



PORSCHE



Panamera Sport Turismo concept car: **Fascinating and intelligent e-hybrid technology in the design language of tomorrow**

**October 2012**

# Porsche Club

## News 4/12

**Technical data for Panamera Sport Turismo:** Parallel full hybrid; 3-litre V6 engine, charged; Hybrid module with electric motor and decoupler; Rear-wheel drive assembly **Power:** 245 kW (333 hp) V6 engine: approx. 70 kW (95 hp) Hybrid module: 306 kW (416 hp) (combined top performance) **Top speed:** purely electric, approx. 130 km/h **Acceleration:** (0–100 km/h): < 6.0 s **CO<sub>2</sub>-emissions:** total < 82 g/km, **Consumption** (NEDC): total < 3.5 l/100 km **Range** (NEDC): purely electric: > 30 km, **Charging time:** up to 2.5 h

## Editorial

### Dear Ladies and Gentlemen, Dear Porsche Club Members,

To drive a Porsche is to live Porsche – in other words, to be part of a large family of enthusiasts who feel the same way you do. To have a passion for a vehicle that carries a family's name. To drive a Porsche also means to have a family company at your side, whose family members, right up to today's generation, live out their passion for their products every day and who have always stood with their customers and those who love their brand.

It all started with Ferry Porsche, who made a point of appearing at many international Club events. As mentioned in the last edition when discussing the anniversary events, Ferry Porsche took the link between the house of Porsche and the Club members very seriously. He also instilled in his sons this sense of responsibility and relationship to the worldwide Club community from an early age.

Dr. Wolfgang Porsche and Hans-Peter Porsche have, for this reason, for decades been enthusiastic participants at Club events around the world, showing how important the Porsche Club scene is to them. They are passionate collectors of the cars that bear their name and are an active part of the Porsche Club world as owners, be it of current models, Jagdwagens or tractors.

The 1st International Porsche Days in Zell am See and Kaprun were a very special sign of the relationship between the house of Porsche and its fans. Porsche enthusiasts who attended were able to feel this very special Porsche spirit up close. The event was initially Dr. Wolfgang Porsche's idea and, as the patron of the event, he invited to his own region. The Club members and Porsche enthusiasts who came were able to enjoy an event that set new standards for future Club events. In the be-

witching atmosphere of the Austrian mountains, with a perfect and interesting programme and a personal guided tour through the Schüttgut, the traditional seat of the Porsche family, by Dr. Wolfgang Porsche himself.

The International Porsche Days 2012 are a new milestone in the strong cohesion and unique relationship between the Porsche company, the Porsche family and the brand enthusiasts.

This passion for a fascinating automobile fills all of us every day. As part of our model initiative, we presented two new products and a visionary future study in Paris. With the new generation of the all-wheel-drive Porsche 911, Porsche is setting new standards in handling, driving dynamics and safety. From the outside, the new generation's wider rear and imposing strip lighting make it impossible to miss, while its inner values such as its increased-power engine and – compared to the previous model – reduced weight are particularly persuasive. The new Cayenne Diesel top model now means that diesel-powered sports cars no longer look out of place among the Porsche 8-cylinder engines. The new Cayenne S Diesel not only has the most powerful diesel engine currently available in the SUV range; it has particularly efficient fuel consumption and shows what Porsche can do. This makes it an out-and-out thrifty diesel vehicle, but one with the heart of an athlete.

But Paris also gave attendees a glimpse at the wider future of Porsche sports cars. In the Panamera Sport Turismo future study, which was presented to the world's public for the first time, Porsche sketches a functional four-seat sports car practical for daily use and with the most modern plug-in hybrid technology. Its engineering offers a



Dr. Kjell Gruner Marketing Manager

view of future drive technologies. Its operating concept is unique and innovative and its design points us in the direction of the next generations of Porsche sports cars. Take a look at this concept study – you'll be taking a look at the future.

Dear Porsche Club members, enjoy the remaining sunny days of the year and your final events. Our Club friends in Brazil, Argentina and Mexico have yet to hold their big parades, while here in Germany the days are getting shorter and quieter. But there are still plenty of opportunities to spend the day enjoying driving in its purest form – and among Club friends!

**Best regards from Stuttgart,  
Yours,  
Dr. Kjell Gruner**

### 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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Sandra Mayr, Porsche Community Management

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Authors of the contributions

Porsche AG

Dr. Ing. h.c. F. Porsche

Aktiengesellschaft

Porscheplatz 1

D-70435 Stuttgart

Germany

www.porsche.com

### Your team at Porsche Community Management:

Sandra Mayr

E-mail: Sandra.Mayr@porsche.de

Tel.: +49 (0)711 911- 2 32 53

Claudia Schäffner

E-mail: Claudia.Schaeffner@porsche.de

Tel.: +49 (0)711 911- 2 32 51

Mathias Menner

E-mail: Mathias.Menner@porsche.de

Tel.: +49 (0)711 911- 2 32 47

Paul Gregor

E-mail: Paul.Gregor@porsche.de

Tel.: +49 (0)711 911- 2 32 48

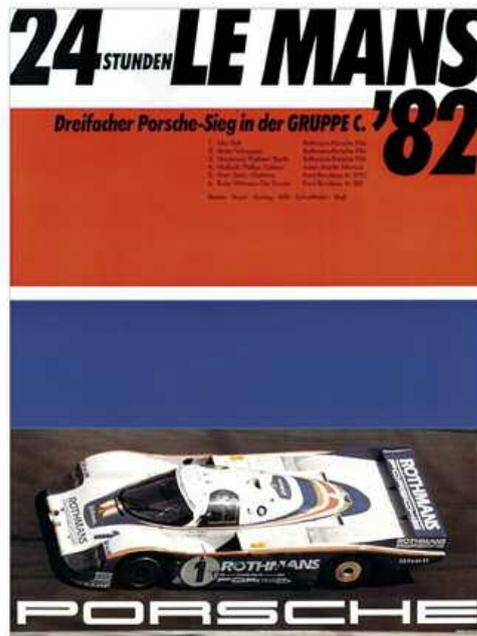
Benjamin Marjanac

E-mail: Benjamin.Marjanac@porsche.de

Tel.: +49 (0)711 911- 2 32 49

Club E-mail: communitymanagement@porsche.de

Fax: +49 (0)711 911- 2 32 54



### HAT-TRICK IN LE MANS IN 1982 ICKX, BELL AND THE PORSCHE 956

Racing year 1982 was initially only considered a testing year for the Porsche 956. But once it was in the safe hands of Jacky Ickx, Jochen Mass, Derek Bell and Vern Schuppan, the sports car quickly turned out to be made of champion stuff. Porsche won the brand world championship on its first attempt and Jacky Ickx took home his first sports car-driver world championship.

At the 24 Hours of Le Mans in 1982, the Porsche plant vehicles drove their way to a hat-trick. Ickx/Bell took victory, followed by Mass/Schuppan and Haywood/Holbert. On the way to their Le Mans victory, the Ickx/Bell team broke their own distance record from the previous year, despite petrol being limited by regulations, driving a total of 4,899.086 kilometres. The 956 with the starting number "1" achieved an average speed of 205 km/h.

#### FLASH FORWARD:

It's now 2012. 30 years after the hat-trick, Porsche is still represented at Le Mans – by Porsche Community Management, the Porsche Clubs, the Fédération Clubs Porsche de France and Porsche France. The victor of 1982, Derek Bell, is there too, as well as racing legends Gerarde Larousse and Vic Elford. Naturally, they insist on leading the Porsche Parade around the Le Mans track. Some things never change.

#### Closing Dates:

PC News 5/2012: 23/10/2012

#### Porsche Club News on the web:

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www.porsche.com

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**Home, Stuttgart-Zuffenhausen.**

**Porscheplatz.**

**That says it all.**

**The Porsche Museum.**

More info at [www.porsche.com/museum](http://www.porsche.com/museum)



**PORSCHE**

## 01 News from Porsche AG

### Porsche study gives a glimpse of a sports car of tomorrow Sporty, functional, efficient: Panamera Sport Turismo

With its Panamera Sport Turismo concept car, Porsche shows how fascinating intelligent and efficient drive technology can be when written in the design language of tomorrow.



**Technical data for Panamera Sport Turismo:** Parallel full hybrid; 3-litre V6 engine, charged; Hybrid module with electric motor and decoupler; Rear-wheel drive assembly  
**Power:** 245 kW (333 hp) V6 engine: approx. 70 kW (95 hp) Hybrid module: 306 kW (416 hp) (combined top performance) **Top speed:** purely electric, approx. 130 km/h  
**Acceleration:** (0–100 km/h): < 6.0 s **CO<sub>2</sub>-emissions:** total < 82 g/km, **Consumption (NEDC):** total < 3.5 l/100 km **Range (NEDC):** purely electric: > 30 km, **Charging time:** up to 2.5 h

## A view into the future Porsche Sport Turismo

The Sport Turismo unites the next generation of hybrid drive with new ideas for an evolutionary, sporty body contour; it combines Porsche performance with wide-ranging day-to-day usability.



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### Body: Sports appeal and functionality in further developed design

The body concept of the Panamera Sport Turismo is an outlook on a possible Porsche sports car of tomorrow: The overhangs are short, and the boot lid is large – both sporty and functional. The concept car combines the dimensions of a premium vehicle with the interior comfort of the luxury class. The Sport Turismo is 1,990 mm wide, a low 1,401 mm in height and 4,950 mm long. Its direction indicators and sidelights are integrated in C-shaped lighting units – known as C-Blades – mounted in the large air inlets at the front end. Together with four-point LED headlights in an innovative design, they define the front end appearance of the concept car.

The smooth and taut exterior skin is not interrupted by add-on parts – there are no conventional exterior mirrors. In their place, the Sport Turismo has two cameras mounted in the side air outlets whose images are shown on the displays in the cockpit. The rear body has been completely reshaped, yet it retains all of the characteristics of a Porsche. The rear lights in LED technology and the tail-light panel with the “Porsche” badge are sculpted in three dimensions, and the brake light is positioned between the four-point LED rear lights. Forming the roof termination is an adaptive carbon rear spoiler that produces improved downforce.

The new Liquid Metal Blue colour gives the concept car a surface that resembles liquid metal and highlights its contours and design lines more distinctly. The wheels in dual-spoke design have a bi-colour look, and the brake callipers are painted Acid Green. The hub locks of the wheels recall the origins of every Porsche – which is motorsport. “e-hybrid” badges on the sides refer to the car’s drive concept, while the name “Sport Turismo” at the rear, framed in the same Acid Green colour, emphasises the car’s concept character. The milled aluminium battery housing is mounted under the boot floor, which is made of electrochromatic glass



**New, but typical Porsche:** The rear has been completely remodelled

and reveals a view of the energy source illuminated in Acid Green at the press of a button.

### “e-hybrid” stands for plug-in hybrid technology from Porsche

The drive technology of the Panamera Sport Turismo completes the next development step towards the plug-in hybrid, symbolised by the “e-hybrid” badge on the front wings. The car’s new ability to be charged from the electrical power grid has been combined with even higher performance components. The concept vehicle with its 416 hp (306 kW) of peak system power is designed to be driven in pure electric mode up to a speed of 130 km/h and can cover distances of over 30 km. The Sport Turismo also exhibits impressive fuel economy per the NEDC standard; its combined fuel consumption is less than 3.5 litres per 100 km, while CO<sub>2</sub> emissions are under 82 g/km.

