

1. New from Porsche AG

Visit to Leipzig – final destination longing

The Porsche plant in Leipzig is currently rolling the last Carrera GT out of the assembly shop. The successful high-performance sports car will leave tracks. And a number of wonderful memories. So enjoy the snap-shots which you can see here of a farewell tour which is as proud as it is nostalgic.

Everything is going to plan at station one. The monocoque has been moved from the bogie to the lifting table. Wiring is now being laid inside the vehicle, the air conditioner and steering system are being installed and the control units are being placed in position. Matthias Würker is getting down to work on the steering gear. Just like his co-workers he literally wears white right down to his finger tips (his gloves are white). The perfect clothing for a job which requires almost surgeon-like precision. The 47-year old, who hails from Leipzig, performs his work with respect for the object in his hands, ever since starting work here in August, 2003. He refuses to state the exact day on which he started but he doesn't hesitate to state the car he first worked on: "It was the Carrera GT number five."

"My friends kept on saying to me: René, come on, it's about time you brought one home with you."



René Schäfer (31), axle installation, interior, windscreen

Here in the assembly line in the plant operated by Porsche Leipzig GmbH, they count every car. And have been counting them for around three years. "And a few weeks ago", says Guido Karrer, head of production, "we started counting them backwards." And they will have finally finished in early May when the last high-performance sports car leaves the assembly hall, marking the end of a successful era in the company's history. But the car will still remain an object of fascination. The Carrera GT will continue to hold people in its spell in the coming years as well: in private museums belonging to sports car enthusiasts, on the many racecourses throughout the world or for those who want to experience the sheer enjoyment of sitting behind the wheel and feeling the vehicle accelerate in their hands. And this is where the car was built, they will say here in Leipzig. The assembly line is 70 metres long, 12 metres wide and has eight stations.



Julia Schauer (32), Carrera GT customer support agent

"It was always a wonderful experience looking after a Carrera GT customer here in Leipzig."

Installing the engine, fitting the axles, installing the interior, attaching the exterior with sills, wings, underbody, rear panels and side windows and

mounting the door – this is all done by hand. "The vertical range of manufacture is what we find fascinating", says Karrer. The employees spend several hours working on the vehicle at each station. Less than twenty feet away, their fellow workers are working on the Cayenne, employing the very same Porsche precision, and ensuring that everything works like clockwork. But here, in Carrera GT territory, it is not just the clocks that work differently. Anyone working here has had a lot of learning to do at the start. The elect few, who numbered 70 in total, worked on the assembly line at peak times. Now, only 22 of them are left. Their pride is unbroken but there is a growing sense of melancholy in the air. "We enjoy our work", says Karrer, "right down to the very last part we install." The vehicle then returns to the Cayenne production facilities.



Alexander Fijak (29), team spokesperson

"We are part of the vehicle and the vehicle is part of us. We've invested a lot of blood in it." Siegfried Bülow works with his back to everything, as it were. There is only a thick wall separating the director of Porsche Leipzig GmbH from the birthplaces of all Carrera GTs. The boss enjoys sitting in the midst of all the hustle and bustle. And he looks back to the time when, together with the head office in

Stuttgart, they started looking at ways to produce such a fascinating vehicle in a small series. They had discussions together and conjured up a possible production line on the table with matchboxes and some wood. It was an exciting time and their commitment has paid off. Bülow has not forgotten what the developers in Weissach achieved or the support offered by the parent plant in Zuffenhausen. He is convinced: "This car is the fruit of excellent teamwork at Porsche. And the Carrera GT has given Leipzig a peerage, as it were, among sports car manufacturers. We can be proud of what we've achieved." Firm plans have already been made to hold a thank-you party.



Tilo Becker (38), road test driver for the Carrera GT Finish team

"Not a day went by when I did not spend some time on the racetrack, and I have personally driven all Carrera GTs. Not many people can say that."

But it is still the ten-cylinder vehicle that sets the tone. "If I'm sitting in the office and hear someone starting up a Carrera GT outside", says Julia Schauer. "I still get goosebumps, to this very day." The young lady with the nice smile knows a lot about the dream car

but even more about its owners. She has looked after all those people who made the trip to Leipzig in search of a Carrera GT. In August 2003, at Leipzig's first Event's Day for owners on standby, she asked an American what colours he had selected for his vehicle. Silver and black, he replied. Silver on the outside and black on the inside is a nice combination, was her reply – and was immediately contradicted. No, her visitor from overseas wanted one car in black and one in silver she states. "It was then I realised", says Julia Schauer, "that these customers come from a different world." But she says they were all friendly, grateful and very interested and enthusiastic about everything. She has witnessed some beautiful scenes, especially when the customer finally takes delivery of the vehicle. Whenever a customer, accompanied by the instructor, has unveiled his vehicle hidden beneath a tailor-made cover, his reaction has been unforgettable. "One man," remembers Julia Schauer, "just stood there and wept for joy." 798 men and two women from across the world, including several celebrities, have enjoyed this ritual in Leipzig. But Julia Schauer refuses to name any names. When a customer spends more than € 400,000 on a vehicle, he naturally expects discretion as part of the service. More than half of the exclusive, gleaming specimens have found homes in the USA and Canada. For example, one of each specimen can be found in Luxembourg, Croatia, Greece, Slovakia, Latvia and Bulgaria. "So, when does one have contact with customers in the production division? We have had many prominent figures passing through here and they wanted to know everything in a lot of detail."



Sebastian Hecht (33), exterior

The Carrera GT has brought glamour and splendour to Leipzig but has never been anything less than a star itself. "We have all played our part in writing Porsche history", says Siegfried Bülow. "It is a great feeling to know that we can turn around in a few years time and say, I was there, I was involved in getting this vehicle up and going."

