

1. News from Porsche AG

The Watch to Match the Car: Porsche Design PTC 911 Limited Edition

Basalt black, Indian red, speed yellow – these colours of the new Porsche 911 Carrera have also been chosen for the face of the new titanium chronograph from the Porsche Design PTC 911 Limited Edition range. The watches are easy to read, feature date display, stopwatch function and a tachymeter scale and are available with straps in either titanium or natural rubber, the latter adorned with the distinctive profiled grooves of a high-speed tyre. A sapphire window in the screwed-down base allows you to see right to the heart of this exclusive time-piece: automatic mechanical workings of calibre ETA 2894-2 with a Porsche Design rotor system. The gaps in the titanium rotor, which have less than one millimetre of space between them, provide an additional view of the inner workings.



The distinctive silhouette of a Porsche 911 Carrera on the face below the Porsche Design logo at 12 o'clock underlines the exclusive nature of this watch, of which only 911 copies will be produced in each of the three colours. The serial number of each is engraved on the rear of the housing. The watches are either available as a set of three or individually, presented in a specially produced high quality leather watch case. Each one comes with a certificate and a model Porsche in the corresponding colour. They will be sold through the Porsche Design Shop in Munich (Tel. +49 (0)89 228 96 52) and by selected watch dealers, which are listed on the Internet at: www.porsche-design.com



Porsche Licensing and Trading Company

Anniversary: 30 Years of the Porsche 911 Turbo



You couldn't really call it a ducktail, and "tray" was more like a well-meaning put-down for the powerful rear spoiler design. When all is said and done, this new sports car called for broad-minded thinking: it was more brawny, more bulky, more sporty and above all more powerful than anything that had gone before. When Porsche presented its new 260 BHP super sports car for the first time at the Paris Automobilsalon in 1974, the industry press was soon raving over this great all-rounder. Even today, the adrenaline level rises when conversation turns to this explosion of power.

It was certainly something out of the ordinary. Anyone who started up the first Turbo without being properly prepared was gripped by the concentrated surge of power when the turbocharger kicked in at around 3,000 rpm. The wild headlong rush continued right up to 250 km/h, and Germany's fastest road sports car was born.

The turbo concept was nothing new, but it was the first time it had been developed for everyday use. The idea

of recirculating the exhaust gases under the hood to increase the power was actually patented 99 years ago. Its main disadvantage is the turbo lag. Constant load changes caused the boost pressure to collapse.

Then the young Porsche engineer Ferdinand Piëch came up with an exciting idea: small charger and small turbo lag equals faster response. In order to create a smaller charger, some of the exhaust gases were diverted using a bypass. What remained was enough to give a considerable power boost.

After the Turbo had proved itself during two victorious years in the CanAm racing series, it was developed for on-road use in 1974. Despite the oil crisis and the prevailing hostility towards cars, it quickly became a success story. Instead of the 1,000 units originally planned, almost 21,000 had rolled off the production lines by 1989. In those 15 years, it was not only the rear spoiler that increased its dimensions. From the 1977 model year, the power also climbed to 300 BHP and five years later, optimisation of the fuel

mixture generation process resulted in a significant reduction in fuel consumption.

After 1989, the power continued its upward course. Starting in the 1991 model year, the car generated 320 BHP and in 1993 the new 3.6 litre engine produced 360 horsepower, allowing Porsche's super sports car to sprint from a standing start to 100 km/h in under five seconds for the first time. A new dimension in turbo driving began in 1995: 408 BHP thanks to twin-turbo charging and all-wheel drive ensured that the model remained the leader among the world's fastest road cars. The 996 generation Turbo launched in 2000 made headlines of a very special kind: despite its 420 BHP, its sophisticated technology meant that it was named as the "world's cleanest car".

The 2004 version of the Turbo continues this success story. A water-cooled 3.6 litre engine with four-valve technology, the VarioCam Plus valve control system, optimised charge air inter-cooling and engine electronics give the Turbo S 450 BHP of output with extremely low exhaust emissions. The power that is implicit in the launch of every new Turbo is still there. The only question that remains is about the shape of the spoiler. The best thing is probably to judge that for yourself.

Carrera
Porsche Club News Editorial Team

Porsche Spare Parts Production

Porsche Carrera for a Rehabilitation Clinic



The initiative came from Manfred Mönnich, Manager of Porsche Spare Parts Production in Zuffenhausen. In the training workshop, a Porsche Carrera 996 was converted to be suitable for disabled drivers and then presented to the Medical Park Prien Kronprinz clinic as a permanent loan. The Porsche is now used alongside other training equipment in the therapy hall and supplements the clinic's day-to-day training programme.

Patients who are no longer able to drive using the foot pedals can use the Carrera to learn how to drive a car with their hands. A special lever has been fitted directly adjacent to the steering wheel, which is used to control the accelerator and the brake. Dr. Wolfgang Wilde, Chief Executive of the clinic explains why a Porsche is particularly well suited by saying: "Extreme situations are the best way to learn."

Manfred Mönnich
Spare Parts Production Manager
Tel.: +49 (0)711 911 71 09
Fax: +49 (0)711 911 50 09

