



PORSCHE



May 2009

Porsche Club

News 2/09

Editorial

Dear Porsche Club Presidents, Dear Porsche Club Members,

The first half of 2009 is now almost behind us. In the Porsche Club World, the first events have been held and I hope they proceeded to your utmost satisfaction. I wish you every success for all the Club events on the calendar for the rest of the year, and would like to thank you for your superb level of commitment.

We at Porsche are reflecting on months of turbulence and as you will no doubt be aware, from the press, not even Porsche has been able to escape the global downswing in the automotive industry. In the first half of 2008/09 financial year, revenue fell by 12.8 percent to 3.04 billion Euro. Sales dropped by 26.7 percent to 34,266 units. The altered model mix is the prime reason for revenue having developed better than sales. While the proportion of total sales accounted for by the 911 model series was higher, the amount earned from the Boxster has slumped. Sales figures for the 911 reached 13,543 (previous year: 16,261), compared to 3,950 (previous year: 9835) for the mid-engine sports car. During the period under review, the Cayenne achieved sales of 16,773 (previous year 20,638). In the second half of the 2008/09 financial year, we are hoping to see a surge in sales from both the new Boxster and Cayman models, which have been available at the dealers since February, and also from the new 911 GT3 and Cayenne Diesel models that were debuted in March at the Geneva Motor Show.

We celebrated the highly anticipated world premiere of our fourth model range, the Panamera, on the April 19, at Auto Shanghai. The Panamera represents an entirely new market segment for us, enabling us to continuously expand the range we offer our customers. The Panamera will be available at our dealers from late summer. If that seems too far away, let us wow you with a very special driving experience. As

one of the first customers, you will have the chance in July to experience the Panamera across Provence's breathtaking scenery as part of an exclusive trip being organised by the Porsche Travel Club.

However, the launch and debut of our new Porsche models have not been the only highlights of the past few months. The ceremonial opening of the new Porsche Museum at the end of January was, without a shadow of a doubt, a very special event for us. We are already looking forward to numerous visits by Porsche Club members from all over the world. As a sign of our appreciation, we will be offering each person a discounted entry fee.

I am extremely proud to be reflecting on the past year, during which – thanks to your unwavering commitment – the worldwide Porsche Club scene once again turned the Porsche brand into a tangible experience at numerous events. I recall with special fondness the Porsche Europa Parade in Sardinia during May 2008, which my wife and I attended.

In these difficult times, we need to close ranks and brave the sense of crisis! And that, my dear Porsche Club members, is exactly what you are doing with your proactive Porsche Club lives and all-out willingness to present and turn the Porsche brand into an experience at various Club events throughout 2009! As a result, we can look forward to a host of interesting Porsche Club events throughout the world, including the USA Parade in Colorado, the 356 Holiday in Japan, and the Porsche Club Deutschland annual meet in Hamburg, to name but a few.

I have no doubt that your enthusiasm for preparing and staging these events will continue throughout 2009. Porsche AG is unable to place a value on knowing it has



Klaus Berning

thousands of staunch brand ambassadors on its side, who will remain loyal to the Porsche brand and represent it proactively in public.

On behalf of Porsche AG and the entire Board, I would like to thank you for your support and tireless commitment. I hope you have a lot of fun, success and unforgettable moments at your Porsche Club events in 2009!

**Kind regards
Klaus Berning**

In-house business:

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

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1. News from Porsche AG

Welcome to the new Porsche Museum

Grand inauguration

Porsche showcases its new business card – after three years of construction, the new museum was declared open in a ceremony on January 28, 2009.

To open the new Porsche Museum, Stuttgart's Mayor, Dr. Wolfgang Schuster brought along a Stuttgart steed made of porcelain. One more horsepower for the museum. Addressing around 300 VIPs at the ceremonial event, Dr. Wendelin Wiedeking, Chairman of the Porsche Board, said, "Here, we have our company's history of mercurial sports cars that are ready to go". Part of that history belongs to the Porsche and Piëch families, the company's executives, past and present works drivers, as well as numerous representatives from the economic and political sectors.



Günther Oettinger, Prime Minister of Baden-Württemberg, Uwe Hück, Chairman of the Company Works Council, Dr. Wendelin Wiedeking, Chairman of the Board, Christian Dau, Head of Communications, Achim Stejskal, Head of Museum, Dr. Wolfgang Schuster, Lord Mayor of Stuttgart and Dr. Wolfgang Porsche, Chairman of the Supervisory Board (from left) with the legendary "Nummer 1" and a symbolic key of the new Porsche Museum

The new museum has been open to the public since the January 31, 2009. The

exhibition area is currently showing the following topics:

Press release, Porsche AG

The current exhibition area

[1] PORSCHE BEFORE 1948

The era of the great designer Ferdinand Porsche through to the start of car production, including the Ur-Porsche Type 64, the wheel hub motor, the VW Beetle, the Cisitalia racing car and the Porsche 356/1.

[2] LIGHTNESS / TARGA FLORIO

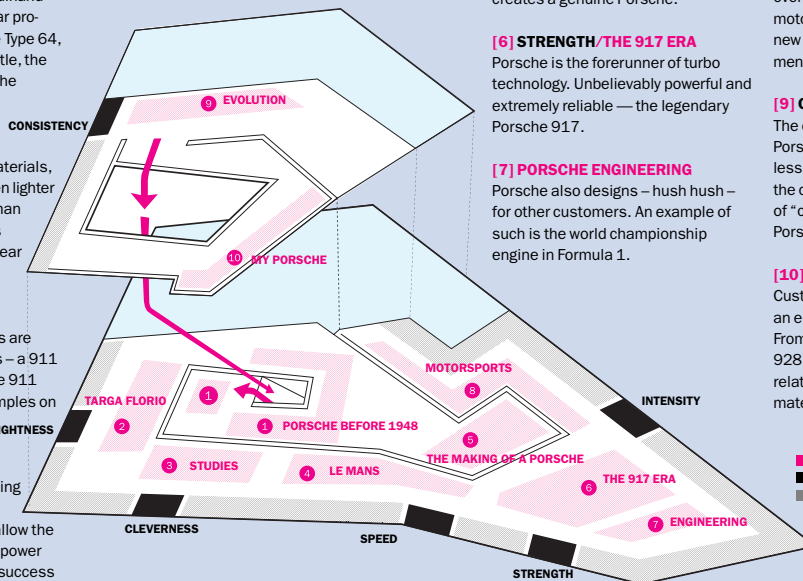
Thanks to an ingenious mix of materials, Porsche vehicles have always been lighter and therefore more successful than their competitors. The numerous victories at the Targa Florio are clear testimony.

[3] CLEVERNESS / STUDIES

Porsche engineers and designers are forever exploring new boundaries – a 911 with extended wheelbase and the 911 Panamericana are two such examples on show here.

[4] SPEED / LE MANS

Engine performance means nothing unless it can be harnessed. Optimised aerodynamics alone allow the horsepower to be converted into power and speed – Porsche's secret of success behind 16 overall victories at Le Mans.



[5] THE MAKING OF A PORSCHE

Here it is clear: only the integration of development, design and production creates a genuine Porsche.

[6] STRENGTH / THE 917 ERA

Porsche is the forerunner of turbo technology. Unbelievably powerful and extremely reliable — the legendary Porsche 917.

[7] PORSCHE ENGINEERING

Porsche also designs – hush hush – for other customers. An example of such is the world championship engine in Formula 1.

[8] INTENSITY / MOTORSPORTS

Porsche and motorsport – a successful relationship clocking up over 28,000 victories. For Porsche, motorsport is the starting point for new developments and improvements to series production vehicles.

[9] CONSISTENCY / EVOLUTION

The eternally young 911 Turbo – the Porsche design that traces a timeless and elegant line. Initiated by the current 911 Carrera, the notion of "consistent" comes to the fore in Porsche's stylish design.

[10] MY PORSCHE

Customised and cult vehicles create an emotional end to the exhibition. From the tractor to the four-door 928 – everyone develops a special relationship with their vehicle, ultimately calling it: My Porsche.

