



PORSCHE



The uncompromising mid-engine sports car: The Boxster GTS stands for a pure driving experience

**May 2014**

# **Porsche Club**

## **News 1/14**

**Boxster GTS:** Combined fuel consumption 9.0–8.2 l/100 km; CO<sub>2</sub> emissions 210–190 g/km

## Editorial

### Dear Ladies and Gentlemen, Dear Porsche Club Members,

Start your engines! A new season lies before us. For you, our Porsche Club Member, preparations are starting for the upcoming gatherings and events. For us, the Porsche company, a challenging racing season with the ultimate highlight in Le Mans is approaching.

With the 919 Hybrid, Porsche is once again setting its sights on the 2014 Sports Car World Endurance Championship (WEC). The high-tech race car, which was developed in Weissach, is starting in the top category for all eight races. The focus here, of course, is on the 24 Hours of Le Mans. Our icon the Porsche 911 will also be on stage: The 911 RSR joins all WEC races with a factory-team.

A new development team of 200 employees was formed in Weissach to design the vehicle. It took just two years for this team, headed by Friedrich Enzinger, to get an innovative hybrid technological pioneer ready for the starting line. The target for the first racing year is as ambitious as the vehicle itself: Porsche, technically speaking, wants to finish the races successfully and on a competitive basis.

The WEC comprises eight races. The first round was held in Silverstone, with the second round taking place at Spa-Francorchamps on the weekend of 02-03 May 2014. 919 driver Neel Jani drove the fastest lap in qualifying with a time of 2:00.334. This meant the prototype with the number 14 driven by Romain Dumas, Neel Jani and Marc Lieb started from pole position. This achievement, completed under difficult circumstances, shows the great potential of the 919 Hybrid. Ultimately, prototype no. 14 came in fourth in Spa-Francorchamps in spite of an electronics problem. Its sister vehicle, competing with the start number 20, was able to advance to 3rd place, but dropped back through the field due to technical problems. However, the Porsche team achieved its major goal – getting both LMP1 race

cars to the chequered flag. In addition, the performance of the Porsche 919 Hybrid was highly impressive; it was the quickest car at Spa-Francorchamps for long periods of the race. The next step on the road to Le Mans will be renewed testing and optimisation of the prototypes.

Porsche AG has created a special setting for the races in Le Mans: at Porsche Curves, Porsche enthusiasts, employees and Club members can experience the legend of Le Mans up close. We will fly the Porsche flag there together: Mission 2014. Our Return.

The participants of the European Porsche Club Committee (EPCC) have experienced some sporty moments as well: in 2013, the EPCC met at the Porsche Driving Centre in Silverstone – a get-together that included an extensive driver training course. At EPCC meetings, European Club members and Presidents exchange views on Club development-related issues. We would like to offer you a look behind the scenes with a profile on Peter Vestergren – one of our many Club President volunteers – who in recent years has been responsible for the development of Porsche Club Sverige in his homeland of Sweden. Peter Vestergren's activities at the international Club level show just how closely

the international Porsche Clubs cooperate, and how tight the bonds are between the worldwide Club Community and the Porsche company.

We also accompanied members of the Porsche Club Singapore for an ice driving programme with the Porsche Driving Experience at the new, exclusive Porsche Driving Center in Levi. The Center, which opened in January, focuses on the needs of the Porsche winter programmes, and could now be discovered by the first customers. The Porsche Driving Experience put together a package specifically geared towards Porsche Club Singapore. This allowed the Club members to not only enhance their driving skills; they also experienced a special Club excursion into the snow-swept world of the Arctic Circle – not something they see every day!

Dear Club members, I wish you much joy and success with the preparations for your upcoming Club events.

**Best regards from Stuttgart,  
Yours,  
Dr. Kjell Gruner**



Dr. Kjell Gruner Marketing Manager

**A note to our contributors**

To make sure that your contributions to the Porsche Club News can be published in a proper quality, we ask you to let us have it by E-mail and in the following format. We prefer you to save images in **TIFF format**; otherwise, JPEG format may be used (at a minimum resolution of **300 dpi** and an actual size of at least **13 cm width**, as RGB or CMYK). Make sure that images **do not exhibit pixelation**, and do not save images as indexed colours (Web colour scale). Please attach text contributions as a Word file. We regret that we cannot process Powerpoint presentations or Word files containing embedded images to a printable quality.

**Thank you for your support.****Editor:**

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**WORLD ENDURANCE CHAMPIONSHIP****ON THE ROAD TO LE MANS**

Spa – a track of hills and valleys through the Ardennes: The Spa-Francorchamps race track has everything a racing driver can wish for: fast corners, narrow chicanes, long stretches driven at full throttle. Its most famous corners can be found in the “Eau Rouge” valley. The track, which today is 7.004 kilometres long, lies in a triangle formed by the towns of Stavelot, Spa and Malmédy with the start-finish area in Francorchamps. The considerable altitude differences of around 100 metres and the fabulous landscape of the Ardennes give the track its special character.

Now to the race itself: After reaching the podium in the first race of the season in Silverstone, the new Porsche 919 Hybrid took fourth place in Spa-Francorchamps. Romain Dumas, Neel Jani and Marc Lieb took turns in the cockpit of the innovative sport prototype. They started from pole position at the second round of the WEC and were in the lead for long sections of the race. At the end they only just missed out on a podium place.

Prior to this Neel Jani drove the best time in qualifying of 2:00.334 minutes – the second fastest lap of the weekend. “I knew it would be tricky defending first place after the start. I really had to fight in La Source and going through Eau Rouge wasn’t without its risks either,” said Neel Jani. “I think we were OK in qualifying in Silverstone, unfortunately our car had to drop out of the race. Here in Spa we were very good in qualifying and were in the lead for a long time during the race and were very quick overall. This shows how great our progress has been.” Andreas Seidl, LMP1 team principal added: “The weekend had many positive moments. But we also saw that we still need to improve in a few areas. Nevertheless, we were very much on the same level as our competitors during the race. Overall, we have learned a great deal, the team concentrated on the tasks at hand and once again did a great job. This was an important step on the road to Le Mans.”

**Closing Dates:**

PC News 2/2014: 30/04/2014

PC News 3/2014: 01/08/2014

PC News 4/2014: 24/10/2014

**Porsche Club News on the web:**

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

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# Contents

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## 01 News from the Porsche AG

- 07 **Première – The Porsche 911 Targa**
  - 18 **Macan Plant in Leipzig – Grand opening**
  - 20 **Back in Le Mans – The 919 Hybrid**
  - 26 **Première – Double act: The Boxster GTS and Cayman GTS**
- 

## 02 Information Exchange

- 31 **Porsche Parade Europe 2014 – Welcome to Luxembourg!**
  - 32 **Porsche Sport Driving School – To mark its 40 birthday: The 40 Years Anniversary Drive**
  - 33 **Porsche Travel Club– Porsche Tour: Ennstal-Classie**
  - 35 **Porsche Tequipment – Macan accessories for an intensive life**
  - 37 **Porsche-Museum – Special exhibition: “24 Hours for Eternity: Le Mans”**
  - 41 **Porsche Classic – Product highlights**
- 

## 03 Reports

- 43 **Porsche-Diesel-Club-Europa e.V. – The Porsche Junior Project “Chance” gives people a chance**
- 50 **European Porsche Club Committee – Report from the EPCC and interview with Peter Vestergen, Porsche Club Sverige**
- 54 **Porsche Club Singapore – What a wild ride!**



**Home, Stuttgart-Zuffenhausen.**

**Porscheplatz.**

**That says it all.**

**The Porsche Museum.**

More info at [www.porsche.com/museum](http://www.porsche.com/museum)



**PORSCHE**

**01**  
**News from Porsche AG**



**Combining the Targa concept with a convenient modern roof design**

PORSCHE'S NEW 911 TARGA SEES THE RETURN OF THE 1965 CLASSIC

# THE TARGA

911 Targa 4: combined fuel consumption 9.5–8.7 l/100 km; CO<sub>2</sub> emissions 223–204 g/km  
911 Targa 4S: combined fuel consumption 10.0–9.2 l/100 km; CO<sub>2</sub> emissions 237–214 g/km

**01 News from the Porsche AG**

**It can only be Targa:**  
The glass rear window, which is connected to the convertible top cover, is opened to the rear and tilted at the press of a button. At the same time, two side flaps in the roll bar open up to give the Targa the kinematics of a soft top.

01 News from the Porsche AG



**Two models available exclusively with all-wheel drive:  
A 3.4-litre flat engine with 350 hp is the heartbeat of the 911  
Targa 4; the top-of-the-range 911 Targa 4S model is equipped  
with a 3.8-litre flat engine with 400 hp.**

911 Targa 4: combined fuel consumption 9.5–8.7 l/100 km; CO<sub>2</sub> emissions 223–204 g/km  
911 Targa 4S: combined fuel consumption 10.0–9.2 l/100 km; CO<sub>2</sub> emissions 237–214 g/km

## 01 News from the Porsche AG



**Legendary line:** The iconic roll bar design is back

**Porsche is unveiling the newest generation of the spectacular 911 series to the public at the North American International Auto Show (NAIAS) in Detroit. This is the first model to combine the classic Targa concept with a state-of-the-art roof design.**

Just as in the legendary original Targa model, the new model features the characteristic wide roll bar in place of the B-pillars, a movable roof section above the front seats and a wraparound rear window with no C-pillar. But unlike the classic models, the roof segment on the new Targa can be opened and closed at the push of a button. When the button is pressed, the fully automatic roof system stows the convertible top behind the rear seat system, providing a real spectacle. As is typical for a Porsche, the PTM all-wheel drive design directs more power to the rear to provide the latest 911 model with optimum driving dynamics on an extensive range of road surfaces and in all weather conditions.

These features mark the new 911 Targa as the high-quality, innovative remake of the 1965 classic. The model shares much in

common with the 911 Carrera 4 Cabriolet models; the technology and bodywork of the vehicles is virtually identical up to the window line. The combination of the wide rear end that is typical of all-wheel drive models, the Targa roll bar and the dome-shaped rear window gives the latest 911 an extremely sporty appearance and a low-slung profile.

### **Two models available exclusively with all-wheel drive**

As with the previous model, the new Targa generation comes in two versions available exclusively with all-wheel drive. The 3.4-litre flat engine with 350 hp (257 kW) is the heartbeat of the 911 Targa 4. Equipped with PDK and the Sport Chrono package, the Targa can accelerate from 0 to 100 km/h in 4.8 seconds and has a top speed of 282 km/h. Depending on the transmission, fuel consumption on the NEDC is between 9.5 and 8.7 l/100 km (223–204 g/km CO<sub>2</sub>). The 911 Targa 4S is the top model and delivers 400 hp (294 kW) from a displacement of 3.8 litres. This model has a top speed of 296 km/h and can accelerate from 0 to 100 km/h in 4.4 seconds with PDK and the Sport Chrono pack-

age. Depending on the transmission, fuel consumption varies between 10.0 and 9.2 l/100 km (237–214 g/km CO<sub>2</sub>). These figures place the model on a par with the high standard set by the 911 Carrera 4 Cabriolet models in terms of engine and road performance, as well as efficiency. Both sports cars are certified in accordance with the Euro 6 standard.

