



PORSCHE



THE SPORTS CAR IN THE COMPACT SUV SEGMENT: Porsche is presenting a new model range – the Porsche Macan

December 2013

# Porsche Club

## News 5/13

Macan Turbo: Combined fuel consumption 9.2 – 8.9 l/100 km; CO<sub>2</sub> emissions 216 – 208 g/km

## Editorial

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

It was exactly one year ago, that I announced in the Porsche Club News that 2013 would be an exciting year – a Porsche year that we will be happy to look back upon.

2013, a year full of highlights, is now over. A year in which the Porsche icon – the 911 – celebrated its anniversary. And, across the globe, you too celebrated our timeless classic with various events and enriched the Porsche season of 2013. Completely in keeping with the motto “moving together”, you not only drive your Porsche on Club outings and events; with your solidarity and sense of community you bring the Porsche legend to life and further enrich it with your activities.

Dear Club members, I hope that Porsche AG has moved you as well. We have a year full of innovations and new products behind us. At the start of the year, Porsche presented the Cayenne Turbo S – the most powerful SUV that we have ever built. This was followed by the 911 Turbo and the 911 Turbo S: the top models in the 911 range in terms of technology and driving dynamics. The second generation of the Gran Turismo Panamera saw Porsche not only introduce the Executive long version, but also present the world’s first plug-in hybrid in this segment. In the middle of the year, the “50 Years of the Porsche 911” special edition was launched to commemorate the anniversary of the Porsche icon. This sporty and elegant model was a limited edition of just 1963 models. It was unveiled at the IAA in Frankfurt and also exhibited at national and international Club events. The new technological standard bearer – the 918 Spyder – made its debut at the IAA as well. In addition, a new 3-litre Panamera Diesel with even better driving dynamics and significantly improved performance was also on display. The two cabriolet versions of the 911 Turbo and the Turbo S were added to the model range in summer. This technological hailstorm of new models was rounded off when Porsche pre-

sented a completely new model range simultaneously in Los Angeles and Tokyo. In the Porsche Macan, Porsche has not just redefined what a sports car in the compact SUV segment should be – the Macan is the sports car in this segment. The Macan is a through and through Porsche and, like all of our products, it is a worthy bearer of the Porsche crest on its bonnet – the Macan is sure to enthrall you.

We look back happily on many special Club events and functions. The proud owners of the Porsche Club Coupes met for their first outing. One owner even travelled from Hong Kong in order to be there. The 38th International Porsche 356 Meeting took place this year in Strasbourg, and enthusiasts of the 356 all greatly enjoyed the event. At Silverstone, the Porsche Club Great Britain organised a parade to honour the iconic 911, with a remarkable 1,208 Porsche 911s taking to the track. Once again, a highlight for all of the participants was the IAA Club evening. Among other attractions, the 918 Spyder was exclusively presented to Club members who had travelled from all over the world to be there. Porsche celebrated the important anniversary of the Porsche 911 with a convoy at the AvD-Oldtimer Grand Prix, and 911 own-

ers from all over Europe gathered to take part. The Porsche USA Parade also commemorated the anniversary, while at Heddingham Castle, Classics at the Castle presented classic 911 models from every generation – an event that received wide media attention. The 911 anniversary gave an opportunity to create genuinely moving experiences for all those involved.

Dear Club members, on behalf of Porsche AG, the Porsche family and the Board of Directors, I would like to thank you all for your commitment and enthusiasm for Club activities, your community as well as your close ties to our company and our shared passion for Porsche brand products.

I would like to wish you all peaceful, relaxing and pleasant days with your family, friends and fellow Club members at the end of the year. I am looking forward to an exciting 2014 and sharing many great times with you at our 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 a printable quality.

### Thank you for your support.

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**Le Mans legends in Hockenheim:** Former racing drivers and vehicles enhanced the event to commemorate the milestone on the route to our return to the LMP1 WEC

## PORSCHE IN ENDURANCE RACING MEET THE HEROES OF LE MANS

In 2014, Porsche will be back at the 24 Hours of Le Mans with two LMP1 prototypes – 16 years after our overall victory in 1998 with the GT1. To mark this event, former racing legends and their vehicles returned to one of their old stomping grounds for a special kind of family reunion.

The Porsche LMP1 director, Fritz Enzinger, not only presented his management team at the Porsche event “Meet the Heroes of Le Mans” in Hockenheim on the 7th and 8th of October, he also surrounded himself with true racing legends and genuine Le Mans racing vehicles.

Among those who attended were Richard Attwood, Gijs van Lennep, Hans Herrmann, Manfred Schurti, Rudi Lins and Jürgen Barth as well as race constructor Norbert Singer.

The 24 Hours of Le Mans is one of the greatest challenges of endurance racing. The ingredients for the recipe for success in Le Mans are sophisticated aerodynamics for the long straights and super-fast corners, an excellent chassis and brakes, a light, yet high-strength construction and outstanding engine power. “You can drive incredibly fast at Le Mans,” said Barth. “It’s actually almost a sprint.” Fritz Enzinger, LMP1 director, added: “The WEC rules from 2014 primarily focus on efficiency. This makes the competition between the engineers even more interesting and presents us with completely new challenges.” Enzinger also confirmed that Porsche will compete in all events of the WEC season with two LMP1 hybrid prototypes and three drivers.

The new LMP1 race car completed its first roll-out on 12th of June 2013 on the Porsche test track in Weissach. Porsche works driver Timo Bernhard gave his new item of work equipment its first functional tests. “I was really proud that I was allowed to drive the first metres in our new baby.” The new Porsche LMP1 race car is currently conducting test drives on international race circuits.

### Closing Dates:

PC News 1/2014: 31/01/2014

### Porsche Club News on the web:

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



**World première for the compact SUV from Porsche**

PORSCHE IS EXPANDING ITS RANGE WITH A NEW VEHICLE CLASS. THE MACAN IS THE FIRST PORSCHE IN THE COMPACT SUV SEGMENT AND WILL SET NEW STANDARDS IN DRIVING DYNAMICS AND DRIVING PLEASURE – BOTH ON- AND OFF-ROAD.

# THE MACAN

Macan S: combined fuel consumption 9.0 – 8.7 l/100 km; CO<sub>2</sub> emissions 212 – 204 g/km  
Macan S Diesel: combined fuel consumption 6.3 – 6.1 l/100 km; CO<sub>2</sub> emissions 164 – 159 g/km  
Macan Turbo: combined fuel consumption 9.2 – 8.9 l/100 km; CO<sub>2</sub> emissions 216 – 208 g/km

01 News from Porsche AG



**Basic values:** The Macan is equipped with a 3.0 I V6 biturbo engine with 340 hp and accelerates from 0 to 100 km/h in 5.4 seconds

**The name Macan is derived from the Indonesian word for tiger. And that describes the Macan to a T. Powerful and ready to leap at any time. Agile and enduring across country. Its shape shows its sporty, dynamic and precise flair, enhanced with elegance and lightness.**

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01 News from Porsche AG



**Peak power:** The Macan Turbo will be the most powerful vehicle in the compact SUV segment.

**The discreet contours and harmonious curves of the rear end combine sportiness with elegance. The outstanding design of the tail-lights of the Macan have a compact three-dimensional structure and reference the design language of the 918 Spyder.**

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## 01 News from Porsche AG



**Instantly recognisable:** The Porsche Macan is the sports car in the compact SUV segment

**The Macan combines all of the typical driving characteristics that have distinguished every Porsche since production first began:** Excellent acceleration and braking, enormous torque, extreme agility and the highest levels of steering precision all combined with the greatest possible comfort and day-to-day usability. As with all Porsche vehicles, the sporty genes of the Macan can be seen immediately in the design. The sports utility vehicle hugs the road like no other. A wrap-around bonnet and a flat sloping roof line underscore the overall impression of sporty elegance and powerful dynamics. Many design elements have been adopted from other Porsche sports cars and further developed for the Macan. This means it can be seen at a glance that the Porsche Macan is the sports car in the compact SUV segment. The Macan is “Made in Germany” in our Leipzig plant. The company has invested €500 million in this site and built up a complete production line. It has been designed to produce around 50,000 vehicles a year – all manufactured with exceptional precision and the highest levels of quality, as is typical for Porsche.

The Macan will be launched with three model variants. The Macan is equipped with a 3.0 l V6 biturbo engine with 340 hp (250 kW); each model has active all-wheel drive with an electronically regulated, map-

controlled, multi-plate clutch. The 7-speed Doppelkupplung transfers the power as required, with nearly no interruptions in traction. This enables acceleration from 0 – 100 km/h in 5.4 seconds (or 5.2 seconds with the optionally available Sport Chrono package); the top speed is 254 km/h, and its standard consumption (NEDC) is between 9.0 to 8.7 l/100 km, which corresponds to CO<sub>2</sub> emissions of 212 to 204 g/km.

The Macan S Diesel is the economical endurance runner of the Macan trio and its 3.0 l V6 turbo diesel engine consumes just 6.3 to 6.1 l/100 km in NEDC, which corresponds to a CO<sub>2</sub> value of 164 to 159 g/km. Nevertheless, its 258 hp (190 kW) engine enables it to accelerate from 0 to 100 km/h in 6.3 seconds (6.1 seconds with the Sport Chrono package) and attain a top speed of 230 km/h.

The most powerful vehicle in the compact SUV segment will be the Macan Turbo – the top model in the series. Its 3.6 l biturbo engine puts out an unparalleled 400 hp or 294 kW and catapults the vehicle from 0 to 100 km/h in 4.8 seconds. This can even be reduced to 4.6 seconds with the optional Sport Chrono package. Even though it can reach speeds of 266 km/h, the Macan Turbo's NEDC consumption is just 9.2 to 8.9 l/100 km and its CO<sub>2</sub> emissions are between 216 and 208 g/km.

Its name is derived from the Indonesian word for tiger. And that describes the Macan to a T. Powerful and ready to leap at any time. Agile and enduring across country. The current evolutionary stage of the all-wheel drive is one of the most powerful drive systems in the world: Porsche Traction Management (PTM). With the Macan, Porsche is offering a greater variety of sporty all-wheel drive vehicles than ever seen before.

A look at the performance shows clearly that the Macan has been designed with active driving in mind. This can also be seen at first glance from its proportions, the design and the large wheels with mixed tyres. The engines, the drive systems and the seven-speed Porsche Doppelkupplung (PDK) transfer this active driving power to the road or off-road surface dynamically and efficiently, making driving the Macan a genuine Porsche experience. The driver and front passenger sit low in the vehicle in a manner typical for a sports car.

The standard equipment of the Macan is extensive. For example, it includes all-wheel drive, PDK, a multi-function sports steering wheel with switch paddles, large wheels, a powerful audio system and an electrically operated tailgate. The list of optional equipment includes further highlights such as air suspension, which in this

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## 01 News from Porsche AG



**Integral whole:** The emphasis on agility is continued in the interior with sophisticated lines and high-quality craftsmanship.

vehicle segment is only available for the Macan. Or Porsche Torque Vectoring Plus (PTV Plus), specially adjusted for the Macan: variable distribution of drive torque at the rear wheels in combination with an electronically regulated rear differential lock. Then there is the frequently requested Porsche option of dynamic high-beam lights as a component part of the Porsche Dynamic Light System Plus (PDLS Plus). This system progressively adjusts the range of the light beam to oncoming vehicles and those ahead on the road.

### A design deeply rooted in the Porsche sports car tradition

The design of the Macan shows its sports car pedigree in many details. The designers have pulled out all of the stops to fashion the proportions and lines of the vehicle accordingly. The result can be described with two words usually reserved for sports cars: wide and flat. Its shape shows its sporty, dynamic and precise flair, enhanced with elegance and lightness. Curves have been combined with strategically positioned precise edges. Its harmonious proportions mean that the Macan is compact, powerful and hugs the road.

