



PORSCHE



March 2011

Porsche Club

News 1/11

Editorial

Dear Porsche Club Presidents, dear Porsche Club members,

I would like to take this opportunity to introduce myself personally to you – our most passionate Porsche customers and members of the Porsche family. As of February 1st, 2011 I have taken over the responsibilities from my esteemed colleague Wolfgang Dürheimer and am now heading up the research and development department at Porsche AG.

My journey to Porsche had many interesting and instructive stages which have prepared me well for my current job. I previously worked for Porsche for four years, starting in 1989. I still look back fondly on that time. I was involved in an extremely ambitious and exciting project – the development of a Formula 1 engine. My enthusiasm for motorsport and engines influenced my further career and finally led me to Volkswagen in 2001, where I was responsible for the development of transmissions for Audi until 2009. Since 2007 I have also been responsible for the development of Volkswagen transmissions and still hold this position.

As an expert in motor sport, I am of course immensely excited about the new challenges I will be taking on at Porsche. I am thrilled by the diverse range of Porsche products available. I am also firmly convinced that you – as long-standing and particularly enthusiastic Porsche drivers – will continue to be delighted by our groundbreaking sports cars in the future. Be amazed.

Recently, Porsche presented the breathtaking and technologically pioneering 918 RSR at the Detroit Auto Show. This car is

a racing laboratory in every sense. It shows what you get when you incorporate 911 GT3 R Hybrid technology and 918 Spyder design into a modern, sustainable super sports car.

The basic principle of the Porsche engineers was to generate additional power output intelligently. This is underlined by elements such as the torsion resistant monocoque body made from carbon fibre reinforced plastic (CFRP), the V-8 direct injection engine with 563 hp at 10,300 rpm, two additional electric motors with a total of 150 kW, a maximum peak output of 767 hp and the optimised flywheel to store additional power harvested from braking.

I am even more pleased that the Porsche 918 RSR does not just appeal to technology fans or motor sport enthusiasts but was also appreciated by the international press. It received the Best in Show – AutoWeek Editors' Choice Award 2011 and was selected as the best exhibition innovation at the Detroit Auto Show. This is the second time within a year that the Porsche 918 project has received the latter coveted award from the famous US trade magazine AutoWeek. In 2010, the 918 Spyder concept car was also selected as the best exhibition innovation at the Geneva Motor Show.

We are also expanding our product portfolio of series production sports cars to include another fascinating model – the 911 world is about to get even more attractive. An irresistible and well-equipped special edition based on the 345 hp Carrera with a



Wolfgang Hatz

3.6 litre engine will be available from April 2011. Production of the 911 Black Edition will be limited to 1911 vehicles and costs exactly the same as the basic Carrera model.

Alongside my assignment to further expand the Weissach site in Germany as a centre of excellence for the development of sports cars, I am already looking forward to becoming better acquainted with the Porsche Clubs. Across the world, Porsche Clubs have been actively living the Porsche legend for almost 60 years.

It is extremely impressive to think that around 180,000 honorary Club members in 68 countries carry the Porsche flag and represent the brand with such passion in their spare time.

This notion motivates me to spur on the development of our pure-bred Porsche products with the same enthusiasm with which you have cherished and maintained our products through the decades.

The international nature of the Porsche Club family is surely unique within the wider context of the automobile field. This is particularly apparent at large Porsche Club events and parades – and the 2011 Club calendar is already filling up.

For instance, the Porsche Parade USA will take place from the 29th of July–6th of August in Savannah. Several hundred like-minded members of Porsche Club Deutschland are meeting in Berchtesgaden at the beginning of September to share their passion for our sports cars.

Significant Club anniversary celebrations are planned elsewhere. Porsche Club Great Britain, for instance – the second largest Porsche Club in the world – turns 50 years old this year and will be celebrating its half-century from the 2nd–4th of September.

In 2011, Asia will be offering the first ever Porsche Parade Asia Pacific (23rd–25th of September) and friends of Classic Porsches are meeting at the Porsche 356 Club Holiday near Tokyo (1st–3rd of October).

But whether large or small, regional or international, I wish you great success for all Club events and hope you enjoy yourselves. I would be delighted if I could manage to meet you in person at one of the Club events and have a chat – once I have a good idea of my 2011 appointments. As you know, engines and technology are my passion as well.

