



PORSCHE



An icon celebrates its birthday: 50 years of the Porsche 911 – a classic that remains forever young

911 50

50 Years of the Porsche 911 – Tradition: Future

March 2013

Porsche Club

News 1/13

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), **CO₂-emission:** 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)

Editorial

Dear Ladies and Gentlemen, Dear Porsche Club Members,

Last year, which was dominated by “60 Years of Porsche Clubs”, ended with a special event – the delivery of the Porsche 911 Club Coupe. Sandra Mayr’s team came up with something extra special for the lucky 12 Club members who were able to purchase one of the 13 limited Porsche 911 Club Coupes after a draw monitored by a notary. The members were able to enjoy an elegant dinner among their new treasures, in addition to an exclusive introduction to their new Porsche and a tour of the plant. A very moving and emotional moment for all involved. I am sure that these Porsche 911 Club Coupes, which are all Brewster Green, the favoured Porsche family colour, will soon be gracing Club events worldwide with their presence.

In 2013, Porsche is celebrating an unusual anniversary: 50 years of the 911 sports car icon. When the “original of all 911” was presented to the public in 1963 as the 901, nobody could guess that the design, which was later renamed 911, would come to symbolise a sports car that fits perfectly with all stages of life and all requirements and that would make the hearts of enthusiasts beat faster even when stationary – and still does today. It is now in its seventh generation and over 820,000 vehicles have been produced. The 911 is a global success story and defines the core of the Porsche brand.

The internationality of the 911 icon is also reflected in the many worldwide events that we at Porsche AG have planned to celebrate the anniversary. A 911 from 1967, for example, will serve as a brand ambassador and will appear at many events around the world. What’s more, we will also be marking the anniversary appropriately with a special exhibition at the Porsche Museum. Naturally, we would also like to include you, the worldwide Porsche Clubs, in these celebrations. That’s why we’re

pleased to be able to offer you various communication materials for your national and regional Club events.

As you probably already know, our 911 model was always an innovative technological pioneer, thus leading the way for other models of our brand. Every Porsche product contains the experience and philosophy of the 911. In this issue, we present you with the sportiest ever variant of the Cayenne: the Cayenne Turbo S. Its impressive 750 Nm and 550 hp make it Porsche’s most powerful SUV. Our engineers have packed it with everything it needs to be the sportiest member of its class.

I would like to close with a topic that is traditionally very close to your and our hearts: motor sports. In this issue, we present the first motor racing derivative of

the 991, the 911 GT3 Cup. It will celebrate its racing debut at the Mobil 1 Super Cup.

After taking a few years’ break, Porsche rejoins the endurance classic in Le Mans in the 2013 season with the 911 RSR in the GTE class. This continues a long and successful tradition.

I am looking forward to enjoy an exciting 2013 season with you and I wish you success in all of your Club events.

**Best regards from Stuttgart,
Yours,
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.

Editor:

Sandra Mayr, Porsche Community Management

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Büro Linientreu

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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

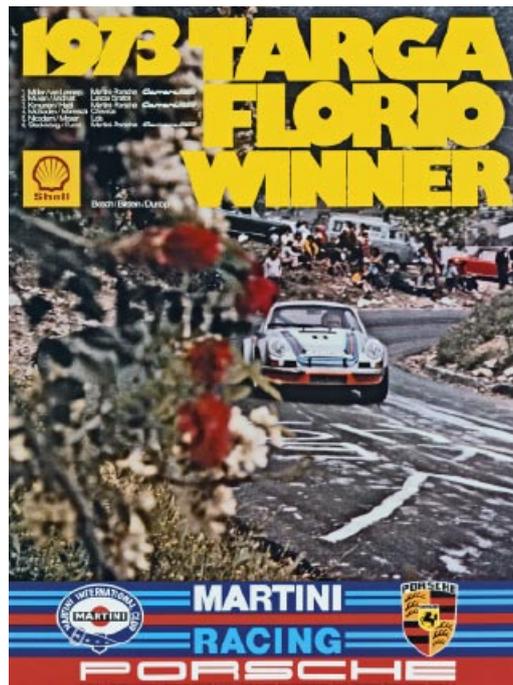
Benjamin Marjanac

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



40 YEARS PORSCHE'S LAST OVERALL VICTORY AT THE TARGA FLORIO

It is one of the most legendary racing events and home to the most spectacular Porsche racing successes from the early years of the brand. In 1956, Porsche attained one of its biggest and most important victories in Sicily. In a Porsche 550 A Spyder, the Italian racing driver Umberto Maglioli took a surprising overall victory at the Targa Florio.

In 1973, the 911 Carrera RSR Porsche factory cars obtained a decisive victory at the last edition of the Targa Florio with drivers Herbert Müller and Gijs van Lennep. It was Porsche's 11th overall victory at a world championship and the last victory by a team at the Targa. Porsche will therefore hold the record forever.

To mark this anniversary, Porsche will put together some successful Targa Florio participant vehicles in 2013 in order to enter the Targa Florio Revival, which has been taking place since 2007. The revived Targa Florio Classico is a classic race for cars from up to 1977, and excites not only its Sicilian hosts. To mark the anniversary of both the 911 and Porsche's last Targa Florio victory in 1973, one of the original participating vehicles is currently being prepared for entry.

Closing Dates:

PC News 2/2013: 05/04/2013

PC News 3/2013: 03/06/2013

PC News 4/2013: 30/08/2013

PC News 5/2013: 28/10/2013

Porsche Club News on the web:

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01 News from Porsche AG In Brief



ENDURANCE WINNER

Porsche 911 Carrera crowned the best car in its class

ONCE AGAIN, THE CLASSIC SPORTS CAR 911 has been voted the best vehicle of its class by readers of the specialist magazine "Auto Motor und Sport". This time, in its anniversary year. For the second time in a row, the current Porsche 911 Carrera tops the sports car category in the respected reader vote for "The best cars".

For the 911 model series, this latest success in the reader poll is the 34th time it has come out on top in the 37 years

that the magazine has selected "The best cars".

The award was accepted by Matthias Müller, chairman of Dr. Ing. h.c. F. Porsche AG, in Stuttgart. "I am very excited by the loyalty shown by 'ams' readers to the Porsche 911. It's just a pity that the reader poll hasn't been running for as long as the 911; otherwise we might have been able to celebrate another golden anniversary today," said Müller at the awards ceremony in Stuttgart. ◀



DATES

07-10/03/2013
Retro Classics
(Stuttgart, GERMANY)

10-14/04/2013
Techno Classica
(Essen, GERMANY)

09-12/05/2013
Mille Miglia
(ITALY)

12-22/09/2013
International Motor Show (IAA)
(Frankfurt, GERMANY)

09-11/08/2013
AvD-Oldtimer-Grand-Prix
(Nürburgring, GERMANY)

10-13/10/2013
Targa Florio
(Sicily, ITALY)



24 HOURS OF LE MANS

Back in the race

PORSCHE AG will this year enter two 911 RSRs based on the 991 model generation in the 24 Hours of Le Mans and in the World Endurance Championship. The issue of start numbers 91 and 92 for the

GTE class to the two newly developed vehicles has been confirmed in Paris by the organisers, ACO and FIA. The 911 RSRs are being entered by the factory team "Porsche AG Team Manthey". "We are very

excited that a factory team will be lining up in Le Mans once again for the first time since 1998," says Porsche Head of Motorsports Hartmut Kristen.

The Porsche factory drivers Marc Lieb and Richard Lietz will be lining up in the Porsche 911 RSR with start number 92, supported by their factory driver colleague Romain Dumas. The sister car with the number 91 is also being piloted by factory drivers. The team consists of Jörg Bergmeister and Patrick Pilet. Timo Bernhard supports the pair of drivers. ◀



Home, Stuttgart-Zuffenhausen.

Porscheplatz.

That says it all.

The Porsche Museum.

More info at www.porsche.com/museum



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01 News from Porsche AG

PORSCHE 911 GT3 CUP New edition of the world's most successful race car

The Porsche 911 GT3 Cup is the most successful race car in the world. Since 1998, 2,395 units of the near standard vehicle for customer sport were produced. The new edition of the 911 GT3 Cup is the motorsports version of the future 911 GT3 and as such is the first race car that is based on the seventh generation of the sports car icon from Zuffenhausen.



01 News from Porsche AG

PORSCHE MOBIL 1 SUPERCUP IS READY TO GO

The 911 GT3 Cup will run exclusively in the Porsche Mobil 1 Supercup in 2013. The car for one-make racing made its debut on the occasion of the end of motorsport season “Night of Champions” celebration at the R&D Centre in Weissach.