The drive system of the Panamera Sport Turismo is an advanced development of the parallel full hybrid that Porsche already implements today in the Panamera S Hybrid and Cayenne S Hybrid. The new electric motor produces about 70 kW (95 hp), which is around twice as much as in

today’s Porsche hybrid drive, while the supercharged three-litre V6 engine still produces 245 kW (333 hp) here. In their interplay, they accelerate the concept car from zero to 100 km/h in less than six seconds.

### Power pack: lithium-ion battery with external charging capability

The electric power pack of the Sport Turismo e-hybrid consists of a lithium-ion battery whose performance is several times that of the nickel-hydrate battery currently used in production, although it has practically the same dimensions. Its 9.4 Kilowatt-hours of energy storage capacity and high peak power enable faster acceleration, longer electric driving range and higher speeds when driving without the internal combustion engine.

The default operating mode of the e-hybrid prioritises all-electric driving, but the driver may deactivate this by pressing a special button on the steering wheel. In addition, when the car is being operated in hybrid mode the driver can select the e-charge mode by pressing the steering wheel button to intentionally intensify charging of the high-voltage battery. This is especially useful when one section of

### Data sheet

#### Specifications Panamera Sport Turismo concept car:

**Body:** Sport Turismo with four individual seats, four doors and boot lid

**Drive system:** Parallel full hybrid; 3-litre V6 engine, charged; hybrid module with electric motor and disengagement clutch; rear-wheel drive

**Power:** 245 kW (333 hp) V6 engine approx. 70 kW (95 hp) hybrid module 306 kW (416 hp) (combined peak power)

**Suspension:** Double wishbone front suspension; electro-mechanical power steering; multi-link rear suspension

**Dimensions:** Length 4,950 mm Width 1,990 mm Height 1,401 mm

**Energy supply:** Lithium-ion battery with 9.4 kWh capacity and plug-in charging system compatible with electrical power grid

**Performance:** Top speed, pure electric mode approx. 130 km/h; Acceleration: 0–100 km/h <6.0 sec

**Consumption (NEDC):** Combined < 3,5 l/100 km

**CO<sub>2</sub>-emissions:** Combined < 82 g/km

**Range (NEDC):** Pure electric mode: > 30 km

**Charging time:** up to 2.5 h

the driving route on a motorway is followed by a section through a city that should be driven in pure electric mode without local emissions. In the e-charge mode, the internal combustion engine charges the battery by load point shifting, while satisfying rational energy management criteria.

As a plug-in hybrid, the fluid-cooled lithium-ion battery is not only charged while driving; it can also be externally charged within 2.5 hours (depending on the power supply) via a charging interface on the vehicle. Porsche systematically thought through all aspects of the concept car's plug-in system; it utilises a universal charger (AC) that is wall-mounted in a home garage and has a standardised charging plug.

#### Familiar and yet completely new: touch displays for instruments and controls

The interior of the Sport Turismo is a forward-looking interpretation of purist sports car thinking: as little as possible and as much as necessary. Instead of classic instruments, a large central TFT



**Modern communication:** Smartphone apps control the vehicle's condition

colour display is positioned in front of the driver; it is used to call up and display any vehicle information as needed – from the tachometer to driving data or navigation. Two monitors, one to the left and one to the right of this display, show images from the “exterior mirror” cameras. Two additional displays in tube form provide information on the hybrid-specific driving states, e.g. pure electric driving, as well as other functions. The power meter in the instrument panel illuminates in Acid Green and shows the combined system power of the two drives.

A press on the touch-sensitive colour display starts the e-hybrid. Naturally, on the side that is typical of a Porsche: the left side. A completely new type of touch display in the ascending centre console incorporates additional controls; this is the control centre for the e-hybrid and all other functions that is implemented in black panel technology. It offers the driver the option of influencing the hybrid drive via smart keys to choose maximum driving fun, maximum performance or maximum efficiency. All driving indicators and control functions are also intuitively

operated by multi-touch functionality, such as automatic climate control, seat adjustment, lights, reversing camera and the functions of Porsche Communication Management (PCM).

#### Wide-ranging communications and control via smart phone app

The Panamera Sport Turismo gives the driver entirely new options for customised communications. The driver can use mobile online services to access and control all key vehicle information with a smart phone app. Charge control by mobile phone shows the user just how much electricity the battery has already stored at any given time and predicts how much more time the charging process will take. In addition, there is a charging timer with user-defined charging times. Moreover, the vehicle's interior can also be preconditioned by mobile phone, e.g. by turning on the air conditioner, and the vehicle will already be at the right temperature before driving with electricity supplied from a household electrical outlet.

#### Public relations and press Product press

01 News from Porsche AG

# Advanced active all-wheel drive for even more driving fun and safety

## Lighter, faster, more agile: The new 911 Carrera 4

**Outstanding performance and efficiency:** The new 911 Carrera 4th Generation, comprising the dynamic advantages of the most modern version of the active all-wheel drive PTM



**Technical data 911 Carrera 4S** – Engine: flat-six engine, **Displacement:** 3,800 cc, **Power:** 294 kW (400 hp), **Maximum torque:** 440 Nm, **Top track speed:** 299 (297) km/h, **Acceleration (0–100 km/h):** 4.5 sec (4.3 sec), **CO<sub>2</sub>-emissions:** 234 (215) g/km, **Fuel consumption (NEDC), City:** 14.2 (12.7) l/100 km, **Highway:** 7.5 (7.0) l/100 km, **Combined:** 9.9 (9.1) l/100 km / Efficiency class Germany (value in brackets with PDK): G (G), / Efficiency class Switzerland (value in brackets with PDK): G (G)

## 01 News from Porsche AG

The new Porsche 911 Carrera 4 unites the excellent performance and efficiency of the new generation of the 911 Carrera with the dynamic benefits of the latest version of the active all-wheel drive system PTM (Porsche Traction Management). The typical Porsche all-wheel drive with rear-focused layout in this latest 911 version guarantees maximum vehicle dynamics on a wide variety of road surfaces and in all weather conditions. The new 911 Carrera 4 models deliver traction and dynamic performance the power of four.

The new all-wheel drive 911 is being launched on the market in four versions – as the 911 Carrera 4 and 911 Carrera 4S and each as Coupé and Cabriolet. They sport the same traits as the rear-wheel drive versions: their lightweight body design, suspension, engines and gearboxes are identical, the only exception being modifications related to the all-wheel drive. This means that despite a higher level of engine and driving performance, all four models consume significantly less

fuel than the previous models; total savings for individual versions are as much as 16 per cent. In addition, the new 911 Carrera 4 is up to 65 kg lighter in weight.

The most distinct identifying feature of the 911 with all-wheel drive is still the wide rear section: compared to the two-wheel drive 911 Carrera models, the rear wheel housings each extend further outward by 22 mm, and the rear tyres are each ten millimetres wider. The traditional red light band that connects the two taillights has also taken on a new form.

### **Porsche Intelligent Performance: high levels of driving performance, low fuel consumption**

All new models have a seven-speed manual gearbox as standard, and the Porsche Doppelkupplung (PDK) gearbox is available as an option. The 911 Carrera 4 Coupé with 350 hp (257 kW) can sprint from zero to 100 km/h in as little as 4.5 seconds (Cabriolet: 4.7 s) and reach a top speed of up to 285 km/h (Cabriolet: 282

km/h), depending on equipment features. Fuel consumption with PDK is 8.6 l/100 km (CO<sub>2</sub> 203 g/km) for the Coupé and 8.7 l/100 km (CO<sub>2</sub> 205 g/km) for the Cabriolet.

The Coupé and Cabriolet of the 911 Carrera 4 S each have a 3.8-litre rear-mounted boxer engine that produces 400 hp (294 kW); this enables acceleration to 100 km/h in 4.1 seconds (Cabriolet: 4.3 seconds) and a top speed of 299 km/h (Cabriolet: 296 km/h) with a suitable equipment configuration. Fuel consumption values with PDK are 9.1 l/100 km (CO<sub>2</sub> 215 g/km) for the Coupé and 9.2 l/100 km (CO<sub>2</sub> 217 g/km) for the Cabriolet.

## 22 mm wider at the edge to emphasise the 10 mm wider tyres of the new Carrera 4 models

### **All new models have seven-speed transmission:**

The manual transmission as standard, Porsche Doppelkupplung (PDK) available as an option



01 News from Porsche AG



The most striking feature: The wide rear with strip lighting and the unique front apron with air intake slats

**The new all-wheel 911 is available in four variants: 911 Carrera 4 and 911 Carrera 4S, both available as a Coupé or a Cabriolet**





**The design of the all-wheel drive:** With emphasis on the rear guarantees maximum driving dynamics on various surfaces and in all weather conditions

**New: all-wheel drive indicator, Porsche Active Safe, sliding glass sunroof, extended Sport Chrono pack**

In the new 911 Carrera 4, a new menu in the instrument cluster informs the driver how the PTM all-wheel drive is currently distributing engine power. In addition, with the debut of the 911 Carrera all-wheel drive models Porsche is introducing the optional Adaptive Cruise Control (ACC) to the entire model range, which controls distance to traffic ahead and vehicle speed.

When ordered with PDK, the ACC system adds the safety function Porsche Active Safe (PAS), which helps to prevent front-end collisions. In addition, Porsche offers a new sliding glass sunroof as an optional feature for the 911 Carrera Coupé. Driving 911 cars with a manual gearbox and

Sport Chrono pack can now be even sportier: In Sport Plus mode, the system automatically double-declutches during downshifts.

The new all-wheel drive models replace a very successful previous generation, of which a total of about 24,000 units have been sold since 2008. This represents a 34 per cent share of total sales of second generation 997 models. This previous generation launched with one of the greatest development steps in powertrain technology that the 911 with all-wheel drive ever made: new were the engines with direct petrol injection, Porsche Doppelkupplung (PDK) gearbox and electronically controlled Porsche Traction Management (PTM). In July 2011, Porsche crowned the model series with the 911 Carrera 4 GTS, whose 3.8-litre engine was boosted to 408 hp (300 kW).

**World premiere at the Paris International Motor Show**

The new Porsche 911 Carrera with all-wheel drive will make its first public appearance at the 2012 Paris International Motor Show. The new 911 models will launch at the end of 2012. Prices in Germany are 97,557 euros for the 911 Carrera 4 Coupé and 110,290 euros for the Cabriolet. The 911 Carrera 4 S costs 112,313 euros as a Coupé and 125,046 euros as a Cabriolet. All prices include 19 per cent VAT and country-specific features.

