



PORSCHE



911 Club Coupe: The anniversary model in honour of the Porsche Clubs on display in the Porsche Museum

August 2012

Porsche Club

News 3/12

911 Club Coupe – Engine: 6-cylinder boxer engine; displacement: 3,800 cc; power: 316 kW (420 hp); Max. torque: 440 Nm; top track speed: 303 km/h; acceleration from 0–100 km/h: 4.2 sec. / 4.0 sec.; CO₂ emissions: 210 g/km, consumption (NEDC), city: 12.2 l/100 km, highway: 6.7 l/100 km, combined: 8.7 l/100 km
*with Sport Plus / efficiency class Germany (value in brackets with PDK): G (G), / efficiency class Switzerland (value in brackets with PDK): G (G)

Editorial

Dear Ladies and Gentlemen, Dear Porsche Club Members,

Founded by friends, spread by enthusiasts and enjoyed every day by 181,000 members in 640 Clubs around the world. That is how the success story of the Porsche Clubs can be described. It is more than just the story of a global community that is steadily growing – it is an important part of the history of Porsche as a company. In the early days of Porsche, its first fans spread the name and its vehicles' reputation for reliability, day-to-day usability and sportiness. First in Europe, then America, and now across the entire globe, reflecting Porsche's activity in every market in the world. Even today, wherever new markets open up, it does not take long until Porsche Clubs are founded.

The Porsche Clubs and the company Porsche are inextricably linked right from the very start. Indeed, the company's then head of corporate communications and racing director Huschke von Hanstein attended the inaugural meeting of the first Club. Ferry Porsche himself was also a fervent supporter of the Porsche Club community throughout his entire life. The Porsche Clubs are a part of the Porsche story. We share the same values and we share the same passion for a fascinating automobile.

As a token of our gratitude to you, we were proud to host the event to mark 60th anniversary of the Porsche Clubs. This was a pleasure for us, and our birthday present to you was topped off with a fascinating car. In honour of the Porsche Clubs, we presented the Porsche 911 Club Coupe to the unexpected delight of the Club members who attended the anniversary event. The vehicle was unveiled by our chairman Matthias Müller and our member of the board for sales and marketing Bernhard Maier. It was yet another moment that

demonstrated the close relationship between Porsche and the Clubs, a moment that is something quite special within the automobile industry.

The exhibition at the Porsche Museum marking 60 years of the Porsche Clubs is open until 26th of August 2012. Entry is free to Club members for the duration. You can also receive a 15% discount on all Club merchandise in the museum shop. Make the most of this unique opportunity for a special anniversary trip to Zuffenhausen and enjoy the exhibition.

Our history and our innovative force are what spur Porsche on for the future. The forthcoming Porsche 918 Spyder proves this strategy. With its unique combination of performance and efficiency, it is a technological driver unlike any before. The first prototypes are now on the road to test the completely new system of V8 combustion engine, parallel full hybrid and hybrid modules on the axles. Like the Porsche 959 and the Carrera GT in their days, the Porsche 918 Spyder will completely redefine the standards for super sports cars.



Dr. Kjell Gruner Marketing Manager

From the 6th to 9th of September 2012, the town of Zell am See in Austria will host the first International Porsche Days, organised by the Porsche Clubs of Austria. It is a truly special place for a special event. Dr. Wolfgang Porsche will be the patron and is looking forward to hosting the event, which is being held in his home region, where the Porsche family comes from. As you can imagine, the number of places at such a unique event are limited for organisational reasons, and were therefore all quickly taken. However, you can be sure that in the next few years, the International Porsche Days in Zell am See will come to form a regular feature of the Club events that take place around the world.

I wish you continued success with your Club events this season, which is marked by your major anniversary.

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

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 printable quality.

Thank you for your support.

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ANATOLE CARL LAPINE PORSCHE MOURNS THE PASSING OF A LONG-TIME HEAD DESIGNER

Anatole Carl Lapine's masterpiece was the Porsche 928, which became an icon. When the car was first revealed to the public in 1977, its futuristic design was controversial. Today, however, it is regarded as timeless. As well as designing the Porsche 928, the 911 „G series“ with its distinctive safety bumpers was also developed under his watch, as were countless other innovative Porsche series, including the legendary 924 and 944 trans-axle models.

Anatole Lapine was born on 23rd May of 1930 in Riga, Latvia. Following the end of World War II, he completed an apprenticeship as a mechanic at Daimler-Benz in Hamburg and then attended the Hamburg College of Motor Vehicle Studies. In 1951, he emigrated to the USA, where, one year later, he accepted a position in the chassis development department. In 1965, he returned to Germany, becoming head of the Research Center at Opel. In 1969, Lapine moved to Porsche, where he became head of the Styling Department, which he led until 1988.

Anatole Carl Lapine died at the age of 81 years on 29th of April 2012 in the German city of Baden-Baden.

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PC News 5/2012: 23/10/2012

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Contents

01 News from Porsche AG

- 06 **918 Spyder prototypes commence trials** – Development of the Porsche Super Sports Car enters next phase
 - 09 **Porsche inaugurates Autostadt Pavilion in Wolfsburg** – Impressive brand experience covering 1,400 m²
 - 10 **„red dot: design team of the year 2012“** – Highest distinction for chief designer Michael Mauer and Style Porsche design team
-

02 Information Exchange

- 12 **Porsche Travel Club** – Porsche Weekend: Castles and Palaces
 - 13 **Porsche Sport Driving School** – Special Training: Track Day at the Nürburgring
 - 14 **Porsche Classic** – 911 T Revive the Passion
 - 15 **Porsche Numbers Games** – The number 60
-

03 Porsche Community Management

The Porsche Community Management article can be downloaded by Club members who have access to the restricted area on the Club Homepage

04 Porsche Club Special

- 28 **60 years of Porsche Clubs worldwide** – Part 3 / 5: 1973–1982
-

05 Reports

- 35 **Registro Italiano Porsche 356** – Raduno internazionale Porsche 356 Merano
 - 39 **Fédération Clubs Porsche de France** – Porsche Parade Europe 2012
 - 43 **Porsche Club für den klassischen 911 Südwest e.V.** – Air-cooled Passion
 - 44 **Porsche Club Indonesia** – Porsche Club Tour de Jogja, Java
 - 46 **Porsche Club Guatemala** – A Trip around the World: To the Porsche Museum and onto the Stuttgarter Zeitung
 - 48 **Porsche Club Monasteria** – The „Toscaninis“ on tour
-

06 An interview with

- 50 **Dr. Wolfgang Porsche, Chairman of the Supervisory Board of Dr. Ing. h.c. F. Porsche AG**



Home, Stuttgart-Zuffenhausen.

Porscheplatz.

That says it all.

The Porsche Museum.

More info at www.porsche.com/museum



PORSCHE

01 News from Porsche AG

918 Spyder prototypes commence trials Development of the Porsche super sports car enters next phase

Power Test: The testing phase of the 918 prototypes gets underway



01 News from Porsche AG


The super sports car: Its innovative operating strategy makes it fit for the future

The Porsche 918 Spyder is on the road: Dr. Ing. h.c. F. Porsche AG has taken the driving trials of the super sports car of the future a step further with completion of the initial prototypes. The 918 Spyder will go into production at the end of September 2013 as planned, with the first customers receiving their vehicles before 2013 is out. "What we are doing with the 918 Spyder is redefining driving fun, efficiency and performance," said Wolfgang Hatz, Member of the Executive Board Research and Development of Porsche AG.

The prototypes, their camouflage harking back to historical Porsche 917 racing cars, signal the final touches to the 918 Spyder. The focus is on the interplay between the highly sophisticated individual drive components. The combination of combustion engine and two independent electric motors – one on the front axle and one in the drive line, acting on the rear wheels – poses completely new demands on the development of the operating strategies. "They are therefore a critical component in this vehicle into which we

have put all of our expertise and capacity for innovation," said Wolfgang Hatz. These operating strategies and the development of the software to go with them are one of Porsche's core competences. Both of them have a major influence on the extreme driving fun to be had with the 918 Spyder and they make possible a unique combination of minimal fuel consumption and maximum performance. The initial results of the driving trials are in line with the high expectations placed on the 918 Spyder.