**Yours
Wolfgang Hatz**

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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He transformed an unusual sports car from a Stuttgart suburb into a Porsche. He was a gifted PR man and a respected racing driver. He influenced the unique image and international reputation of the Porsche brand. **Huschke von Hanstein would have been 100 years old on the 3rd of January 2011.**



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01 News from Porsche AG

World premiere in Detroit: Mid-engine Coupé serves as a technological racing laboratory

Porsche 918 RSR : World premiere in Detroit

The Dr. Ing. h.c. F. Porsche AG, is continuing to extend its performance and high efficiency competence via intensive development work in the field of hybrid technology. With the Porsche 918 RSR, the manufacturer of sporty premium vehicles is presenting a high-end synthesis of 2010's successful hybrid concepts. The two-seater mid-engine coupé 918 RSR clearly reveals what happens when the technology fitted in the 911 GT3 R Hybrid and the design of the 918 Spyder are transferred to a modern, innovative super sports car.

With its highly-efficient flywheel accumulator, the 911 GT3 R Hybrid racing car proved to be an attention magnet during

competition racing on the Nürburgring Nordschleife circuit, during the American Le Mans Series races (ALMS) in Road Atlanta/USA and the ILMC run in China's Zhuhai. It demonstrated its massive performance potential under realistic motor racing conditions against top competitors. The 911 GT3 R Hybrid, referred to internally as the "Race Lab" actually surpassed the high expectations of Porsche Motorsport. Competitiveness, high reliability and exemplary fuel efficiency combined with top performance underscored the Porsche technicians' basic idea of generating additional power in an intelligent manner. The 911 GT3 R Hybrid obtains its additional power from its own vehicle

dynamics when braking. Porsche is now transplanting this technology into the mid-engine coupé 918 RSR, the motor sports version of the 918 Spyder concept car.

From the tradition established by classic Porsche long-distance race cars such as the 908 long-tale coupé (1969) and the 917 short-tail coupé (1971), the Porsche designers created a link to the postmodernism of the "form follows function" philosophy. In the 918 RSR, the lines' elegant flow is dominated by muscular wheel arches, dynamic air intakes and a pulpit-like cockpit. A visible fan wheel between the ram air intake tubes and a rear spoiler with RS Spyder dimensions additionally



Streamlined: The "Race Lab" on the race track

emphasise the racing laboratory function. The new “liquid metal chrome blue” colour which has been created underscores the sculptured curves of the forms, whilst the typical Porsche hybrid orange colour on brake calipers and the body’s longitudinal stripes lends remarkable touches.

Motor racing technology also dominates within the particularly light, torsionally stiff carbon fibre-reinforced plastic (CFRP) monocoque. The V8 engine is a further development of the direct injection engine from the successful RS Spyder race car and now offers an output of precisely 563 hp at 10,300/rpm in the 918 RSR. The electric motors on the two front wheels each contribute 75 kW, i.e. a total of 150 kW, to the peak drive power of exactly 767 hp. This additional power, which is generated during braking, is stored in an optimised flywheel accumulator.

In the 918 RSR, the two electric motors offer a torque vectoring function with vari-

able torque distribution to the front axle. This additionally increases agility and improves steering response. Mounted upstream of the rear axle, the mid-engine is integrated with a racing transmission also based on the RS Spyder race car. This further developed six-speed constant-mesh transmission with longitudinally mounted shafts and straight-toothed spur gears is operated using two shift paddles behind the racing steering wheel.

The vehicle’s functional equipment underscores its puristic motor racing character. Whether it be the characteristic doors which open obliquely upwards, the air intake in the roof between the wing doors, the quick-action locks on the front and rear CFRP lids, the two roof-mounted aerials for pit radio and telemetry, the RS Spyder-like small, lateral front flics or the air splitters beneath the front lip or no-profile racing slicks on 19" wheels with central locking, the vehicle can be clearly recognised as an experimental racing laboratory.

In contrast to the 918 Spyder concept car, unadorned racing atmosphere predominates in the interior of the 918 RSR. The figure-hugging bucket seat’s brown leather covering cites the history of the gentleman driver; the gear flashes on the racing steering wheel and a recuperation display on the steering column in front of the display screen supply the pilot with information. Instead of the futuristic, ergonomically avant-garde centre console with touch-sensitive user interface from the 918 Spyder concept car, the 918 RSR’s cockpit is split by a minimalistic console with rocker switches. Instead of a second seat, the flywheel accumulator is positioned to the right of the console.

This flywheel accumulator is an electric motor whose rotor rotates at up to 36,000 rpm to store rotation energy. Charging occurs when the two electric motors on the front axle reverse their function during braking processes and operate as generators. At the push of a



Form follows function: In the best tradition of legendary racing cars

button, the pilot is able to call up the energy stored in the charged flywheel accumulator and use it during acceleration or overtaking manoeuvres. The flywheel is braked electromagnetically in this case in order to supply up to 2 x 75 kW additionally, i.e. a total of 150 kW, from its kinetic energy to the two electric motors on the front axle.