**Public relations and press  
Product press**



The new all-wheel models replace a very successful generation of predecessors of which, by 2008, 24,000 had been sold

### 911 Carrera 4

**Engine:** Six-cylinder Boxer engine  
**Displacement:** 3,436 cc  
**Power:** 257 kW (350 hp)  
**Maximum torque:** 390 Nm  
**Top track speed:**  
 285 (283\*) km/h  
**Acceleration (0–100 km/h):**  
 4.9 sec (4.7 sec\*)  
**CO<sub>2</sub>-emissions:** 219 (203\*) g/km  
**Fuel consumption (NEDC)**  
**City:** 13.2 (11.7\*) l/100 km  
**Highway:** 7.1 (6.8\*) l/100 km  
**Combined:** 9.3 (8.6\*) l/100 km

\*Values with Porsche Doppelkupplung (PDK) gearbox

### 911 Carrera 4S

**Engine:** Six-cylinder Boxer engine  
**Displacement:** 3,800 cc  
**Power:** 294 kW (400 hp)  
**Maximum torque:** 440 Nm  
**Top track speed:**  
 299 (297\*) km/h  
**Acceleration (0–100 km/h):**  
 4.5 sec (4.3 sec\*)  
**CO<sub>2</sub>-emissions:** 234 (215\*) g/km  
**Fuel consumption (NEDC)**  
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**Highway:** 7.5 (7.0\*) l/100 km  
**Combined:** 9.9 (9.1\*) l/100 km

\*Values with Porsche Doppelkupplung (PDK) gearbox

### 911 Carrera 4 Cabriolet

**Engine:** Six-cylinder Boxer engine  
**Displacement:** 3,436 cc  
**Power:** 257 kW (350 hp)  
**Maximum torque:** 390 Nm  
**Top track speed:**  
 282 (280\*) km/h  
**Acceleration (0–100 km/h):**  
 5.1 sec (4.9 sec\*)  
**CO<sub>2</sub>-emissions:** 224 (205\*) g/km  
**Fuel consumption (NEDC)**  
**City:** 13.5 (11.9\*) l/100 km  
**Highway:** 7.2 (6.9\*) l/100 km  
**Combined:** 9.5 (8.7\*) l/100 km

\*Values with Porsche Doppelkupplung (PDK) gearbox

### 911 Carrera 4S Cabriolet

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**CO<sub>2</sub>-emissions:** 236 (217\*) g/km  
**Fuel consumption (NEDC)**  
**City:** 14.4 (12.9\*) l/100 km  
**Highway:** 7.6 (7.1\*) l/100 km  
**Combined:** 10.0 (9.2\*) l/100 km

\*Values with Porsche Doppelkupplung (PDK) gearbox

## 01 News from Porsche AG

# Cayenne S Diesel: A measure of efficiency and power New top diesel model with biturbo V8

Dr. Ing. h.c. F. Porsche AG is launching its most powerful diesel model on the market as the Cayenne S Diesel. The 4.2-litre eight-cylinder engine with biturbo charging produces 382 hp (281 kW) and offers a maximum torque of 850 Newton metres. This drives the new Cayenne S Diesel to top values in both dynamic per-

formance and efficiency: The new top diesel completes the sprint from zero to 100 km in 5.7 seconds, and its top speed is 252 km/h. In the process, it utilises energy in an exemplary way: Its NEDC fuel consumption is just 8.3 litres per 100 km (CO<sub>2</sub>: 218 g/km). One factor contributing to this excellent value is the auto

start/stop function; the new model is the world's only SUV with a diesel V8 to offer this functionality.

The Cayenne S Diesel offers a driving experience that is typical of a Porsche and yet is altogether new. It is emotional like a sports car in its dynamic performance



**The heart of an athlete:** The V8 diesel engine gives the performance we have come to expect from all Porsche V8 engines

## 01 News from Porsche AG

and sound. The smooth running properties and resonant sound of the eight-cylinder engine attain a level comparable to that of previous Porsche V8 engines. The Cayenne S Diesel gets its very special character from PTM active all-wheel drive. This system produces the driving qualities of a rear-wheel drive vehicle – together with all of its benefits in handling and precision. In a sporty, dynamic style of driving, front-wheel drive actions precisely adapted to the driving situation intervene to improve stability and traction. The optional Porsche Torque Vectoring Plus (PTV Plus) makes this excellent dynamic performance even sportier.

The Cayenne S Diesel with its superior engine power is also the ideal vehicle when towing and manoeuvring boat or horse trailers. The Cayenne S Diesel still has sufficient power reserves even when working at its maximum towing capacity of 3.5 metric tonnes. The new vehicle also takes on the role of a long-distance champion: based on its NEDC fuel consumption the

Cayenne S Diesel – equipped with an optional 100-litre fuel tank – can be driven a distance of about 1,200 km without having to stop to refuel.

On its exterior, the new top diesel model is an uncompromising Cayenne S as well, and it displays the typical visual features of the eight-cylinder versions. The brake system, for example, has been sized to handle the car's power output, and it is identified by its silver brake callipers. The black fins at the front end emphasise the open air inlets. As on the Cayenne Diesel,

**As emotional as a sports car, yet as economical as a diesel. The Cayenne S Diesel scores top marks in driving dynamics and efficiency**

the “diesel” badges at the front ends of the wings call attention to the operating mode of the V8 engine. The model badge at the rear identifies it as a Cayenne S.

The Cayenne S Diesel will launch on the market in January 2013 and will cost 77,684 euros in Germany – including 19 per cent VAT and country-specific features.

**Public relations and press  
Product press**

### CAYENNE S DIESEL DATA SHEET

**Engine:** V8 Motor  
**Displacement:** 4,134 cc  
**Power:** 281 kW (382 hp)  
**Maximum torque:** 850 Nm  
**Top track speed:** 252 km/h  
**Acceleration (0–100 km/h):** 5.7 sec  
**CO<sub>2</sub>-emissions:** 218 g/km  
**Fuel consumption (NEDC)**  
**City:** 10.0 l/100 km  
**Highway:** 7.3 l/100 km  
**Combined:** 8.3 l/100 km



**New dimensions:** The active all-wheel drive PTM gives the Cayenne S Diesel the driving characteristics of a rear-wheel drive



Please visit [www.porsche.com](http://www.porsche.com) for further information.

**Your genes.**

**Your fingerprint.**

**Your 911.**

**A package second to none.**

### **The Porsche Exclusive 911 deal.**

Porsche Exclusive is personalization at a high level. Design options: unlimited. Precision: extraordinary. Exclusivity: terrific. Case in point: the 911 Carrera S in Guards Red. Headlight cleaning system cover, painted. Air intake grille, painted. Rim star, painted in black.

In other words: 100 % Porsche. 100 % you. Happen to have another 911 additional wishes?

We'll gladly make them too come true.



**PORSCHE**

## 02 INFORMATION EXCHANGE

### PORSCHE DRIVING EXPERIENCE IN WINTER EXPERIENCING DRIVING ON SNOW AND ICE

This winter, the Porsche Driving Experience will once again offer you a lot of challenges on snow and ice. Right in the north of Finland at temperatures down to minus 30 degrees celsius. On snowy pistes or a frozen lake prepared especially for Porsche. In icy yet controlled conditions you will learn how to improve your driving skills, and naturally you will be under the guidance of professional instructors. Whether you wish to practise targeted braking, evasive manoeuvres or controlled drifting on specially prepared ice courses, there are no limits to the possible situations you can drive through.

That just leaves the question of how exactly you would like to spend the winter. The aim of Camp4, Camp4S and Ice-Force is largely identical: driving pleasure. Accept the challenge and shift up a gear this winter.



Further information is available from the Porsche Travel Club at: [www.porsche.de/travelclub](http://www.porsche.de/travelclub)  
E-mail: [info@porschetravelclub.de](mailto:info@porschetravelclub.de) or simply call us on: **+49 (0) 711 – 911 2 33 60**



**Crossing the ice in style:** The experience of driving on snow and ice with the Porsche Travel Club

## 02 Information Exchange

# PORSCHE SPORT DRIVING SCHOOL

## PRECISION-TRAINING

### FIA-CERTIFIED TEST TRACK IN LEIPZIG

Precision – the basis of sporty driving. The two-day precision training session on Porsche's FIA-certified test track in Leipzig is designed for just this purpose.

The first training day is based largely around vehicle handling and correct behaviour in dangerous situations. With professional guidance, you will learn the correct way to approach and drive around bends. Potential danger moments that may occur in normal road driving will be considered. It is particularly important to learn to gauge the speed correctly and to be able to react quickly. You will practise evasive manoeuvres and learn the effect that even small differences in speed can have on the intensity of load changes. You will gradually approach situations in which you come close to losing control of the vehicle. You will also learn through practical exercises how to maintain control even at the limit.

On the second training day, you will be able to experience driving pleasure on the race circuit. You will have ample opportunity to train your precision steering, measured braking and controlled acceleration – those are the basic requirements for driving safely around a bend. But, of course, there's plenty of room for fun, too.

**Date:**

27/10 – 28/10/2012

**Price:**

1,250.00 euro

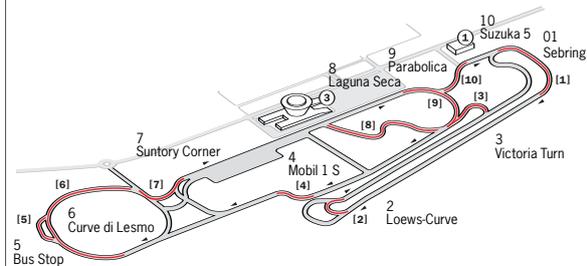
Further information is available from the Porsche Sport Driving School at: [www.porsche.com/sportdrivingschool](http://www.porsche.com/sportdrivingschool)

E-mail:

[info@porschessportdrivingschool.de](mailto:info@porschessportdrivingschool.de)

or simply call us on:

**+49 (0) 711 – 911 2 33 64**



**Safe and precise:** Precision training will teach you perfect control when driving at the limit

## 02 Information Exchange

# EQUIPMENT HIGHLIGHTS IN WINTER WINTER WHEELS AND TYRE SETS

**Your Porsche was designed for everyday use, so there is no reason why it should be forced to take shelter in the garage for the winter months. Enjoy uninterrupted driving pleasure in the colder months, and enhance it with the Porsche Tequipment range of accessories.**

For us, winter begins with the first snow fall. For summer tyres, however, it begins as soon as temperatures dip below around +7 °C. Below this point, the tyre compound begins to harden and braking distances are increased.

This is why we recommend the use of winter wheel and tyre sets from Porsche Tequipment below this temperature. All the winter tyres in this range have been co-developed, tested and approved by Porsche so you can rest assured that they conform to the Porsche specification, as indicated by the special Porsche designation (NO, N1, etc.) on the sidewall.

### The benefits are many

Your vehicle will continue to provide the high standards of driving safety for which Porsche is renowned, the tyres have been optimised to

produce less noise, their reduced rolling resistance helps to improve fuel economy and braking distances are shorter compared with both summer and all-season tyres.

In addition, only tyres with our 'N' marking are designed to offer optimum compatibility with the functions of Porsche chassis control systems and meet our exacting requirements for durability and stability at high speed.

Just as they satisfy your requirements for exterior design. Our winter wheel and tyre sets are styled to complement your vehicle, for an overall appearance that is harmonious as well as sporty.

Here we got a winter wheel and tyre sets. So if you think of the winter, you feel warm at heart right away.