**The Targa roof system has always been the distinctive feature of the extravagant 911. The new 911 Targa continues this tradition with a state-of-the-art roof design. The roof is made up of two movable parts: a soft top and a glass rear window.**

The glass rear window, which is connected to the convertible top cover, is opened to the rear and tilted at the press of a button. At the same time, two side flaps in the roll bar open up to give the Targa the kinematics of a soft top. The convertible top is released, folded into a Z-shape as the roof opens, and stowed away behind the rear seats. A stowage area running across the car behind the rear seats accommodates the convertible top. Afterwards, the roll

**911 Targa 4:** combined fuel consumption 9.5–8.7 l/100 km; CO<sub>2</sub> emissions 223–204 g/km

**911 Targa 4S:** combined fuel consumption 10.0–9.2 l/100 km; CO<sub>2</sub> emissions 237–214 g/km

## 01 News from the Porsche AG



**Convenient, modern roof design:** Innovative soft-top and glass roof system

bar flaps and the rear window are closed once again. The roof can be opened or closed in approximately 19 seconds when the vehicle is at a standstill, by using the control buttons on the centre console. When the roof is open, an air deflector integrated in the cowl can be extended manually. The air deflector reduces drafts and buffeting in the vehicle interior by a considerable amount, if this is the driver's preference.

### Intelligent lightweight design with steel, aluminium and magnesium

The materials used for the roof system are just as pioneering as the concept itself. The magnesium roof panel and top bow tighten the high-quality fabric convertible top, keeping it particularly taut. Additional insulation underneath the convertible-top covering maintains the temperature and keeps road noise to a minimum when the roof is closed. The trailing edge of the soft top is connected to the fixed Targa roll bar. This is made up of a steel roll-over protection system in the interior and painted die-cast aluminium elements on the exterior. The three roll bar side gills and the "targa" logo also on the side of the roll bar are a homage to the original 1965 Targa.

The rear window is made from particularly light laminated safety glass and consists of two layers of partially pre-tensioned, thin panelled glass with a film attached between them. The rear window is heated

with very fine wires that cross practically the entire glass surface and guarantee excellent visibility even when weather conditions are unfavourable.

**The drive concept is a perfect match for the core characteristics of the new 911 Targa generation: Sportiness, security and comfort. The power of the six-cylinder flat engine is transferred by a seven-speed manual gearbox fitted as standard; the automatic seven-speed Porsche Doppelkupplung PDK can be fitted as an option.**

The intelligent Porsche Traction Management (PTM) all-wheel control is responsible for distributing the power to the wheels. PTM consists of an active all-wheel drive system with an electronically controlled, map-controlled multi-plate clutch, an automatic brake differential (ABD) and anti-slip regulation (ASR). It combines the usual pleasure of driving a Porsche with even more driving stability, traction and agile handling. PTM does this by ensuring the perfect distribution of drive torque to the front wheels in every driving scenario using the multi-plate clutch. The driver can view this at any time on the 4.6-inch TFT colour display in the instrument cluster.

**PTM with balance between sportiness and efficiency typical for a Porsche.** PTM also increases driving performance in

Sport Plus mode of the optional Sport Chrono package. If the driver activates the "Launch Control" acceleration start, the PTM clutch is primed for even better acceleration from a standing start. To increase efficiency, PTM identifies an economical driving style depending on the driving scenario and the driver's wishes. This can reduce the transmission of the drive torque to the front axle, for example, resulting in fewer frictional losses. Sports cars with Porsche Doppelkupplung (PDK) also have the "coasting" function. In this mode, the PTM clutch is opened in addition to the PDK clutch. The braking torque of the all-wheel system is thereby further decreased and fuel consumption further reduced.

### 911 chassis with specific Targa tuning

The chassis of the new Targa is largely based on that of the 911 Carrera all-wheel models. The wide track of the rear axle together with PTM all-wheel drive ensure particularly high levels of stability in corners, even when accelerating hard. The 911 Targa 4 is equipped with passive shock absorbers as standard. The S model is generally equipped with Porsche Active Suspension Management (PASM). This active shock absorber system is available as an option for the standard model. Both chassis have been specially tuned for the 911 Targa and also have rebound buffer springs on the front and rear axle, which in turn improve cornering.

**911 Targa 4:** combined fuel consumption 9.5–8.7 l/100 km; CO<sub>2</sub> emissions 223–204 g/km

**911 Targa 4S:** combined fuel consumption 10.0–9.2 l/100 km; CO<sub>2</sub> emissions 237–214 g/km

## 01 News from the Porsche AG

### Faster and safer around the corner: Porsche Torque Vectoring

Porsche Torque Vectoring (PTV) gives the new 911s increased agility. PTV is fitted to the 911 Targa 4S as standard and is available as an option for the 911 Targa 4. There are two versions of the system: PTV is available for vehicles with a manual gearbox (with mechanical rear-differential lock) and PTV Plus is available for PDK vehicles (with electronically controlled, fully variable rear differential lock). PTV/PTV Plus primarily improves the agility and steering precision of the vehicle during highly dynamic driving by selectively braking the rear wheel on the inside of the bend. The rear-differential lock then improves acceleration potential when exiting a bend.

### At the touch of a button: from the Sport button to the Sport Chrono package

All 911s are already equipped with a Sport button as standard. This allows the driver to choose between tunings for comfort and optimised fuel consumption or for a more sporty style. The optional Sport Chrono package with additional Sport Plus button enables improved balance between sporty tunings and driving comfort for everyday use. As well as adapting all relevant systems and functions aimed at attaining optimum performance, the Sport Chrono package includes controlled, dynamic engine mountings.

### Porsche Dynamic Chassis Control for enhanced performance

The Porsche Dynamic Chassis Control (PDCC) offers even more driving dynamics and comfort. PDCC is offered for the 911 Targa 4S an option. This system enables the 911 to reach extraordinary levels of lateral acceleration and handling. The variable stabilisation system fully compensates for the lateral inclination of the vehicle up to the maximum lateral acceleration, for example when entering a bend, while cornering or when quickly changing lanes. With the roll angle now reduced, the wheels are always in the optimal position on the



**Inner values:** The high-quality and comfortable equipment typical for a 911

road and can distribute the maximum amount of power in every direction. This increases possible cornering speeds. The stabilisers are otherwise disengaged on straight sections of road, increasing driver comfort over long distances in particular.

**The interior offers high-quality and comfortable equipment typical for a 911 in a sophisticated layout. This allows the driver to concentrate fully on what really matters: The unique driving experience.**

The driver's position is characterised by the classic five round instruments with a central rev counter and a high-resolution 4.6-inch colour screen. The main feature is the elevated centre console. This is where the controls for the roof system are found.

The front roof element is lined with black fabric in the interior. Together with the Targa roll bar in black Alcantara, it gives the roof lining a uniform look. There is a

convertible top compartment behind the rear seat system. Together with the lateral sight screen, it integrates the retracted convertible top harmoniously in the interior. The large, curved rear window allows a great deal of light into the interior even when the roof is closed, giving the vehicle a unique feeling of spaciousness.

The new 911 Targa models will be available from 10th of May 2014. The prices in Germany are 109,338 euros for the 911 Targa 4 and 124,094 euros for the 911 Targa 4S; both prices include VAT and country-specific equipment.

**Public relations and press  
Product press**

**911 Targa 4:** combined fuel consumption 9.5–8.7 l/100 km; CO<sub>2</sub> emissions 223–204 g/km

**911 Targa 4S:** combined fuel consumption 10.0–9.2 l/100 km; CO<sub>2</sub> emissions 237–214 g/km

01 News from the Porsche AG

# ICON WITH ROLL BAR THE TARGA

**PORSCHE UNVEILED THE 911 TARGA, THE WORLD'S FIRST EVER 'SAFETY CABRIOLET', IN SEPTEMBER 1965 AT THE INTERNATIONAL MOTOR SHOW (IAA) IN FRANKFURT. WITH ITS FIXED ROLL-OVER BAR, REMOVABLE FOLDING ROOF AND HINGED REAR WINDOW, THIS NEW VARIANT WAS DEVELOPED PRIMARILY IN RESPONSE TO INCREASED SAFETY LEGISLATION IN AMERICA.**

**THE NAME "TARGA" COMES FROM THE FAMOUS TARGA FLORIO RACE AND SINCE THE MID-SIXTIES HAS BEEN SYNONYMOUS WITH THE OPEN DRIVING CONCEPT, WHICH WAS NEW AT THE TIME. PRODUCTION OF THE VEHICLE BEGAN TOWARDS THE END OF 1966 WITH THE MARKET LAUNCH OF THE 911 TARGA TAKING PLACE IN 1967. BACK THEN, THE SEMI-OPEN TOP 911 WOULD SET YOU BACK 1,400 DM MORE THAN THE COUPÉ. THIS ROOF DESIGN WAS ENHANCED FROM ONE 911 GENERATION TO THE NEXT OVER A PERIOD OF 27 YEARS.**

**DURING THIS TIME, THIS "SEMI-OPEN" VARIANT ACQUIRED THE STATUS OF A STAND-ALONE VEHICLE CONCEPT IN THE PORSCHE RANGE, BECOMING THE MODEL OF CHOICE FOR ONE IN TEN 911 BUYERS.**

**FOR THE 1996 MODEL YEAR, PORSCHE PRESENTED A FULLY REVISED VERSION OF THE 911 TARGA (TYPE 993). THE ENTIRE ROOF WAS MADE OF GLASS, WITH A SLIDING GLASS COVER THAT COULD BE LOWERED AND RETRACTED BENEATH THE HINGED REAR GLASS WINDOW.**

EXACTLY 20 YEARS AFTER THE LAST 911 TARGA WITH THE CLASSIC ROLL-OVER BAR STYLE (BASED ON TYPE 964) WAS DISCONTINUED, THE NEW GENERATION IS ONCE AGAIN TAKING THIS UNIQUE DESIGN CONCEPT INTO THE FUTURE.





**Our benchmark: 30,000 race wins.  
Celebrated in a 1:43 scale.**

For more information please visit:

[SelectionFirmenkunden-Service@porsche.de](mailto:SelectionFirmenkunden-Service@porsche.de)



**PORSCHE**

## 01 News from the Porsche AG



### GALA OPENING OF NEW PORSCHE MACAN PLANT IN LEIPZIG “INDUSTRY HAS A FUTURE IN GERMANY AND EUROPE.”

Dr. Ing. h.c. F. Porsche AG and 500 high-ranking guests from the worlds of politics, business, culture and science celebrated the opening of the Porsche plant in Leipzig, expanded thanks to a total investment of 500 million euros. With its particularly environmentally friendly design, the additions to the factory included its own body assembly line and a state-of-the-art paint shop for the manufacture of the new Porsche Macan. “The fact that, after previous investments of around 250 million euros, Porsche has now invested a further half billion euros in the Leipzig plant and 1,500 new jobs speaks volumes: we are convinced of the market success of the Macan and the quality of this location,” Matthias Müller, CEO of Porsche AG, announced during the opening ceremony.

In his speech, German Minister for Economic Affairs Sigmar Gabriel emphasised the significance of this choice of location: “The new Porsche factory in Leipzig shows that industry has a future in Germany and Europe. This is important, because industry is the backbone of our national economy. Leipzig will be supplying cars to the whole world. Our automotive industry leads the world, especially in the premium segment. We want this to continue. And innovations are the key. We must keep building the most state-of-the-art, safest and most environmentally friendly cars. In this way we create and secure the sustainable jobs of the future.”