The sports car design references of the Macan give a clear indication of its performance, even when the vehicle is at a stand-

still. For example, the window outlines on the sides and sloping rear roof line (referred to as a “flyline” at Porsche) clearly reference the 911. The rear wings also have a similarly soft appearance as those on the 911.

The 918 Spyder is already regarded as a vehicle that has seen many further developments to the Porsche design DNA. This DNA is also to be found in the Macan. For example, the basic shape of the main headlights is orientated towards that of the 918 Spyder. The side blades in the lower area of the front and rear doors reflect the lower door design of the hybrid super sports car.

The side blades on the Macan S and Macan S Diesel are in Lava Black as standard. For an even more classically elegant look, the Macan Turbo has side blades that are painted the same colour as the vehicle (also optionally available for the Macan S and Macan S Diesel). Side blades in genuine carbon are available as an option for all models and give additional emphasis to the sporty character of the Macan. The side view is sharply contoured with a sporty sloping roof and underlines the dynamic character of the vehicle. The design lines running to the rear accentuate the sculptured and wide-set wings. Together the window outlines – the edges of the

glass surfaces on the side – and the shape of the D-pillar reflect the design of the 911.

Another noticeable design detail is the continuous side skirt of the Macan. Along with the black painted, long roof spoiler, it emphasises the flowing design. The mixed tyres up to 265 millimetres wide at the front and 295 millimetres wide at the rear axle and wheels with a size of up to 21 inches accentuate the sporty design of the Macan.

The discreet contours and harmonious curves of the rear end combine sportiness with elegance. It has been deliberately designed as a large and mostly uninterrupted surface to give the vehicle an optically wider look. To maintain the clarity of the Macan's appearance, the switch for automatically opening the tailgate has been inconspicuously integrated in the foot of the windscreen wiper and the license plate has been positioned in the lower area of the rear.

The rear lights are another design highlight of the Macan. They have a highly compact and three-dimensional appearance and are equipped with LED technology – this is yet another nod to the design of the 918 Spyder. The rear diffuser on all models is flanked by two twin tailpipes on the outside left and right – on the Macan S and Macan

## 01 News from Porsche AG

S Diesel, these are round tailpipes, while the Macan Turbo is equipped with square pipes. Sports tailpipes in chrome-plated stainless steel are optionally available for all 3 model variants.

### Interior: Sportiness and quality

The focus on agility and width continues in the interior of the Porsche Macan. Well-thought out line design, precise transitions and high-quality craftsmanship create a bridge between sportiness, quality and elegance.

Starting with the front seats, which are integrated deep in the vehicle, and moving on through the rising centre console and the display and operating concept and also the extensive individualisation options: on the one hand the interior is familiar; on the other hand, it has many new features such as the multi-function sports steering wheel.

The cockpit has the familiar sports car character. A special eye-catcher is the multi-function sports steering wheel with shift paddles, which is fitted as standard. Its completely new design is derived from the 918 Spyder. Additional multi-function buttons for telephone, radio and on-board computer as well as the ergonomically placed switch paddles fitted as standard ensure that hands stay on the steering wheel and concentration on the road.

Three round instruments with the centrally positioned tachometer form the instrument cluster. The right-hand tube is home to the high-resolution 4.8-inch colour display. The ignition lock is – naturally – on the left of the steering wheel – just as you would expect from a Porsche. The elevated centre console with its racing-style raised gear selector integrates the driver even more in the cockpit. The buttons for most functions are logically grouped together on the centre console.



**Porsche DNA:** The design shows its sports car genes in many details.

### Standard equipment:

#### Porsche Doppelkupplung (PDK)

For the first time in a new Porsche model range, all Macan variants are fitted as standard with the powerful 7-speed Porsche Doppelkupplung (PDK). The advantages are very high start-up performance, extremely fast gear changes without interruption in traction, very short reaction times, low fuel consumption and outstanding comfort. There are two shift gates, as in nearly every Porsche vehicle with PDK. In the right gate, the desired gear ratio is selected with the gear selector familiar from other Porsche models; in the left gate, manual shifting is possible. The switch paddles on the steering wheel that are fitted as standard may be used for this purpose as well.

Active all-wheel drive and Porsche Traction Management (PTM)

Active all-wheel drive is part of Porsche Traction Management (PTM) and comes as standard on all Macan models. Together with the other components of the system – the electronically controlled, map-con-

trolled multi-plate clutch, the automatic brake differential (ABD) and the anti-slip control (ASR) – it ensures traction and safety.

The all-wheel drive is one of the fastest responding systems on the market and its design further enhances the sporty character of the Macan. The rear axle is always driven. The front axle receives its drive torque from the rear axle based on the locking ratio of the electronically controlled multi-plate clutch.

The Macan will be available from dealerships in Germany from 5th of April 2014. Prices start at €7,930 including VAT for the Macan S and Macan S Diesel. The top model – the Macan Turbo – costs €9,826 including VAT.

**Public relations and press**  
**Product press**

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## 01 News from Porsche AG

# Fact und Figures Porsche Macan

### Available at the touch of a button: off-road mode

Off-road mode is fitted to all models as standard and can be activated at speeds between 0 and 80 km/h via a button in the centre console. This switches all relevant systems to a traction-orientated off-road programme.

### Option: Porsche Torque Vectoring Plus (PTV Plus)

Porsche Torque Vectoring Plus (PTV Plus) is specially tuned for the Macan and improves driving dynamics and driving stability. It operates with variable torque split on the rear wheels and with an electronically controlled rear axle differential lock.

### Standard equipment: SPORT button

All Macan models are fitted as standard with a SPORT button that can be found on the centre console to the left of the gear selector. If pressed, the electronic engine management system adds even more bite to the power unit. The result: the engine reacts more immediately to accelerator pedal impulses, the rev-reducer is set harder and the engine dynamics are increased.

### Option: Sport Chrono package

The optional Sport Chrono Package offers increased performance at the push of a button. It enables an even sportier set-up for chassis, engine and transmission – accompanied by a much more emotive sound.

### Driving performance times three: the three Macan suspension variants

There are three suspension variants available for the Macan. The steel springs meet the high demands on performance, driving pleasure and off-road capability and com-

fort. Systematic lightweight construction further enhances driving dynamics and driving comfort. A construction with five links is used on the front axle; the rear axle features a trapezoidal link. The second suspension variant is the combination of the steel springs with Porsche Active Suspension Management (PASM), fitted as standard to the top model the Macan Turbo. PASM is available as an option for the Macan S and Macan S Diesel. The steel springs, together with PASM, are even better suited to meeting high standards of long-distance comfort, performance and agility. In addition, the three PASM programmes offer a wide range of chassis damping: Comfort, Sport and Sport Plus.

### PASM (Porsche Active Suspension Management)

This electronically controlled suspension adjustment system – PASM Porsche Active Suspension Management – is fitted as standard on the Macan Turbo and increases driving pleasure as well as driving safety and comfort.

### Air suspension: unique in this market segment

The third suspension variant, which is exclusive to Porsche in this vehicle segment, is the air suspension optionally available for the Macan and which includes a leveling system, height adjustment and PSAM. It is able to meet the very highest requirements in terms of comfort, sportiness and performance and puts the vehicle at the very top in all fields relating to the suspension.

### Brakes with excellent performance

The brakes of the Porsche Macan have been designed to match its exceptional driving performance. Here, too, the Macan is a segment leader – at levels we have come to expect from the Porsche brand: it has the most powerful brakes. The Macan has 6-piston, aluminium monobloc, fixed calliper brakes at the front. On the Macan S and Macan S Diesel they engage the brake discs with a diameter of 350 mm and thickness of 34 mm; on the Turbo they have a diameter of 360 mm and a thickness of 36 mm. Combination floating calliper brakes with integrated electric parking

brake are used to ensure optimum braking at the rear of all models. Another completely new feature is the Hold function. It is activated by sustaining pressure on the brake pedal.

### Mixed tyres: functional and optical benefits

The Macan tyres are typical for a sports car. It is equipped with mixed tyres of different sizes at the front and rear axle. It further emphasises the sports car look of the Porsche Macan and also has various functional advantages. In conjunction with the rear-biased all-wheel drive, the wider tyres on the rear axle increase traction as well as improving driving stability. The Macan S and Macan S Diesel are fitted as standard with 235/60 R 18 tyres at the front and 255/55 R 18 tyres at the rear. The Macan Turbo is fitted with 235/55 R 19 tyres at the front and 255/50 R 19 tyres at the rear.

### Electromechanical power steering

The electromechanical power steering, which has been installed in a Porsche SUV for the first time, allows more precise and more direct steering of the Macan with a response that is typical for a Porsche. This enables certain advantages in terms of consumption: as the system only requires energy when steering, the electromechanical system saves up to 0.1 litres of fuel per 100 kilometres compared to conventional hydraulic steering systems. Another important effect of the system is that a lane departure warning system can be offered for the Macan.

### Perfect sight and signals:

#### The light systems in the Macan

Halogen headlights with projector-type technology are standard equipment on the Porsche Macan. Bi-Xenon main headlights are optionally available (standard on the Macan Turbo). These also have projector-type technology and include static and dynamic cornering lights (Porsche Dynamic Light System – PDL). All rear lights have LED technology.

### Public relations and press Product press



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

For more information please visit:

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**PORSCHE**

01 News from Porsche AG



# TURBO S

PORSCHE PROUDLY PRESENTS THE FASTEST, MOST POWERFUL AND MOST LUXURIOUS PANAMERA AT THE VERY TOP OF THE GRAN TURISMO CLASS: 570 HP AND A TOP SPEED OF 310 KM/H ALONG WITH PARTICULARLY EXTENSIVE AND HIGH-QUALITY EQUIPMENT GUARANTEE THE PANAMERA TURBO A SPECIAL STATUS IN ITS MARKET SEGMENT.

Panamera Turbo S: combined fuel consumption 10.2 l/100 km; CO<sub>2</sub> emissions 239 g/km  
Panamera Turbo S Executive: combined fuel consumption 10.3 l/100 km; CO<sub>2</sub> emissions 242 g/km

## 01 News from Porsche AG



**Long-distance runner:** The Panamera Turbo S Executive has a particularly extensive range of equipment

# Panamera Turbo S Panamera Turbo S Executive

**For the first time the Panamera Turbo S is also available as an Executive version with a wheelbase extended by 15 cm.**

The Panamera Turbo S Executive accordingly offers more space and even more comfort, especially in the rear. The particularly extensive standard equipment includes, amongst other things, the thermally and noise insulated glass with Privacy Glass, the rear-orientated interior light package and the large centre console.

The sporty and luxurious character of the new Panamera Turbo S is not only apparent from its performance, but is also reflected in the visual differentiation of its exterior design. The exterior colour Palladium Metallic, which is solely available for the new Panamera Turbo S, gives this top model a very exclusive character and emphasises its thoroughbred and elegant lines. The 20-inch, 911 Turbo II wheels are indicative of its outstanding driving dynamics. They are not only larger, but also con-

siderably wider than the standard wheels of the other Gran Turismo vehicles. Another important feature is the four-way rear spoiler painted in the same colour as the vehicle.

The new top Panamera from Porsche has an exceptionally extensive range of equipment as befits a top model in the luxury class. It is fitted with all driving dynamics control systems of the model range as standard. The active roll stabilisation system – Porsche Dynamic Chassis Control (PDCC) – starts reducing the vehicle's lateral inclination even when approaching corners, increasing agility and comfort. The Porsche Torque Vectoring Plus system (PTV Plus) uses variable torque distribution at the rear wheels in conjunction with an electronically regulated rear axle differential lock, and thereby improves traction in every driving situation. The Porsche Ceramic Composite Brakes (PCCB) fitted to the Panamera Turbo S give it a high performance brake system that is particularly stable in terms of fading and also resistant

against wearing. Speed-sensitive Power Steering Plus is used as the steering system. The chassis of the Panamera Turbo S is, of course, fitted with the Porsche Active Suspension Management system (PASM) and adaptive air suspension with additional air volume.