■ THEMATIC DISPLAYS
■ IDEAS
■ PRODUCT HISTORY

Important information for Porsche Club members

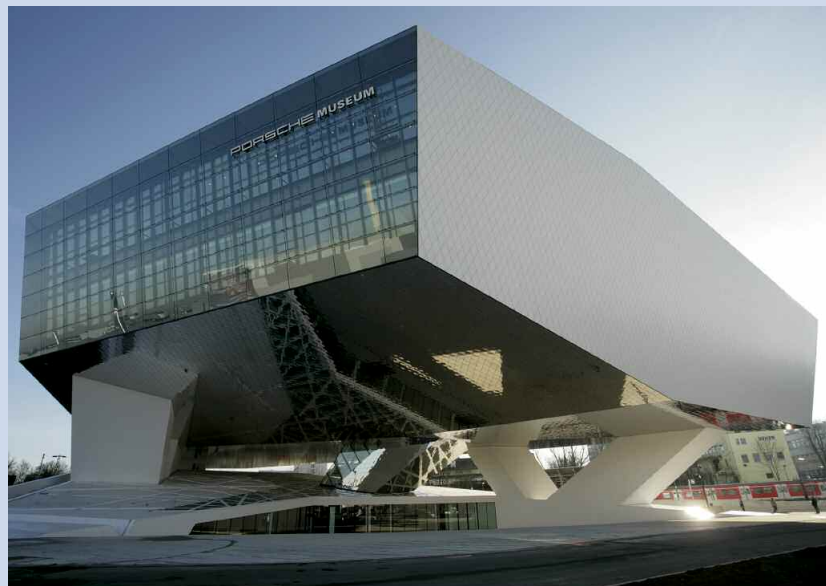
We are very pleased to have been able to negotiate discounted entry fees for all Porsche Club members. On presentation of your Club Member Pass, your Club Business Card or a letter from your Club President confirming your membership, you pay only 4 Euro instead of 8 Euro per person. If you are interested in visiting the Porsche Museum with your Club outside of one of our organised tours, please send your enquires and reservations to the contact address below:

Museum Visitors' Service
Tel.: +49 (0)711 911 20911
Fax: +49 (0)711 911 20356
E-mail: info.museum@porsche.de

We hope that your visit to the new Porsche Museum is both pleasant and interesting.

Porsche Museum opening hours:
Tuesday to Sunday
9 am to 6 pm
Closed Mondays

Further information on the Porsche Museum can be found on the Internet at:
www.porsche.com/country/about-porsche/porschemuseum/



Gastronomy in the Porsche Museum: the Christophorus Restaurant

Stuttgart has a new place for lovers of good food: the exclusive Christophorus Restaurant offers top class Porsche gastronomy.

The grill in the Christophorus museum restaurant is the only one of its kind in Europe – it has been granted specific approval. You see, it consists of two grills, one fired by gas and one by charcoal. At 800 degrees, a red hot work area where arguably the best steaks in the whole of Stuttgart and miles beyond (known as “US Prime”) are prepa-

red in a special fashion. A precisely heated ripening chamber has even been constructed for the meat.

When it comes to Porsche gastronomy, enjoyment has a lot to do with quality and the right atmosphere – but most of all with perfection down to the last detail. In the new restaurant, which accommodates up to 80 guests every day except Monday, Klaus Gunsilius, Head of Porsche Gastronomy, sticks firmly to his principles. And what's more, his 25-strong team, which has incidentally been joined by Stuttgart's top chef Thomas Heilemann, has set the standards even higher.

If you would like to reserve a table in our Christophorus Restaurant, please call +49 (0)711 911 25980.

Opening hours:
Christophorus Restaurant
Tuesday to Saturday from
11:30 am – 2:30 pm and
5:30 pm – 12:00 pm
Sunday from 11:30 am – 2:30 pm

The restaurant has a separate access.

Boxster and Cayman: Debut in Los Angeles

Porsche mid-engine sports cars with new, even more fuel-efficient engines

This duo has unparalleled capabilities. Porsche debuted the second generation of the Boxster and Cayman mid-engine sports cars at the Los Angeles Auto Show in November 2008.



Wolfgang Dürheimer, Member of the Executive Board for Research and Development (left) and Klaus Berning, Member of the Executive Board for Sales and Marketing, reveal the new Cayman at the Auto Show in Los Angeles

Featuring the PDK double-clutch gearbox and the activated "Launch Control" from the optional Sport Chrono package, the Cayman S accelerates from 0 to 100 km/h in 4.9 seconds, while the Boxster with its standard six-speed manual gearbox takes 5.9 seconds. The two-seaters are outwardly recognised by their restyled front and tail sections. The main halogen headlamps with integrated indicators are reminiscent of the lights on the Porsche Carrera GT.

Courtesy of the PDK, the Boxster and the Cayman now stay below the nine litre mark – as regards consumption – for the first time: the models with the new 2.9 litre Boxer engine consume 8.9 litres per 100 kilometres (according to EU4; 26.4 mpg) – eleven percent less than their predecessor featuring the Tiptronic S. With a 16 percent reduction to 9.2 litres (25.6 mpg), the saving achieved by the 3.4 litre designs

The completely revamped engines are the main focus of this new generation. As with the 911 models, the Boxer engines also offer more performance for less consumption. The improvements regarding consumption and drive performance have been facilitated by the Porsche Doppelkupplungsgetriebe – PDK for short.

The 2.9 litre basic engine delivers 255 BHP (188 kW) in the Boxster and 265 BHP (195 kW) in the Cayman. This is 10 and 20 BHP more than the respective predecessor models. With direct petrol injection, the 3.4 litre engine in the S models now delivers 310 BHP (228 kW) in the Boxster S and 320 BHP (235 kW) in the Cayman S. This is an increase of 15 and 25 BHP, respectively.



Rear view of the new Boxster S



Front view of the new Boxster S

with PDK is even greater than that of the corresponding predecessors with Tiptronic S.

The new models have been in showrooms since February 2009. The Boxster comes in at 38,600 Euro, the Cayman at 41,700 Euro. The entry price for the Boxster S is 46,700 Euro, for the Cayman S 51,500 Euro.

Press release, Porsche AG
Carrera Issue 11/2008

The Porsche Doppelkupplung (PDK)

The PDK enables gear shifting in a matter of milliseconds with no interruption in power transmission. The PDK has a total of seven gears; gears 1 to 6 are sports gears – top speed is reached in 6th gear. The 7th gear is a high gear and brings the consumption values down even further. In principle, the PDK comprises two transmissions integrated into one housing. Two transmissions require two clutches – in this case fashioned as wet clutches running in an oil bath.

This dual clutch locks the two transmission units with the engine in sequence via two separate input shafts (input shaft 1 running in the hollow-drilled drive shaft 2). This means that the en-

gine's power always flows over just one transmission unit and one clutch, while the next gear in the second transmission unit is already engaged. So a gear change no longer involves shifting. Instead, just one clutch is opened while

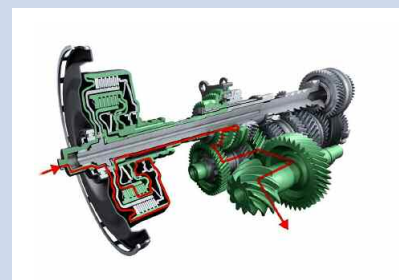
the other remains closed. The benefits: improved acceleration without having to compromise the comfort of an automatic converter, plus a consumption reduction of up to 15%, depending on the model and the gearbox.

One transmission unit carries gears 1, 3, 5 and 7 along with reverse (1), the other carries gears 2, 4 and 6 (2). As the clutch in one transmission unit is opened as the one in the other is closed, gear change is extremely quick and smooth, and involves no power transmission interruption.

(1)



(2)



World premiere in Geneva

The new Porsche 911 GT3: On-road sports car with racing ambitions

Porsche is adding another model to the second generation of the 911 series – the new 911 GT3 appears even more powerful, quick and precise than its predecessor. Extensive experience from motorsport has been channelled into the development of the sportiest on-road 911 with naturally-aspirated engine. That's why the new GT3 is just as impressive on the race circuit as it is on the road. The new 911 GT3 celebrated its world premiere at the Geneva Motor Show on the March 3. The car will go on sale throughout Europe at the beginning of May.

The development of the 911 GT3 has focussed mainly on its two core characteristics — performance and driving dynamics. The tried and tested six-cylinder naturally-aspirated engine now delivers 435 BHP (320 kW), 20 BHP more than its predecessor. This is essentially the result of increasing the capacity by 20 cubic centimetres to 3.8 litres and the improved charge exchange process; now, not only the inlet camshafts, but also the outlet camshafts can be adjusted courtesy of the Vario-Cam system. Additionally, the increased power of the Boxer engine offers a higher torque in the mid revs range, which is clearly noticeable during everyday driving. The new GT3 also delivers even higher performance. It acceler-

ates from 0 to 100 km/h in 4.1 seconds and goes from standstill to a speed of 160 km/h in 8.2 seconds. Its top speed is 312 km/h or 193 mph.

The advanced development of the 911 GT3 also focussed on improving driving dynamics. For the first time, the vehicle features a particularly sporty, tuned version of the Porsche Stability Management (PSM). This lateral dynamic control system allows Stability Control (SC) and Traction Control (TC) to be switched off gradually. To guarantee the driver unrestricted, autonomous control over the GT3's driving dynamics, the functions are not automatically reactivated even in extreme driving situations; instead a button needs to be pressed.