The expansion of the Porsche plant within a space of only two years is seen as a lo-



gistical master stroke. Matthias Müller: “I would like to take this opportunity to thank all of the employees and partners who participated in expanding the Porsche operation in Leipzig into a full plant, as well as the authorities of the Free State of Saxony and the city of Leipzig.”

For the Minister President of the Free State of Saxony, Stanislaw Tillich, Leipzig is a prime example of how, with the right location factors, a region can become a magnet for industry and thus ensure jobs: “Porsche and Saxony are very well matched. Like Saxony, the land of inventors and engineers, Porsche is characterised by its great innovative strengths, whose latest product is the Porsche Macan.”

The guests included Lord Mayor of Leipzig Burkhard Jung, Chairman of Porsche’s Supervisory Board Dr. Wolfgang Porsche, Chairman of Porsche’s Central Works Council Uwe Hück, all of the Porsche boards of directors, as well as representatives of Volkswagen AG, including Chairman of the Supervisory Board Dr. Ferdinand K. Piëch and CEO Prof. Dr. Martin Winterkorn.

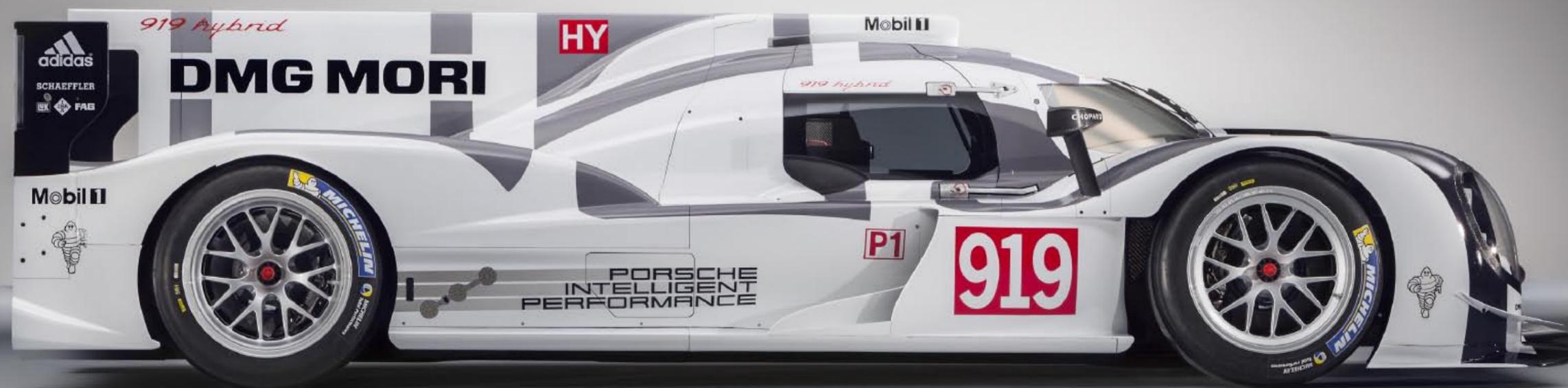
**Public relations and press  
Corporate communications**

**Macan model series:** combined fuel consumption 9.2–6.1 l/100 km; CO<sub>2</sub> emissions 216–159 g/km

01 News from the Porsche AG

# 919 HYBRID

Focus on the sports car World Championship



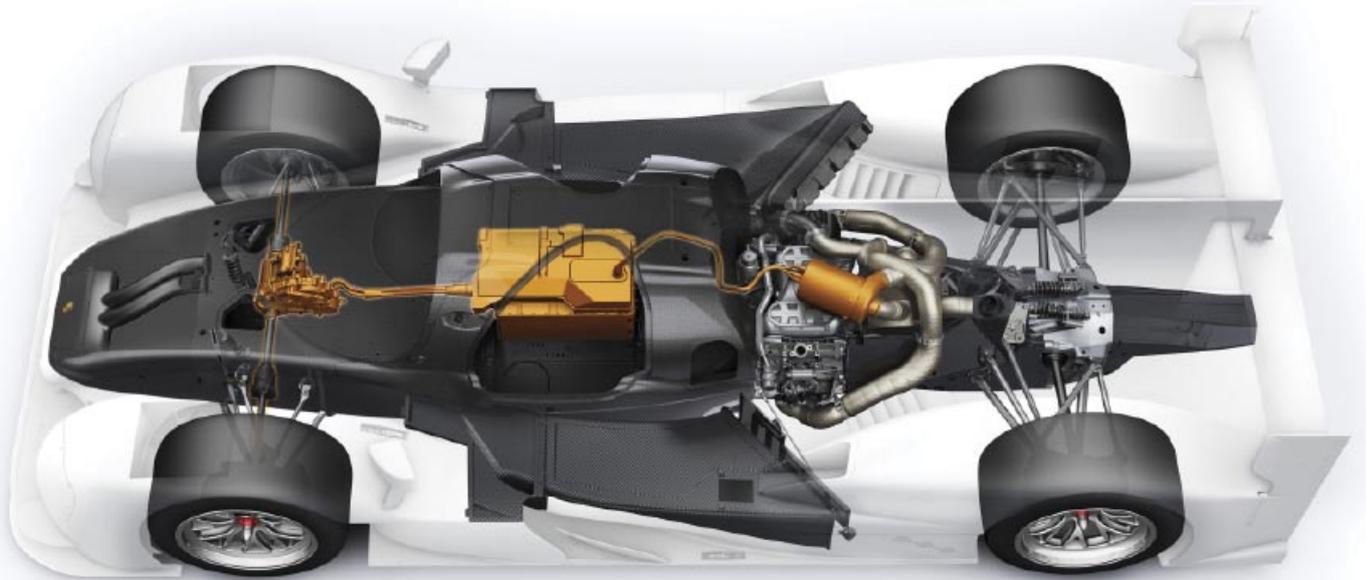
01 News from the Porsche AG



**“THE 919 HYBRID IS OUR FASTEST RESEARCH LAB.  
AND THE MOST COMPLEX RACE CAR THAT PORSCHE HAS BUILT TO DATE.”  
MATTHIAS MÜLLER, CEO OF PORSCHE AG**

## 01 News from the Porsche AG

**THE HYBRID DRIVE TRAIN OF THE PORSCHE 919 HYBRID: THE V4 PETROL DIRECT INJECTION ENGINE WITH TURBOCHARGING IS INTEGRATED INTO THE CHASSIS AS A MID-ENGINE. THE BATTERIES IN THE MIDDLE OF THE CAR SUPPLY ENERGY TO THE ELECTRIC MOTOR ON THE FRONT AXLE.**



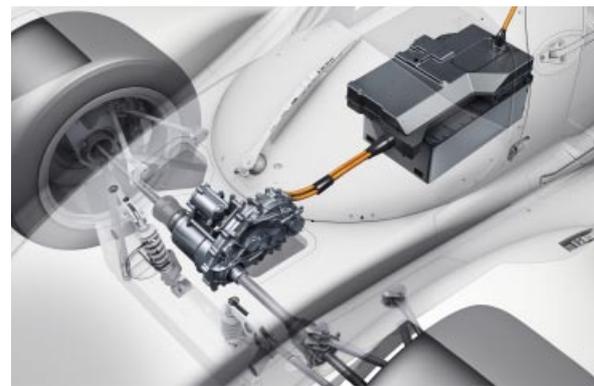
At the Geneva International Motor Show, the new Porsche 919 Hybrid had its world première for the top category of the 2014 World Endurance Championship (WEC) for sports cars. In all eight races of the WEC, whose undisputed season highlight is the 24 Hours of Le Mans, the innovative hybrid prototype will be flanked by the Porsche 911 RSR.

### Pioneering technology for the series

Matthias Müller, CEO of Porsche AG: "For the development of the Le Mans prototype, the newly created, revolutionary efficiency regulation was decisive for this class. In 2014, it's not the fastest car that will win the sports car World Championship and the 24 Hours of Le Mans, but the one that covers the greatest distance with a stipulated quantity of energy. And this is precisely the challenge to be met by the car's

construction. The 919 Hybrid is our fastest research lab and the most complex race car that Porsche has built to date."

The exceptional efficiency of the Porsche 919 Hybrid is the result of a carefully balanced overall concept. From the combustion engine to the energy recovery systems and the chassis, the aerodynamics and the driving ergonomics, the sum of all the components make up a very effective unit. The combustion engine is a compact V four-cylinder petrol engine with a load-bearing function in the chassis. With two litres of displacement, direct fuel injection and mono-turbocharging, the power unit with a maximum speed of 9,000 rpm is at the forefront of the forward-looking downsizing philosophy. The compact power unit has an output of around 500 hp.



**The single electric engine divides its power between the two front wheels via a differential as required. The state-of-the-art battery energy unit is positioned in the middle of the vehicle**

## 01 News from the Porsche AG



**ITS IDENTITY IS UNMISTAKABLE: IT'S BASED ON EVERYTHING PORSCHE HAS LEARNED ABOUT MOTORSPORTS IN OVER 60 YEARS.** Brought together in the very core of the brand: Porsche Intelligent Performance. Embodying the uncompromising design of the car: brilliant white, the manifestation of the Porsche brand core on the race track.

Additionally, the Le Mans prototype has two energy recovery systems. A fundamentally new feature is the system for using thermal exhaust gas energy by means of an electric generator that is driven by the exhaust flow. The operation of the second hybrid system is already familiar from the 918 Spyder. Here a generator on the front axle uses the braking phases to convert kinetic energy into electrical energy. Lithium-ion batteries are used as the storage medium. When the driver calls up the energy reserve, an electric engine drives the front axle. In this way, the 919 Hybrid temporarily becomes an all-wheel-drive car.

The new Porsche team of over 200 employees was formed at the Weissach Development Centre to develop and implement the Le Mans prototypes. Friedrich Enzinger, Head of LMP1: "Within two and a half years, we set up the infrastructure, put the team together and got this highly complex race car up and running. We have great respect for our competitors' greater experience. Our goal for the first year is to finish races and be competitive."

In the Porsche 919 Hybrid with starting number 14, Romain Dumas (FR), Neel Jani (CH) and Marc Lieb (DE) share the driving duties. Starting number 20 is driven by Timo Bernhard (DE), Brendon Hartley (NZ) and Mark Webber (AU).

**Public relations and press  
Corporate communications**

01 News from the Porsche AG

**The Cayman concept: A sports car that takes on curves like no other and pushes through to its absolute limits. A concept so close to the road that it virtually cannot be topped. Only fine-tuned. With 3 letters: GTS.**

**3 letters that Porsche used for the first time for the 904 GTS, a mid-engine sports car. 3 letters that have created a buzz among motor-sports enthusiasts on and off the race track ever since. Today they stand for even higher performance and sportier equipment. Reviewed and fine-tuned from the design to the flat engine. For even more curve. In every curve. Purism without compromise.**

THE NEW CAYMAN GTS STANDS FOR PURE SPORTINESS. STARTING WITH THE NEWLY DEFINED GTS FRONT END WITH ITS STRONG, CHARACTERISTIC LINE DESIGN AND THE DOMINANTLY DIMENSIONED AIR INTAKES. EMPHASISED BY THE GTS-SPECIFIC TINTED DAYTIME DRIVING LIGHTS AND POSITION LIGHTS IN LED TECHNOLOGY. BI-XENON HEADLIGHTS INCLUDING PORSCHE DYNAMIC LIGHT SYSTEM (PDLS) ARE STANDARD.