### BOXSTER (981)

19-inch Boxster S wheels with winter tyres  
Front: 8 J x 19 ET 57  
Rear: 9.5 J x 19 ET 45  
Front: 235/40 R 19 92V M+S  
Rear: 265/40 R 19 98V M+S

Available e. g. for Boxster, Boxster S, Cayman and Cayman S



### BOXSTER (987) / CAYMAN

18-inch Boxster S II wheels  
Front: 8 J x 18 ET 57  
Rear: 9 J x 18 ET 43  
Front: 235/40 R 18 91V M+S  
Rear: 255/40 R 18 95V M+S

Available e.g. for Boxster, Boxster S, Boxster Spyder, Cayman, Cayman S and Cayman R



### 911

20-inch Carrera S wheels with winter tyres  
Front: 8.5 J x 20 ET 51  
Rear: 11 J x 20 ET 70  
Front: 245/35 R 20 91V M+S  
Rear: 295/30 R 20 97V M+S

Available e.g. for all 911 Carrera and 911 Carrera S models. Available in other sizes for 911 Carrera 4 models



### CAYENNE

20-inch RS Spyder Design wheels  
Front/ Rear: 9 J x 20 ET 57  
Front/ Rear 275/45 R 20 110V XL M+S

Available for all Cayenne models from Model Year 2011 onwards



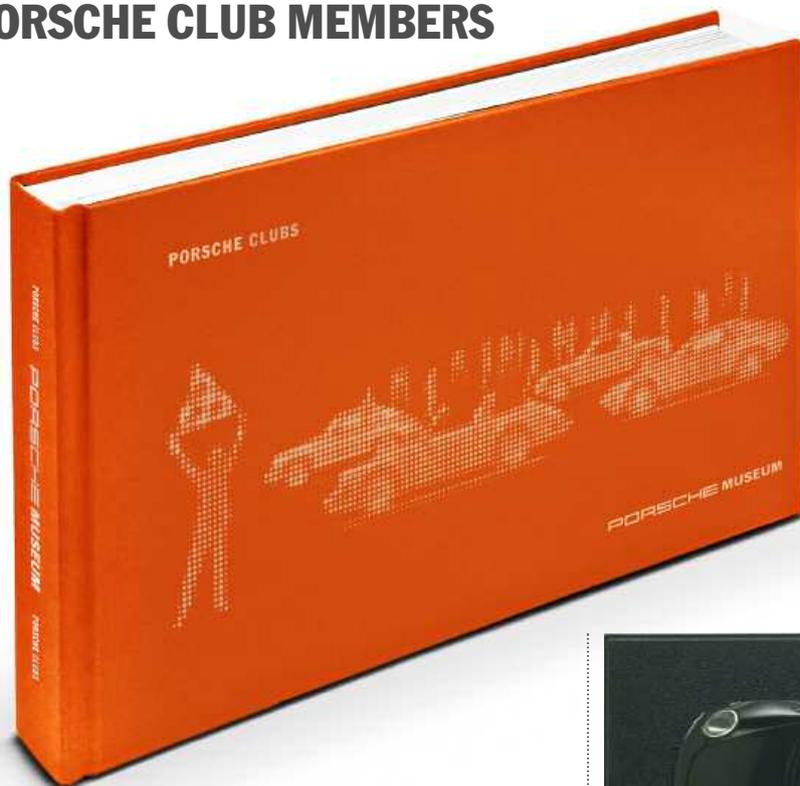
### PANAMERA

19-inch Panamera Turbo wheels  
Front: 9 J x 19 ET 60  
Rear: 10 J x 19 ET 61  
Front: 255/45 R 19 100V M+S  
Rear: 285/40 R 19 103V M+S

Available for all Panamera models

## 02 Information Exchange

# EXCLUSIVE PRODUCTS FOR PORSCHE CLUB MEMBERS



## PORSCHE MUSEUM PORSCHE CLUBS MUSEUM BOOK TO CELEBRATE THE ANNIVERSARY

To celebrate the anniversary year of Porsche Clubs, the Porsche Museum has brought out a museum book about the history of the Clubs and the establishment of the worldwide Club community. The book's approximately 180 pages tell the story of the Porsche Clubs. The reader will learn about the most interesting, enjoyable and spectacular moments in Club history. The book is available in German and English for 14.90 euro. It is a veritable cornucopia of stories, facts and background for all Porsche and Porsche Club enthusiasts. The book can be ordered directly from the Museum shop.

**For further questions, the staff at the Museum shop will be pleased to help you.**

**Simply call: +49 711 911 23007**



## DRIVER'S SELECTION BY PORSCHE DESIGN SCALE MODEL OF THE PORSCHE 911 CLUB COUPE

**Just for Porsche Clubs**, Driver's Selection by Porsche Design is offering the exclusive Porsche Club Coupe as a high-quality, detailed model car. To commemorate the founding year of the first Porsche Club, **1952 of these models** will be produced. The limited run will make the model, like its full-sized counterpart – which was presented to mark the Club anniversary and of which only 13 have been produced – a desirable collector's item.

**For further information about the model version of the Porsche 911 Club Coupe, please contact**

**Mr. Martin Herold:**

**Telephone: +49 711 911 78398**

**E-mail: [Martin.Herold@porsche.de](mailto:Martin.Herold@porsche.de)**

## 02 Information Exchange

# PORSCHE CLASSIC WHAT'S ON THE HOOD OF EVERY PORSCHE – THE ORIGINAL CREST AS A QUALITY SEAL

An essential and much-loved detail of the Porsche 356 and the early Porsche 911 is now available again. Following extensive research, the experts at Porsche Classic have reproduced the original Porsche crest. The relaunched crest is true to the colours and materials of the original and is, of course, "Made in Germany".

The new Porsche Crests are available for the front hood handle of all Porsche 356 (model year 1954 – 1965) and for the hood of the early 911 models (model year 1963 – 1973). As of August 2012, you can order them via your local Porsche centre.

The 911 crests for the model years 1974–1998 will still be available at Porsche Classic.

Further information can be viewed by following the link below to the Porsche Classic home page:  
<http://www.porsche.com/germany/accessoriesandservices/classic/catalogue/crest/>

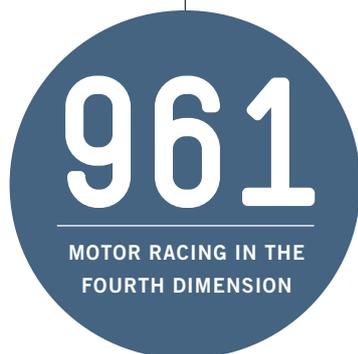


**The original:** The "old" crests of historic Porsche model lines are being reissued

02 Information Exchange

# Porsche number games

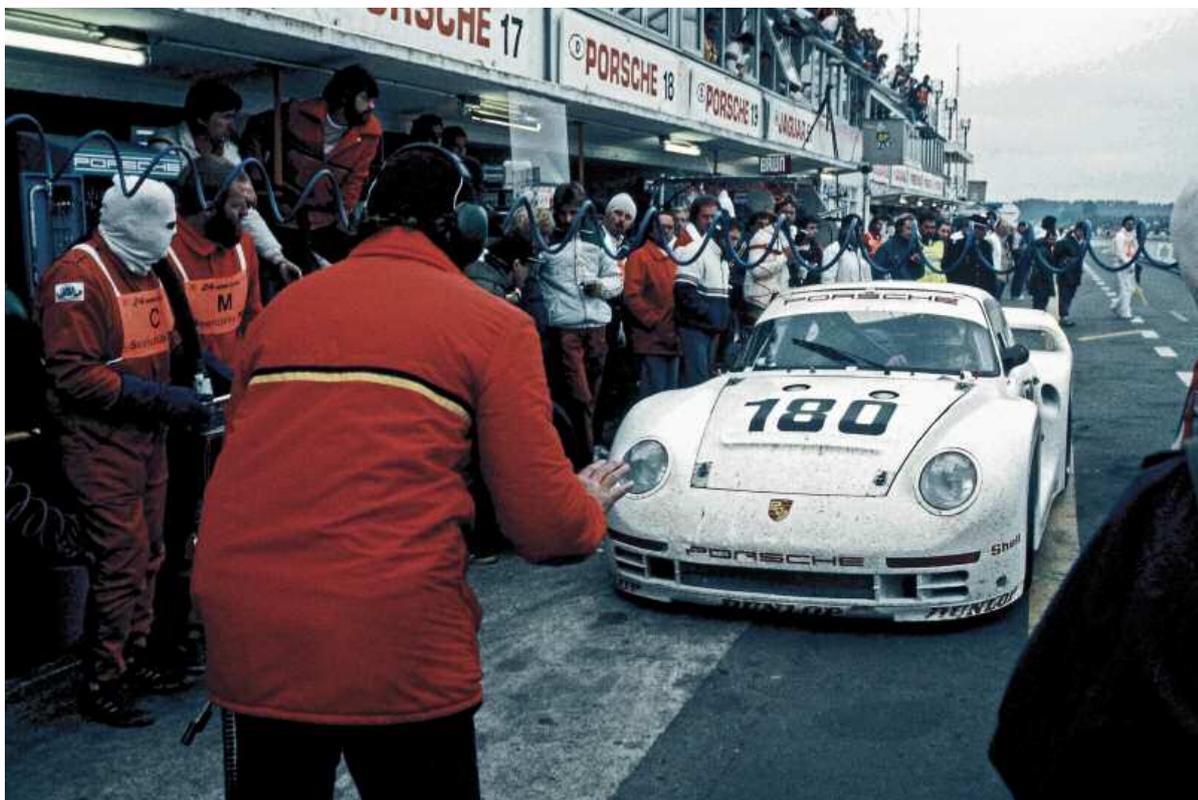
It is our pleasure to present you with a special number in every issue of our "number games" feature. This time, we focus on the number 961.



## PORSCHE 961

In 1985, Porsche made its very successful rally sports car, the Porsche 959, the basis of a new racing vehicle especially for race tracks. This was the Porsche 961.

What sets the Porsche 961 apart? **It is the only all-wheel-drive vehicle ever raced at Le Mans.**





[www.porsche.com/travelclub](http://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**

# 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.



**MICHELIN**

*A better way forward*

## 04 Porsche Club Special



**Porsche Clubs**  
w o r l d w i d e



## 60 YEARS OF PORSCHE CLUBS WORLDWIDE

### Part 4/5: 1983–1997

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. Today, 181,000 Club members represent a life of Porsche enthusiasm and strong ties with the brand and with the Porsche company.

Part 4 of our series highlights the period from 1983–1997: From Stefan Bellof's lap record to the introduction of model line 996



**State of affairs:** The Porsche Speedster is presented at the Frankfurt Motor Show (Internationale Automobil-Ausstellung, IAA) in 1987

## 04 Porsche Club Special

# 60 YEARS OF PORSCHE CLUBS WORLDWIDE

## Part 4/5: 1983–1997

1983 — Porsche presented in Frankfurt the **Porsche 959 Group B** concept1984 — The **McLaren-TAG Porsche** team drives from victory to victory

### 1983

- 083. Porsche Club Jura **28/01/1983**
- 084. Porsche Club Motus Hamm e.V. **01/07/1983**
- 085. Porsche Club Inntal e.V. **03/10/1983**
- 086. Porsche Club of Western Australia **24/10/1983**
- 087. Porsche Club Hamburg e.V. **09/11/1983**
- 088. Porsche Club Rhein-Ruhr e.V. **15/11/1983**

### MAKE A WISH

**1983** — On 24th of October 1983 the **Porsche Club of Western Australia** is founded.

### ONE CLUB'S CHARITY EVENTS

"Almost 200 Porsches of all different colours, models and years of construction came together in Perth, Western Australia to form a record-breaking convoy. The Porsche Club of Western Australia initi-



**Make a Wish Drive** organised by the Porsche Club of Western Australia

ated the **"Driving for Dreams"** Event in order to raise money for the Make-A-Wish Foundation."



