

Editorial

60th year, June/July 2011

A Racing Life

Racing engineer Marc Lieb is pursuing a parallel career as a professional factory driver. Company racing representative Walter Röhrl is a living legend driving historical 911s on rain-drenched roads to the delight of the modern age. The members of the Porsche Board of Executive Directors trade their pinstripe suits for racing overalls to test the fascination for historical racing cars well up against the limits. On these weekends, it is always a Porsche that ends up winning. At the Porsche Museum, an entire department is charged with organizing the racing appearances of the family jewels on wheels. In short, in and around Porsche, it is nearly impossible not to succumb to the charms of racing.

The Porsche staff consists of approximately 13,000 racers. Once a racer, always a racer, because although you might banish the sound of a fan-cooled eight-cylinder

boxer engine from your hearing range, you cannot banish it from your memory. “Racing is life—anything before or after is just waiting,” was Steve McQueen’s laconic comment in the film *Le Mans*. Porsche lives, so therefore it races, and thus *Christophorus* does too.

This issue of the magazine presents you with a new 911 GT3 RS featuring a 4.0-liter six-cylinder boxer engine and authentic racing genes, as well as with a 39-year-old record at Le Mans, Walter Röhrl on the loose at the Targa Tasmania, and a reigning Formula One world champion in the last real German Silver Arrow. What might be the absolute highlight of other brand magazines is daily business for Porsche and *Christophorus*.

After all, no one wants to spend their time waiting. One would far prefer to read—about racing and life.

Wishing you much reading pleasure,
Eckhard Eybl