01 News from Porsche AG



Tech-Talk: Project Manager Dr. Frank-Steffen Walliser and Technology Board member Wolfgang Hatz, pictured here with the first test vehicle, which, in this case, was still fitted inside bodywork components from the Porsche 911

The super sports car is designed as a plug-in hybrid vehicle combining a high-performance combustion engine with cutting-edge electric motors for extraordinary performance: on the one hand, the dynamics of a racing machine boasting more than 770 hp, on the other hand, fuel consumption in the region of three litres per 100 kilometres. Moreover, Porsche is breaking yet more new ground with the technology demonstrator with spectacular solutions such as the full carbon fibre reinforced plastic (CFRP) monocoque with unit carrier, fully adaptive aerodynamics, adaptive rear-axle steering and the upward-venting “top pipes” exhaust system. In the process, the 918 Spyder is offering a glimpse of what Porsche Intelligent Performance may be capable of in future.

**Public relations and press
Product press**

Technical data Porsche 918 Spyder*

Bodywork:

Two-seater Spyder; carbon fibre reinforced plastics (CFRP) monocoque, interlocked with CFRP unit carrier; two-piece Targa roof; fixed roll-over protection system.

Drive:

Parallel full hybrid; 4.6-litre V8 mid engine with dry-sump lubrication; hybrid module with electric motor and decoupler; electric motor with decoupler and gear unit on front axle; auto start-stop function, electrical system recuperation, four cooling circuits for engines, transmission and battery; thermal management.

Power:

> 570 hp (V8 engine)
~ 90 kW (hybrid module on rear axle)
~ 80 kW (electric motor on front axle)
> 770 hp (combined)

Maximum torque:

> 750 Nm (combined)

Maximum revs:

9,000/min

Power per litre:

~ 125 hp/l (V8 engine)

Power transmission:

Combustion engine with hybrid module and transmission, linked together to form a drive unit, seven-speed dual clutch transmission, rear-wheel

drive, front electric motor with drive unit to drive the front wheels, five pre-selectable driving modes for overall propulsion

Wheelbase:

Double-wishbone front axle; optional electro-pneumatic lift system on front axle; electro-mechanical power steering; multi-link rear axle with adaptive electro-mechanical system for individual rear wheel steering; electronically controlled twin-sleeve gas pressure damper at the front and rear with Porsche Active Suspension Management (PASM)

Brake system:

High-performance hybrid braking system with adaptive recuperation; ceramic brake discs (PCCB)

Energy supply:

Lithium-ion battery with 6.8 kWh capacity (BOL nominal), 202 kW maximum power and mains-compatible plug-in charger

Performance:

Top speed: > 325 km/h, 200 mph
Purely electric: > 150 km/h, 90 mph/h
Acceleration: 0–100 km/h (0–60 mph) < 3.0 s
Consumption (NEDC): Total ~ 3.0 l/100 km
CO₂ emissions: total ~ 70 g/km
Range: purely electric: > 25 km (15 miles)

* Provisional figures

01 News from Porsche AG

Impressive brand experience covering 1,400 m²

Porsche inaugurates Autostadt Pavilion in Wolfsburg

On 12th of June 2012, Porsche AG officially opened its new pavilion in the Autostadt in Wolfsburg. The sports car manufacturer's new exhibition building sports a curved and gleaming matt roof design, inspired by the silhouette of a Porsche 911. In addition to 200 invited guests, the inaugural ceremony was attended by Matthias Müller, President and CEO of Dr. Ing. h.c. F. Porsche AG, and Prof. Dr. Martin Winterkorn, Chairman of the Board of Management of Volkswagen AG respectively, Dr. Wolfgang Porsche, Chairman of the Supervisory Board of Porsche, Volkswagen Supervisory Board members Ursula and Prof. Dr. Ferdinand Piëch, and Otto F. Wachs, Autostadt's Chief Executive Officer.

"With its extraordinary design, this building is one of a kind. This new building also possesses a symbolic and historic dimension, evoking as it does the common ties that have closely bound Porsche and Volkswagen from the outset and will continue to do so in future," said Matthias Müller, President and CEO of Porsche AG.

During the past 12 years, the Autostadt has changed and redesigned over 80 per cent of its exhibitions and settings. As the first new building to be erected on the Autostadt site (now encompassing an area



A familiar profile: The shape of the roof is reminiscent of a Porsche 911

of approximately 28 hectares), the Porsche Pavilion represents a further milestone in the site's development. Otto F. Wachs, Chief Executive Officer of Autostadt, said: "As the leading global automotive destination and communication platform for the Volkswagen Group, we support the Group's development and provide our guests insights into its brands, values and philosophy. The building of the Porsche pavilion marks the opening of a new chapter in Autostadt history – certainly not the last."

Last October, Matthias Müller and Otto F. Wachs joined in laying the foundation stone of the new exhibition area. Within approximately ten months, close collaboration between Porsche and Autostadt, in

conjunction with architectural practices Henn Architekten (architecture), HG Merz Architekten (presentation) and WES & Partner Architekten (landscaping), has created an edifice that is becoming an attention-getter in the park and lakeland setting, primarily on the strength of its innovative design. Emulating Porsche's long tradition of lightweight design, the mono-coque construction (French: "single shell") employed the "surface-active structure" principle: the stainless steel roof structure is a self-supporting shell shaping the space within, the statics of the pavilion being relegated to the background.

Inside, curves focus the visitors' attention on the exhibition: centre stage of the pavilion is occupied by 25 vehicle models that take visitors on a journey through the development of the sports car brand. Starting with the 1948 vintage Porsche 356, Porsche is putting on a show of 1:3 scale Porsche models, from the earliest model lines to three current Zuffenhausen sports cars. Thematic films, audio histories and media installations provide additional insights into the brand values and philosophy of the emotional sports car brand.

Automotive theme park guests at the inauguration of the pavilion will encounter Porsche in other areas as well. Vintage car fans can look forward to special classic car models in the glass cases throughout the park. Younger sports car fans also have the opportunity to take their children's driving licence test in one of two electric Porsches. Moreover, workshop participants from schools and vocational colleges will, under supervision, restore an old Porsche Super 308 tractor – a witness to Porsche's history, when Zuffenhausen's product range encompassed not only sports cars but tractors as well.

**Public relations and press
Product press**



01 News from Porsche AG

Style Porsche is awarded the honorary title of „red dot: design team of the year 2012“ Highest distinction for chief designer Michael Mauer and the Style Porsche design team

In appreciation of its continued great design performance, the Style Porsche design team has been awarded as the “red dot: design team of the year 2012.” Chief designer Michael Mauer and his team of 80 have been dedicated to the task of sustaining and advancing the Porsche identity across all model ranges since 2004. With the new Porsche 911 Carrera, the design team has triumphed in carrying forward the success story of the 911, which thus far has spanned a period of nearly 50 years. For this, the design icon was already awarded the “red dot: best of the best 2012” this year.

“That we won both of these most renowned awards this year makes me and my team proud indeed. It means we pursue the right design philosophy. For many decades, our work has ensured that a Porsche is always a signature Porsche – from the 911 up to the Cayenne. The quality of our design is founded on our brand values: tradition and innovation, sportiness and suitability for everyday driving. This unique combination and the conviction that

good design must be honest, functional and timeless constitute the foundation of our characteristic Porsche design language,” says Michael Mauer, Director of Style Porsche.

Prof. Dr. Peter Zec, initiator and CEO of the red dot design award, explained the decision to bestow the honorary title to Style Porsche: “The Porsche 911, like no other sports car – actually, like no other vehicle as such – stands for tradition and innovation in the finest and truly symbiotic sense.” The Style Porsche team, he said,

“Even beyond the 911, Porsche has continually done great things. The successful introduction of the new generations of the Boxster and the Cayenne, as well as the launch of the outstanding Panamera, are product coups without precedent.”

