



PORSCHE



The middle generation: A new generation of Porsche Boxster and Boxster S is ready to roll

March 2012

Porsche Club

News 1/12

Editorial

Dear Ladies and Gentlemen, Dear Porsche Club members,

With the presentation of the new generation of the Boxster at the Geneva Motor Show, Porsche is moving into an exciting and eventful year 2012. The completely re-developed Type 981 carries the gene of legendary Porsche mid-engine vehicles.

At the 1993 Detroit Auto Show, Porsche astonished the public with its presentation of a successor to the company's exceptional mid-engine sports car. The future-oriented Boxster study was reminiscent of the legendary 550 Spyder, while also indicating the path the brand was going to take in the future.

The Porsche Boxster is a consistent mid-engine sports car. This principle is closely bound up with the tradition and motor racing history of our brand. Even in the early 1930s, Prof. Dr. h.c. Ferdinand Porsche was already designing the first mid-engine race cars for motor racing, then still in its infancy. The Cisitalia race car, based on a subsequent design to order from Ferry Porsche, followed this principle as well. Ferry Porsche designed the first vehicle according to his own vision: the 356-001 design was a radical two-seater with compact dimensions, as close-fitting as a second suit, agile and dynamic in its handling, and with perfect weight distribution.

This was followed by a number of phenomenal Porsche race car designs. The Porsche 550 Spyder, the 718 Spyder, the 908, 910 and 917 series in the 1970s and the successful adoption of the LMP2 RS Spyder sport prototypes in the ALMS are all proof that the mid-engine principle is well established in motor sports.

The generational change now completed for the Porsche Boxster has been more comprehensive than ever: our open-top two-seater is coming onto the market with

a completely new lightweight body and an entirely revamped chassis. Its considerably lower weight, longer wheelbase, wider track and larger wheels significantly enhance the driving dynamics. The new Boxsters also boast superior performance as well as being up to 15 per cent more fuel-efficient. Meanwhile, they are more modern, lighter, more clearly defined, and more powerfully precise in their design. Like its great role models, the new Boxster is a declaration of independence: a Porsche that still represents the feeling of true freedom.

And there is yet another highlight awaiting you this year: 60 years of Porsche Clubs – an anniversary being celebrated by Porsche enthusiasts the world over. As we reported in the most recent Porsche Club News, this will be marked by a special exhibition at the Porsche Museum, "60 Years of Porsche Clubs", which will run from 26 May through 26 August 2012. This unique special exhibition, staged especially in honour

of the Clubs, provides each of us with an unusual opportunity to share the world of the Porsche Clubs with the public.

The exhibition also expresses how highly Porsche AG values the Clubs. This is because for the past 60 years, the Porsche story has been inseparable from the brand loyalty of Porsche Club enthusiasts. Therefore, the exhibition offers not only a fascinating presentation of the Porsche legend, but in particular takes an in-depth look at its origins, accompanied and supported by the commitment of Porsche Clubs around the world.

Avail yourselves of this special opportunity and visit the exhibition with your Club members and friends. We look forward to welcoming you as our guests at the Porsche Museum!

**Kind regards from Stuttgart
Dr. Kjell Gruner**



Dr. Kjell Gruner Marketing Manager

A note to our contributors

To make sure that your contributions to the Porsche Club News can be published in a proper quality, we ask you to let us have it by e-mail and in the following format. We prefer you to save images in **TIFF format**; otherwise, JPEG format may be used (at a minimum resolution of **300 dpi** and an actual size of at least **13 cm width**, as RGB or CMYK). Make sure that images **do not exhibit pixelation**, and do not save images as indexed colours (Web colour scale). Please attach text contributions as a Word file. We regret that we cannot process PowerPoint presentations or Word files containing embedded images to printable quality.

Thank you for your support.

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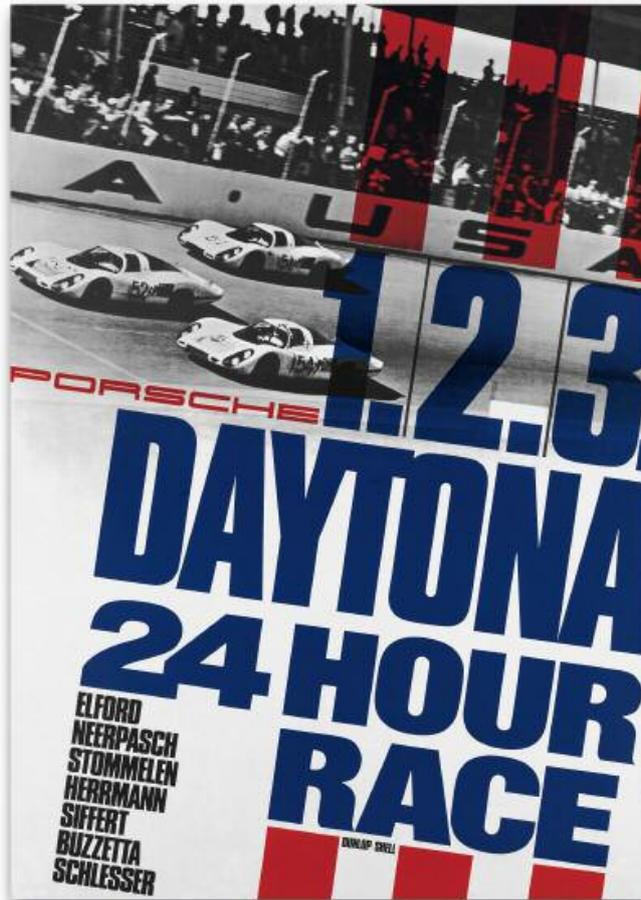
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24 HOURS OF DAYTONA Happy Birthday

The 24 Hours of Daytona is turning 50. The sports car classic at the Daytona International Speedway started out as a three-day race in 1962. The first 24-hour race in Daytona took place in 1966. As the most successful manufacturer in the history of the 24 Hours of Daytona, Porsche has enjoyed 22 overall wins and 72 class wins thus far. Porsche's first overall win went to Vic Elford, Jochen Neerpasch, Rolf Stommelen, Jo Siffert and Hans Herrmann in 1968 with the Porsche 907.

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Porsche Club News on the web:

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www.porsche.com

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The Porsche Museum.

More info at www.porsche.com/museum



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01 News from Porsche AG

Lighter and more muscular, more distinctive and more fuel-efficient The new Boxster generation – the mid-engine roadster from Porsche

True to form: The new Boxster follows in the tradition of successful mid-engine sports cars



01 News from Porsche AG



Improved driving dynamics: The new Boxsters boast superior performance and are also up to 15 per cent more fuel-efficient

Never before in the history of the Porsche Boxster was a change of generation so comprehensive. The open-top two-seater car is being marketed with a completely new lightweight body and an entirely revamped chassis. Considerably lower weight, a longer wheelbase, a wider track and larger wheels significantly enhance yet further the mid-engine sports car's driving dynamics, already far and away the best in its class, supported by the new electro-mechanical power steering. The new Boxsters boast superior performance and they are also up to 15 per cent more fuel-efficient. Depending on model, they get by with significantly less than eight litres of fuel per 100 kilometres.

The new Boxster thus delivers what the fundamentally changed styling with shorter overhangs, significantly forward-shifted windscreen, flatter silhouette and expressive edges promises. The passengers are enclosed by the completely redesigned, fully electric hood, which now dispenses with a convertible top compartment lid. The interior concept offers occupants more space and reflects the new Porsche outline with the raked centre console, which, originating with the Carrera GT, ensures further improved ergonomics in all models.

The new sports car generation makes its debut in the classic Porsche pairing of

Boxster and Boxster S. Both models are powered by six-cylinder boxer engines with direct petrol injection, the efficiency of which is further enhanced by electrical system recuperation, thermal management and the Start/Stop function. The base model's new power unit delivers 265 hp (195 kW) from a 2.7-litre displacement – ten hp more than its larger displacement predecessor. Technically, it is now based on the 3.4-litre engine of the Boxster S. This now delivers 315 hp (232 kW), which is five hp more than before. Both models feature a manual six-speed gearbox as standard, with the seven-speed Porsche double-clutch transmission (PDK) available as an option. Both sports cars achieve

01 News from Porsche AG



Modified styling: Shorter overhangs, significantly forward-shifted windscreen, flatter silhouette and expressive edges



01 News from Porsche AG

Open two-seater: The new Boxster is being marketed with a completely new lightweight body and an entirely revamped chassis



their best fuel consumption and acceleration performance with the PDK. The Porsche Boxster's fuel consumption with PDK is 7.7 l/100 km and 8.0 l/100 km for the Boxster S. With gear changes without interruption to the power flow, the Boxster sprints from zero to 100 km/h in 5.7 seconds, the Boxster S in 5.0 seconds.

To enhance driving dynamics yet further, Porsche offers the Sport Chrono Package as an optional extra for the Boxster, featuring dynamic transmission mounts for the first time. Also new in the Boxster is Porsche Torque Vectoring (PTV) with mechanical rear axle differential lock.

The market launch of the new Boxster Generation is on the 14th of April 2012. The basic list price in Germany will be 48,291 euros for the Boxster and 59,120 euros for the Boxster S. Prices include a 19 per cent value-added tax.

Data sheet Boxster

Engine: Six-cylinder Boxer engine
Displacement: 2,706 cc
Power: 195 kW (265 hp)
Maximum torque: 280 Nm
Top track speed: 264 (262*) km/h
Acceleration (0–100km/h): 5.8s (5.7*) sec.
CO₂-emissions: 192 (180*) g/km
Fuel consumption (NEDC)
City: 11.4 (10.6*) l/100 km
Highway: 6.3 (5.9*) l/100 km
Combined: 8.2 (7.7*) l/100 km

*Values with Porsche double-clutch transmission (PDK)

**Public relations and press
Product press**

Data sheet Boxster S

Engine: Six-cylinder Boxer engine
Displacement: 3,436 cc
Power: 232 kW (315 hp)
Maximum torque: 360 Nm
Top track speed: 279 (277*) km/h
Acceleration (0–100km/h): 5.1s (5.0*) sec.
CO₂-emissions: 206 (188*) g/km
Fuel consumption (NEDC)
City: 12.2 (11.2*) l/100 km
Highway: 6.9 (6.2*) l/100 km
Combined: 8.8 (8.0*) l/100 km

*Values with Porsche double-clutch transmission (PDK)

01 News from Porsche AG

The mid-engine concept

One expects extremely sporty performance from a Porsche. To achieve this, our engineers rely on a recipe for success that has been used since the days of the Porsche 356 “No.1”: the mid-engine concept. As the name suggests, the power unit is situated in the middle of the vehicle, between the front and rear axles. Thus, the centre of gravity of the vehicle is also located in this area. This has a breathtaking effect on dynamic response and agility, and creates an advantage that is particularly noticeable when cornering. The tendency to oversteer or understeer is reduced significantly.