01 News from Porsche AG



Within the realm of possibility: In the event of a roll-over or collision, a newly developed roll cage protects the occupants

THE NEW PORSCHE 911 GT3 CUP IS POWERED BY A 3.8-LITRE SIX-CYLINDER FLAT ENGINE.

It generates 460 hp (338 kW) at 7,500 revs, surpassing the predecessor by 10 hp. A six-speed dog-type gearbox developed by Porsche Motorsport which is operated via shift paddles at the steering wheel for the first time in a Porsche brand trophy race car transmits the power to the rear axle. The single piece race wheels with centre mount were also newly designed by Porsche Motorsport. The width of the Michelin race slicks was increased by two centimetres to 27 centimetres at the front and by ten millimetres at the rear axle to now measure 31 centimetres.

A newly developed race braking system further improves the excellent endurance qualities compared to its successful predecessor. The 380 millimetre slotted and inner-vented steel brake rotors at the front

axle are decelerated by six-piston aluminium fixed callipers. The rear axle features a four-piston version.

During the development of the new car a particular emphasis was put on the driver safety. A newly designed safety cage protects the pilot in case of a roll or a collision as does a newly developed race seat which is distinctively shaped around the head and shoulders and can be adjusted individually with the help of padding. A rescue hatch in the roof provides easy access for primary medical attention and for the extrication of the driver.

"The new 911 GT3 Cup is much easier to drive at the limit," says Porsche works driver Timo Bernhard, who was significantly involved in the development of the

new vehicle. "The car is excellently balanced. The new axle geometry is enormously positive for the handling. Apart from that the new Cup 911 is great fun to drive."

Like its predecessor the new Porsche 911 GT3 Cup is produced in Stuttgart-Zuffenhausen on the same assembly line as the road legal models. At the Motorsport Centre in Weissach it receives a general set-up for the circuit and is tested by a professional race driver before delivery to the customers. The basic price for the vehicle, which is available exclusively in white, is 181,200 Euro plus the country-specific value added tax. ◀

**Public relations and press
Motorsports press**



**Our benchmark: 30,000 race wins.
Celebrated in a 1:43 scale.**

For more information please visit:
SelectionFirmenkunden-Service@porsche.de



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01 News from Porsche AG

New top model in the Cayenne model series

A sports car in SUV clothing: Cayenne Turbo S with 550 hp

Self-confident engine power that can be called up via a wide revving range is a traditional characteristic of the top model in the Cayenne model line. The power unit of the new Cayenne Turbo S offers maximum torque of 750 newton metres between 2,250 rpm and 4,500 rpm. The power curve reaches its crest of 550 hp (405 kW) at 6,000 rpm.



**A HIGHER POWER:
THE MOST SUCCESSFUL
SUV THAT PORSCHE
HAS EVER BUILT.**

01 News from Porsche AG

OPTIMUM DISTRIBUTION OF POWER, OUTSTANDING DRIVING DYNAMICS

The new Cayenne Turbo S is designed to turn its self-confident drive power into unusual driving dynamics. Accordingly, the new top model in Porsche's SUV model line is practically equipped with all the technical systems needed for a particularly sporty driving style.

**FOCUS ON SPORTINESS:
THE POWERFUL AIR INTAKE AND THE
POWER DOME MAKE THE VEHICLE'S
PERFORMANCE CRYSTAL CLEAR**

Cayenne Turbo S – Engine: 8-cylinder engine, Displacement: 4,806 cc, Power: 405 kW (550 PS), Maximum torque: 750 Nm, Top track speed: 283 km/h, Acceleration (0–100 km/h): 4.5 sec, CO₂-emission: 270 g/km, Fuel consumption (NEFZ), City: 15.8 l/100 km, Highway: 8.4 l/100 km, Combined: 11.5 l/100 km

01 News from Porsche AG



A sporty yet subtle look: The new Cayenne Turbo S makes its top position subtly yet unmistakably clear on the outside

THE NEW CAYENNE TURBO S ASSUMES TOP POSITION IN THE PORSCHE SUV MODEL RANGE WITH ITS ENGINE POWER OF 550 HP (405 KW).

With its complex active chassis, the top athlete in SUV clothing surpasses the driving performance of many sports cars. All of the basic Cayenne properties such as versatile offroad capabilities, high ride comfort and superior towing power have been preserved without exception. Its NEDC fuel consumption of 11.5 litres per 100 km is the same as that of the Cayenne Turbo, which makes it more fuel-efficient in relation to its engine power. The new Turbo S model has an extra 50 hp of power compared to the Cayenne Turbo, as well as a torque boosted from 700 Nm to 750 Nm, and it converts them into faster acceleration and a higher top speed. The sprint from zero to 100 km/h takes just 4.5 seconds (-0.2 seconds), and the SUV accelerates to a top speed of 283 km/h (+ 5 km/h).

The Cayenne Turbo S was systematically configured for maximum dynamic performance. Therefore, it incorporates all relevant control systems as standard equipment. From the Cayenne Turbo it takes the combination of an air suspension and ac-

tive PASM damping control. Then there is Porsche Dynamic Chassis Control (PDCC), which reduces the roll angle in curves to practically zero, improving agility and comfort equally. Porsche Torque Vectoring Plus (PTV Plus), which is also standard, operates with torque vectoring at the rear wheels together with an electronically controlled rear differential lock, which improves traction and therefore offers more agility in every driving situation. The new Cayenne Turbo S is also equipped with the Sport Chrono package as standard.

The exterior and add-on equipment of the Cayenne Turbo S live up to the high standards of a top model. Numerous exterior features such as the air inlet screens, headlight housings and mirror parts are painted in high-gloss black. The standard 21-inch 911 Turbo II wheels with coloured Porsche badges were exclusively designed for the Cayenne Turbo S; their inside surfaces are painted in high-gloss black.

Porsche designers created bi-colour leather packages in new colours and colour patterns specifically for the new Cayenne Turbo S. These interior features are available in black/carrera red or black/luxor beige colour combinations. The bi-colour leather packages that are reserved

CAYENNE TURBO S TECHNICAL DATA

Engine: 8-cylinder engine
Displacement: 4,806 cc
Power: 405 kW (550 hp)
Maximum torque: 750 Nm
Top track speed: 283 km/h
Acceleration (0–100 km/h): 4.5 sec
CO₂-emission: 270 g/km
Fuel consumption (NEDC)
City: 15.8 l/100 km
Highway: 8.4 l/100 km
Combined: 11.5 l/100 km

for the new top model were extended by adding decorative seams in the contrasting colours carrera red and luxor beige. The Carbon interior package complements the leather features and highlights the sophistication of vehicle and materials.

In Germany, the Cayenne Turbo S is priced at 151,702 Euro including VAT and deliveries begin in January 2013. ◀

Public relations and press
Product press



Please visit www.porsche.com for further information.

**You don't have to reinvent the wheel
to give it your own personal touch.**

The Porsche Exclusive package for the Cayman.

This Cayman S from Porsche Exclusive has its very own character: yours.

It has been personalized at the factory to your expectations. With Platinum Silver Metallic exterior, painted air vents in the rear side panel, painted rear view mirror base, painted headlight cleaning system cover – and with the 20-inch SportTechno wheels. In brief: the Cayman S Platinum Silver Metallic is your Porsche all the way.



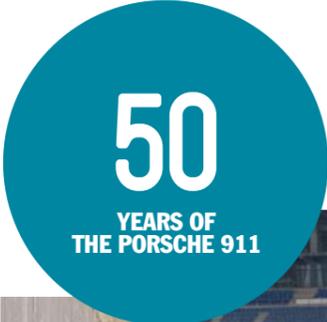
PORSCHE

01 News from Porsche AG 911 Special

50 Years of the Porsche 911 ICON, RACING CAR, CLUB CAR

The Porsche 911 has been considered the automotive icon and sports car for five decades. Because the 911 is a lot more than just a car. It is a cult object capable of raising the pulse of car lovers all over the world, even when it is stationary.

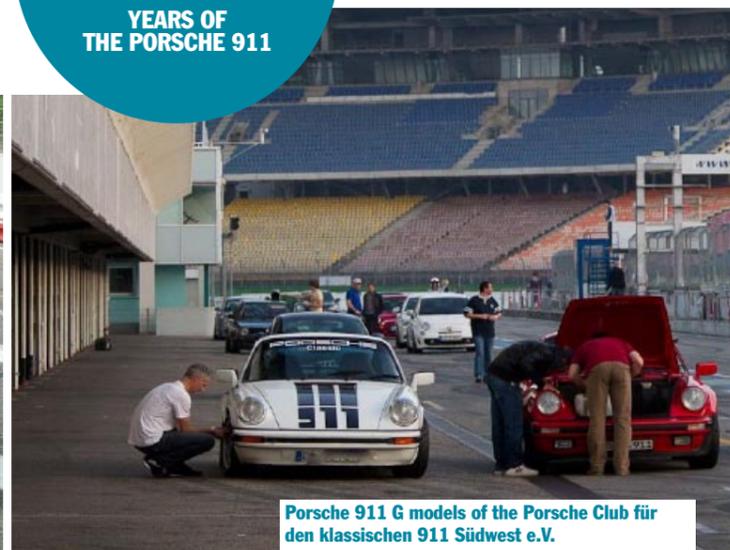
And it has been the core of the Porsche brand for fifty years. There's hardly another automobile in the world that can look back on such a long tradition and continuity as the Porsche 911.



