



PORSCHE



July 2010

Porsche Club

News 3/10

Editorial

**Dear Porsche Club members,
Dear Porsche enthusiasts,**

Just a few weeks have passed since my appointment as the new Sales and Marketing Director by the Supervisory Board of Porsche AG and I am delighted that this role will involve a significant degree of contact with the Porsche Clubs.

Over the past nine years, I have become well acquainted with the Porsche Club scene in Germany through my attendance of numerous Club meetings and the Porsche Sports Cup in my function as Chairman of Porsche Deutschland GmbH. I have also been a member of Porsche Club Deutschland myself for some time now. I am therefore very aware of the key role Porsche Club members play for Porsche as brand ambassadors and exceptionally loyal customers. The love of Porsche Club members for Porsche sports cars indicates that a Porsche is something truly special. Each Porsche is built with the same passion a good owner will inject into caring for the vehicle.

Your enthusiasm and your personal commitment to the Porsche brand is not something that can be taken for granted, but it enjoys a long and extraordinary tradition in the Porsche Club scene. Porsche is incredibly proud to be able to look back on almost 60 years of unique Porsche Club history. A time which bases on a trusting alliance between the company and our customers and which has seen us share both good and not-so-good times. Dear Porsche Club members, I would like to take this opportunity to express my sincere

thanks for this on behalf of both myself and my fellow board members.

We will continue to stoke the fire of your passion for the company by building the hottest new Porsche sports cars and inspiring our customers with electrifying ideas that crackle with originality. Our new powerful and sporty models are a constant reflection of our commitment in this respect.

Take the latest generation of the Cayenne or the Porsche 911 GT2 RS, which, with an impressive 620 HP is the most powerful series-produced Porsche sports car of all time. Both are extremely agile and thanks to "Porsche Intelligent Performance" the best example for efficiency. In addition to that, both cars are aesthetically stunning and equally fascinating in their own way.

As part of my new role, I am looking forward to getting to know the international Porsche Club scene and taking part in events around the world. I gained a glimpse into the extensive worldwide Porsche Club family at the Porsche Parade Europe in Vienna and I have to say I was overwhelmed by the vibrant display of immaculately maintained Porsche cars. The sea of Porsche models dating back to the very early days of the company and the extensive array of modern, high-performance Porsche sports cars was a real treat even for die-hard Porsche fans.

A glance on the 2010 Porsche Club event calendar shows that it is packed



Bernhard Maier

with Porsche Club events that will provide living proof of the fascination inspired by the Porsche brand around the world.

I wish you every success for all these upcoming events, whether international or regional, and hope that they will fuel many exciting conversations and good times among like-minded Porsche enthusiasts.

**Yours
Bernhard Maier**

In-house business:

To make it easier for us to produce the Porsche Club News, we ask you to let us have your contributions by E-mail. Please attach text contributions as a Word file. We prefer you to save your pictures in **Tiff format**, otherwise in JPEG format (minimum resolution **300 dpi**, at an actual size of at least **13 cm width**, as RGB or CMYK). Make sure there is **no "pixelation"** in the pictures and **do not** save the pictures as indexed colours (Web colour scale). We regret that we cannot process Word files or Powerpoint presentations containing embedded images to printable quality.

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

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Contents

1. News from Porsche AG	page
The new Porsche 911 GT2 RS – The most powerful street-legal Porsche model of all time	5
New drive variants – Porsche Cayenne roars to the starting line with efficient V6 petrol and diesel engines	7
2. Information exchange	
Porsche Tequipment – Black on white	10
Porsche Design Driver's Selection – New event truck: A mobile shopping experience	11
Historic motorsports anniversary – Marking 40 years since the first Porsche victory at Le Mans	12
Command centre – The cockpit of the Porsche 918 Spyder	15
Porsche Travel Club – An Adventure Tour around Hamburg/Sylt	16
Porsche Sport Driving School – G-force training at the Hockenheimring	17
Porsche number games – The number 386	18
3. Club Management	
The Club Management article can be downloaded by Club members who have access to the restricted area on the Club Homepage	
4. News from the Club Coordination team	
Porsche Parade Europe 2010 – The Viennese spirit	26
Porsche Parade Japan 2010 – Parade in Suzuka	30
5. Reports	
Porsche Club Great Britain – “Modern Porsche Day” at the Porsche Experience Centre in Silverstone	32
Federazione Italiana Porsche Club – Meeting with Porsche Club Lithuania	34
Porsche Club Schwaben e.V. – Porsche Club Cup in Zandvoort	36
Porsche 356 Deutschland e.V. – 35th International Porsche 356 Meeting	38
Porsche Club 928 e.V. – Historic city of Trier transformed into a Porsche metropolis	41
6. An interview with	
Dr Heinz Rabe	44

1. News from Porsche AG

The new Porsche 911 GT2 RS

620 highly efficient turbo HP: The most powerful street-legal Porsche of all time



Ready for take-off: The new 911 GT2 RS is opening up a new universe

The time: seven minutes and 18 seconds to complete the Nürburgring Nordschleife. The power: 620 HP. The weight: 1370 kilograms on the road including all fluids. The car: the new Porsche 911 GT2 RS. The GT2 RS celebrated its global debut at the Moscow International Motor Show on 25th of August. The future top-range GT model among all the “eleven” series is the most powerful and high-performance series-produced sports car in the history of Dr. Ing. h.c. F. Porsche AG. Boasting 90 HP more power and 70 kg less weight than the 911 GT2, the power to weight ratio of the new 911 GT2 RS is just 2.21 kg per HP — by far the best in its class. This ratio is the mark of an ultra high-performance and

agile sports car featuring exceptional driving capabilities and exemplary Porsche Intelligent Performance. In spite of the additional power, fuel consumption and CO₂ emissions have been cut by around five percent to 11.9 l/100 km and 284 g/km compared with the 911 GT2.

The 3.6-litre, six-cylinder Boxer engine, which is force-ventilated by two turbochargers with variable turbine geometry (VTG) — unique to Porsche in conjunction with petrol engines — drives the rear wheels via a six-speed manual gearbox. The 325/30 ZR 19 sports tyres have been specially developed for the 911 GT2 RS and translate the drive power into jaw-dropping acceleration

figures. This car can roar from 0 to 100 km/h in 3.5 seconds, 0 to 200 km/h in just 9.8 seconds and 0 to 300 km/h in 28.9 seconds before reaching a top speed of 330 km/h.

The high-performance sports car is equipped with PCCB (Porsche Ceramic Composite Brake) brakes, while the sporty springs, active suspension management system (PASM), stabilizers, engine mounts and stability management system (PSM) specially designed for the RS ensure powerful longitudinal and transverse dynamics.

In terms of aesthetics, the main differences between the new 911 GT2 RS and the 911 GT2 are the numerous



Rocket power: Driving into orbit with the new 911 GT2 RS

carbon fibre-reinforced plastic (CFRP) parts in matte black visual carbon, wider wheels and wheel arches on the front axle, new 911 GT2 alloy wheels with central locking and the "GT2 RS" lettering on the doors and rear flap. The front spoiler lip has been redesigned and the CFRP rear spoiler lip in visual carbon has been raised by ten millimetres to enhance aerodynamic performance and provide increased downforce.

The emphasis on sportiness continues into the interior, with lightweight bucket seats made from carbon fibre-reinforced plastic in visual carbon and lightweight door trim panels with red door pulls. The basic interior colour is black, with equipment such as the seat centre panels, the roof lining, segments of the

Data sheet 911 GT2 RS

Displacement:	3600 cm³
Power output:	456 kW (620 HP)
Max. torque:	700 Nm
Top speed:	330 km/h
Acceleration:	3.5 s (0–100 km/h)
Engine:	3.6-litre, six-cylinder Boxer engine, two turbochargers, six-speed manual gearbox
CO₂ emissions*:	284 g/km
Verbrauch (NEFZ)*:	11.9 l/100 km

steering wheel rim and the gearbox and handbrake lever providing a striking contrast in red alcantara.

The 911 GT2 RS is limited to 500 units and will be available from September 2010 in Europe, or October 2010 in the USA, at a starting price of 199,500 euros.

Including VAT and country-specific equipment, the new 911 GT2 RS will go on sale in Germany at 237,578 euros.