**New duo with even higher performance:  
The Boxster GTS and Cayman GTS**

TOP MODELS OF MID-ENGINE SPORTS CARS WITH MORE POWERFUL DRIVE AND ADAPTIVE CHASSIS

# DUAL LEADERS

Boxster GTS: combined fuel consumption 9.0–8.2 l/100 km; CO<sub>2</sub> emissions 210–190 g/km  
Cayman GTS: combined fuel consumption 9.0–8.2 l/100 km; CO<sub>2</sub> emissions 211–190 g/km

## 01 News from the Porsche AG

**Boxster GTS: real life is to be found under the open skies. Legendary races are won here – legendary driving sensations are the emotions triggered by the Boxster. It lets us feel the wind on our skin – and the thrill of the curve.**

**Can such feelings be topped? Can they be even more intense? Uncompromisingly: With more hp, even higher-quality equipment and even more driving pleasure. So that the experience of driving a roadster is even more vivid, even more immediate.**

Boxster GTS: combined fuel consumption 9.0–8.2 l/100 km; CO<sub>2</sub> emissions 210–190 g/km  
Cayman GTS: combined fuel consumption 9.0–8.2 l/100 km; CO<sub>2</sub> emissions 211–190 g/km

THE TINTED REAR LIGHTS IN LED TECHNOLOGY ARE IMPRESSIVELY ACCENTUATING. THE BLACK “BOXSTER GTS” LOGO UNDERLINES THIS INTENSIFIED SPORTINESS. THE NEWLY DESIGNED REAR APRON GIVES THE NEW BOXSTER GTS AN EVEN WIDER AND SPORTIER LOOK. THE PURE PORSCHE SOUND EMERGES FROM THE BLACK TAILPIPES OF THE STANDARD SPORTS EXHAUST SYSTEM.

THE SILHOUETTE IS FLAT, WITH AN ELONGATED WEDGE SHAPE. THE LATERAL AIR INTAKES EMPHASISE THE MID-ENGINE CONCEPT. IMPRESSIVE: THE STANDARD 20-INCH CARRERA S WHEELS IN A DYNAMIC 10-SPOKE DESIGN. ALSO PAINTED BLACK ON REQUEST.



## 01 News from the Porsche AG



**The GTS principle:** The Boxster GTS is an uncompromisingly sporty mid-engine roadster

The most powerful, fastest dual leaders among the Porsche mid-engine sports cars are at the starting line: with their higher-performance engines and excellent PASM chassis, the Boxster GTS and Cayman GTS are setting new sporting standards in their segment. The distinctive front section and a modified rear, tinted Bi-Xenon headlights – with Porsche Dynamic Light System (PDLS) as standard – and the external logos in black silky gloss distinguish the new top models subtly but unmistakably.

The 6-cylinder flat engines of the new top models are based on the 3.4-litre power units of the Boxster S and Cayman S. Finely optimised tuning provides an additional 15 hp (11 kW) for each engine. The Boxster GTS delivers 330 hp (243 kW) and the Cayman GTS 340 hp (250 kW). The torque has also increased by 10 Nm for each car. Additionally, both mid-engine sports cars are equipped with the Sport Chrono package as standard. This means that in combination with the optional PDK Doppelkupplung and the active Sport Plus button, the Boxster GTS can accelerate to 100 km/h in 4.7 seconds, and the Cayman GTS is a tenth of a second faster. And both cars have set new reference values.

The top speed of the new high-end roadster, measured with the standard manual six-speed gearbox, is 281 km/h, making it the first Boxster to pass the 280 km/h mark. At 285 km/h, the sports coupé is even faster. The new top models are the first mid-engine two-seaters from Porsche certified according to the Euro 6 standard, and using this measuring method with PDK they each achieve a total consumption of 8.2 l/100 km (9.0 l/100 km with a manual gearbox).

The Boxster GTS and Cayman GTS combine top driving dynamics in the typical Porsche balance with undiminished driving comfort and exclusive equipment. The combination of PASM and the Sport Chrono package as standard enables you to switch between progressive sportiness and comfort over long distances. In both cars, the tyre dimensions of 235/35 at the front and 265/35 at the back are designed for 20-inch Carrera S wheels. Both two-seaters have sports seats and leather interiors as standard which, as in the other Porsche GTS models, are refined with Alcantara elements.

With these new models, Porsche has extended the GTS principle to the Boxster

and the Cayman. Like the Cayenne GTS and the Panamera GTS, these are expressly sporty top models that stand for excellent driving dynamics in their respective segment. The GTS combination originated in the 904 Carrera GTS, a race car from 1963 that was also approved for road use. The 924 GTS and 928 GTS cultivated the principle in the 1980s and 1990s. In 2007, it celebrated its rebirth with the Cayenne GTS, and was subsequently also implemented in the 911 series and the Panamera.

The new models will be available from May 2014. Including country-specific equipment and VAT, the Boxster GTS will cost 69,949.00 euros in Germany, the Cayman GTS 73,757.00 euros.

**Public relations and press  
Product press**

**Boxster GTS:** combined fuel consumption 9.0–8.2 l/100 km; CO<sub>2</sub> emissions 210–190 g/km  
**Cayman GTS:** combined fuel consumption 9.0–8.2 l/100 km; CO<sub>2</sub> emissions 211–190 g/km



**You've already achieved your heart's desire.  
Now for those little extras. By Porsche Tequipment.**

**You will find all our available products online at  
[www.porsche.com/tequipment](http://www.porsche.com/tequipment) using the Tequipment  
accessories finder.**



**PORSCHE**

## 02 INFORMATION EXCHANGE



### PORSCHE PARADE EUROPE 2014 26th – 29th of June 2014 in Luxembourg



After Austria in 2010 and France in 2012, now the Grand Duchy of Luxembourg, the small but spectacular country in the heart of Europe, has the honourable task of hosting the Porsche Parade Europe 2014.

A few 400 friends of Porsche with 200 vehicles from around Europe are expected to take part. After the reception on Thursday afternoon and the welcome dinner in the evening, participants can look forward to two exciting and variety-filled days. The Road Tour will be held on Friday and will take competitors to the most beautiful sights in Luxembourg. On Saturday the cars will be displayed at the Glacis car park, where the Concours d'Elegance will also be held. The grand finale will be the parade on Saturday followed by the gala evening in Casino 2000 in Mondorf-les-Bains. On Sunday morning after the open brunch and subsequent award ceremony, it will be time to say goodbye.

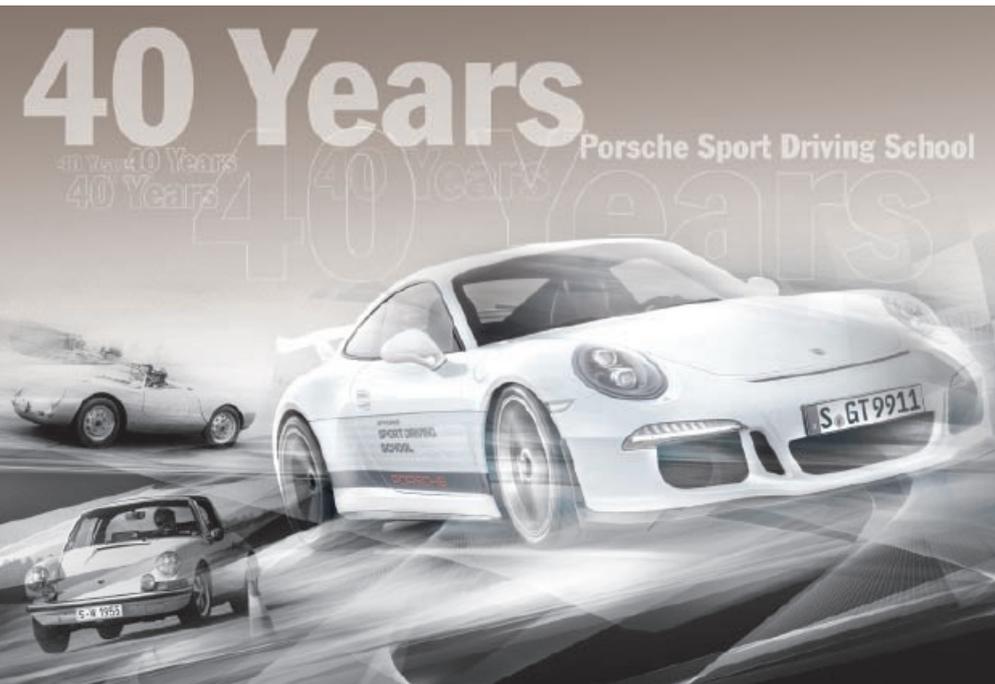
It is a special pleasure for the Porsche Club Luxembourg to host the Porsche enthusiasts in the global Porsche Club community in 2014 for the Porsche Parade Europe. We look forward to your registration and a great experience together.



#### Additional information:

At the Porsche Club website [www.pcl.lu](http://www.pcl.lu), you can find **updated information on registration** under 'Porsche Parade Europe 2014'. For further information, you can also contact the **Club's president, Marco Fürpass**, directly:

E-mail: [mfurpass@pt.lu](mailto:mfurpass@pt.lu)  
Tel: +35 269 15 30 122



## 02 Information Exchange

# The Porsche Sport Driving School is celebrating its 40th anniversary! The 40 Years Anniversary Drive

The 2014 training season has begun, and with it an especially sporty year. It's the ideal opportunity to raise your driving skills to a whole new level. 40 years of boosting driving performance and safety – lap by lap.

We would like to celebrate our 40th anniversary with you with a four-day anniversary event that will be unforgettable from start to finish.

The start: the Porsche Experience Centre in Silverstone, where you will work on driving safety in targeted sections. After an exciting day of driving, in the evening we'll send you on an exclusive charter flight to Leipzig, where, in addition to a tour of the plant, another highlight awaits: you'll experience the 918 Spyder live – behind the wheel. In the afternoon, after your arrival back in Luxembourg via charter flight, you'll meet rally legend Walter Röhrl. In the provided Porsche sports cars, you'll join him on a guided tour through the Moselle valley to the Eifel.

Before the start flag drops on the third day for the 42nd Zurich 24-Hour Race, you and your fellow participants will take part in a parade through the "Green Hell" of the Nürburgring. For the race to follow, you'll be right on top of the action.

On the final day you'll enjoy an exclusive VIP programme. Up close and personal with the racing teams. Fly over the Ring in a helicopter and take a look behind the scenes at Race Control, time checks and TV production.

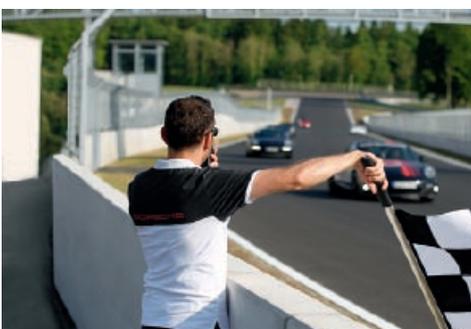
**Dates:** 19/06 – 22/06/2014  
**Price:** 9,900.00 euros

For more information, please call:

**Tel. +49 (0) 711 911 – 23364**

visit [www.porsche.com/sportdrivingschool](http://www.porsche.com/sportdrivingschool)

or E-mail: [info@porscheporstdrivingschool.de](mailto:info@porscheporstdrivingschool.de)





02 Information Exchange

## Porsche Travel Club Porsche Tour Ennstal-Classic

On this tour you'll enjoy the Porsche driving experience on selected routes in the Enns valley and experience the high point of the 2014 Ennstal-Classic rally up close with your VIP ticket.