This additional power is available for around eight seconds when the system is fully charged. In the successful 911 GT3 R Hybrid, this additional power can also be used as a consumption aid depending on the racing situation, e.g. to delay pit stops or reduce the fuel tank volume and therefore the weight of the vehicle.

With the new 918 RSR racing laboratory, Porsche is now elevating this motor racing hybrid concept to an experimental level. In the 918 RSR, "Porsche Intelligent Performance" equates to research into methods for further sustainable efficiency

improvement under the intensified conditions of the race track, lap times, pit stops and reliability – a metier in which Porsche has been demonstrating its success for over 60 years.

Finally, the starting number, 22, pays homage to the anniversary of a further triumph. Back in the days when overall victories in Le Mans were not yet an entirely routine matter within the Porsche racing department, the pilots Dr. Helmut Marko and Gijs van Lennep were the first to cross the finishing line in 1971's 24-hour classic. The distance record set by their Porsche 917 short-tail coupé – 5335.313 kilometres (3315.21 miles) at an average speed of 222.304 km/h (138.13 mph) – did not remain unbeaten for an eternity, but for exactly 39 years until 2010. At the time, the 917 in the Martini colours was also an experiment and far ahead of its time: A magnesium spaceframe set new standards in Porsche's lightweight construction domain.

**Public relations and press
Technology press**



Opening new horizons: The Porsche 918 RSR is a synthesis of the 911 GT3 R Hybrid and 918 Spyder

01 News from Porsche AG

New special edition based on the 911 Carrera Coupé and Cabriolet

Extra valuable: The limited special edition 911 Black Edition



Black Beauty: The special edition 911 Black Edition

In spring 2011, the world of the 911 will become even more attractive. Porsche is offering an extremely attractive special edition based on the 345 hp (254 kW) Carrera with a 3.6 litre engine. The 911 Black Edition features a particularly comprehensive equipment package, available as a Coupé or Cabriolet – and only in black of course.

Exclusivity and price make this 911 Carrera all the more attractive. The 911 Black Edition is limited to 1,911 units and costs exactly as much as the Carrera basic models: In Germany that is 85,538 Euros for the Coupé and 96,843 Euros for the Cabriolet, including value-added tax in both cases. The market launch gets underway in April 2011.

The 911 Black Edition is painted in plain black as standard, with basalt black metallic also available as an option. The Cabrio hood is principally of black cloth.

With the Black Edition, the colour highlights are provided by the 19 inch 911 Turbo II bi-colour wheels, their dichroic effect ideally complementing the discreet elegance of the exterior colour. In addition, the rims provide an unobstructed view of the brakes, naturally with black, four-piston aluminium monobloc fixed calipers. The grey top-tint in the windscreen is standard in the 911 Black Edition, rounding off the overall impression on a harmonious note.

The "Black Edition's" black lettering on the stainless steel door entry guards pro-



vides a first hint of the high-quality interior design concentrating on purist sports car values.

The interior continues the exterior colour scheme. Already equipped as standard with high-quality partial leather seats, the 911 Black Edition can of course be upgraded with the option of an additional leather interior. Also included in the series version is a sports design steering wheel. The instrument cluster naturally remains in black. On the glove compartment lid, a badge testifies to the 911 Black Edition's limited production run. Conversely, the decorative moulding on the dashboard, gear lever or selector and air vents provide a contrast with their aluminium look paint. The rear centre console is painted in the exterior colour.

An acoustic highlight of the 911 Black Edition's enhanced equipment is the BOSE® Surround Sound-System, fitted as standard. It was specially coordinated with the interior of the 911 Carrera models and comprises 13 loudspeakers (twelve in the Cabriolet) including active subwoofer and centre speaker as well as a seven channel digital amplifier with a total output of 385 W for a brilliant sound experience. Coupé and Cabriolet are equipped with the Porsche Communication Management (PCM), as are 911 Carrera models. The GPS navigation module comes as standard in the 911 Black Edition as does the universal audio interface in the central





Back in black: The 911 Black Edition is a dream to drive



console's storage compartment. The 911 Black Edition's enhanced equipment package also includes parking assistant and cruise control.

Black is beautiful:

The fabulous exterior, with all-over black paintwork and 19" 911 Turbo II two-tone wheels, and the high-quality interior concept are focused on purist sports car values.

The 911 Black Edition's technology conforms to the high Carrera standard: Under the rear lid is to be found the typical Carrera flat-six cylinder engine, producing 345 hp (245 kW) at 6,500 rpm from 3,614 cubic centimetres. Coupled with the six-speed gearbox, this output enables the Carrera to achieve a top speed of 289 km/h (180 mph) in both body versions. At its maximum acceleration the Coupé reaches 100 km/h (62 mph) in 4.9 seconds, the Cabriolet in 5.1 seconds. Despite the impressive performance figures, fuel consumption remains moderate: The Coupé consumes a total of 10.3 litres of fuel (NEDC) per 100 kilometres (27.43 mpg imp.), the open top Carrera needs only a tenth of a litre more.