The new Porsche 911 GT3

Geneva Motor Show: The “Terminator” in the new GT3

Trade fair paid flying visit by VIP: Arnold Schwarzenegger made a surprise entrance at the Geneva Motor Show. The one-time actor and present governor of California made a beeline for the Porsche stand. He was especially taken with the new 911 GT3, which celebrated its world premiere in Switzerland alongside the Cayenne Diesel. Executive Vice-President Research and Development Wolfgang Dürheimer and Executive Vice-President Sales and Marketing Klaus Berning invited Schwarzenegger to sit in the 435 BHP sports car and explained to him the benefits of the model. The “Terminator” actor then took his leave true to form – “Hasta la vista – Auf Wiedersehen!”



Arnold Schwarzenegger, Governor of California, and Wolfgang Dürheimer, Executive Vice-President Research and Development, Porsche AG

The new GT3 offers even better road-holding and stability at higher speeds. Detailed aerodynamic modifications have increased output on both the front and back axles to such an extent that the surface pressure is more than twice that on the predecessor model. The new aerodynamic package lends the GT3 a new appearance, additionally emphasised by

new Bi-Xenon headlamps, LED tail lights and revamped air inlets and outlets.

The active PASM chassis on the 911 GT3 enabled the Porsche engineers to make the springs and stabilisers another touch stiffer, the result being even more precise handling in PASM sport mode. Nonetheless, the everyday continuous travel comfort in PASM normal mode remains intact. New, lighter wheels in the racing sport design with central locking and UHP tyres (Ultra High Performance) – now with tyre-pressure monitoring system – top off the functional and visual advanced development of the GT3.

Along with driving dynamics, Porsche has also traditionally developed the braking power of the 911 GT3. The brake discs now consist of a larger friction disc with a lighter aluminium calliper. In addition, the improved brake ventilation guarantees higher continuous braking performance. A GT3-exclusive version of the PCCB ceramic brake is also available on request.

From autumn, the new GT3 will be offered with another option that makes it even more suitable for the race circuit – the new and highly innovative engine bearings PADM (Porsche Active Drive-train Mount). It detects a racing drive style and stiffens the usually flexible engine mount. This means that while the GT3 remains comfortable for everyday use, the engine makes no disruptive mass impulses as it traverses the bends on the race circuit. Another benefit is the improved traction when accelerating from a standstill. Another new feature is the optional lift system for the front axle, which is able to raise ground clearance by 30 millimetres at the touch of a button for driving on un-

even roads or steep underground car park entrances.

The new GT3 starts at 98,100 Euro. From October, the GT3 will be available from dealers in the USA for \$ 112,200 (MSRP excluding taxes).

Press release, Porsche AG
Carrera, Edition 3/2009

Porsche 911 GT3 Cup: 214 vehicles ready

It is the world's most popular motor sports vehicle — no other pedigree racing car has had as many units produced as the Porsche 911 GT3 Cup. Since September 2008, 214 units of the 420 BHP vehicle have been produced for the worldwide Porsche Brand Cup. This car was built in Zuffenhausen alongside the GT3 Cup S for long-distance racing, both of which conform to FIA-GT3 rules. Completely unique: Alongside the road-approved Porsche 911, three racing cars are built every day by the same workers on the assembly line at the Stuttgart-Zuffenhausen main production factory. In the Porsche Motorsport Centre in Weissach, all vehicles, prior to delivery to the customer, are aligned, tuned for the race circuit and put through their paces by professional drivers on the test circuit next to the Motorsport Centre.



Vehicle assembly at the Stuttgart-Zuffenhausen site



Find out more here – Porsche online: call +49 (0)1805 356 - 911, send a fax to - 912 (EUR 0.12/min) or visit www.porsche.de.

Every Porsche is individual.

Now make it unique.

Porsche Exclusive.



PORSCHE

The Porsche Panamera

The innovative space concept of the new Panamera

After introducing you to the exterior of the new Panamera in the last Porsche Club News (Issue 1/09), it gives us great pleasure to show you in this issue the interior, which has only just been made public.

With a continuous centre console, which stretches from the dash panel to the rear seats, the four-door Gran Turismo offers a whole new driving experience and sense of space, no matter where you sit in the car. The interior is designed to meet the ergonomic requirements of the driver, and also accentuates the personal sphere of each individual passenger with custom-made individual seats. A low seat position and the sporty, flat steering wheel convey the typical feeling expected from a Porsche of being directly connected to the road. In addition to these traditional values, the Panamera offers a host of options for customising the interior to your individual needs. Smooth and natural leather upholstery in a total of 13 colour and material combinations, in-

cluding four two-tone materials, can be combined with seven optional interior trim elements, including exclusive materials such as Carbon and open-pore wood Olive Nature. A four-zone air-con-

ditioning system is available as an option. This features separate temperature, blower strength and air distribution settings for each seat. The new Panamera offers its occupants accident protection as standard with driver and passenger airbags, curtain airbags and, in the front seats, side and knee airbags too. Side airbags for the rear are available as optional equipment.



Interior of the new Panamera

The front comfort seats, supplied as standard in the Panamera S and 4S, have a sporty design and eight electrical adjustment settings for outstanding ride comfort. In the rear, two individual seats with folding centre arm rest offer plenty of leg and head room, even for the taller passenger. In the Panamera Turbo, electrical seat adjustment is combined with a comfort memory package comprising a seat cushion length adjustment, lumbar supports and an electric steering column adjustment. Other alternatives, including the adaptive sports seat or electric multi-adjustable rear comfort seat are also available on request.

The new Panamera is the first Porsche to offer the most supreme standard of high-end audio quality – the optional High-End Surround Sound-System courtesy of Burmester in Berlin, one of the world's most respected high-end audio manufacturers. Never before has so large an acoustically effective membrane surface been designed during a vehicle's concept phase and now realised in a standard production vehicle. Over 2400 square centimetres project such sound quality that it almost feels like you're at a live concert. Some 16 loudspeakers controlled by 16 amplifier channels with more than 1000 watts of power create a unique sound, topped off by an active sub-woofer with a 300 watt Class D amplifier.

The luggage compartment exhibits the day-to-day capability true to the Panamera concept. Once the tailgate has been opened, four suitcases can be effortlessly stowed behind the rear seats. The height of the luggage compartment means the suitcases can be placed upright. The luggage space volume in the Panamera S and 4S is 445

litres, the Panamera Turbo offers 432 litres of capacity. When the rear seat backrests are folded down, the volume grows to an ample 1250 litres.

Initially, the Panamera will be available only with the V8 engine, rear and all-wheel drive. Even the entry model, the Panamera S, is driven by a 4.8 litre V8 delivering 400 BHP (294 kW) of power. On request, power can be transmitted to the rear wheels by a seven speed Porsche Doppelkupplungsgetriebe (PDK) or double-clutch gearbox. Acceleration from 0 to 100 km/h is achieved in 5.4 seconds, while the top speed is 283 km/h. The EU5 standard fuel consumption is 10.8l/100 km (21.7 mpg), CO₂ emission is 253 g/km. In conjunction with PDK transmission and including both 19 per cent VAT and specific national equipment, the Panamera S retails in Germany at a price of Euro 98,085.50. Fitted with its six-speed manual gearbox as standard, the Panamera S retails at a price of Euro 94,575, again including 19 per cent VAT and all national homologation features.

The sporty Panamera 4S features a 4.8 litre V8 engine delivering 400 BHP (294 kW). In this model, power transmission to all four wheels is via a seven speed Porsche Doppelkupplungsgetriebe (PDK). Acceleration from 0 to 100 km/h takes 5.0 seconds, while the top speed is 282 km/h. The EU5 standard fuel consumption stands at 11.1 l/100 km (21,2 mpg), CO₂ emission at 260 g/km. The price, including country-specific equipment and VAT is 102,251 Euro.

The Panamera Turbo, the top-range model, features a 4.8 litre V8 Biturbo engine delivering 500 BHP (368 kW). Power transmission takes place via a seven speed Porsche double-clutch transmission (PDK). This all-wheel drive sprints from 0 to 100 km/h in 4.2 seconds. The Turbo's top speed is 303 km/h. The standard fuel consumption is 12.2 l/100 km (19.3 mpg), CO₂ emission 286 g/km. The price, including country-specific equipment and VAT is 135,154 Euro.

All versions have engines with Direct Fuel Injection, low-friction drive systems



The optional Rear Seat Entertainment in the new Panamera

and lightweight bodyshells. All Panamera models also feature the self-switching Porsche Doppelkupplungsgetriebe (PDK) with the new Auto-Start-Stop function. This function automatically deactivates the engine when the vehicle comes to a standstill and the brake is actuated, such as at traffic lights or in a queue.

The new Panamera will be available at dealers throughout Germany from the September 12, 2009.