**Performance has been increased by 50 hp with the new turbocharger and higher injection pressure.**

The increase of 50 hp compared to the power unit of the Panamera Turbo is the result of a systematic revision of several components. Porsche has deployed two new turbochargers with a larger compressor in the Panamera Turbo S. This increases the air-flow rate and in particular at greater loads and higher engine speeds, the charger no longer pushes oxygen into the combustion chamber. At the same time the injection pressure has been increased by 20 bar to 140 bar. Both measures together also result in increased loads on components. This has been compensated with pistons made from a new aluminium alloy and specially coated piston rings.

The optional sports exhaust system allows the driver of the Panamera Turbo S to create a distinctive motor sports sound if he or she so wishes. The unique acoustic experience is activated with a button that opens an acoustic channel and directs the engine sound into the interior. In addition, when shifting up, individual cylinders are faded out so that the engine speed drops faster and the clutch can close faster.

In Germany the Porsche Panamera Turbo S costs €80,024 and the Panamera Turbo S Executive €97,041, both prices include VAT. The models are available for order with immediate effect and will be in dealers from January 2014.

**Public relations and press information  
Product press**

**Panamera Turbo S:** combined fuel consumption 10.2 l/100 km; CO<sub>2</sub> emissions 239 g/km  
**Panamera Turbo S Executive:** combined fuel consumption 10.3 l/100 km; CO<sub>2</sub> emissions 242 g/km

## 01 News from Porsche AG



**Elegant and exclusive:** Only a few selected model series bear the Platinum name

# Elegant, exclusive and exceptional: The Platinum Edition offers popular extra features as standard

**Porsche has ennobled the six-cylinder Cayenne model with a Platinum Edition special series.** The Cayenne and Cayenne Diesel models have especially high-quality equipment and offer many of the most popular options as standard. Their special position in the model range can be seen on the numerous paintwork details in Platinum Silver Metallic on the exterior and on the inside in the refined two-tone exclusive interior equipment. The name "Platinum Edition" is only used at Porsche for extremely elegant vehicle series that are only available for a limited period. The extended equipment range improves comfort and safety levels in particular. As standard the Platinum Edition Cayennes have the eight-speed Tiptronic S, Bi-Xenon main headlights, Power Steering Plus as well as ParkAssist in the front and rear. The automatically dimming inside rear view mirrors stop glare from traffic behind and the Privacy Glass, which is also standard, protects the rear-seat occupants from unwelcome looks.

The side and centre air intake grilles, the side window strips, the edge of the roof spoiler and the moulding of the rear gate all glisten in Platinum Silver Metallic paint. The solid paint finishes in black and white are available as standard, Meteor Grey Metallic, Jet Black Metallic and Mahogany Metallic are also optionally available. Further to this, the exclusive Carrara White Metallic paint finish is available as an option for the Cayenne Platinum Edition. The appearance is rounded off with the coloured crest on the 19-inch Cayenne Design II wheels.

The Black/Luxor Beige colour combination, exclusive to this special series, provides an especially rarefied atmosphere as a partial leather interior. It is also optionally available as a full leather interior. Further highlights include the exclusive floor mats with Luxor Beige trim and Porsche logo as well as the front door entry guards with the "Platinum Edition" logo. The Sport Design steering wheel with switch paddles and the embossed Porsche crest on the

front and rear headrests all come as standard and further enhance the quality of the vehicle. The Porsche Communication Management system (PCM), including a navigation module, also comes as standard. It includes a high-resolution seven-inch touchscreen and a sound system with 11 loudspeakers and 235 watts of overall power.

The Cayenne Platinum Edition has an output of 300 hp (220 kW). In combination with the Tiptronic S, its consumption in NEDC is 9.9 l/100 km (236 g/km CO<sub>2</sub>). The three-litre V6 of the Cayenne Diesel Platinum Edition puts out 245 hp (180 kW) and consumes 7.2 litres of diesel per 100 kilometres (189 g/km CO<sub>2</sub>). The prices are €66,379 for the Cayenne Platinum Edition and €67,212 for the Cayenne Diesel Platinum Edition. Both prices include VAT. The special edition models will be launched on the market in January 2014.

**Public relations and press**  
**Product press**

**Cayenne Platinum Edition:** combined fuel consumption 9.9 l/100 km; CO<sub>2</sub> emissions 236 g/km  
**Cayenne Diesel Platinum Edition:** combined fuel consumption 7.2 l/100 km; CO<sub>2</sub> emissions 189 g/km





Please visit [www.porsche.com](http://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 Jahre 911 ICON, RACE CAR, CLUB CAR

For five decades now, the Porsche 911 has been considered an automotive icon – the ultimate sports car. That's because the 911 is much more than just a car. It's a cult item that sets the pulses of auto enthusiasts around the world racing, even before they see it move.

It has been at the heart of the Porsche brand for fifty years. Hardly any other car in the world can look back on the same long tradition and continuity as the Porsche 911.

The final part of the Porsche Club News special feature on the 911 throws some light on the remarkable motor racing career of the Porsche 911.

Many of the ideas and technologies first introduced in the Porsche 911 had their origins in motor racing. 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 rally courses and showed itself to be a varied and reliable champion. The 911 was seldom the most powerful car in the field. But it was always the most efficient.

A good two-thirds of Porsche's 30,000 racing victories were thanks to the 911. And it's no wonder, for F.A. Porsche's stroke of genius has proven an inexhaustible source of technological development potential in the motor racing context as well. Be it with a rear- or mid-engine, with or without a turbocharger, with all-wheel or rear-wheel drive, in classic 911 clothes or an extra-sleek carbon fibre outfit: the 911 drove and continues to drive into the history books of the biggest races and rallies in the world.

5  
RACER  
50 YEARS  
PORSCHE 911



01 News from Porsche AG 911 Special

# 50 years of the 911: Part 5

## The Porsche 911 in motorsports

**The success story begins in 1965:** in extreme conditions at the weather-battered Rally Monte Carlo, the Porsche **911 2.0** proves its mettle in the international sporting arena for the first time. After 4,600 snow-laden kilometres, only 22 of 237 vehicles reach the finish line. Porsche employees Peter Falk and Herbert Linge finish the rally with a class victory and an outstanding fifth place in the overall standings. With a 100-litre petrol tank, shortened transmission ratio, limited-slip differential and a sport suspension, this early 911 is ideally equipped for rally racing. In 1966, four 911s occupy the top spots in the Gran Turismo classification. In 1967, a 911 S factory car wins the two-litre class at the Targa Florio. The British all-rounder Vic Elford conquers the European Championship with the **911 S 2.0 "Rallye"**.

In 1968, Vic Elford claims the first overall victory for Porsche at the Rally Monte Carlo. In 1969 and 1970, Björn Waldegård repeats the feat; for his just 960-kilogram 911 S, the Swede has 180 horsepower (132 kW) from a 2.2-litre engine at his disposal. In 1978 the Frenchman Jean-Pierre Nicolas drives a privately owned three-litre **Carrera RS** to victory over all works teams in a snowbound contest and takes Porsche's last overall victory, for the time being, in the classic in the French Maritime Alps.

The reliability and speed of the Porsche 911 is underscored by many other rally victories. In 1966, Günther Klass takes the European Rally Championship; in 1967 Sobiesław Zasada is victorious with a 911 S (and a 912) in

Group 1 for series-production touring cars while Vic Elford wins Group 3 for more heavily modified GTs. In 1968, the European champ is named Pauli Toivonen, and his car is a 911 T. The European championship in this year is the most prestigious rally championship in the world, with material-murdering championship races like the Rally Monte Carlo, the Österreichische Alpenfahrt [Austrian Alpine Rally], the Swedish Rally or the Rally San Remo pushing men and machines to their limits both on and off the road. The

Porsche 911 wins them all – and several of them multiple times. In 1970, the Porsche works team takes the one-make rally championship – the predecessor of the World Rally Championship.

With the **911 Carrera RS 2.7**, in 1972 Porsche presents one of the most successful GT sports cars in the world – and a style icon of sports car design. Keyword "duck-tail": the famous spoiler on the engine compartment lid. The RS 2.7 is the first 911 to



1965: Rallye Monte Carlo



1967: Spa 24 h, Typ 911



1968: 911 S, 2,0 Litre



1968: Schweden Rallye, 911 T



1970: Targa Florio, 911 S



**01 News from Porsche AG 911 Special**



1973: Daytona, 911 Carrera RSR 2.8



1973: Targa Florio, 911 Carrera RS



1974: Nürburgring, 911 Carrera RSR 3,0



1974: East African Safari, 911 Carrera RS 2,7



1974: Nürburgring, 911 Carrera RSR Turbo 2,1

sport the “Carrera” name and also the first 911 with different tyre sizes on the front and rear axles. The customer base is thrilled by the 210 hp (154 kW), 1,075 kilogram Porsche that tops out at 245 km/h: though initially only a 500-unit production series is planned for racing approval (homologation), ultimately Porsche sells over 1,500 of the high-performance sports car. At the East African Safari Rally in 1973 and 1974, the RS 2.7 just misses out on overall victory due to petty defects and takes second. In 1974, Porsche drivers take the German Rally Championship with the RS 2.7, among other honours. For use on paved race tracks, the Motorsport Department conjures up an automotive jewel with the name **911 Carrera 2.8 RSR**. In the 1978 East Africa Safari Rally, Vic Preston and Björn Waldegård start off the 5,000 kilometre continuous ordeal in two Porsche **911**

**SCs**. After long stints in the lead, they manage to come second and fourth.

In 1981, two-time rally world champion **Walter Röhrl** writes history when he charges his **911 SC 3.0** into a breathtaking battle with the all-wheel drive Audi Quattro at the Rally San Remo – and loses the victory seemingly within his grasp shortly before the finish line, thanks to a broken drive shaft.

In late 1983, Porsche releases the limited production run of the **911 SC RS**. Based on the 911 SC, the “954”, as it is known internally, features a three-litre naturally aspirated engine that puts out 250 hp (184 kW) in its rally set-up. Its weight empty is a mere 1,057 kilograms, and like all 911s, this rear-engine athlete boasts superb traction. With-out further ado, Porsche customers drive the



911 SC RS to victory in the Middle East Rally Championship in 1984.

**In 1984, Porsche takes its first victory in the Paris-Dakar.** René Metge drives a **911 Carrera 4x4** (Type 953) to first place in the hardest marathon in the world. This is the first time a Gran Turismo wins Paris-Dakar, which previously had been dominated by specially designed all-terrain vehicles. The first all-wheel drive 911 in history is powered by a standard 3.2-litre engine with reduced compression and 225 hp (165 kW). In terms of special features, the Type 953 offers a lockable intermediate differential and a double wishbone front axle as well as two shock absorbers on each side. Two fuel tanks accommodate a total of 270 litres of petrol.

In 1985, Porsche emerges from a test gallop with the groundbreaking **959** at the Paris-Dakar without any trophies but with a wealth of insights that propel the all-wheel drive car to victory in the Pharaohs Rally in Egypt the same year. In 1986 the 959 ups the ante at the “Paris-Dakar”. And that in the hardest “Dakar” of all times. Of over 280 starters, just 31 reach the finish after 13,800 punishing kilometres through the Sahara. The sports car with an innovative, electronically controlled chassis, all-wheel drive and – thanks to compound twin-turbocharging – around 400 hp (294 kW) engine drives to a triumphant one-two finish: René Metge ahead of Jacky Ickx. Even the third 959 – the “racing workshop” with project head Roland Kussmaul at the wheel – makes it into the top 10: sixth place. A rousing success in the endurance test for the 959, whose street version is fascinating technology buffs the world over.