This is made possible by the flat construction of the boxer engine and the concentration of the weight towards the middle of the vehicle and the road. This enables neutral weight distribution – and thus excellent driving dynamic prerequisites for well-adjusted vehicle balance.

Along with its impressive agility and dynamic response, the idea of the mid-engine also has an interesting side effect: the central location of the engine also allows for a second luggage compartment in the rear, in addition to the one in the front. This further increases the day-to-day usability of the vehicle – and creates an impressive synthesis of functionality and driving pleasure.

Porsche AG, the Porsche Technical Glossary



01 News from Porsche AG

Legendary mid-engine vehicles – From the “No.1” to the 918 Spyder



Porsche 356-001 The First One

The first Porsche was a two-seater roadster with a mid-engine. The four-cylinder boxer was installed in front of the rear axle and had an output of 35 hp. With Herbert Kaes at the wheel, the Type 356 “No.1” demonstrated its sporty qualities at the Innsbruck City Race on 1 July 1948.

Engine: 4-cylinder boxer engine / Displacement: 1,086 cc / Power: 35 hp / Top track speed: 135 km/h



Porsche 718 W-RS The “Großmutter”

Appearing in 1961 with chassis number 718 047 and a 4-cylinder boxer engine, from 1962 on it was driven by an 8-cylinder Formula 1 engine. Because of its racing life span of four years, unusual for a race car, it was affectionately known as “Großmutter”.

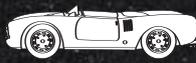
Engine: 8-cylinder boxer engine / Displacement: 1981.5 cc / Power: 240 hp / Top track speed: approximately 260 km/h



Porsche 911 GT1 The Blockbuster

A Porsche 911 with a mid-engine: for the first time in a 911, the engine is moved to the middle for improved weight distribution. Sport-loving customers can order the 911 GT1, which was entered in the 24 Hours of Le Mans in 1997, in a limited production run of 20 vehicles with MOT approval.

Engine: 6-cylinder boxer engine / Displacement: 3,163 cc / Power: 544 hp / Top track speed: approximately 310 km/h



Porsche 550 1500 RS Spyder The Pioneer

Behind the wheel of the Porsche 550 1500 RS Spyder, Hans Herrmann took third and Jaroslav Juhan fourth place in the overall classification of the “Carrera Panamericana”, an impressive double class victory at the 3,000-kilometre race right through Mexico.

Engine: 4-cylinder boxer engine / Displacement: 1,498 cc / Power: 117 hp / Top track speed: approximately 220 km/h



Porsche 904 Carrera GTS The Designer

From a technical point of view, the 904, designed by Ferdinand Alexander Porsche, anticipated many features that would later become standard in race car construction: mixed steel/plastic construction, low weight and a small frontal area. It was the first Porsche with a plastic body.

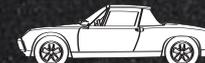
Engine: 4-cylinder boxer engine / Displacement: 1,966 cc / Power: 180 hp / Top track speed: approximately 260 km/h



Porsche 718 RS 60 The Successful One

The RS 60 gave Porsche its greatest successes to date, particularly in long-distance races: when the RS 60 appeared for the first time at the 12 Hours of Sebring in the USA, it was the beginning of a new chapter for Porsche. Olivier Gendebien and Hans Herrmann were the overall winners.

Engine: 4-cylinder boxer engine / Displacement: 1,587 cc / Power: 160 hp / Top track speed: approximately 225 km/h



Porsche 914-6 The Bestseller

The VW-Porsche 914, developed as an entry-level model, has a basic version with a 4-cylinder engine and 1.7 litre displacement. The Porsche 914-6, positioned above it, is equipped with the 2-litre six-cylinder engine used in the Porsche 911 T. The mid-engine sports car quickly amassed a loyal fan base.

Engine: 6-cylinder boxer engine / Displacement: 1,991 cc / Power: 110 hp / Top track speed: approximately 201 km/h



Porsche Carrera GT The Exclusive One

The 10-cylinder engine of the Carrera GT is based on a 5.5-litre naturally aspirated engine that could have been entered in the 24 Hours of Le Mans as a thoroughbred racing power unit. A total of 1,270 units of the Carrera GT are manufactured in Leipzig until 2006.

Engine: 10-cylinder naturally aspirated engine / Displacement: 5,700 cc / Power: 612 hp / Top track speed: 330 km/h



Porsche 918 Spyder The Hybrid

The Porsche 918 Spyder concept study with its plug-in hybrid drive train enables the performance of a thoroughbred super sports car with fuel consumption of only three litres per 100 kilometres. The open two-seater is driven by a high-speed V8 engine with more than 500 hp and electric motors on the front and rear axles with a total output of 218 hp.

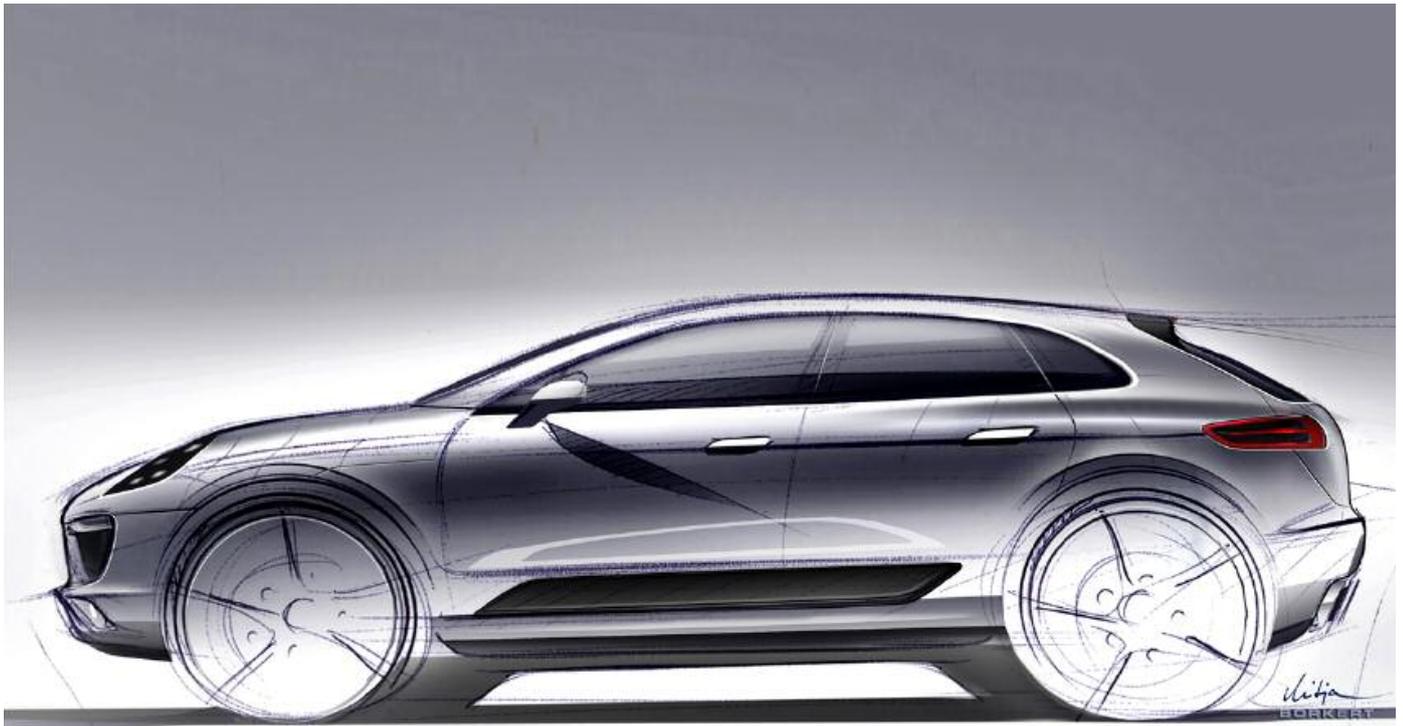
Top track speed: approximately 320 km/h

Editorial: Porsche Club News



01 News from Porsche AG

The sporty off-road vehicle from Porsche is called the Macan



Design sketch: The new Porsche Macan

The new sports car from Dr. Ing. h.c. F. Porsche AG in the SUV segment is named the Macan. The name is derived from the Indonesian word for tiger and combines suppleness, power, fascination and dynamics – core characteristics of the new off-road vehicle.

“The Macan combines all sports car characteristics with the benefits of a SUV and is a genuine Porsche”, said Bernhard Maier, the Porsche AG member in charge of sales and marketing. “The name of a new Porsche has to fit in with the brand, as well as a good sound and positive associations in a great number of languages.”

As the fifth Porsche model series, the Macan is a central component of Strategy

2018, with which the sports car manufacturer is seeking to further expand its range of vehicles. Porsche intends the Macan to emulate the success of the Cayenne. The SUV is scheduled to start rolling off the production line in Leipzig in 2013. Porsche is therefore expanding its plant in Saxony into a fully fledged production plant including a body assembly line and paint shop. With an investment of around 500 million euros, the construction project in Leipzig is one of the largest in the company's history. In the medium term, the sports car manufacturer will be creating more than 1,000 new jobs here.

Porsche's model names often refer directly to the features of the respective vehicles. The name Boxster, for example, describes a roadster equipped with a

boxer engine. Cayenne stands for a fiery quality, while the Cayman is biting and agile. More than just a comfortable Gran Turismo, the Panamera's sportiness would also enable it to win the Carrera Panamericana endurance race.