Technical specifications at a glance:

Panamera S	Engine:	4.8 litre V8
	Engine power:	294 kW (400 BHP)
	Top speed:	283 km/h or 175 mhp
	Acceleration:	0–100 km/h in 5.4 seconds
	EU5 standard fuel consumption:	10.8 l/100 km (21.7 mpg)
Panamera 4S	Engine:	4.8 litre V8
	Engine power:	294 kW (400 BHP)
	Top speed:	282 km/h or 175 mhp
	Acceleration:	0–100 km/h in 5.0 seconds
	EU5 standard fuel consumption:	11.1 l/100 km (21,2 mpg)
Panamera Turbo	Engine:	4.8 litre V8-Biturbo
	Engine power:	368 kW (500 BHP)
	Top speed:	303 km/h or 188 mhp
	Acceleration:	0–100 km/h in 4.2 seconds
	EU5 standard fuel consumption:	12.2 l/100 km (19.3 mpg)

Press Release, Porsche AG



The new Panamera Turbo

**Spectacular scene in a skyscraper:
Porsche takes it to the limit**

No vehicle has ever made it this high at its world premiere! On the April 19, a first summit meeting was held between international journalists and the Panamera on the 94th floor of the Shanghai World Financial Center. Then, at “Auto Shanghai”, the public experienced the Gran Turismo with its increased ground covering performance.

Extraordinary cars deserve extraordinary action. For this reason, the Panamera was unveiled to a world audience 425 metres above the streets of China’s metropolis Shanghai. No other car maker has ever been allowed to present a vehicle on the 94th floor of the Shanghai World Financial Centre (SWFC). The privilege called for a logistical tour de force. Transporting the Panamera to these heady heights took millimetre precision in the express elevator. The vehicle was set down verti-



cally on a specially prepared platform, and additionally secured with hoists. The clearance to the side of the doors was less than two centimetres. The pictures below show the car’s spectacular journey to the highest event stage in the world.

At 492 metres, this building, with its striking bottle-opener architecture, is the tallest skyscraper in Asia and the third tallest in the world.



Sporty off-road vehicle with exclusive design equipment

The new Porsche Cayenne GTS Porsche Design Edition 3

Porsche is expanding its successful range of SUVs with an exclusive small series: production of the Cayenne GTS Porsche Design Edition 3 with exclusive features has been limited to just one thousand numbered units.

The Cayenne is continuing each and every innovative design line that began successfully with the Cayman S Porsche Design Edition 1 and the Boxster S Porsche Design Edition 2.

The clear handwriting of the Porsche Design Studio, based in Zell am See in Austria, one of the world's leading locations for industrial and product design, comes out clearly from the start in the choice of the Cayenne's paintwork colour, Lava Grey Metallic,

emphasising the sporting and puristic look of the car, design stripes at the side and on the engine compartment lid lightening the exclusive origin of this very special Cayenne. The 21-inch SportPlus wheels featured as standard are also finished in this special exterior colour.

The elegant exterior is completed with standard bi-xenon headlamps and privacy glass, shaded from the B-pillar, and the model badge "Cayenne GTS" in

black with a red "S" on the rear. An extended roof spoiler with fixed twin wing profile is available at no extra cost.

Adding to the appeal of the 405 BHP Cayenne GTS Porsche Design Edition 3 is the exclusive black leather upholstery with red contrast stitching on the instrument panel and the door trim.

The upholstered three-spoke multifunction steering wheel makes the apparent sporty image more palpable. Electri-



The Porsche Cayenne GTS Porsche Design Edition 3

cally adjustable sports seats with comfort memory package and higher lateral supports offer both driver and passenger optimum seat comfort and good side support. The front headrests boast the Porsche crest, and the centre panels of both front and rear seats are covered with slip-resistant alcantara. This fabric lends parts of the centre console and the door trim panels, as well as the insides of the door handles and the entire roof lining, a hint of discretion, with carbon trim strips providing the link to motorsport. The Porsche Design Edition 3 logo adorns the rev counter, while the door sill panels and the badges in the glove compartment with embossed, sequential small series number.



Porsche Design automatic chronograph P'6612



Porsche Design Edition 3 luggage set

The typical sound experience is achieved by either pushing the button above the standard sports exhaust system or via the Bose-5.1 Surround Sound System with 14 loudspeakers and a total output of 410 watts. Emotions are aroused, and not only by these sounds. Thanks to the 4.8 litre V8 engine delivering 500 Nm of torque, performance is also impressive. The Cayenne GTS Porsche Design Edition 3 with the standard six speed Tiptronic S accelerates from zero to 100 km/h in just 6.5 seconds; the car's top speed is 251 km/h or 156 mph.

Every Porsche Design Edition traditionally comes with unique Porsche Design accessories as standard. The chronograph, matched exclusively to the vehicle, now enjoys a special status. With Edition 3, the Porsche Design Studio comes with a type P'6612 automatic chronograph, whose lightweight titanium housing has been refined with a DLC ("diamond like carbon") finish and boasts a 42 millimetre diameter includ-

ing metal bracelet. This process originates in the finishing technology of racing engines and lends the watch's titanium housing the characteristic vehicle colour. An exclusively designed face also features striking design cues from the Cayenne interior.

The perfect accessory is the four-piece luggage set with its own Porsche Design Edition 3 label, comprising three trolley cases of differing sizes and a practical briefcase. Apart from the largest of the trolleys, which has a capacity of 62 litres, all items can be taken onboard flights as hand baggage.

The Cayenne GTS Porsche Design Edition 3 is to be launched in Germany at the end of May. The base price in the Euro area, including the chronograph and complete set of cases is, 79,100 Euro.

Press release, Porsche AG

Porsche Motorsport

Daytona, Sebring, Nürburgring and Le Mans

If Porsche Motorsport were to have one domain, it would be long-distance racing. It is not without good reason that Porsche holds a record number of victories in Le Mans, Daytona and Sebring. However, resting on the laurels of past success has never been part of the Porsche Motorsport philosophy.

With a hard-fought triumph at the 24-hour Daytona race (24 and 25 Jan., 2009), Porsche paid fresh testimony to its role as the most successful constructor in the history of this long-distance classic. On the Daytona International Speedway, the 47th edition of the traditional prelude to the Grand-Am series was won by David Donohue, Darren Law, Buddy Rice and Antonio Garcia in the Porsche Riley by Brumos Racing, securing a 21st overall victory for Porsche.

Porsche was also unbeatable in the GT class, with the 911 GT3 Cup winning a confident hat-trick. Jörg Bergmeister, Patrick Long, Andy Lally, RJ Valentine and Justin Marks rode to victory in the TRG Team's Porsche 911 GT3 Cup.

The 911 GT3 RSR Teams had less luck in the Sebring 12-hour race. After a collision in the opening phase, the previous year's winner from the Flying Lizard Team lost twelve minutes during a pit stop for essential repairs. Jörg Bergmeister, Patrick Long and Marc Lieb then completed one fastest lap after another, wowing the spectators by sensationally trying to catch-up with the frontrunners. But about an hour before the end of the race, the 911 GT3 RSR



Race in Sebring

was overtaken, crashed into the boundary wall and eventually came in fourth.

The two US long-distance classics are followed in May and June by Europe's two largest 24-hour races — the Nürburgring and Le Mans.

For the last three years, the Nürburgring 24-hour race has been won by Porsche's Manthey Racing Team. It seems fitting, then, that the 911 GT3 RSR and 911 GT3 Cup S of the numerous Porsche Teams are again among the favourites to take overall victory on 23/24 May 2009. Porsche Motorsport supports its teams with works drivers Timo Bernhard, Marc Lieb, Romain Dumas, Emmanuel Collard, Wolf Henzler and Richard Lietz, as well as two junior drivers Martin Ragginger and Marco Holzer.

The Porsche Teams, who will be on the blocks on the 13th and 14th of June 2009 at the 24-hour Le Mans race, are not expected to gain overall victory but are hoping to win their classes.

The two RS Spydors from the Essex Team (Denmark) and Goh (Japan) will be attempting to repeat last-year's LMP2 double victory. Porsche Motorsport will be providing support in the form of works drivers Emmanuel Collard and Sascha Maassen.

What's more, the Felbermayr-Proton, IMSA Performance and Flying Lizard Teams will be entering the GT2 class with the advanced 911 GT3 RSR. Marc Lieb, Wolf Henzler, Richard Lietz, Patrick Long and Patrick Pilet are the Porsche works drivers assisting these teams.

Porsche in Great Britain

Porsche Driving Experience Centre Silverstone

The Porsche Driving Experience Centre was opened in July 2008 after six years of development. It boasts a customer centre and a test circuit. The best part of all is that it is situated on the Silverstone race circuit itself.

The test circuit, developed by Porsche, has been engineered down to the finest detail and is the ideal place for convincing every driver of the technical and dynamic capabilities of a Porsche.

The centre itself features a large projection area in the foyer, meeting rooms of various sizes, an excellent restaurant with a panorama view over the test circuit, and an innovative fitness studio named the "Porsche Human Performance Centre". From the roof terrace, guests have a spectacular view of both the Driving Experience Center as a whole and also over the Silverstone Grand Prix circuit.