The start and finish of your journey is the city of Hof near Salzburg. Along winding roads, the route will usher you into the Enns valley. From there you'll proceed through the amazing scenery of the Styria region to the foot of the Großglockner in Zell am See. Even more driving pleasure awaits you at the drive over the Alpine road, past Königsee and back to Hof.

The highlight of the journey is attending the Ennstal-Classic. You'll be on hand when this region in Styria becomes the hub of the classic car world. With your VIP tickets you'll enjoy numerous privileges throughout the event. You'll receive selected seats in all spectator areas, with catering included. You'll also be a guest at the "Night of the Champions" event and will join participants at the Chopard brunch.



**Date:** 09/07 – 14/07/2014  
**Price:** from 4,190.00 euros

For more information, please call:  
**Tel. +49 (0) 711 911 – 23360,**  
visit [www.porsche.com/travelclub](http://www.porsche.com/travelclub)  
or E-mail: [info@porschetravelclub.de](mailto:info@porschetravelclub.de)





02 Information Exchange

## PORSCHE EQUIPMENT ACCESSORIES FOR AN INTENSIVE LIFE.

**Powerful, yet compact. Ample space for hobbies and leisure, yet sporty. 5 doors, 5 seats, yet incredibly close to the road. The new Macan is made for an intensely lived life. Not compromises.**

The Macan knows just one principle: all or nothing. Being able to do, achieve, change everything. Just as you like it.

Want more? More sports, more comfort, more design? In short: more individuality? No problem. Whichever Tequipment products you have fitted by your Porsche partner – there's one thing your Porsche will always be: Engineering craft from Weissach.

And the warranty? It's retained in its entirety.

You'll find the complete product line-up and Tequipment accessory finder at [www.porsche.com/tequipment](http://www.porsche.com/tequipment).

From there, you can select the options suitable to your model. You can then print out your wish list and take it to your Porsche Centre or simply send it to your dealer by E-mail.

Macan model series: combined fuel consumption 9.2–6.1 l/100 km; CO<sub>2</sub> emissions 216–159 g/km



2

### 2. SportDesign package

Designed especially for the Macan, the SportDesign package provides an unmistakable appearance and even more powerful performance. It includes a distinctive SportDesign front section in the exterior colour, SportDesign rear apron, separation edge roof spoiler and rear centre panel.

The SportDesign side skirts and side blades are not a part of the package and can be purchased as separate elements.

Expected to be available from 12/2014.



4

### 4. Wheel hub cover

Wheel hub covers with coloured Porsche crest: A detail that gives the Macan's wheels the final touch. 4 units.

Expected to be available from 10/2014.



3

### 3. 21-inch SportClassic Complete summer wheel set Painted in Black (high-gloss)

The one-piece, forged alloy wheels with the 5-spoke Sport Classic Design create an imposing appearance. The Black-painted (high-gloss) wheels have a gloss-lathed surrounding edge and lend the Macan an even more striking look.

Incl. wheel hub cover with full-colour Porsche crest

Wheel dimension (Rim offset in mm)  
FA: 9 J x 21 RO 26  
RA: 10 J x 21 RO 19  
Tyre specification  
FA: 265/40 R 21  
RA: 295/35 R 21

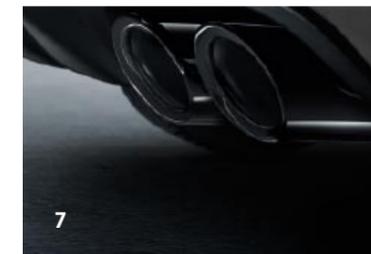
Expected to be available from 06/2014.

### 5. Rear bicycle rack

Lockable, hinged aluminium rear bicycle rack in Black for up to 2 bicycles.

It is easily installed on the trailer hitch with no tools needed. The rear bicycle rack can also be folded together and transported economically in the boot. There is also an optional enhancement set for transporting a third bicycle on the rack.

Note: The product design and version may differ from the illustration.



7



1

### 1. Roof box, wide

Lockable plastic box in Black (high-gloss) with approx. 520 litres of volume and integrated ski rack. Can be opened on both sides (length: 2,180 mm, width: 895 mm, height: 400 mm).



5



6

### 6. Sport tailpipe / 7. Black sport tailpipe

These tailpipes lend the Macan's rear an even sportier look. Two twin tailpipes in a distinctive design made of stainless steel with a silver chrome-plated surface.

The sport tailpipes are optionally available with a black chrome-plated finish.

Expected to be available from 09/2014.



[www.porsche.com/travelclub](http://www.porsche.com/travelclub)

**You'll find one of the world's most beautiful holiday destinations behind the steering wheel.**

### **The Porsche Travel Club.**

One drives to arrive, but travels to find oneself. Whichever journey you embark on with the Porsche Travel Club, the objective is always the same: to meet the highest standards – yours. That's why you travel with Porsche. On routes that have been chosen primarily using one criterion: driving pleasure. You'll stay at luxury venues and dine in the finest restaurants found on your itinerary. That's how every mile becomes a memorable experience. And every day a red-letter day.



**PORSCHE**



02 Information Exchange

## CURRENT SPECIAL EXHIBITION 24 HOURS FOR ETERNITY. LE MANS.

This exhibition at the Porsche Museum will transform itself in the spirit of the endurance legend into a race course through 13th of July. The focus will be on the 919 Hybrid, the fastest racing laboratory and most complex race car built by Porsche to date. The start of the special exhibition "24 Hours for Eternity" marks the start of Porsche's history at Le Mans in 1951. Re-created race situations from the victorious years on life-sized screens and sections of the circuit like the Mulsanne Straight guide the visitor through the special exhibition.

Over 20 different race cars tell the unique and exciting story of the legendary 24-hour race. In addition to the 919 Hybrid (on exhibit through 4th of May), the Porsche 908/2 Spyder long tail of 1969, among others, will be on display in the Porsche Museum for the first time. The first 908 Spyder is the type 908/2, whose lines closely resemble those of the coupé and whose primary distinguishing features are a higher bonnet and a drawn-out belt line. To mitigate the vexatious sidewinds, the long tail Spyder receives two rear fins. Also on display is the Porsche 911 T/R developed for the track in 1971 as well as the Porsche 911 3.0 RSR of 1974: the 330 hp successor to the Carrera RSR 2.8 that ushered in a

new era in customer racing. It becomes one of the most successful cars in Group 4.

Also shown are the Porsche 935 of 1979, the Porsche 911 GT2 Le Mans, the Porsche 962 GT Dauer Le Mans of 1994 and the WSC LMP1 of 1998. In 1994, Porsche starts the 24-hour race in the 962 GT Dauer Le Mans under the direction of the Joest Team. Mauro Baldi, Yannick Dalmas and Hurley Haywood drive the car to Porsche's 13th overall victory. Visitors will see the model driven by Hans-Joachim Stuck, Danny Sullivan and Thierry Boutsen. These and other historical tales from the legendary race are brought back to life in this exciting special exhibition. Various small historic and technical items such as helmets, a brake disc from the Porsche 956 and Ferry Porsche's journal from the company archives round out the journey through the Porsche company's venerable Le Mans history.



## LIVE FOLLOW THE RACE LIVE AT THE MUSEUM

On race weekend, the Porsche Museum will, for the first time, open its doors for over 24 hours from 9:00 a.m. on Saturday, 14th of June to 6:00 p.m. on Sunday, 15th of June. Visitors and fans of the endurance classic can enjoy the public viewing experience and watch the race live on multiple screens throughout the museum and surroundings.

**Admission is free throughout the weekend.**



### 31st of July to 10th of September 2014:

#### Summer holiday programme for children

The Porsche Museum will be offering a free summer holiday programme for the drivers of tomorrow. At various hand-on stations, kids can take part in exciting Porsche-related activities.

### 17th September 2014 to 11th of January 2015:

#### "Projekt: Geheim!" [Project: Top Secret!]

Everyone knows that it exists, but no one talks about it – we are, though! Learn more about 60 years of Porsche's testing, prototypes and test models at this special exhibition.

### 8th to 12th of October 2014: Frankfurt Book Fair

Visit us at the Frankfurt Book Fair. The "Edition Porsche-Museum" will be presenting in-house titles and collaborations.

### 12th of October 2014:

**Django Asül in the Museum workshop**  
The Turkish-German cabaret artist will be making the Porsche Museum's workshop his stage. Tickets can be reserved at [www.easyticket.de](http://www.easyticket.de)

### 25th of October 2014: Sound Night

Live in the exhibition, we will be starting the engines of selected exhibits. Speakers will also talk of their first-hand experiences on the race track.

**BOSE**  
Better sound through research

When we walk through the door, we will ignore the pile of mail on the side and the dishes that are still in the sink. We won't focus on the unfolded laundry or care that the fridge is starting to sound funny. Because we're home. And at home

there's always  
music  
waiting.

**Streaming music at the touch of a button.**

Now you can have one-touch access to Internet radio and your music library. If you already have a home Wi-Fi® network, you have everything you need to enjoy clear, rich sound from a system you can place almost anywhere in your home.

[Bose.co.uk](http://Bose.co.uk)



**NEW**  
**SoundTouch™ 20**  
Wi-Fi® music system

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## 02 Information Exchange

### Porsche Classic Product Highlights

**MORE THAN 70% OF ALL PORSCHE VEHICLES EVER BUILT ARE STILL ON THE ROAD TODAY.**

**WE WANT TO MAKE SURE IT STAYS THAT WAY. WITH PORSCHE CLASSIC GENUINE PARTS.**

Porsche Classic's aim is to maintain and service classic Porsche vehicles that have not been in series production for at least 10 years.

The production and delivery of Porsche Classic Genuine Parts is making a vital contribution to preserving these cars. In our modern warehouse, we have approximately 52,000 spare parts ready

for delivery that we dispatch to your Porsche Centre directly via the worldwide Porsche sales network. We obtain Genuine Parts from both former series suppliers and new supply sources.

We draw upon original documentation, technical drawings and detailed descriptions, a comprehensive store of samples and the expertise of our staff.

Naturally, we ensure that Porsche standards are met in terms of technology, quality and safety – even with new editions of parts. In addition, we are constantly endeavouring to close gaps in the spare parts range by continuously monitoring, updating and expanding our inventory.

Some of the products have an exciting story behind their production and testing. The reason: each Genuine Part has its own tale. Just like your Porsche.

## Classic Highlight

### Time for an oil change

Just in time for the start of the season, Porsche Classic is launching its own engine oil for air-cooled flat-four and flat-six engines: Porsche Classic Motoroil. And if it says Porsche on the label, then you can be sure that there is Porsche inside. In collaboration with the Porsche Development Centre in Weissach, the new engine oil has been developed by the Porsche Classic experts with the specific aim of meeting the demands of the 356 and 911 models, including the 993 model range. Its operating behaviour and lubricating properties were put to the test in extensive laboratory-based tests and practical trials.

Porsche Classic Motoroil comes in two different versions: 20W-50 for all 356, 914 and 911 models up to the 2.7-litre G-Model and 10W-60 for flat-six engines from a displacement of 3.0 litres up to the 911 (type 993).

The engine is the heart of each and every Porsche, and air-cooled flat engines place particular demands on a lubricant. The

thermal load is higher than in water-cooled units, for example, which means that the engine oil has to work harder to cool the engine down.