**Public relations and press
Product press**

01 News from Porsche AG

Porsche Museum: Special exhibition: "911 Identity"

Tradition meets innovation



For more than four decades, the Porsche 911 has been deemed an automotive icon and the very epitome of the sports car. So the launch of the new Type 991 is a major event for the Porsche Museum as well. As a curtain raiser for 2012, the new generation is being welcomed as part of a major special exhibit entitled "911 Identity", which will run from 31st of January to 20th of May 2012.

The Porsche Museum is exhibiting each of the 911 generations, from the "original 911" to the new Type 991 – against the backdrop of the prevailing mood of the relevant decade or year in which the sports car icon was launched.

Rare motor racing variants such as the Porsche 911 Carrera RS 2.7 "Safari" or the 911 GT3 R Hybrid will be displayed as well. In addition to unique technical exhibits and cutaway models from Weissach, the visitor will also be able to see one of the new 911 generation prototype cars before sliding behind the wheel of a



911 Identity: New special exhibition in the Porsche Museum, through the 20th of May 2012

Porsche 911 Carrera at the end of this special exhibition. The exhibit also showcases steering wheels and wheel rims from 1963 to the present day. Finally, the automotive retrospective is rounded off by documents from the company archive that are being shown to the public for the first time.

As part of the "911 Identity" special exhibition, the Porsche Museum is also expanding its guided tours. 911 fans can brush up on their knowledge of the sports car icon during a one-hour special guided tour – after registering with the visitor service at this E-mail address: info.museum@porsche.de.



The Porsche Museum is open Tuesday through Sunday from 9 a.m. to 6 p.m. Admission is eight euros for adults; reduced admission is four euros. There is no admission charge for children up to the age of 14 years, provided they are accompanied by an adult. Further information, including details of the special guided tours, is available online at www.porsche.com/museum.

**Public relations and press
Porsche Museum press**

This following special exhibition, "60 Years of Porsche Clubs", will open on 26 May 2012.



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

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

The Porsche Exclusive range for the 911.

Wish you were driving a 911 Carrera S Cabriolet in Carrara White? Including the SportDesign package, sports tailpipes, SportTechno wheels and painted rear apron? Consider it done. Because individual personalisation, direct from the factory, grants you far more than three wishes.



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02

Information Exchange

Porsche Sport Driving School Training Schedule 2012



Practice makes perfect: The Porsche Sport Driving School provides a wide range of training options on different levels and different courses.

The training calendar of the Porsche Sport Driving School is set for 2012 and provides you with a range of training options on different levels and different courses. We are particularly pleased to be able to offer two new training courses this year. For the first time, we will be carrying out training courses on the Red Bull Ring in Austria and at the Bilster Berg Drive Resort. Of course our training calendar also includes classics like the Nürburgring North Loop and the Hockenheimring.

You will find our complete training schedule on our website at www.porsche.de/sportdrivingschool.

You can also use the **QR code** provided here to access the current training overview directly via your smartphone (provided you have the corresponding app software).

We will be happy to provide you with further information and make bookings for you.

E-mail: info@sportdrivingschool.de or simply call us on: **+49 (0) 711 – 911 2 33 64**

Our current training courses:



Porsche Travel Club

Porsche Tour Gran Canaria

The new Boxster: Declaration of Independence, Porsche style

Gran Canaria. One of the most popular holiday destinations in the world. That is because of its consistently warm climate, fine sandy beaches and extraordinarily varied landscapes. But the island has so much more to offer: endless roads along the Atlantic coast and impressive winding routes around the almost 2,000-metre-high volcanoes.

So the location is tailor-made for unlimited driving pleasure with the Porsche Travel Club. Celebrate your independence. Under open skies. For a full two days. With the new Boxster S – as one of its first-ever drivers. It is more powerful, irreplaceable. The driving experience: more intensive than ever.

Of course, we will take care of all the planning and organisation. During your four-day trip, you will stay at the Seaside Hotel Palm Beach – designed by Paris star architect Alberto Pinto. And dine in exclusive restaurants.

Dates:

07/04/2012 – 10/04/2012

10/04/2012 – 13/04/2012

13/04/2012 – 16/04/2012

16/04/2012 – 19/04/2012

Price per person:

Double room: 1,981.00 euros

Single room: 2,090.00 euros

Further information from the Porsche Travel Club at:

www.porsche.de/travelclub

E-mail: info@porschetravelclub.de or simply call us on:

+49 (0) 711 – 911 2 33 60



02 Information Exchange

Porsche Design Driver's Selection for Porsche Clubs



Customised Porsche Model Cars
No matter what the scale,
a Porsche always looks good.

We replicate these highly individual models for you in every detail. Whatever the vehicle type, colour, interior or labelling – practically every wish can be fulfilled.

These handcrafted models are manufactured from high-quality materials and mounted on a pedestal that presents plenty of opportunities for printing individualised texts, such as the Club name or the motto of an event. The Porsche Design packaging and the customisable inlay card make the model a unique collector's item.

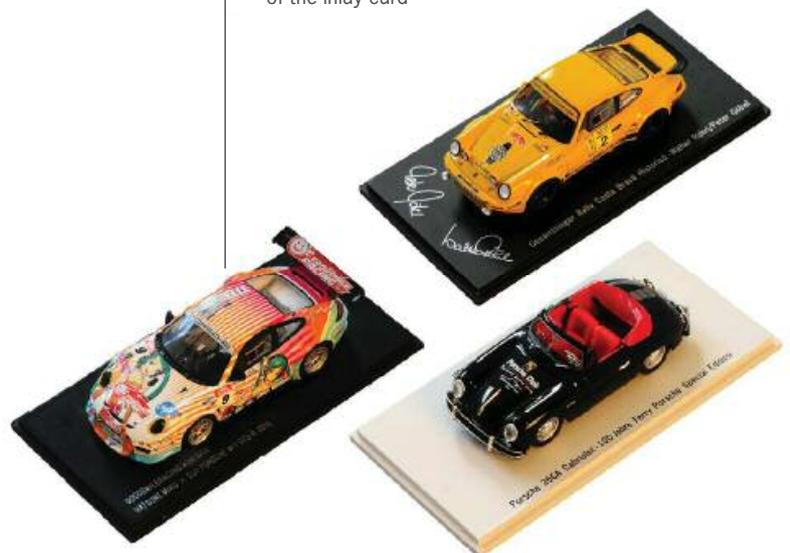
The quality of the models is always of foremost importance to us. Therefore, our suppliers are continuously working on new production techniques in order to meet the requirements of Porsche, even on this smaller scale.

We are happy to advise you personally on your options for your own customised Porsche miniature.

Details

- High-quality resin models
- Scale 1:43 (other scales on request)
- Original Porsche packaging
- Multiple variants with different vehicle types, colour and labelling options
- Additional customising options with pedestal printing and the design of the inlay card

We will be glad to provide you with further information at
phone: +49 711 911 78398
 or by E-mail: SelectionFirmenkunden-Service@porsche.de



02 Information Exchange

Porsche Tequipment Accessories for individual design

Driving into the spring

All clear:

Warming up with the new Boxster



For more information about Porsche Tequipment, visit www.porsche.de or contact the customer centre at Zuffenhausen directly by phone +49 711 911 25977 or E-mail: customercenter-exclusive@porsche.de

WITH A PRONOUNCED SPORTY PROFILE

The Porsche driving experience is limitless – and timeless. As temperatures rise, the sports car's temperament adapts to the mood of the driver. And that is not just on account of better weather in spring. The accessories from Porsche Tequipment are superbly prepared for new challenges. For the complete wheel sets for the new Porsche 911 (Type 991) and the new Boxster (Type 981) ensure not only high levels of individuality, agility, and safety, but also a contagious desire for action. Feel the new roadster's impres-

sive go-kart qualities in every curve, or enjoy the latest model in the iconic 911 sports car series – while Porsche proves that solidity need in no way means boredom. On the contrary.

The complete summer wheel set – with 20-inch SportTechno wheels from Porsche Tequipment – offers an especially sporty option. The single-piece lightweight metal wheels are available for both the new 911 models and the latest Boxster generation. Flow-forming technol-

Weight-optimized:

The 20-inch SportTechno wheel for the new 911 and Boxster models



Unparalleled dynamism and sportiness:

The 20-inch Carrera S wheel in platinum (silk sheen)

ogy accounts for their optimized weight. And their visuals are harmoniously accentuated by the silver-metallic paint on the spoked rims plus their burnished faces.

The complete summer wheel set is available for vehicles with and without tire pressure monitoring systems. The same holds for the 20-inch Carrera S wheels in platinum (silk sheen). Accentuating the sportiness of the 911 and the Boxster, the set provides a yet greater level of individuality.



www.porsche.com/travelclub

You'll find one of the world's most beautiful holiday destinations behind the steering wheel.

The Porsche Travel Club.

One drives to arrive, but travels to find oneself. Whichever journey you embark on with the Porsche Travel Club, the objective is always the same: to meet the highest standards – yours. That's why you travel with Porsche. On routes that have been chosen primarily using one criterion: driving pleasure. You'll stay at luxury venues and dine in the finest restaurants found on your itinerary. That's how every mile becomes a memorable experience. And every day a red-letter day.



PORSCHE

02 Information Exchange

Porsche Parade Europe 2012
From 7th to 10th of June 2012 in
Chantilly, France



Porsche Clubs
 France



Porsche Parade Europe 2012: Porsche jewels in a fantastic ambience

Porsche Club France is warmly inviting all Porsche fans worldwide to the Porsche Parade Europe 2012 from 7th to 10th of June 2012.

This unique international event brings to a close the series of events presented by Porsche Club France – beginning with the Porsche Festival in July 2011 – to celebrate its 50th anniversary.

We will celebrate our 50 years of automobile passion with the Porsche Parade Eu-

rope at a beautiful, historical location dating back to the Middle Ages: the Domaine de Chantilly, just outside Paris.

You can look forward to unforgettable moments in enchanting surroundings, and to a culinary and cultural programme as only France has to offer.

Bienvenue en France!
Welcome to France!

Porsche Parade Europe Programme



Thursday, 7th of June

Reception for participants and welcome evening

Friday, 8th of June

Road tour through picturesque routes, gymkhana and track day on the Circuit de Mortefontaine. Alternative: sightseeing and shopping in Paris.

Evening: equestrian displays and dinner in the Grandes Ecuries du Château.