The 911 Black Edition enjoys all the same technical special equipment options that are offered for the Carrera models. First and foremost the Porsche-Doppelkupplungsgetriebe (PDK), that found its way into the worldwide sports car segment in the 911. The 911 Carreras with PDK turn in record performances thanks to their seven gears and quick gear changes with no interruption to the power flow. On the one hand fuel consumption: At 9.8 l/100 km (28.82 mpg imp.) and 9.9 l/100 km (28.53 mpg imp.) for the closed and open-top 911 respectively, the Carreras dip under the magical 10 litre limit. On the other hand dynamics: With PDK, the Coupé accomplishes the sprint in only 4.7 seconds, the Cabrio in 4.9 seconds. Responsiveness can also be further enhanced by the Sport Chrono Plus package, available as an option. It features the additional "Launch Control" function for the fastest possible acceleration from a standing start allied with a gearshift strategy for extremely sporty driving that enables very fast gearshifts. Launch Control shaves a further 0.2 seconds off the acceleration times of vehicles equipped with PDK.

The 911 Black Edition's sportiness and comfort can be enhanced yet further if so desired. For example by means of the Porsche Active Suspension Management



Data sheet
911 Black Edition

Engine: Six-cylinder Boxer
Displacement: 3,614 cc
Power: 245 kW (345 hp)
Maximum torque: 390 Nm
Top track speed*: 287 km/h
0-100km/h*:
4.7s (0-100 km/h) Coupé
4.9s (0-100 km/h) Cabriolet
CO₂-emissions*: 230 g/km
Fuel consumption (NEDC)*
City: 14.7 l/100 km
Highway: 7.0 l/100 km
Combined: 9.8 l/100 km
*with PDK

(PASM) and as an additional variant for the Coupé the PASM sports chassis with bodywork lowered by 20 millimetres and mechanical rear differential lock. To further optimise braking performance, the Porsche Ceramic Composite Brake (PCCB) with ceramic disc brakes is offered as an option.

Public relations and press
Technology press

01 News from Porsche AG

Porsche 918 Spyder, Porsche 959 and Carrera GT Super redux!



Porsche 918 Spyder

Yet another extraordinary exception:

As Porsche gets ready to build the 918 Spyder, it once again transforms a fascinating concept car into the reality of a production model. Like its precursors, the new super sports car with plug-in hybrid technology manifests cutting-edge technology in a vehicle that is ahead of its time.

For a concept car it actually moves very well. The Porsche 918 Spyder, a magnificent emblem of the sportscar's future, is on a world tour. During its premiere at the Geneva Motor Show last spring, both the public and the press celebrated "the three-liter car in a racing format" (Frankfurter Allgemeine Zeitung). In Monterey, California, even Governor Arnold Schwarzenegger stopped by to inspect the futuristic-looking vehicle with the incredible performance data. In Peking, the Spyder was the star of Auto China. And most recently, the Porsche Museum in Zuffenhausen dedicated a special exhibition to it.

The Porsche 918 Spyder is a people mover par excellence: A mid-engine-mounted V8 with 500 hp (368 kW), electric motors with 218 hp (160 kW), plug-in hybrid technology, acceleration from zero

to 100 km/h (62 mph) in 3.2 seconds, CO₂ emissions at 70 g/km (113 g/mile), consumption of 3.0 liters per 100 kilometers (78.4 mpg). Is that even possible? Porsche says it is. The Spyder will go into production, and preparations in the company are running in high gear: After all, developing a concept car is one thing, but to have it transmute into a production-ready super sports car is quite another. As Michael Mauer, chief designer at Porsche, declares, "Now, as just one example, we've got to comply with the legal requirements of different countries. And yet the character of the vehicle mustn't change." Like racehorses impatiently pawing the ground in the starting box, the engineers, designers, and stylists are feverishly preparing to ramp up the Spyder's production. And so are the production employees. Porsche is planning a separate assembly line for the new dream car. Not

only does this create new jobs, it also boosts morale. "Working in manufacturing is like competing in the Olympic Games. It's the crowning achievement," says Uwe Hück, chairman of the group-wide labor council.

So Porsche faces another extraordinary challenge – once again, because above all the 918 Spyder marks the highest point yet in a splendid tradition. Inspired by auto racing, Porsche has always felt challenged to develop small series that are technologically ahead of their time. This resulted in super sports cars that were hard to get and therefore all the more desirable, and that helped shape the company's reputation.