"When I joined Porsche in 2000, I would never have dreamt that I would one day have the chance to be involved in creating such a vehicle."



Guido Karrer (36), head of production at Carrera GT

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Motorsport

Always on the move at racing speed



On 16 March, the American Le Mans Series 2006, the first full racing season for the RS Spyder, got underway. Seven racing engineers from Weissach are on hand at every race in order to make whatever adjustments are necessary to the vehicle. A life at high speed.

In the world of racing, speed is everything. In January, 2005, the Porsche Board of Directors gave the go-ahead for the RS Spyder. The sports car prototype has already qualified for the first complete racing season at the Twelve Hours of Sebring (Florida), the prelude to the American Le Mans Series (ALMS). The vehicles are prepared by seven racing engineers from Weissach. They are on site for all ten assignments in order to adjust the two RS Spyderys which Penske Motorsport 2006 is using in the ALMS.

The engineers spend around 20 weekends away from home. They spend Tuesdays at the racetrack and return to Weissach on Mondays. They often have test days between these two dates. Roland Kussmaul, head of Motorsport Development/Performance (EME4): "We spend a lot of time away

from home. But looking after these sports cars preparing them for victory can be real fun."

The development phase is where the foundation is laid for a model which will later prove a winner, says Martijn Meijs (EME4). The details are then fine-tuned. The most important elements during fine-tuning are the computer and the test runs on the racetrack. Kussmaul: "Before the test runs, we perform tests in the office with paper and pen." In order to find the best transmission tuning for the race in Sebring, the racing engineers drew on their many years of experience in the field of GT sport. Once the basic tuning had been settled on, simulation and fine tuning was performed on the computer. "Our specialists can influence the vehicle's downforce, transmission and tyre combination via the computer and then convert them to the lap times of the racetracks", explains Kussmaul. "The figures from the computer only deviate from the real results by around one second."

However, the virtual world is no replacement for a test run on a real

racetrack. Meijs: "The tests on the computer merely lay the foundation for thoroughly testing all parameters on site." Before the season started, the team performed tests in Atlanta and Sebring. The last test run covered the entire race distance of twelve hours. "We then dismantled the vehicle into its various parts in order to identify any problems in the material", explains Kussmaul. "We are never fully satisfied. Development never ends."

In Sebring, the Spyder occupied the pole position in its category following training, but fell to second position in the overall evaluation shortly before completion of the race. However, it was still classified second in its category. After the car's performance in Florida, the engineers took the engines back to Weissach with them. They then proceeded to disassemble and analyse the engines and make them fit again.

On 13 May, the race in Houston took place – a town circuit. Kussmaul: "The conditions there were a complete reversal." Sebring had long stretches of straight road on the former military airport; in Houston the RS Spyder will have to contend with narrow curves. This means that the racing team will have to almost completely re-tune the sport prototype. After all, it is all a question of speed.

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Leipzig set to build the Panamera



The Porsche Board of Directors has decided that the four-door Sportcoupé Panamera is to be built in Leipzig. With this in mind, the company will invest a total of € 120 million in expanding the plant. This decision will also create or secure more than 2,000 jobs in Germany.

The Panamera is coming – and it will have just as much space as it requires. Large-scale construction work will be starting in Leipzig in September to prepare the production facilities for the fourth Porsche series. The construction plans include a 25,000 m² production hall and a new, 30,000 m² logistics centre. The existing assembly hall will be expanded to include a pilot and analysis centre as well as an apprenticeship workshop.

“When producing the Cayenne and Carrera GT, our Leipzig plant proved that it is more than capable of producing premium, top-quality vehicles. Our decision to construct the Panamera here is thus proof of our trust and confidence in our employees, as well as a further contribution to building up the economy of the former GDR”, says Porsche director Dr. Wendelin Wiedeking, as he announced the decision in Leipzig together with Michael Macht (head of production) and Siegfried

Bülow (plant manager). Wolfgang Tiefensee had made a special point of coming to Leipzig to witness this announcement as he is responsible for economic growth in the East in his capacity as German Minister of Transport. Leipzig’s lord mayor, Burkhard Jung, as well as Hermann Winkler, Minister of State in Saxony were also very grateful for the commitment shown by Porsche to East Germany.

The company also views these investments as an expression of their belief in Germany as a centre of excellence. “This decision will allow us to enhance the value of our sports cars as well as meeting our customers’ expectations,” says Wiedeking. “The ‘Made in Germany’ seal of approval is of special significance, even for the Panamera.”

As Porsche works predominantly with German suppliers, around 70 % of the added value will come directly from Germany. Once again, Porsche is waiving its right to subsidies. Wiedeking: “The success of the Cayenne shows that we can construct our vehicles without any financial assistance from the public authorities.”



The engines for the Panamera will come from Zuffenhausen. This means a 15% vertical range of manufacture for the vehicle in Porsche’s own factories. The painted bare bodies will be supplied by the VW plant in Hanover. Wiedeking: “The Hanover plant is one of the most modern production plants in the VW Group and can meet the premium quality requirements demand for our Panamera bare body.” Porsche gained an insight into the VW plant through its own consulting company. Because Porsche Consulting helped VW to introduce streamline production processes.

Last but not least, the Panamera will create jobs. A total of around 1,200 new jobs will be created in Leipzig alone: 600 in Porsche Leipzig GmbH itself and another 600 (or thereabouts) among the suppliers in the region. In Zuffenhausen and Weissach, around 400 new jobs will also be created. And around 500 jobs will be secured for the long-term in the VW plant in Hanover. In addition, the Porsche Board of Directors has reached an agreement with the Group’s works council and the works council at Porsche Leipzig GmbH as well as IG Metall whereby the corporate labour agreement will be extended by five years.

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