**On the track**

Even more striking than the 911’s rallying success is its domination of the racetrack, where mid-engine racing cars like the 904

01 News from Porsche AG



Carrera GTS, the 906 Carrera 6, the 908 and the legendary 917 are hauling in overall victories and titles while the 911 begins its victory tour in the GT categories (Gran Turismo, Grand Touring).

As early as 1966 Porsche customers are bringing home the first major victories with the 911 S, including a win in the two-litre class at the 24 Hours of Daytona by Jack Ryan and Art Benker as well as the first class victory at Le Mans by “Franc” and Jean Kerguen. In 1967, customers garner 13 national titles in the series-production categories, including a first championship in the prestigious American TransAm series, where the 1968 and 1969 champs also drive 911s to victory. The 911 wins its class in Daytona, Sebring, Spa, at the Targa Florio and on the Nürburgring. The first overall victory at the 24 Hours of Spa comes in 1967, and in 1968 and 1969 Porsche teams complete the hat trick.

For the works team and customer racing, Porsche puts out the **911 R** limited production run in 1967. The prototype features a Carrera 6 engine with 210 hp – massive power for a car that weighs just 830 kilograms. Vic Elford, Hans Herrmann and Jochen Neerpasch promptly drive the neophyte to victory in the “**Marathon de la Route**”, an 84-hour race on the Nürburgring – among other things, the new “Sportomatic” transmission endures the torture with aplomb. In Monza in November, the car bests numerous world speed records.

In 1970, the racing department builds the lightest 911 ever to attain road approval for works driver Gérard Larrousse: the **911 ST** for the Tour de France weighs in at a paltry 789 kilograms. Legend has it that Larrousse had promised technicians a case of cham-



1976: Norisring, Typ 934



1978: Rallye Monte Carlo, 911 Carrera 3.0

pagne for every kilo below the 800 kilogram threshold. Larrousse takes third – beaten only by two Matra prototypes. Until 1972, the Porsche 911 S, 911 R and 911 T remain the racing cars to beat. The **911 S 2.3** of 1971 put out 240 hp; a year later, a larger 2.5-litre flat-six boasted 270 horsepower. The number of wins and titles is almost hard to keep track of; standout wins include the European GT Championship in 1971, 1972 and 1973.

On the basis of the RS 2.7, Porsche Motorsport builds the **911 Carrera RSR 2.8** for the World Sportscar Championship in 1972 – one of the all-time favourite 911s among aficionados ever since. The RSR 2.8 weighs just 890 kilograms, but its six-cylinder engine beefed up by about 100 cc puts out around 300 hp (221 kW) – or roughly 90 hp more than the RS 2.7. The chassis is essentially identical to its predecessor's, but with a more powerful brake system. The 911 Carrera RSR 2.8's first sortie at the **24 Hours of Daytona** in 1973 ends in triumph, with Peter Gregg and Hurley Haywood taking overall victory over the much more powerful GT and prototypes. The second major classic US race, the 12 Hours of **Sebring**, also goes to Gregg and Haywood in the RSR, this time with Dave Helmick on the squad as well. In Le Mans, a works RSR just misses the podium behind three prototypes. Equally outstanding is the victory at the final **Targa Florio** in 1973, when Herbert Müller and Gijs van Lennep post the fastest time in this stop on the World Sportscar Championship schedule – and Porsche secures its eleventh overall victory.



1976: Nürburgring, Typ 935, Motor sport



1977: Norisring, 935/77 „Baby“



1978: East African Safari, 911 SC, 3,0

The **Carrera RSR 3.0** introduced in the 1974 season is an even more powerful version for the race track with a 2,994 cc engine that puts out 330 hp (243 kW). Designed for racing, the RSR 3.0 is characterised by a large rear wing and extremely wide fenders. Porsche handily wins the GT European Championship and practically all important GT championships of the year.

Behind the development of the 911 in its racing finery is engineer **Norbert Singer**, who later goes on to answer for the legendary 935 and the 956/962C, among others. Responsibility for the racing and rally engines lies with **Hans Mezger**, the father of the 911 engine.

In the FIA GT European Championship in 1974, the first eight places go to Porsche. Customers also drive the 911 to victory in the IMSA and the TransAm championships in the US. One year later, Carrera RSRs sweep the entire top ten places in the GT European Championship. Customer teams take numerous national championships.

And while the RSR with naturally aspirated engines strings together win after win, Porsche is working full bore on a turbo power unit designed to prepare the 911 for overall

**01 News from Porsche AG 911 Special**



1978: Norisring, 935/78 „Moby Dick“

victory in the top categories of future championships. In 1972 and 1973 Porsche had already gathered experience with the turbocharged 12-cylinder engine in the 917, which in its 917/30 incarnation puts out 1,400 hp (1,029 kW) and dominates the CanAm racing series.

In 1974, the **911 Carrera RSR 2.1 Turbo** becomes the first racing car with an exhaust gas turbocharger to start in the 24 Hours of Le Mans. The displacement of the rear-mounted six-cylinder is reduced to 2,142 cc to comply with rules (“turbo factor”). The engine puts out some 500 hp (368 kW) and more than holds its own in the classic 24-hour race. The 825-kilogram lightweight with the enormous rear wing and the bulging bodywork to accommodate the rear wheels derived from the 917 takes second place – a series-based racing car breaking into the ranks of the steel-framed prototypes with their Formula 1 engines. The overall victory would have been possible – on Sunday morning the leading Matra is in the pits with a transmission problem. But two top technicians from Porsche repair the defects in record time and save the Frenchman’s victory. Background to the rescue deployment: the Matra transmission is a Porsche development.

The 911 Carrera RSR 2.1 Turbo is the predecessor to the models **934 and 935**, which are developed on the basis of the street-legal 911 Turbo (930) and used in the World Sportscar Championship and national championships from 1976. Technically closer to



1979: Sebring, Typ 935



1984: Uren Van Leper, 911 SC/RS



1984: Rallye Paris-Dakar, 911 Carrera 3,2



1986: Rallye Paris-Dakar, Typ 959



the street-legal car is the 934. The chassis, like the aerodynamics, is largely identical to that of the series version, although the brake system comes from the 917. A turbocharger boosts the three-litre engine to a good 485 hp (357 kW). By raising the boost pressure, customer teams achieve a stately 580 hp and decide the title in the GT European Championship in the series-production “Group 4” formula among themselves. In the US, the 934 wins the TransAm.

The “Group 5” formula allows more extensive modifications to the base vehicle as long as the original silhouette is retained. The Type 935 racing car is the undisputed measuring stick. With an initial 590 hp (434 kW) under the bonnet, the car weighs just 970 kilograms (with 70 kilograms of lead ballast) and has a distinctive front end: in early 1976 the headlights still stand upright. But since the rules allow free modification of the front fenders, Norbert Singer removes the headlight dome and flattens the front, which improves aerodynamics on the track. The “**flat nose**” appears in 1977, its headlights now located in the front spoiler. Porsche promptly wins the World Sportscar Championship with works drivers **Jacky Ickx** and **Jochen Mass** in 1976 and again returns to the championship a year later. Now featuring a twin-turbocharger and some 630 hp (463 kW), the 935 again wins the title, with highly professional customer teams collecting points alongside the works team.

In the late 1970s, the Deutsche Rennsport Meisterschaft (German Racing Championship or DRM) is held in two divisions for cars up to and over two litres of displacement. Porsche customers win the championship in the “big” division from 1977 to 1979. In 1977 the works team contests the highly popular “small” division with the **935/2.0 “baby”**, a 1.4-litre turbo engine whose “turbo factor”

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1987: Le Mans, Typ 916



1993: Race cars



1990: Porsche 911 Cup



1995: Le Mans, 911 GT2

technically brings it to just under two litres. The power unit puts out 380 hp (279 kW). The extreme lightweight construction measures under the direction of Norbert Singer are so successful that the team has to add 25 kilograms of lead ballast to reach the minimum weight of 750 kilograms. The “baby” goes into the history books as the lightest 911 ever built – and wins the DRM race at Hockenheim with a half-lap lead over its rivals.

The most extreme 911 is the **935/78 – “Moby Dick”** – of 1978. The exterior alone, with its significantly lower body and massive longtail, is highly distinct from its predecessors. The “Moby Dick” is tuned for top speed. At Le Mans it’s clocked at 366 km/h. For the first time in the history of the 911, the now 3.2-litre twin-turbo engine features water-cooled cylinder heads with four valves per cylinder. The cylinders remain air-cooled. The power unit puts out some 845 hp (621 kW). In 1978 Porsche once again defends the World Sportscar Championship.

A year later a customer team’s 935 “K3” wins in Le Mans – a feat that will long remain the only overall victory by a car based on a street-legal sports car. Second and third place also go to Porsche 935s, with fourth place occupied by a 934. In 1979 and 1980, Porsche again wins the World Sportscar Championship, thanks largely to its uniquely close cooperation with customer teams. In the same years, Porsche customers capture the important IMSA and TransAm titles in the US.

And the FIA driver’s endurance championship in 1980 and 1981 also goes to 935 drivers. The 935 goes into the annals of many races as the record-holder in all-time wins. In Sebring alone the production racing car remains undefeated between 1978 and 1982 and takes the title in 1984 as well. In Daytona this most extreme of all 911s strings together consecutive victories from 1978 to 1983.

While the 935 collects victories in the “silhouette formula”, series production 911s also demonstrate the sportiness of the classic from Stuttgart-Zuffenhausen. On the Nürburgring-Nordschleife in 1976, Fritz Müller, Herbert Hechler and Karl-Heinz Quirin drive the **911 Carrera RS** to the first Porsche victory in the **Nürburgring 24-hour race**. With additional wins in the 911 in 1977 and 1978, Müller and Hechler score the manufacturer’s first hat trick in what is arguably the toughest endurance race in the world.

Customer teams continue to race the 935 into the mid-eighties. The spotlight, however, has meanwhile shifted to another Porsche that is not based on the 911: when the Fédération Internationale de l’Automobile (FIA) announces new rules for sports cars and prototypes for the 1982 season, Porsche is perfectly prepared with the 956 C. The revolutionary “ground effect” prototype becomes a perennial winner. In Formula 1, the “TAG Turbo” engine designed and built by Porsche powers a McLaren to championship titles



from 1984 to 1986. At the end of the eighties, Porsche turns its attention to formula racing in the US, while the 962 C and 962 IMSA continue to rack up wins.

Competitive limited production runs and test cars for the track based on the 911 continue to emerge (e.g. 911 SC RS). In 1986, the all-wheel drive **961** wins the IMSA/GTX class at **Le Mans** in its first start and takes a highly impressive seventh place overall. Concealed behind the type designation is the 640 hp (471 kW) racing version of the 959, whose groundbreaking technology withstands an endurance test as hard as they come. In 1987 the works team returns to Le Mans with a 961 whose twin-turbo six-cylinder engine now puts out 680 hp (499 kW). The race ends in a crash for the 961; the driver is unhurt.

With the end of the spectacular prototypes of the 962 C minting, the sport experiences a renaissance in the early nineties with a series of Gran Turismo racing cars that hew more closely to the production models. Porsche supports these developments with numerous variants of the 911 tailored to the various countries and racing series. In the US, the **911 Turbo** dominates the IMSA Supercar Championship from 1991 to 1993. In 1993, numerous customer teams celebrate the 30th anniversary of the 911 in their own special ways. The “dream team” of **Röhrli, Stuck and Haywood** drive the Turbo S Le Mans GT – a 3.16-litre twin-turbo with 474 hp (348 kW) and a weight empty of just 1,000 kilograms – to a class victory in Sebring. A Carrera RSR 3.8 with a 3.8-litre naturally aspirated engine and 350 hp (257 kW) takes the chequered flag as the first GT in the 24 Hours of Le Mans. The RSR 3.8 proves unbeatable in the Nürburgring 24-hour race as

## 01 News from Porsche AG 911 Special

well and leads another three 911s over the finish line – the first time in the history of the race that four cars from one carmaker occupy the first four spots. And the GT racer notches yet another success with overall victory at the 24-hour race in Spa-Francorchamps.