One example was the legendary Porsche 959. In the 1980s, participation in Group B racing required the prior construction of 200 street-legal vehicles. Helmut Bott, the head of Porsche Development at that time, conceived of a "Super 911 Turbo, a typical 911 with substantially more power." But once the engineers had completed a thorough study of such a super version of the 911, it quickly became clear that, right down to the taillights, not

much would be left of the basic car if this vision were to be implemented.

At the International Motor Show in Frankfurt (IAA) in 1983, however, Porsche presented a concept car that aroused more than just curiosity. The exotic newcomer looked extremely broad and aggressive. Its unusually large rear spoiler covered its full width and was integrated into the tail end. Materials such as magnesium and plastics underscored its special status – reason enough to endow the newly created sports car of the future with a new model number as well. One that is still uttered with reverence.



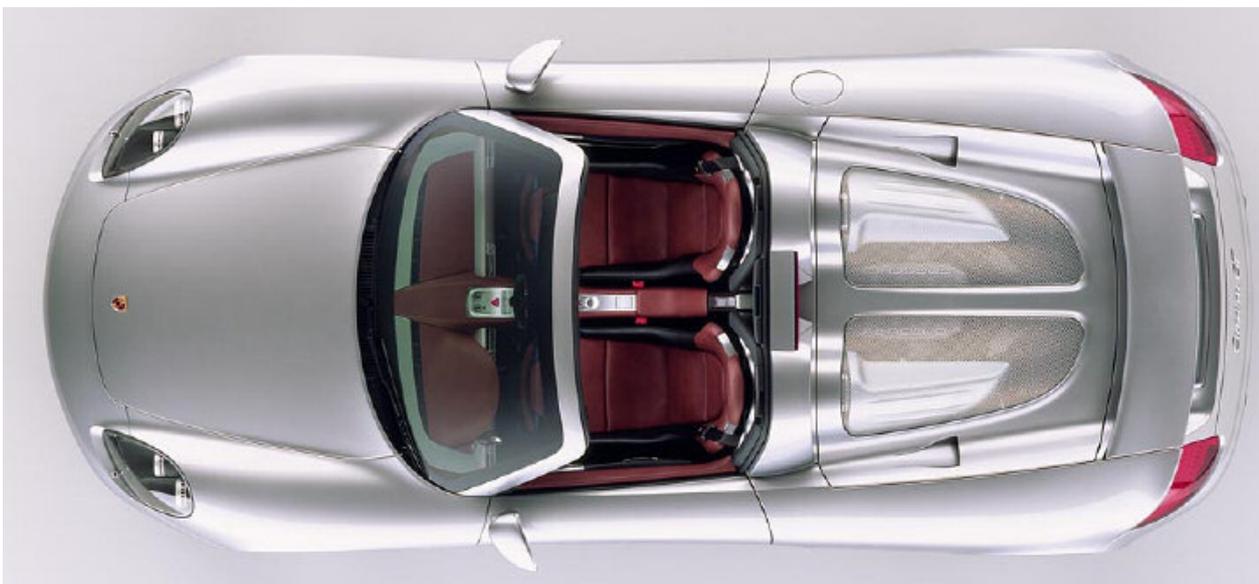
Porsche 959

But what really made the Porsche 959 the cutting-edge leader of its time was hidden inside: the electronically controlled suspension, the program- controlled allwheel drive – and especially the engine. This was the first production vehicle ever equipped with Porsche-Registeraufladung (PRA; sequential supercharging), a system that made the thrill of bi-turbo racing engines available without limitations in everyday driving. In this system, one turbocharger was active throughout the entire range of engine speeds, whereas the second did not kick in until 4,300 rpm at full boost pressure. This resulted in above-average acceleration values even at low

Traditionally, the **super sports cars** from Porsche provoke more than mere curiosity even in the concept phase. Whether it is the **959** or the **Carrera GT**, they are technological visions that arouse emotions.

rpm. The 959 delivered 450 hp (331 kW) at 6,300 rpm and zoomed from zero to 200 km/h (124 mph) in 14.3 seconds. As a result, this powerful 911, whose sporty off-road version won a dual victory in the 1986 Paris–Dakar rally, became even more popular than expected. The 292 manufactured units were sold to selected customers at DM 420,000 apiece.

A respectable sum, and yet no big deal – as the Porsche product history would show some 20 years later. Its rightful successor in the elite class of dream cars achieved very different sales figures. With 1,270 vehicles sold by the end of production in mid-2007 at a price of 450,000 Euros each, the Carrera GT ranks as the world's most successful super sports car.