50 years and seven generations of 911: Mirrored in the Clubs



A Porsche 911 964 model at the Porsche Club Nederland Zandvoort Days



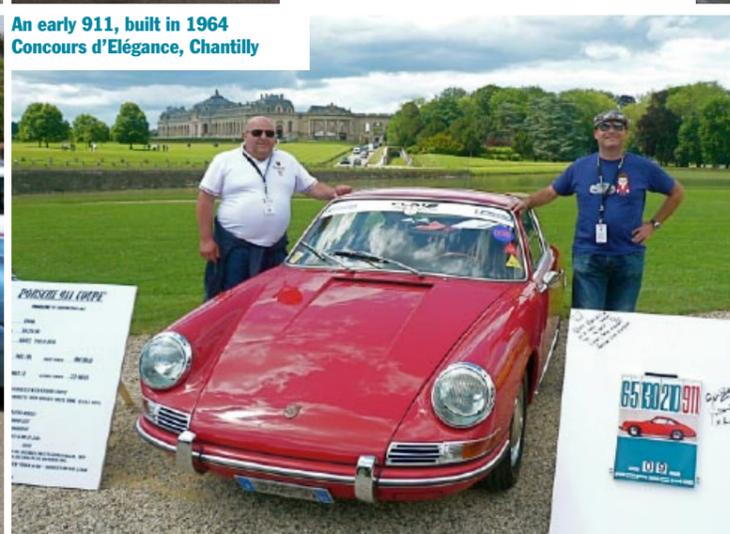
Porsche 911 G models of the Porsche Club für den klassischen 911 Südwest e.V.



993, 997, 991: Porsche Club Monasteria on a "grand tour" of the Dolomites



911 993 Porsche Club Parade South Africa, Concours d'Elégance



An early 911, built in 1964 Concours d'Elégance, Chantilly



911 993, 996, 997, Magny Cours Race Track, Porsche Club Seetal/Luzern



911 997 USA Club Coupe 50 years of Porsche Club of America

01 News from Porsche AG 911 Special



911 RS 2.7: The 911 in its most purist form, Classics at the Castle

50
YEARS OF
THE PORSCHE 911

50 years 911

The 911 sports car celebrates a special anniversary It's a special year for the Porsche Clubs, too

50 YEARS OF THE PORSCHE 911 – A TRADITION WITH A FUTURE. IN 1963, PORSCHE PUT AN IDEA INTO THE RUNNING THAT CONTINUES TO SET STANDARDS TODAY.

This idea, which started out with the name 901, has written history and stories and has excited generations of sports car fans and Porsche enthusiasts in the Porsche Clubs around the world – from the original 911 and the Cup 911 to the current 991 model.

In each of the seven generations, the Porsche engineers from Zuffenhausen and Weissach reinvented the 911 and once again proved the power of innovation of the Porsche brand. The 911 combines apparent contradictions such as sportiness and everyday practicality, tradition and innovation, exclusivity and social acceptance or design and functionality like no other car. No wonder that each generation has written its very own success story. Ferry Porsche

summed up the unusual multifacetedness of his masterpiece as follows: “The 911 is the only car that you can drive from an African safari to Le Mans, then to the theatre, and then onto the streets of New York.”

In addition to its classic and unique design, the Porsche 911 has also always been noted for its trendsetting technology. Many of the ideas that were first implemented in the Porsche 911 have their origins on the race track. After all, the 911 has always been bound by the performance principle and motor racing has been its test laboratory. From the very beginning, it was at home on all the world’s race tracks and showed itself to be a varied and reliable victory vehicle. A good two-thirds of Porsche’s 30,000 racing victories were thanks to the 911.

The 911 is also the central reference for all other model lines of the Porsche 911 – every Porsche, from the Cayenne to the Panamera, is the sportiest car in its market

segment, and every Porsche carries a little of the philosophy of the Porsche icon that is the 911.

At the start of our five-part series, we shine a light on the beginnings of the sports car icon. In the second part, we deal with the design and take a close look at the proportions and curves of the 911. Part 3 is about the very heart of a vehicle’s forward motion: engine development. The technical innovations of the 911 follow and, in the last part, we take the 911 on to the race track and examine the developments and success of the 911 in motor sports.

As a Club member, you may also be interested in the “My 911” photo competition (page 34). We would like to call on all Club members to take part in this exciting competition. The images that we have selected for the series on the 911 anniversary also show that the Club world is not only a lively and committed community, but that it has also been a loyal fan base of the Porsche 911 for fifty years.



The G model: 911 Turbo at a Concours d’Élégance in the USA

911 Turbo of the 997 model series Porsche Club Singapore, South East Asia Parade



01 News from Porsche AG 911 Special



G models and an early 911 Targa as far as the eye can see. Fête des Classics, France

Porsche 911 996 and a 993 on the race track



CLUB DATES CONNECTED WITH THE 911 ANNIVERSARY

Porsche Clubs, too, will be celebrating the anniversary of the Porsche 911 in 2013.

THE PORSCHE CLUBS CELEBRATE THE 911

FOR PORSCHE, THE 50TH ANNIVERSARY OF THE 911 IS THE CENTRAL THEME OF 2013. THERE IS A WIDE SPECTRUM OF ANNIVERSARY ACTIVITIES.

Keep up to speed with the newsletter

In 2013, you can look forward to many more highlights in conjunction with the 50th anniversary of the Porsche 911. You can find a newsletter about them at www.porsche.com. It will inform you regularly about all the news.

Around the world with the Porsche 911: The 2013 roadshow

The 911: An idea goes around the world. Once again, in its anniversary year, the Porsche icon will traverse the continents with the 911 World Tour and call in at many classic events. The Porsche Museum will send an original, unrestored 911 from 1967 on a round-the-world trip. As an ambassador for the Porsche brand, it will accompany different international events, trade fairs, historic rallies and motor racing events in its anniversary year. At www.porsche.com/follow-911, fans can follow the individual stops from the end of February.



The 911 at the Museum

The Porsche Museum honours the "50 Years of the Porsche 911" anniversary with a large special exhibition. From 4th of June to 29th of September 2013, Porsche will be looking back on the history and development of the 911. Edition Porsche Museum will also bring out the anniversary book 911x911 in the spring.

The 911 at trade fairs

Trade fair activities will be launched at the "Retro Classics" motor show in Stuttgart. From 7th to 10th of March, Porsche will ring in the anniversary year with four special exhibits. In addition to a pre-series 911 Turbo 3.0 from 1973, a 911 Turbo Cabriolet study from 1981 and the road version of the 911 GT1 (1997), the 754 prototype "T7" will also be on show. This body design by Ferdinand Alexander Porsche from 1959 is considered a milestone on the way to the 911 design. ◀

07th to 10th of March

Retro Classics Stuttgart / Stuttgart / Germany

10th to 14th of April

Techno Classica Essen / Essen / Germany

09th to 12th of May

Sverige Festival / Porsche Club Sverige
Borgholm / Sweden

15th to 19th of May

Spa / Francorchamps Days / D'leteren Spa / Belgium

22nd to 29th of June

USA Parade / Travers City / Michigan / USA

27th to 30th of June

50 Years of the 911, 60 Years of Porsche Club
Belgium / Belgium

04th to 07th of July

Porsche Parade Italia / Cortina d'Ampezzo / Italy

26th to 28th of July

Porsche Club Great Britain
Annual meeting at the Silverstone Classic and
911 Parade / Silverstone / UK