**Public relations and press
Technology press**

New drive variants now available

Porsche Cayenne roars to the starting line with efficient V6 petrol and diesel engines



Getting the basics straight: The Cayenne V6 boasts outstanding efficiency

Delivery of the Cayenne and Cayenne Diesel six-cylinder models has now started, officially completing the launch of the new generation of the sporty off-road vehicle. Both models combine trademark Cayenne qualities such as comfortable sportiness and outstanding off-road abilities with exemplary efficiency that cuts fuel consumption to less than ten litres per 100 kilometres. The new Cayenne with Tiptronic S boasts an impressive overall consumption of just 9.9 l/100 km in the NEDC, around 20% below that of its predecessor. The diesel model's consumption has also been cut by 20% from 9.3 to 7.4 l/100 km. At 195 g/km, the diesel model also comes in below the benchmark figure of 200g of CO₂ per kilometre. Both models meet the Euro 5 exhaust emission limits. These significantly lower consumption figures across the Cayenne range have been achieved among other things through the use of

the new eight-speed Tiptronic S automatic transmission with Auto Start/Stop function and a large transmission ratio spread, thermal management, on-board electrical network recuperation and of course the clear weight reduction stemming from the intelligent weight-saving design. The weight reduction also delivers enhanced agility, performance and dynamics for even greater driving pleasure.

Hiding under the bonnet of the Cayenne is a 300 HP (220 kW) 3.6-litre V6 engine, which is twinned as standard with a six-speed manual gearbox. This propels the Cayenne from 0 to 100 km/h in 7.5 seconds (Tiptronic S: 7.8 seconds) and provides a top speed of 230 km/h.

The three-litre V6 engine on the Cayenne Diesel delivers 240 HP (176 kW), which in turn provides acceleration from 0 to 100 in 7.8 seconds and

Data sheet Cayenne

Displacement:	3598 cm³
Power output:	220 kW (300 HP)
Max. torque:	400 Nm
Top speed:	230 km/h
Acceleration:	7,8 s (0–100 km/h)

Engine:	3.6-litre V6 engine
Drive:	Active four wheel drive
CO₂ emissions*:	236 g/km
Consumption (NEFZ)*:	9,9 l/100 km

***with Tiptronic S**



The 3.6-litre engine on the Cayenne V6

a top speed of 218 km/h. The Cayenne Diesel is equipped with the eight-speed Tiptronic S automatic transmission and Auto Start/Stop function as standard.

The new Cayenne models offer even more driving pleasure on and off the road, coupled with greater ride quality, style and suitability for everyday use. The wheelbase has been extended by

40 millimetres compared with predecessor models to provide more available interior space and increased versatility. Overall, the length has increased by 48 millimetres. The rear seat bench moves fore-and-aft by 160 mm and the backrests can be adjusted to three different angles as required.

The extensive standard equipment package on the Cayenne six-cylinder models now includes features such as dual-zone automatic air conditioning, cruise control, driving light assistant and the CDR-31 audio system with touchscreen control. What's more, both the Cayenne and Cayenne Diesel now come with 18" wheels as standard. The range of optional equipment includes new driver assistance systems such as

the Lane Change Assistant and Adaptive Cruise Control, together with the Porsche Dynamic Light System (PDLS) for variable management of the headlights depending on the situation and the Burmester 1000 Watt high-end surround-sound system with 16 channels.

The Cayenne is on sale in Germany at a price of 55,431 euros including country-specific equipment and 19% VAT, while the Cayenne Diesel is priced at 59,596 euros.

**Public relations and press
Technology press**

**Data sheet
Cayenne Diesel**

Displacement: 2967 cm³
Power output: 176 kW (240 HP)
Max. torque: 550 Nm
Top speed: 218 km/h
Acceleration: 7,8 s (0-100 km/h)

Engine: Three litre V6 turbo diesel engine
Drive: Permanent four wheel drive
CO₂ emissions*: 195 g/km
Consumption (NEFZ)*: 7.4 l/100 km

*with Tiptronic S

**The 3.0-litre engine on the
Cayenne Diesel**



Blue efficiency:
The 6-cylinder diesel engine provides the answer to the questions of our time



Please visit www.porsche.com for further information.

**You know one of the interior designers very well.
It's you.**

The Porsche Exclusive customising service for the 911 Turbo.

Personalise the interior of your 911 Turbo. With leather in your own preferred colour, for instance, and numerous leather-clad details. Made-to-measure production and hand-craftsmanship throughout. Even using needle and thread at the appropriate points. All done with meticulous care.



PORSCHE

2. Information exchange

Porsche Tequipment Accessories for individual retrofitting

Black on white



Shining example: The Cayenne S with the extended exterior package in high-gloss black



Striking design: The roof spoiler lip in high-gloss black

The new Cayenne models are brimming with dynamism and agility. They also offer plenty of space — including space for your own ideas. Sporty ideas. The extended exterior package in high-gloss black is just one of the many personalised packages available from Porsche Tequipment that you can use to enhance your Cayenne. Both in

terms of styling and specification. Inside and out. The packages elevate your Porsche from being just a vehicle to the perfect expression of your personal freedom, your individual tastes and your lifestyle.

The three-part air intake grilles painted in high-gloss black give your Cayenne a

sporty smile. The smile of victory. The roof spoiler lip, also painted in high-gloss black, packs an impressive punch, while the high-gloss black bottom shell on the exterior mirrors give your Cayenne even more individuality. For maximum effect, we recommend combining these assemblies with the exterior package in high-gloss black. The new 21" Cayenne SportEdition wheel in high-gloss black with wheel arch extension is imposing and sporty in equal measure. The wheel spokes and the hub caps on this multi-spoke alloy wheel are painted black, with the coloured Porsche crest creating an impressive contrast.

A sporty look: The black air intake grilles



Aesthetic highlight: The black exterior mirror bottom shell



Everyone knows that first impressions count — and your Cayenne is no exception.

Further information on the complete Porsche Tequipment product range and the current Tequipment catalogues can be obtained from your Porsche partner or on the Internet at www.porsche.com. Please also visit our online shop at this address for a choice of selected Tequipment products.

Porsche Design Driver's Selection New event truck: A mobile shopping experience

The fascination of Porsche in a shop on wheels: The new event truck from Porsche Design Driver's Selection provides the perfect shopping experience and is proving to be a magnet for Porsche fans at events in Germany and across Europe.

The new event truck from Porsche Design Driver's Selection has made a successful debut at trade fairs and racing events. Providing a fitting end to the unveiling of the new Porsche 911 GT3 Cup vehicles at the opening race of the Porsche Carrera Cup, the truck flocked the fans in droves at the Hockenheimring



**A shop on wheels:
The event truck from Porsche Design Driver's Selection**



Inner values: Plenty of space for the wide range of products

On the move: Dates for 2010

See below for just some of the events the new event truck from Porsche Design Driver's Selection will be appearing at in 2010:

7th–8th August	DTM, Nürburgring
13th–15th August	AvD Oldtimer Grand Prix, Nürburgring
18th–19th September	DTM, Oschersleben
16th–17th October	DTM, Hockenheim
23rd–24th October	Porsche Sports Cup, Hockenheim

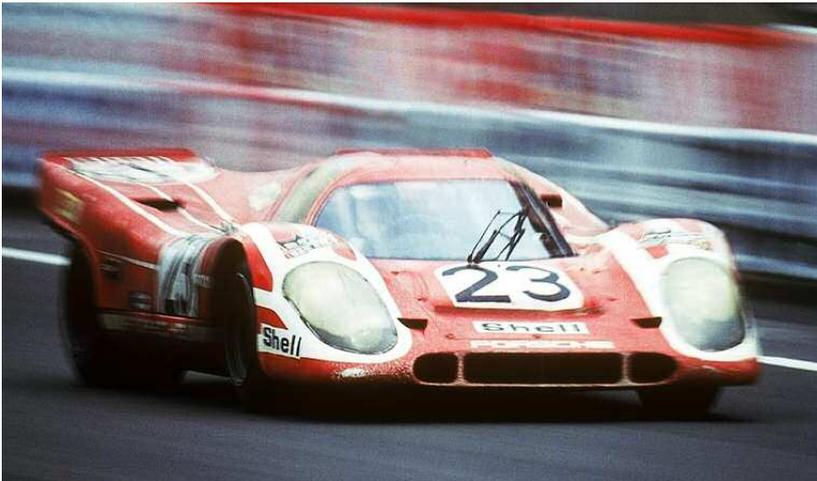
Subject to change

For a current list of dates, go to www.porsche.de/shop

paddock. With a sales area of 38 m², the truck measuring 16.5 metres in length and 5.60 metres in width (when set up) provides the perfect shopping experience for all Porsche enthusiasts. Besides the Carrera Cup and the Porsche Sports Cup, other highlights in the calendar of the four-axle mobile Porsche Design Driver's Selection Shop include trade fairs such as the Techno Classica in Essen and Porsche festivals in France and Belgium. The shop sells women's, men's and children's clothes, along with lifestyle items, model cars and many other goodies from the Porsche Design Driver's Selection range. The event truck provides fans with a unique opportunity to shop in a distinctive racing atmosphere and take home a special memento of their day.