Porsche Carrera GT

Like the case of the 918 Spyder, the success story of the Carrera GT was marked by the presentation of a drivable and exciting concept car. After its worldwide debut during the 2000 Paris Motor Show in front of the Louvre, the engineers had two years to turn the show car into a production vehicle. A tough assignment.

After all, the Carrera GT ranks as an almost miraculous example of the use of plastics with an entirely innovative lightweight design. This was the first time a production vehicle used a monocoque-style chassis and an engine mount that were both made of carbon fiber-reinforced plastic – a concept for which Porsche was awarded a patent. The geometry of the underbody, made entirely of carbon, was the same as a race car's. The lightweight wheels were of forged magnesium. The seats were a composite of carbon and

aramid fibers. In addition to the Porsche Ceramic Composite Brake (PCCB), Porsche also used the Porsche Ceramic Composite Clutch (PCCC), a worldwide first. It impressed through its durability, its performance, and especially its small diameter of only 169 millimeters (6.65 inches), which accommodated an extremely low vehicle center of gravity. The overall weight of the Carrera GT is just 1,380 kilograms (3,036 lbs.) – an easy load for 612 hp. The ten-cylinder engine catapulted the super sports car in 9.9 seconds from standstill to 200 km/h (124 mph). No matter where it appears today, this is still an awesome piece of high-speed eye candy.

Now it is up to the Porsche engineers and designers to transform the 918 Spyder from a dream car into a real motor vehicle. Actually, the path from the concept

car to the production vehicle is similar to that of a doctoral dissertation. Just the way it was with the Carrera GT: It was built by hand in a separate small production line at the Leipzig plant. The highly trained employees there considered it an honor. And they wore white – right down to their work gloves.

**Public relations and press
Christophorus**

911 GT1 Standout among Standouts

On the one hand, it continues the lineage of the Porsche 959 and the Carrera GT; on the other, the designation of super or high-performance sports car no longer quite does it justice. The **911 GT1** of 1997 can quite appropriately be called a street-legal race car, because before this model was approved for racing on a circuit, the international motorsport rules of the FIA required several vehicles built just like it to conform to the strict European crash, noise, and emissions regulations. The 911 GT1 is an absolute lightweight at **1,120 kilograms (2,469 lbs.)**. The body and chassis are made of carbon fiber. Power is transmitted by a sequential six-speed transmission. Exhaust emissions are controlled by four metal catalytic converters. Its turbo power unit, a six-cylinder boxer engine, generates **544 hp (400 kW)**. It takes less than four seconds from zero to 100 km/h (62 mph). Porsche built **20 units** of this standout among standouts. The selling price: DM 1.5 million. The successor model won a double victory in Le Mans 1998. It was the 16th and so far the most recent Porsche overall win in the 24-hour classic.





Home, Stuttgart-Zuffenhausen.

Porscheplatz.

That says it all.

The Porsche Museum.

More info at www.porsche.com/museum



PORSCHE

01 News from Porsche AG

The 911 family

Never before have there been so many varieties of this Classic sports car. On the following two pages we present the latest range of models.

Part 1: from 911 Turbo S to 911 GT3

Text and photography: Porsche employee magazine "Carrera"