**Almost 200 Porsches of all different colours, models and years of construction** came together in Perth, Western Australia

"The day was a real success. It far exceeded all of our expectations!" stated Deryck Graham, the event's organiser. The event raised over 50,000 dollars. The Make-A-Wish-Foundation looks after children and young people with serious illnesses; its mission is to grant them joy and experiences, so that their most secret and eagerly awaited wishes can be fulfilled."

**1983** — During a training session for the **1,000-km race at the Nürburgring**, **Stefan Bellof** reaches an average speed of 200 km/h in a Porsche 956, which is a new record in the history of the Nürbur-

gring. The lap record he set at the Nürburgring-Nordschleife (6 min 11 s) still stands today!

### 1984

- 089. Porsche 356 Register of South Africa **01/01/1984**
- 090. Porsche Club Lahntal e.V. **13/01/1984**
- 091. Porsche Club Niederrhein e.V. **18/01/1984**
- 092. Porsche Club Saar e.V. **02/02/1984**
- 093. Porsche Club Ostfriesland e.V. **09/03/1984**
- 094. Porsche Club Rheinhessen e.V. **29/03/1984**
- 095. Porsche Club Hildesheim e.V. **14/06/1984**
- 096. Porsche Club Baden **25/09/1984**
- 097. Porsche Club Rheinland e.V. **05/10/1984**
- 098. Porsche Club Paderborn e.V. **13/10/1984**
- 099. Porsche Club Heilbronn-Hohenlohe e.V. **31/10/1984**
- 100. Porsche Club Rems-Jagst e.V. **14/11/1984**
- 101. Porsche Club Isartal-München e.V. **23/11/1984**
- 102. Porsche Club Solothurn **18/12/1984**

### ON THE FAST TRACK

**The German Clubs take off!** In 1984, under the aegis of the German umbrella association, 12 Clubs are founded in Germany. Porsche Club Niederrhein, Porsche Club Saar, Porsche Club Ostfriesland, Porsche Club Rheinhessen, Porsche Club Hildesheim, Porsche Club Baden, Porsche Club Rheinland, Porsche Club Paderborn, Porsche Club Heilbronn-Hohenlohe, Porsche Club Rems-Jagst, Porsche Club Isartal-München and Porsche Club Lahntal.

## 04 Porsche Club Special

In Switzerland, **Porsche Club Solothurn** is founded and in South Africa the **Porsche 356 Register of South Africa** comes into being.

**The 911 celebrates a sublime comeback in the Paris–Dakar Rally.**

No small achievement in the world's toughest rally: first, sixth and 26th places. The 5,000 km test in the desert pays dividends as all three all-wheel Carerras, painted in the colours of sponsor Rothmans, come home in the 1984 Rally.

**McLaren-TAG Porsches** speed from victory to victory through the 1984 season.

At the end of the season, the Formula 1 World Champion is secure with driver Niki Lauda. In 1985 and 1986 it is Alain Prost who takes the World Championship in brilliant style in the McLaren-TAG Porsche, now producing up to 900 hp. — **Stefan Belof** wins the 1984 World Endurance Championship in a 956.

### 1985

- 103. Porsche Club Unterfranken e.V. 01/01/1985
- 104. Porsche Club Ulm/Neu Ulm e.V. 17/01/1985
- 105. Porsche Club Zytglogge-Baern 26/04/1985
- 106. Porsche Club Graubünden 08/05/1985
- 107. Porsche Club Vierseenland e.V. 24/05/1985
- 108. Porsche Club Augsburg e.V. 04/09/1985

### “WE DON'T LIKE TAKING THINGS STEADILY.”

In 1985, a handful of enthusiastic Porsche drivers founded the **Porsche Club Vierseenland e.V.** The affiliation that the founding members felt with the beautiful scenery of Upper Bavaria between the four lakes of Lake Starnberg, Amersee, Pilsensee and Würthersee led to the choice of name.

**“THE PORSCHE CLUB VIERSEENLAND IS A MEETING PLACE FOR ALL THOSE WHO WOULD RATHER GO AND DO A FEW LAPS OF GO-KARTING THAN GO ON A LEISURELY DRIVE THROUGH THE IDYLL OF THE ALPS.”**



Porsche 959 Pharaohs' Rally 1985

The **944 Turbo** is exhibited. Porsche showcases the **959** at the Frankfurt Motor Show (Internationale Automobil-Ausstellung, IAA), demonstrating its technical competency. The **Porsche 962** models bring back the manufacturers' world championships to Zuffenhausen. **Hans-Joachim Stuck** and **Derek Bell** clinch the long-distance drivers' world championship title.

### 1986

- 109. Australian Porsche 356 Register Inc. 01/01/1986
- 110. Porsche Club Hohenzollern e.V. 10/01/1986
- 111. Porsche Club Brandenburger Tor e.V. 10/03/1986
- 112. Porsche Club Grenzland e.V. 11/04/1986
- 113. Porsche Club Pfalz Kaiserslautern e.V. 17/04/1986
- 114. Porsche Club Regensburg e.V. 26/04/1986

1986 — **The Australian Porsche 356 Register** is established on 1st of January 1986.

In the same year, Porsche Club Hohenzollern, Porsche Club Brandenburger Tor, Porsche Club Grenzland, Porsche Club Pfalz Kaiserslautern and Porsche Club Regensburg are established. **The Porsche 944 S and the 928 4S** are added to the range of vehicles.

The **24 Hours of Le Mans** concludes with an 11th overall victory for Porsche. In the **Paris–Dakar Rally**, the Type 959 Porsche claims **first, second and sixth places**.



Porsche 959 Paris–Dakar 1986

### CLUB SPORT

1986 — As a contribution to mass sports, the Porsche brand launches its first trophy, the **944 Turbo Cup**. The first overall winner of the newly instated race series is **Joachim Winkelhock**. Taking the honours for most successful driver is the Swabian **Roland Asch**, who raises the Porsche 944 Turbo Cup in 1987, 1988 and 1989.



In 1986, the 944 Turbo Cup starts

## 04 Porsche Club Special

### 1987

- 115. Porsche 914 Club Holland 30/01/1987
- 116. Porsche 911 Club Norddeutschland e.V. 01/02/1987
- 117. Porsche Club Japan 01/04/1987
- 118. Porsche 356 Club Danmark 03/11/1987



Gefeliciteerd: Anniversary Parade 2012 of the Porsche 914 Club Holland

### ICONS AND EXOTICS

**1987** — Following the founding of the **Porsche 914-6 Club**, the **VW Porsche 914 Club Deutschland e.V.** and the **914 Club Schweiz**, the fourth Club for the 914 model is founded in 1987 in the Netherlands: the **Porsche 914 Club Holland**.

In northern Germany, seven enthusiastic and committed fans of the Porsche 911 form the **Porsche 911 Club** in Schleswig-Holstein, the first club related to the "eleven" model.



Porsche Parade in Suzuka



Following the **Porsche 356 Club of Japan**, the first Porsche Club that is not related to a specific model is founded there, the Porsche Club Japan. From this point on, the Porsche Club Japan will organise the traditional Porsche Parade Japan on the **Suzuka race course**.

The **911 family** is extended to include the Carrera Speedster, the 911 Turbo Cabriolet, the 911 Turbo Targa, as well as a 911 Carrera Clubsport. The **Porsche 944 Turbo S** is released in late summer. Porsche announces that it is stepping down from the long-distance championship.



Track Day Porsche Club Singapore

### 1988

- 119. Porsche Club Sicilia 02/03/1988
- 120. Porsche Club Singapore 24/06/1988
- 121. Club Porsche Mexico A.C. 24/11/1988

In **1988**, a group of Porsche-owning enthusiasts in Singapore create the **Porsche Club Singapore**. Initially they meet for the pure pleasure of driving and enjoying Sunday outings together around the peninsula.

**A little pleasure becomes a big one**, and today Porsche Club Singapore has about 200 members and organises regular driving events as well as public Club events. In 2011 it staged the first Porsche Parade Southeast Asia in Singapore and Malaysia.

**Club Porsche Mexico** is set up in Mexico City. It organises a traditional annual Porsche Parade for Club members in November.



Club Porsche Mexico Porsche Parade

At the start of the **1988** season, Porsche enters the American **CART Series**.

### 1989

- 122. Porsche Club Zollernalb e.V. 12/02/1989
- 123. Club VW-Porsche 914 de France 19/02/1989
- 124. Registro Italiano 914 14/04/1989
- 125. Glarner Porsche Club 02/09/1989

## A VIEW TO THE FUTURE ON FERRY PORSCHE'S 80TH BIRTHDAY, THE PANAMERICANA CONCEPT CAR IS RELEASED



1989: Ferry Porsche with his sons and the Panamericana concept car

In 1989, a further two **914 Clubs** are founded. The 914 is now officially a classic. In Italy and France, the **Club VW-Porsche 914 de France** and the **Registro Italiano 914** are founded. — In addition, the Porsche Club Zollernalb e.V. and the Glarner Porsche Club add to the Club scene.

**1989 — Discontinuation of production of the G-series marks the end of an era.** — Its successor is the **Carrera 2**, Type 964. In addition to this, Tiptronic transmission is first made available this year. **The 928 GT is now available with 330 hp.**

### 1990

- 126. Porsche Club Schwalm-Eder 19/01/1990
- 127. Porsche Club Hong Kong 18/03/1990
- 128. Club für den klassischen Porsche 911 12/05/1990
- 129. Porsche Club Veneto e Friuli-Venezia Giulia 07/11/1990
- 130. Porsche Club Osthessen e.V. 14/11/1990

## HONG KONG — THE FRAGRANT HARBOUR

**1990 — Porsche Club Hong Kong** — Hong Kong is one of the classic markets for Porsche in the Asia region. The fact that it nevertheless took until the 1990s to establish a Porsche Club in Hong Kong may be due in part to the limited urban driving space in Hong Kong.

## 04 Porsche Club Special



For this reason among others, Porsche Club Hong Kong organises many enticing overseas trips for its members. The first was to Brighton, England, in 1990. Since then, the Club has ventured to new destinations including Singapore, Malaysia and Thailand, and to important **Formula 1 racetracks like Sepang.**

**The Porsche Carrera Cup** makes its world debut on 1st of April in Zolder, replacing the successful Porsche 944 Turbo Cup.

1990 — When the **911 Carrera 2** appears in autumn 1989, a Cup Version for the 911 is created.

### 1991

- 131. Porsche 356 Club Schweiz **01/01/1991**
- 132. Porsche Club Rhein-Main-Taunus e.V. **13/12/1991**

**1991 — The Porsche 356 Club Schweiz** is founded in the traditional Swiss market in 1991. A large community of enthusiasts for the first Porsche Model is still found here today.

### BOUND TO TRADITION



Porsche 356 Club Schweiz on a visit to the Porsche Museum



From late summer 1991, the **Porsche 968** is launched as a successor to the Porsche 944, which is no longer in production.

### 1992

- 133. Club Porsche de France, Région Méditerranée **07/01/1992**
- 134. Porsche Club Rhein-Main e.V. **15/02/1992**
- 135. Porsche Club Portugal **11/03/1992**
- 136. Porsche Club Osnabrück Weser-Ems e.V. **30/04/1992**
- 137. Porsche Club Bergamo **28/09/1992**
- 138. Porsche 924/944 Club Deutschland e.V. **02/10/1992**
- 139. Porsche Club Freiburg **20/11/1992**

### THE CLUB IN PARADISE

**1992 — Club Porsche de France, Région Méditerranée** — Every year the Région Méditerranée of the Porsche Club France invites to the traditionally renowned Paradis Porsche of Saint-Tropez. At least once in a lifetime every Porsche fan should experience this exquisite and fascinating weekend, which draws around a thousand participants and 500 vehicles to one of the most beautiful places in the world. Not for nothing are some participants already enjoying their 15th visit.