Historic motorsports anniversary

Marking 40 years since the first Porsche victory at Le Mans



Straight to number one: The Porsche 917 short-tail version claims overall victory at the Le Mans 24 Hours in 1970

On 14th June 1970, Porsche claimed the first of what would become 16 overall victories at the world's most prestigious endurance race, the Le Mans 24 Hours. After exactly 4607.811 kilometres — or 343 laps — Hans Herrmann and Richard Attwood were first across the finishing line in the legendary Porsche 917 KH from Porsche Salzburg with the starting number 23. Gerard Larrousse and Willy Kauhsen in the Martini Porsche 917 LH, followed by Rudi Lins and Helmut Marko in the Porsche 908/02 took second and third places respectively, making it a total triumph for Porsche.

However, the road to this victory was by no means an easy one for Porsche. The Zuffenhausen-based sports car manufacturer had been racing at the Sarthe circuit since 1951, notching up numerous class wins thanks to traditional Porsche qualities such as weight-saving design, aerodynamics and reliability. In 1969, Porsche was pipped to

the post in the closest ever Le Mans race, with Herrmann and Larrousse in the Porsche 908 finishing just 75 metres — around one second — behind the Ford GT 40 of Jacky Ickx. In the anniversary year of 1970, all the signs pointed towards Porsche finally bringing the long-awaited overall victory at Le Mans home to Stuttgart. The Porsche 917 was destined for victory, having made its debut a year earlier. On 21st of April 1969, the 25 Porsche 917 cars were approved by the homologation commission in Zuffenhausen. The cost of materials alone exceeded DM 5 million. Crafted by Ferdinand Piëch, the Porsche 917 was unveiled at the Geneva Motor Show and quickly caused a stir among rival manufacturers — the new ultimate Porsche, which went on to become one of the fastest and most successful racing cars of all time, was close to the minimum weight of 800 kilograms. The lightweight 12-cylinder engine delivered up to 580 HP at 8400 rpm with

displacement of 4.5 litres. This enabled the long-tail version to reach speeds approaching 400 km/h on the 5823 metre-long Hunaudières straight at Le Mans.

The lessons learned from previous years were incorporated into the preparations for the 1970 race. Realising that rash manoeuvres in the first few hours of this classic endurance race always ended in failure, Porsche made the experienced Hans Herrmann its first choice as driver. The Sindelfingen veteran combined speed with a careful attitude towards resources. Together with Englishman Richard Attwood, he started in the 4.5-litre short-tail version bearing the number 23, which was painted in the red and white colours of Porsche Salzburg. The team's second car, featuring a 4.9-litre engine and long-tail body, was driven by Vic Elford and Kurt Ahrens. A further three Porsche 917s were entered by John Wyer along with the psychedelic 4.5-litre long-tail version of the Martini team. There was also an entire armada of 907, 908, 910, 911 S and 914/6 models. At precisely 4 p.m. on 13th of June, 24 Porsche cars stood at the starting line in Le Mans. By the next day there were still twelve remaining, five of which were classified. The only other cars to be classified were two Ferrari 512 S — and this was out of a total field of 51 starters.

This race went down in history — and not just in the Porsche annals — because of the disastrous weather. Vic Elford reported that it was sometimes impossible to overtake, even on the long straights. Kurt Ahrens described it as being like sitting in a boat. And just a few weeks after his victory, Hans Herrmann admitted that driving in the rain

had prompted him to make the decision to finally hang up his helmet no matter what the outcome. When leaving his house in Sindelfingen-Maichingen, his wife had asked him when he was going to give up driving, to which he responded: "When I win".

A promise is a promise. But an hour after the start, which in those days saw the drivers begin the race sitting in their cars instead of performing the world-famous "Le Mans start", Herrmann was only in ninth place. The race leader was Jo Siffert, also in a Porsche 917, followed by Jacky Ickx in a Ferrari 512 S. Siffert later missed a gear change and blew his engine, while Ickx crashed his red racer at the chicane. At around 6:15 p.m. came the almost unbelievable news that four Ferrari 512 S had crashed into one another in the driving rain and were out of the race. The race also took its toll on the Porsche armada, with all three 917s of the Gulf team gradually dropping out.

Now was the moment for the experienced veteran Herrmann, who had the perfect partner in Richard Attwood, to show what he could do. Under incredibly difficult weather conditions, he gradually moved his way up the field, guiding the Porsche Salzburg 917 confidently to the first ever overall victory for Porsche at Le Mans. He realised the significance of the moment as the race drew to an end on 14th of June 1970, thinking to himself: "Wow! That may have been your last lap ever as a racing driver." Back home in Stuttgart, his victory was celebrated with a parade in which he drove his winning car through the city to the market square. Thousands of people turned out to congratulate Hans Herrmann, ex-racing driver.



Overall victory number two: Helmut Marko and Gijs van Lennep in the 1971 Porsche 917 KHCoupé

Porsche followed up this success with a further 15 overall victories at Le Mans, the second coming just a year later in 1971. In a unique Porsche 917 with a lightweight magnesium chassis, Gijs van Lennep and Dr Helmut Marko drove to victory on a still largely chicane-free circuit. In doing so, they set an incredible record which has never yet been broken. The Porsche 917 completed exactly 5335.313 kilometres and 397 laps in 24 hours, clocking up an average speed of 222.304 km/h despite all the pit stops and the long night. The fastest lap in the race was achieved by Jackie Oliver's Gulf 917, with an unbelievable 244 km/h average speed, while the 917 long-tail Coupé of Elford/Larrousse was clocked at a maximum speed of 386 km/h on Hunaudières in 1971.

In 1976 and 1977 the Porsche 936 was victorious, while in 1981 it won again driven by Jacky Ickx and Derek Bell with a new turbo engine. Belgian driver Ickx won at Le Mans six times,

four of them in a Porsche. In 1982 he was yet again part of the winning team in a triple victory that represented the first milestone for the most successful racing car of all time, the Porsche 956. Up to 1994, different variants of the 956/962 won at Le Mans seven times. 148 of these were manufactured in Weissach.

In some years, Porsche entrusted the most important race of the year to customer teams, who also emerged as frequent winners. Klaus Ludwig and the Whittington brothers thus achieved victory in Le Mans in 1979 with a Porsche 935 for the Cologne-based Kremer team, while Reinhold Joest led Porsche to well-deserved overall victories in 1984, 1985 and 1997. Faced with the strongest ever field to line up at Le Mans in June 1998, Porsche racing director Herbert Ampferer spoke at the time of the "race of the century". Porsche was represented with two new 911 GT1s and achieved a stunning double victory for the plant in the world's



Overall victory number four: Jürgen Barth, Jacky Ickx and Hurley Haywood in the 1977 Porsche 936/77 Spyder



Overall victory number twelve: Hans-Joachim Stuck, Derek Bell and Al Holbert in the 1987 Porsche 962 C LH



Overall victory number sixteen: Laurent Aiello, Allan McNish and Stéphane Ortelli in the 1998 Porsche 911 GT1

most important endurance race in front of a crowd of 250,000 thrilled spectators. This was the 16th and most recent overall victory for Porsche at the Sarthe circuit.

From 10th to 11th of July 2010, Porsche will be celebrating this special motorsports anniversary in suitable style by taking part in the “Le Mans Classic”, an event that is only held once every two years. In six classes covering model years 1923 to 1979, around

400 historic racing cars will gather to relive their old racing triumphs. Among them will be some of the overall winners from the Porsche Museum, which will lead an anniversary parade on the race track. Many famous drivers including Hans Herrmann and Richard Attwood will also be taking part and will be available for autograph sessions.

**Public relations and press
Porsche Museum**

**Porsche overall victories
in Le Mans**

- 1970** – Hans Herrmann/Richard Attwood, Porsche 917 KH
- 1971** – Helmut Marko/Gijs van Lennep Porsche 917 KH
- 1976** – Jacky Ickx/Gijs van Lennep Porsche 936
- 1977** – Jacky Ickx/Jürgen Barth/Hurley Haywood, Porsche 936
- 1979** – Klaus Ludwig/Bill Whittington/Don Whittington, Porsche 935 K3 Kremer
- 1981** – Jacky Ickx/Derek Bell Porsche 936 81
- 1982** – Jacky Ickx/Derek Bell Porsche 956
- 1983** – Al Holbert/Hurley Haywood/Vern Schuppan Porsche 956
- 1984** – Klaus Ludwig/Henri Pescarolo Porsche 956 Joest
- 1985** – Klaus Ludwig/Paolo Barilla/John Winter Porsche 956 B Joest
- 1986** – Derek Bell/Al Holbert/Hans-Joachim Stuck, Porsche 962 C
- 1987** – Derek Bell/Al Holbert/Hans-Joachim Stuck, Porsche 962 C
- 1994** – Yannick Dalmas/Mauro Baldi/Hurley Haywood Dauer-Porsche 962 LM
- 1996** – Manuel Reuter/Davy Jones/Alexander Wurz TWR Joest-Porsche WSC95
- 1997** – Michele Alboreto/Stefan Johansson/Tom Kristensen TWR Joest-Porsche WSC95
- 1998** – Allan McNish/Laurent Aiello/Stéphane Ortelli Porsche 911 GT1 98

Command centre – The cockpit of the Porsche 918 Spyder

01 Speedometer

The scale is visible even when the engine is turned off and the digital indicator shows a top speed of over 320 km/h.