The larger oil volume entails a longer oil heating time, and also calls for optimum cold running behaviour. In addition, the traditionally high power output per litre of the engines results in high compression and high pressures. Together with the different temperature zones that are characteristic of air-cooled engines, this means that the oil needs a high "hidden" performance reserve. A compact and lightweight engine design means that the connecting rods will be short in relation to the piston stroke, which in turn means high lateral piston forces and correspondingly high demands on the lubricating film stability of the oil.

In short, the older flat engines in particular can't use just any old oil. The development of an engine oil for classic air-cooled flat engines has therefore been something



akin to a balancing act between tradition and innovation: as advanced as possible and as traditional as necessary.

The first address for oil changes: the Porsche Centre. Here, you will find Porsche Classic Motoroil in one- and five-litre cans. Incidentally, the cans designed by Porsche designers at the Development Centre in Weissach are themselves quite a sight. And if you're going to use original Porsche oil in your original Porsche, shouldn't there be an original oil tag in the engine compartment as well? Porsche Classic designed one just in case.

## 02 Information Exchange

### Porsche Classic New editions of parts

**IT'S GOOD TO KNOW THAT THERE ARE GENUINE PARTS FOR SOMETHING AS IRREPLACEABLE AS YOUR PORSCHE.**

Porsche Classic offers a range of product highlights from the Porsche Classic Genuine Parts programme. You can find answers to any questions on genuine parts and repairs at your Porsche Centre.



#### Fog lights

Available again after a long absence: the fog lights, made by the original manufacturer using original tools. These are integrated into the front apron and can be used on Porsche 911s built between 1984 and 1989. The image shows the fog light for the right-hand side.

**Left 91163120300**  
**Right 91163120400**  
**911 (1984–1989)\***



#### Three-phase generator indicator lamp diode

Available again as a new edition after a long absence: the indicator lamp diode for the three-phase generator. This can be used in Porsche 911 Turbo vehicles built between 1977 and 1986, for the Japanese version of the Porsche 928 built between 1983 and 1991 and for the Porsche 944 with power steering built between 1985 and 1988.

**91161710801**  
**911 Turbo (1977–1986)\***  
**928 (1983–1991)\***  
**944 (1985–1988)\***



#### Brake pad repair set

For regular maintenance of your classic vehicle: the brake pad repair set, which stands out thanks to its quality. Typical Porsche brake pads are manufactured using special materials. This repair set can be used for Porsche 924 Turbo vehicles built between 1979 and 1983, the Porsche 924 S built between 1986 and 1988, the Porsche 928 built between 1978 and 1982 and the Porsche 944 built between 1982 and 1989.

**94435195102**  
**924 Turbo (1979–1983)\***  
**924 S (1986–1988)\***  
**928 (1978–1982)\***  
**944 (1982–1989)\***



#### Level control unit

A highly complex component for the technological pioneer of the 80s: a control unit for the 959 chassis level control. Special expertise is required to manufacture this part, meaning that it is exclusively available as a genuine part from Porsche Classic. The level control unit can be used for Porsche 959 vehicles built between 1987 and 1988. Porsche Classic also takes care of this super sports car.

**95935861501**  
**959 (1987–1988)\***



#### Drive shaft 3.530 mm

The drive shaft 3.530 mm for the speedometer: a part of the instrument cluster, which is installed in the dashboard area and which is exclusive to Porsche in this design. The drive shaft can be used for the Porsche 914 from model years 1969 to 1976.

**91464111101**  
**914 (1969–1976)\***

\* You can obtain information on availability, installation and prices in various countries from your Porsche Centre.

\* You can obtain information on availability, installation and prices in various countries from your Porsche Centre.



To find out more, go to [www.porsche.com/service](http://www.porsche.com/service)

**Some may be acquainted with your Porsche.  
But we built it.**

### **Porsche Service.**

For most people, owning a Porsche is a dream come true. We therefore believe that everything should be done to preserve its appeal. That's what we specialise in at Porsche Service. With dedication and expertise gained through decades of experience. In line with typical Porsche quality. Turning a long-held dream into a lasting reality.



**PORSCHE**

# THE CHANCE PROJECT GIVES PEOPLE A

03  
REPORTS

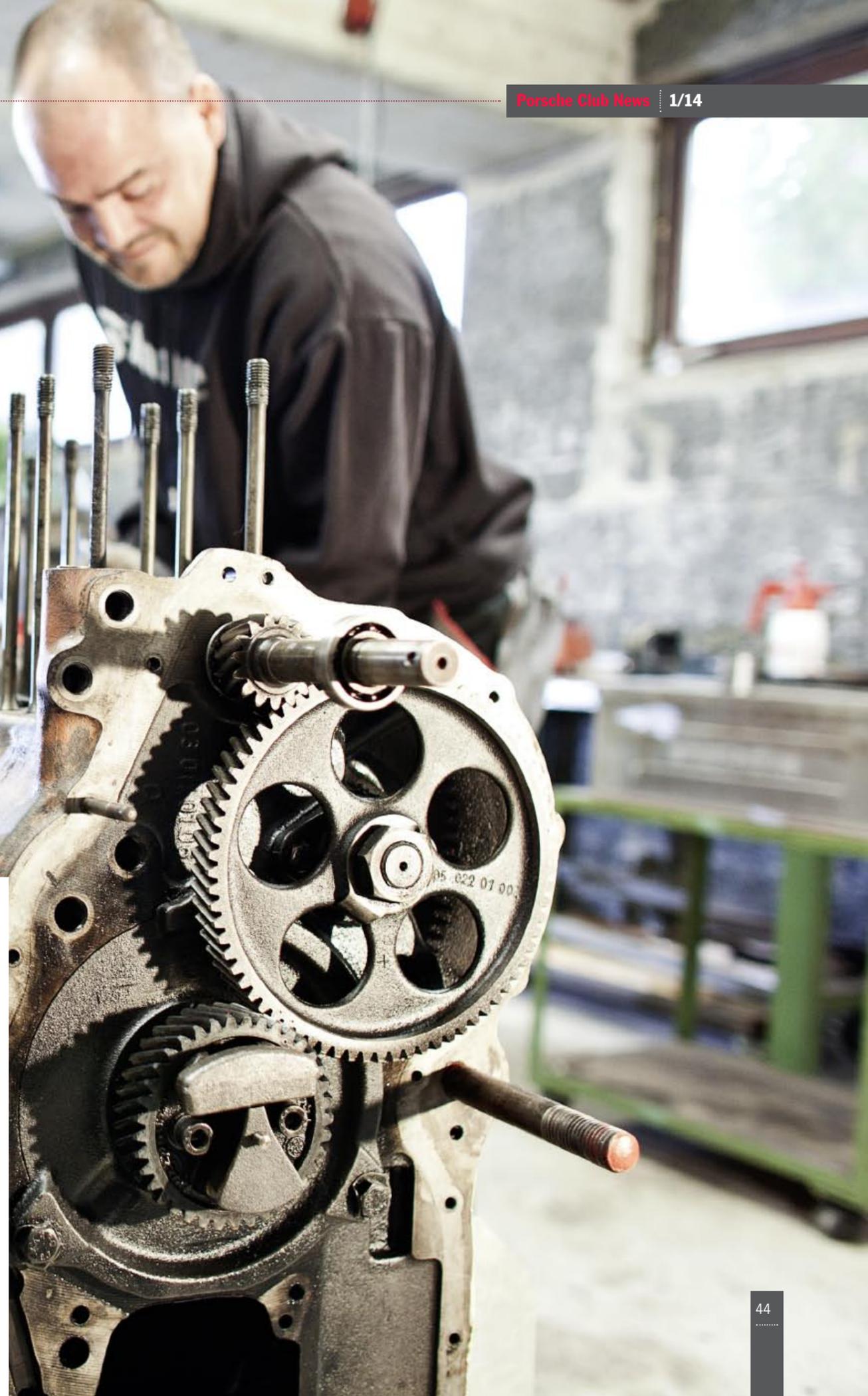
## CHANCE

Porsche-Diesel-Club-Europa e.V.

**AS PART OF THE “CHANCE PROJECT”, YOUNG PEOPLE RESTORED A PORSCHE DIESEL TRACTOR PROVIDED BY DR. CHRISTIAN PORSCHE.**

A group of between six and ten participants, some with disabilities, worked on the 1958 tractor two days a week for the past few months.

The young adults are from vocational training departments of the Gemeinnützige Werkstätten und Wohnstätten (charitable workshop and housing) in Sindelfingen, from the Waldhaus youth welfare project in Hildrizhausen, the Verein für Jugendhilfe (youth welfare association) in the Böblingen area and from the Gottlieb-Daimler-Berufsschule vocational college in Sindelfingen. The results are clear to see. Harald Stegen, chairman of Projekt-Porsche-Junior e.V. gave the classic vehicle top marks.





03 Reports Porsche-Diesel-Club-Europa e.V.

**THE PROJECT GROUP COMPLETELY DISMANTLED THE TRACTOR, CLEANED IT, REMOVED THE RUST AND THEN REPAIRED IT STEP BY STEP.**

**Wear parts such as brakes, pistons with piston rings, all seals and sealing rings, as well as the complete wiring harness, lights and switches were replaced. A major overhaul was required for the engine block, the cylinder heads and the rear axle.** “We completely dismantled the engine and cleaned it”, explain David Wulfrath and Michael Raab with enthusiasm. They both particularly enjoyed working on the engine. “After all, the engine is the heart of a Porsche!”. They were therefore especially pleased when the engine started without any problems after they had reassembled it.

**GLEAMING RED, THE NEWLY RESTORED 1958 PORSCHE DIESEL TRACTOR IS POSITIONED IN FRONT OF THE MAIN ENTRANCE TO THE PORSCHE MUSEUM IN ZUFFENHAUSEN.**

**A group of 30 people came here to hand over the classic vehicle to its owner, Dr. Christian Porsche.**

The company founder's great grandson provided the vehicle to the Zenit foundation (centre for rehabilitation, disadvantage compensation, integration and participation) in Gärtringen for the project just over a year ago.





Mehr unter [www.porsche.com/classic](http://www.porsche.com/classic)

**Lage: Weissach.**

**Prädikat: Porsche.**

**Für alle Jahrgänge ab 1948.**

### **Porsche Classic.**

In Weissach entwickelt. Made in Germany. Das Lebenselixier für alle luftgekühlten

Porsche Boxermotoren – zum optimalen Schutz vor Korrosion und Verschleiß.

Erhältlich in den Varianten 20W-50 und 10W-60. Jetzt in Ihrem Porsche Zentrum.



**PORSCHE**

### 03 Reports European Porsche Club Committee (EPCC)

# EPCC 2013 CLUB WORKSHOP

A highlight of the annual events calendar for the European Porsche Clubs and Porsche Community Management:  
The European Porsche Club Committee (EPCC).

The annual European Porsche Club Committee (EPCC) meeting, which takes place at a different venue every year, is organised by the Porsche Community Management with the purpose to steer the European Porsche Clubs as well as to use the meeting for network.

The EPCC is a good opportunity to get all European Porsche Club Presidents together to discuss each country's Club work within a workshop – experiences can be shared and collaborations can be coordinated. Porsche Community Management presents news from Porsche AG and the continued collaboration of the Porsche Clubs is discussed. It is an ideal opportunity for newly elected Presidents and Club representatives to introduce themselves, network and familiarise themselves with Club work. EPCC also provides a good framework for presenting events that are in the planning stage.