Prof. Dr. Peter Zec, red dot design award

achieves this balance to perfection, creating a profound product identity. “Even beyond the 911, Porsche has continually done great things. The successful introduction of the new generations of the Boxster and the Cayenne, as well as the launch of the outstanding Panamera, are product coups without precedent.”

The presentation of the honorary title took place during the red dot gala in the Aalto Theatre in Essen on the evening of 2nd of July 2012.

Automotive and design enthusiasts could visit the red dot design museum in Essen to view the special exhibition “Style Porsche – The Future of History”, focusing on the “red dot: design team of the year 2012” – and gain insight into the design work of Michael Mauer and Style Porsche.

**Public relations and press
Product press**



Worthy prize winners: Michael Mauer (centre) surrounded by the Style Porsche design team



For more information, please visit www.porsche.com.

**Dreams come from the heart.
And from Zuffenhausen.**

The Porsche Exclusive range for the 911.

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PORSCHE

02 Information Exchange

Porsche Travel Club Porsche Weekend: Castles & Palaces

**Take a journey back to the age of chivalry.
But with a different kind of horsepower.**

Situated in the heart of Europe, Germany can look back on a long and interesting history. This is where high culture began, while knights fought for their rights and medieval towns enjoyed their heyday. In some places, the spirit of these times is still very much alive. And the journey is also guaranteed to be an exhilarating one: you'll drive along some of the most spectacular country roads in the Franconian Heights, passing through the Steigerwald, Spessart and Odenwald foothills. Not in the saddle, but in the driver's seat of a Porsche.

Highlights:

- Historical tour through Germany's medieval past, along routes such as the Romantic Road and Castle Road
- Exclusive lunch at the famous Villa Mittermeier in Rothenburg (1 Michelin star)
- Gourmet dinner at Boris Benecke's restaurant at the Wald & Schlosshotel Friedrichsruhe

Dates:

29/09/2012– 30/09/2012

Price per person:

Double room: 1,090.00 euro

Single room: 1,150.00 euro

Further information is available from the Porsche Travel Club at:

www.porsche.de/travelclub

E-mail: info@porschetravelclub.de

or simply call us on:

+49 (0) 711 – 911 2 33 60



Over hills and through meadows: Tracing Germany's history with the Porsche Travel Club

02 Information Exchange

Porsche Sport Driving School

Special Training: Track Day at the Nürburgring

If you enjoy completing full laps of the circuit and spending as much time in the driver's seat as possible, then Track Day is the event for you. Designed to enhance your driving safety, the course involves a huge amount of practice on the track of the Nürburgring (Grand Prix Circuit with North Loop).

After a group driver briefing in which you are provided with the most important information about race etiquette as well as the necessary safety regulations, you will be given a brief introduction to the track by the instructors. You then have the rest of the day to finely hone your racing line.

Without the pressure of having your times recorded or having to win a race, you can simply concentrate on the main objective: learning how to enjoy driving in a safer, more controlled way. Our trained instructors are always on hand to offer useful tips on how to achieve your training objective quickly and safely, and to share their experiences with you. You can also book the services of a personal instructor who will provide you with individual support throughout the course. When you're in the pit lane, you'll probably see a few familiar faces from the Porsche Sport Driving School as well as some new friends who undoubtedly share the same philosophy as you – practice makes perfect.

Date:

27/09/2012

Price

Driver: 1,090.00 euro

Accompanying person: 125.00 euro

Further information is available from the Porsche Sport Driving School at: www.porsche.com/sportdrivingschool

E-mail:

info@porscheporstdrivingschool.de

or simply call us on:

+49 (0) 711 – 911 2 33 64



Coloured pathway: The Nürburgring is as famous as rich on history and stories

02 Information Exchange

911 T Revive the Passion First “publicly” restored, then raffled off

A spectacular action for all lovers of classic Porsche vehicles: Porsche Classic was restoring a 1973 US version 911 T Coupé on behalf of the Porsche Club of America (PCA) under the motto “Revive the Passion”. The finished gem has been raffled off among PCA members and was to be publicly presented to the winner at the Porsche Parade in the USA in August 2011. Just this once, Porsche enthusiasts with a soft spot for oldtimers and youngtimers were able to look over the shoulders of the Porsche Classic workshop specialists while they were working. Now you can marvel at the restored masterpiece in the special exhibition “60 Years of Porsche Clubs”, that takes place in the Porsche Museum for 3 months.



A gem: The 1973 911 T belonging to Bud Kibbee, the proud winner of the raffle in 2011

The entire restoration project can be viewed by following the link below to the Porsche Classic home page:
<http://www.porsche.com/uk/accessoriesandservice/classic/garage/reference/911factoryrestoration/publicly/>



Back in Town: From the Porsche Classic workshop to the USA and back to the Porsche Museum for three months

02 Information Exchange

Porsche number games

It is our pleasure to present you with a special number in every issue of our "numbers games" feature.
This time, we focus on the number 60.



It is exactly 60 years since three core elements of the Porsche identity came into being:

In 1952, the legendary **Porsche crest** was designed, the **Porsche Magazine Christophorus** was first published and ... the first **Porsche Club** was founded. Three anniversaries to celebrate, each one closely associated with the success of the Porsche brand. Let us offer our congratulations.



The Porsche crest:

Designed in 1952 by Porsche engineer Franz Xaver Reimspiess, the Porsche crest first appeared on the horn button of Porsche vehicles. Models made since modelyear 1955 feature it on the bonnet as well.



Christophorus

Magazine for Porsche enthusiasts:

In February 1952, the first issue of Christophorus magazine was published, under the guidance of race driver Richard von Frankenberg.

Westfälischer Porsche Club Hohensyburg:

Founded on 28th of May 1952 by seven Porsche enthusiasts. Also present: Huschke von Hanstein.





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PORSCHE

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04 Porsche Club Special



Porsche Clubs
w o r l d w i d e



60 YEARS OF PORSCHE CLUBS WORLDWIDE

Part 3/5: 1973–1982

The community of Porsche enthusiasts is celebrating 60 years of Porsche Clubs.

The foundation of the Westfälischer Porsche Club Hohensyburg on 26th of May 1952 was the germ of a unique idea that today is brought to life every day by events held by around 640 Porsche Clubs around the world. Today, 181,000 Club members represent a life of Porsche enthusiasm and strong ties with the brand and with the Porsche company.

Part 3 of our series highlights the period from 1973 to 1982 – from the G-model to the advent of the Porsche Club Coordination and the foundation of the national umbrella organisation in Germany.



Keep on Rollin': in 1975, the cars were not the only things that were brightly coloured. Above all, along with the various racing cars, the Porsche Parade USA featured every version of the 911

04 Porsche Club Special

60 YEARS OF PORSCHE CLUBS WORLDWIDE

Teil 3/5: 1973–1982

1973

041. Porsche Club Südtirol 06/02/1973

1973 — On 06/02/1973, the **Porsche Club Südtirol** is founded in Bolzano. As South Tyrol is situated in the border region between the Italian lowlands and the Alps, it offers perfect terrain for excursions and international gatherings, and in the 1970s, this alone ensured that the South Tyrol Club became very famous indeed.

The most powerful racing car of its day, the **Porsche 917/30 Spyder**, enjoys its motor racing premiere in May, driven by Mark Donohue.

The Targa Florio is staged for the final time. Driving a Porsche 911 Carrera RSR, Herbert Müller and Gijs van Lennep claim overall victory for Porsche one last time.

From September onwards, the G Series is equipped with newly designed safety bumpers.