The second important event in this region is the **“Fête des Classics”** in Luberon, itself a tradition.

**1992 — Porsche Club 924/944** — Porsche Club 924/944 Deutschland e.V. was founded in 1991 as the Porsche 924 Club Ruhr-Lippe Syndicate. By March 1992, the Club had already expanded geographically and changed its name to Porsche Club 924/944 Deutschland e.V. Since then, various regional Clubs have formed across the



Paradis Porsche Saint-Tropez



Federal Republic of Germany, looking after their members under the auspices of Porsche Club 924/944 Deutschland e.V.

After the first two years of Porsche Carrera Cup competition, the Porsche Racing Division in Weisach reviews the Carrera Cup. If the first two years of the Carrera Cup were dominated by **Roland Asch**, the 1992 championship belonged to **Uwe Alzen** and laid the foundation stone for his professional motor racing career.



Fête des Classics Luberon

## 04 Porsche Club Special

### 1993

140. Porsche Club Mainfranken e.V. 25/01/1993

141. Klassieke Porsche 911 & 912 Club Nederland  
22/04/1993

**1993** — On 22nd of April 1993, the **Klassieke Porsche 911 & 912 Club Nederland** is formed in the Netherlands. The 911 is now in its 29th year of production. In 1993, the 993 is launched as the successor to the G-model and the 964 model.

The newly-founded Classic Club has a special focus on the **911 and 912 models constructed between 1963 and 1973**; in doing so, it meets the demand for joint care and maintenance of this classic model, which is still relatively recent.



The classic 911s get their own Club

## 1993 — PORSCHE PRESENTS THE FORWARD-THINKING BOXSTER CONCEPT CAR AT THE DETROIT AUTO SHOW.



Porsche future in Detroit



A breathtaking ride through life: Ferry Porsche turns 85 years old

The Gran Turismo **911 Turbo S Le Mans GT**, based on the 911 Turbo S, makes its debut with a class victory at the 12 Hours of Sebring.

In **1993**, the Porsche **911 Carrera Type 993** celebrates its premiere at the Frankfurt Motor Show (Internationale Automobil-Ausstellung, IAA). It will be the last Porsche 911 model to be powered by an air-cooled boxer engine. In addition to this, the Porsche 901 celebrates its 30th anniversary.

### 1994

142. Porsche Club Garmisch-Partenkirchen e.V. 06/05/1994

143. Porsche Club Thailand 20/05/1994

144. Porsche Club Dresden e.V. 20/12/1994

**1994 — Porsche Club Thailand** — After Hong Kong, Singapore and Japan, a fourth Asian market joins the Club world. Porsche Club Thailand regularly organises Porsche Driving Experience events and Porsche Exclusive Roadshows.

— A breathtaking ride through life: **Ferry Porsche turns 85 years old.**

### 1995

145. Porsche 356 Klubb Norge 26/01/1995

146. Porsche Club Lazio 23/03/1995

147. Porsche Club Leipzig e.V. 17/05/1995

148. Porsche Club Westsachsen-Erzgebirge e.V. 04/08/1995

149. Porsche Club 968 Deutschland e.V. 19/09/1995

**1995 — Porsche 968 Club Deutschland** — The engine concept and transaxle technology determined the excellent driving characteristics of the 968 and qualified the Porsche model as a unique sports car.

The Porsche 968 CS Cup, which had been advertised since 1993, formed the basis of private motorsports. It was hardly a surprise that in 1995, the year that production was discontinued, efforts were already being made to form an association that felt compelled to carry out the task of maintaining and carrying on the use of the **Porsche 968**.



Speedy association: Porsche 968s all lined up

## 04 Porsche Club Special

Likewise in 1995, the **Porsche Club Leipzig** is founded at what is to become the location of the Porsche Leipzig GmbH plant. After the reunification of the two German republics, several new Porsche Clubs are founded in the new federal states.

In 1994, the **Porsche Club Dresden** is founded, in 1995, the **Porsche Club Leipzig** and the **Porsche Club Westsachsen-Erzgebirge** are founded; in 2001, the **Porsche Club Thüringen** is founded and in 2005, the **Porsche Club Magdeburg** is founded.

### 1996

- 150. Porsche Club Steiermark 01/03/1996
- 151. Porsche Club Estonia 28/03/1996
- 152. Porsche Club Göppingen e.V. 13/06/1996
- 153. Porsche Club Bayreuth e.V. 13/08/1996
- 154. Porsche Club Winterthur 24/10/1996
- 155. Porsche Diesel-Club Europa e.V. 22/11/1996

**Porsche Club Estonia** is the first Club to be set up in the Baltic states. Porsche Club Estonia stages an



Porsche Track Day of Porsche Club Estonia

annual International Track Day, its field made up almost exclusively of **Porsche 911 GT3** models. Until 2004, Club members enjoyed an annual **excursion** to Uusikaupunki – the Porsche plant there was only 300 km away, while Leipzig was 1,700 km and Zuffenhausen 2,100 km!

In **1996**, seven tractor owners in Bremen founded the **Porsche Diesel Schlepper Club Deutschland e.V.**, with the aim of "preserving and maintaining Porsche-Diesel tractors, advising on and helping



**1996 in Bremen:** The Porsche Diesel Schlepper Club Deutschland is founded



The **Porsche Junior Project** and its patron Dr. Wolfgang Porsche

with the restoration of Porsche-Diesel tractors." In the years since, the Club has gained members in Austria, Switzerland, France and Belgium. Responding to international demand, on 26 February 2000 the Club was renamed the **Porsche Diesel Club Europa e.V.** The Club currently has over 700 members with more than 3,000 tractors in Germany and the rest of Europe.

### PORSCHE JUNIOR PROJECT

Since its initiation at the start of 2007 under the patronage of Dr. Wolfgang Porsche, the **Porsche Junior Project** has enjoyed considerable success. Under its motto, "From lethargy to creativity", old and young people work together as a multi-generational team to restore historic tractors.

The Porsche Junior Project currently runs at 95 educational institutes with a total of 5,000 male and female students.

### 1997

- 156. Club Porsche de France, Rég. Bourgogne/Franche Comté 27/01/1997
- 157. Porsche Club Ireland 11/03/1997
- 158. Porsche Club 928 e.V. 31/03/1997
- 159. Porsche Club Toscana 02/04/1997
- 160. Porsche Club Südliche Weinstraße e.V. 09/05/1997
- 161. Porsche Club Biberach e.V. 01/10/1997
- 162. Porsche Club do Brasil 01/11/1997
- 163. Porsche 928 Club Nederland 20/11/1997

**1997** — Just two years after discontinuation of production, enthusiastic owners of 928s and former Porsche employees join together to form the **Porsche 928 Club**. The aim is the "general exchange of information, the maintenance of all models of this vehicle type as well as the fostering of contact with the manufacturer."



**New lines:** The 996, first exhibited in 1997

### THE NEXT GENERATION

In September 1997, the **Porsche 911 Type 996**, which has been completely re-developed, is exhibited for the first time at the Frankfurt Motor Show (Internationale Automobil-Ausstellung, IAA). Its design is a new and innovative interpretation of the classic design of the Porsche 911. **This is the first time that a 911 is powered by a water-cooled engine.**

**Porsche Club Ireland** — Lonely country roads amongst untouched nature, vast expanses of green and rugged, rocky coastlines. The roads are as lonely as they are challenging: that's Ireland. Not only just the preserve of the members of the **Porsche Club Ireland**; Porsche engineers can often be found here as well.

**The Porsche Club do Brasil is founded.** The Sport Driving Schools are highly regarded by the Brazilian Porsche Club. Each year there are three **Safe Driving training sessions, a Porsche Club Racing Festival** and of course six racing weekends that form part of the newly-established GT3 Cup Challenge.



**Porsche Clubs**  
worldwide



**IN THE NEXT  
PORSCHE CLUB NEWS  
YOU WILL FIND THE YEARS  
1997–2012.**

Porsche Community Management



Please visit [www.porsche.com/service](http://www.porsche.com/service) for further information.

**Consulting the family physician is always best.**

**Porsche Service**



**PORSCHE**

## 05 Reports

### 1st INTERNATIONAL PORSCHE DAYS 2012

**HOME RUN:** 175 Porsche teams from 16 nations, comprising more than 330 participants. And right at the heart of the Club enthusiasts: the Porsche family. The participants at the International Porsche Days could look forward to a long weekend with some special impressions and perspectives.



**We are family:** Zell am See and the Schüttgut estate have for many years been the traditional seat of the Porsche family

## 05 Reports International Porsche Days in Zell am See–Kaprun



**Lord of the manor:** Dr. Wolfgang Porsche – with his partner Prof. Dr. Claudia Hübner on the Großglockner tour – was patron of the event and welcomed the guests to his home region

# 1st INTERNATIONAL PORSCHE DAYS 2012

**A number 1 is always something special.** It is unique and cannot yet be compared with anything else. But this number 1 set a standard that future events will be hard-pressed to match.

This distinction belongs to the 1st International Porsche Days, which took place from 6th to 9th of September 2012 in the region of Zell am See–Kaprun. No region has such historical significance to Porsche and such emotional significance to the Porsche family as this one – surrounded by the mountain landscape of Salzburg with Austria’s highest mountain, the Großglockner, proudly perched in the middle.

To kick off the event, 175 teams and 330 participants, together with their beloved Porsches, gathered in the historic Kaprun

Castle, the town’s landmark, on 6th of September. There, the visitors from 16 nations were officially welcomed by the organising team of the Austrian umbrella organisation for Porsche Clubs. They were also told what to expect over the next few days.

One highlight followed another. In glorious sunshine and surrounded by mountaintops that had just received a fresh dusting of snow, the participants took their new vehicles and classic Porsches on a wonderful rally across the high alpine road of the Großglockner. Arrival at the finish line in the historic town centre of Zell am See ensured a lot of astonished faces, both among the participants and the passers-by. And, as is often the case when a Porsche drives by, enthusiastic thumbs-up were given from all sides. The participants then had enough time to discover



**Team spirit:** Karl Steiner’s team ensured a perfect atmosphere

## 05 Reports International Porsche Days in Zell am See–Kaprun

# 1st INTERNATIONAL PORSCHE DAYS 2012

the world of Porsche in front of the Ferry Porsche Congress Center and to find out about the latest developments from Exclusive and Tequipment – either directly on the high-quality vehicles themselves or in the mobile Fitting Lounge. In the event truck in which the world of Driver's Selection by Porsche Design was presented, the guests could admire and buy the latest "must haves" from the Porsche Collection. Another highlight was the Sound Lounge from official Porsche partner Bose – in the foyer of the Ferry Porsche Congress Center, the guests could experience the phenomenal sound experience and the brilliance of Bose's "VideoWave" while relaxing on white leather sofas.

In the evening, the group was carried in the Porsche Design gondolas of the Schmitzenbahn cable car up 2,000 m in order to enjoy the fantastic view of the Salzburg mountains – and while being carried up to the heights, the guests were shown the inspiring new trailer for the Porsche 911. Most guests also took the opportunity to enjoy the evening in high spirits and in local traditional costume.