02nd to 04th of August

Copenhagen Historic Grand Prix
50 Years of the 911 / Porsche Club Danmark

05th to 08th of September

Porsche Club Deutschland friendship meeting in
Trier / Germany

08th of September

Classics at the Castle / Heddingham / UK

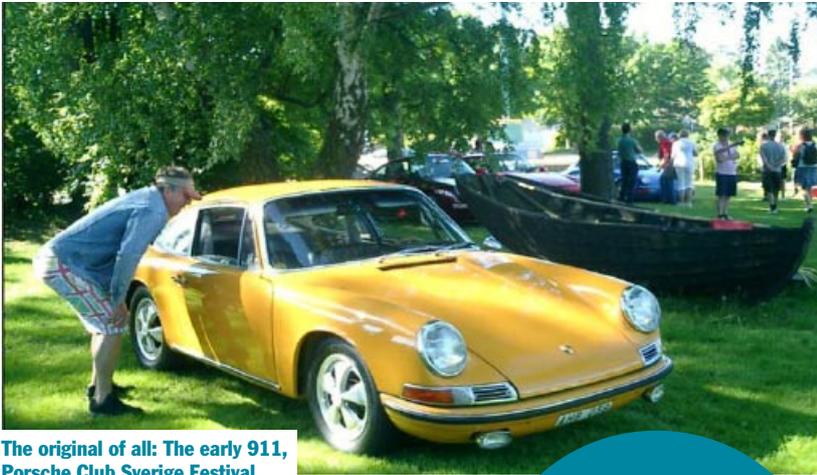
18th of September 2013

25 years of Porsche Club Singapore /
Singapore

27th to 29th of September 2013

50 Years of the 911 / Fédération Clubs Porsche
de France / Clermont-Ferrand / France

01 News from Porsche AG 911 Special



The original of all: The early 911, Porsche Club Sverige Festival

50 years 911 Part 1 The beginnings



The model series 911 has been developed continuously since its debut in 1963. The unique character of the model, which was renamed 911 in 1964, has always been retained. The result of this evolution – which has now been ongoing for 50 years – is a sports car that comes very close to the description of “perfect”, without losing any of its fascination. Each of the seven generations has written its own success story. No other sports car in the world has excited more automobile enthusiasts. And no other sports car has claimed more racing victories.

A lot has been said and written about the secret of the Porsche 911’s success. More than 300 books have been written about the 911, with new titles being added every year. However, the answer to this question is very simple: the Porsche 911 is unique in the world of automobiles. More than any other vehicle, it unites apparent contradictions such as sportiness and day-to-day usability, tradition and innovation, exclu-

sivity and social acceptance as well as design and functionality.

The 911 idea

The 911 experience begins as soon as you get in: no matter what 911 generation you’re sitting in, you’ll get that familiar 911 feeling straight away. The driver looks at five round instruments from an ergonomically perfect seat position. The low bonnet

is flanked by two imposing wings that put the crest of every bend into the driver’s sights. The ignition lock is on the left of the steering wheel and is used to start the six-cylinder engine in the rear. Even from a distance, fans recognise the 911 by the acoustic heartbeat of its power unit that has given every generation its characteristic sound.

Whether air- or water-cooled, the lively flat engine has always been the heart of the 911. A unique sound paired with powerful thrust from the rear engine makes for a combination unrivalled in the world of the automobile. And the driver can enjoy all of that with a good conscience, because the 911 has always been in the vanguard of keeping fuel consumption and emissions low. The reliability of the Porsche flat engine is legendary in sports car circles and makes an important contribution to the day-to-day usability and long life of the 911. It’s no coincidence that two-thirds of all Porsches ever built are still on the road. Even sports cars can be sustainable and unite sense and passion.

There’s hardly another sports car that inspires such strong emotions among owners and fans as the Porsche 911. Having your own Porsche is always a dream fulfilled for automobile enthusiasts. Probably every small boy has pressed his nose up against the side window of a 911. And if you ask children to draw a sports car, they’ll almost always produce something resembling a 911. That may also be one of the reasons why the model enjoys a very



A 911 Carrera RS and a 996 from the Porsche Club Sweden together on the “Schwedekreuz” of the Nürburgring.

01 News from Porsche AG 911 Special



A gathering of generations at Porsche Club Lithuania: 997, 993 and 996



high level of social acceptance despite its exclusiveness. Whether it's an original 911 or a new vehicle, a Porsche 911 creates enthusiasm all over the world. In a world of automotive uniformity, it swims against the current, has always been different from other cars and therefore is very well liked.

It is the overall 911 package that creates the fascination: a sports car with perfect design, powerful, efficient and sturdy engines, a vehicle concept that is totally dedicated to fast and precise driving, with diverse genes straight from motor racing and a rich history – that is a feast for all the senses and makes owning and driving a 911 a special experience. For fifty years and counting.

The special character of the 911 is also mirrored in the people who buy it. Many well-known artists, actors, fashion designers, sports people and business people from around the world have become enthusiastic 911 drivers, some of whom have remained true to the series for decades. The Porsche 911 is also found again and again in films and on TV. Steve McQueen paid a real tribute to the 911 as leading actor and co-producer of the 1970 masterpiece Le Mans. The first few minutes show almost nothing but the actor's dark green 911 S.

The beginnings of the Porsche 911

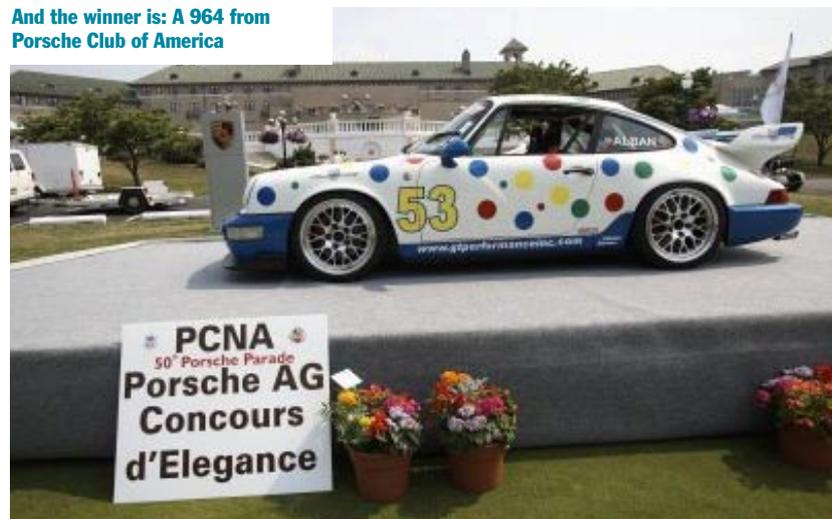
In the world of sports cars, the Porsche 911 has long been considered a true classic that unites modernity and tradition. That's no wonder, because its family tree goes back to such legendary ancestors as the Porsche 356 and the Volkswagen "Beetle", another Porsche design. It's no coincidence that the boot is at the front and the flat engine is located at the rear. But precisely because of its impressive family tree, the Porsche 911 didn't have a very easy time to start with. After all, its predecessor, the 356, was a legend

in its own lifetime, against which the 911 was measured. As its successor, the 911 was supposed to follow in the successful footsteps of the 356 – of which 78,000 had been sold – while being state of the art from a technical perspective, or even ahead of its time. It was also to be larger, to ensure that a golf bag would fit in the boot despite the 2+2 interior concept.

The Porsche technicians therefore took a consistent approach and risked a new design start – creating the technical basis for its success. For type 901 – its internal construction number – the frame and chassis were not just adopted from the 356; they were entirely redesigned. Space-saving suspension at the front according to the McPherson principle benefited the boot, while the obsolete floating axle at the rear was replaced with a semi-trailing link axle.

The introduction of the new model was also a risk from a business point of view for Porsche KG, as it was then called. As part of preparation for production of the new model line, Porsche took over the nearby body supply company Karosseriewerk Reutter & Co. GmbH in 1964. This was a great show of strength for the small sports car manufacturer, because Reutter's almost 1,000 employees were also incorporated into Porsche KG according to seniority. It was to Ferry Porsche's

And the winner is: A 964 from Porsche Club of America



01 News from Porsche AG

great credit that he recognised the future and success potential of the very innovative 911 concept.

How the 911 got its name

When naming the new model, Porsche at first took its lead from Volkswagen's spare part number range. The new Porsche was to be compatible with the number ranges in use at the VW plant with a view to possible future cooperation. As the 900s had not yet been used in Wolfsburg, Zuffenhausen decided on project designation 901 for the six-cylinder variant and 902 for a later four-cylinder variant. On 12th of September 1963, the big day had come: Porsche presented the 901 prototype at the International Motor Show (IAA) in Frankfurt am Main.

There was still a long way to go before the vehicle would be ready for series production, however, and another year would elapse until market launch in October 1964. That was how long the Porsche engineers needed to develop the 901 from the prototype stage to series production readiness.

In September 1964, the Porsche 901 was presented at the important Paris Motor Show. The exhibition, however, presented Porsche with an unexpected obstacle: a surprised Porsche management received word in early October 1964 that the French manufacturer Peugeot had raised objections to the type designation 901 on grounds of violation of French copyright and trademark protection.