In 1995 the illustrious history of the 911 continues in impressive fashion with the **911 GT2**, which a private team pilots to a clear win in the BPR endurance championship, while US customer teams drive to definitive victories in the SCCA World Challenge as well as the IMSA Exxon-Supreme GTS2 Championship. The list of triumphs is all but endless, including such other prestigious titles as the ADAC GT Cup and the All Japan GT Championship. The successor to the RSR 3.8, the **911 GT2 R** features a 3.6-litre twin-turbo engine with a base output of 450 hp (330 kW), but can be jacked up to some 485 hp (345 kW) depending on the rules of the various racing series. And in the form of the 911 GT2 Evolution for the highest GT category (GT 1), the car mobilises a whopping 600 hp (442 kW).

In 1996 the works team returns to top-flight competition and brings another 911-based GT racing car to the starting line. The **911 GT1** is the first 911 with a mid-engine and features water cooling. With two turbochargers, the 3.2-litre six cylinder with the air intake restrictors prescribed by the rules puts out around 600 hp (441 kW). While the framework body front section still resembles the 993, the rear is built around a framework structure. The body is made of carbon fibre-kevlar. The 1,050 kilogram racing car more than holds its own against the prototypes and takes second and third overall at Le Mans. The class victory unmistakably belongs to Porsche. A year later Porsche is back again with the **911 GT1 Evolution**. The car is characterised by optimised aerodynamics, a reworked chassis and optimised engine management. Both GT1 Evos suffer defects shortly before the finish. In later racing in the FIA GT championship, the car features the first sequential gearbox in a racing car based on the 911.

In 1996 customers strut their stuff in the **911 GT2**, winning their classes in Le Mans, Daytona and Sebring, among others. The SCCA World Challenge and the BPR endurance championship also go once again to Porsche teams and drivers. In 1997 cus-

tomers follow up the previous year's triumphs in stride with the **911 GT2**, the **911 GT2 Evo** and the **911 GT1**.

In 1998, the moment has arrived: with a newly modified **911 GT1** – the first Porsche racing car with a carbon fibre monocoque – the Porsche works team marks the company's 50th anniversary with a one-two finish in Le Mans. Meanwhile customers around the world continue the triumphant run with the GT2 and the GT1 Evo. Highlights include the GT1 and GT2 class victories in Daytona and the GT2 win in Sebring. The works team finishes the season in second place in the team competition of the FIA GT1 championship.

In 1999 the brand-new **911 GT3 R** with a completely water-cooled engine enters the fray in Le Mans. The 3.6-litre flat-six engine puts out 415 hp (305 kW) and promptly propels a factory-supported private team to a class victory. In the **series-production GT class of the American Le Mans Series (ALMS)**, Porsche customers – some factory-supported – tally ten driver's and eight team titles between 1999 and 2010 with the racing version of the **GT3 R**, the **RS** (from 2002) and the 455 hp (335 kW) **GT3 RSR** (from 2004). In the American TransAm series as well, the GT3 reigns supreme for an extended period. Porsche drivers win seven driver's titles, six team titles and eight manufacturer's championships from 1999 onwards. Porsche customers are equally successful in the FIA GT championship and numerous national championships.



1996: 911 GT1, Race version



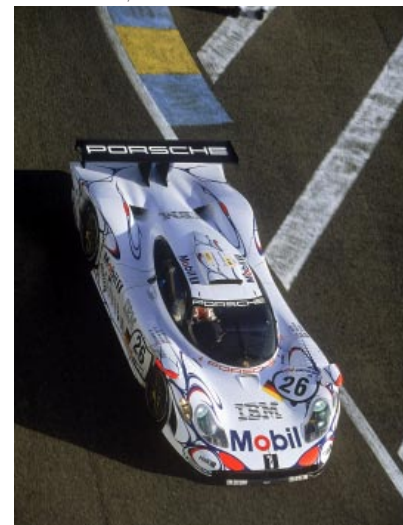
1997: Le Mans, 911 GT1



After the victorious début in 1999, eight more Le Mans class victories follow in the years to 2010 for the GT3 R, RS and RSR against fierce competition. At the 24 Hours of Daytona in 2003, a 911 GT3 RS repeats the coup of 1973 – once again a series-production Porsche beats the prototypes to take overall victory. The 911 GT3 also proves its potential on the Nürburgring, the most challenging race track in the world, taking four overall wins on the trot from 2006 (GT3 MR) to 2009 (all GT3 RSR). 2011 sees the



1996: Le Mans, 911 GT1



1998: Le Mans, 911 GT1



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**5**  
**RACER**  
50 YEARS  
PORSCHE 911

last overall victory of a 911 GT3 RSR on the “Green Hell”.

In 2010 Porsche had already almost scored a sensational win with the groundbreaking **911 GT3 R Hybrid**: until two hours before the end of the race, the GT3, with its 465 hp four-litre six cylinder engine in the rear and two electric motors putting out 75 kW each on the front axle, held the lead. And in 2011 the GT3 R Hybrid thrilled racing engineers and fans in equal measure once again. For example with a resounding win in the ALMS race at the legendary Laguna Seca track. Beyond pure Porsche speed, the GT3 R Hybrid also profits from its superior efficiency. The “rolling race laboratory” hits the pits for refuelling substantially less often than its competitors. Insights gained in racing the imposing test vehicle flow directly into the development of the future super sports car, the 918.

The 911 will set another milestone in the history of motor racing in 2013 as well. After a 14-year hiatus during which Porsche concentrated exclusively on customer racing, the works team returns to Gran Turismo racing. The racing car based on the current Type 991 bears the legendary name **911 GT3 RSR**.

Der 911 wird auch 2013 einen Meilenstein in der Motorsportgeschichte setzen. Nach 14-jähriger Unterbrechung, während der sich Porsche ganz dem Kundensport widmete, kehrt das Werksteam in den Gran Turismo-Sport zurück. Der Rennwagen auf der Basis des aktuellen Typs 991 trägt die traditionsreiche Bezeichnung **911 GT3 RSR**.

**One-make racing**

Since 1990, the basis and backbone of the 911’s engagement in motor racing has been the **one-make series** in which enthusiasts, young drivers and proven professionals race each other in technically identical, series-production racing cars. The first 911 in cup racing is the **Carrera 2 Cup** based on the Type 964 in the Carrera Cup Deutschland 1990. The first “Cup 911” puts out 265 hp (195 kW) from a 3.6-litre engine and weighs 1,120 kilograms. The Porsche features ABS and emission control is handled by a standard metal-core catalytic converter.

The one-make racing series soon prove an exceptionally successful idea. Since 1993



1998: Supercup, 911 GT3 Cup



2003: Daytona, 911 GT3 RS

the Porsche Mobil 1 Supercup has taken place exclusively within the context of the Formula 1 World Championship. In 2013 there are 19 Porsche one-make championships around the world: the Porsche Mobil 1 Supercup, the Carrera Cups and the GT3 Cup Challenges as the link to club racing. The Carrera Cups in particular are regarded as demanding racing series and excellent training grounds for up-and-comers in GT and prototype racing. **The 911 GT3 Cup** has been used as a racing car since 1998. The latest version, based on the Type 991, boasts 460 hp (338 kW) and a weight of 1,170 kilograms and is used exclusively in the Porsche Mobil 1 Supercup in 2013. In all other Porsche one-make series, the previous models are used. The 911 GT3 Cup brings home victories outside of the one-make series as well. Between 2005 and 2012, the 911 topped the GT class in the 24 Hours of Daytona on six occasions.

The success of the 911 GT3 Cup, which rolls off the same production lines in Zuffenhau-



1999: Le Mans, 911 GT3



2008: 24h Nürburgring, 911 Carrera GT3 RSR



2011: 24h Nürburgring, 911 GT3 R Hybrid

sen as every other 911, is also reflected in its sales figures: with over 2,600 units sold, the 911 GT3 Cup is the highest-selling racing car in the world.

**Porsche Club News**  
**Public relations and press**  
**Porsche Museum**



[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**

## 02 INFORMATION EXCHANGE

### Porsche Travel Club Porsche Tour Provence/Côte d'Azur

Take the trip of a lifetime this spring and discover France's Côte d'Azur. Dine at the world's finest Michelin-starred restaurants, stay in luxurious, world-famous hotels and marvel at historic monuments chronicling France's past. Of course, experiencing the precision, acceleration and dynamic response of a Porsche comes as part of this package too. Driving pleasure never experienced before awaits you on the winding roads that traverse the foothills of the Alps and follow along the coast.

One of the many highlights this Porsche Travel Club Tour has to offer is the helicopter transfer from Nice Côte d'Azur Airport to Monte Carlo. Take to the wheel on the historic original course of the Monte Carlo Rally and follow the twisting mountain passes up to the Col de Turini. You can also look forward to taking a trip to the famous Verdon Gorge – the view over the imposing 800-metre ravine is quite simply unforgettable.

**Dates:** 22/04 – 28/04/2014 and 30/04 – 06/05/2014

**Price:** from 5.390,00 euro

For more information, please call:

**Tel. +49 (0) 711 911 – 23360,**

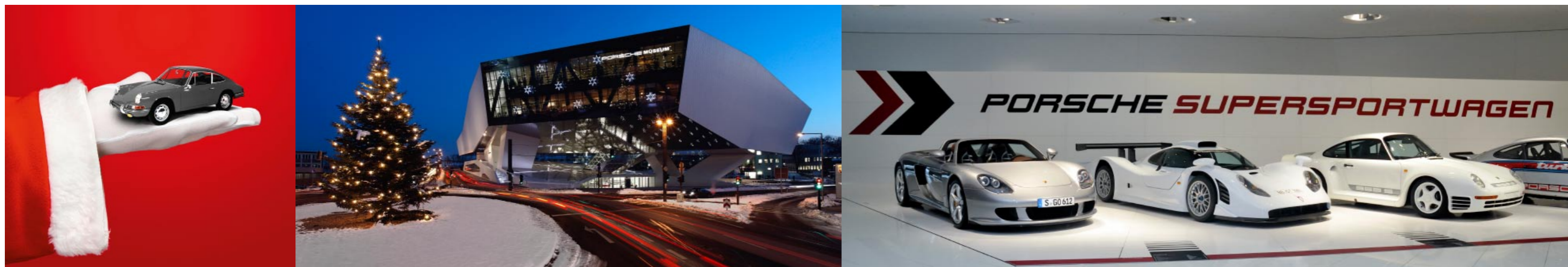
visit [www.porsche.com/travelclub](http://www.porsche.com/travelclub)

or E-mail: [info@porschetravelclub.de](mailto:info@porschetravelclub.de)



**An icon takes to the track:** The original course of the Monte Carlo Rally up to the Col de Turini

## 02 Information Exchange



## A time to reflect

### The lead-up to Christmas at the Porsche-Museum

Special opening days: 26th of December and 6th of January

**As is tradition, the Porsche Museum invites the entire family to attend its special events this winter. Whether it's free tours, activities for children or the "60 Years of Super Sports Cars" exhibition, a visit to the Porsche Museum during the holiday season is a great day out for all ages.**

Each Sunday before Christmas, the museum is offering free tours for children at 3 p.m. On weekends during the Advent season, free home-made punch will be served in the Porsche racing bus on the museum's forecourt. On the last of these weekends, the 21st and 22nd of December, the Museum workshop will offer baking and crafts projects from 11 a.m. to 4 p.m. Young visitors have the opportunity to prepare Christmas biscuits in the shape of a 911 and make Porsche-shaped decorations for the tree.