Once again in 2013, Porsche Community Management was pleased to see a large number of participants, and to welcome not only newly elected but also re-appointed representatives of the Porsche Clubs to EPCC. Characterised by the EPCC's international nature, this year we chose to hold the event at the Porsche Experience Centre (PEC) in Silverstone (Northampton, England). This destination, that reflects perfectly the nature of the Porsche brand, contains all important organisational aspects, that are important for the EPCC event, including a well-designed driving experience centre, a health centre and top-class catering.

Again this year, participants could look forward to a moving item on the agenda: in addition to the central workshop, there was also an active driving programme.



**Everyone on the same line:**  
Participants took an original London bus from Silverstone to the city of London

Participants took to the wheel of the Porsche 911 and Porsche Boxster at the Porsche Experience Centre, and a Porsche Panamera was provided for a drive on the surrounding country roads. The off-road driving with an instructor in the Porsche Cayenne was also very impressive: everyone agreed that driving a Porsche off the tarmac is also a great deal of fun.

The reports from the Clubs were met with great attention. Lots of Porsche Clubs celebrated the fiftieth anniversary of the Porsche 911 in a special way and presented a summary of their activities.

Porsche Community Management also presented Porsche AG's activities for the Porsche 911 anniversary, as well as upcoming new features for the Clubs, such as the CMS enhancement for the Porsche Club websites, a new provider for the

Porsche Club collection, a new motor-sports series in the United States and activities surrounding Porsche AG's re-entry in Le Mans 2014.

The warm welcome and farewell ceremonies are indicative of the successful networking of the Clubs and their representatives. Friends and acquaintances meet year after year, and part ways again after experience and work-intensive days. Sometimes, they part ways for the last time, from the EPCC circle at least. This year, Peter Vestergren announced the end of his time as President of Porsche Club Sverige: a very emotional moment. As part of the EPCC, we spoke to him about what he thinks is so special about the Porsche Community.

**Claudia Schäffner**  
Porsche Community Management

## 03 Reports European Porsche Club Committee (EPCC)

# FOR HE'S A JOLLY GOOD FELLOW

**Peter Vestergren has been President of the Porsche Club Sverige for the last 7 years. These years have been packed with many local and international Club highlights. Peter Vestergren has also been an active member of the European Porsche Club Committee (EPCC).** Now, Peter Vestergren has decided to leave the Presidency and thus said farewell during this year's EPCC meeting. Sandra Mayr from Porsche's Community Management talked to Peter Vestergren about his presidency, the EPCC and the importance of the EPCC for the international Porsche Club network.

BY SANDRA MAYR

SM: Dear Peter, when did you become a member of the Porsche Club?

PV: In 1998 – after buying my first Porsche, a 1988 944 Turbo S with which I attended many events.

SM: What was your first official function in the Club and what was your motivation to take over the job?

PV: I've answered an advertisement from the Club. They were trying to find somebody who wanted to work on recruiting sponsors for the Club. In 2002 I was elected as a member of the management board. In 2005, I became Vice President and in 2007 I was elected as the President.

SM: Now, that seems like a smooth progression.

PV: Yes it was. But you have to say, when I started on the management board I had no ambitions to become President. Nobody had ambitions to become President, so we had a problem. After reflecting on all of the President's tasks, I thought that this position could be something for me even though I still thought it was an unattainable position. But the election committee had a different opinion and so I became President in 2007.

SM: After seven years you have now decided to step aside and give up the presidency, as it is also a lot of work. It won't be easy after all these years, but please try to pick out your personal highlights.

PV: Indeed. From the Porsche Club Sverige point of view I have to mention the track day at the Nürburgring Nordschleife in 2010. As far as I know, we were the first Club to rent the track for a full day.

We had 220 cars from all over Sweden. A great success which we repeated in 2011. Then of course our Porsche Club Sverige Festival with an enormous growth in the number of participating members. Talking about the last year's festival takes me to another highlight: the introduction of the Clubs "Hans-Peter Porsche Award" and we had the great honour to have him personally present at our festival for the first award ceremony. Now this was far beyond our expectations and his participation was appreciated very much by our Club members.

SM: I remember one big challenge. You had to change the Club logo to become an officially approved Porsche Club. We were tough on you, and you supported us!

PV: Oh, yes. Because the old Club logo was approved by Ferry Porsche himself, we would have loved to keep it. But the majority of us realised that this was the right way forward and we took the decision about the new Club logo at the AGM in 2011. Since then the new logo has gone on to enjoy great acceptance among our members. We got a lot of credit when we were able to show the license agreement handed over by the Porsche Community Management certifying that we are an official Porsche Club and the members realised what it actually meant for the Club to be an official Porsche Club approved by Porsche.

SM: We can easily imagine that stepping back from Presidency was a very hard decision. How did this decision come about?

PV: Well, when I accepted my election as President, I accepted it for five years. As long as I had the trust from my members. The first years you build credibility, introduce your ideas and form your



**Porsche Celebration:**

Peter Vestergren during the festivities "60 Years of Porsche in Sweden" (left) and with Hans-Peter Porsche

### 03 Reports European Porsche Club Committee (EPCC)

management style. Then it's execution, making things happen. You receive tasks from inside the organisation and from other sources – like the Porsche AG. Then you suddenly realise that you are in a farming behavior. That was what I tried to avoid. I think it is important that you plan your leaving when you accept the position as President. For your own sake and for the Clubs too. You should only be in the in the position as long as you can stand the workload with joy.

SM: Now listening to your farewell speech here at the EPCC was very emotional – for the Porsche Community Management, as well as for the other European Club Presidents.

PV: Well, I gave a small speech and despite being quite late into the evening I started off summarising my years at the EPCC, starting off with being at the Nürburgring for the first time in 2005. I let my European Club friends know that this was my last EPCC and wanted to give them a big thanks for all they have given me and Porsche Club Sverige over the years. After I finished my speech I sat down and when the crowd stood up and started to sing “For he's a jolly good fellow...”, I was totally overwhelmed. I felt such a warm feeling coming to me from all the participants, of course including you from Porsche Community Management – this will be a memory for life.

SM: Was the EPCC something you looked up to over the years?

PV: Yes, it has a great value for the Club Presidents and Clubs. The EPCC is a very good platform for sharing ideas and experience between the Porsche Clubs in Europe. There is also a lot of creativity shown during the workshops. This is very inspiring and it builds up energy that you bring back to your own Club and share with your management team and members. Actually having Porsche friends all over the world is fantastic!

SM: Peter, the international networking with other Porsche Clubs and the worldwide community that you share is one of many important features of the Club idea. You've participated at many events during the last years. Would you please name some highlights of interacting with the worldwide Club Community.

PV: It started with the international Porsche Club meetings in Berlin 2006 and then Cape Town 2011. Berlin was my first event where the introduction of the Porsche 997 Turbo took my breath away. I was hooked on the Turbo and bought a 996 Turbo one year later. I had to have a Turbo after that event.

In 2011 we had to the opportunity to go to Cape Town and beside the excellent driving experiences in an exotic country it was also an honour to meet the Porsche board members and spend time with them. But my greatest moment was in 2010 during the EPCC when we had a short stop while driving a Cayenne from Salzburg to Zell am See where it turned out that we were invited into Mr. Hans-Peter Porsches private garage. The great hospitality provided by him and his wife Kuni was far beyond what anybody expected. It was very impressive listening to Hans-Peter talking about his cars with great passion. This was that moment that planted the seed for creating a Hans-Peter Porsche Award for our Club which promotes passion for Porsche as a brand and also for the Club.

SM: Peter, thank you for all the work and effort you put into the Porsche Club Sverige and the worldwide community. And thank you for taking the time to answer all these questions for the Porsche Club News. Although stepping back as president and saying goodbye at the EPCC was some sort of farewell, we hope to see you soon again at international Porsche events as a participant. It was great working with you!

PV: Thank you! We will stay in touch, for sure.



#### Porsche Passion:

Peter Vestergren and his 968 Clubsport with Turbo S Look at the Porsche Parade Europe in Gothenburg 2006, Vestergren with his wife Carin, Michael Macht, Petur Lentz from Porsche Club Iceland, Hans-Peter Porsche and his wife Kuni



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Basically, our school is like any other. Except that our Elementary, Intermediate and Advanced levels are known as Precision, Performance and Master. And the academy for special training? Camp4, Camp4S or Ice Force Training, for example. Our classrooms are driving safety centers, or international race circuits. Our syllabus is restricted to the essential: sport. And all our teachers are professional instructors. Their curriculum: optimising your driving safety. But apart from this? Just as in other schools. Except, perhaps, for the clear seating plan. And the driving pleasure, naturally.

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**PORSCHE**

03 Reports Porsche Club Singapore

# WHAT A WILD RIDE

**PORSCHE CLUB SINGAPORE EXPLORES THE ICE FORCE S PROGRAM OF THE PORSCHE DRIVING EXPERIENCE IN LEVI.** FOR AROUND 10 YEARS THE PORSCHE CLUB SINGAPORE TAKES PART AT THE WINTER TRAINING COURSES OF PORSCHE DRIVING EXPERIENCE. THIS YEAR AT A NEW LOCATION: THE NEW PORSCHE DRIVING CENTER IN LEVI. ANTOINETTE ANG, RESPONSIBLE AT THE PORSCHE CLUB SINGAPORE FOR SPECIAL EVENTS AND LONG-TIME COMMITTEE MEMBER AND PAST PRESIDENT OF THE CLUB, MET WITH SASKIA WEBER, PROJECT MANAGER AT PORSCHE DRIVING EXPERIENCE.