There was great confusion at first, because the development department at Porsche does accurate research into model designations – which, at Porsche, are traditionally based on design numbers – and the 901 was no exception. Only a single German truck manufacturer used 901 as a designation, but this was deemed not to be a problem. Peugeot, however, invoked the fact that it had used three-digit numbers with a zero in the middle since 1929

A 997 in Saint-Tropez at Paradis Porsche



A 997 and a 991 on the road in Indonesia, Porsche Club Indonesia, Tour de Yogya



and that it therefore enjoyed legal protection in France for all similar number combinations.

Porsche therefore had no choice but to rename the 901 in the middle of the model introduction phase. After considering various options, such as adding "GT" to the name, on 22nd of November, 1964 Ferry Porsche decided to rename it "type 911". The reason behind this was entirely pragmatic: brochures, price lists and the Driver's Manual as well as the type designation on the rear end and glove box cover were already in the final phase of preparation, making double use of the existing type-

face for the number one the simplest solution. There was simply not enough time to create a typeface for a new number or even a name. Nobody could guess in 1964 that this stopgap solution would one day give rise to the world-renowned "Nine Eleven".

PART 2 IN THE NEXT ISSUE:
THE DESIGN

Porsche Club News
Public relations and press
Porsche Museum



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 Sport Driving School Fast-track training on the FIA-certified racetrack in Leipzig

IN JUST THREE DAYS YOU CAN ACHIEVE YOUR GOAL: Your national A licence from the DMSB (German Motor Sports Association). Of course, that's fast – that's why we call it "fast-track"! The training course is the perfect preparation for your test – with intensive training units and targeted exercises.

Your training course starts with learning correct vehicle handling and the right way to behave in dangerous situations. You will be accompanied at all times by our instructors, who are licensed by the DMSB. The second unit covers double bends, and increases your learning curve. You will practise taking curves in the optimal manner and will refine your mastery of the vehicle. You will then familiarise yourself with the important motor sport-related content.

The active driving part is hands-on again: exact braking and error-free, precise acceleration out of curves are on the agenda. In a final theory test specified by the DMSB, you will tackle the last hurdle on your way to your licence.

Dates: 18/05 – 20/05/2013

Price: 4,900 Euro

Further information is available from the Porsche Sport Driving School at: www.porsche.com/sportdrivingschool

E-mail: info@porschesportdrivingschool.de

or simply call us on: +49 (0) 711 – 911 2 33 64



Fast-track Training from the Porsche Sport Driving School: Your national A-Licence in just three days

02 Information Exchange

Porsche Travel Club Porsche Tour Andalusia

Discover your passion for the flamenco.

Andalusia is one of the most desirable holiday destinations in the world. That's because of its mild climate, Mediterranean vegetation and beautiful sandy beaches along the coast. Add to this impressive mountain landscapes with picturesque villages reflecting the culture and joie de vivre of the Spaniards. Most beautiful of all: the endless mountain roads and switchbacks in between. The perfect place for a few days of intense relaxation. And the perfect place for a Porsche.

And what awaits you there? Varied driving pleasure: past almond trees, olive groves and cactus fields. In addition to the sights of the landscape, there is also plenty to discover and marvel at off the road: the typical white villages (pueblos blancos), for example. Or historic cities such as Seville and Córdoba, where Moorish and Spanish culture have merged. And of course the Alhambra, a World Heritage Site since 1984.

Dates: 03/05 – 09/05/2013 and 10/05 – 16/05/2013

Price: from 4,990 Euro

Further information is available 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



Varied driving pleasure: Past almond trees, olive groves and cactus fields

02 Information Exchange

Porsche Tequipment Accessories for individual design

Spring is ready to kick off.
It's time to join it.



The Porsche Models: Stand for strenght, dynamism and day-to-day usability

Whether it's a Boxster, a Cayman, a 911, a Panamera or a Cayenne, a Porsche model represents power, dynamism and day-to-day usability. And together, they unite inner strength with distinctive design. Because boredom is not on the agenda. Especially when spring comes, when the temperature rises – and so does the driving enjoyment. Just in time for spring, Porsche Tequipment offers you a varied range of options for making your vehicle even sportier and more individual. Get ready, because we're bound to have just what your model needs in our comprehensive accessories range.

How would you fancy new complete summer wheel sets, for example?

The wheels are the contact point between the chassis and the road. They transfer the power of Porsche vehicles to below ground. And they also make an important contribution to your safety – not least when braking. That is why we recommend that you use the complete summer wheel sets from Porsche Tequipment in the warmer months. Whether for everyday or sporty driving – all wheel/tyre combinations were tested extensively and approved by Porsche. Select your favourite from amongst a large number of complete summer wheel sets. Here is a small selection. You can find the complete product range in the appropriate current Tequipment catalogues and price lists. Your Porsche partner will be pleased to advise you.



20-inch SportTechno wheels Complete summer wheel set

Alloy wheel in imposing 5-spoke design with wheel centre painted GT Silver Metallic and gloss-lathed front face.

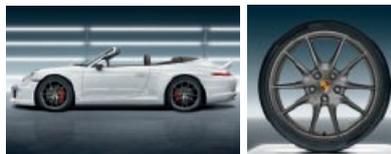
FA: 8,5 J x 20 ET 57
RA: 10 J x 20 ET 50
Tyres: 235/35 ZR 20 (88Y)
Tyres: 265/35 ZR 20 (95Y)
Available for all Boxster and Cayman models (type 981).



20-inch Carrera Classic wheels Complete summer wheel set

Alloy wheel in a sporty and elegant 10-spoke design with a two-tone look. Titanium-coloured paint finish with high-gloss polished front surfaces.

FA: 8 J x 20 ET 57
RA: 9,5 J x 20 ET 45
Tyres: 235/35 ZR 20 (88Y)
Tyres: 265/35 ZR 20 (95Y)
Available for all Cayman and Boxster models (type 981).



20-inch Carrera S complete summer wheel set, painted Platinum (semi-gloss)

Alloy wheel in an elegant 5-spoke design with double spokes. Completely painted in platinum (semi-gloss), incl. wheel hub cover in Platinum (semi-gloss) with coloured Porsche crest.

FA: 8,5 J x 20 ET 51
RA: 11 J x 20 ET 70
Tyres: 245/35 ZR 20 (91Y)
Tyres: 295/30 ZR 20 (101Y) XL
Available for all 911 Carrera and Carrera 4 models (type 991).



21-inch Cayenne SportEdition complete summer wheel set, painted Black (high-gloss)

One-piece alloy wheels with multi-spoke design and with Black (high-gloss) painted wheel centre, wheel hub cover in Black (high-gloss) with coloured Porsche crest.

FA: 10 J x 21 ET 50
RA: 10 J x 21 ET 50
Tyres: 295/35 R 21 (107Y) XL
Tyres: 295/35 R 21 (107Y) XL
Available for all Cayenne models from model year 2011.



20-inch Panamera Sport complete summer wheel set

Alloy wheel in multi-spoke design with wheel centre painted GT Silver Metallic.

FA: 9,5 J x 20 ET 65
RA: 11,5 J x 20 ET 63
Tyres: 255/40 ZR 20 (101Y) XL
Tyres: 295/35 ZR 20 (105Y) XL
Available for all Panamera models.

Boxster: CO₂-emission: 192 (180) g/km, **Fuel consumption (NEDC), City:** 6.3 (10.6) l/100 km, **Highway:** 6.3 (5.9) l/100 km, **Combined:** 8.2 (7.7) l/100 km
Cayman: CO₂-emission: 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
Cayenne: CO₂-emission: 263 (236) g/km, **Fuel consumption (NEDC), City:** 15.9 (13.2) l/100 km, **Highway:** 8.5 (8.0) l/100 km, **Combined:** 11.2 (9.9) l/100 km
Carrera: CO₂-emission: 212 (194) g/km, **Fuel consumption (NEDC), City:** 12.8 (11.2) l/100 km, **Highway:** 6.8 (6.5) l/100 km, **Gesamt:** 9.0 (8.2) l/100 km
Carrera Cabriolet: CO₂-emission: 217 (198) g/km, **Fuel consumption (NEDC), City:** 13.1 (11.4) l/100 km, **Highway:** 7.0 (6.7) l/100 km, **Combined:** 9.2 (8.4) l/100 km
Panamera: CO₂-emission: 265 (218) g/km, **Fuel consumption (NEDC), City:** 16.4 (12.7) l/100 km, **Highway:** 7.8 (6.9) l/100 km, **Combined:** 11.3 (9.3) l/100 km

Values in brackets for Porsche Doppelkupplung (PDK) gearbox

02 Information Exchange



Rear bicycle rack: Lockable, folding aluminium rear rack in Black for up to 2 bicycles. Fitted to the trailer hitch of your Panamera and/or Cayenne. For left-hand drive vehicles only

Now that the days are starting to get a bit longer again, you can spend more time on your sporting hobbies, and not only on driving your Porsche.