Covering a distance of 3.1 kilometres, the test circuit was created so that it can be split into four individual circuits that can be used either independently

or together as a whole. This opens up a variety of circuit combinations and a wide range of road surfaces on which the potential of a Porsche can be tried, tested and taken onboard. The most important component of any vehicle is the driver and because this is the case, the "Porsche Human Performance Centre" offers unimagined methods of testifying to his health and fitness. This facility also has a sports science laboratory equipped with the very latest technology. After attending a session, those interested are given advice on physical exercises and nutritional plans.

Would you like to experience the Porsche Driving Centre live? Our on-site contacts will be more than happy to advise you on the opportunities available, especially on holding Porsche Club Events at this venue.

Contact:
Jon Roach
Operations Manager
Porsche Experience Centre
Hangar Straight
Silverstone Circuit
Nr Towcester
Northants
NN12 8GR
UK

E-mail: jon.roach@porsche.co.uk
Tel.: +44 8443 575 911
www.porsche.co.uk/experience



The Porsche Driving Experience Centre in Silverstone



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

**You don't normally skate on thin ice.
But then, what's normal with us.**

The Porsche Sport Driving School.

For 35 years, we have offered unique driver training at some of the world's most challenging locations. On trackless terrain, on sand or racing circuits.

Or, typically Porsche, on arctic ice and snow. At Iceforce Training in Finland, for example, where your telemetry data are analyzed by racetrack methods.

To bring you ever closer to the ideal racing line. Quite normal, actually.



PORSCHE

2. News from the Club Coordination Team

European Porsche Club Committee (EPCC) 2008

EPCC in Stuttgart from the November 6 to 9, 2008

Last November, Club Presidents from a total of 25 European countries accepted the invitation from the central Porsche Club Coordination Team to attend the European Presidents' Meet in Stuttgart.

"This annual event is very important for us", explained Sandra Mayr, Team Leader of Porsche Club Coordination. "It offers us an ideal platform to become mutually acquainted and gives us ample opportunity to exchange ideas. In various workshops, a number of issues are explored and potential procedures discussed and devised. These are implemented after the events to

continue to support Porsche Clubs all over the world and further improve the cooperation".

The detailed results from the EPCC 2008 workshops can be found in from page 24 of this issue.

One particular highlight at EPCC 2008 was the unplanned presence of two Board Members of the Porsche Club of America, the world's largest Porsche Club, who were guests in Zuffenhausen at the time of the EPCC. The Porsche Club Coordination Team immediately took the initiative, inviting both Board Members to the workshops to swap knowledge and share thoughts with people from all around the world.

It goes without saying that the activities have to be accompanied by an appropriate support programme. Alongside an exclusive guided site tour by construction project manager Christina Becker (the delegates were the very first group to be allowed to visit the museum under construction), there was



Sandra Mayr at the Workshop

also a plant tour and lunch in the Casino in Zuffenhausen. On the second day, an excursion with 29 Porsche 911 was made to Maulbronn. After more intense activities in the workshop, the day was completed with dinner in Stuttgart's "Cube" restaurant looking out over the city's roofs.

The Central Porsche Club Support Team would like to thank all delegates for their firm commitment, especially during the workshops. We are already looking forward to the next EPCC and to our future collaboration!



Workshop delegates



Site tour of the new Porsche Museum

American Le Mans Series (ALMS)

Custom-made prelude: the “Porscheplatz” in Sebring

The American Le Mans Series (ALMS), run for the first time in 1999, offers enthusiasts enthralling motorsport. The rules are based on those for the Le Mans 24 hour race.

This season, ten races will be held in the USA and Canada. Traditionally, the high points are the 12 hours from Sebring and the 1000 mile race known as “Petit Le Mans” in Road Atlanta. Most of the races last 2.45 hours. The ALMS is the American counterpart to the Le Mans Series (LMS) in Europe.

The starting field comprises two sports vehicle categories: sports prototypes and standard production sports cars.

All racing cars start at the same time, though are separately rated according to category. This system guarantees diverse, thrilling races packed with overtaking manoeuvres. Points are only awarded for being placed in the respec-

tive categories. Since the American Le Mans Series was founded in 1999, Porsche has been on the starting line every year with racing versions of the Porsche 911 and has now won nine driver and nine constructor championships. This makes Porsche the most successful manufacturer in the ALMS by far.

The “Porscheplatz” in Sebring:

The “Porscheplatz” is a successful joint project between Porsche Cars North America, the Porsche Club of America (PCA) and 13 Porsche dealers, in this case from the state of Florida. On Friday, March 20, and Saturday March 21, the “Porscheplatz” was fully booked. The hospitality platform not only

enables Porsche Club members and Porsche owners to park their Porsche in a designated parking area and Porsche dealers to present the latest Porsche product range, but also offers ample space for social networking and exchanging ideas. Club members can also take a rest and follow television broadcasts and race reports on large screens. This is also an excellent opportunity for like-minded people to socialise.

The 200 Porsche vehicles, and their enthusiastic owners as guests, made a fantastic picture. In total, more than 700 Club members visited “Porscheplatz” – the highest visitor figure since “Porscheplatz” was established.



The Porscheplatz during the ALMS in Sebring, March 2009

The event was loaded with various presentations, which had been prepared exclusively for "Porscheplatz" visitors:

Besides the Porsche dealers, the official Porsche Partners Mobil1 and Michelin showcased interesting topics from their product ranges to Club members.

The entire "IMSA Rescue Team" (IMSA, International Motor Sports Association) arrived with its fleet, which also includes a specially-equipped Porsche Cayenne (see picture). There was also a very interesting talk about the medical care provided to the racing drivers on the circuit.

The presentation on the new Porsche 911 GT3 RSR and the racing strategy for the weekend in Sebring, which was explained by Porsche Motorsport's official representative, were very exciting. The invitation by the Flying Lizard Team was no doubt one of the main high-

lights. Club members had the opportunity to take part in a detailed paddock tour by team driver Patrick Long.

The organisation by the volunteers from PCA was outstanding, and turned the

"Porscheplatz" in Sebring in 2009 into an absolute highlight event.

Porsche Club Coordination Team, Porsche AG



Presentation by Porsche Motorsport on the racing strategy for Sebring



The Porsche Cayenne in service for the "IMSA Rescue Team"

A 100-METER DASH ISN'T RUN IN OLD FLIP-FLOPS, EITHER.



The Porsche Cayenne is a versatile performer – on every type of terrain. The more the driver demands from the car, the more it's in its element. Thanks to the Michelin Latitude series, the same applies for the tyres. For the new Porsche Cayenne, Michelin has developed some new tyres with modest rolling resistance and therefore better fuel economy without any compromise in the performances. This is the reason why it can bear the N-designation – the sign of Porsche quality.

www.michelin.com





Improved performance from the new Cayenne... and from the tires

The MICHELIN Latitude Sport

You want a new sporty tire:
the summer specialist MICHELIN Latitude Sport

Ideal driving experience – spring, summer, autumn

Pleasant side effects:

- shorter breaking distance
- lower fuel consumption

Sizes and designations:

255/55 R18 Latitude Sport N0
275/45 R19 Latitude Sport N0
295/35 R21 Latitude Sport N0

The MICHELIN Latitude Tour HP

There is now a new tire option:
the all-season specialist MICHELIN Latitude Tour HP

Ideal grip – even when it is not summer

Pleasant side effects:

- more driving comfort
- less wear

Sizes and designations:

255/55 R18 Latitude Tour HP N0
275/45 R19 Latitude Tour HP N0

4. Information Exchange

Porsche Tequipment – Accessories for Individual Design

Sporty in the summer



Open to new ideas: Your Boxster is not the only item that can be given a sporty finish thanks to Porsche Tequipment products.

Driving is simply more fun when the days get longer and warmer. And it's also the best time to make your Boxster or Cayman even sportier than it already is. Porsche Tequipment has just the products you need. The sports tailpipe – a stainless steel twin tailpipe in a unique design, polished and with a

From powerful and beefy to sporty and racy: the sports exhaust system



nano coating – gives the rear of your Boxster or Cayman a sporty and dynamic finish. The nano coating makes for easy cleaning and emphasises the brilliant finish.

The fascination of a Porsche can't be comprehended in by the eyes alone – that's why we have ears too: the new sports exhaust system for the Boxster and Cayman models. By its very nature, the Porsche sound is powerful and sporty. The best thing is that it can be made even more so. The sports exhaust system alters the sound depending on driving style – from powerful to racy. The sports tailpipe also comes as standard.

The 18-inch Boxster S II and 18-inch Cayman S II complete summer wheels



Well-rounded: complete summer wheels for the Boxster S II, Cayman S II and Carrera S II (from top)

really catch the eye. The different design of each set is as sporty as it is powerful and has a style that is the perfect match for your Porsche. The Porsche Tequipment range also includes the 19-inch Carrera II complete summer wheel set.

Further information about the entire Porsche Tequipment product range and the current Tequipment catalogues are available from your Porsche partner, or on the Internet at www.porsche.com. At this address, you can also visit our Porsche Design Driver's Selection online shop, where you will find a range of selected Tequipment products.