1974

- 042. Porsche Classic Club Belgium 02/01/1974
- 043. Porsche 914-6 Club e.V. 14/02/1974
- 044. Porsche Club Ticino 15/02/1974
- 045. Porsche Club Tirol 05/03/1974
- 046. Porsche Club Salzburg 06/05/1974
- 047. Porsche Club Queensland Inc. 15/06/1974
- 048. 356 Registry Inc. 01/10/1974
- 049. Porsche 356 Klubb Sverige 03/11/1974

1974 — 22 years have now passed since the first Porsche Club was founded. The Porsche 356 has become a collector's item. In consequence, lovers of



The final Targa Florio 1973: An overall victory for Porsche

the classic cars are now also beginning to get together to form their own Clubs. In 1974, the **Porsche Classic Club** is founded in Belgium. In Sweden, the **Porsche 356 Klubb Sverige** is established in the same year.

In 1974, the 356 Registry is founded in the United States as an association for fans of the Porsche 356. To be absolutely precise, it was the second 356 Club in the States.

This is because in its early years the **Porsche Club of America** was of course just a Porsche 356 Club. However, as the range of Porsche models ex-



An enthusiastic member since 1974: Jim Liberty and the 356 Registry



Westcoast Holiday of the 356 Registry

panded over the years, Porsche Parades began to feature lots of 911s, 912s and 914s. **So it was high time that the 356 had an organisation of its own.** Jerry Keyser from Ohio, owner of a white 356 B Coupé, takes out an advertisement to find others who might be interested in forming a 356 Club. The rest is history. The Registry's 8,600 members make it the third-largest Club in the world.

East Coast und West Coast Holidays — Once a year the 356 Registry gets together for "Holiday" events, generally taking place separately at central locations on the East and/or West Coast. There are also gatherings on the Gulf Coast in the spring, as well as an event in Canada that draws participants from across the USA.

04 Porsche Club Special

Porsche Club Salzburg — Porsche Club Salzburg has a proud and longstanding connection with the Porsche/Piech families, counting among its past honorary members Dr. Louise Piech, Ferdinand “Ferry” Porsche and Professor Ferdinand Alexander Porsche. Current honorary members include Hans-Peter Porsche, Dr. Wolfgang Porsche, Dr. Ferdinand Oliver Porsche and Peter Daniell Porsche.



A celebration on an unprecedented scale:
30 years Porsche Club 914-6

Porsche 914-6 Club — The 914-6 Club was set up by enthusiasts shortly after production of the Porsche 914-6 came to a premature end. The membership of the Club is made up of owners of the extremely rare Porsche 914/6 or of other historic Porsche mid-engine vehicles. Club gatherings have taken place on a regular basis since 1976. As a result of the great interest in that particular model and the international nature of the Club’s activities, the Club’s newspaper enjoys a high degree of importance. At present, the Club has a total of 115 members, every one of whom, without exception, is the proud owner of a Porsche 914-6.

A celebration on an unprecedented scale:
The 30th anniversary of the Porsche 914-6 Club. The first official document that marked the Club’s 30th anniversary was a classic case of understatement. Though only 48 x 27 mm in size, it turned out to be a mini sensation, as never before had a special postage stamp been issued to commemorate a Porsche of a similar type.

1975

- 050. Porsche Club Luxembourg 01/03/1975
- 051. Porsche 356 Club Deutschland e.V. 24/05/1975
- 052. Porsche Club of Victoria 05/07/1975
- 053. Porsche Club Canberra 26/08/1975
- 054. Porsche Club of New Zealand 07/12/1975
- 055. 356 Porsche Club de France 09/12/1975



1975 Porsche Club Coordination is established as a dedicated department and is managed by **Ilse Nädele**.

In August **1975**, the 917/30 once again made headlines when Mark Donohue set a lap record that remains unbeaten to the present day on the oval circuit of Talladega in Alabama: the American drove the fastest lap, with an average speed of 355.85 km/h.



Far-East: Porsche Parade in Japan in the 1980s

1976

- 056. Porsche Club of South Africa, Cape Region 01/03/1976
- 057. Porsche Club Sverige 08/05/1976
- 058. Porsche 356 Club Nederland 01/06/1976
- 059. Porsche 356 Club of Japan 01/08/1976
- 060. Porsche Club Monasteria Münster e.V. 06/10/1976

JAPANS FIRST CLUB – PORSCHE 356 CLUB OF JAPAN

1976 The fact that the first Club established on the Asian continent was a 356 Club shows how highly desirable a collector’s item the **Porsche 356** had become, only eleven years after production ceased. The **356 Holiday**, held every two years in different locations in Japan, took place for the 12th time in 2011. The proceeds from the 2011 Holiday and a related charity event have been pledged to the victims of the Japanese earthquake.

The Porsche 924 is added to the Porsche AG portfolio. At the end of its first trading year, the 924 already represents 48 per cent of automotive sales. Up until 1988, some 150,684 Porsche 924s were produced.



Ilse Nädele with Ferry Porsche (1987)

Introducing it in 1976, Porsche developed the **936 Spyder** specifically for the World Sportsscar Championship. By the fourth of the seven scheduled races, Porsche had already clinched the championship. **The first victory for a Turbo Porsche came in Le Mans – the 936 driven by Jacky Ickx and Gijs van Lennep.**



1977

1977 — In spring 1977, Porsche presents the **Porsche 928** in the category of high-performance luxury sports car. The Porsche 928 has a light-alloy eight-cylinder engine and an aluminium chassis with a “Weissach” rear axle, designed to eliminate oversteer. Thanks to chief designer Anatole Lapine, Porsche also breaks the mould in design – the 928’s design is still appreciated today.

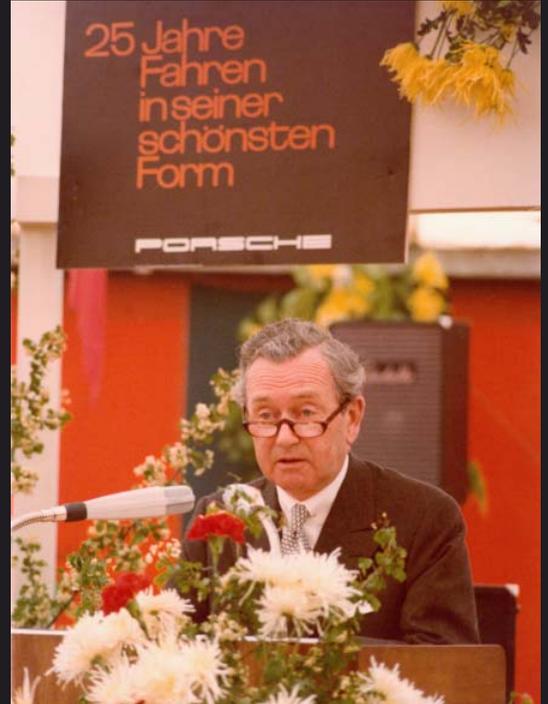
1977 — On 3rd of June, 29 years since the production of the first Porsche, Porsche celebrates the production of its **250,000th sports car**. The company also successfully defends its position in the Manufacturers World Championship in a **Porsche 935**. J. Ickx/J. Barth/H. Haywood win the 24 Hours of Le Mans in a **Porsche 936**.

Read more on page 32.

04 Porsche Club Special



The meeting of Club Presidents in Ludwigsburg in 1978 (above), Porsche celebrates 25 years of "driving at its most beautiful" (right)



1973 — 1982



Club meeting in 1980, Porsche Parade in 1978, Club meeting in Kirchen-Hausen in 1980, Porsche Parade of the PCA in 1975, Ferry Porsche at the presentation of the Porsche 928 in Geneva (clockwise)



04 Porsche Club Special

1978

- 061. Porsche Model Club Europe 01/01/1978
- 062. Porsche Club Darmstadt 10/01/1978
- 063. Porsche Club Vorarlberg 26/01/1978
- 064. Porsche Club Luzern 24/11/1978
- 065. Porsche Club Kurpfalz e.V. 30/11/1978

1978, the **Darmstadt** und **Kurpfalz Clubs** were established in Germany, **Porsche Club Vorarlberg** was founded in Austria and **Porsche Club Luzern** came into being in Switzerland. The primary consideration that led to the setting up of one particular new Club was a sense of scale, when the Porsche Model Club Europe was founded on 01/01/1978. Its members are not required to own a full-size Porsche, though they are certainly welcome to.