How would you like a bicycle rack, for instance? Your Porsche has very wide shoulders, after all. Do you have a lot of luggage? Porsche models have plenty of storage space. The dividing grid including luggage compartment divider for the Cayenne, for example, protects passengers while also enabling you to transport long items.

The roof box offers additional storage options. The lockable plastic box can be easily fitted to the roof of your vehicle in combination with the main support for roof transport systems. And when you're finished driving your Porsche? The care products specially developed for Porsche, in-



Bicycle rack: Attachment for transporting all popular types of bicycles (including children's bicycles) with frame diameters of up to 85 mm. Up to three bicycle racks can be fitted. Lockable.

cluding the insect remover, washing shampoo, paint polish, hard wax and other accessories, give your Porsche a new sheen.

And which Tequipment products suit you and your vehicle? Find out at your Porsche Centre/dealer.



Porsche care products: The high-quality care products especially approved for Porsche for optimum protection and care of your vehicle. All products such as washing shampoo, hard wax, window cleaner, leather cleaner and leather care are available individually or as part of a high-quality care case



Roofbox, wide: Lockable plastic box in black (high-gloss) with approx. 520 litres of volume and integrated ski rack. Can be opened on both sides (length: 2.180 mm, width: 895 mm, height: 400 mm)



Dividing grid including luggage compartment Divider: an effective steel restraint system with a grid covering the entire area behind the rear seats to protect passengers. With luggage compartment overflow into sitting area for skis and long loads.

Luggage compartment divider: a grid that can be placed in two longitudinal positions to divide the luggage compartment. Only in combination with dividing grid.

Cayenne: CO₂-emission: 263 (236) g/km, Fuel consumption (NEDC), City: 15.9 (13.2) l/100 km, Highway: 8.5 (8.0) l/100 km, Combined: 11.2 (9.9) l/100 km
 Panamera: CO₂-emission: 265 (218) g/km, Fuel consumption (NEDC), City: 16.4 (12.7) l/100 km, Highway: 7.8 (6.9) l/100 km, Combined: 11.3 (9.3) l/100 km
 Values in brackets for Porsche Doppelkupplung (PDK) gearbox

02 Information Exchange

Porsche Driver's Selection by Porsche Design

Model version of the Porsche 911 Sport Classic

A modern classic at a scale of 1:18

Porsche Exclusive captured the genes of the 911 and immortalised them in the 911 Sport Classic for a very limited number of special 911 enthusiasts. In doing so, Porsche brought new life to the tradition of exclusive small series of limited batch size. The 911 Sport Classic was presented at the 2009 International Motor Show in Frankfurt and is now already a classic. Only 250 customers were able to enjoy this vehicle. But, in the near future, this experience will be available to more customers – at a scale of 1:18.

As an exclusive high-end model, the model vehicle reflects all the details that make the full-size version so special. From the double-domed roof, the legendary “ducktail” and the Sport Classic wheel in typical design to the interior in Espresso natural leather. Everything can be found in high-quality detail on this miniature.

The model is expected to be available from May 2013 via the Porsche Shops at the Porsche sites in Zuffenhausen, Weissach and Ludwigsburg, the Porsche Online Shop (www.porsche.com/shop) and, for large orders, via the major customer sales department for Porsche accessories at a price of 179.00 Euro (including VAT at 19%).

For further information about the model version of the Porsche 911 Club Coupe, please contact Mr. Martin Herold:

Tel.: +49 (0) 711 911 – 7 83 98

E-Mail: Martin.Herold@porsche.de

DETAILS

- High-end resin model
- Scale: 1:18
- Limited edition of 1,000 units
- Original Porsche packaging
- High-quality wooden base with Plexiglas® case
- **Recommended retail price 179.00 Euro (includes VAT at 19%)**



The essence of a classic: The Carrera Sport Classic, available as a model

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: 25 KG.

25 KILOGRAMS OF BALLAST HAD TO BE ADDED TO THE BODY FRONT SECTION OF THE LIGHTEST PORSCHE 911 (935 BABY) TO ENSURE THAT IT SATISFIED THE MINIMUM WEIGHT REQUIREMENT OF 750 KG.





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

**We give your Porsche a thorough check.
Front to back, left to right, top to bottom, inside and out.**

Porsche Service



PORSCHE

05
Reports



The Making of: Porsche 911 Club Coupe

ON 10TH OF DECEMBER 2012 THE BIG DAY HAD FINALLY ARRIVED: 12 HAPPY 911 CLUB COUPE OWNERS COULD TAKE DELIVERY OF THEIR VEHICLES IN ZUFFENHAUSEN. PORSCHE COMMUNITY MANAGEMENT HAD FOUND A UNIQUE WAY TO MARK THE OCCASION. ▶

05 Reports Porsche Clubs worldwide



Going through production with a 911 Club Coupe: Exclusive individual manufacture of an extraordinary vehicle

PORSCHE HAS A LONG TRADITION OF BUILDING SPECIAL PORSCHE MODELS FOR SPECIAL OCCASIONS.

Porsche Community Management and the factory car tuners at Porsche Exclusive were united in their opinion that the 60th anniversary of the worldwide Porsche Clubs last year was an occasion worthy of an extraordinary vehicle edition.

The right concept was found by seeking inspiration from past “birthday vehicles” for Professor Dr. Ferry Porsche and automobiles owned by the Porsche family. A long

wheelbase Porsche 928 S had never been forgotten, nor had the “Panamericana” concept car.

The element these cars had in common was usually the colour green. The Porsche family views green as a traditional distinguishing feature and it’s a favourite colour, frequently in combination with a brown or beige interior. The best example of this is the 1998 Porsche 911 Turbo S (933), which was British Racing Green on the outside and Cadbury Brown on the inside – Porsche Exclusive was responsible for this vehicle even then.

More recently, Porsche Exclusive had drawn on their tradition of producing limited edition vehicles with the Porsche 911 Sport Classic and 911 Speedster, so they were precisely the right cooperation partner to realise Porsche Community Management’s idea for a special car.

Thanks to the close ties between the Porsche family and the Porsche Club, several streams of thought converged to create a tribute to the typical Porsche family colour combination as a theme for the anniversary vehicle: a Brewster Green exterior and natural leather Espresso with contrasting



05 Reports Porsche Clubs worldwide



Oh, the anticipation: Club Coupes lined up and ready for the grand unveiling

Luxor Beige seams inside. As the selected colour is not part of the series colour programme, all of the vehicles were painted in the production paint shop individually, completely in keeping with the unique character of the 911 Club Coupe.

In honour of the Club members, the first Porsche 911 Club Coupe remained the property of Porsche AG and was exhibited in the Porsche Museum along with its role model, Dr. Wolfgang Porsche's 911 Turbo S, as part of the special "60 Years of Porsche Club" exhibition.

A further 12 vehicles could be purchased by Club members – and by them only. Because the 12 cars made to honour the Club comprised such a limited number, a very selective allocation process was decided upon. Club members could register at a specially created website to apply for purchase rights. Of an impressive 12,000 registrations, 350 were from serious prospective buyers. Of these, Community Management ultimately had 12 names drawn in a legally certified drawing. The vehicles were sent all over the world: four stayed in Germany, two went to the United States, one

each journeyed to Mexico, Italy, France, Belgium, the UK, and Hong Kong – a splendid distribution that reflects the Porsche Club's international character.

There was a right-hand drive model for each of the customers in the UK and Hong Kong, one of which has a manual gearshift. Another 911 Club Coupe equipped with a manual shift went to the USA.

Porsche Exclusive, Porsche Factory Collection, and the Porsche Community were all reluctant to forgo the opportunity to invite



High lift, high gloss, high voltage: The 911 Club Coupe gets its power-enhanced boxer engine and lettering on the tail

05 Reports Porsche Clubs worldwide



A touching moment: First contact with the new 911 Club Coupe

each of the customers, plus a guest each, to Stuttgart-Zuffenhausen, in order to hand over the 911 Club Coupes personally on 10th of December 2012. Nearly all of the customers were able to make arrangements to collect their vehicle in person, or to admire it prior to a home delivery. Sandra Mayr and her team had decided to organise a very special series of events in celebration of the deliveries.

