive system and – in conjunction with PASM – the chassis of your Boxster to be sports tuned. Sport mode is activated using the additional SPORT button in the centre console, influencing the accelerator characteristic curve, PSM and, depending on the design, PASM and PDK.

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.

02 Information Exchange

Porsche number games

We are pleased to present to you a special number in the Number Games section of every edition.

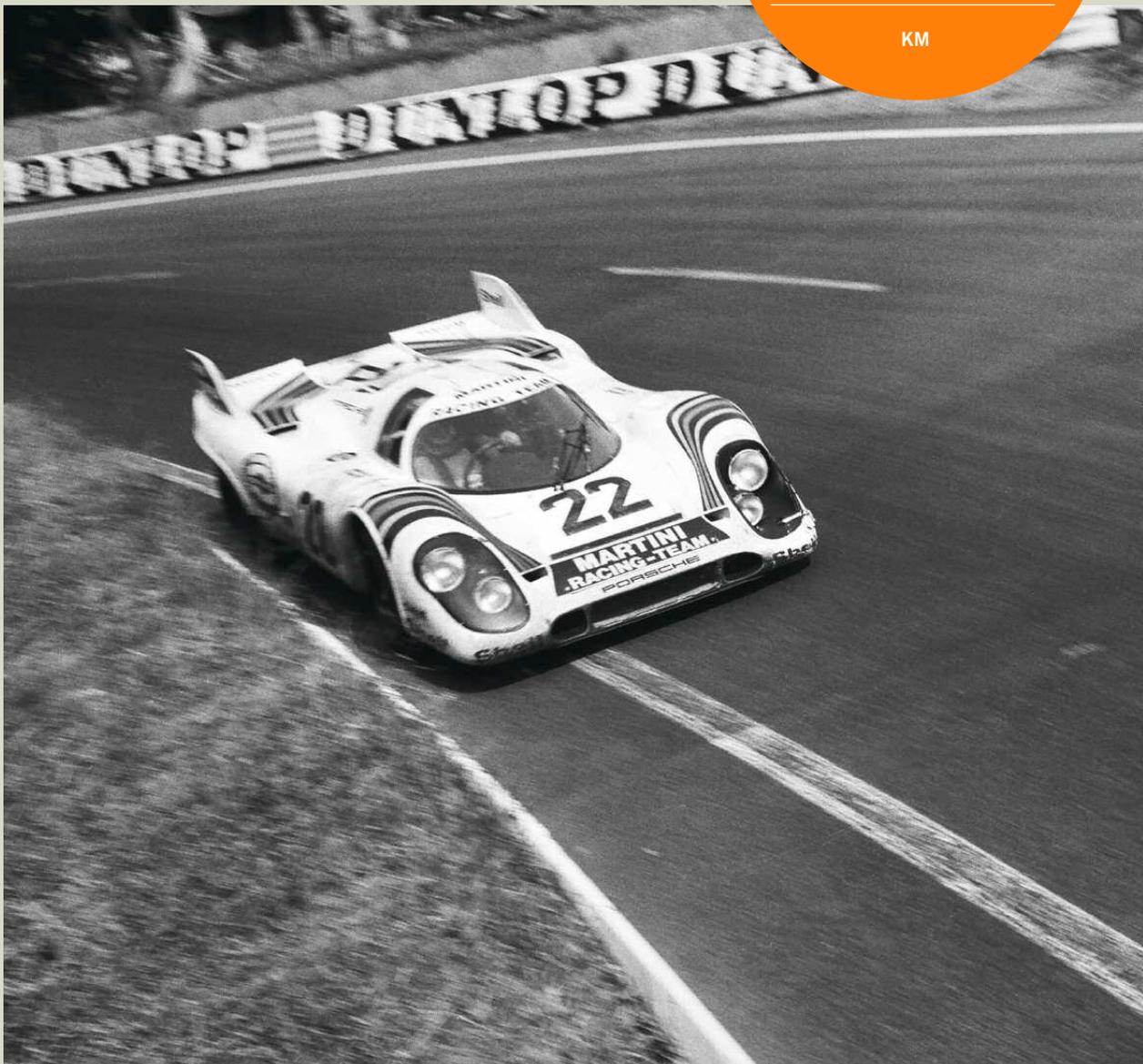
This time, we are looking at the number 5,335.