SWAP-MAN: Henk Koop

EVERYTHING IN MODERATION — PORSCHE MODEL CLUB EUROPE

For this club, 1:43 is not just a measure of small sports cars, but the measure of all things. Between them its members have collected thousands of the tiny models, which they lovingly tend and catalogue. Data sheets supplement the information on the Internet. Absorbing one-day swap meets and club meetings take place annually.

One example is the Porsche Collectors Swap 2010 at Stuttgart's Porsche Museum.

1978 sees the introduction of the **924 Turbo**. — International race victories include a sixth triumph in the Manufacturers World Championship and the European Hill Climb Championship. — The private team of Jean-Pierre Nicolas and Vincent Laverne triumphs in the Monte Carlo Rally in a 911 Carrera. — In the East African Safari, two Porsche 911 SCs line up at the start in the legendary Martini style. — **The 935/78 "Moby Dick"**, the most powerful version of a Porsche 911 to date, races in Le Mans.



911 SC at the East African Safari in 1978



1980: The office of the 356 IG

1979

- 066. Porsche Club München e.V. 13/01/1979
- 067. Porsche 356 IG Deutschland e.V. 01/05/1979

A 356 STAR IS BORN — PORSCHE 356 IG DEUTSCHLAND

The Porsche 356 Interessengemeinschaft [interest group] is established in May 1979 as the regional association for the Cologne area. At present, its members own 120 roadworthy 356 models produced between 1952 and 1965. One of the Porsche 356 models even achieves film fame. A German television network was on the hunt for a red 356 Cabriolet with black interior fittings, for a television documentary about the life of the international film star Romy Schneider. As scenes already shot in Paris had featured a red Porsche 356, the German model was given a French "makeover" without further ado, complete with yellow headlamps and black number plates. Its moment of fame lasted only 20 seconds, but every second is well worth watching.



In 1979 the **928 S** – now producing 300 hp – is launched on the market. Landmark success arrives for the **935** in 1979, in the shape of the private Kremer team and their 935. **From 1978 the company withdraws from the Endurance World Championship, leaving the field clear for the private Porsche teams.**



1980

- 068. Porsche Club Norge 01/01/1980
- 069. Porsche Club Lüneburger Heide e.V. 13/10/1980

1980 — The **Porsche Club Norge** is founded on 01/01/1980. This is followed on 13/10/1980 by the **Porsche Club Lüneburger Heide e.V.**

In December 1979, Porsche announces plans to enter the 1980 **Indianapolis 500-Mile Race**. But regulatory problems cause Porsche to abandon the Indy project in March 1980.

The **924 Carrera GTP**, with a 2.0-litre turbo engine producing 320 hp, is among the prototypes competing in Le Mans.



1980 Porsche Club Sverige's factory visit

1981

- 070. VW-Porsche 914 Deutschland Club e.V. 01/01/1981
- 071. Porsche Club Ortenau e.V. 06/04/1981
- 072. Papillon Porsche Club St. Gallen 10/04/1981
- 073. Porsche Club Allgäu e.V. 25/06/1981
- 074. Nederlandse Porsche Club 25/09/1981
- 075. Porsche Club Trier e.V. 15/10/1981
- 076. VW-Porsche 914 Club Schweiz 06/12/1981

THE 914 ERA

In early 1981, the **VW-Porsche 914 Club Deutschland e.V.** is founded. At the end of the year, the **VW-Porsche 914 Club Schweiz** is established.



VW-Porsche 914 Meeting in Münster

04 Porsche Club Special

The VW-Porsche fan base keeps on growing: "Our aim is to ensure the long-term survival of our vehicles, and we value sociability, joint events and the sharing of experiences between like-minded people."

1981 Porsche exhibits the **Porsche 944** at the Frankfurt Motor Show (Internationale Automobil-Ausstellung, IAA). — In Le Mans, a **936 Spyder** from 1976/1977, which has been fitted with a new engine, joins the starting line-up of the race. Jacky Ickx and Derek Bell win the race, with a 14-lap lead over a Rondeau-Ford.

The Porsche victory in 1981 in Le Mans also marks an anniversary: thirty years previously, Porsche had joined the line-up of this race, the most famous long-distance race in the world, for the first time.

1982

- 077.** Porsche Club Team II Bergisches Land e.V. **01/01/1982**
- 078.** Porsche Club Deutschland e.V. **21/01/1982**
- 079.** Porsche Club Konstanz e.V. **25/08/1982**
- 080.** Porsche Club España **05/10/1982**
- 081.** Registro Italiano Porsche **356 11/11/1982**
- 082.** Porsche Club Baden-Baden e.V. **26/11/1982**



Porsche Deutschland Treffen 2011 at Berchtesgaden

THE COMMUNITY— PORSCHE CLUB DEUTSCHLAND

1982 — Porsche Club Deutschland — At the start of the 1960s, there were 17 Porsche Clubs in the Federal Republic of Germany. By the early 1980s, that figure had risen significantly, and Porsche owners were now involved in nearly 40 Porsche Clubs across the country. In the interest of better information sharing and better coordination of the many Club events now taking place, the Porsche Club chairmen decided in March 1981 to found an umbrella association.



Porsche Parade Deutschland 1982

This step was marked by the first Porsche Parade Deutschland from the 29th to 31st October 1982 in Stuttgart. Ferry Porsche welcomed 800 Club members and 400 Porsche cars to Stuttgart. Today, Porsche Club Deutschland e.V. has more than 6,800 members in 90 regional Clubs. Its principal event of the year is known as the "Porsche Deutschland Treffen" (Porsche Germany Meeting).

Also established in 1982 are **Porsche Club España** in Spain and the **Registro Italiano Porsche 356** in Italy. In 2012, the Porsche Clubs' jubilee year, the **International Porsche 356 Meeting** returned again to Merano.

Porsche presents the **911 SC Cabriolet** in 1982 in Geneva.

The **Porsche 956** racing sports car dominates the international race meets.

1972 – Dr. Ing. h.c. F. Porsche KG becomes Dr. Ing. h.c. F. Porsche AG.