Museum visitors can send Christmas greetings, too: this December, the museum shop will once again be sending out visitors' postcards with a specially produced Museum postage stamp to celebrate 50 years of the 911. In addition, the shop is offering a Christmas gift wrapping service, the proceeds of which will be donated to the "Jugendfarm Stammheim", an activity centre for young people. During the pre-season Christmas season, the museum's catering service is serving a selection of seasonal dishes to ensure visitors don't go hungry.

Visitors can marvel at a special collection of super sports cars as part of the "60 Years of Super Sports Cars" exhibition currently running at the Museum; the exhibition will also be open on 26th of December and 6th of January. Exhibits include the first 550 Spyder ever delivered to a private client, the Carrera GT and, for the first time, the 911 Turbo RS, which was the only 911 Turbo to have a Carrera RS lightweight body. Sports car lovers can also look forward to seeing the GT1, 904 Carrera GTS and the 959 S.

Museum visitors can enjoy the exhibition for the usual admission price. The Porsche Museum is open Tuesday through Sunday from 9 a.m. to 6 p.m. Admission is € for adults; reduced admission is €. There is no admission charge for children up to the age of 14 years, provided they are accompanied by an adult. Further information, including details of the Christmas events, is available online at [www.porsche.com/museum](http://www.porsche.com/museum).

PORSCHE MUSEUM

## By Porsche for Porsche enthusiasts

### Wonderful moments in the very place where the legend was born

#### The current special exhibition

##### 60 Years of Super Sports Cars

The Museum is exhibiting a special selection of super sports cars until 16th of March 2014. Exhibits include the first 550 Spyder ever delivered to a private client, the Carrera GT and – for the first time – the 911 Turbo RS.

#### Highlights 2014

##### 15th of February 2014: A reading by Richy Müller

The Tatort police inspector from Stuttgart will give an exclusive reading in the Museum workshop. Tickets at [www.easyticket.de](http://www.easyticket.de).

##### 15th of March 2014: The Long Night of the Museums

The Porsche Museum will be open to night owls until 2 a.m.

##### 25th of March to 20th of July 2014: "Road to Le Mans" – racing drivers and motor racing legends

In this special exhibition, Porsche looks back on Le Mans and the car manufacturer's previous successes there.

##### 29th of March 2014: a reading by Fritz Karl

With musical accompaniment from "Tango de Salón", the Austrian actor will be reciting from works by the Brazilian satirist and best-selling author Luis Fernando Verissimo. Tickets at [www.easyticket.de](http://www.easyticket.de).

##### 14th and 15th of June 2014: "Le Mans @ Zuffenhausen"

The Porsche Museum will celebrate the famous endurance race track in a 24-hour event.

##### 31st of July to 10th of September 2014: summer holiday programme for children

The Porsche Museum will be offering a free summer holiday programme for the drivers of tomorrow.

##### 5th of August 2014 to 11th of January 2015: "Projekt: Geheim!" [Project: Top Secret!]

Everyone knows that it exists, but no one is talking about it – we are, though! Learn more about 60 years of Porsche's testing, prototypes and test models at this special exhibition.

##### 12th of October 2014: Django Asül in the Museum workshop

The Turkish-German cabaret artist will be making the Porsche Museum's workshop his stage.

##### 25th of October 2014: Sound Night

Live in the exhibition, we will be starting the engines of selected exhibits. Speakers will also talk of their first-hand experiences on the race track.

PORSCHE MUSEUM

## 02 Information Exchange

## Porsche Tequipment Accessories for individual design



As soon as the temperatures drop and the first snowflakes fall, the anticipation of Christmas begins to rise.

Have you still not found the right gift for your loved ones? Or are you looking to treat your Porsche this year? Why not try out the Porsche Tequipment accessories finder? From carrier systems to car care products, the accessories finder offers over 300 exclusive products for your car.

The Tequipment accessories finder can be found at [www.porsche.com/tequipment](http://www.porsche.com/tequipment). From there, you can select the options suitable to your model. You can then print out your wish list and take it to your Porsche Centre or simply send it to your dealer by E-mail.



1, 2



4



3



5

### 1. Vehicle key, painted

A door opener that will have everyone taking a second look. The painted sides give your key an even more individual look. Available for all model lines. Two painted sides in a set.

No. 991 044 801 20 ..

### 2. Leather key pouch

The perfect companion: a key pouch made from smooth-finish leather with decorative stitching and embossed Porsche crest. Thanks to the pull tab, your vehicle key is kept safe and protected against scratches. Available for all model lines.

No. 970 044 000 ...

### 3. Tank cap in aluminium look

The tank cap gives your Porsche a quality finishing touch. Its design is inspired by historic racing car tank caps. With "Porsche" logo and anti-loss mechanism.

No. 000 044 001 90

### 4. Porsche Charge-o-mat II

Charger with charge conversion and battery monitor. An adapter is available for vehicles without cigarette lighters. Available for all model lines.

No. 955 044 900 56

### 5. Care products

The care products from Porsche Tequipment are just like your car: 100% Porsche. The high-quality products especially approved for Porsche help protect and maintain your Porsche's exterior, interior and rims.

Coupé care case No. 000 044 000 89  
Cabriolet care case No. 000 044 000 94  
Rim care set No. 000 044 001 86

## 02 Information Exchange

# Bose

## Bose VideoWave II Entertainment HDTV, Home Cinema und Music in one System

### TECHNOLOGY AND DESIGN FROM BOSE LEADS TO INCREASED PERFORMANCE AND FLEXIBILITY IN TELEVISIONS

The acoustic, mechanical and electrical engineers at the Bose headquarters in Massachusetts, USA are passionate about taking something and making it better to improve people's lives. In fact, that's their mission. So when the company believed that the ultra-thin flatscreen televisions was only giving consumers half the story – the picture – the engineers went to work creating something unique. After almost 10 years of research and development, Bose took its first venture into the television market by introducing the Bose VideoWave entertainment system in late 2010 that combines a high-definition TV, home cinema sound, and a music system into one revolutionary product.

Of course, engineers are never happy and also looking to improve on their creation – taking something and making it better. Two years later, the next generation of this breakthrough was launched. Based on consumer feedback, greater flexibility was incorporated into the VideoWave II range through a choice of 55 inch and 46 inch screen sizes. New features also include a new LED backlit display for stunning images, a more refined industrial design, and an updated click pad remote for the easiest, most intuitive control of home entertainment ever developed.

#### Home cinema sound with invisible speakers and no wires

Obtaining the experience of home cinema can often mean a compromise on the layout and style of a living room. The Bose® VideoWave® eliminates the need for multiple speakers and connecting wires to be placed throughout the room without compromising on the

sound by integrating a home cinema system – complete with 16 loudspeakers – behind the screen display. This innovation from Bose delivers unmistakable cinema sound – immersive and powerful – but with no separate speakers, no bass module, and no speaker wires.

Bose can only generate this quality of performance through a cluster of six high-performance woofers inside the system that are carefully matched to a powerful acoustic Bose waveguide. These are designed to deliver the impact of deep low notes with no audible distortion, even at the highest listening levels.

The industrial design team at Bose created a new aluminum-finish bezel to complement the brilliant image quality of the new 1080p LED backlit display. A thinner frame can also be found on the 55" version, creating a complete all-in-one entertainment system that is slender and elegant. The screen connects into a sleek media console that

allows customers the flexibility to connect up to six different devices, such as an Apple® TV, Blu-Ray Disc™ player, cable or satellite box, gaming devices, or many others that now feature in most households.

#### Enjoy the music

Of course, being renowned for its audio quality and performance means that Bose had to incorporate a music element to the new VideoWave system. It includes a dock for an iPod® or iPhone® and with the invisible, built-in speakers, reproduces instruments and vocals with the clarity and separation of a multi-component audio system. Artists, songs, and playlists are displayed on the screen, and the click pad remote allows for full access and control. A video mute feature can turn the screen off when desired, and do what was previously impossible: fill the room with full-range, accurate music reproduction, and not a single speaker in sight.

More information can be found at [www.bose.eu](http://www.bose.eu)



02 Information Exchange

## Porsche Classic Product Highlights

**MORE THAN 70% OF ALL PORSCHE VEHICLES EVER BUILT ARE STILL ON THE ROAD TODAY.**

**WE MAKE SURE IT STAYS THAT WAY. WITH PORSCHE CLASSIC GENUINE PARTS.**

Porsche Classic's aim is to maintain and service classic Porsche vehicles that have not been in series production for at least 10 years.

The production and delivery of Porsche Classic Genuine Parts is making a vital contribution to preserving these cars. In our modern warehouse, we have around 35,000 spare parts ready for

delivery that we dispatch to your Porsche Centre directly via the worldwide Porsche sales network. We obtain Genuine Parts from both former series suppliers and new supply sources.

And we draw upon original documentation, technical drawings and detailed descriptions, a comprehensive store of samples and the expertise of our staff.

Naturally, we ensure that Porsche standards are met in terms of technology, quality and safety – even with new editions of parts. Porsche Classic is constantly endeavouring to close gaps in the spare parts range by continuously monitoring, updating and expanding the inventory.

Some of the products have an exciting story behind their production and testing. The reason: each Genuine Part has its own tale. Just like your Porsche.

### Classic Highlight

#### Bodywork and lightweight parts Exterior panelling produced with precision

A perfect match to the bodywork is an important aspect in Porsche's demand for high quality, since the 'second skin' needs to fit like a tailored suit. It is a matter of millimetres.

By implementing extensive measures, the experts at Porsche Classic have managed to make significant quality improvements in the manufacturing of wings and side panels for Porsche 911s built between 1965 and 1994. Their work has also made it possible to reissue the thin-gauge steel parts of the iconic 911 Carrera RS 2.7 for the first time – only 1,580 models in total were manufactured in 1972 and 1973.

Porsche Classic has redefined every manufacturing process in order to improve the dimensional accuracy of the parts in a sustainable way and thus make fitting the body to the car an easier task. The original standard-production tools have been

re-engineered and improved. New testing devices are being used to check the dimensional accuracy of parts. For example, each of the 30 wing variants has been used on a car or one of these such devices for testing. In addition, every process step – including the delicate work done by hand on the surface finish – is documented so that a high level of quality is always guaranteed.

In terms of maintaining the value of collectors' vehicles, Porsche once again sets an example – in the truest sense of the word. The reason: reissued Porsche Classic Genuine Parts are recognisable by the Porsche logo.



**Craftsmanship:** Lightweight parts for the 911 Carrera RS 2.7 are being reissued for the first time.



**Custom work:** The dimensional accuracy of reissued bodywork parts has been checked using cars or testing devices.

02 Infobörse

## Porsche Classic New edition of Parts

**IT'S GOOD TO KNOW THAT THERE ARE GENUINE PARTS FOR SOMETHING AS IRREPLACEABLE AS YOUR PORSCHE.**

Porsche Classic offers a range of product highlights from the Porsche Classic Genuine Parts programme. You can find answers to any questions on genuine parts and repairs at your Porsche Centre.



**Oil cooler with hose fitting**

The reissued oil cooler is now available again on the market with excellent values: considerably lighter and with improved performance efficiency, it sets itself apart from similar replicas in the after-market. This corresponds to the performance efficiency, weight and look of the original. Porsche now offers the oil cooler with either a hose fitting or threaded hose connection. Both versions are connected to the crankcase and serve to cool the engine oil. The oil cooler with hose fitting presented here can be used on Porsche 911s built between 1972 and 1989.

**91110704102  
911 (1972-1989)\***



**Porsche Classic licence plate holder**

The Porsche Classic licence plate holder with its fold-out feature is suitable for all 520 x 110 mm licence plates. The Porsche Classic logo should not be missing on the black plastic plate.