5,335 KM = 397 LAPS at 222 KM/H as needed by the Martini Porsche 917 of Gijs van Lennep and Helmut Marko to take victory at the Le Mans 24 hour race in 1971.

This “almost forever” record was not exceeded until 2010.

5,335

KM





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

Consulting the family physician is always best.

Porsche Service



PORSCHE

04 Reports

Introducing: Porsche Classic Club Russland



Porsche Classic Club
R u s s l a n d



A young, up-and-coming Club: In July 2009 the wait was over – Porsche Classic Club Russland (PCCR) was officially registered. Before it was official, there was the small matter of meeting a selection of suitable classic Porsche vehicles together with their respective owners. The main criteria were the use of original parts, maximum possible authenticity and legal immaculacy. Some vehicles still had to be restored and made roadworthy.

The Club currently has 28 members with 33 vehicles, several of which are being restored at the moment. The fleet includes vehicles from 1964 to 1997: 365, 924, 928 GT, 964 Turbo 3.6, 964 Turbo 3.3, 964 RS and 993 Turbo – all a joy to behold at Club events. All vehicles feature original parts only.

In a warm, friendly atmosphere, the Club brings people together of all interests, professions and age groups. Through its events, the Club offers its members a

chance to meet like-minded people and to establish and maintain new contacts. The Club members, who are restoring their collector's items with great enthusiasm, always have their eye on plant specifications and the manufacturer's requirements: any tuning or interference with the Porsche Design is to be avoided.

Amazingly, many vehicles have been in Russia for over 25 years. This goes to show that, even during Soviet times, there were plenty of enthusiasts who not only took pleasure in driving a Porsche, but were also able to keep their vehicles in remarkably good condition.

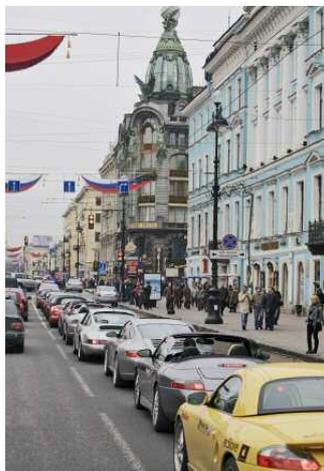
The number of classic Porsche owners is now rising by the year – despite the fact that the Russian weather only provides a relatively short period of opportunity for really indulging in driving pleasure. This is compounded by high import duties. And the condition of Russian roads often demands particular driving skills.

But this does nothing to dampen the enthusiasm of active Club life: the focus is on competitive racing, parades and exhibition events. The aim of these events is to give Club members an opportunity to show their vehicles in the company of like-minded people, encourage them to put their Porsches to the test and to ensure as much driving practice as possible.

The events also enable anyone who is interested to get to know and experience the Porsche brand. On its part, the Club also plays a key role: supporting its members during their restoration projects, giving advice on how to maintain the vehicles properly and keeping members informed of news from Porsche World.

Highlights of the Club calendar are the "Porsche White Nights" events, which have now been organised for two years by the PCCR. This gives Porsche owners from different countries a chance to get to know interesting destinations in Russian cities, regardless of whether they are Club members or not.

From next season, this event will be extended beyond Russia's borders, to take in the entire Baltic region as part of the "Four-Step Baltic Championship". Stages will run through the Baltic states, Finland and Scandinavia, with the participating countries themselves deciding where and how each country stage will be held. Competition rules stipulate that the host Club give its guests and their companions a better understanding of the cultural and historical sights of the country in question.



Porsche Club Russland: A young Club with tradition

Dimitri Kartsev

Porsche Classic Club Russland
www.porsche-classic.ru

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MICHELIN

A better way forward

04 Reports Porsche Club Steiermark / Porsche Club Slovenija



Coproduction: Porsche Club Slovenija and Porsche Club Steiermark organised the fourth Cross Border Rallye

Cross Border Rallye Enjoy time with friends across borders

Cross-border adventure: On the 9th of April in Maribor, over 70 Porsche vehicles came together to take part in the fourth Cross Border Rallye.

