

1. News from Porsche AG

Company

Porsche Welcomes the Voting Right Ruling

Dr. Ing. h.c. F. Porsche AG welcomes the ruling from the European Court of Justice in Luxembourg stating that plans under the Volkswagen Law to restrict voting rights to 20% are in breach of European law.

“With a voting share in Volkswagen of just over 30%, we are naturally very interested in fully exercising our voting rights”, was the initial response to the ruling from Dr. Wendelin Wiedeking, Chairman of the Porsche Managing Board.

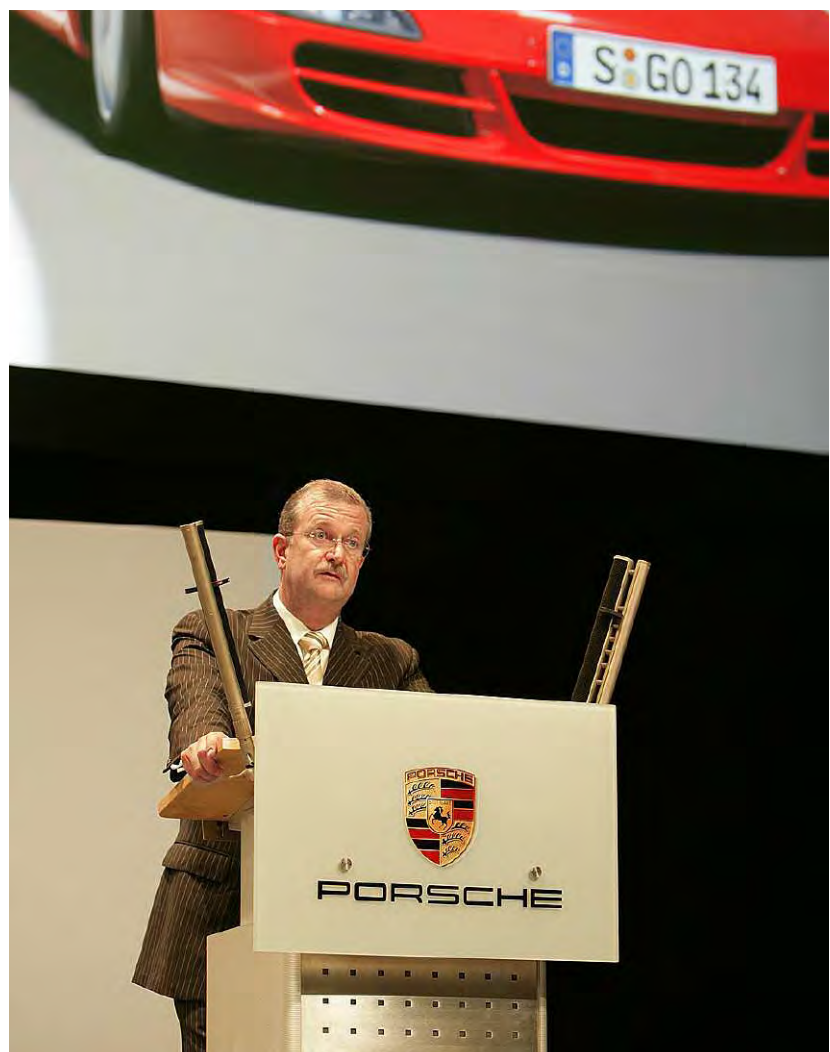
Prime Minister Christian Wulff and his colleague, Economics Minister Walter Hirche, to continue in their roles on the Supervisory Board of the Wolfsburg-based car manufacturer. This would ensure that the trusted partnership continues.

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The European Court also stated that the enshrined right of the German federal government and the State of Lower Saxony to appoint two representatives each to the Volkswagen Supervisory Board, provided they each have more than one share in Volkswagen, also contravenes European law. This means Volkswagen will in future be subject to general legal stipulations requiring shareholder representatives be elected onto the Supervisory Board by the Annual General Meeting.

Finally, plans under the Volkswagen Law to increase the required majority vote for organisational decisions taken at the Volkswagen Annual General Meeting from 75% to 80% of represented ordinary shares were declared in breach of current European law by the European Court. The judges' ruling was in line with the view of the European Commission, according to which the core elements of the Volkswagen Law contravene rights to the free movement of capital.

Porsche accepts that Lower Saxony is appropriately represented on the Volkswagen Supervisory Board, in view of its shareholding. Both Porsche representatives in the supervisory body, Chairman of the Managing Board Dr. Wendelin Wiedeking and CFO Holger P. Härter, would be happy for Lower Saxony's



Cayenne GTS Premiere

Pure Power

With the new Cayenne GTS, Porsche has reaffirmed the unique position of its successful series in the sporty off-road vehicle segment. The Francfort IAA was the scene of the model's global premiere. The Porsche Cayenne GTS features a performance-enhanced 4.8-litre V8 engine; it is lowered by 24 mm and boasts a specially developed chassis and suspension, making it more powerful than ever before.

This is the first Cayenne to offer the Porsche Active Suspension Management (PASM) system with steel springs, a combination previously reserved only for Porsche sports cars.

The Cayenne GTS 4.8-litre engine with Direct Fuel Injection (DFI) boasts 405 HP (298 kW) at 6500 revs per minute, 20 hp more than in the Cayenne S. The maximum torque remains unchanged at 500 Nm at 3500 revs per minute.

Porsche's most sporty off-road vehicle comes with a six-speed manual gearbox as standard and a shorter final drive ratio than the Cayenne S (4.1:1 instead of 3.55:1). With this technology on board, the Cayenne GTS sprints from 0 to 100 km/h in 6.1 seconds, precisely 0.5 seconds faster than the Cayenne S.

The Cayenne GTS is fitted with Porsche Traction Management (PTM) permanent

four-wheel drive as standard, as well as the PASM adaptive chassis and suspension. When combined with an optional air suspension system, Porsche Dynamic Chassis Control (PDCC) can improve driveability and comfort. The redesigned 12-way sports seats and leather Alcantara upholstery set off the sporty interior.

You can tell the new Cayenne GTS at first glance – the front and rear spoilers



are the same as those of the Cayenne Turbo, and the striking 14 mm wheel arch widenings offer plenty of room for the standard 21-inch alloy wheel rims with 295/35 R21 tyres. In addition, two new colours have been developed exclusively for the GTS: GTS Red and Nordic Metallic Gold.

The new Cayenne model boasts average consumption of 13.9 litres/100 km using a Tiptronic S transmission, in line with EU standards; global roll-out will start in February 2008.

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Cayenne GTS

Engine:	8-cylinder engine with aluminium crankcase
Power output:	298 kW (405 hp) at 6500 rpm
Maximum torque:	500 Nm at 3500 rpm
Maximum speed:	6700 rpm
Drag coefficient::	$c_w = 0,36$
Displacement:	4806 cc
Weight:	Unladen weight 2225 (2245) kg Permissible gross weight 3080 (3080) kg
Top speed:	253 (251) km/h
Acceleration:	0 bis 100 km/h in 6.1 s (6.5 s) 0 bis 160 km/h in 14.7 s (15.2 s)

Values in brackets apply to vehicles with Tiptronic S.