On the evening of Sunday, 9th of December 2012, the 911 Club Coupe customers met for an initial dinner and get-acquainted gathering at the Adler in Asperg, which is well known to gourmets and Porsche fans. There were special tours of the Porsche Museum on Monday morning, which was closed to the public as usual on a Monday, and lunch in Porsche AG's guest din-

ing room. Fortified by the meal, the group went on to the Factory Collection area, where the vehicles, covered in white cloth, awaited their owners. After the cars were all unveiled simultaneously, the proud owners could express their feelings freely and savour this unique moment.

After personalised instruction in operating their respective vehicle and a tour of the plant, the guests were taken back to their hotel by the Porsche shuttle service to get ready for the evening.

A special backdrop was selected for the dinner – the Factory Collection transfer area, which was a first-time event organised exclusively for this group of customers. While they were getting ready for the evening, the hall was also being prepared for the dinner.

The table was set up and places set for the 30 guests in short order.

In the evening, representatives of the Porsche departments involved in the project, i.e. the Porsche Community, Porsche Exclusive, and Porsche Factory Collection, handed a personalised book bound in the leather used in the cars to the proud new owners. The books contained the history of their cars. The evening came to an end on a congenial note.

An extraordinary vehicle for an extraordinary occasion. Clearly, Ferry Porsche would also have enjoyed the 911 Club Coupe and the newly established Community complete with plans for a second meeting

Porsche Community Management



On the home straight: Each vehicle was personalised with an engraving on the glove box



05 Reports [Porsche-Diesel-Club-Europa e.V.](#)

Walter Röhrl's longest lap in the "Green Hell"

RALLY LEGEND RÖHRL CHALLENGES THE NÜRBURGRING MYTH. THIS LAP IS INTENDED TO MARK A SPECIAL RECORD: RÖHRL'S LONGEST LAP. ▶



05 Reports Porsche-Diesel-Club-Europa e.V.

“I’M NOT PUTTING ON A HELMET FOR ANYTHING OVER EIGHT MINUTES ON THE NORTH LOOP!”

No sooner said than done. Auto Bild Klassik had invited the two-time World Rally champion and Porsche representative Walter Röhrl to an “acceptance drive” of a Porsche Junior, which had been bought by Porsche AG and Auto Bild Klassik, and newly restored by the Berliner Werkstätten für Menschen mit Behinderung (Berlin Workshops for People with Disabilities).

The “Porsche Junior” project was initiated in 2008 by the Porsche-Diesel-Club-Europa e.V. and is now running in approximately 100 facilities. The project’s aim is to improve young people’s chances of finding jobs in the labour market by giving them hands-on experience. Interactive cooperative relationships with auto workshops, body and paint shops, joineries, and various other commercial enterprises result in substantive training offers and promising career prospects for the adolescents.

In addition, there is the “Porsche Diesel Manufaktur” that was founded years ago by Dr. Wolfgang Porsche for the Berliner Werkstätten für Menschen mit Behinderung (BWB). It was here that the Porsche Junior was elaborately restored so that it could subsequently be sold on Ebay for a good cause.

After the restoration Walter Röhrl was designated to execute the technical acceptance drive at the Nürburgring. Auto Bild reporter Stefan Vosswinkel had not revealed the plan in advance, so Mr. Röhrl reacted



accordingly – with complete surprise: “Drive that? I’m supposed to... Naaah, you can’t be serious! Or are you?” The journalist refused to give up on his idea, so he hopped aboard to join Mr. Röhrl on the Porsche Diesel as co-pilot.

Before starting off, the two of them made a rough estimate of the expected lap time. A just under 20 km/h maximum speed and constant full throttle results in a lap time of about one hour. Röhrl had never needed that much time before. Even with a racing bike he can cover the distance in under 40 minutes. That’s a respectable time. After all, there are 20.832 km, 300 m elevation gain and an up to 17 per cent incline to overcome.

A short tug on the black button and off the single-cylinder diesel went, slowly but with determination. And an ear-splitting racket. Röhrl piloted the vehicle along the stretch’s racing lines at the full top speed of 20 km/h. During the drive there was plenty of time to tell an anecdote or two and praise the beautiful restoration job. The perfectly adjusted brake proved useful in some spots, but usually just lifting the foot off the accelerator had the desired effect. Röhrl circled around the Karrussell track section with a permanent grin on his face – he had never driven a Porsche through this area at full throttle.

Röhrl immediately checked his watch upon crossing the finish line: one hour, five minutes and 36 seconds. Walter Röhrl’s longest Nürburgring lap time ever. All efforts to persuade him to attempt it again in under an hour were in vain, unfortunately.



The successful and fascinating project put together by the BWB, Auto Bild Klassik, the Porsche-Diesel-Club-Europa e.V., and Porsche AG ended with an auction on Ebay. Bids on the Porsche Junior could be placed from 20th to 30th of September, and it ultimately sold for 19,650.00 Euro to a very pleased buyer. In addition to the Porsche Diesel Junior, which was tested and autographed by Walter Röhrl personally, he received a free one-year membership in the Porsche-Diesel-Club-Europa e.V., including a year of technical support. The proceeds went to the Berliner Werkstätten für Menschen mit Behinderung. ◀

Auto Bild Klassik
Porsche Community Management
Benjamin Marjanac



From a find in a barn to collector’s item: The red one-cylinder vehicle was elaborately restored by the BWB Werkstätten



Please visit 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 Chile



ON THE ROAD

FROM SANTIAGO TO BARILOCHE – FROM CHILE TO ARGENTINA

NOVEMBER. A SPECIAL TIME OF YEAR

– particularly for Chile's Porsche Club members. Fantastic activities take place all year round: trips to vineyards, holiday resorts on the coast, the Porsche Festival, racing days on various race courses... but when November approaches, it's time for the annual one-week trip.

This year's plan was to start in Santiago and drive down to Bariloche in Argentina's Patagonia: eight days, covering more than 3,300 km. The 2012 fleet consisted of various Boxster and Boxster S models, a Boxster Spyder, and, of course, several 911, 911 S, 911 4S and 911 Turbos and Panameras. Ditec, Chile's official Porsche dealer, made a Service Cayenne S available – just in case.

Day 1: All of the vehicles are gathered at Ditec – breakfast, vehicle numbering and distribution of the roadbooks. Last-minute instructions: Ready to go.



On the road: The Porsche Club Chile on the "Ruta 5 Sur", known as the Panamerican Highway

On the road at last! First south towards Curico via "Ruta 5 Sur", better known as the Panamerican Highway. The Panamericana stretches all the way from Alaska to Tierra del Fuego at the southernmost tip of America. A stop in Curico, the exciting western leg of the journey. Small roads, bends, beautiful countryside. Lunch in Iloca, a small resort on the Pacific Coast. Blue sky, a pleasant, fresh ocean breeze and remarkable lunch. Iloca was hit very hard by the 8.8 earthquake on 27th of February 2002 and the resulting tsunami. It is good to see that at least in most areas things appear to have been rebuilt and life returned back to normal. Further it went to Concepción to spend the night.

Second day: The excitement is spreading – no, it's enthusiasm! The Porsche posse has filled up their tanks, heading south on side roads: destination Collipulli. From there to Osorno via Ruta 5 Sur. Southern Chile reveals some similarities with Europe: mountains,

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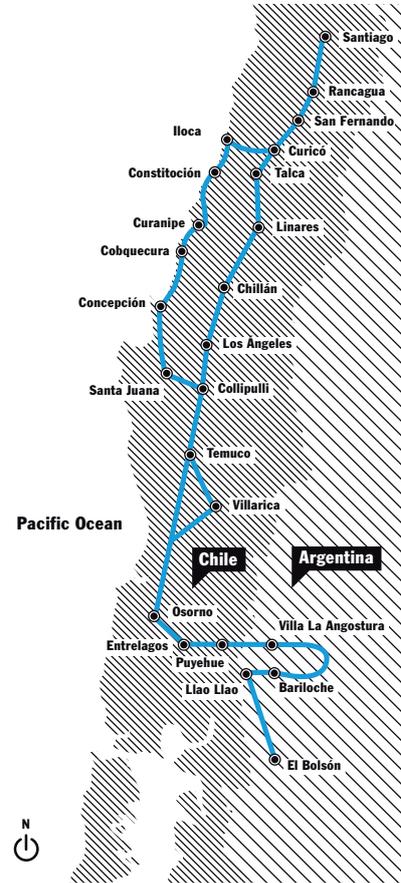
forests, a lake district. The conical volcanoes mark the distinction – a wonderful treat for the eye and memory.

Osorno. Switch to an easterly direction towards Puyehue. Second stop. Puyehue, at the foot of the Andes and close to the Argentinian border, has a marvellous hot spring to offer. A refreshing dip in the pool, dinner, relaxation.