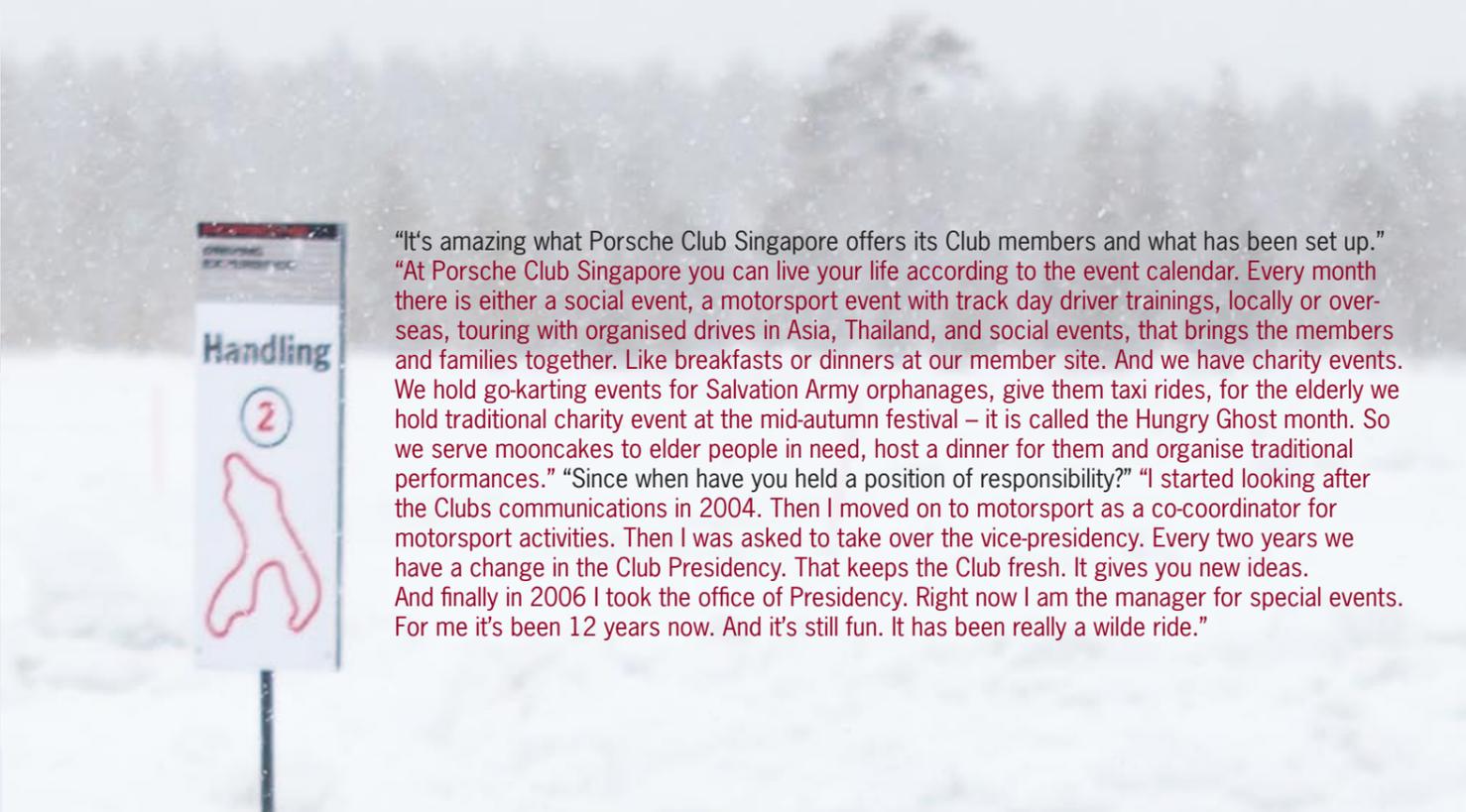
“Antoinette, you started 10 years ago. So you have been with us right from the start.” “Yes, the Club introduced my husband and me to the PDE. In 2004 the Club organised a tour to germany by PDC, to visit the factory and drive trough the Black Forest. There was an overwhelming response. We only had a limited number of seats, just 20 cars. We were completely booked out! So from this point on we realised, there is something more beyond a local Club community, there is something bigger out there. So this very first contact with PDE and the PTC programmes opened our eyes. We saw that there are driver trainings and programmes with which we can push our limits. We discovered the world of PDE. From this point on we went every year - and not only once, but several times.”



**03 Reports Porsche Club Singapore**



**“With Ice Force S here at the new place in Levi everything is just perfect. Everything that has been put into this Ice Force S program has been thought out thoroughly. Someone put really a lot of ideas into it.** Just the simple things: having the place where you change the cars in the same place with the changing room. You will not lose driving time! Refueling was done during lunch. After driving you go directly for dinner. After a long day driving you don’t want to have a break, and then go out again.”



“It’s amazing what Porsche Club Singapore offers its Club members and what has been set up.”  
 “At Porsche Club Singapore you can live your life according to the event calendar. Every month there is either a social event, a motorsport event with track day driver trainings, locally or overseas, touring with organised drives in Asia, Thailand, and social events, that brings the members and families together. Like breakfasts or dinners at our member site. And we have charity events. We hold go-karting events for Salvation Army orphanages, give them taxi rides, for the elderly we hold traditional charity event at the mid-autumn festival – it is called the Hungry Ghost month. So we serve mooncakes to elder people in need, host a dinner for them and organise traditional performances.”  
 “Since when have you held a position of responsibility?”  
 “I started looking after the Clubs communications in 2004. Then I moved on to motorsport as a co-coordinator for motorsport activities. Then I was asked to take over the vice-presidency. Every two years we have a change in the Club Presidency. That keeps the Club fresh. It gives you new ideas. And finally in 2006 I took the office of Presidency. Right now I am the manager for special events. For me it’s been 12 years now. And it’s still fun. It has been really a wilde ride.”



## 03 Reports Porsche Club Singapore

"I personally explored a lot about the cars. That was my intention. I really like to learn the skills to control the car. Rather than to let the car control me."



**"We have six Club members here at this event in Levi. In the past we did Camp 4 and Camp 4S with 10 members in each training. It's like traveling with a family. Everyone knows each other, we all share the same passion. We drive and travel. The interest is the same.** It's nice when you come to programmes and you see familiar faces. Not only the instructors. We made some great friends. Just being with Travel Club or Sports Driving School. We keep in touch and when we go on tours we ask them to come along. It just carries on. Porsche has totally expanded our world."

"Antoinette, you always combine tours. Just because the journey is so long?" "When we head over to Europe we often put together either a Driving Programme or a Travel Tour. For overseas events it's more about getting members to sign up. Because it's so far and such a long journey. For local driving events it's easier. When we do backroad driving events, we do them every two months, which means a total of six a year, we have 70 cars just on a Sunday morning. It's amazing. We have round about 250 up to 300 members. In Singapore we have 4,000 Porsches on the road. So it's a small proportion of Porsche owners who join the Club. But those who do are very enthusiastic about driving. That's why they join the Club. But if there is any new or interesting with PTC or launches of new cars we go along. Most recently we drove to Portugal with the new Panamera. The year before we were on the Canary Islands for the launch of the new Boxster. In Cape Town with the 991 was awesome too.

But going to all these events is simply to drive the cars. That's what you come for. In comparison to other brands, Porsche focuses so much more on instruction. The instructors are here to teach you. You don't have to ask, they just teach you. The other brands give you much more space just to drive. But then you have to push to get instruction. And the travel part makes it just more enjoyable. It's then a full package. And the way Porsche puts things together is always high end quality. When you sign up for a Porsche event, whether it's a Driving School, Travel Club or Porsche Driving Experience in general, you always know that they would put on something that is top status."

"So, next year Porsche Driving Experience is also starting the Camp 4 and Camp4S here in the new Training Center. We will do it all here then. I think we will be seeing you again."

"Oh yes, for sure. It's such a nice way to start the season. And there is so much more to explore. We haven't finished yet."

## PORSCHE DRIVING EXPERIENCE WINTER PROGRAMMS

2014

- 10 Event Weeks
- 76 Driving Days
- 60 Employees

—

1, 400 Participants

New location 2014:

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## ANTOINETTE ANG

PORSCHE CLUB SINGAPORE

— PARTICIPATION AT ICE-FORCE UND ICE-FORCE S:  
6 PAX

ICE-FORCE (MASTER TRAINING)

— 3 DRIVING DAYS

— 40 PAX (2 DRIVERS PER VEHICLE)

— 911 CARRERA 4 S

ICE-FORCE S (SPECIAL TRAINING)

— 3 DRIVING DAYS

— 40 PAX (2 DRIVERS PER VEHICLE)

— 911 CARRERA S, 4S, 911 TURBO

— SPECIAL SECTION: CAYMAN, BOXSTER



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**PORSCHE**

## 04 Porsche Community Management

# PORSCHE CLUB TROPHY 2014

Once again this year, Porsche Community Management would like to thank the Porsche Clubs for their activities and their enthusiastic commitment and is pleased to be able to offer the coveted Porsche Club trophies to order free of charge again for Clubs in this, the year of Porsche's return to Le Mans.

You will receive the Porsche Club trophies by August 2014, and will be able to use them before the end of the year. Please note, however, that the trophies continue to be intended as prizes to be awarded at Clubs' end-of-year events, and can therefore only be ordered once a year, even though the order date has been brought forward.

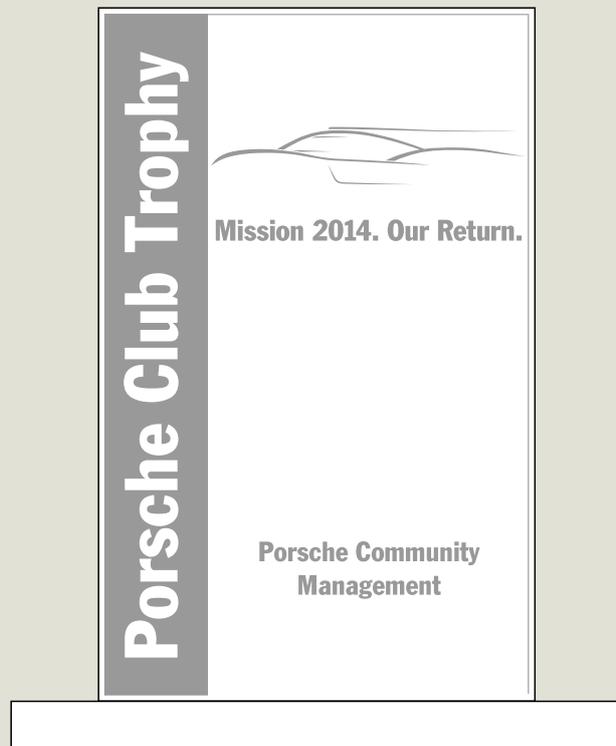
As in previous years, there will be a limited number of trophies produced in 2014. Due to the number of Clubs, a maximum of 8 trophies can be ordered per Club. To ensure fair distribution, we have chosen the following allocation system depending on the individual Club size:

- **Max. 4 trophies for Porsche Clubs with up to 40 members**
- **Max. 6 trophies for Porsche Clubs with 41 to 80 members**
- **Max. 8 trophies for Porsche Clubs with over 81 members**

We are offering the convenient engraving service once again this year:

The engraving plates of the Porsche Club trophies will be inscribed by us – at no charge to you – according to your wishes and fixed to the plinth. We would therefore request that you let us know in advance exactly what text you would like.

Trophies can only be ordered by Club Presidents from Porsche Community Management. If you are interested, **please return the attached order form as soon as possible, and by 1st of**



**June 2014 at the latest** (please write legibly and in block capitals to ensure that the engraving is correct).

Please note that production and shipping of trophies require at least 4–6 weeks.

We will be happy to provide you with further information.  
**Your Porsche Community Management**

## 04 Porsche Community Management

# CLUB TROPHY 2014

## Order form: Porsche Club Trophies 2014

Dr. Ing. h.c. F. Porsche AG  
Porsche Community Management  
Porscheplatz 1  
D-70435 Stuttgart

Please return order form by 1st of June 2014 to:  
Fax: +49 (0)711 911- 2 32 54

Porsche Club: \_\_\_\_\_

**Full delivery address (not P.O. box)**

Contact person: \_\_\_\_\_ Tel.: \_\_\_\_\_

Street: \_\_\_\_\_ House number: \_\_\_\_\_

Postcode: \_\_\_\_\_ Town: \_\_\_\_\_

Country: \_\_\_\_\_

We would like to order \_\_\_\_\_ Club Trophy/Trophies

**with the following engraving:**

Trophy No. 1: \_\_\_\_\_

Trophy No. 2: \_\_\_\_\_

Trophy No. 3: \_\_\_\_\_

Trophy No. 4: \_\_\_\_\_

Trophy No. 5: \_\_\_\_\_

Trophy No. 6: \_\_\_\_\_

Trophy No. 7: \_\_\_\_\_

Trophy No. 8: \_\_\_\_\_

**IMPORTANT!** Please note that production and shipping require at least 4–6 weeks.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_