Porsche Travel Club

The Panamera experience. The world premiere.

Want to be one of the first to ride in a Porsche Panamera? Long before its worldwide launch? The Porsche Travel Club offers you the opportunity to do so on this exclusive trip through Provence.

Endless gorse and lavender fields, oak forests and fantastic mountain villages shape the diverse landscape in the deep south-east of France, an area that extends to the cragged peaks of the Maritime Alps. Provence also offers much more – pure driving pleasure. It's as if the countless bends and mountain ranges were created just for the new Panamera.

Your itinerary

You will make your own travel arrangements to Nice airport, where you will take an exclusive helicopter transfer to Aerodrome de Fayence. You will be col-

lected in the Panamera and taken to your hotel – the “Four Seasons Resort Provence at Terre Blanche”.

Tucked into the hills of Provence, and yet a stone's throw away from the glamour of the Côte d'Azur, the Four Seasons accentuates its luxurious comfort with views of the distant mountains, medieval villages, and thyme and lavender fields. Experience both of the all-year round golf courses, and one of Europe's most beautiful spas, which, in true Four Seasons style, offers complete tranquillity.

You will be picked up from the hotel and taken on three interesting day-trips in the local area.

While on the gastronomy front, you will be spoiled in equal measure by star-rated restaurants and the local Provençal cuisine.

Dates

July 18 – 22, 2009
July 22 – 26, 2009
July 26 – 30, 2009
July 30 – August 3, 2009

Price

Per person, sharing a double room: 5,190 Euro
Per person in a single room: 6,911 Euro

Contact:

Porsche Travel Club
Constanze Menner

Tel.: +49 (0)711 911 78037

E-mail:
constanze.menner@maxsense.com





For more information, visit www.porsche.com.

**If reliability has its price,
how expensive is unreliability?**

Porsche Service



PORSCHE

Porsche Sport Driving School

An exclusive driving training programme for vehicles built before 1993:

Porsche Classic-Car Training 2009

A thrilling highlight has been added to the Porsche Sport Driving School training calendar 2009.

The Porsche Classic Cars Training is aimed at sporty drivers and passionate owners of classic Porsche vehicles. Other vehicle models built before 1993 are of course very welcome.

Your Classic Cars Training 2009:

With its smooth surfaces, the LuK Driving Center in Baden-Baden provides the best possible conditions for training that is gentle on the car. You can expect thrilling practices and an action-packed

circuit. Over two training days, instructors from the Porsche Sport Driving School will take you and your vehicle to the physical limits of technology, and will be on hand to provide all the advice you need, about both your training itself and about your vehicle. Come along and enjoy exciting, emotion-fuelled driving days with the Porsche Sport Driving School.

Price per person: 1,150 Euro (incl. 1x evening meal/2x days catering)

Companion: 250 Euro

Date: Sat. 26 – Sun. 27 Sept., 2009

Venue:

LuK Driving Center, Baden-Baden, Germany

Conditions:

Vehicles built before 1993

For further information and reservations, please see:

www.porsche.com/sportdriving-school

or contact us by E-mail:

sportdrivingschool@porsche.de

You can also call us on:

+49 (0)711 911 78683

The 37th AvD-Oldtimer-Grand-Prix

Experience Motorsport with Porsche Classic

The 37th AvD-Oldtimer-Grand-Prix from the August 7 to the 9, 2009 at the Nürburgring will once again present a unique spectrum of historical race cars spanning seven decades of motor sport history – from the opening of the Nürburgring through to the 1980s.

At one of the most important international motorsport events for historical vehicles, Porsche Classic will demonstrate many interesting facts and information over 14,000 square meters. The focus will be on a special anniversary – 100 years of Ferry Porsche. A rare opportunity to experience the Porsche legend first hand.

Another highlight is the collection of “parked” Porsche vehicles in the Porsche area, which depicts the entire history of the Porsche brand.

Registration form:

www.porsche.com/ogp

For further information:

ogpticket@porsche.de

General information can be found on the Internet at: www.avd.de/og-pracing/index.shtml. Please select your language.



The Porsche VIP Package

The Porsche VIP Package for the Oldtimer-Grand-Prix includes:

- 3-day tickets from August 7 – 9, 2009
- A parking space for your Porsche
- Entry to the Porsche Hospitality Tent
- An exclusive welcome gift
- Entry to the evening event

The VIP package costs 299 Euro per person, the cost for Porsche Club members is 269 Euro.

Note: Porsche Club members are kindly asked to make an online group booking through their contact at their official Porsche Club.

Porsche Club Deutschlandtreffen in Hamburg

Porsche Club Hamburg in cooperation with Porsche Club Deutschland

Hamburg — The gateway to the world! For who can think of this magnificent city without envisioning ships from all over the world, the 800 year old ports, St. Pauli and this city's main artery, the Elbe?

Yet, with its fascinating atmosphere of global spirit, pulsating business world and the charm of a northern city, Hamburg has so much more to offer. Did you know that Hamburg has more bridges than Venice, or that after the revival of the container industry, Hamburg converted its old warehouse district in the former Freeport to create a unique area?

Even native Hamburgers can't fail to be impressed by the view from the Lombardsbrücke over the river Alster onto Jungfernstieg and Ballindamm, with the imposing trading houses and the panorama up to the town hall tower and Nicolaikirche.



As organiser, the Porsche Club Hamburg extends an invitation to this city and its lovely surroundings for the Deutschlandtreffen of Porsche Club Deutschland e.V. From August 27 to 30, 2009, we would like to show you the beauty of the city in combination with a lively programme, and give you the chance to experience the huge community of Porsche enthusiasts in your fantastic cars.

Additional information and programme details can be found at:
Porsche Club Hamburg e.V.

E-Mail:
info@porsche-club-hamburg.de
Tel.: +49 (0)40 25 30 29 129

or on the Internet at:
www.porsche-club-hamburg.de

54th Porsche Parade USA 2009: "Welcome to Keystone!"

From the June 29 to the July 4, 2009, the Porsche Club of America, Alpine and Rocky Mountain Regions, is staging this year's Porsche Parade USA in Keystone, Colorado.

This popular event is open to both international Club members and non-Club members. The largest event of the Porsche Club of America offers a highly exciting programme that is sure to delight every visitor.

Programme:

- Day 1: Parade Check-In
- Day 2: Concours d'Elegance, historical vehicle exhibition
- Day 3: Rally
- Day 4: Autocross
- Day 5: Tech Quiz
- Day 6: Volunteer Party, Zone Challenge

Additional information can be found on the Internet at:
www.porscheparade2009.com



Porsche Sports Cup

The heart of racing:

The Porsche Sports Cup 2009 – in Germany, Switzerland and Scandinavia

Porsche Sports Cup Deutschland

The German Porsche Sports Cup has marked the start the new 2009 season in the last weekend of April. The first race of the Porsche customer racing sport series was held on the Formula 1 circuit at the Nürburgring. This year will also see six events on five different circuits – Nürburgring, Hockenheimring, Motorsport Arena Oschersleben, EuroSpeedway Lausitz and the Belgian Spa-Francorchamps. The Porsche Sports Cup comprises a total of six licence-free series, as well as other series subject to licence conditions, which are open to both vehicles approved for road use and those with racing modifications.

The GT3 Cup Challenge Deutschland (GT3CC), which ranks as the top series in the Porsche Sports Cup, will be celebrating its premiere in 2009. The

GT3CC is to be rolled out throughout Europe and acts as an additional link to the Porsche Carrera Cup Deutschland (PCCD). The rules for the GT3CC are based on those for the PCCD and the races form an independent series. Identical Cup vehicles 911 GT3 Cup (model 997), model year 2009, will be putting their motorsport skills to the test. Other Cup vehicles from model year 2008, modified to satisfy the rules, will also be approved for the GT3CC. The cockpits of the powerful 911 GT3 Cup vehicles won't be occupied by professionals, but by experienced amateur sports drivers who hold at least a national C-Licence.

The championship title in the GT3 Cup Challenge Deutschland has gained even more kudos thanks to a special award — the winner can take part as a guest in the final race of the Porsche

Carrera Cup Deutschland 2009 in Hockenheim.

Dates for the Porsche Sports Cup Deutschland:

- April 25 and 26, Nürburgring
- June 13 and 14, Hockenheim
- July 18 and 19, Oschersleben
- August 8 and 9, EuroSpeedway Lausitz
- September 12 and 13, Spa-Francorchamps
- October 10 and 11, Hockenheim

Contact:

**Porsche Sports Cup Deutschland
Porsche Deutschland GmbH
Dominik Lyncker
Tel: +49 (0)711 911 12384**



Starting grid for Porsche Sports Cup Germany, Hockenheim 2008

Porsche Sports Cup Suisse

The series is organised by the Swiss Federation of Porsche Clubs. The first two seasons were extremely successful and encouraged the federation to make future events even better. Just like the Porsche Sports Cup Deutschland, the Porsche Sports Cup Suisse is open to all interested Porsche drivers – from the gentlemen driver through to the near-professional amateur racing driver. Aside a few country-specific details, the motorsport and technical rules and regulations are comparable with those of the German series. The annual program comprises six racing weekends.