02 Rev counter

Along with the number of revs, the outer “powermeter” ring indicates the power consumption of the combustion engine and the electric motors.

03 Energy status indicator (instead of fuel level dial)

Shows the fuel level and the energy status of the battery including range on remaining fuel for both the electric motors and the combustion engine.

04 Rocker switch

Changes the seven-speed Porsche Doppelkupplung (PDK) gears to manual gear shifts

05 Menu control

A circular dial and a return button are used to control the menus for the left and right-hand instruments.

06 Switches

Controls for the headlights, windscreen wipers and the speed limiter.



07 Mode switch

Used to select either electric, hybrid or race mode. The red button activates the boost function.

08 Colour display

Displays images from the rear-view cameras and the on-board camera, race track profiles and the travel range manager.

09 Touchscreen console

Allows the driver to control the air conditioning and audio and vehicle functions via a direct control system with touchscreen.

This is a glimpse into one of the most exciting instrument panels in the whole car industry. It is a glimpse into the future of sports car construction — and yet the steering wheels, instruments and switches are all totally real. Take a seat in the cockpit of the 918 Spyder. This concept study from Porsche made a spectacular global debut at the Geneva Motor Show. The mid-engine two-seater unites the performance of a super sports car with the emissions of a compact car. The plug-in hybrid concept reduces CO₂ emissions to 70 grams per kilometre and consumption to 3.0 litres per 100 kilometres. Porsche has combined a V8 engine delivering more than 500 HP with three electric motors producing an overall output of 160 kW. And all this is controlled from the cockpit you see above.

Public relations and press, Christophorus

Porsche Travel Club – An Adventure Tour around Hamburg/Sylt

**Swap your beach chair for a sports seat.
You'll find it just as relaxing.**

Sylt is Germany's northernmost island. The long beach stretching 40 km along the western coast of the island is a magnet for the rich and famous. Sylt is an island of contrasts, from the rough surf of the west to the sheltered mudflats of the east, from unspoiled dunes and green dikes to rich heathland and majestic cliffs. The twelve towns and villages, all unique in their own way, offer a wonderful array of shops and are the ideal place for a relaxing stroll. All that's missing is the car to take you there! Sylt's roads

themselves are well worth a drive so sit back and enjoy the ride.

From Hamburg, the tour will follow the North Sea coast to St. Peter-Ording, where you will stop for lunch before continuing on to Sylt. An exclusive dinner in the famous Sturmhaube restaurant will await you in the evening.

The next day will be set aside for exploring the island behind the wheel of your Porsche. Cult restaurant owner Pius Regli

will be on hand in Kampen to tickle your taste buds with a range of culinary delicacies.

The last day will see you travel to List, the northernmost place in Germany. The ferry will then take you across to Denmark, from where you will return to the starting point of the tour in Hamburg.

The package includes:

- Spectacular 3-day tour in a Porsche (vehicle provided, 2 people per vehicle)
- 2 nights including breakfast
- 3 lunches
- 2 evening meals and welcome drinks
- Motorail transfer and ferry to and from Sylt
- Travel documents
- German and English Porsche Travel Club travel guide (other languages on request)

Dates:

1st–3rd of October 2010

Price:

Per person/double room 2190 euros

Per person/single room 2390 euros

Further information:

Tel.: +49 (0) 711/911 – 78155

www.porsche.com/travelclub

E-mail: travel.club@porsche.de



Welcome to the island: Enjoy Sylt with a Porsche

Porsche Sport Driving School: G-force training at the Hockenheimring, Baden-Wuerttemberg

The g-force training course will teach you how to transfer the power of your vehicle safely onto the tarmac and how to stabilise a vehicle that has gone into oversteer — without the use of any electrical back-up systems. Experience the thrill of controlled drifts and learn how to keep your car under control in extreme situations under the watchful eye of our experienced instructors.

Special offer for Porsche Club members

We are delighted to offer Porsche Clubs the following exclusive deal. Book ten places for the course and we will give you one place free of charge.

Dates:

22nd–23rd of September 2010

Price:

1.850 euros

(Training takes place in participant's own vehicle, catering during the day and one evening meal included)

Further information:

Tel.: +49 (0) 711/911-78315

www.porsche.com/sportdrivingschool

E-mail: Andrea.Hickethier@porsche.de



Take your car for a safe spin at the Porsche Sport Driving School

Porsche number games

Since the beginning of this year, each edition of Porsche Club News has included a “Number games” section featuring a special number that reflects the overall theme of the Club magazine. The theme of this edition is Le Mans so we’re bringing you the number 386.

386 km/h — a runaway record

The top speed clocked up by the Porsche 917 long-tail version at Le Mans in 1971 remains unbeaten even by today’s racing cars.

386





Home, Stuttgart-Zuffenhausen.

Porscheplatz.

That says it all.

The Porsche Museum.

More info at www.porsche.com/museum



PORSCHE



Find out more here – www.porsche.com/sportdrivingschool – sportdrivingschool@porsche.de.

**German schools have just started talking about
fast-track qualifications.**

We've had them for 36 years.

The Porsche Sport Driving School.

You are important to us because of your fascination for Porsche. But even this could be greater. On-road or off-road. In snow, on ice or on the race track.

Become an even safer driver and explore the complete performance potential of a Porsche. Taught by qualified Porsche instructors in controlled training environments. Nationally and internationally.



PORSCHE

SKIMPS ON FUEL.
NOT ON FUN.



MICHELIN summer and winter tyres for the Panamera meet the highest safety standards. They also comply with stringent Porsche requirements for driving dynamics, comfort and energy efficiency. This is indicated by the 'N' designation on the tyre wall. The MICHELIN Pilot Alpin PA3 and the MICHELIN Pilot Sport PS2 stand out – and not just because of their extremely high performance. They also help to reduce fuel consumption – and hence also CO₂ emissions. In short: MICHELIN tyres with the 'N' designation and Porsche cars are made for each other. Just like you and your Porsche.

www.michelin.com





In summer as in winter, MICHELIN tyres equip the new Porsche Panamera

The MICHELIN Pilot Sport PS2

Super sports tyre for every-day-use

Specifics:

- Optimum handling because of the large, rigid elements on the outer shoulder
- the benchmark for braking distance improvement
- top-performance by multi-compound tread on both wet and dry roads
- tested long-life cycle

Tyres and designations:

front: 255/45 ZR 19 Pilot Sport PS2 N0
rear: 285/40 ZR 19 Pilot Sport PS2 N0

front: 255/40 ZR 20 Pilot Sport PS2 N0
rear: 295/35 ZR 20 Pilot Sport PS2 N0

The MICHELIN Pilot Alpin PA3

The winter tyre for the high-powered vehicles

Specifics:

- High safety on wet roads
- Excellent snow and dry handling
- Very good snow traction

Tyres and designations:

front: 255/45 R 19 Pilot Alpin PA3 N0
rear: 285/40 R 19 Pilot Alpin PA3 N0

4. News from the Club Coordination team

Porsche Parade Europe 2010

The Viennese spirit



Summit: The Porsche Parade Europe in Vienna

International Porsche Club events have a long tradition. Just a few years after the very first Porsche Club was founded in 1952 (Porsche Club Hohen-syburg, now Porsche Club Westfalen), the Porsche Club scene had become so much of a link between different cultures that international "Porsche Meetings" started to be organised, the first being held in 1955.

Modelled on these international Porsche meetings, large Porsche gatherings in Europe have taken place under the banner of "Porsche Parade" since 1990, taking their name from the events already held in the USA. The parades are organised by alternating Porsche Clubs and are held every two years in various host cities throughout Europe.

The Porsche Club Verband Österreich (PCVÖ) was thoroughly delighted when it was awarded the honour of organising its second Porsche Parade (the first being in 1996) in Vienna, one of

Europe's biggest centres of culture, and inviting Porsche Club members from all over the world.