Driving pleasure in dream weather: Organised by Porsche Club Slovenija and Porsche Club Steiermark, the first day of the cross-border trip ran from Marburg via Lovrenc, Muta and the Radl Pass to Gamlitz. Graced by early summer temperatures, the 150 km route through picturesque settlements and along isolated mountain roads created an unforgettable experience – with quite a challenging programme: On day one, participants from seven countries had to complete a total of seven stages, four special trials and five checkpoints.

But there was no lack of rest and relaxation: In the evening a gala dinner was held in Gamlitz Palace to mark the 15th anniversary of Porsche Club Steiermark. Guests

included the Austrian Ambassador to Slovenia, his Excellency Dr. Erwin Kubesch, the Mayor of Gamlitz, KR Karl Wratschko, the President of Porsche Club Slovenija, Prof Raszto Ovin, President of Porsche Club Pannonia, Marton Egervari, President of Porsche Club Croatia, Nenad Durovic, as well as Walter Braun, Director of Porsche Classic Club Austria, and Director of Porsche Inter Auto Slovenia, Heinz Slesak.

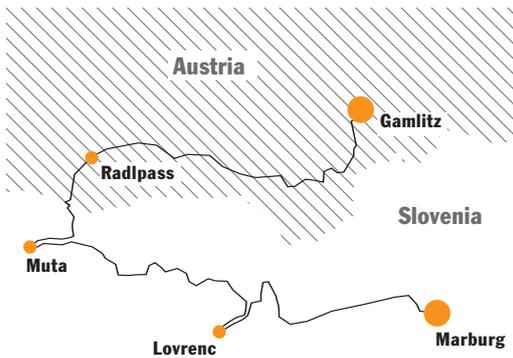
With balmy evening temperatures, the fabulous setting was perfect for exchanging impressions and stories of the day's driving. Following a grand firework display, prepared and coordinated by the Karl Sternat family, long-standing members (all belonging to the Club for over 10 years) were honoured.

The next day, Sunday, participants gathered at 8 am in Gamlitz for the mountain stage. The Gamlitz voluntary fire service kindly blocked off and secured the approx.



Early summer temperatures: making the drive even more enjoyable

04 Reports Porsche Club Steiermark / Porsche Club Slovenija



3 km route. After an exploratory drive along the route over Eckberg mountain, two timed stages were run – the aim being to keep the time difference between the two as small as possible.

Following a wonderful lunch at the Gasthaus Wratschko it was nearly time for the awards ceremony. Beforehand, however, there was a weekend for two in the Austria Trend Hotel Lambrechterhof to be won as the main prize in the raffle as well as other prizes. Porsche Community Management contributed a number of gift items and a commemorative plaque to mark the anniversary of Porsche Club Steiermark.

A personally written, sincere letter was read out and was greatly appreciated by all participants. Afterwards, the awards ceremony honoured the winners – for overall victory, the mountain stage and the slalom, bringing a weekend whose motto

was “Enjoying Porsche with friends” to an end. The fact that seven countries came together for a friendly competition, with team spirit taking centre stage despite the language barriers, could not have borne out the motto any better.

This anniversary celebration will be fondly remembered by all those who took part, not only because the weather and the route were both spectacular, but because the entire organisation was first class. We would like to thank the organisers who gave up their free time to make this wonderful event happen.

Toni Werkgartner
Porsche Club Steiermark
www.porsche-club-steiermark.at

Porsche Club Slovenija
www.porsche-club-slovenija.si



Drive fair: Even among friends, sporty competition is never far away



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PORSCHE

04 Reports Porsche Club Francorchamps

11th Porsche Francorchamps Days New lap record on legendary track

The 11th running of the Porsche Francorchamps Days was once again a great success – thanks to the charm of the location and perfect organisation.



Porsche magic grows: More than 400 Porsches took to the race track over the three days

04 Reports Porsche Club Francorchamps

The Spa-Francorchamps circuit is regarded as one of the most beautiful in the world. In many ways it is one of the most magical: almost no one can escape the magic of the track – and its unrivalled history. Many great victories in motorsport have taken place in this wonderful setting. Even today, the unique aesthetics of the track are still inspiring, particularly the famous “Raidillon” bend.