On Saturday morning, the day started with a fantastic sunrise. Luckily, the airfield in Zell am See opened its gates at 7 a.m. for the first participants in the Concours d'Élégance. Otherwise, the attendees might have missed this wonderful natural display. The scenery that comprised the beautiful – and, in some cases, rare – Porsches that had gathered for the elegant competition lasted all morning. While the lovingly maintained Porsches waited to be judged, the participants had a change to compete for the first Dr. Wolfgang Porsche Cup. A factory-fresh Porsche Boxster in white provided by Porsche Community Management challenged ambitious drivers to take part in the slalom.

The most outstanding part of the day's programme, however, was a personal guided tour by Dr. Wolfgang Porsche through Schüttgut and to the family mausoleum. A very special tour that was offered exclusively and uniquely to Porsche Club members at the International Porsche Days.

At the same time, participants could also go to the Porsche Design Studios for a tour. Some guests realised here for the first time what a comprehensive product portfolio Porsche Design offers.

The gala evening had the motto of "social acceptance" – one of Porsche's brand values,



**Airshow:** Both slalom and the Concours were held at Zell's airfield



**A few days at home:** Dr. Wolfgang Porsche and his three sons took visitors on a personal guided tour of family seat Schüttgut

## 05 Reports International Porsche Days in Zell am See–Kaprun

# 1st INTERNATIONAL PORSCHE DAYS 2012

and also a motto that Porsche Clubs worldwide like to live by. That is because this Porsche Club event also supported a social project. All attendees could take part in a tombola and make a donation to the charity organisation "Menschen für Menschen" ("People for People"), under the patronage of Karl-Heinz Böhm. In the festively decorated hall of the Ferry Porsche Congress Center, after emotional speeches by Dr. Wolfgang Porsche as patron of the event and Chair of the Supervisory Board of Porsche AG and by Bernhard Maier, Member of the Board for Sales and Marketing, a cheque for 10,000 euro was presented to the chairwoman of "Menschen für Menschen", Almaz Böhm. This large figure was made possible thanks to the generous tombola prizes donated by Porsche AG, Porsche Design, Bose and Michelin as well as many other valuable prizes.

Where else could the guests and the closing party of the 1st International Porsche Days have been honoured in such style as at the nearby Prielau Castle? In the garden of the castle, in beautiful sunshine, the winning drivers of the 1st International Porsche Days were honoured by the organiser of the event, Karl Steiner. Together with Helmuth



Totschnig, who, as President of the Austrian Porsche Club Association, was partly responsible for the organisation of the Porsche Days, and Wolfgang Boußka, President of Porsche Club Wien, a new "triumvirate" lit up the Porsche sky. It not only warmed the hearts of all those present, but soon had them beaming with happiness, too.

Porsche Community Management would like to extend a warm thanks to the organising team, which included Karl Steiner, Helmuth Totschnig, Wolfgang Boußka and their dedicated families, for holding this unique new event.

Photos supplied with kind permission of Karl Steiner, Porsche Verband Österreich and Claudia Schäffner

**Porsche Community Management  
Claudia Schäffner**



**Porsche family gets automotive:**  
From current models right back into car history – on family days such as these, all models are represented

### 05 Reports International Porsche Days in Zell am See–Kaprun



# 1st INTERNATIONAL PORSCHE DAYS 2012



**Palatial surroundings:** The International Porsche Days finished up at Prielau Castle

**Early start:** The participants were able to put themselves through their paces in the airfield slalom very early in the morning



**Charity event:** Dr. Wolfgang Porsche with Ms. Almaz Böhm, who was presented with a check for 10,000 euro

05 Reports Le Mans Classic

# LE MANS CLASSIC 2012

## A LAP WITH THE LEGENDS



A familiar circuit: Gerard Larousse and Derek Bell on their "home track"

**962 C**  
**917 LH**

05 Reports Le Mans Classic



Triple Legends: 935, 917 LH, 962 – Henry Pescarolo, Derek Bell and Gerard Larousse

**962 C**  
**917 LH**  
**935**

**THE 917 LH WAS THE FASTEST EVER RACING CAR TO TAKE ITS PLACE AT THE STARTING LINE AT LE MANS. IT MANAGED 387 KM/H ON THE MULSANNE STRAIGHT.**

Since the world's first Grand Prix took place in 1906 in the small town of Mans, the town – which now has 140,000 inhabitants – has been close to motor sport. The town has been world famous at least since the start of the 24 Hours of Le Mans race in 1923. The 24 Hours of Le Mans race is one of the most famous racing events.

The history and stories of the race, which takes place in July of every year, fill books. Every two years, the protagonists, vehicles and fans of the history of 24 Hours of Le Mans gather in for the Le Mans Classic.

109,000 spectators came to the town, on the Sarthe river, this year. Over 8,000 vehicles, of which approximately 1,000 were Porsches, gathered at the racing location. The Porsche drivers, who had arrived from all over Europe, were pleased at the good organisation of the event; the Fédération Clubs Porsche de France and Porsche France had left nothing to chance.

**A whole world of the Porsche brand:** Porsche was well represented on the circuit, in the circuit and in the reserved parking areas



## 05 Reports Le Mans Classic

After parking one's vehicle in the Porsche car park – sorted according to model and year of construction – one got one's accreditation and was then free to move around the event location. And there was a lot to discover.

The Porsche hospitality tents were very well attended, and not just because of the repeated rain showers. The good view it afforded of the race track also attracted a lot of visitors. Neighbouring the Porsche Club area, the Porsche Museum and Porsche Classic also had a presence. The Porsche Museum had a very prominent position, placed as it was directly beside the entrance to the race track. While the visitors in front of the tent checked the starting sequence of the racing classes to follow, there was always plenty going on inside the Porsche Museum tent. Racing legends such as Gerard Larousse, Vic Elford, Henry Pescarolo and Derek Bell got up close and personal with the public. In addition to getting autographs from racing legends, visitors also had the opportunity to meet Club members from all over Europe.

One highlight for all participants was the Porsche autocade of about 100 vehicles. The autocade was led by Henry Pescarolo in the 935, Derek Bell in the 962 and Gerard Larousse in the 917.

The Fédération Clubs Porsche de France and Porsche France were celebrating the sixtieth anniversary of the Porsche Club Community – with many Club members and Porsche enthusiasts.

The Porsche Community Management thanks the Fédération Clubs Porsche de France and Porsche France for organising the event so well. We are looking forward to being at the Le Mans Classic again in 2014.

**Porsche Community Management**  
**Benjamin Marjanac**



**962 C**  
**917 LH**  
**935**

**Autograph time:** The Porsche racing legends were also willing to answer audience questions

**THE 956 AND 962**  
**WON AT LE MANS**  
**SEVEN TIMES:**  
**STUCK/BELL /**  
**HOLBERT WON THE**  
**ENDURANCE RACE**  
**IN 1987 WITH THE**  
**START NUMBER 17**



**Start your engines:** Porsche vehicles lining up for the parade, legendary vehicles in the Porsche Classic area

## 05 Reports Porsche at the Oldtimer-Grand-Prix



**Porsche area:** The Carrera RS was the focus of this year's Porsche event

**Street art:** The many attendees enjoyed the casual atmosphere in the Porsche area

## OLDTIMER-GRAND-PRIX 2012 THE 40TH BIRTHDAY OF THE PORSCHE 911 CARRERA RS AT THE NÜRBURGRING

**Many happy returns:** the 40th AvD Oldtimer-Grand-Prix (OGP) at the Nürburgring from 10th to 12th of August was, as far as Porsche was concerned, dominated by the legendary 911 Carrera RS. Dr. Ing. h.c. F. Porsche AG was once again represented in an area totalling 16,000 m<sup>2</sup> right beside the race track. There it was able to showcase the comprehensive range offered by Porsche Exclusive & Tequipment, Driver's Selection by Porsche Design and Porsche Classic, including offers for repair, maintenance, care, restoration and original parts supply for classic Porsche sports cars.

The AvD Oldtimer-Grand-Prix turned 40 this year – but the legendary “Ducktail” 911 is also celebrating a round birthday. The high-performance sports car, produced between October 1972 and July 1973, was originally only planned as a motor sport homologation series of 500, but customer demand was so great that 1,580 Carrera RS were ultimately produced. For pure racing use, Porsche additionally built 55 Carrera RSRs, which not only represented the beginning of a new era in customer racing, but also caused a furore at the Nürburgring.

**40 YEARS OF OLDTIMER-GRAND-PRIX MEET 40 YEARS OF CARRERA 2.7 RS. THERE CAN BE NO BETTER CONDITIONS FOR A SUCCESSFUL ANNIVERSARY EVENT.**

## 05 Reports Porsche at the Oldtimer-Grand-Prix



**Porsche Classic:** The sights on offer in the Classic area attracted many attendees

**Porsche Museum and Exclusive & Tequipment:** Porsche showed the entire breadth of its range

**THE WORLD OF PORSCHE:  
HIGH LIFE IN THE VIP  
HOSPITALITY AREA,  
AT PORSCHE CLASSIC AND  
AROUND PORSCHE  
EXCLUSIVE AND  
TEQUIPMENT VEHICLES.  
PORSCHE COMMUNITY  
MANAGEMENT WELCOMED  
THE MANY CLUB MEMBERS  
AND WAS ALWAYS ON SITE  
TO ANSWER QUESTIONS.**

One person who was very close to the action at the time is the former Porsche factory driver Gijs van Lennep. Together with Herbert Müller, he drove the 911 Carrera RSR in 1973 in the 1,000-kilometre race at the Nürburgring. The car ran like clockwork, and the drivers brought it into fifth place. His victory at the Targa Florio in 1973 with the RSR and the two overall victories in Le Mans will not be forgotten, either: 1971 with Helmut Marko in the Porsche 917K and 1976 in the Porsche 936 together with Jacky Ickx.

Gijs van Lennep was invited by Porsche as a guest of honour to the AvD Oldtimer-

Grand-Prix 2012, and was available to Porsche visitors to sign autographs and give interviews on Saturday. Two-time rally world champion Walter Röhrl was on hand as well. Gijs van Lennep was also the one who drew the happy winners out of the hat during the evening tombola in the Porsche VIP hospitality tent.

In addition to Porsche Classic, the Porsche Museum and Porsche Exclusive & Tequipment were also represented at the AvD Oldtimer-Grand-Prix 2012. And there was the truck from Driver's Selection by Porsche Design, which offered a selection from the current collection, and the popular

## 05 Reports Porsche at the Oldtimer-Grand-Prix



**Spa oasis:** Porsche guests were well taken care of in the Porsche hospitality area

**Portfolio of success:** Porsche Exclusive and the truck from Driver's Selection by Porsche Design presented the latest products

Porsche hospitality area with its own stand at the race track for around 1,000 guests. The guests had brought over 500 Porsche vehicles of all types. This year, once again, Porsche Club members from all over Europe attended: from France, Italy, Norway, Belgium, the Netherlands, Luxembourg, the United Kingdom, Austria and even Russia. This great event's reputation had preceded it, and the visitors were able to enjoy the spectacle in great weather.

Why not come next year and enjoy the great atmosphere: there will once again be a special AvD Oldtimer-Grand-Prix offer for Porsche Club members.