A total of 378 teams from 15 countries signed up for the event in good time, allowing the team headed up by Karl Steiner, Herbert Demanega, Richard Purtscher, Georg Bakosch and Helmuth Totschnig to organise a diverse programme for what would be the largest Porsche Parade that Europe has ever seen.

Members from Porsche Club Iceland and Porsche Club Sweden undertook a four-day long journey in their sports cars to reach the event, demonstrating in impressive style that even the longest journey is fun when you are behind the wheel of a Porsche. The Porsche members ensured that their journey to Vienna was punctuated with as many Porsche highlights as possible by meeting up first at the Porsche Centre Hamburg and then at the Porsche factory in

Leipzig. While there, they took their cars for a spin around the factory's FIA-certified running-in and test track and were given a tour of the factory to marvel at the cutting-edge production facilities for the Porsche Cayenne and Panamera models. Their next stop was at the main Porsche plant in Stuttgart-Zuffenhausen, where they visited the factory and took an unhurried tour of the Porsche Museum before finally making their way to Vienna to meet up with many like-minded Porsche fans.

The Porsche family and high-ranking Porsche AG executives were also present at the event and enjoyed the good atmosphere and international flavour of the Porsche Club scene. The Chairman of the Supervisory Board of Porsche AG, Dr Wolfgang Porsche together with Professor Claudia Hübner, his brother Hans-Peter Porsche, his son Dr Dr Christian Porsche and their wives arrived in time for the opening of the parade. Bernhard Maier, the new Marketing and Sales Director, joined the event on Friday evening, while the Chairman of the Porsche AG Executive Board, Michael Macht, put in a special appearance at Saturday's evening gala.

Participants received their first big welcome when they picked up their event documents in the lobby of the host hotel. Those looking for a unique adventure were given the opportunity to enter a draw organised by the Porsche Sport Driving School with the chance of winning a place at a Camp 4 winter driving course in Finland.

In the evening, the president of the Austrian Porsche Club Federation, Helmuth Totschnig, officially opened the event and thanked the participants for the huge interest in this year's European

Porsche Parade. He joined with the teams in saying how much he was looking forward to three action-packed days and on behalf of the entire organisational committee crossed his fingers that the weather — or more specifically the flooding from the Danube — would not throw a spanner in the works of the planned programme.

A virtuoso performance on a grand piano designed by Porsche Design and manufactured by Bösendorfer provided the perfect end to the opening evening and whetted the participants' appetite for the event highlights of the next couple of days.

They didn't have to wait long. Early the next morning, hundreds of immaculately maintained Porsche sports cars left the hotel and headed for the world-famous Vienna Prater, which provided an ideal platform for the Concours d'Elégance.

The Prater was cordoned off for normal traffic and opened exclusively to the vehicles participating in the Porsche Parade Europe, creating a unique atmosphere for the international family of Porsche Club members. Although you may not think it at first, the Porsche brand and the Prater have a lot in common. Both are known for their entrepreneurial spirit and both have a long history, with the Prater dating right back to 1766. Both embody a spirit of joy and fun and both offer an exhilarating ride — in a sports car in the case of Porsche or on one of the many colourful and exciting fairground attractions in the case of the Prater.

The Concours vehicles were lined up along the long-established stalls according to vehicle type to make the panel's



The wheel of time: Modern sports cars against a historic backdrop

decision that little bit easier. But it was only once up on the big wheel, which dates back to 1896 and affords a unique view over the extensive park and the whole of Vienna, that the participants could truly appreciate the number of vehicles adding a further attraction to the Prater. Those who wanted could also savour a glass of sparkling wine during their ride on the wheel.

The "Porsche World" located directly adjacent to the big wheel proved extremely popular with participants and visitors alike. Four spacious pagoda tents provided a forum for learning about the global Porsche Club scene, asking questions about the attractive courses offered by the Porsche Sport Driving School or procuring advice on an exclusive trip with the Porsche Travel Club.

Fans of high-end technology and fine materials could feast their eyes on the three Porsche Exclusive Manufaktur vehicles on show in the tent. The cars were fitted with an extensive range of additional equipment to show what could be achieved in terms of personalisation and proved a huge draw for excited visitors.

Porsche products are designed to be experienced at first hand so visitors were given the opportunity to sit behind the wheel of the vehicles or even configure their own dream car right there on the spot. The advisors used a large exhibition wall to provide visitors with an up-close and in-depth explanation of the level of craftsmanship that goes into these customised vehicles and the technology behind them.



An all-round success: The Concours d'Élégance in Vienna's Prater Park

Parked outside the Porsche World was the new top-of-the range model in the Porsche portfolio — a Porsche 911 GT2 RS. Amazed visitors looked on at the most powerful series-produced Porsche ever built. This car created particular excitement as it happened to bear the number 1 (of 500 units produced worldwide).

Following a tasty lunch in Prater's venerable Schweizerhaus restaurant, the moment had come for the programme item that lends its name to all Porsche Parades — the vehicle parade itself.

Working in close collaboration with the Viennese police, the event organisers championed the Prater's motto of "fun at the heart of Vienna" by allowing all participants to drive laps of honour in their vehicles around Vienna's ring road. Unfortunately an unexpected political demonstration in the city centre meant that many helpful policemen and

women were called away, with the result that the roads had to be re-opened in many places and the vehicle parade was drawn to a close with a lower level of police support than planned.

The parade was headed up by a very special lead vehicle in the form of a white Porsche 356 Cabriolet police car, which had been in the loyal service of the Viennese police for over 25 years. Seated in this car was none other than Dr Wolfgang Porsche himself, sporting an original Viennese police cap from the olden days, and his companion Professor Claudia Hübner.

In spite of the increased traffic volumes, some teams managed to perform two laps on the Ringstraße, taking in the city's key historical buildings as they went.

Once the vehicles were safely stowed away at the hotel following the parade, the participants started looking forward

to the evening at a hearty "Heurigen" (wine tavern) in Gumpoldskirchen. Comfortable coaches were on hand to ferry the participants the short distance to the beautifully located vineyard, where they were able to enjoy the regional wines in superb weather before being picked up again by the coaches.

Saturday's driving day offered various route options for the Porsche Club teams, which included regularity trials to find the team with the most accurate driving skills. The teams were originally given the choice between a tour leading to a mini cruise on the Danube and a tour to the romantic town of Dürnstein.

Sadly, 24 hours before the Danube cruise, all passenger transport on that particular section of the Danube was banned for safety reasons due to the slow receding of the floodwaters. As a result, the mini cruise was quite literally "a washout". The organisational committee was faced with the challenge of finding a suitable alternative for the teams who had signed up for the cruise in a short period of time.

A true feat of organisational skill, as only the town of Tulln could offer a large enough venue to cater for several hundred participants and provide the Porsche Club members with a lunch of regional specialities despite the unexpected programme change.

The roadbooks were also modified so that all the teams could take part in the joint regularity competition as originally planned.

The participants who had signed up for the tour to Dürnstein were in luck. Apart from the unusually high level of the Danube, which was almost flush with



Illuminating: Porsche Intelligent Performance

the road and flowed past the vehicles at great pace, nothing detracted from the enjoyable drive along the beautiful Wachau valley.

Once in Dürnstein, the participants were taken on a leisurely and informative tour of the romantic town centre on foot by their city guides, starting out from the car park of the Domäne Wachau vineyard.

Following lunch in the inviting surroundings of the Domäne Wachau, the tour headed through the famous Wienerwald before returning to the event hotel in good time for the participants to change for the Porsche Night held in the Orangery of the famous Schloß Schönbrunn.

A shuttle bus dropped the participants off in the palace grounds, where special miniature trains were laid on to take the ladies safely along the gravel drive to the entrée of the Orangery.

The illustrious company was welcomed at the entrance of the impressive building by a Porsche Panamera Turbo, a new Porsche Cayenne Turbo, the GT2 RS super sports car and a purebred GT3 Hybrid racing car, acting as “gu-

ards of honour” and shining in all their glory in the evening sunshine.

The guests were offered a welcome drink by Porsche’s partner Veltins and before the evening gala officially got underway, they were able to look at the Porsche sports cars on display, find out about personalisation options from specialist Porsche Exclusive advisors and enter a draw organised by Porsche’s partner BOSE, the results of which were announced later the same evening.

Once the gala had been declared officially open by the organisers Karl Steiner, Richard Purtscher and Herbert Demanega, Dr Wolfgang Porsche, Michael Macht and Bernhard Maier offered their thanks to the event organisers and the Porsche Club members, mentioning in particular their exemplary voluntary commitment and the special value of the worldwide Porsche Club scene for Porsche.