Because Switzerland itself has no racing circuits, all Porsche Sports Cup Suisse racing events are held at famous circuits in Germany, France and Italy. The Porsche Sports Cup Sprint and Porsche Super Sports Cup Endurance are organised for Porsche racing vehicles with road and racing

tyres. Porsche Drivers Challenges are offered at every event for gentlemen drivers with road-going cars.

Dates for the Porsche Sports Cup Suisse:

- **April 17 and 18, 2009**
Hockenheim, Germany
- **May 22 and 23, 2009**
Ledenon, France
- **June 26 and 27, 2009**
Le Castellet, France
- **August 21 and 22, 2009**
Dijon, France
- **September 25 to the 27, 2009**
Monza, Italy
- **October 16 to 18, 2009**
Magny-Cours, France

Additional information on Porsche Sports Cup Suisse can be found on the Internet at:

Porsche Sports Cup Suisse
www.porsche-clubs.ch

Porsche Sports Cup Scandinavia

The Porsche Sports Cup Scandinavia – formerly known as Porsche Sports Cup Sweden – was the first Sports Cup to be held outside Germany. Backed by a highly enthusiastic base of ambitious drivers, the aim is to win over more new Porsche drivers and create a Scandinavian series encompassing Sweden, Finland and Norway.

Dates for the Porsche Sports Cup Scandinavia:

- **April 19, 2009**
Mantorp, Warm-up
- **April 25 to 26, 2009**
Mantorp
- **May 9 to 10, 2009**
Knutstorp
- **May 16, 2009**
Gelleråsen
- **July 4 to 5, 2009**
Gelleråsen SSM Knutstorp
- **August 8 to 9, 2009**
Kinnekuile
- **September 12 to 13, 2009**
Mantorp, Final

Additional information can be found on the Internet at:
www.PCSracing.nu

Contact:
Erik Woode, President PCS Racing



Racing scene at Porsche Sports Cup Suisse in Dijon 2008

5. Reports

Ice Force

Members of the Porsche Club Singapore and the Porsche Club Istanbul are guests at “Ice Force”, the Porsche Sport Driving School event in Ivalo, Finland

Porsche Club Singapore

In February 2009, seven members of the Porsche Club Singapore took part in the Porsche Ice Force training event near Ivalo in northern Finland, an area famous for viewing the northern lights during clear winter nights.

The journey from Singapore (1° degree north of the equator) to Ivalo (69° degrees north of the equator) presented a challenge purely from knowing what to wear. Typical temperatures in Ivalo fluctuate between -10 °C and -25 °C! Our group stayed in Saariselka and was driven every day to the Porsche winter training area, situated on a frozen lake just a few minutes away.

The training vehicles were a 911 Turbo Tiptronic, a 997 C4S with PDK, a 997 C2S with PDK and a manual transmission Cayman S. The vehicles were equipped with special spikes, which permitted better control and higher speeds on the ice track. There were eight different circuits, from the drifting circuit to the slow circuits through to the fast course with an emphasis on maximizing driving time.

Each practice session lasted 90 minutes and was completed by the whole group in the same model. There was



one vehicle for every two participants in each case. A different model was used for each practice session. Our instructor helped us become much better acquainted with each model and improve our skills on snow and ice.

This was the first chance many of us had to explore the limits of the new electronically controlled Porsche Traction Management system in the all-wheel drive cars, even though some of us own these cars at home. Under ice conditions the effectiveness of this system was soon very evident.

The event was organised in typical Porsche fashion – efficient and friendly as always.

Howard Delaney,
President Porsche Club Singapore

Porsche Club Singapore
www.porscheclub.org.sg



Porsche Club Istanbul

After successfully completing Camp4 and Camp4S (4 times!), seven members of the Porsche Club Istanbul set out for the Porsche Ice Force Training.

We were able to test our limits on a frozen lake in a 911 Turbo, Carrera 4S, Carrera S and a Cayman S.

Each learning unit offered us new experiences and enhanced our existing skills. Brakes, load changes, course changes and side drifts – like masters of our trade, we drove the cars on ice where walking would have been difficult.

Thanks to our instructor and his expertise, we learned a lot about driving dynamics and about how obedient a Porsche can be, even in the most extreme winter conditions.

“Ice Force” was perfectly organised, offered a lot of time for driving and gave us the chance to test our skills under extremely diverse conditions.

Alican Eryorulmaz
Porsche Club Istanbul

Porsche Club Istanbul
www.porscheclubistanbul.org



Camp4S

Porsche Club Steiermark and Porsche Club Wien were guests at “Camp4S”, the Porsche Travel Club event in Rovaniemi, Finland

Porsche Club Steiermark

Where is and who actually knows Rovaniemi? This is the question several members of the Porsche Club Steiermark asked themselves before Christmas.

Just a few weeks later, they had the answer and we hovered – in the true sense of the word – high above the Arctic Circle in Finland.

Low temperatures of below $-20\text{ }^{\circ}\text{C}$ guaranteed creaky, cold snow and blue glittering ice. Exactly the right conditions for pushing the law of driving physics to its limits. Vehicle control on snow and ice is an acquired skill.

In the Arctic Driving Center, we drifted through the different sections in the 911 Carrera 4 and the 4S with such joy. Although various winter training sessions and drift challenges in Austria had taught us well, driving in such conditions as these made us feel like we were learning to drive again. For several hours, we alternated between drift techniques such as downhill drifts, double 8 drifts and load change drifts.

Various handling courses and the “Arctic Northern Loop” then revealed our true level of our mastery. The



training day always ended with a broad grin. So we learned something and we never ceased to be amazed at the perfection and technical maturity of these vehicles that we hold in such high esteem. They dealt easily with the drivers' remaining weaknesses with forgiveness and tolerance.

Karl Steiner

Porsche Club Steiermark
www.porscheclubsteiermark.at

Porsche Club Wien

A very pleasant delegation from the Austrian Clubs, mainly from the Porsche Club Vienna, flew to Finland, to Rovaniemi on the Arctic Circle to be precise, to learn the Porsche “drift driving” technique.

After a stop in Helsinki and about four and a half hours travel time, we reached Europe's largest city by surface area, with a population of just under 54,000, some of whom are world famous for winter sports athletes.

Nothing could outperform the participants' enthusiasm for the hospitality and support shown by Porsche, except perhaps, the 997 Carrera 4 or 4S, which was placed at our disposal for the next three days.

We have all learned a great deal. On day three, the steering wheel became superfluous and the Porsche was more or less controlled by just the accelerator pedal. It is unbelievable how sensitive you become to the line and how precisely and tightly the Porsche could be turned into the apex of a bend!



The section where we were allowed to drive the new 997 2. Generation with PDK transmission was also a fantastic experience. This new version is of course more compact and better designed; it simply feels quite different.

However, the drift driving technique has to be relearned again. We were only able to guess, at least in the short time we had to test it, at the potential of the new transmission and new electronic clutch. It is incredibly precise and always goes to where the front wheels are pointing. After three days, we have everything under control and are on our way to discover new dimensions!

A fantastic event overall, including the support programme. Highly recommended for all members – perfect!

Richard Purtscher,
President Porsche Club Wien

Porsche Club Wien
www.porsche-club-wien.at

Porsche Club Mexico

The Porsche Club Mexico awarded by the “Mexicana Federation of Sporting Cars”

The Porsche Club Mexico has received the coveted “Silver Helmet” award from the Mexican Federation of Sporting Cars (FEMADAC). The award was conferred by the “Vintage National Commission”, chaired by Francisco Moreno.

It was given for the “Best Dynamic Event” category, in recognition of the excellent organisation behind the Porsche Parade Mexico 2008. The Parade was held on the October 5, and featured a total of 253 Porsches of various years and models. The event also

registered a record number of participants, for the third year in a row.

The meeting point was the inside area of the Race Americas Course in Mexico City. The vehicles were registered and placed into six different categories depending on age and model year.

The President of the Porsche Club Mexico, Manuel Roblesgil Antillon and the Managing Director of Porsche Mexico, Fernando Flores Beristáin, welcomed the Club members and all the enthusiastic participants who helped support the event.

The 20 year anniversary of the Porsche Club Mexico was also celebrated at this event. The Porsche Club Coordination Team was represented by Mathias Menner, who gave the opening address. The Porsche Club Mexico thanked all former presidents and founding members for their excellent organisation and enthusiasm at the 2008 Parade.

These ceremonies complete, the 253 Porsches made their way to the “Hermanos Rodríguez” racing circuit, having to cross Mexico City’s main road network in the process. We all reconvened in the “S” zone for the traditional photo call of the Parade. The convoy was lead by a Rothmans Porsche 962 bearing starting number “1”.