Porsche Clubs
worldwide



**IN THE NEXT
PORSCHE CLUB NEWS
YOU WILL FIND THE YEARS
1983–1992.**

Porsche Community Management



Porsche 956



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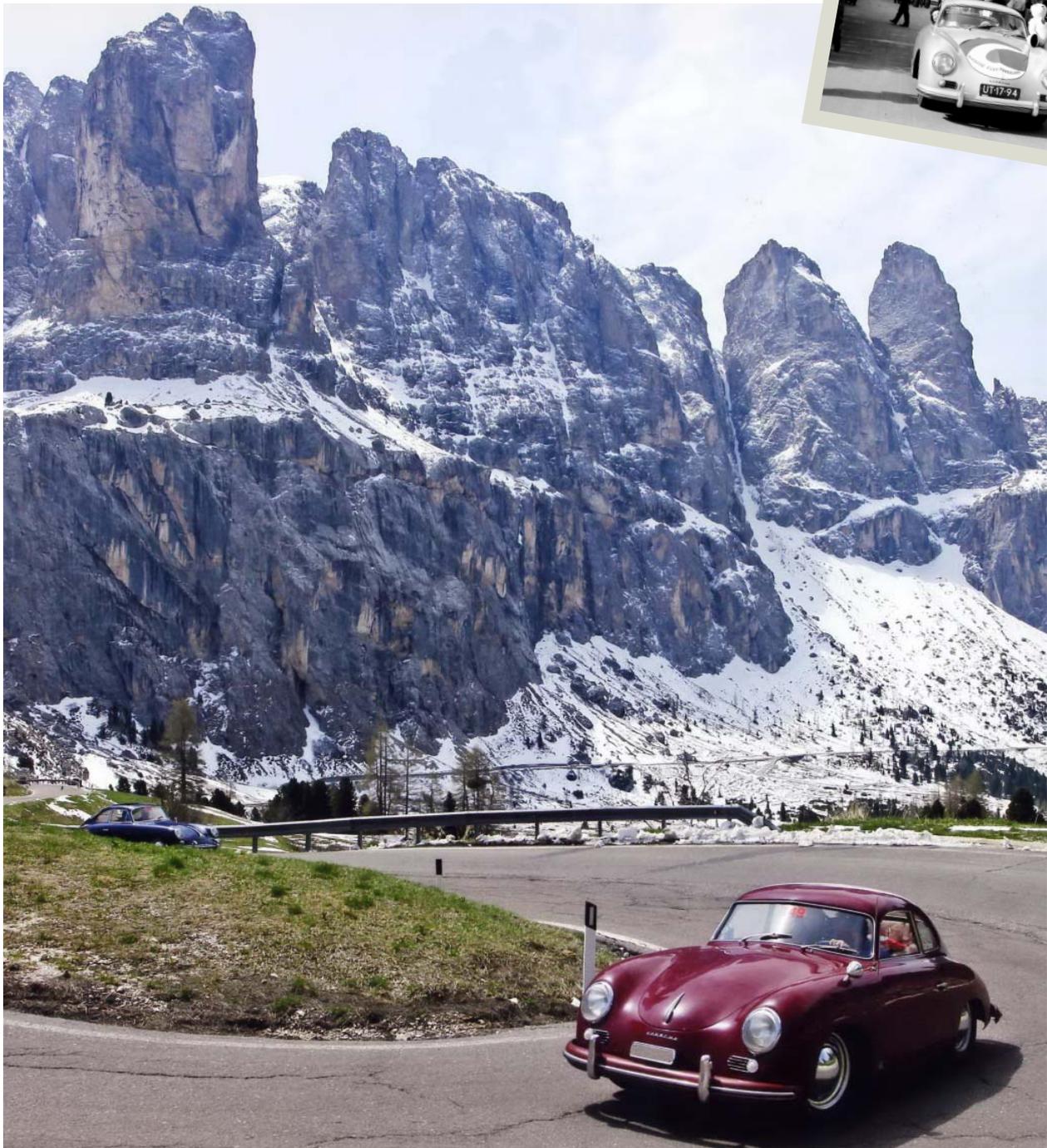


PORSCHE

05 Reports

Raduno internazionale Porsche 356 Merano A feast for tradition

Congential to the 60th anniversary of the Porsche Club Community, the international Porsche 356 Meeting was once again held in Merano, as were the first international Porsche Meetings in 1955, 1956, 1957 and 1958.



How time flies: At first glance, you would not think that almost 60 years separate these two images

05 Reports Raduno internazionale Porsche 356 Merano

Ferry Porsche, who keenly attended all four meetings in Merano with Huschke von Hanstein, placed a high value on these events, as in his view, they cemented the international relationships between Porsche owners and the Porsche brand.

For the special occasion of the return to the old venue, the Porsche banners once more were allowed to carry the traditional brand – just as they had so many years ago.



A place with historical significance: The Porsche Meeting 1955 in Merano was the first international Porsche Club event

05 Reports Raduno internazionale Porsche 356 Merano



At home in Merano: The cars that formed the worldwide reputation of the Porsche brand, at the site of the events that laid the foundation for the international meetings

The spa town of Merano in South Tyrol, surrounded by the "Texelgruppe" mountains that reach heights of up to 3,350 m, provided an idyllic backdrop to the International Porsche 356 Meeting 2012. More than 200 Porsche 356 cars from all over Europe parked on the "Via Giardini" promenade, bathed in bright sunshine and framed by the Passer River that flows through Merano as well as by the classically elegant spa hotel.

This was the fifth time that an international Porsche Meeting has been held in Merano. The Merano Porsche Meeting, considered the first international Porsche event, took place here on 14th and 15th of May 1955. Ferry Porsche and Huschke von Hanstein, both of them enthusiastic supporters of the Club community (von Hanstein was already present at the founding of the first Porsche Club in 1952), acted as representatives of the company at that particular meeting. Ferry Porsche recognised the significance of the meeting and deemed that "these multinational meetings contribute towards strengthening international relationships." The outcome proved everyone right. The interna-

tional Porsche meeting was also held in Merano in the years that followed, from 1956 to 1958. Even then, the combination of Mediterranean climate and the stunning surroundings provided by this town of 38,000 inhabitants was nothing short of impressive. The nearby mountain ranges with charming yet challenging passes and peaks made the historic meetings of the 1950s well loved and highly popular amongst Porsche drivers from all over Europe.

But let's get back to our anniversary year. Just as in those post-war years, those taking part in the International Porsche 356 Meeting in 2012 were able to enjoy the spa town of Merano with the best weathers. The Porsche 356s they brought with them – including very special models such as a Porsche 356 Abarth Carrera GTL, a right-hand-drive Porsche 356 Carrera GS and one of the first Porsche 356s to be produced in Zuffenhausen with the serial number 5012 – filled the town with chrome, paint and the typical Zuffenhausen classic "Grandezza" style. The aforementioned Porsche 356-5012 is currently in the Porsche Museum in Stuttgart-



The spirit of life in Merano: The parade of Porsche cars received an enthusiastic welcome

05 Reports Raduno internazionale Porsche 356 Merano

Zuffenhausen and will be on display until the 26th of August 2012 as part of the special exhibition "60 Years of Porsche Clubs".

Equally worth mentioning is the participation of the Prototypes Museum in Hamburg, which, alongside extra special Porsche 356 models, also brought the restored black prototype of 1939, known as Type 64 or Type 60K10, to Merano.

What continues to impress is the fact that the vehicles taking part are over 50 years old and most are driven to the event on their own four wheels. What is more, they still manoeuvre like sports cars today, such as during the Alpine outings, and all of them are in extraordinarily good condition.

An unusual story came from two participants from the USA, a married couple by the names of Jim Liberty and Tiffany Ward. Jim Liberty, a member of the American Porsche 356 Registry, brought his own Porsche 356 with him to Merano. Roland Dietrich from Stuttgart, Tiffany Ward's cousin, was in charge of collecting the vehicle from the airport. He swiftly decided to buy the car and then travel to Merano with his wife, Jim and Tiffany. Of course, both couples and "their" black 356 also took part in the parade as part of the "60 Years of Porsche Clubs" celebration. Jim Liberty, who cherished his black 356 like a "best buddy", consoled himself about his loss. "At least it stays in the family. Apart from that, when we arrive back home, my current restored 356 will just be coming out of the paint shop."

The programme of the International 356 Meeting was packed with highlights, keeping it very much in the tradition of the historic events held in Merano. The gala dinner in the historic spa hall, the morning at the Safety Park in Vadena with the Porsche Driving School Italia and the memorable trip by road-book over 200 km through the Dolomites were all moments never to be forgotten.

The organisers involved in the Registro Italiano Porsche 356, together with its President

Roberto Bertaccini and Porsche Italia, created an outstanding event attended by participants from all over the world.

A sense of history pervaded the entire event. Here, at the birthplace of the international meetings, it felt as you were very close to the true Porsche legend.

Benjamin Marjanac
Porsche Community Management

Images supplied with kind permission of Laurent Missbauer, Porsche 356 Club Schweiz

Trailblazers: Just as if time stood still. Even after almost 60 years, the Porsche 356 feels at home in the Alpine landscape.



05 Reports Porsche Parade Europe 2012



Fantastic backdrop for a demonstration of horsepower: The castle grounds in Chantilly

Porsche Parade Europe 2012 Splendor at the Castle

The small district of Chantilly, around 40 km north of Paris, boasts a long and rich cultural history. It is the traditional horse-breeding centre of France, and the race course there is a famous venue for many equestrian events. And indeed, there's no chance of escaping horses in Chantilly – whether in the flesh, as figures or as motifs in numerous historical paintings.