The unique atmosphere of the Orangery coupled with the exquisitely presented culinary delicacies and the discreet background music provided the perfect end to the event as a whole and one that many of the participants are sure to remember for a long time to come.

Following the “official” part of the evening, to the guests’ surprise the rear section of the Orangery was opened up to provide enough space for dancing and entertainment late into the night. Porsche’s partner Veltins was once again on hand to provide thirsty guests with refreshment from the special Veltins bar.

On the day of departure the participants were free to make their own plans,

with an extensive brunch buffet providing the perfect opportunity to while away the hours or take a leisurely breakfast stroll. The event committee had wisely decided against squeezing the award ceremonies into the Porsche Night the previous evening and so the awards were instead presented in a relaxed atmosphere on the Sunday morning.

On behalf of the entire Porsche Club Coordination team, Sandra Mayr thanked all the participants for their enthusiasm and offered special thanks to the organisers and their partners for their tireless dedication. She also drew the participants’ attention to a special anniversary: This was the fortieth time Hans-Peter Porsche had taken part in a Porsche Parade, bearing witness to both the interest of the Porsche family in this special Porsche customer base and the high value the Porsche family places on such international events.

Even though it is still almost two years off, we are all already looking forward to welcoming you to the next Porsche Parade Europe, which is set to take place in the French city of Evian from 7th to 10th of June.

**Porsche AG
Club Coordination
Alexander E. Klein**

Porsche Club Japan

Porsche Parade Japan 2010 in Suzuka

This year, the world-famous Suzuka circuit once again provided the arena for the largest Porsche Club event in the Land of the Rising Sun – the Porsche Parade Japan.

From 4th to 6th of June, around 400 Club members together with over 260 Porsche vehicles gathered for the twelfth time to indulge their passion for Porsche at the iconic racing circuit, which has seen Formula 1 legends such as Ayrton Senna and Alain Prost battle it out in famous duels. At the same time as the European version of the Porsche Parade was taking place 9000 km away in Vienna, Porsche Club Japan with the active support of subsidiary Porsche Japan and the Porsche Club Coordination team staged a diverse and top-class programme in absolutely perfect weather conditions.

Participants were given the opportunity to take their cars for a spin around the track with its famous sections such as the “Suzuka S” as part of “time attacks” and free driving sessions. One of the unquestionable highlights for the guests were the guided laps in the 911 GT3 Cup and the Panamera Turbo, which demonstrated the dynamic potential of the vehicles in impressive style. The hospitality area also put on an action-packed and entertaining programme with something for the whole family, including interviews with racing drivers, a golf putting competition, a charity campaign in aid of the blind, the Porsche Design Driver’s Selection Shop and last but not least various presentations by sponsors such as Recaro.

At the gala evening on Saturday, Porsche Sales Director Dr Andreas Offermann



Japanese colour theory: The Porsche Parade Japan saw a colourful assembly of Porsche beauties

and Mathias Menner from Porsche Club Coordination offered their sincere thanks to the team of organisers in their capacity as official Porsche representatives. The Club president received a large-format picture showing the 917 claiming the first Porsche overall victory at Le Mans on behalf of the many helpers behind the scenes.

The event culminated in Sunday lunch-time’s parade, with the entire spectrum of the Porsche model range represented in the impressive line-up. The parade gave drivers another chance to drive at a leisurely pace around the circuit, which has been radically modernised and extended in recent years. At the end of the event, a voice rang out from the stand: “Gentlemen, start your engines” — at which the participants commenced their sometimes long journey home from a truly successful event that will undoubtedly remain in their memories for a long time to come.



S for speed: Suzuka with its famous S bends provided the stage for the Porsche Japan Parade

**Porsche AG
Club Coordination
Mathias Menner**



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They are the originals.**

Porsche Service



PORSCHE

5. Reports

Porsche Club Great Britain

Porsche Club Great Britain hosts “Modern Porsche Day” at Silverstone’s Porsche Experience Centre

Porsche Club Great Britain, the second-largest Porsche Club in the world, encompasses more than 60 different regions and registers under one roof.

To allow it to meet the members’ common interests to the greatest extent possible, the Club has for some time now bundled its many events into three large “register events”.

Fans of historic Porsche cars up to 1973 will meet at the “Classic at the Castle” event in Heddingham (12th of September), devotees of the Porsche sports car between 1974 and the intro-

duction of the Porsche Boxster will find many like-minded people at the “Porsche meets Polo” event in Kirtlington (15th of August), while aficionados of modern Porsche models met recently at the “Modern Porsche Day” in Silverstone.

As a result of the excellent co-operation with Porsche Cars Great Britain, the brand-new and truly impressive Porsche Experience Centre built in 2008 at the heart of Formula 1’s venerable Silverstone circuit was able to open its doors for the event.

At the sight of hundreds of first-class Porsche sports cars, even the typical

British weather relented and treated the participants to glorious blue skies and sunshine. The colourful kaleidoscope of shining vehicles lined up in rank and file provided a real insight into the variety of the modern Porsche models on display. All models of every colour and engine type were represented, from Boxsters, Carreras, Caymans and Cayennes right through to Panameras and Carrera GTs. A truly impressive sight. Those who wanted could drive their own car around the modern and high-tech driver safety course at the Porsche Experience Centre and experience how safely the vehicle behaves even in extreme situations, while those



Sporty ambitions: The Porsche Modern Days bring a splash of colour to Club life

who prefer to go off the beaten track were keen to take part in the drive around Porsche's own off-road course.

The real belles of the show were on display in front of the Porsche Experience Centre for a Concours d'Elégance to find the most authentic and well-maintained vehicle. The Concours presented a complete history of Porsche, with all key Porsche models on display from the Porsche 356 right through to the current Porsche GT2. Visitors could also experience the fascination of the Porsche brand inside the Porsche Experience Centre itself. In place of the usual training and seminar rooms used for learning purposes, the centre exhibited successful racing cars especially

for the event. In addition, the roof terrace of the Porsche Experience Centre offered superb panoramic views over Silverstone's stunningly located racing circuit.

Sandra Mayr from the Porsche Club Coordination team was delighted that Porsche drivers and Porsche Club members are able to benefit from the excellent co-operation between the Porsche Club and Porsche Cars Great Britain, as demonstrated in the nicest possible way by an event of this kind.

An ultra-modern Formula 1 simulator contributed by Porsche's partner Michelin provided exciting entertainment for old and young alike. The

famous "Bibendum" Michelin man was also on hand to welcome the youngest Porsche fans.

Marketing Manager of Porsche Cars GB Geoff Turrall was overwhelmed by the success of the "Modern Porsche Day" and announced his plans to join forces with the Porsche Club Great Britain to come up with another special event for 2011, the Club's 50th anniversary.

The main organiser of the event, Barry Smith, was also beaming with delight — and not just because the event ran smoothly from start to finish. His car was one of the prize winners in the Concours d'Elégance.

To sum up, participants and organisers alike can all say that we will look back fondly on this special Porsche day for a long time to come.

On behalf of the entire board of Porsche Club Great Britain headed up by Andrew Kenyon, we would therefore like to thank Porsche Cars Great Britain as our host for its great support. Our thanks also go to Sandra Mayr from Porsche AG, who travelled across especially for the event, and a special thank you to all of the hardworking volunteers without whom events of this kind would not be possible.

We're looking forward to our anniversary celebrations next year!



On the nose: The Porsche Panamera feels at home at the Porsche Clubs

Johnny McGirl
Porsche Club Great Britain
www.porscheclubgb.com

Federazione Italiana and Porsche Club Lithuania

United Nations: The Federazione Italiana and Porsche Club Lithuania meet in Verona

A very special Porsche Club meeting took place in Italy on 14th of June. Members of Porsche Club Lithuania who were spending a few days' holiday in Italy met members of the Italian Porsche Club umbrella association in Verona.

The idea for the meet-up was first mooted back in November 2009 during the European Porsche Club Committee meeting in Ludwigsburg, when the president of Porsche Club Lithuania announced his plans for an eight-vehicle trip through Italy in 2010. Porsche Club Lithuania then got in touch with us at the end of May and we quickly decided that Verona would be the ideal place to meet.

Our new Club friends got a taste of the Italian spirit in a rustic wine cellar, where we sampled some of the local specialities and got to know each other better in a fantastic atmosphere.



We then adjourned to a lively “ristorante” and talked late into the night about typical Porsche topics such as cars, engines, racing circuits and events.

Although no-one was celebrating in the streets of Verona after Italy's world cup match and the city was unusually quiet, this did not detract from the evening's fun in any way, and the true winners were the two Porsche Clubs as they succeeded in bringing together Porsche enthusiasts from different countries who would probably otherwise have never met.