We then assembled in the pit lane and, in groups of 40 Porsche vehicles, all took to the racing circuit for a sensational parade.

Jorge Robles Pradillo
President Porsche Club Mexico

Porsche Club Mexico
www.porsche-club-mexico.com.mx



Porsche Club United Arab Emirates

“Drive to Fujairah”

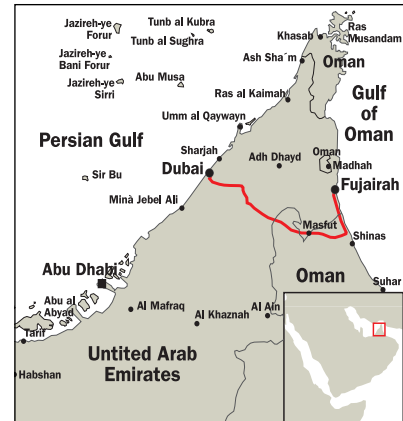
Friday March 13, 2009 saw a thrilling event held by the Porsche Club UAE.

It was a clear, sunny day with an eager 72 people, including Club Committee and members of the Porsche Club UAE, gathered in the Dome Cafe in Dubai for check-in, a relaxed breakfast, a brief introduction to the day's route and a few convoy rules. At precisely 10 o' clock, the sound of 37 Porsche engines from a vast range of models was heard and the group moved off towards the “Hilton Fujairah”. The stunning route was enjoyed by all, as the cars were serpentine their way through the desert, then along

the winding Hajar Mountain roads leading to the emirate of Fujairah (see map).

The group made a brief, enjoyable stop in the middle of the desert. Club members were able to mingle with wild camels and enjoy the scenery of the mountain range. The second scheduled stop was along the Indian Ocean, having passed through the longest tunnel in the gulf region that took us straight through the mountains to the Arab Emirate's east coast.

Arriving at the hotel, the group received a warm welcome and a cold cocktail. During the elegant lunch, members



took part in a Porsche Quiz. Then they went either to the pool or to the beach to enjoy the sunshine, which of course was very popular with those who had brought their children along.

At 4:30pm the group gathered again to hit the same roads back to Dubai and ended the day with some sundowner drinks, snacks and conversations with new friendships resulting from the event.

Karim Al-Azhari
President Porsche Club UAE



**Further information and photo gallery can be found at:
Porsche Club UAE
www.porscheclubuae.com**

Porsche Club Great Britain

Porsche Club Great Britain at Autosport International, Birmingham, January 8 – 11, 2009

Porsche Club Great Britain was invited to take a stand in the Piston Heads Hall of this year's Autosport International at the NEC.

The Club was asked to provide a display showing the evolution of the 911. The plan was to show 25 cars, but in the end 42 911s provided by Club members were collected and placed on show for the four days of the event. Given that we only perched on a corner of a trader's stand last year, and had done little at all prior to that, this was something of a leap for the organisers in the Club. The show is the largest motor sport exhibition in Europe, and attracts nearly 85,000 visitors.

As Club Chairman Martyn Molyneux confirms, it went well: "What a great show', 'A fantastic display of cars,' and 'A credit to the Club'. These were all comments that were music to the ears of the directors and all those who worked so hard to make the Autosport International Show at the NEC in January a great success. Just about every model of the 911 was present, going from the first right-hand drive 911 imported into the UK through to a 997 GT2 and 997 GT3 RS. A very big thank you goes to all the members and owners who loaned us their cars for the four days, and without whom our display would not have been possible"

Alongside the "911 Evolution" display, the Club's presence was focused around the Race Centre, with some competition cars from the Club Championship and Carrera Cup. Club Shop was on hand, new members were signed up and volunteers served refreshments throughout.

And to complement the major exhibits, there was proof that Porsche owner-

ship doesn't have to be expensive. As Geoff Ives told the press, "We've found a 924 S for the show, well within the £1,000 budget, and it's stunning, with only 55,000 miles on the clock. It costs the current owner only £80 a year for insurance, and will average over 30mpg on a long run, so isn't necessarily expensive to run. Factor in the driving fun and great Club social scene, and owning a Porsche can be hugely satisfying."

Porsche Cars used the event to promote the Carrera Cup Great Britain and, in

conjunction with the Club and Porsche Motorsport, formally announced the GT3 Cup Challenge, to be run by the Club next year.

There was icing on the cake too, as, at the end of the show, Porsche Cars Great Britain was awarded the prize for "Best Stand".

Porsche Club Great Britain
www.porscheclubgb.com





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6. Classic Reports

Porsche Diesel Club Deutschland

“Porsche Junior” Project

Under the patronage of Dr. Wolfgang Porsche, “Porsche Junior” was developed early in 2007 to become a success project.

The Club “Projekt Porsche Diesel e.V.” (PPD), has developed a project in collaboration with Porsche Diesel Club Europa e.V. with the motto “From lethargy to creativity”. People of all ages are involved in the project, working on a technical challenge – the restoration of historical tractors.

The “Porsche Junior” project is open to all schools and other institutions. It is now running at 41 educational establishments, one of which is in Lana, South Tyrol. We have already reached over 600 students who learn with enthusiasm and who “grasp” in the truest sense of the word how they can get acquainted with simple technology in a team.

The organisers are also highly motivated and committed – “technical attendants”, or in other words experts from among the Club members, support the institutions.

As well as craftsmanship and the social aspects between the generations, a key element of the project is that the work is documented. This is important because documentation and certificates help later in the search for ap-



prenticeships. In a number of schools, project participants gained a training place by virtue of the documentation.

The project is designed to make young people trainable at an early stage and to show them that learning and working can be fun. Every contribution made towards preparing for a career, even during schooling, will later prove to be a successful tool when starting out.

One particular project is running successfully at the “BWB (Berlin Workshops for the Disabled)” – this is a nationwide pilot project. The “Porsche Junior” project, started as a collaboration between Porsche Diesel Club Europa e.V. (PDCE), the BWB, the Lions Club Berlin Meilenwerk, the Berlin Automobile Guild and Gewerbesiedlungsgesellschaft mbH (ORGO GSG), was the first project of its kind in Berlin. Ten young people will help restore an old, broken Porsche classic tractor, a Porsche Junior, back to health.

“The interest from young people was so immense that we could easily have deployed a team of 50 or more staff”, explains Dr. Much, CEO of BWB. “But the work on a tractor like this and the physical space are limited, so we had to decide on a small manageable team. Everything was geared to the moment when we could start work on the highly prized object”. “In BWB, we found an outstanding partner for the pilot project in Berlin. Through this partnership, we want to express our appreciation for the welfare work being done in this workshop”, says Harald S. Stegen, President of Porsche Diesel Club Europa e.V.

Another BWB project is due to start after the summer holidays under the

motto “The Red Zora”. Since the 1940’s, the fictional “Red Zora” has been known as a ring leader who helps outcast children and raises awareness of injustices and discrimination through self-assured and bold escapades. “Die rote Zora und ihre Bande” [The Red Zora and her Gang] is now a classic among youth literature. This is the first project in which only young women participate, demonstrating their talent and skill on the Porsche tractors.

You too can become a sponsoring member of the Porsche Diesel e.V. project.

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Article from Porsche Diesel News 1/2008

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Porsche Classic Club Deutschland Retro Classics Stuttgart

The organisers reported a record number of visitors to the ninth Retro Classics exhibition in Stuttgart, held for the second time on the new airport exhibition ground during the weekend of the March 12 to the 15, 2009. According to data from the exhibition centre, the event attracted over 57,000 visitors, exceeding last year's result by around 15 percent.

The Porsche Classic Clubs Deutschland shared a stand and presented five classic Porsche models, all in top condition.

As well as providing information and advice, the Clubs also focussed on attracting and supporting members.

The Porsche Clubs exhibition team was highly satisfied with visitor interest, and is already looking forward to the tenth Retro Classics next year. International



The Porsche Classic Club Deutschland exhibition stand

awareness of the Classics exhibition has finally been raised, as evidenced by visitors and exhibitors from some 15 countries. There were new exhibitors

from the Netherlands, Hungary and Belgium and visitors were welcomed from neighbouring Switzerland, Austria, France and Luxembourg. The stands in the eight exhibition halls also received visitors from the Czech Republic, Russia, Poland, Britain, Portugal, Mexico, Indonesia and Dubai.

“The Retro Classics has without doubt established itself as the central meeting point for the classic scene in southern Germany, and word is getting out even further beyond”, said Ulrich Herrmann, Retro Classics Organiser.

The date for the next Retro Classics, which is the tenth and therefore an anniversary event, has already been set. It will be held from the March 11 to the 14, 2010 at the new exhibition centre at the airport, the 11th being the special “Preview Day” for trade visitors and journalists.



The stand team of the Porsche Classic Club Deutschland



Find out more here – www.porsche.com/travelclub or telephone +49 (0)711 911 78155.

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