Around 140 Porsche cars, fittingly also featuring an equine motif on the emblem, graced the picturesque region with their presence from the 7th to 10th of June 2012. The cars from the former horse-breeding town of Stutengarten, now known as Stuttgart, and their international owners were staying in Chantilly to enjoy this year's Porsche Parade Europe, held by the Fédération Porsche Club France.

The event kicked off on Thursday evening with an opening dinner at Dolce, the events hotel. Friday featured a picturesque trip through the area surrounding Chantilly and a pit stop at the C.E.R.A.M. test circuit in Mortefontaine. A car slalom was on offer, too, as well as test drives in a Porsche Panamera GTS and a Porsche 991. Those who preferred less sport and something of a more cultural nature could travel to Paris by bus for some sightseeing. In the evening, all participants met up again in the stud to enjoy an evening meal in the Grandes Ecuries du Château following an impressive horse show.

The Saturday began with a Porsche Parade from the castle through the town of Chantilly. Those who wished to could visit the castle and the gardens or take part in a

United by a strong sense of style: The brilliance of bygone eras and the allure of modern technology



tour and be let in on the secrets of creating the famous dessert "Crème Chantilly", which was invented here in the 17th century by the chef François Vatel. At the same time, the Concours d'Elégance took place in front of the castle.

Things then took on a festive feel in the evening. The halls of the castle provided a veritably opulent setting for the gala dinner. The art gallery, which participants had

05 Reports Porsche Parade Europe 2012

been able to visit during the day, was transformed into a ballroom for the evening. The host, the son of Karim Aga Khan, permitted the party banquet to be held in amongst the priceless paintings. That made for an incredible experience for Club members. The organisers with Michel Artero and Gilles Texier welcomed as guests of honour Hans-Peter Porsche and Dr. Wolfgang Porsche with his partner Prof. Claudia Hübner. All participants were thrilled that Dr. Wolfgang Porsche gave a speech in honour of the global Porsche Club Community.

In awe of the dinner they enjoyed, surrounded by significant works of art from all eras and the whole backdrop of the Chantilly castle, all the participants saw out a successful weekend at the smart casual party in the castle. Most attendees returned home on Sunday after breakfast, as many guests had made very long journeys from many countries across Europe and around the world. At this point we would

like to give a very special mention to the guests from Iceland, Finland, Italy, Sweden, Slovenia and Venezuela, as some of them had travelled thousands of kilometres in order to attend the Porsche Parade Europe 2012.

We owe our thanks to the organisation team and all those from the Fédération Clubs Porsche France and Porsche France who helped make sure that the event turned out to be an all-round success. See you in Luxembourg, at Porsche Parade Europe 2014!

Benjamin Marjanac
Porsche Community Management

Photos supplied with kind permission of
Karl Steiner, Porsche Verband Österreich



A stroll in the castle grounds: A vibrant meeting in the Concours d'Elégance and in the castle courtyard



Concours d'Elégance: The castle at Chantilly provided an impressive setting

05 Reports Porsche Parade Europe 2012



A park with plenty of space: Chantilly provided the glamorous setting for the Porsche Parade Europe. Michel Artero (above right), the ladies at a special type of Concours d'Elégance (right), Dr. Wolfgang Porsche flanked by Austrian Club members (below right) Matthias Menner and the President of the Porsche Club Iceland Pétur L. Lentz (below)



Impressions of Chantilly





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PORSCHE

05 Reports Porsche Club für den klassischen 911 Südwest

Porsche Club für den klassischen 911 Südwest e.V.

Air-cooled Passion



What started out in 2008 as a devoted community of friends known as “targa+freunde” has been an official Porsche Club for the classic Porsche 911 since its inaugural meeting of 11 January 2011. “Classic” in this case refers to all air-cooled 911 vehicles with their F and G models, in addition to the 964 and 993 model series.

It all began with regular get-togethers in the Greater Stuttgart area, with around 15 to 18 “targa+freunde” attending every time. Additional members were recruited via the Internet. After all, a great many Porsche fans looking to chat about the cars or take part in activities can be found on the forums. Regular outings then took place, with a trip to the Alps in 2009, followed by a trip one year later to the Dolomites and the Eifel region. The group had now gathered momentum.

“Some things are different for owners of the air-cooled 911 to how they are for drivers of a modern 911,” pointed out Club President Carsten Prochaska. “The special way in which Porsche constructed its cars

up through the 964 series requires particular attention, as the seals or the covering of the Targa top deteriorate over the years. Targas don’t always behave the way their owners want them to, if they don’t have the knack or know the tricks for using them.” That is why the community organised workshops in order to tackle these challenges together.

“Our aims on the one hand were to advise our members and friends with regard to technical aspects and history of the models, including assistance with obtaining replacement parts”, emphasises Prochaska, whom everyone in the Club knows as just Carsten. “We offer those who are interested in becoming members of our Club an ‘orientation period’, in order that they join us out of real conviction.”

So how was the Club founded? Porsche Community Management, which had already been receiving requests for a Club for the classic 911 in the southwest for a long time, finally became aware of the community group. That was how the



Together amongst friends: Driving experiences with the classic 911

“targa+freunde” group became an official club for the classic 911. The Club was obviously pleased about the new expanded potential that this recognition brought. “Not only are we now able to bring people together who are enthusiasts of the air-cooled 911, but we can also offer a considerably more direct connection to Porsche,” is how Carsten described the Club’s new prospects. The most important aims for him in this regard include collaboration with divisions such as Porsche Classic and the Porsche Archive.

Of course, events such as the “targa dolomiti”, “targa eifel” and “targa alpen”, which were already legendary in the relevant circles, are still being held. In addition, the group will continue to organise driving events and workshops. The members also hope to retain the spirit that first brought them together, whatever may happen in future. All of this makes a very special Club: run by specialists for specialists with a fondness for some very special cars.

Porsche Community Management
Sandra Mayr

05 Reports **Porsche Club Indonesia**



Wide perspective: Porsche Club Indonesia's cultural background

Porsche Club Tour de Jogja, Java
A wonder of the world

Borobudur on the Indonesian island of Java is one of the largest Buddhist temple compounds in Southeast Asia. Built around AD 750 and rediscovered in 1814, Borobudur has been a world cultural heritage site since 1991 and is one of the seven wonders of the world, which made it a suitable location for the recently officially recognised Porsche Club Indonesia to hold its opening event and to celebrate the 60th anniversary of Porsche Clubs worldwide.

For this occasion, the Club invited its members from Jakarta, Surabaya and Yogyakarta to join the Tour de Jogja from 11th to 13th of May 2012. The itinerary included a visit to Borobudur Temple as well as to the surroundings of Plataran and to Prambanan, the largest Hindu temple complex.

With 54 participants and more than 20 Porsche cars from various series, the event was a roaring success.

The participants from Jakarta and Surabaya flew into Yogyakarta on 11th of May. As the general condition of the roads did not allow vehicles to travel directly, the Porsche vehicles belonging to the travelling participants were brought by car transporters to the Hyatt Regency Yogyakarta, the event's base. After arrival and a warm welcome for the participants by the organisers of the Porsche Club Indonesia and the Hyatt Regency Hotel, it was the turn of the cars, which were already parked in the grounds of the resort, to enjoy everyone's full attention. All of the cars were in perfect condition and had survived the transporta-



Driving freely: Rarely have members of the Porsche Club Indonesia had such opportunities to drive around in their cars

05 Reports Porsche Club Indonesia



A Club on the move: Whether on two or one axles, driving connects you

tion well. The guests could then look forward to the evening dinner at the pool, featuring traditional specialities such as Gudeg and Satay.