And who knows... maybe Italian Porsche Clubs will organise a trip to Lithuania sometime... never say never!



Showing solidarity: Italy and Lithuania toast their new friendship

Federazione Italiana Porsche Club
Andrea Gruppach
www.club.it.porsche.com



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into a used car – and that keeps it young.



PORSCHE

Porsche Club Schwaben e.V.

Porsche Club Schwaben at the PCD Club Cup in Zandvoort

We had already visited Zandvoort as part of our 2008 Club trip and all those who took part in the trip still remember the wonderful evenings we spent on the beach. The good weather and the sunsets over the sea unquestionably played a large part in those happy memories. We had waited two years for a return visit to Zandvoort's dune circuit and "everything that goes with it" — Zandvoort may be one of Porsche Club Schwaben's home circuits, but it is sadly 700 km away.

In this ninth year of the PCD Club Cup, Zandvoort was the fourth leg of the series following Anneau du Rhin, Dijon and Gross-Dölln.

The number of participants was limited to 75 to ensure a maximum of 25 Porsche sports cars in each of the three groups driving around the 4.3 km track.

The coastal circuit embedded in sand dunes is known for its long and fast combinations of bends. The sophisticated track also conceals hidden uphill and downhill sections, with these different gradients providing the ultimate in driving pleasure.

As usual, the drivers didn't have to worry about any technical issues as the Porsche Centre Reutlingen was once again on hand to offer outstanding technical support.

The fine weather on the Saturday morning saw the excited participants arrive at the circuit bright and early. At 9 a.m. the pit lights switched punctually to green thanks to the excellent support of the Zandvoort Circuit employees.

From this point, Porsche Club Schwaben took over control of the event and main-

tained contact between Race Control, the organisers, instructors and the pit exits.

The "1st stint", the guided laps, shows drivers the racing line. The aim of these laps is for drivers to practise driving around the track as a whole and find the racing line.

The free driving session that follows allows them to put these findings into practice and helps them to familiarise themselves with the circuit.

During the trials, the participants all drive around the track together, with the aim to optimize their performance while paying attention to the other participants.

Just like two years ago, the track proved so much fun that following the two



Happy as a sandboy: The 911s navigate the Zandvoort circuit

trials the majority of participants took the opportunity to drive around the circuit again in the final free driving session.

We were particularly delighted to welcome the 914-6 Club to Zandvoort for the first time this year. Anne and Ulrich Koppers gave a more than respectable performance in their classic car and we made plans for further events in the future.

The Porsche Club Deutschland Club Cup also witnessed the debut of a Panamera Turbo, taking the featured

model range right through to the present day. Various Transaxle models and 911s of all generations completed the line-up, with the result that virtually all types of Porsche were represented on the race track. There were also several Porsche Cayennes present, however most of these were employed as towing vehicles in the paddock.

As the sun set, the barbecue was lit and the Porsche Club Deutschland Club Cup celebrations continued long into the evening. There was so much to talk about that it was all over much too quickly and our thoughts had to turn to

the journey home the following day. But the sadness was tinged with anticipation. We're sure to return to Zandvoort — hopefully in the near future!

Porsche Club Schwaben
Dr Fritz Letters
www.porsche-club-schwaben.de



No sand in the wheels: The Porsche Club Cup in Zandvoort runs without a hitch

Porsche 356 Club Deutschland e.V.

35th International Porsche 356 Meeting



All lined up: The 356 models on display

Over 420 Porsche 356 Club members from around the world gathered in eastern Germany from 13th–16th of May to experience the pure Porsche (culture) event hosted by Porsche 356 Club Deutschland e.V.

The large International Porsche 356 Meetings traditionally take place each year in a different European country. The Club behind the organisation of the meetings was therefore particularly delighted when it was announced that Germany had been selected to host the event for the fifth time since 1976.

Over 420 participants from more than 15 countries including the USA flocked to the Porsche 356 family event, proving once again just how friendly, active and integrated the Porsche Club scene and its events are.

The organisational team headed up by Club president Ralf Dobro skilfully wove both driving and entertainment elements into the Porsche-based programme to make sure that the event catered for automotive, epicurean and cultural interests alike.

The car-orientated city of Leipzig was the perfect location for the various ex-

cursions and evening events. Porsche Leipzig GmbH manufactures the four-door Porsche Cayenne and Panamera series in the city, with the facility at Leipzig's Güterverkehrszentrum now accounting for approximately 65% of overall production.

The extensive grounds are also home to an off-road track for putting the Cayenne models' impressive off-road capabilities to the test and a 3.7 km FIA-certified test circuit that lends itself to all manner of driving activities.

As this year's International Porsche 356 Meeting coincided with the 60th

anniversary of Porsche 356 production with Porsche's home country selected as the host, the organisational team was very clear that the event should be firmly centred around Porsche.

The 210 participant teams sensed that there was something special in the air right from the day of arrival. Following a welcome drink provided by Porsche's official partner Veltins, Roland Clement, head of the Customer Centre at Porsche Leipzig GmbH, welcomed the Club members and explained that he was looking forward to introducing them to an exciting programme of events the following day at the Porsche plant itself.

Fuelled by anticipation, the event participants headed off bright and early the next morning, arriving at the Porsche plant with its flags outside at around 8.30 a.m. Once there, they could choose between various programmes and enjoy the Porsche legend at first hand.

The multilingual tours of the Porsche Panamera and Cayenne production facilities proved hugely popular. The participants were astounded by the cleanliness, precision and calm that prevailed in the modern automotive production plant, with some questioning whether a Porsche 356 would have been manufactured under such ideal conditions 60 years ago.

At the same time as the tours were taking place, driving enthusiasts lined up for a whirl around the test track in their own vehicles. A Porsche GT3 pace car accompanied the rare historical vehicles around the track at regular intervals, guiding them safely yet dynamically through the serpentine route.



And they're off: The historical vehicles drive around the modern running-in and test track

Others were keen to try out a new Porsche on a very different kind of test track and signed up for an off-road tour through the extensive natural grounds of the Porsche plant. Visibly impressed by the robustness and traction of the Cayenne models, the "off-roaders" climbed out of their mud-sprayed cars and talked shop about elevation and slope angles, wading depth and off-road transmission ratios. We can safely say that the Porsche 356 they brought with them would not have been very suitable for this particular driving experience!

Further journeys of discovery awaited guests in the Porsche Customer Centre where the café and workshop areas were serving regional specialities, while the historic vehicle exhibition and the exclusive Porsche Design Driver's Selection Shop provided the ideal opportunity for a sociable stroll and a spot of shopping.

The Porsche Classic team was on hand throughout the event to advise Porsche

enthusiasts on the availability of spare parts and technical literature. Guests looked on as the plant's Classic specialists presented a newly restored Porsche 356 Cabriolet, demonstrating the level of detail and quality of the restoration work such as can only be achieved in the manufacturer plant.

Most participants were aware that Porsche can provide a great audio experience as well as a great driving experience — thinking purely from an automotive perspective. However, a visit to Leipzig's Nikolaikirche later that afternoon added a different kind of audio experience to the action-packed day — this time a cultural one. The Club members were treated to excerpts from well-known organ concertos on the famous Ladegast organ, which was restored with the support of Porsche AG.

Following the concert, the next cultural highlight awaited the guests in the form of the nearby Auerbachkeller. They settled in the sociable atmosphere of the

almost 600-year old wine cellar for a meal of regional specialities and a witty performance of Goethe's Faust.

Once back at the hotel, the guests chatted about the many events of the special day until late into the night before setting out the next morning on a tour through the wonderfully scenic Saale-Unstrut wine region. Armed with the detailed roadbook, the participants found it easy to follow the recommended route, which took them through the brown coal-mining landscape and past monuments and magnificent buildings before stopping at the Rotkappchen Kellerei for lunch.

The most successful producer of sparkling wine in Germany offered sufficient parking space and seats for all the guests so they could enjoy the extensive buffet at their leisure — with time at the end for a tour of the wine cellar. The biggest surprise for the guests here was Germany's largest Cuvée cask with its ornate wood carvings and a capacity of 120,000 litres.

Taking this unforgettable experience with them, the guests returned to their hotel in Leipzig, where the truly successful event was rounded off in style with a celebratory evening gala.

Following the welcome address by the organisational team, Dr Andreas Offermann, Sales Director of Porsche AG and an enthusiastic Porsche 356 driver himself, spoke about the high value of the Porsche Clubs for Porsche and showed a film providing an interesting insight into the forward-looking hybrid technology used in Porsche series-produced vehicles and racing cars. Alexander E. Klein then thanked the organisational team for the successful event on behalf



**On show:
The 356 community holds court**

of Porsche Club Coordination and presented various "thank you" gifts. After this, the live band started up and drew people onto the dance floor with their musical talents, keeping feet tapping long into the evening.