01 News from Porsche AG

The 911 family

Part 2: from the 911 Carrera Black Edition to the 911 GT2 RS



911 Carrera Black Edition



911 Carrera Cabriolet Black Edition



911 Carrera 4 Cabriolet



911 Speedster



911 Carrera GTS



911 Carrera 4



911 Sport Classic



911 Carrera 4S Cabriolet



911 Carrera S



911 Carrera GTS Cabriolet



911 Turbo

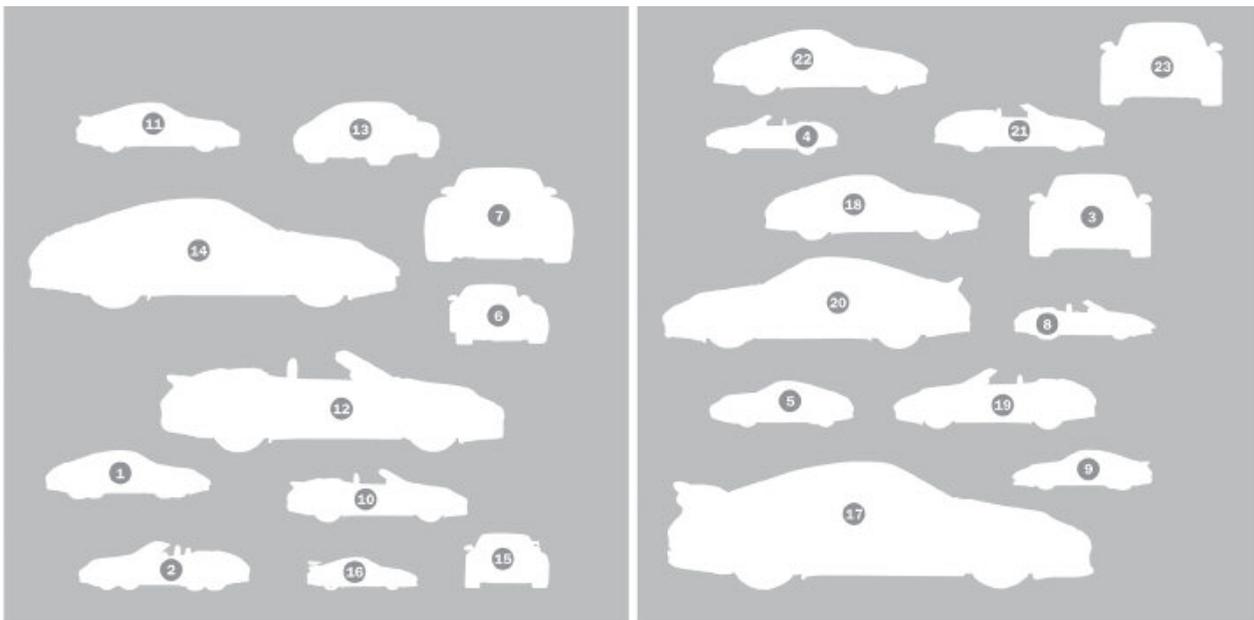


911 GT2 RS

01 News from Porsche AG

The 911 Family Data Sheet

Lots of facts and figures –
but a 911 always remains a 911.



[1] 911 CARRERA

Engine: Six-cylinder boxer
Displacement: 3,614 cc
Power: 345 hp (254 kW)
Maximum torque: 390 Nm at 4,400 rpm
0–100 km/h*: 4.7 sec.
Top track speed*: 287 km/h (178 mph)
CO₂ emissions*: 230 g/km
Fuel consumption
– City*: 14.7 l/100 km
– Highway*: 7.0 l/100 km
– Combined*: 9.8 l/100 km
*with PDK



[2] 911 CARRERA CABRIOLET

Engine: Six-cylinder boxer
Displacement: 3,614 cc
Power: 345 hp (254 kW)
Maximum torque: 390 Nm at 4,400 rpm
0–100 km/h*: 4.9 sec.
Top track speed*: 287 km/h (178 mph)
CO₂ emissions*: 233 g/km
Fuel consumption
– City*: 14.9 l/100 km
– Highway*: 7.0 l/100 km
– Combined*: 9.9 l/100 km
*with PDK



[3] 911 CARRERA 4

Engine: Six-cylinder boxer
Displacement: 3,614 cc
Power: 345 hp (254 kW)
Maximum torque: 390 Nm at 4,400 rpm
0–100 km/h*: 4.8 sec.
Top track speed*: 282 km/h (175 mph)
CO₂ emissions*: 237 g/km
Fuel consumption
– City*: 15.2 l/100 km
– Highway*: 7.2 l/100 km
– Combined*: 10.1 l/100 km
*with PDK



[4] 911 CARRERA 4 CABRIOLET

Engine: Six-cylinder boxer
Displacement: 3,614 cc
Power: 345 hp (254 kW)
Maximum torque: 390 Nm at 4,400 rpm
0–100 km/h*: 5.0 sec.
Top track speed*: 282 km/h (175 mph)
CO₂ emissions*: 242 g/km
Fuel consumption
– City*: 15.5 l/100 km
– Highway*: 7.4 l/100 km
– Combined*: 10.3 l/100 km
*with PDK



[5] 911 CARRERA S

Engine: Six-cylinder boxer
Displacement: 3,800 cc
Power: 385 hp (283 kW)
Maximum torque: 420 Nm at 4,400 rpm
0–100 km/h*: 4.5 sec.
Top track speed*: 300 km/h (186 mph)
CO₂ emissions*: 240 g/km
Fuel consumption
– City*: 15.3 l/100 km
– Highway*: 7.2 l/100 km
– Combined*: 10.2 l/100 km
*with PDK



[6] 911 CARRERA S CABRIOLET

Engine: Six-cylinder boxer
Displacement: 3,800 cc
Power: 385 hp (283 kW)
Maximum torque: 420 Nm at 4,400 rpm
0–100 km/h*: 4.7 sec.
Top track speed*: 300 km/h (186 mph)
CO₂ emissions*: 242 g/km
Fuel consumption
– City*: 15.5 l/100 km
– Highway*: 7.3 l/100 km
– Combined*: 10.3 l/100 km
*with PDK