On relaxed Day 3: 26 cars cross the Andes on the way to Argentina. That means a border crossing and customs, then on to Correntoso, just before Villa La Angostura. When Puyehue erupted in mid-2011, this region was completely buried in ash. Everything was covered with a fine, grey dust. The roads have since been cleaned up, but the roadsides, which at first convey a sense of winter, are still covered by huge amounts of ash. Nature at its full dimension. A night spent at the wonderful Hotel Correntoso. It's now absolutely clear: this journey is a Porsche journey. Making friends, enjoying important moments collectively, everything held together by the same passion: Porsche. Is it a coincidence that both words start with the same letter "p"?

Day 4: En route to our destination Llao Llao. Driving around Lake Nahuel Huapi, 20 kilometres beyond Bariloche. Once again: a magnificent drive, but how could it be otherwise?

Nowadays almost everyone in Chile or Argentina seems to have a smartphone with a camera or a camera. We always caught quite



Between the Black Forest and Vosges Mountains: Chile also reveals a European flavour

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some attention – people would gather, wave to the passing cars, and take photos.

Llao Llao will be our base for days 4 to 7. A number of activities have been planned. Making the most of the hotel facilities – golf, spa, more golf – driving the cars on the John Lewis Circuit in Los Bolsón, 120 km south of Bariloche, as well as just relaxing.

Argentina has a worldwide reputation for “asados” (the country’s traditional Barbecue) and world-class beef. So, of course, we couldn’t resist this outdoor lunch either. The stay also included some sight-seeing tours of the wonderful Patagonia.

Day 6 – Fun near and around the border! All of the participants have left stress and daily routine far behind. In the evening we have our final dinner together. It’s strange how one always gets emotional when something good comes to an end. One week on the road – and it’s fabulous how the team sticks together through all the activities and challenges, whilst enjoying private moments at the same time.

Around Lake Nahuel Huapi:

Rolling along splendidly – but how could it be otherwise?



Day 7. Back to Chile. Between Villarrica and Pucón, in Chile’s lake district, our last stops. A surprise materialises on the way! A Club member invites all of his travelling companions to lunch at his ranch, which is situated along our route. What a pleasant surprise! Great feelings, very much in the Porsche spirit!

Day 8: There was no choice, other than drive back to Santiago, as planned. Great drive, though. Not much traffic. Good pace. Tons of fun as passengers keep connected and chattering through their smartphones. A group was created to communicate simultaneously: “Porsche al sur del mundo” (Porsche at the south of the world).

Again, these were unique eight days. The experience will be unforgettable. All was thoroughly planned. Not one single car had a mechanical problem. Not one screw came loose, not even one flat tyre. It was a Porsche week. Porsche’s at their best. They brought us all together –all emotions included. ◀

Jaime Hidalgo Gaedecke
Porsche Club Chile

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First Class. Five Star. Red Carpet. Once in a Lifetime.

CURFEW: A CAYMAN "CODE OF THE CURVE"
PARADE ON LAS VEGAS BOULEVARD.
EXTRA SHIFT FOR A FEW MINUTES. ▶

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Viva Las Vegas: Oh, to have Las Vegas Boulevard all to yourself (or shared with 56 Cayman friends) once in your life!

FIRST CLASS, FIVE STAR, RED CARPET, ONCE IN A LIFETIME – WHEN PORSCHE EXTENDS AN INVITATION TO AN EVENT, it is sometimes not inappropriate to apply big catch phrases.

On 3rd of December 2012, Porsche invited hand-picked participants to the “Code of the Curve” event, and thus to a unique adventure in Las Vegas. There wasn’t a lot of information provided to the attendees at the beginning of the one-day event. Yet one thing appeared obvious: it seemed likely that the Cayman would be feted. Just a few days before, the new Cayman celebrated its premiere at the LA International Auto Show in Los Angeles. With that fact in mind, waiting for the event generated even more suspense for the participants.



Meet-and-greet: The event was recorded by the American television channel SPEED

Joshua Cherfoli, Online & Marketing Relationship Manager of Porsche Cars North America, and his team, and Paul Gregor, Porsche AG Coordinator of the American Porsche Clubs, had planned this event and made it possible in collaboration with the President of the Cayman Registry Club, Mike Souza. A total of 56 Cayman Registry Club members accepted the exclusive invitation and arrived driving their own Caymans from New Mexico, Arizona and California, and other locations.

They were welcomed to the Wynn Encore Hotel with a “meet-and-greet” reception. The US TV station SPEED also greeted the surprised participants. In celebration of the event the TV channel made its own recording, which will be broadcasted in the

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USA in spring 2013. A commercial planned for the spring will be shot as well.

After a brief welcoming speech by Joshua Cherfolia, Jan Roth, Porsche AG's Cayman Project Manager, gave the participants their first exclusive insight into the new Porsche Cayman. He had come from Germany to give a short presentation explaining the innovations and changes in the new model in comparison to its predecessor. This highlight was followed by the next one: a Cayman Parade on Las Vegas Boulevard, which was closed off to all other traffic for a few minutes especially for this purpose. After all the participants had gathered in the parking garage where a long row of Caymans had formed, one beside the other, you could hear a loud boxer engine approaching from the upper deck. It was a brand-new, Racing Yellow Cayman driven by Jan Roth, who was driving toward the spectators. The surprise was complete – everyone was thrilled to see the new Cayman with their own eyes.

With two new Porsche Caymans leading the way, the convoy drove along the barricaded boulevard to the last stop: the Las Vegas Speedway. Having arrived at the well-known NASCAR race track, they continued on over the infield directly onto the race track. There the convoy was put into the most advantageous position for posing for a Porsche Cayman that had been converted into a filming vehicle. To the guests' surprise, two more vehicles joined in for the final lap: a 1964 Porsche 904 Carrera GTS and a Porsche 918 Spyder in the Martini racing design. The enthusiasm could be felt everywhere.

The Speedway Media Center provided for culinary delights afterwards. Justin Bell, SPEED moderator and son of Le Mans winner Derek Bell, then prepared the participants for the competitive events that followed. One of them involved driving a Cayman R with PDK as fast as possible



An impressive entrance: A new Racing Yellow Cayman took centre stage among the guests

through a slalom course; the other was to accelerate powerfully and then bring the vehicle to a complete precision stop within a marked area. The three winners of the respective competitions still had to prove their skill in an autocross race, and they can now look forward to yet another race at the California Speedway.

In conclusion, each participant was handed an exclusive gift from Porsche: A "Code of the Curve" poker set that matched Las Vegas perfectly. After all these indelible impressions and experiences, the next day was time for everyone to say "Viva Las Vegas" – until we meet again in Las Vegas. ◀

Porsche Community Management
Paul Gregor



Pole position: The new Cayman leads the crowd at the Las Vegas Speedway



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Current schedule:



www.porsche.com/sportdrivingschool



PORSCHE

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An interview with Dieter Landenberger

Based on the questionnaire of Marcel Proust, we put 20 questions to Dieter Landenberger, Porsche AG's company historian

Where would you like to live?

In Stuttgart – and not too far from Zuffenhausen.

What is your idea of perfect happiness?

Love and friendship.

Which faults are you most likely to forgive?

My own.

What do you regard as the lowest depth of misery?

An incurable illness.

Your favourite historical figure/s?

Alexander von Humboldt.

Which traits do you most appreciate in a woman?

Spirit, industriousness, and passion.

Which traits do you most appreciate in a man?

The same ones as in women.

Your favourite virtue?

Humanitarianism.

Your favourite pastime?

Creating beautiful books about cars.

Who or what would you have liked to be?

A Grand Prix race car driver in the 1930s.

What is the Porsche legend?

It's not just the car, it's the people.

What makes a Porsche sports car?

Sportiness combined with day-to-day usability.

What does the Porsche of the future look like?

The perfect synthesis of technology, design, and performance.



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QUESTIONS TO

DIETER
LANDENBERGER

CV

Name: Dieter Landenberger

Date and place of birth: 22/07/1974, Trier

Education and career

1994

Final school examinations

1994–1995

Military service

1995–1999

Stuttgart University

History of natural sciences and technology, technical biology

1999–2004

DaimlerChrysler AG, Classic Division,

Head of Product History & Archive

2005–2009

Dr. Ing. h.c. F. Porsche AG,

Head of the Historical Archive

since 2009

Head of the Historical Archive,

Deputy Director of the Porsche Museum

Hobbies: Hunting, gliding, photography

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

Porsche 356 A 1500 GS Carrera GT.

Your main character trait?

Curiosity.

Your greatest fault?

Too many interests.

Who are your heroes in real life?

People in caregiving professions.

What do you despise the most?

Hypocrisy.

What natural talent would you most like to possess?

Perfect pitch.

Your motto?

The journey is its own reward.



Porsche recommends Mobil 

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