Saturday, 9th of June

Parade in the centre of Chantilly, sightseeing and activities around the castle, Concours d'Élégance. Gala evening in the Château.

Sunday, 10th of June

Farewell brunch and presentation of the Porsche Parade Europe 2014.

Additional information and booking:

Fédération des Porsche Clubs de France
www.porscheparade2012.fr



Porsche Club
 Luxembourg



Porsche Parade Europe 2014 Information

The Porsche Parade Europe 2014 will take place in Luxembourg instead of Greece. The Porsche Club Luxembourg is looking forward to organising this special event and will be providing you with additional information throughout the year.

02 Information Exchange

Porsche Club Russland Porsche Club Ocean Cup 2012



Porsche Club Ocean Cup
2012 Marmaris - Fethiye



Porsche Club Russland invites Porsche Club members from around the world to the **"Porsche Club Ocean Cup 2012"** sailing regatta. The race – which will be held from 21st to 29th of September 2012 – will start in Marmaris, Turkey.

Our regatta fleet will consist of boats of the same design, each of which must have its own experienced skipper. The skipper can be a member of your team, or can be taken under contract on site. Every Porsche Club has the option of registering a team of eight members for the regatta – plus any number of guest participants. It is not absolutely necessary for your team to have nautical experience. Navigational experience is not compulsory either, as the boats will be under the command of experienced skippers, most of whom are professional sportspeople. During the competition, we will be putting on an activity programme for our guests, including a go-cart race and races in lifeboats.

We hope very much that our regatta will not only provide a perfect seagoing experience. How lovely it would be if the sails were driven not only by the wind, but also by friendly conversations among the worldwide Porsche community.

Additional information, including eligibility requirements:
www.porsche-club.ru – Porsche Club Ocean Cup 2012
E-mail: **ocean.cup@porsche-club.ru**

Denis Ganopolskiy
Porsche Club Russland

Porsche Classic Club Russland Porsche White Nights 2012



With the kind assistance of Porsche Club Finland and Porsche Club Estonia, Porsche Classic Club Russland invites you to the pan-Baltic event series "Porsche White Nights". The championship is being held in countries united by an extraordinary natural phenomenon, the famous "White Nights", a period in June and July in which it is light as day all through the night due to the extreme northerly location.

The get-together is not only for the owners of classic Porsche cars – cars of any vintage can take part. The race spans three stages:

Phase 1: 26th to 27th May 2012,

Tampere Region, Finland:

Photo rally, driving skill tests, reconnaissance tasks

Phase 2: 15th to 17th of June 2012,

Saint Petersburg, Russia:

Races on the race track, varied cultural programme

Phase 3: 27th – 29th of July 2012, Rakvere, Estonia:

Road races in the city

The results for each individual phase are combined to make up the overall performance in the "White Nights". However, separate winners are also crowned for each individual phase, and prizes are awarded here as well. Our aim is to gather as many international Porsche enthusiasts as possible from all over the world for our Baltic Sea competition. We look forward to having you as our guest. See you soon – at the pan-Baltic "Porsche White Nights" competition!

For more information: **Tel.: +7 (495) 665 0 356**
Press "1" for Russian, "2" for English or "3" for German
E-mail: **pwn@porsche-classic.ru**

Andrey Gerasimov
President, Porsche Classic Club Russland
www.porsche-classic.ru

02 Information Exchange

Porsche number games

It is our pleasure to present you with a special number in every issue of our “numbers games” feature.

This time, we focus on the number 1952.

The year 1952:

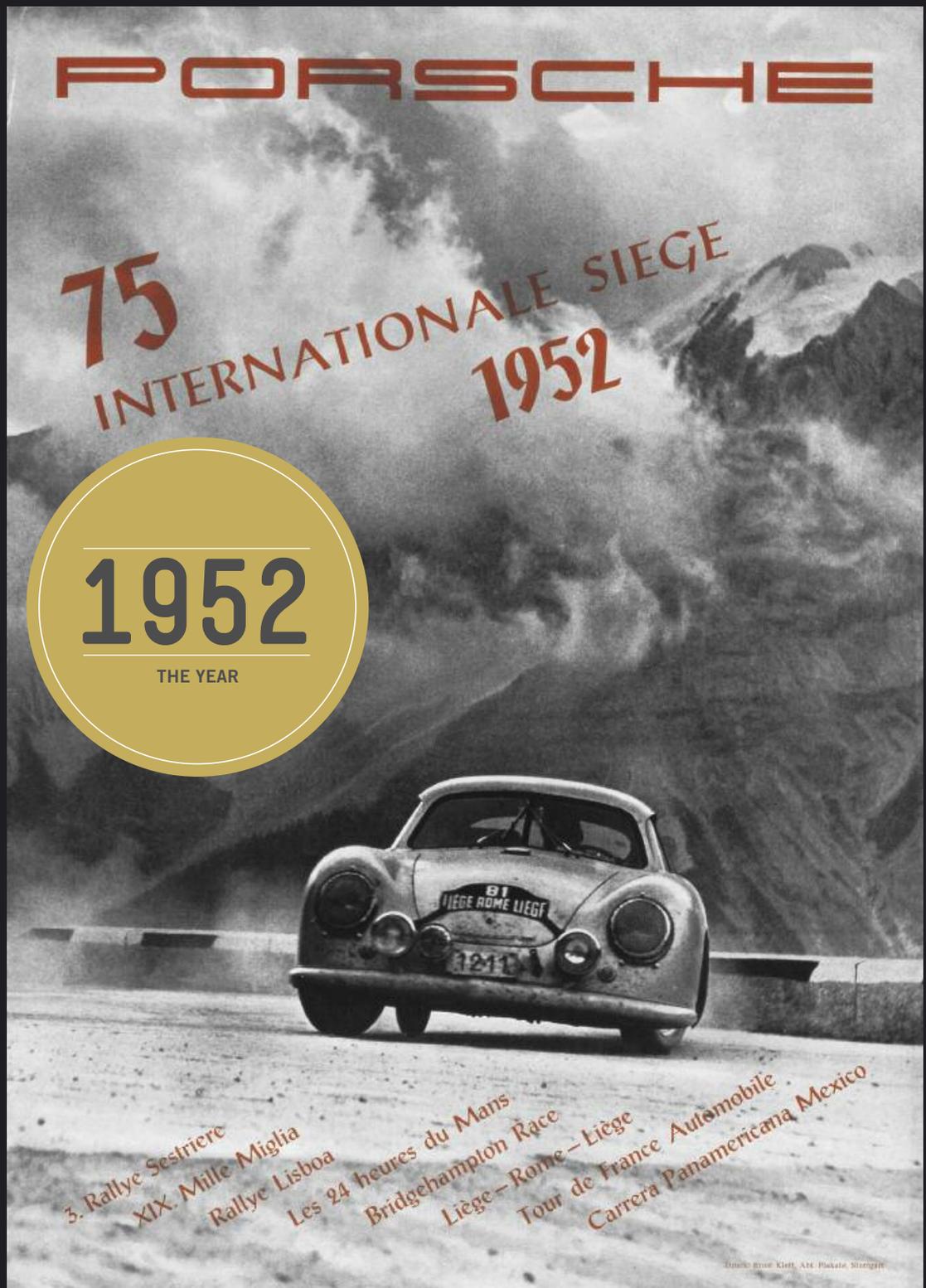
The British airline BOAC is the first company to use a jetliner in its regular service. The Olympic Games are taking place in Oslo and Helsinki. Andy Warhol is putting on his first solo exhibition in New York City: “Fifteen Drawings Based on the Writings of Truman Capote”. Ernest Hemingway’s famous novel, “The Old Man and the Sea”, has appeared. The play “Waiting for Godot” by Samuel Beckett is published. Albert Schweitzer receives the Nobel Peace Prize.

Munich’s first zebra crossing is put in place. From Christmas on, television programmes are broadcast regularly across Germany, but there are only 1,000 registered connections.

The Porsche 356 wins the German Sports Car Championship. At the international Eifelrennen race on the Nürburgring, a private Glöckler Porsche wins at its first attempt, while at the 24 Hours of Le Mans, Veuillet/Mouche set a new class record. The Liège-Rome-Liège long-distance rally is also dominated by Porsche – five Type 356 cars are among the first ten finishers. In the USA, one racing victory follows the other, and at the circuit race in Agadir, Morocco, Porsche takes first place against strong competition.

In Germany, the federal state of Baden-Württemberg is founded, with Stuttgart as its capital.

1952 – The first Porsche Club is founded.



Linck: Ernst Klett, AH-Plakate, Stuttgart

ENJOY ALL THE PERFORMANCE OF YOUR PORSCHE.



FROM THE FIRST UNTIL THE LAST KILOMETER, ENJOY ALL THE PERFORMANCE OF YOUR PORSCHE WITHOUT ANY COMPROMISE.

As official co-development partners, Porsche and Michelin embody the perfect combination of power and longevity, in town as on a racetrack. With MICHELIN tires, even the most demanding drivers will push back the limits of their cars. Without thinking about anything else than the most important: the road.



04 Porsche Club Special



Porsche Clubs
w o r l d w i d e



60 YEARS OF PORSCHE CLUBS WORLDWIDE

Part 1/5: 1952–1962

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

The foundation of the Westfälischer Porsche Club Hohensyburg on 26th of May 1952 was the germ of a unique idea that today is brought to life every day by events held by around 640 Porsche Clubs around the world. Worldwide, 181,000 Club members bear witness to the enthusiasm for Porsche and the close connection they feel with the brand and the Porsche company.

Pioneers: Porsche friends from the Württemberg Club hand out Christmas presents to the Stuttgart traffic police in 1955



04 Porsche Club Special

60 YEARS OF PORSCHE CLUBS WORLDWIDE

Part 1/5: 1952–1962

1952 – 2012 The Porsche Clubs are celebrating their great jubilee. There are many stories to recount and history has been written as well. The development of the Clubs goes hand in hand with the success story of the Porsche brand. One would not be possible without the other.

With 60 years of Club history, it is simply impossible to portray all Clubs in a way that does justice to each. Based on the stamp of recognition that was introduced and awarded by Porsche AG in accordance with the foundation date and/or recognition date, we have embarked on a fascinating journey through the annals of Club history and the development of Porsche as a company.