**PCG70120100  
All\***



**Right-hand side armrest with handle**

Unavailable for a long period of time: the armrest for Porsche 911s built between 1969 and 1973. After developing new tools, Porsche Classic has made the right-hand side armrest with handle, as well as the left-hand side armrest without handle, available for purchase again. Only the surface differs slightly from the original part. The image shows the right-hand side armrest with handle.

**PCG55504223  
911 (1969-1973)\***



**Radiator coil**

Following a long absence, the radiator coil for Porsche 911s built between 1970 and 1973 is back, and performing strongly in the market. It is used for the oil cooling circuit and is installed in the front right wheel housing. The connections are sealed with plastic stoppers to prevent dirt from entering the radiator coil.

**91110704700  
911 (1970-1973)\***



**Software update Q1/2013**

A software update for all cars with a Porsche Classic radio navigation system is now available. Improved navigation software and updated maps (Europe only) as of 03/2013 have been added to the menu structure.

**91164210001  
All\***

\* You can obtain information on availability, installation and prices in various countries from your Porsche Centre.

\* You can obtain information on availability, installation and prices in various countries from your Porsche Centre.



Please visit [www.porsche.com/service](http://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**



**03**  
**REPORTS**

Fédération Porsche Clubs de France

# 50 ANS 911

Porsche 911 Anniversary Parade in  
Clermont-Ferrand



03 Reports Fédération Porsche Clubs de France

## 50 ANS 911

The Circuits de Charade race track is located just a few kilometres south of Clermont-Ferrand, surrounded by a volcanic landscape. Due to the winding and hilly course that this route follows, this circuit used to be known as the “little Nürburgring”.

**This is where Porsche Club members were given an opportunity to demonstrate their driving prowess by steering the 911 along the race track.**

### 03 Reports **Fédération Porsche Clubs de France**



#### **Porsche celebrates the anniversary of the 911 in Clermont-Ferrand:**

Porsche Exclusive and Tequipment, as well as the Porsche Museum, joined the anniversary rounds

**Die Fédération der Porsche Clubs de France and Porsche France** organised a large-scale event in Clermont-Ferrand to honour the 50th anniversary of the Porsche 911. This city, with its 140,000 inhabitants, is located in Auvergne and is where the Michelin tyre manufacturer is based. The city is famous for its two universities and its cathedral, Notre-Dame-de-l'Assomption, and the local rugby club, ASM-Clermont Auvergne, is known throughout France. The home stadium of the club, the Stade Gabriel Montpied, provided the central venue for the anniversary celebrations.

The approximately 700 vehicles and more than 1,100 participants slowly started arriving on the Friday. There were already

many things for the participants to discover that day. Right next to the stadium, Porsche Exclusive and Tequipment showcased a number of very special show vehicles, with the Porsche Museum exhibiting historic cars just next door. Porsche France also presented its current range of Porsche models, and headquarters in Stuttgart even sent along a special 50-year-old 911 model.

The Puy mountain range is located just a few kilometres south of Clermont-Ferrand; its highest peak is the Puy de Dôme, which, at an elevation of around 1,540 metres, towers around 1,000 metres above the city of Clermont-Ferrand. The Circuits de Charade race track is located right in

the middle of this volcanic landscape. Due to the winding and hilly course taken by the route, this circuit used to be referred to as the "miniature Nürburgring".

The participating Porsche Club members were able to flaunt their driving finesse and savour driving on this fast, smooth race track.

Michelin opened its 450-hectare test grounds in Ladoux to allow participants to optimise their driving skills and to get to know the vehicle even better. The participants were able to demonstrate their abilities behind the wheel on a variety of test circuits under tyre test conditions. The Club members were even allowed to use

### 03 Reports **Fédération Porsche Clubs de France**

the high-speed section and the water-sprayed driving dynamic plateau. Moreover, a variety of road book tours presented opportunities to explore the area, with the local landscape and its characteristic volcanoes providing breathtaking impressions.

There were two evening events which can both be described as convivial get-togethers – the evening dinner in the rugby stadium and the event held the following

evening at “Vulcania”, the European Park of Volcanism. The Vulcania theme park is located in an extinct volcano, and hosts a variety of underground multimedia presentations. An apt closing to the event was provided by the fireworks display over the crater of a volcano.

Piloting more than 700 participating vehicles through all the venues and on to their respective parking spaces without causing traffic jams or making participants wait

for long periods was a logistic tour de force – a show of force that the Porsche Club and the volunteers helping it succeeded at perfectly. Porsche Community Management would like to thank the volunteers from the Fédération des Porsche Clubs de France, along with the team from Porsche France, for this unforgettable event.

**Benjamin Marjanac**  
Porsche Community Management

#### Leaving a mark:

Clermont-Ferrand represented the highlight of the 911 anniversary season for the French Porsche Clubs





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

**A genuine part is irreplaceable.  
Except by a relaunched genuine part.**

### **Porsche Classic.**

Genuine Parts & Repair. The original of the 80s – the hub cap for the Fuchs rim with colored crest. Now available at your Porsche Centre.

Part number: SOW91103811.



**PORSCHE**

03 Reports Porsche Community Management

# IAA CLUB EVENING



### 03 Reports Porsche Community Management



#### Exclusive première:

The participants at the IAA Club evening were given an exclusive opportunity to admire the 918 Spyder

**The 65th International Automobile Exhibition, the IAA,** was held in Frankfurt am Main from the 12th to the 22nd of September 2013, with this year's event once again providing a venue for the world's leading car manufacturers to showcase many new products. The exhibitors and visitors focussed their attention on electric mobility, as well as the advent of the digital world into the automobile, which is making great leaps forwards.

Over 900,000 visitors streamed through the gates of Frankfurt's Rebstock Park to marvel at the products presented at the trade fair by more than 1,100 exhibitors from 35 countries.

Porsche AG presented its entire range of vehicles at one of the most highly regarded motor shows in the world. The Porsche 918 Spyder, a technological pioneer, celebrated its world première. The super sports car with its plug-in hybrid drive is heralding in a new era in the manufacturer of sports cars. Never before has a super sports car suitable for day-to-day use managed to combine outstanding driving dynamics with the fuel consumption of a compact-class vehicle. The 918 Spyder is therefore adopting a role comparable to the 911, which also made its début at the IAA, albeit half a century ago. To mark the occasion of its anniversary, Porsche is



#### Expert appearance:

Sandra Mayr welcomes the international guests

presenting its special, limited-edition model "50 years of the 911". Based on the current model, the 911 Carrera S, this special model combines the elements traditionally associated with a 911 with the latest in technology. After having equipped the Porsche 911 with a turbocharger for the very first time around 40 years ago (a model built for Mrs Louise Piëch), the fifth generation of the 911 Turbo ushered in a new era for the 911 Turbo.

The traditional invitation to the IAA Club evening again allowed Porsche Community Management and Porsche Deutschland GmbH to treat the Porsche Club members to an exclusive highlight. 380 Porsche Club members from 15 different countries convened at the Porsche AG stand on the evening of 16th of September 2013. As exclusive guests, they were not only in for a technological treat, but

were also spoiled for culinary and musical indulgences over this course of this extraordinary event.

The representatives of the Porsche Clubs in attendance, who had travelled from all over Europe, from the USA, Chile, Panama and from Kuwait, were given the warmest welcome imaginable by Sandra Mayr from Porsche Community Management. During her address, she accentuated the internationality of the guests present. Following a reception by Mr Dietmar Wunder (editor's note: he is the voice-over artist who provides the German voice of Daniel Craig), Andreas Henke welcomed the invited guests with a memorable speech in which he went into particular detail about the 50th anniversary of the Porsche 911. During a tech talk showcasing their knowledge, Andreas Henke and Dietmar Wunder presented the technical refinements and sophisticated innovations that characterise the new Porsche 911 Turbo and the Porsche 918 Spyder. The presentation was rounded off with imposing photos projected onto a large LED screen. Among other things, the record-breaking run by the 918 Spyder on the Nordschleife of the Nürburgring was shown in its full length – 6:57 minutes. This was followed by a unique opportunity to gather in the Porsche 918 Spyder Lounge and get acquainted with the fine points of the 918 Spyder.

The guests met on the upper floor of the Porsche stand for this evening affair, at which they enjoyed fine food, the best in music and a great atmosphere, remaining until the last minutes of this successful evening were winding down. To summarise, it is fair to contend that the participating customers from all over the world are likely to consider such an exclusive evening at the IAA one of the absolute highlights of their year.

Porsche Community Management and Porsche Deutschland GmbH would like to thank all of their guests along with everyone who contributed to the success of this outstanding event.

**Benjamin Marjanac**  
Porsche Community Management



reddot design award  
best of the best

[www.bose.co.uk](http://www.bose.co.uk)



## **NEW Bose® VideoWave® II entertainment system.**

High-definition picture. Home cinema sound. No visible speakers.

The complete home cinema experience dazzles visually as it surrounds you with sound. While HD flatscreen TVs deliver on the picture, the sound all too often leaves something to be desired. The only way to really immerse yourself in the thunderous roar of motorsport, or catch the creak of a door in the latest thriller, is to install a separate home cinema sound system. Until now.

The Bose® VideoWave® II entertainment system – available in 46" and 55" screen sizes – is the only HD flatscreen with a complete Bose® home cinema system built inside. Through exclusive Bose technologies, it reproduces sound from places where there are no speakers, delivering an experience you may never have thought possible. It's not a TV. It's actually a complete home entertainment solution that combines 1080p resolution with Bose® home cinema sound. In one easy to use system.

Before you buy another television, be sure to experience the Bose® VideoWave® II system.

***BOSE***<sup>®</sup>  
Better sound through research<sup>®</sup>



03 Reports Porsche Club of America

# 58. PORSCHE USA PARADE

23rd to 29th of June 2013 in Traverse City



### 03 Reports Porsche Club of America



#### Birthday boy:

An exclusive sneak peek at the 911 anniversary edition was a special highlight at the Porsche USA Parade

**Traverse City is the county seat of Grand Traverse County**, and is the largest city in the 21 counties of which the Northern Michigan region is comprised. The city has around 15,000 inhabitants, with a total population of 143,000 living in the Traverse City micropolitan area. Despite its rather modest population, Traverse City is considered the commercial hub of the region. Traverse City is the largest producer of sour cherries in the USA. Every year, in the first week of July – just prior to harvesting the cherries – a large cherry festival is held in Traverse City. This festival is attended by 500,000 people year after year. The surrounding rural area is famous for its grapes, and is one of the main wine-producing areas in the American Midwest. One of the primary sources of income for the region is tourism, with Traverse City offering a variety of attractions, places of interest and year-round activities, including fresh-water beaches,



vineyards, a sheltered lake shore, skiing areas and endless forests. A region predestined for connoisseurs! And also a region predestined for large events like the 58th Porsche Parade.

The Grand Traverse Resort & Spa Hotel played a pivotal role in this year's Porsche Parade. This meeting, which is held in a different city each year, was held from the 23rd to 29th of June 2013. Around 1,900 participants and guests accepted the invitation from the Porsche Club of America. The 58th Porsche Parade was also devoted to the motto 50 years of the 911.

The participants arrived for accreditation over the course of the Saturday and Sunday, before preparing their vehicles for the Concours d'Elégance and lining up their treasures in rank and file. A welcome party was thrown on the Sunday evening, which saw all the participants take visible pleasure in finding themselves among friends and like-minded people.

A surprise also awaited the participants during the party. Porsche AG and Porsche Cars of North America could not resist presenting the special 50 years of 911 model to the clearly amazed American Porsche enthusiasts – without waiting for its official première in the USA.