It is perhaps no surprise then that the Porsche Francorchamps Days, organised by BCM-LDS for Porsche Club Francorchamps, was once again a roaring success. In beautiful weather – unperturbed

by two short rain showers – countless Porsches and Porsche enthusiasts came together from all countries.

Over the three days, more than 400 vehicles took to the race track – divided into three different classes: “Fun” for beginners, “Sport” for advanced drivers and “Racing” for vehicles with race tyres.

The trackside programme was also definitely worth a look: extensive stand space was given over to presentations, including impressive talks by D’Ieteren, Porsche and Michelin, an exhibition of Porsches from all model series, not forgetting the

games for the kids and the chance to have your Porsche tested on the engine test stand. The event would not be complete without taster drives on the race track as well as touristic rallies to the Belgian Ardennes, which always prove extremely popular.

The spectacular high point was, of course, the enormous parade on Sunday, which captivated the largest crowd of the weekend. You really have to see this parade “Jean-Charles Cartier” to be able to grasp the excitement it generates. Even though the track is seven kilometres long, the first vehicles in the parade caught up



Perfect parade: Porsche experience – in the middle of one large family



Record drive: 669 Porsche were needed to set a new lap record

with the last, creating a procession of 669 Porsche vehicles. An impressive new record, which is now being submitted to the Guinness Book of World Records!

The team of organisers are already working on the 12th running of the event for 2012, which promises to be a brilliant spectacle. Not least because plans are already in place to integrate the Porsche Classic Clubs more closely in the future with this unique event, the biggest of its kind in Europe.

Hugues Vanderbecken

Porsche Club Francorchamps

www.porscheclubfrancorchamps.be

04 Reports Porsche Club Zug

Driver training Porsche Club Zug in Slovakia



Pit lane: The vehicles from Porsche Club Zug at the Slovakia Ring

A thrilling tour of discovery between the past and the present: From the 28th of April to the 4th of May Porsche Club Zug organised a long weekend for Club members and customers of the Porsche Centre Zug. This time, the journey took participants into the region around Bratislava. The highlight was a two-day driver training course at the Slovakia Ring, a new 5,922 km racing track located 36 km east of Bratislava.

The hotel in Samorin, where participants stayed, is situated in a country park directly on the Danube, a wonderfully peaceful location. The 65 participants were offered three guided excursions by bus, so that we also got a chance to discover the lovely region around Bratislava. On Friday, a visit to the Hungarian city of Győr was arranged. Not only is this important regional capital known for its automotive industry, it also has a lot to offer in terms of culture – albeit without the glamorous flair of a major city like Budapest or

Vienna. The charm of Győr lies in its laid-back, romantic nature.

In contrast, the trip on Saturday took in the Austrian capital, Vienna – a true metropolis. An extensive circuit of the city included many of the famous sights. No trip to Vienna would be complete without a visit to one of its legendary coffee houses.

On Sunday we drove to Bratislava. We explored the city on foot and took an Old-timer City Tour. To round off the weekend, a visit to Bratislava castle was arranged, with its impressive four towers overlooking the city.

On Monday and Tuesday, the Slovakia Ring was made available to participants for open-course driving. The new racing circuit proved to be very demanding, offering a challenge to all tastes and temperaments. Everyone was able to enjoy the driving dynamics of their Porsches to the full. The Porsche Centre Zug once



Bratislava: Driver training combined with culture

again provided us with a motorsport mechanic for this driving event plus a workshop vehicle free of charge. Around 80 wheels were brought to the race track by two helpers using transporters. There could be no doubt as to how thrilled everyone was with the experience, listening to the lively exchange of stories over apéritifs and dinner at the hotel.

We would like to thank all the sponsors and volunteers who helped out so generously. The event was once again brilliantly organised by our expert Martin Kammerbauer and sports manager Heinz Arnold, both of whom deserve a pat on the back and our heartfelt thanks.