1950: 75th birthday of Prof. Ferdinand Porsche – The first Porsche gathering

In 1952, the year in which the first Porsche Club was founded, and only four years after production began, it was still a rarity to come across a Porsche out on the roads — at this time, whenever they met out on the public highway, Porsche drivers still greeted one another by flashing their headlights at each other in a friendly gesture.

The fact that Porsche sports cars were still rare quickly gave their owners an increased sense of shared identity, and regular meet-ups and joint trips out were organised. And so it was that the first Porsche gathering took place on **3rd of September 1950**. As part of the celebrations to mark the **75th birthday of the company founder, Professor Ferdinand Porsche**, 30 Porsche owners made the journey to Stuttgart with their cars. With a joint convoy from Stuttgart city centre out to Solitude Palace, these early Porsche drivers honoured Professor Porsche's life's work.

The sense of common spirit of these first Porsche customers quickly led to the first official affiliation of Porsche drivers. **On 26th of May 1952, seven Porsche enthusiasts in Dortmund founded the Westfälischer Porsche Club Hohensyburg.**

1952

- 001. Porsche Club Westfalen e.V. **26/05/1952**
(formerly Westfälischer Porsche Club Hohensyburg)
- 002. Porsche Club Berlin e.V. **25/09/1952**

THE FIRST CLUB

On 26th of May 1952, Günter Heidemann, Hans F. Debner, Gustav Pardun, Alfred Göddert, Rolf Vormstein, Emil Handtke and Karl Wertz found the **Westfälischer Porsche Club Hohensyburg**, which goes on to become the Porsche Club Westfalen e.V., in the presence of publicity manager and legendary racing driver Baron Huschke von Hanstein.



Two originals:
Badge of the Westfälischer Porsche Club Hohensyburg and the Porsche crest from 1952

The spirit and purpose of the Club – as can be read in the Club's founding articles – is "...to bring together all Porsche drivers in a spirit of friendship and camaraderie ..."

After Hohensyburg, more Porsche Clubs quickly spring up throughout West Germany. The Porsche Club Wiesbaden is founded in 1952. 25th of September 1952 sees the creation of the Porsche Stamm Berlin, followed by the associations of the Porsche Club Köln e.V., the Württembergischer Porsche Club e.V. and the Porsche Club Niedersachsen e.V.

1953

- 003. Porsche Club of Belgium **02/01/1953**
- 004. Porsche Club Köln e.V. **10/02/1953**
- 005. Württembergischer Porsche Club e.V. **20/07/1953**
- 006. Porsche Club Niedersachsen e.V. **02/08/1953**
- 007. Porsche Club Bern **11/12/1953**

THE SWABIAN CLUB

1953 — Five years after the German currency reform, and just one year after the founding of the state of Baden-Württemberg, 19 Porsche fans gather together on 20th of July 1953 to establish the first Club at the company's headquarters in the surroundings of the Württemberg Automobile Club.

From 1958 onwards, the **Württemberg Porsche Club** organises, in collaboration with the Austrian Porsche Club, the International Porsche Ski Gathering in Zürs am Arlberg. In the years that follow, this ski event becomes an annual get-together for the national and international Porsche Clubs.





Club member: Wolfgang Graf Berghe von Trips at Mille Miglia in 1953



THE FIRST INTERNATIONAL CLUB: PORSCHE CLUB BELGIUM

In 1953, the first Club outside of Germany is founded under the stewardship of the Porsche importer D'leteren. The international success story of the Porsche Clubs begins.



Porsche Club Belgium in the yard of D'leteren

18 Porsche vehicles take part in the 20th Mille Miglia in 1953. In Le Mans, Helm Glöckler/Hans Herrmann and Richard von Frankenberg/Paul Frère claim a brilliant victory in their class.

In Germany, on 10th of May 1953, the Porsche Club Köln is the first Porsche association to stage a Club race on the south loop of the Nürburgring. The Club's focus on motorsport attracts talented up-and-coming racing drivers. The best-known young talent is Wolfgang Count Berghe von Trips, who joins the Rhenish Porsche Club in 1954.

1954

008. Porsche Club Zürich 07/06/1954

THE ORIGINS IN SWITZERLAND

After the first Porsche 356 is presented in public at the Geneva Motor Show in 1949, club-like structures very quickly begin to form in the Swiss confed-

eration. The first events organised by the Porsche Freunde Zürich include what is referred to as the memorial drive. At this time, 32 Porsche drivers drive to the town of Zell am See to visit the burial chapel for Professor Porsche, who died on 30 January 1951, and to Stuttgart-Zuffenhausen to visit the Porsche factory.



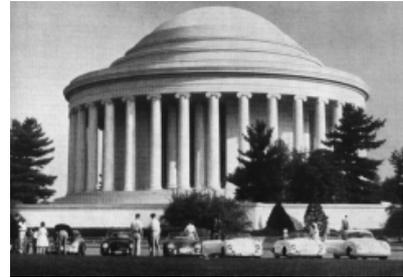
1955

009. Porsche Owners Club 29/06/1955

010. Porsche Club of America 13/09/1955

PORSCHE CLUB OF AMERICA

For Porsche, the United States quickly emerges to become the most important export market thanks to the industrious importer Max Hoffman. By as early as the mid-1950s, almost half of the cars produced each year are sold overseas. The history of the Porsche Club of America is a success story in its own right. Initiated in 1955 by Porsche enthusiast Bill Sholar, a commercial graphic design artist from Washington, as a self-help group for carrying out repairs on Porsche vehicles, the Club quickly develops to become a large community outside of Washington as well. Today the Club comprises 139 regions with a total of 105,000 members and is thus the largest Porsche Club in the world.



"It's not just the cars, it's the people.":
PCA Club events in the first few years

The quality and size of the first Porsche Parade of the Porsche Club of America is impressive: 111 participants with 85 Porsche vehicles come together for this gathering. The American Porsche Parade quickly develops to become a highlight among the global Club events. To this day, it remains an established fixture of Porsche Club life in the United States.

Continued on page 29



1956: The 10,000th Porsche is produced

04 Porsche Club Special

Abschrift

In Anwesenheit des bekannten Renn- u. Sportwagenfahrers, des 1. deutschen Siegers der Mille Miglia - Italien (1940) des Baron Buschke von Hanstein fand am 26.5. im Gasthof "Der Heidekrug" zu Dortmund die Gründungsfeier des westfälischen Porscheclubs Hohensyburg statt.

Folgende Personen waren anwesend:
 Herr Günther Heidemann, Hohenlinburg, Schulstr. 2
 Herr Rolf Vormstein, Dortmund-Hörde, Dellerwerkstr. 8, und Frau
 Herr Karl Wertz, Dortmund, Flauenerstraße 53, und Frau
 Herr Gustav Pardon, Westhofen-Sachels 3b, Schwerte-Ruhr, u. Frau
 Herr Emil Mandke, Dortmund-Aplerbeck, KElm-Berliner-Str. 111
 Herr Alfred Göddert, Dortmund, Ministerstraße 100
 Herr H.F. Debener, Dortmund-Hörde, Wellingerhofstr. 73, und Frau

Im Verlauf des Abends wurde folgendes beschlossen:

Der Sinn und Zweck des Westf. Porscheclubs Hohensyburg (in der Folge kurz W.P.C. genannt) ist, alle Porschefahrer in freundschaftlicher und kameradschaftlicher Art und Weise zusammenzuführen, zur Förderung des Automobilsports in bewusster Anlehnung an den alten Hohensyburg-Rennstrecke, die nach verschiedenen Anseerungen hin in absehbarer Zeit wieder befahrbar sein soll.

Nicht nur der Besitzer eines Porscheautos sondern auch jeder Interessent dieses Sportautos, der fast die Absicht hat, sich in absehbarer Zeit ein solches Fahrzeug anschaffen, kann nach Zustimmung des Vorstandes Mitglied des Clubs werden.

Mit Zustimmung aller Anwesenden wurde festgesetzt, daß der Aufnahmebeitrag für jedes Mitglied 10.-- DM, der Jahresbeitrag 15.-- DM betragen soll. Für Damen der Mitglieder ermäßigt sich die Aufnahmegebühr auf 5.-- DM, der Jahresbeitrag auf 10.-- DM. Alle anwesenden Damen und Herren erklärten sofort ihren Beitritt.

Als Ausseres Erkennungszeichen wurde die Herstellung einer Auto-plakette und einer Anstecknadel in Vorschlag gebracht und befürwortet. Stetsige Muster und Kostenvorschläge werden dem Vorstand vorgelegt.

Es wurde ferner beschlossen, gerade den Sportgelanken mit an die erste Stelle zu setzen und zwar derart, daß Mitglieder des W.P.C. an Motorsportveranstaltungen geschlossen (Mannschaftsfahrer oder einzeln) teilnehmen, der Club aber selbst auch als Veranstalter von Meetings, Rallyes und Jagden auftritt.

- 2 -

Die Herren Langenfeld und Frank werden es sich in der Folgezeit angeeignet lassen, alle Clubmitglieder technisch soweit vorzubereiten, daß die evtl. auf Leistungstrecken anfallenden Kleinreparaturen von allen selbst behoben werden können, so daß in Zukunft keine Punktwertung durch Inanspruchnahme fremder Hilfe erfolgt. Darüberhinaus erstreckt sich diese technische Beratung auf alle Fragen der Mitglieder in Bezug auf ihr eigenes Fahrzeug.

Um für die sportlich interessierten Mitglieder Fahrzeugausweise, Lizenzen und verbilligte Triptiks zu beschaffen, wurde beschlossen, sich einem der großen Deutschen Automobilclubs anzuschließen (ADAC oder ADV) Eine noch nicht bindende Abstimmung gab den ADAC 90% aller Stimmen, doch soll darüber in der nächsten Versammlung abgestimmt werden.

Am 5.6.1952, Abends um 20.30 Uhr tritt der Vorstand zu einer Beratung in der Gaststätte "Flora", Dortmund zusammen.

Für die Benachrichtigung der Presse wurde das Mitglied des Sportpresseclubs, Herr Hans Krivalip, Dortmund-Hörde, Piepenstockstr. 19 gewonnen.