The next International Porsche 356 Meeting will take place from 2nd to 5th of June 2011 in the Dutch city of Vaals. We're already looking forward to welcoming you to next year's family event for Porsche 356 Club members!

**Porsche AG
Club Coordination
Alexander E. Klein**

Porsche Club 928 e.V.

Historic city of Trier transformed into a Porsche metropolis



Spring awakening: A colourful display of nature and technology at the annual Porsche Club 928 meeting

The historic imperial city of Trier and its beautiful surroundings provided the perfect setting for the annual Porsche Club 928 meeting, held from 23rd–25th of April.

The team of organisers led by Helmut Schmidt, regional manager of the Saar/Pfalz Porsche Club 928, and Franz-Josef Weil, president of Porsche Club Trier, with able assistance from his wife Maria Weil, laid on an exciting and action-packed programme for the 44 participating Porsche drivers. Even the city's patron St. Peter revealed himself to be a Porsche enthusiast and ordered plenty of spring sunshine for the activities and excursions along the Moselle. The first participants arrived at the Hotel-Restaurant Eurener Hof in Trier during

the morning of 23rd of April. In decreasing intervals, the refined growl of approaching eight-cylinders could be heard more and more frequently, and by the afternoon an impressive display featuring all Porsche 928 models from 1977 through to 1995 had formed in the hotel's car park. In the evening the Club members came together for a relaxed dinner in the elegant, yet cosy surroundings of the Eurener Hof, with asparagus and fine Moselle wines to accompany the meal.

In his opening speech, Helmut Schmidt welcomed the guests and expressed his delight that so many Club members had accepted the invitation to come to Trier, despite the fact that it had involved a long journey for some of them. Franz-Josef

Weil then whetted the participants' appetite for the meticulously planned programme taking place the following day. To show them what to look out for, he waved a Porsche flag like the many he had previously positioned at the meeting points and along the excursion route as markers.

Saturday morning started off with a full-blown cleaning ritual — for the Porsche 928s. The group set off bright and early and headed in the direction of the car wash in the north of the city. Once brushed until they shone, the stylish sports cars were ready for their big appearance at the heart of Trier. The array of Porsche 928 models lined up in rank and file on the Viehmarktplatz painted a stunning picture and for a short time the old Ro-



Steep ascent: The Porsche 928 is enjoying ever-increasing popularity

man imperial city was transformed into a Porsche metropolis. While passers-by looked in amazement at the superbly maintained Porsche 928s, the Club members immersed themselves in the hustle and bustle of Trier's picturesque city centre, where they indulged in a bit of shopping or took a short sightseeing tour.

At around midday, the cultural delights gave way to culinary ones. Starting out from Trier's Viehmarkt, the Porsche 928s drove in convoy along the Moselle towards Leiwien for the planned pit stop at Sektgut St. Laurentius Klaus Herres. Dubbed the "world champion of sparkling wine growers", St. Laurentius supplies a number of famous customers including Germany's federal president at Berlin's Schloss Bellevue and the Swedish royal court. A tour of the wine cellar and a meal of typical dishes from the Moselle region in the new "Sektstuf" restaurant provided the Porsche 928 community with an opportunity to taste various top-quality sparkling wines produced by the famous establishment.

The tour continued along the route of the Thommer Bergrennen, a mountain rally known throughout the Trier region, with the hairpin bends presenting the drivers with a number of challenges. By the afternoon, all the vehicles had arrived at the meeting point — the departure point

for the Moselle ferry from Oberbillig to Wasserbillig. From here, the Porsche assembly was transported across to the Luxembourg bank in groups of six.

The day was rounded off with a grand gala dinner at the Eurener Hof. An animated and jovial atmosphere prevailed as the guests sat down at the festively decorated tables and chatted in a relaxed manner about the exciting events of the day while enjoying the exquisite food and drink served by the renowned hotel.

Following the main course, Joachim Eichhorn, the board member of the Porsche Club 928 responsible for national events, paid tribute to a number of people and presented the trophies for the Concours d'Elégance. He extended his special thanks to Helmut Schmidt and to Franz-Josef and Maria Weil, adding that they had "provided us with a wonderful and unforgettable time on the banks of the Moselle". Last but not least,

Eichhorn thanked Christina Degenhart, the manager of Porsche Centre Trier, for her generous support of the Germany meeting.

Sunday was the final day of the annual meeting. Following the breakfast buffet in the hotel, the event was rounded off with the General Meeting of the Porsche Club 928, to which the members had been invited by the board. The members who were more interested in seeing the sights of Trier had the opportunity to take a bus tour of the beautiful imperial city.

As the event drew to a close, all the guests agreed that Trier had been a real highlight in the event calendar of the Porsche Club 928.

Roland Kurtz
Porsche Club 928 e.V.
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6. An interview with Dr Heinz Rabe

Based on the model of Marcel Proust – 20 questions for Dr Heinz Rabe, head of Social Affairs at Porsche for many years and the godson of Prof. Ferdinand Porsche

Where would you like to live?

In a beautiful mansion with a large meadow on the banks of a lake — but I am also very happy living in Korntal with its meadows and gardens.

What is your idea of perfect happiness?

Not having to suffer any health-related or financial problems.

Which faults are you most likely to forgive?

The children receiving poor marks at school.

What do you regard as the lowest depth of misery?

A death in the family.

Your favourite historical figure?

Maria Theresa because of her maternal instinct and her inner sense of responsibility.

What traits do you most appreciate in a woman?

An ability to manage the everyday and a sense of beauty.

What traits do you most appreciate in a man?

Courage, assertiveness and conscientiousness.

Your favourite virtue?

Directness and generosity.

Your favourite occupation?

Gardening — I love mowing the lawn with my ride-on mower.

Who or what would you have liked to be?

Someone who has creative freedom in realising their visions, as I had. I could also imagine myself a garden architect or designer.

What is the Porsche legend?

It's all about the company's technical versatility coupled with the unique character of its models (also related to motorsports), originating from its historical roots as a family business.

What makes a Porsche sports car?

Sportiness and reliability, unmistakable design coupled with suitability for everyday use, and exclusivity combined with social acceptance.

What does the Porsche of the future look like?

In keeping with its historical roots, a Porsche will always be seen as a purebred sports car.

If you could choose just one car, what would it be?

I like eye-catching cars that don't necessarily conform to all of today's standards. (I particularly liked my Porsche Carrera as a turbo-look cabriolet with Wimbledon-green metallic paint).

Your main character trait?

Honesty and sincerity.

Your biggest fault?

Impatience and generosity.

Who are your heroes in real life?

One of the people I look up to is Theodor Heuss.

What do you despise the most?

Dishonesty and unpunctuality.

What natural talent would you most like to possess?

If you mean talent in the sense of a "gift", then I'd like to be a good granddad.

Your motto?

Be a role model for the people entrusted to your care.



CV

Dr Heinz Rabe

30/9/1931: Born in Stuttgart (his father Karl Rabe had been a friend and colleague of Prof. Ferdinand Porsche since 1913 and was employed as head designer at Dr. Ing. h.c. F. Porsche GmbH founded in 1931). Prof. Porsche was Dr Heinz Rabe's godfather.

From 1935: First passenger rides in prototypes for the VW Beetle built in the garage of Villa Porsche in Stuttgart.

1944: Relocation of the Porsche design office to Gmünd in the Austrian state of Carinthia. The Rabe family also moved to Austria and became neighbours of the Porsche family in Gmünd.

1951: Austrian equivalent of A levels at a grammar school in Spittal an der Drau, Austria. (Dr Rabe stayed on alone in Austria for his last year of schooling after his parents moved back to Stuttgart in 1950. Production of the 356 sports car began at Porsche in Zuffenhausen.)

1951–1955: Degree in law and social sciences in Tübingen, Germany.

1/12/1955: Joined Dr. Ing. h.c. F. Porsche KG as an employee in the "Personnel management and social affairs" department. (Porsche KG had a total of 618 employees and produced 2952 vehicles in 1955).

1956–end of 1996: In keeping with Ferry Porsche's belief that Porsche should set a social example as well as a technical one, Dr Rabe helped introduce key social changes during his time as head of Social Affairs, thereby setting new social standards. His accomplishments included the following:

- **1956:** Introduction of company pension scheme
- **1960:** Introduction of sick pay without corresponding legislation
- **1961:** Introduction of a monthly salary for industrial employees
- **1961:** Introduction of holiday pay without corresponding legislation
- **1964:** Establishment of an integration model for foreign workers
- **1970:** Setup of the company sport scheme



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