Esther Friberg
Porsche Club Zug
www.pczug.ch

04 Reports Porsche Club Estonia

Good things come in small packages – Porsche Club Estonia Exclusive island tour to mark 15th anniversary

The decision to celebrate the 15th anniversary of Porsche Club Estonia (PCE) on Estonia's largest island, Saaremaa, was an excellent idea – even if the decision was initially taken on the spur of the moment. For most of us, the event started the minute we reached the port: It was simply wonderful to see many familiar faces – and some new ones too.

After a short hop on the ferry to the island, we met up with more participants, and the event was already officially under way. It kicked off with an orientation drive around the island.

The term "Porsche Classic Rallye 2011" would have been very fitting, with orienteering drives now having a long tradition at our seasonal events. As with any orienteering tour, the basic idea was to collect points on the way round. But this time we had built in a special twist: The questions en route allowed scope for a multitude of open answers. Extra points were awarded to the team with the most original answers and the best technical knowledge.

One of the best answers we received read: "What's the most fun you've had in a Porsche?" – "Nürburgring. Always." The original answer went on: "Picked up a hitchhiker near Hamburg at 22:30 at night. At 5 in the morning dropped him off at his door in Sweden, Jonköping. The drive of my life!" It was really fascinating to read the different answers. But trying to rank them proved to be something of a challenge. Another lesson learned!

After a short break for lunch at the magical Roomassaare harbour, the end point of the orienteering drive, the whole group drove to Saaremaa Airport. The mission: to compete in a advanced slalom event followed by accelerating and braking. A

safe race for the drivers and their vehicles, and it really took off!

The second chance to prove one's driving skills at the airport came in the form of a trial that we had already tried out very successfully in the past: The trial involved accelerating from standstill over a distance of approximately 330 metres, then braking hard, making a U-turn, accelerating again and then coming to a precise stop on the finish line with the road marking between the axles. Sounds easy. But when you are racing against another car and time for accurately calculating the braking distance is short, it is quite a challenge not to overrun the finish line.

The evening was then rounded off with a gala dinner at the hotel restaurant. Shortly before desserts were served, a small awards ceremony was held. Prizes were donated by the Estonian Porsche dealer, who had become an very great and important supporter of the PCE.

A huge thank you to everyone who took part in our event with over 26 vehicles from all model series – with drivers coming from Estonia, Latvia, Lithuania and Poland no less. As one of our members is also a member of Porsche Club Finland, we also had a representative from PCF with us. So it was really a big event for a club as small as the PCE!

In the future we will also try to open up our Club events to all models and years: This time, the top three places were taken by a 964, 993 C2 and a 997 GT RS. Which speaks volumes: You don't necessarily need the most powerful Porsche to grab a place on the podium. In the end it's the co-operation between the car and the driver (and a good co-driver) that make the difference. An insight which is very much in tune with the spirit of the event.

Porsche Club Estonia has had a great start to the season. We hope to see everyone again (and some new faces) at the next event. Everyone's invited!

Margus Holland

Porsche Club Estonia
www.porsche-club.ee



Journey for the senses:
Taking the ferry to Saaremaa island

04 Reports Porsche Club Cyprus

Summer driving event ... not just a pretty face

Rousing driving day on Cyprus: To make a change from the usual starting-off point in Nicosia, 35 Porsche sports cars met in Limassol, the second largest town on the island blessed with a 15 km mediterranean coastline full of exclusive hotels, cafés, residences and a constant fresh breeze.

The coastal road is often decorated with flamboyant and noisy exotic cars. The Porsches on the other hand, discretely gathered on the outskirts of the town at the Chester's Bar. The atmosphere was light and lively as drivers and co-drivers mingled, everyone getting increasingly familiar and friendly with every PCC event.

For the first time, the PCC committee provided a Club cap and T-shirts, which were appreciated among the Club members and sold well. The proceeds from this and other initiatives will go towards a future charity event.

Coffee, muffins, safety briefing and off we went, the air filling with that electrifying sound of Porsche engineering perfection. We were to reach our destination heading east, along the coast. But soon the cars ventured off into the hills and the picturesque villages nestled within, getting a rhythm and taking each bend and turn as it came. The expansive hills and mountains of Cyprus provide a perfect venue for the PCC drives, cars like the 911 feel right at home, constantly changing directions, embracing the road like an old friend.