Durch einfache Stimmensmehrheit wurde folgender Vorstand einstimmig gewählt:

Kassenverwalter: Baron Buschke von Hanstein
 1. Vorsitzender: Gustav Pardon
 2. Vorsitzender u. Schriftführer: H.F. Debener
 Sportleiter: Wertz u. Göddert
 Kasse: Frau Vormstein u. Frau Debener
 technische Beratung: Langenfeld und Frank

Im Urlaubs- oder Krankheitsfall wird durch den Vorstand für die Dauer der Abwesenheit der jeweilige Vertreter bestimmt.

Dortmund, den 26. Mai 1952

Gentlemen! Start your engines: Founding articles of the Westfälischer Porsche Club Hohensyburg

On 26th of May 1952, seven Porsche enthusiasts found the world's first Porsche Club in Dortmund, naming it the Westfälischer Porsche Club Hohensyburg.

The spirit and purpose of the Club – as can be read in the Club's founding articles – is “...to bring together all Porsche drivers in a spirit of friendship and camaraderie ...”



Early Club life: Driving skill trials for Porsche drivers at the Porsche Club München in 1955



Team spirit: Huschke von Hanstein and Ferry Porsche at driving skill trials, Porsche meeting in Meran in 1956

04 Porsche Club Special



Porsche gathering at Meran in 1958: These multinational gatherings are designed to reinforce international relations, says company boss Ferry Porsche in describing their significance



After **Hohensyburg**, more Porsche Clubs quickly spring up. 1952 sees the creation of the **Porsche Club Wiesbaden**, the **Porsche Stamm Berlin**, **Porsche Club Köln**, the **Württembergischer Porsche Club** and the **Porsche Club Niedersachsen**.

In 1955, the **Porsche Club of America** is founded by Porsche enthusiast Bill Sholar as a self-help group for carrying out repairs on Porsche vehicles.



Go West! Porsche Club of America event in Line Rock, 1960



Take-off: American Club members picking up their vehicles on the airfield at Stuttgart Airport in 1958

1956

- 011. Porsche Club Wien 01/01/1956
- 012. Porsche Club Holland 28/04/1956

PORSCHE CLUB HOLLAND

The Netherlands can rightly be regarded as another European market with a particular love for the products manufactured in Zuffenhausen. As early as 28th of April 1956, enthusiasts found the Porsche Club Holland.



1957

- 013. Porsche Club Aachen e.V. 27/03/1957

1957 — In addition to the Porsche Club Niedersachsen, Köln and Berlin, the Porsche Club Aachen is now the sixth Club in Germany. In 2007, it celebrates its 50th anniversary in a fitting way — with a visit to the factory in Leipzig.

1957 Porsche 718/1500 RSK Spyder — In the middle of the 1957 motor racing season, a revised version of the 550A-1500 RS Spyder is unveiled.



1957: Umberto Maglioli in a 718 RSK at Le Mans



1957: American Club members picking up their vehicles

1958

- 014. Porsche Club Nürnberg e.V. 15/09/1958

The Porsche Club Nürnberg is founded on 15th of September 1958.



Mille Miglia: Paul-Ernst Strähle and Herbert Linge in 1958

As well as winning the titles of German champion in the sports car class in 1958 and European champion in the mountain rankings with Count Berghe von Trips, Porsche also comes runner-up in the sports car world championship.

From 1958, the 356 A 1600 GS Carrera de Luxe with 105 hp is available to purchase for the road driver who is used to good performance, and the 1600 GS Carrera GT with 115 hp is on offer for active sporty drivers. In the hands of private drivers with a love of motorsport such as Heini Walter, Paul Ernst Strähle and Sepp Greger, the GT is unbeatable in its class in mountain and long-distance races.

1959

- 015. Porsche Club Italia 01/10/1959

On 1st of October 1959, the Porsche Club Italia is founded in Milan, Italy “to allow people to come together to experience the Porsche brand”.

MERAN – ORIGIN OF THE INTERNATIONAL GATHERINGS

Although the first gathering of Porsche Clubs takes place in Stuttgart in 1954, the Porsche gathering in the Italian town of Meran on 14th and 15th of May 1955 is often referred to as the first international races.



1955: Porsche gathering at Meran The “No. 1” in the foreground



Porsche event. These multinational gatherings have been designed to reinforce international relations, says company boss Ferry Porsche in describing their significance. An international 356 gathering will once again be taking place in Meran in 2012, the anniversary year. A long-lived tradition.



1960

- 016. Porsche Club Solingen e. V. 02/02/1960
- 017. Porsche Club of South Africa 05/02/1960
- 018. Porsche Club Hessen e.V. 11/02/1960
- 019. Porsche Club Nürburgring e.V. 01/05/1960
- 020. Porsche Sport Club Zürich 25/11/1960



1960 – The Nürburgring. What is known as the “Green Hell”. The heart of German motor sports. The Porsche Club Nürburgring is one of the traditional Clubs among the Porsche Clubs in Germany due to its heritage and its activities involving the Nürburgring.

NÜRBURGRING TRIUMPH FOR PORSCHE IN 1960

It rains incessantly during the race. The start is delayed by 15 minutes. Joakim Bonnier and Count Berghé von Trips in a Porsche take the lead at the



start, ahead of Jack Brabham, Cooper. Joakim Bonnier wins.

The Porsche success is completed by drivers Graham Hill, Hans Herrmann and Edgar Barth, who finish in places 4 to 6.



1961

- 021. Clubs Porsche de France 01/09/1961
- 022. Porsche Club Great Britain 01/09/1961
- 023. Club Porsche de France, Motorsport 20/09/1961
- 024. Porsche Club Berchtesgaden 06/11/1961



PORSCHE CLUB GREAT BRITAIN

The first step to founding a Porsche Club in Great Britain is taken by Arthur H. Sheffield. On 1st of September 1961, the British Porsche enthusiast takes out an advertisement in the British trade magazine Autosport. The title of the short advert “Calling Porsche Owners” gives details of a gathering of British Porsche drivers. However, only eight Porsche owners turn up at this first gathering.

These owners agree that people who may have been interested in the Club had possibly not read this brief advertisement. So a second advertisement is then placed in Autosport magazine. This time, as well as 36 Porsche owners with their vehicles, 130 other people also attend the foundation meeting.

The Porsche Club Great Britain is today the largest Porsche Club organisation in Europe, with around



1962: First test drives on the test field in Weissach

14,000 members. The Porsche Club Great Britain maintains close links with the factory. This is why they organise a visit to the factory twice a year.

1962

- 025. Club Porsche Romand 28/02/1962
- 026. Porsche Club Dreiländereck 19/11/1962

1962 — The Club Porsche Romand – What a sporty club! The Club is founded on 28th of February 1962 in order to compete in competitions. In the 1960s, Club members claim victories in numerous rallies and speed competitions driving a Porsche 356 B 2000 GS Carrera 2 and a Porsche 904. In the 1970s, a Club team competes in Spa-Francorchamps, in the Targa Florio and in the 24 Hours of Le Mans. In the late 80s, the Club is actively involved in racing in the Porsche Cup Suisse.



The Porsche Club Romand gives rise to the Porsche Racing Club Romand. Over many years, this club shapes what happens on the Swiss Club racing front. Between 1996 and 2008 alone, it places first in the team ranking.



Porsche 804 with Dan Gurney 1962

The Porsche 804 – In 1962 Porsche sends an eight-cylinder Grand Prix racing car with the type designation 804 out to compete in races. The American Porsche driver Dan Gurney wins the French Grand Prix in the Porsche 804 in Rouen and one week later he wins again at Stuttgart’s Solitude Race ahead of the Lotus driven by Jim Clark.

**IN THE NEXT
PORSCHE CLUB NEWS
YOU WILL FIND THE YEARS
1963–1972.**



Porsche Community Management



Please visit www.porsche.com/service for further information.

Consulting the family physician is always best.

Porsche Service



PORSCHE

05 Reports

Porsche Owners Club Taiwan: A perfect anniversary



Impressive birthday wishes: Porsche vehicles assembled in front of the Chiang Kai-shek Memorial

A proud anniversary, celebrated in style: the Republic of China, better known as Taiwan, celebrated the 100th anniversary of its foundation last year. As a contribution to this important year of festivities, Universal Motor Traders Ltd. and the Porsche Owners Club Taiwan brought together 103 Porsche vehicles and their owners at the venerable Chiang Kai-shek Memorial to send a special greeting. The precisely parked vehicles formed the number “100”, an impressive way of marking this birthday.

The celebration took place in front of the Memorial Hall, a building complex intended to remind visitors of the country's rich heritage and to honour the memory of Chiang Kai-shek, former President of the Republic of China.

The icy weather did not deter Porsche enthusiasts from attending their parade. One of the stops was at the Liberty Square, where organisers had set up a comfortable marquee. All the Porsche fans were able to warm up and have a short break before continuing their journey to the destination, the Memorial. A couple of vehicles really stood out in the impressive caravan, including a historic Porsche 959 and a rare “flat nose” 930 Turbo. The current model ranges were represented by a 911 Turbo S and a 911 GT3 RS spotted in the drivers' camp.

Porsche Owners Club Taiwan, Universal Motor Traders Ltd. and all participants were very honoured to be able to make this dignified contribution to the Republic's 100th anniversary.

Porsche Owners Club Taiwan Universal Motor Traders Ltd.



Elegant entrance: The highly polished parade enters Liberty Square

05 Reports Porsche Club Méditerranée

Welcome to paradise Porsche Paradise St. Tropez

A picture-perfect late summer weekend: the annual Porsche Paradise has long been at the top of the agenda for international visitors. The number of European participants increases every year. Naturally, the exclusive meeting in St. Tropez is also very popular among French Club members from all over the country.

After an opening ceremony on Friday, followed by an action-packed Saturday with trips to the race track and the exciting environs of St. Tropez, the Sunday is dominated by the Concours d'Elégance. More than 1,000 Club members and their 500 vehicles, numerous exhibitors and thousands of visitors fill the grounds with life.

The Porsche Paradise St. Tropez is famous for its enormous show of top-segment Porsche vehicles and an almost complete set of model ranges. No comparable event brings this many GT2s and GT3s together. Arranged in relays according to colour – green, orange and many black models – year of construction and type, the guards of honour seem to be lined up as far as the eye can see.