The Monday kicked off with the Concours d'Elégance and a repeat presentation of the special 50 years of 911 model. Other items on the agenda included Michelin driving events, the Training Rally and many

### 03 Reports Porsche Club of America



#### Steadfast:

Porsche was represented by Porsche Classic, Exclusive and Tequipment and the Porsche Museum

other activities. The days that followed were defined by other items on the programme relating to automobiles, a variety of presentations such as the one given by Mr Dieter Landenberge (Head of the Porsche Archive) and a Concours banquet. The unexpected presentation of the new Porsche 911 GT3 during the banquet allowed the representatives of Porsche AG to reward those present with a marvellous surprise. The next few days were also peppered with driving events such as the Autocross, a Gimmick rally and even a golf tournament. On the Friday, Porsche Club members were able to demonstrate their knowledge of Porsche technology and history during a quiz. The 'Tech Academy' was also one item on the agenda visitors were more than happy to attend.

Once again, a member of the Porsche family honoured this year's Porsche parade with his presence: Hans-Peter Porsche




was a guest. As always, he was pleased to be able to spend time with Porsche Club members, not missing the opportunity to join other participants in the Concours d'Elégance and the Autocross. Porsche AG was also represented by Sandra Mayr and other representatives from Porsche Classic, Exclusive and Tequipment, and the Porsche Museum.

The opinion among all the participants and organisers was unanimous – the event was a resounding success. Thanks are pri-

marily due to the organisers and volunteers from the Porsche Club of America who helped. The numerous highlights offered also played a major role in the success the event enjoyed. Without the support of Porsche Cars of America and Porsche AG, the wealth of experiences gained would not have been possible. The energetic support provided by Stuttgart was reflected in the appreciation shown towards the Porsche Club of America. We are already eagerly anticipating the 59th Porsche Parade in Monterey, California, which will be one of the major highlights of the 2014 event calendar.

**Benjamin Marjanac**  
Porsche Community Management



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:



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**PORSCHE**

03 Reports Porsche 356 Registry

# 356 WEST COAST HOLIDAY SANTA FE

Porsche 356 Registry

### 03 Reports Porsche 356 Registry



#### Colourful city:

Santa Fe welcomes the participants

**SANTA FE, NEW MEXICO**, founded by Spaniards in 1610, is one of the oldest cities in North America. Its atmosphere is characterised by its former Spanish colonial rulers, the days of the Wild West, its growth as an important stopping point during the early years of train travel, and – last but certainly not least – its evolution into one of the world's leading centres for the arts.

This year, the colours of Santa Fe shone even brighter from the 9th to 12th of October, with the Porsche Club 356 Registry hosting this year's West Coast Holiday there, which saw all different colours and generations of the Porsche 356 enhancing the atmosphere of this extraordinary city. A wide range of items on the agenda awaited the participants. Excursions, tours to local skiing areas, shopping trips to the Goodie Store and sightseeing in Santa Fe were just some of the activities to choose from. In addition, 'Tech Sessions' were offered on the topic of art and the 356.

While the state of New Mexico is actually famous for its arid climate and crystal-clear skies, a different kind of weather



was brewing on Thursday. A number of tours were accompanied by frost, rain, sleet and even snow. This guaranteed adventure-filled excursions followed by intense vehicle care prior to the Concours scheduled for Saturday.

Dawn came clear and early on Friday, which awaited with excursions and an Autocross. A light snow had fallen the night before on elevated ground, and the morning's journey to the Santa Fe Ski Resort was therefore cool and crisp but bathed in warm autumn colours. Seeing all the colourful and gleaming 356 models in the autumn light driving on roads lightly dusted with snow was an absolutely unique experience. This was all possible during an excursion through the neighbouring Jemez mountains, the Valles Caldera, the Walatowa [Jemez] Pueblo and during the break for lunch.

The months and months of preparation were visible in the precise set-up of the Concours d'Elégance. Over 250 Porsche 356 models were directed to their allo-


cated parking sites, which were ordered according to model year. Virtually every colour and model imaginable found a place in the Santa Fe sunshine. Fans and visitors alike were thrilled by the classic vehicles and came in throngs to admire the spectacle.

At that evening's banquet, everyone enjoyed another opportunity to sit together with friends, and express their thanks to the team of organisers. Paul Gregor seized the opportunity to thank the team of organisers and the participants on behalf of Porsche AG several times. The charity auction, which raised more than USD 2,200 to benefit a good cause, should be mentioned as well.

Porsche Community Management also made sure that Jim Pucket, the team of organisers and the Porsche Club 356 Registry were aware of their gratitude, as well as how much it is looking forward to upcoming events just like this highly successful West Coast Holiday.

**Benjamin Marjanac**  
Porsche Community Management



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**

03 Reports Porsche Club Great Britain

# CLASSICS AT THE CASTLE





### 03 Reports Porsche Club Great Britain



Showing off for the Earl:

Classics at the Castle in Hedingham enchanted the Porsche enthusiasts

Within just a few years, the Classics at the Castle event has evolved into a mecca for historic Porsche vehicles. Nowhere else in Europe can one see as many Porsche rarities as are on show here. Traditionally, this event is held on a Sunday, with this year's taking place on the 8th of September and, as in years past, Hedingham Castle in Essex, Great Britain, provided a proper and quintessentially British backdrop. The castle, which was built around 1140 and is over 110 feet high, is surrounded by walls twelve feet thick and a typically idyllic English setting, and presented a wonderful historical background for the treasures from Zuffenhausen.

The event attracts participants and visitors from all over the world. The commitment shown by all the members of the organisation team at the Porsche Club Great Britain is absolutely immense, and is highly valued by Porsche AG and Porsche Cars Great Britain. The proof of this appreciation came directly from Zuffenhausen. Several vehicles were even sent directly from the Porsche Museum exhibition to the lawns of the event site. These included the famous Porsche 911 (993) police car, which took part in the Porsche Parade with Tony Hatter behind the wheel.

As in years past, a first-class collection of classic Porsche sports cars, including a number of the brand's most exceptional models, could be admired at the seventh annual event. Classics at the Castle is no-



table for being limited to vehicles built between 1948 and 1973, models from the era known as the "Porsche KG Era". This means that admission is reserved exclusively for vehicles produced prior to the change-over from Porsche KG to Porsche AG. This year, the organisers decided to relax the rules and admit all generations as a gesture to mark the occasion of the 50th anniversary of the Porsche 911. All of the versions of the 911, from virtually every model year, could be spotted, and the five different generations of the Porsche 911 even dominated the car parks surrounding the site. Particular highlights included the 1982 Porsche 935, which won the IMSA – complete with its red paint finish advertising the US brewery "Miller" – as well as a variety of vehicles that raced at Le Mans, such as a 911 GT1 from 1998 in its Mobil One get-up, and even a 2013 model 991 GT3.

For the second time in a row, a Porsche Parade was also held. With a 356 C Coupé leading the way, the Porsche 911s travelled along the closed circuit in four

groups, cheered on by innumerable onlookers and surrounded by typically British landscapes. This idyllic scene was regularly punctuated by the deafening noise and the scent of petrol being combusted. A selection of historic Porsche racing cars was masterfully piloted along an uphill route that had been reserved especially for them. A commentator had to raise his voice to be heard over the pervasive background noises when announcing detailed information about each and every vehicle.

The participation of former Porsche racing drivers John Fitzpatrick and Bob Garretson contributed to making this event so special.

While the event cannot claim to boast this year's largest collection of Porsche 911s in Great Britain, the Classics at the Castle Concours provided the backdrop for one of the finest collections of historic Porsche 911 worldwide. The fantastic organisation of this event thrilled each and every participant and all of the onlookers. Porsche Community Management would like to thank the team of organisers from the Porsche Club of Great Britain, and are looking forward to the next year's event.

**Benjamin Marjanac**  
Porsche Community Management

03 Reports Porsche 356 Club Japan

# PORSCHE 356 HOLIDAY 2013 IN ASO, JAPAN



03 Reports Porsche 356 Club Japan

# **PORSCHE 356** **HOLIDAY 2013** **IN ASO, JAPAN**

**AROUND THIS WAY!  
A SPECTACULAR OUTING ALONG THE AUTOPOLIS  
RACE TRACK WAS JUST ONE ITEM ON THE EVENTFUL  
AGENDA AT THE PORSCHE 356 PARADE JAPAN.**

### 03 Reports Porsche 356 Club Japan



**When, in early 2013**, it was announced that I would be travelling to Japan at the end of October to attend the Porsche 356 Club Japan event, which is held every two years, my anticipation knew no bounds. A Porsche 356 event is always a unique experience, especially one being held in a country like Japan. Things started getting serious in September, with the last organisational manoeuvres for the event being carried out, flights and hotels being reserved and the last preparations for the trip being finalised.

It was time for departure on the evening of the 23rd of October 2013. The journey first took me from Stuttgart Airport to Frankfurt, followed by an overnight flight from Frankfurt to Tokyo Haneda, then a two-and-a-half hour trip south west to the island of Kyushu, and arriving in Fukuoka late in the afternoon on the 24th of October. I did not reach my final destination

until the next day, following another two-and-a-half hour drive. The town of Kuyu lies at the eastern tip of the island in the prefecture of Kumamoto, and is a famous recreational area for residents of nearby cities. Over the course of the afternoon, most of the participants arrived together with their cars. Even in Japan, drivers of 356 models do not shy away from long journeys on their own wheels, with some members covering a distance of up to 1,200 km. The last of the participants were still arriving late that night. The entertaining welcoming ceremony, at which the close bond between the Japanese 356 enthusiasts became more than apparent, was held in Kuyu in the evening.

An early start was made on the morning of the 26th of October. An elaborately prepared road book guided the vehicles, their drivers and passengers through breathtaking landscapes around Mount Aso, a vol-

cano. The destination, the town of Minimiso, is located bang in the middle of a caldera. This popular recreational area and the large valley, in the middle of which the Aso volcano looms large, was created by a super-eruption around 90,000 years ago. Parked on a meadow – with a view to the Aso volcano – the participants positioned their vehicles for the Concours d'Elégance assessment. This was followed by an leisurely picnic and a discussion among the drivers. After another road book tour along the caldera, the participants met up in the hotel. Once they arrived, enough time remained to relax and prepare for the gala evening to follow. After the awards ceremony, the presidential election results were announced. Having officiated for eight years, Mr Aoyama passed his duties over to Mr Suzuki.

On Sunday, the 27th of October, the last day of the event, another road book tour

### 03 Reports Porsche 356 Club Japan

took the participating vehicles through picturesque landscapes to the nearby "Autopolis" race track. A number of vehicles in the GT3 class completed their training after the drivers had taken an extra break to admire the Porsche 356 in which we drove up. This ensured that the GT3 vehicles were not standing in the way of a safe Porsche 356 Parade on the race track. A friendly gesture by the teams and route management. The squad of 356 models and a Porsche 997 Speedster, which was used by one customer as a stand-in for his 356, attracted a number of bystanders. A special treat was the white Speedster from 1954, driven by Toshiaki Karasawa, one of the most famous Japanese actors

and an active Club member, which excited immense interest.

The farewell which followed was a very emotional one. The thoroughly satisfied participants congratulated the organisers on the perfect organisation before embarking on their journey home. The final event saw the team of organisers from the Porsche 356 Club Japan meet for a traditional "Soba" dinner.

My journey home started from Fukuoka on the afternoon of the 28th of October, taking me to Stuttgart via Frankfurt. A return journey of more than 20 hours left enough time to digest the impressions gained. The

initial anticipation and expectations were surpassed by far. The country, the wonderful, friendly people, a successful event in every sense and the breathtaking landscapes left a lasting impression.

Porsche Community Management would like to thank the Porsche Club 356 Japan and their members for organising this event. A special thank you goes to Jija Kim from Porsche Japan, who provided active support to the Club during organisation and realisation of the event.

**Benjamin Marjanac**  
Porsche Community Management