The cars gathered smiles as they passed through villages, offering some entertainment to the young and a photo opportunity to the tourists. In the middle of Lefkara, famous for making lace, the cars became the backdrop to a local wedding: The happy, newly wed couple stepped out of the church as we drove by!



As if the first part of the drive was not challenging enough the committee had designed the route to include a 7 km stretch of a special "WRC course" which was recently covered in asphalt, the experience was more real, more challenging and possibly more demanding than a good drive on a track. And that's precisely what Cyprus is still lacking. There is, however, talk of plans for a race track to be built. Of course, we are already excited about the possibility of using it for future events and as a training venue. We hope to have something more concrete to report in the near future.

Happy, but a little exhausted, everyone returned to Nicosia, the island's capital, as the day's drive of 135 km had almost no straights! "Little Buddha" provided a buffet with an excellent selection of Asian cuisine. And the cars were well looked after too: Our new sponsor, Mobil 1, was on hand to give each driver a top up measure of oil on arrival.



Happy hour: Porsche Club Cyprus held a successful summer driving event

All in all, it was another successful event: 35 Porsches and 55 happy Porsche fans experienced an unforgettable day. The cars were used as they were intended, to exhilarate through supreme performance and not just their attractive looks.

Ioannis A Agrotis
Porsche Club Cyprus
www.porscheclubcy.com

05 An interview with Jürgen Barth

Based on the questionnaire of Marcel Proust, we put 20 questions to Jürgen Barth, overall winner of Le Mans 1977 and former Director of Porsche Customer Racing division

Where would you like to live?

I very much enjoy living in the Stuttgart area and, since 1964, have felt at home both in Bietigheim and later in Sachsenheim.

What is your idea of perfect happiness?

Being happy in yourself, with your family and your surroundings.

Which faults are you most likely to forgive?

Everyday flaws.

What do you regard as the lowest depth of misery?

Ill health.

Your favourite historical figure/s?

Mediaeval knights.

Which traits do you most appreciate in a woman?

Honesty and affection.

Which traits do you most appreciate in a man?

Directness.

Your favourite virtue?

My directness.

Your favourite pastime?

Driving Porsche!

Who or what would you have liked to be?

I have achieved everything I wanted to become in life.

What is the Porsche legend?

Firstly, the team spirit of Porsche drivers, and secondly, a perfect car that is fun to drive. As Dr. Porsche once famously said: "Driving in the best-possible form".

What makes a Porsche sports car?

Its suitability for everyday use and reliability.

What does the Porsche of the future look like?

An amazing electric sports car with a wealth of new ideas, but offering the same performance as our current cars.

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

A Porsche 911.

Your main character trait?

Pursuing goals in a thorough, open and honest manner.

Your greatest fault?

A belief in the good in everyone.

Who are your heroes in real life?

The governments that have to deal with the reality of today's world.

What do you despise the most?

Deviousness.

What natural talent would you most like to possess?

The ability to heal.

Your motto?

Live life as it comes.

20

20 QUESTIONS TO

JÜRGEN BARTH



Curriculum vitae

Name: Barth

First name: Jürgen

Date and place of birth: 10th of December 1947, Thum/Erzgebirge, Germany

Family: Divorced, no children

One of the most successful racing drivers of the seventies and eighties (including the 24 Hours of Le Mans 1977). He is still a regular driver in historic races and rallies.

Profession

Commercial and engineering apprenticeship at Porsche AG, Zuffenhausen. Started out as an assistant to Huschke von Hanstein in the Press and Motorsport division (1969). Later became responsible for homologation of Porsche cars and was Porsche's representative in various sports organisations (FIA/BPICA/ONS/DMSB etc.). From 1982 onwards, he was Director of Porsche Customer Racing division and responsible for setting up production and sales of Group C and 911 racing cars in Weissach. He has officially been in (active) retirement since 2008.

Offices

Chairman of the FIA Sportscar committee, founder of Group C organisation OSCAR, founder of the BPR Series, member of FIA GT committee, founder of the ADAC GT Masters series, amongst others.

Hobbies

Driving in historic races and rallies. Writing books, when he can find the time. ("Das große Buch der Porsche Typen", "La Reussite Porsche", "Porsche 904", "Porsche 906", "The Porsche Book")