The appearance of the Porsche Exclusive team with two showroom vehicles was the perfect addition to the lineup of exclusive Porsche vehicles. The visitors and participants were entertained as always by the commentary of Laurent Bernard, who has presented the Porsche Paradise in his charming and professional manner for many years. This time he insisted on interviewing the racing driver François Delecour, who was visiting St. Tropez with his family.

The vehicle parade in front of the brasserie "Senequier" that followed was led by a spruce Porsche tractor from 1961 that belongs to Porsche Club Méditerranée member Pierre Gilli.

The official events were followed by a cosy ceremony during which the winners of the rally and the Concours d'Elégance received their prizes. The trophies were presented by the President of the Club Méditerranée and event organiser Jean-Paul Viala and Sandra Mayr from Porsche Community Management. As a finale, the participants had another chance to review the fascina-



Life in Paradise: Left to right: Sandra Mayr, racing driver François Delecour, Sabrina Spletter and Michael Hack, Porsche Exclusive

tion and atmosphere of the "Paradise" event at the gala dinner in the "Byblos".

A big thank you for this successful event goes to Jean-Paul Viala and his organisational team at Club Méditerranée, to the town of St. Tropez and its mayor Jean-Pierre Tuveri and, of course, to all of the volunteer helpers.

The next Paradise Porsche will take place from 12th to 14th of October 2012.

Sandra Mayr
Porsche Community Management



Summertime: 500 vehicles sparkled in St. Tropez, giving the sun a run for its money

05 Reports Porsche Club Oberösterreich

40 Years of Porsche Club Oberösterreich Flying high in the anniversary year

In 2011, the members of Porsche Club Oberösterreich had many opportunities to celebrate our “big four-oh” on various trips. The start of celebrations was the spring trip to the Mostviertel region, organised by Alexander Aigner. The next highlight was the anniversary trip with 40 vehicles to the Styria region, where we were honoured by the attendance of Rally World Champion Walter Röhrl (see below). At the end of July, we made our annual cultural trip to Gars am Kamp. This trip was planned and carried out by Gustav Stockhammer. A trip in cooperation with a children’s cancer charity gave a lot of pleasure to the young people who came with us. At the beginning of September we enjoyed a four-day trip to South Tyrol (again, see below). The crowning glory of a great year for the Club was the autumn trip to Retz to visit the Lutzer vineyard. The trip was brilliantly organised by one of our members, Thomas Karl.

Anniversary trip Styria

At the beginning of June, our members came together to celebrate the Club’s 40th anniversary in style with a pleasure drive of 40 Porsches along beautiful roads in Upper Austria, Salzburg, Styria and Carinthia. Five teams of our friends at Porsche Club Wittelsbach in Munich also came along, led by their President Elisabeth Fricke. On the first day we drove from Mondsee lake via St. Gilgen to Faistenau, through the wildly romantic Strubklamm gorge, past the Wiestalstausee reservoir and then up to Krispl for our first “pit stop”.

Afterwards we drove via Hallein, Bad Vigaun, St. Kolomann and Abtenau to Annaberg. Before dinner at Hotel Pichlmayrgut, there was one more big surprise for our Porsche friends: Rally World Champion Walter Röhrl had accepted my invitation, and spent a very enjoyable

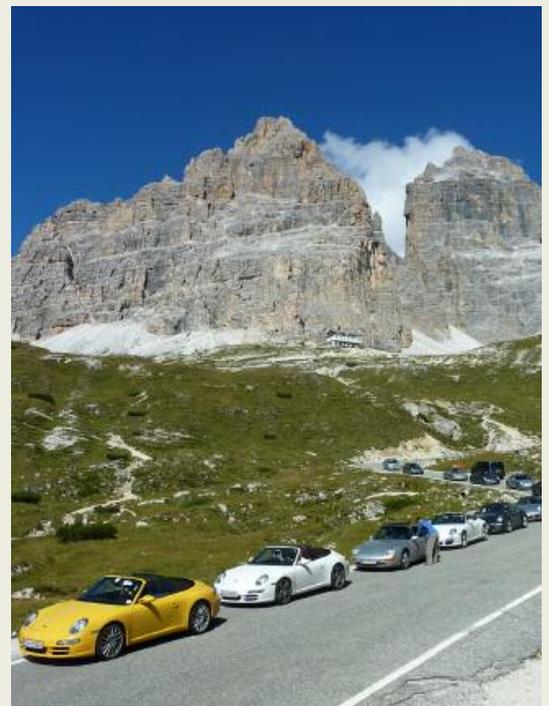
evening with us. Stories from his racing career were just one interesting topic we went through. Lisa Strübl from Porsche Austria GmbH & Co OG, the President of umbrella organisation PCVÖ Helmut Totschnig and the PCVÖ secretary Karl Steiner joined us for this occasion.

On the second day, we continued on our journey to the Tauernrunde after a “tank-cap signing” and saying goodbye to Walter Röhrl. The route through the Radstädter Tauernpass and the Katschbergpass took us to the Nockalm Road, where we were able to enjoy the 52 hairpin bends through the Nockberge National Park. We drove through Turrach and on to Predlitz, Tamsweg, Seetal and Schöder, and then through the Sölkpass back to our hotel.

On day three, we drove to the Dachstein mountain. The fog, however, meant that we could only imagine the beautiful view from the Skywalk viewing platform. The gala evening presented us with an interesting review of the first 40 years of the Porsche Club Oberösterreich, and music and dancing put us in a great mood until the early hours. On Sunday we drove through Bad Aussee, Bad Ischl and Gmunden. We were able to visit the automobile treasure chest of Club member Gerold Gräf before taking the road home satisfied and fulfilled.

Autumn trip South Tyrol and “Kreuzbergsattel”

From 8th to 11th of September 2011, we drove through the wonderful mountain terrain of South Tyrol around the “Three Peaks” (Drei Zinnen). After a cold and rainy start at the Alpenkreuz, the sky brightened up as we drove south. We were soon greeted by the first rays of sunshine and the more courageous cabriolet drivers amongst us were able to continue to our destination at the Kreuzbergpass with the



Summit meeting: The autumn trip to South Tyrol to see the “Three Peaks”

top down. On the next day, our route took us to the World Heritage Site of Three Peaks, or Tre Cime di Lavaredo. We were able to enjoy the impressive panoramic views of the South Tyrolean massif from atop the peaks in beautiful sunshine. The crowning finale of our tour was the return journey on Sunday over the Grossglockner High Alpine Road with perfect conditions. Everyone took the time to enjoy the glorious mountain views one last time.

**Peter Zellinger, President
Porsche Club Oberösterreich**



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PORSCHE

05 Reports Porsche Club Russland



Motorsport history – experienced live: A Porsche 904 Carrera GTS, a Porsche 935 and a 911 SC “Safari” from the Porsche Museum visited their Russian friends.

Porsche Festival in St. Petersburg 10 Years of Porsche Russland

Party atmosphere in St. Petersburg: over 500 Porsche owners and enthusiasts came together on Saturday, 24 September 2011 to celebrate the brand and ten years of its official presence in Russia. The party guests included many active members of the Porsche Club Russland, the Porsche Club St. Petersburg, the Porsche Club Krasnodar and the Porsche Classic Club Russland.

The meeting place was the new race track in St. Petersburg, where Porsche Russland had prepared a unique experience. Never before had Russia seen so many Porsche enthusiasts gather for joint driving pleasure. More than 200 current and historic Porsche vehicles and their owners met to test the limits of the new test track.

Naturally, Porsche Russland fleet was on hand, giving participants plenty of opportunity to get acquainted with the range of Porsche model series. A Porsche Cayman R, which could be driven with professional guidance, proved to be a particular hit. “The festival offers an ideal platform to get to grips with our fascinating sports cars on the track and to test them to their

limits. At the same time, it is a great opportunity to spend an exciting day with the Porsche family,” said Ragnar Schulte, Marketing Manager at Porsche Russland.

For the first time in St. Petersburg – and under the professional supervision of Klaus Bischof, Manager of the “rolling museum” – three racing legends were in attendance. The Porsche Museum had had them sent by ship from Germany especially for this event: a Porsche 935 from 1977, a legendary 904 Carrera GTS (1964) and a 911 SC Safari (1978).

Later, the guests were witness to the Russian premiere of the Panamera Turbo S in the 1,500 m² hospitality lounge. The



Test fleet: The newly opened St. Petersburg Racetrack was tested extensively by the participants

St. Petersburg-based Porsche dealers Olimpavto and Sport Mobil also took part in the anniversary celebrations. They and their guests experienced an unforgettable Porsche party in St. Petersburg.

The next event is already in the calendar. The next edition of the festival is planned for May 2012 – and this will be the starting whistle for the Porsche summer season in Russia.

Margarita Tretyakova
Porsche Russland, Club Coordination



05 Reports Porsche 356 Registry

West Coast Holiday 2011 in Palm Springs Nostalgic glamour at the “Riviera”

A stylish get-together under the palm trees: last year’s West Coast Holiday of the Porsche 356 Registry took place from 26th to 30th of October 2011 in Palm Springs, California. 361 Porsche 356 enthusiasts came and brought 184 vehicles – including an impressive number of 18 Speedsters. 100 of the splendid vehicles were selected for the “People’s Choice” competition.

The most attractive eye-catcher last year was certainly the “Dreikantschaber” as it was dubbed: a vehicle flown in especially by the Porsche Museum. Porsche also left many visible traces behind – impressive exhibition material such as a large central “Porscheplatz” billboard, a “Porscheplatz” counter, traffic cones, flag masts and banners that covered the whole grounds of the hotel.

For the event itself, which, as usual, had been expertly organised by the Porsche 356 Registry, a very casual “retro” style was decided on. The event was held in the newly restored Riviera Hotel, where Rat Pack stars Frank Sinatra and Dean Martin once stayed. Because the “Holidays” are very relaxed events, great importance is attached to wonderful trips to the coast and into the mountains. In addition to the spectacular welcome party, an elegant feast was served – giving members the opportunity to spend the remaining free evenings as they wished with their friends.