**Porsche Classic**  
**Porsche Community Management**  
**Benjamin Marjanac**

**THE POPULAR PORSCHE HOSPITALITY AREA WITH ITS OWN STAND AT THE RACE TRACK HAD SPACE FOR THE APPROXIMATELY 1,000 GUESTS FROM AROUND EUROPE WHO HAD ARRIVED IN OVER 500 PORSCHE VEHICLES OF ALL KINDS.**

**PREVIEW OF DATES:**  
 The 41st AvD Oldtimer-Grand-Prix 2013 will take place in the Eifel region of Germany. Once again, next year Porsche Community Management will offer exclusive VIP tickets at a special reduced price for Porsche Club members.



Please visit [www.porsche.com/classic](http://www.porsche.com/classic) for further information.

**We make sure it retains its sporting spirit  
well up into old age.**

**Porsche Classic.**

Maintenance, restoration and  
genuine parts for your Classic Porsche.



**PORSCHE**

## 05 Reports Porsche Club Lithuania / Porsche Classic Club Austria



**Symbols of friendship:** Porsche Club Lithuania on the road in Austria

### TRAVELLING AMBASSADOR PORSCHE CLUB LITHUANIA IN AUSTRIA

“At the first glance, the job of an ambassador seems to be a difficult and stressful task,” says Edvinas Mamaedovas, president of Porsche Club Lithuania. “But that’s not the case when it’s about Porsche,” he adds with a knowing smile on his lips.

From 11th to 19th of May, 14 vehicles and their owners from Porsche Club Lithuania were in on the road in Austria. On 13th of May, they met up with 13 other members of Porsche Classic Club Austria at Ottenschlag Castle.

The friendship between the two Clubs started years ago. A member of the Porsche Club Lithuania, Rytis Paulauskas, then Lithuanian ambassador to Austria, in-

vited his Austrian Porsche friends to the season opening of the Lithuanian Club. The plan of organising a joint Porsche trip began to take shape.

In December 2011, the Club Lithuania started planning their trip. The Club got a lot of support from Michael Volkmann, who moved heaven and earth to let the trip go ahead, and Josef Rosner, the president of Porsche Classic Club Austria.

The programme was put together flawlessly and certainly filled with plenty of Porsche spirit. The tour started in Vienna, took participants through Mariazell and included a few hours of racing on the Wachauring. Club members still have vivid



**A passion shared:** Edvinas Mamaedovas, president of Porsche Club Lithuania (left) and Josef Rosner, president of Porsche Classic Club Austria (right)

05 Reports Porsche Club Lithuania / Porsche Classic Club Austria



**Lithuanian ambassadors:** 14 vehicles toured Austria



**Pit stops:** A meeting with the Austrian Classic Club and a splash around the Wachauring

memories of the alluring and picturesque Austrian mountain landscape. Discovering it all in their own Porsches made the experience even more thrilling – the lakes of Traunsee, Mondsee, Ebensee, Attersee – up to Franz Josef’s Hut on the Großglockner, with a detour to the Porsche Design Studio in Zell am See and a visit to the Porsche family chapel. What a programme! The journey then continued to Alpbach, Innsbruck, across the Brenner Pass and the Staller Sattel to St. Jakob in the Deferegggen Valley. Of course, a stop at the museum in Gmünd was a must.

“Our vehicles travelled a total of 3,000 km along the entire route,” President Mamedovas calculates, “but I was even more impressed with how a Porsche can bring people together. The Porsche spirit really knows no bounds.”

There is a good reason why the Porsche Clubs are celebrating their sixtieth anniversary

this year. The immense success of the international Clubs has proven that their foundation was the beginning of a long and unique success story. Reflecting this success, the Lithuanian/Austrian meeting was quickly dubbed the “Porsche

Club Lithuania meets Austria international event.” Porsche sports cars really are fantastic diplomatic vehicles!

**Porsche Club Lithuania**  
**Vaida Stare**



**Porsche delegation:** A striking line-up in impressive surroundings

05 Reports Porsche Clubs worldwide

**European travellers  
Porsche Club Iceland on a visit  
to the Porsche Museum**



**Flag day:** Dieter Landenberger welcomes Porsche Club Iceland to the Porsche Museum

**Visiting the museum:** Dieter Landenberger, manager of the Porsche Archive, welcomed Porsche Club Iceland – as part of their tour of Europe – and its president Pétur L. Lentz with a special museum gift. After participating in the “60 years of Porsche Clubs” festivities in Zuffenhausen, the Club visited the Porsche Parade Europe in Chantilly and then made another detour to the Porsche Museum and the special exhibition on Porsche Clubs.

Porsche Club Iceland had previously received the trophy at the Porsche Parade Europe in Chantilly for having travelled the furthest to attend. But when a relatively small Club is such an active participant in international Club life, it deserves the thanks of Porsche Community Management.

**Porsche Community Management  
Benjamin Marjanac**

**“It’s the mix that makes it work.”** That’s the motto of the Kaffehäusle, a special café in the middle of the town of Reutlingen and a project under the auspices of the mental disability charity “Lebenshilfe für Menschen mit geistiger Behinderung Reutlingen e.V.”. This motto also reflects the joint initiative of the Lebenshilfe charity and the Porsche Club Schwaben. The partners could hardly have been more different: on the one hand the fast Porsches and their ambitious drivers, and on the other hand people for whom mobility and speed often present a great challenge in their daily lives.

The passengers had no difficulty, however, in deciding whether they would like to ride in the classic Porsche 911 or 928, in the Cabriolet or in the Clubsport GT3. The seats were taken quickly – all the passengers found “their” Porsche.

**Porsche Community Management  
Benjamin Marjanac**

**Theme of the day: “social acceptance”  
Porsche Club Schwaben’s trip with  
Reutlingen-based charity Lebenshilfe e.V.**



**Eventful day:** Porsche Club Schwaben and its associated Clubs offered Lebenshilfe Reutlingen and its charges a very special experience



Porsche recommends Mobil 

[info@porschesportdrivingschool.de](mailto:info@porschesportdrivingschool.de)

## **In our school, we've got a clear seating plan: Behind the wheel.**

### **The Porsche Sport Driving School.**

Basically, our school is like any other. Except that our Elementary, Intermediate and Advanced levels are known as Precision, Performance and Master. And the academy for special training? Camp4, Camp4S or Ice Force Training, for example. Our classrooms are driving safety centers, or international race circuits. Our syllabus is restricted to the essential: sport. And all our teachers are professional instructors. Their curriculum: optimising your driving safety. But apart from this? Just as in other schools. Except, perhaps, for the clear seating plan. And the driving pleasure, naturally.

Current schedule:



[www.porsche.com/sportdrivingschool](http://www.porsche.com/sportdrivingschool)



**PORSCHE**

## 05 Reports Porsche Club Baleares



**Striking surroundings:** 45 Porsches and their owners were there to make the kick-off event a success

“Start your engines!” Porsche Day 2012 was a long-awaited moment for the Balearics, for all car fanatics who live there and, of course, especially for Majorcan Porsche enthusiasts. The meeting was the first time that the Porsche Club Baleares, which had just been officially recognised by Porsche AG, presented itself to the Majorcan public.

Numerous regional newspapers and media reported on the event, which saw 45 Porsches from between 1972 and 2012 and their owners get together. More than 1,000 curious members of the public visited the vehicle line-up at Parc de la Mer with a direct view across Palma Bay and the Gothic cathedral of Santa Maria de Palma, commonly referred to as “La Seu”.

The event was hosted jointly with the official Porsche dealer on the Balearics, who welcomes and supports the Club and the contribution it intends to make to Porsche’s brand presence on the islands.

**Porsche Club Baleares**

## Kick-off event for Porsche Club Baleares Mallorca Porsche Day 2012



**Something to take to a island:** Porsche has a strong presence in the region



Porsche recommends **Mobil** 

For more information, please visit [www.porsche.com](http://www.porsche.com).

## **A dream that endures.**

### **Porsche Approved.**

Over time, we develop and collect memories. We cherish the things that have inspired us and proved their worth to us. A Porsche is no different. From conception its goals were to deliver pure driving pleasure, impeccable quality and absolute engineering integrity. An Approved pre-owned Porsche delivers this dream precisely as it was intended. Our provenance checks verify every car's history while the Porsche Approved Warranty and Porsche Assistance provide complete peace of mind and absolute proof of quality.



**PORSCHE**

20

20 QUESTIONS TO

HANS MEZGER

## 06 An interview with Hans Mezger

Based on the questionnaire of Marcel Proust, we put 20 questions to Hans Mezger, the “Engine Man” of Porsche motor racing history

**Where would you like to live?**

Where I do live, in Freiberg am Neckar

**What is your idea of perfect happiness?**

A solid family unit

**Which faults are you most likely to forgive?**

Unintentional ones

**What do you regard as the lowest depth of misery?**

Losing someone you love

**Your favourite historical figure/s?**

Albert Einstein and George Gershwin

**Which traits do you most appreciate in a woman?**

Honesty

**Which traits do you most appreciate in a man?**

Honesty

**Your favourite virtue?**

Trustworthiness

**Your favourite pastime?**

Listening to good music and spending time with good friends

**Who or what would you have liked to be?**

Ferry Porsche – he is one of my role models

**What is the Porsche legend?**

Even after being with Porsche for so many years, I still cannot explain the legend in just a few words

**What makes a Porsche sports car?**

It is the best, safest and most exclusive sports car for everyday use

**What does the Porsche of the future look like?**

It will always be the best, most exclusive and modern car that nobody needs but everybody wants

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

Porsche 911

**Your main character trait?**

Discerning

**Your greatest fault?**

Once a friend asked me to visit him at the hospital. As it was at that time just not possible, i never got other opportunities to see him again

**Who are your heroes in real life?**

Médecins Sans Frontières



### CV

**Name:** Hans Mezger

**Date and place of birth:** 18 November 1929, Ottmarsheim (Besigheim)

**1951 – 1956** Technische Hochschule Stuttgart, studied mechanical engineering, degree in engineering

**1956** Joined Porsche as a mechanical engineer

**1960 – 1962** Worked on the 1.5-litre Formula 1 engine with eight cylinders that went on to win the French Grand Prix while being driven by Dan Gurney

**1962** Racing engine design

**1965** Racing engine and chassis design

**1965 – 1975**

Chassis and overall vehicle development

**Projects:** air-cooled 8-cylinder flat engine type 908 /

air-cooled 12-cylinder engine type 917 / air-cooled

12-cylinder turbo engine type 917, CanAm /

air-cooled 6-cylinder flat engine type 936 /

air-/water-cooled 6-cylinder flat engine type 956 /

Formula 1 engine 1.5 l V6 turbo type 2623 /

Indy engine 2.65 l V8 type 2708 / chassis 907, 908

and 917 brand competitions / CanAm chassis 917

**From 1975** Department head of engine pre-development and engine special development, assistant head of engine development for series, third-party and pre-development

**1981** Development of the TAG turbo engine

**1984** Formula One World Championship, 1.5 l V6 turbo

**1986** Formula One World Championship, 1.5 l V6 turbo

**1987** V8 engine for the Indy project

**to 1994** Director of engine and transmission development for research and motor racing

In 1994, Mezger went into retirement after almost 40

years at Porsche. He still maintains strong links

with Porsche and with motor sports and is always a

welcome guest at Porsche Club events.

**What do you despise the most?**

Dishonesty

**What natural talent would you most like to possess?**

More patience

**Your motto?**

Perfection is expected