Guests were now set to enjoy a busy programme over the next days. The Yogyakarta Tour kicked off early in the morning with the visit to Borobodur Temple. To everyone's surprise, the cars stood waiting on the hotel's own golf resort sorted by number. After a brief introduction and explaining of the roadbook, it was time to start the engines and to hit the road on the first leg of the tour. The Club members were accompanied throughout the day by a police escort.

At the foot of the temple, breakfast had already been prepared in the Monaharan Hotel. After a tour through the temple grounds followed by a trip by Andong, the traditional horse and carriage used in Yo-



gakarta, we moved to the second leg of the tour, the Plataran resort, famous for its breathtaking view of the temple and then over the hills and mountain ranges of Merapi and Menoreh. The tour came to an enjoyable close with a wonderful dinner of national specialities and delicacies in Prambanan.

The aim – to bring together Club members from the various regions in order to offer them experiences to share and to form new friendships – was certainly fulfilled to the enthusiasm of all parties. In addition, the members of the Indonesian Club also had the priceless opportunity to drive their cars outside of their respective home towns.

An event on this scale can, of course, only be made a reality with the support of helpful and dedicated sponsors. The Porsche Club Indonesia would first of all like to



A pleasant ambience: the enjoyable evening meal in Prambanan

thank the main sponsors Eurokars, the Indonesian Porsche dealer and the Hyatt Regency Yogyakarta. Our media partners were Ascomaxx, Indonesia's leading car magazine, and Prestige Indonesia. The event was also supported by 12 local media representatives.

As part of the tour, donations were collected from participants for the benefit of the Yayasan Goton Royong children's home project. So it is not only Indonesian Porsche fans who will benefit from this successful event for a long time to come.

Porsche Club Indonesia
Patrik Widjaja

05 Reports Porsche Club Guatemala



Review: The Porsche Club Guatemala is featured in the Stuttgarter Zeitung

Nineteen members of the Porsche Club Guatemala arrived in Germany for a two-week visit. Events included the Black Forest Bavaria Tour with the Porsche Travel Club with ten Porsche cars. The visit to the Porsche Museum was a highlight. With so much brand enthusiasm and fascination with the sports cars from Zuffenhausen, it was only natural for the Stuttgarter Zeitung to become aware of it.

“We love Porsche,” Club President Carlos Pineto told the newspaper. That comes as no surprise! The Porsche Club Guatemala was founded in 2002 (see Porsche Club News report of February 2012). The Club harks back to a long tradition, however. Three racing drivers from Guatemala – José Herrarte, Jaroslav Juhan and Manfredo Lippmann – all successfully took part in the Mexican race Carrera Panamericana in 1953. “That is why we feel drawn to the

A Trip around the World Porsche Club Guatemala at the Porsche Museum and onto the pages of the Stuttgarter Zeitung

cars,” was how Pineto explained to the reporter the allure of Porsche cars in his country.

The Guatemalans must have taken away new tips and impressions from Bavaria. After all, they hold an “Oktoberfest” once a year with brass music, draught beer and hearty food.

**Porsche Community Management
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PORSCHE

05 Reports Porsche Club Monasteria



The travelling “Toscaninis”: the Porsche Club Monasteria on the journey down south



Monasteria on tour The “Toscaninis”

This year too saw ten members of the Porsche Club Monasteria e.V. travel once again on a “Grand Tour” to southern Europe from the 17th to 26th of May 2012. After South Tyrol, the Côte d’Azur and the Salzkammergut, Tuscany was the destination for this year’s trip.

Intensive planning discussions began in October 2011, with participants taking turns to host them in their homes. In between the preparatory meetings, the anticipation was kept alive through the frequent exchange of E-mails. Just the right name for the group soon emerged – “The Toscaninis”.

Everyone used the journey to the starting point in Munich as an opportunity for individual detours to Rothenburg ob der Tauber or to Salzburg. One couple taking part in the trip had a special surprise up their sleeve: a brand-new Porsche Carrera Cabrio (991). It complemented the Porsche Carrera 993 and 997, Cayman and Boxster Spyder perfectly. Once the vehicles were in place, the group set off on a sporting trip through Bolzano and the Dolomites to



Tuscany. The accommodation in an idyllic setting not only boasted the largest swimming pool in Tuscany, but also (and more importantly) tarmac-covered roads suitable for low-slung sports cars. From there, the group could enjoy the beauty of the countryside and head for and explore towns such as Florence, Pienza, Siena and San Gimignano. The highlights of the three-day return journey to Münster certainly included Lake Garda, the drive over the Timmelsjoch and through the Tannheimer Tal.

At one point, an alternator failed in a air-cooled youngtimer, but it was professionally and quickly repaired by the ADAC road service and the Porsche Centre in Bolzano, and all of the “Toscaninis” and their cars returned safely to Münster with very happy memories of a tour that covered around 4,000 km.

**Porsche Club Monasteria
Manfred Schmale**



Porsche recommends **Mobil** 

For more information, please visit www.porsche.com.

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PORSCHE

06 An interview with Dr. Wolfgang Porsche

Based on the questionnaire of Marcel Proust, we put 20 questions to Dr. Wolfgang Porsche, Chairman of the Supervisory Board of Dr. Ing. h.c. F. Porsche AG

Where would you like to live?
Zell am See.

What is your idea of perfect happiness?
My family and health.

Which faults are you most likely to forgive?
Those that were made out of love.

What do you regard as the lowest depth of misery?
Permanent dissatisfaction.

Your favourite historical figure/s?
Maria Theresa.

Which traits do you most appreciate in a woman?
Punctuality and reliability.

Which traits do you most appreciate in a man?
Dependability.

Your favourite virtue?
Loyalty.

Your favourite pastime?
Hunting.

Who or what would you have liked to be?
A famous painter.

What is the Porsche legend?
Driving at its most beautiful.

What makes a Porsche sports car?
Safety, elegance and speed.

What does the Porsche of the future look like?
A trendsetter.



If you could choose just one car, what would it be?
A Porsche 911.

Your main character trait?
Honesty and openness.

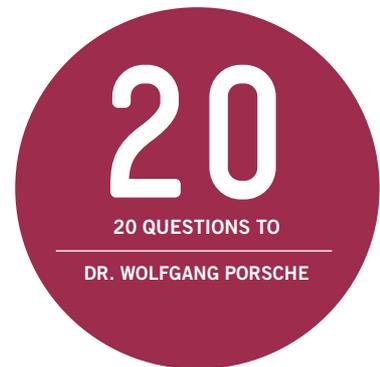
Your greatest fault?
Impatience.

Who are your heroes in real life?
Christopher Columbus.

What do you despise the most?
Deceitfulness.

What natural talent would you most like to possess?
Being able to play the piano by ear.

Your motto?
In calmness lies strength.



CV

Name: Dr. Wolfgang Porsche
Date and place of birth: 10th of May 1943, Stuttgart

1965

Final school examinations

1965 – 1971

Studied at the Vienna University of Economics and Business
Degree in business administration

1973

Earned a doctorate in commercial science at Vienna University of Economics and Business

1973 – 1998

Managing Partner of the company JAMOTO Ges.m.b.H, Vienna
General importer of Yamaha motorcycles

1976 – 1981

Active in various areas of sales in Germany and abroad for Daimler-Benz AG, Stuttgart-Untertürkheim

Seit 1978

Supervisory Board member at Dr. Ing. h.c. F. Porsche AG, Stuttgart

Member of the Supervisory Board and Executive Board in various Porsche sales companies

Seit 1983

Supervisory Board member on the various committees of the Porsche Holding, Salzburg

1985 – 2010

Managing Director of Porsche GmbH, Stuttgart

1988 – 2011

Managing Partner of Porsche Holding OHG, Salzburg (until 1996), then Porsche Holding Ges.m.b.H

Seit 2007

Chairman of the Supervisory Board of Dr. Ing. h. c. F. Porsche AG, Stuttgart

Seit 2007

Chairman of the Supervisory Board of Porsche Automobil Holding SE, Stuttgart