Standard bearers: Paul Gregor (left) and Jim Liberty, Porsche 356 Club Southern California

Naturally, there was also enough to please technology fans. Two sessions covering this topic were held, as well as a swap meeting to discuss Genuine Parts that are in high demand and a presentation on the history of the company: Prescott Kelly left nothing to be desired and was able to answer all the questions that a passionate Porsche 356 enthusiast might have.

As Alexander Klein had previously managed the event, it was my premiere and I

was able to meet many of the Club members from the 356 Registry for the first time. A great pleasure and honour for me. Thank you very much for welcoming me so warmly.

Save the date in your diary now: the next 356 Holiday will be on the East Coast – in Danvers near Boston and from 16th to 19th of August 2012.

Paul Gregor
Porsche Community Management



05 Reports Porsche Club Portugal

Club members from Portugal and Spain on tour:
Taking your Porsche on the Camino de Santiago (Way of St. James)



World Heritage Site: Plaza de Obradoiro in Santiago de Compostela

A trip through history that also crosses borders: from 7th to 9th of October, the Porsche Club Portugal invited interested participants to a group weekend with the title “Porsche nos Caminhos de Santiago”, a trip along the Way of St. James to the pilgrim city of Santiago de Compostela. The famous city in the Spanish region of Galicia is a World Heritage Site due to its sights and historic buildings.

Almost 60 vehicles took part in the event – with more than 125 members of the Spanish and Portuguese Porsche Clubs. The first meeting took place on the Plaza de Obradoiro, where participants could park their vehicles and enjoy some admiring glances.

All of Saturday morning was dedicated to a guided sightseeing tour through the cathedral and the historic old town. The parade then moved on to a well-deserved lunch at the Pazo de Lestrove in Dodro. The Club members spent a sporty afternoon on the Forcarei race track doing skill and speed tests.

The visit to the new Cidade de Cultura, an impressive cultural complex erected to

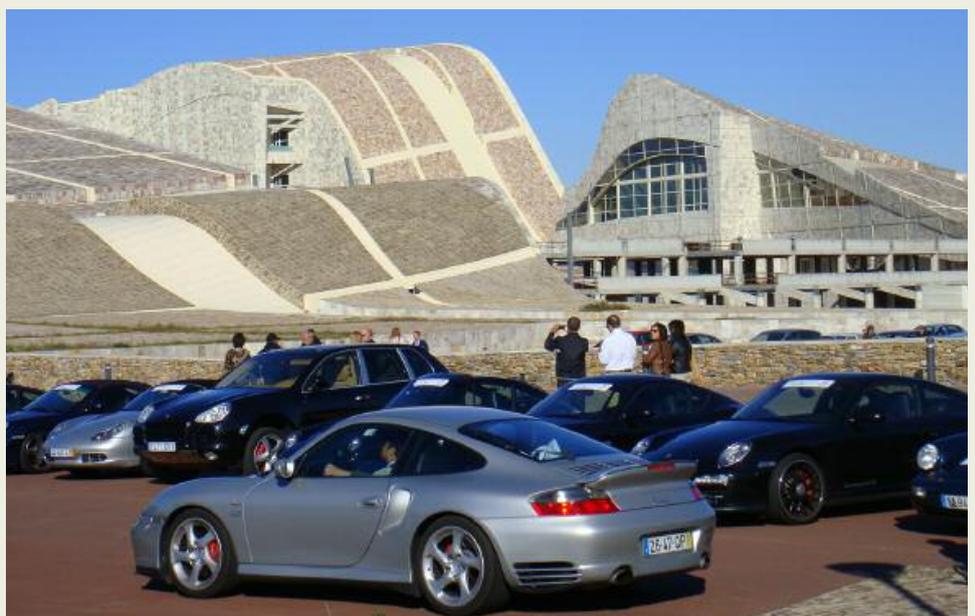
celebrate Santiago's role as European Capital of Culture, was a memorable one. The area is a contemporary and radically modern reinterpretation of the city's historic centre.

The closing night event was held in the mediaeval Capela Real, where a prize-

giving ceremony was the highlight of the evening.

Particular thanks go to Benny Fernandez, to the Centro Porsche A Coruna, to the Escuderia Rias Baixas and to the newspaper Corrego Gallego for their support during the whole event.

Porsche Club Portugal
www.porscheclub.pt



Capital of Culture: “Cidade de Cultura” culture centre in Santiago de Compostela



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Current schedule:



www.porsche.com/sportdrivingschool



PORSCHE

05 Reports Porsche Club Pannonia

The “Ten Towers Tour” Past and present racing side by side



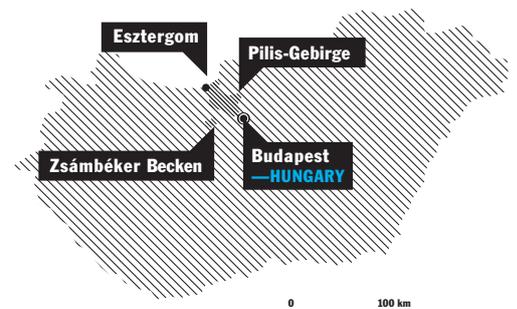
Hungary is not very big, but nevertheless, it sets the scene for very active Porsche Club life. For the second time, the Porsche Club Pannonia organised the original “Ten Towers Tour”. The tour is far more than a classic race. It is a competition with enthusiastic participants who impressively put their passion for the Porsche brand and the vehicles from Zuffenhausen to the test.

Last year, more than 47 teams, each with one driver and one co-pilot, took part in the rally. A representative slice of Porsche model history turned out to be the spectacular highlight of the year in the calendar of the Porsche Club Pannonia. The set of vehicles ranged from a Porsche 356 A with 75 bhp built in 1957 to just about every generation of 911. Naturally, a lot of Porsche

vehicles with front and mid-engines were also in the competition, including a current Cayenne Diesel.

Following a short introduction, the “Ten Towers Tour” got moving on 10th of September in front of the Porsche Centre in Budapest. The symbolism was spectacular: the starter’s pistol was fired at exactly 9:11 a.m. The participating teams were given the task of visiting and photographing ten towers across Hungary as quickly as possible and in the right order. One of the difficulties was that the tour road book listed more than ten towers. The first task was thus to identify the right towers and then to take the photos from the correct angle.

Afterwards, the photos were submitted to the jury and checked for completeness and correctness. In addition to taking the photographs, good knowledge of the vehicle and well-coordinated team work were essential. The teams also had to solve tricky clues in order to get the stamps they needed for their logbooks. In addition to the exciting challenges of the rally, the varied legs and many serpentine bends provided more than sufficient driving pleasure. The total distance of the course was 230 kilometres.



The organisers had put a lot of thought into selecting the route, as they were not looking merely for the shortest distance from A to B. Along beautiful stretches in the Zsámbék basin, the Pilis mountains and the area around the town of Esztergom, the participants were able not only to admire the towers along the Tour, but also to enjoy the warm breeze and the picturesque landscapes.

The passing of the Porsche columns also seemed to be a highlight for the inhabitants of the many idyllic villages situated on the route. Wherever the cars passed, the villagers pulled out their cameras and captured their encounters for posterity. The spectators along the route also encouraged the Porsche drivers with admiring glances and whistling.

The successful tour was rounded off with a traditional Hungarian dinner in the beautiful Budakeszi game reserve. The festive climax of the evening was a special announcement: Porsche Club Pannonia is now a recognised member of the worldwide Club family.

Porsche Club Pannonia
www.porsche-club-pannonia.hu



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PORSCHE

06 An interview with Ilse Nädele

Based on the questionnaire of Marcel Proust, we put 20 questions to Ilse Nädele, a founder of the Porsche Club Coordination

Where would you like to live?
In Tuscany.

What is your idea of perfect happiness?
Health, contentment and my family.

Which faults are you most likely to forgive?
Unintentional careless mistakes.

What do you regard as the lowest depth of misery?
Illness and unhappiness in the family.

Your favourite historical figure/s?
Leonardo da Vinci, and, from our era, Prof. Dr. F.A. Porsche.

Which traits do you most appreciate in a woman?
Friendliness, charm and joie de vivre.

Which traits do you most appreciate in a man?
Reliability, intelligence and honesty.

Your favourite virtue?
Flexibility and punctuality.

Your favourite pastime?
Languages, cooking, skiing, playing golf and travelling a lot.

Who or what would you have liked to be?
I am myself.

What is the Porsche legend?
The worldwide feeling of family and the Porsche Clubs – a genuine phenomenon!



CV

Name: Ilse Nädele
Date and place of birth: 22/01/1936, Stuttgart
Family: divorced, 2 children, 4 grandchildren

Studied: Languages
French – Alliance Française Paris
English – Victoria College London
Italian – Milan, private classes
Spanish – Stuttgart, private classes

Career at Porsche
1965–1975 Employee at Huschke von Hanstein, PR and press relations, motor racing and customer racing
1975–1998 Establishment and design of Porsche Club Coordination worldwide
1978 Introduction of the worldwide Porsche Club Presidents' meeting, held every two years in Ludwigsburg, Enzklösterle, Stuttgart, Schwäbisch Hall, Ettlingen, Neu-Ulm, Karlsruhe, Konstanz, Hinterzarten, Heidelberg and Stuttgart
1982 Establishment of the Porsche Parade Germany, held every two years in Stuttgart, Munich and Nuremberg
1990 Adaptation and redesign of the Parade to form the Porsche Club Europe Parade, Brighton (UK), Cortina d'Ampezzo (Italy), Ronneby (Sweden), Vienna (Austria), Deauville (France)
1993 30 years of the 911, European anniversary rally to and in Stuttgart
1998–2006 President of the Württembergischer Porsche Club
2000–2008 President of Porsche Club Deutschland e.V.
2008 Honorary President and international ambassador of Porsche Club Deutschland e.V.

20

20 QUESTIONS TO

ILSE NÄDELE

What makes a Porsche sports car?
Reliability, day-to-day usability and driving pleasure.

What does the Porsche of the future look like?
An enhancement to the 911 Carrera – the 991 has just been introduced

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

Your main character trait?
Optimism and flexibility.

Your greatest fault?
My expectations are too high and I have too many interests.

Who are your heroes in real life?
People with vision and moral courage.

What do you despise the most?
Dishonesty and deceit.

What natural talent would you most like to possess?
To master a musical instrument, and a lot of languages.

Your motto?
Stay active and live for today.