[7] 911 CARRERA 4S

Engine: Six-cylinder boxer
Displacement: 3,800 cc
Power: 385 hp (283 kW)
Maximum torque: 420 Nm at 4,400 rpm
0–100 km/h*: 4.5 sec.
Top track speed*: 295 km/h (183 mph)
CO₂ emissions*: 247 g/km
Fuel consumption
– City*: 15.8 l/100 km
– Highway*: 7.5 l/100 km
– Combined*: 10.5 l/100 km
*with PDK



[8] 911 CARRERA 4S CABRIOLET

Engine: Six-cylinder boxer
Displacement: 3,800 cc
Power: 385 hp (283 kW)
Maximum torque: 420 Nm at 4,400 rpm
0–100 km/h*: 4.7 sec.
Top track speed*: 295 km/h (183 mph)
CO₂ emissions*: 251 g/km
Fuel consumption
– City*: 16.1 l/100 km
– Highway*: 7.7 l/100 km
– Combined*: 10.7 l/100 km
*with PDK

01 News from Porsche AG

The 911 Family Data Sheet



[9] 911 TURBO

Engine: Six-cylinder boxer
 Displacement: 3,800 cc
 Power: 500 hp (368 kW)
 Max. torque: 650 Nm at 1,950–5,000 rpm
 0–100 km/h*: 3.6 sec.
 Top track speed*: 312 km/h (194 mph)
 CO₂ emissions*: 268 g/km
 Fuel consumption
 – City*: 16.5 l/100 km
 – Highway*: 8.1 l/100 km
 – Combined*: 11.4 l/100 km
 *with PDK



[10] 911 TURBO CABRIOLET

Engine: Six-cylinder boxer
 Displacement: 3,800 cc
 Power: 500 hp (368 kW)
 Max. torque: 650 Nm at 1,950–5,000 rpm
 0–100 km/h*: 3.7 sec.
 Top track speed*: 312 km/h (194 mph)
 CO₂ emissions*: 270 g/km
 Fuel consumption
 – City*: 16.7 l/100 km
 – Highway*: 8.2 l/100 km
 – Combined*: 11.5 l/100 km
 *with PDK



[11] 911 TURBO S

Engine: Six-cylinder boxer
 Displacement: 3,800 cc
 Power: 530 hp (390 kW)
 Max. torque: 700 Nm at 2,100–4,250 rpm
 0–100 km/h: 3.3 sec.
 Top track speed: 315 km/h (196 mph)
 CO₂ emissions: 268 g/km
 Fuel consumption
 – City: 16.5 l/100 km
 – Highway: 8.1 l/100 km
 – Combined: 11.4 l/100 km



[12] 911 TURBO S CABRIOLET

Engine: Six-cylinder boxer
 Displacement: 3,800 cc
 Power: 530 hp (390 kW)
 Max. torque: 700 Nm at 2,100–4,250 rpm
 0–100 km/h: 3.4 sec.
 Top track speed: 315 km/h (196 mph)
 CO₂ emissions: 270 g/km
 Fuel consumption
 – City: 16.7 l/100 km
 – Highway: 8.2 l/100 km
 – Combined: 11.5 l/100 km



[13] 911 TARGA 4

Engine: Six-cylinder boxer
 Displacement: 3,614 cc
 Power: 345 hp (254 kW)
 Maximum torque: 390 Nm at 4,400 rpm
 0–100 km/h*: 5.0 sec.
 Top track speed*: 282 km/h (175 mph)
 CO₂ emissions*: 242 g/km
 Fuel consumption
 – City*: 15.5 l/100 km
 – Highway*: 7.4 l/100 km
 – Combined*: 10.3 l/100 km
 *with PDK



[14] 911 TARGA 4S

Engine: Six-cylinder boxer
 Displacement: 3,800 cc
 Power: 385 hp (283 kW)
 Maximum torque: 420 Nm at 4,400 rpm
 0–100 km/h*: 4.7 sec.
 Top track speed*: 295 km/h (183 mph)
 CO₂ emissions*: 251 g/km
 Fuel consumption
 – City*: 15.8 l/100 km
 – Highway*: 7.7 l/100 km
 – Combined*: 10.7 l/100 km
 *with PDK



[15] 911 GT3

Engine: Six-cylinder boxer
 Displacement: 3,797 cc
 Power: 435 hp (320 kW)
 Maximum torque: 430 Nm at 6,250 rpm
 0–100 km/h: 4.1 sec.
 Top track speed: 312 km/h (194 mph)
 CO₂ emissions: 298 g/km
 Fuel consumption
 – City: 19.2 l/100 km
 – Highway: 9.0 l/100 km
 – Combined: 12.6 l/100 km



[16] 911 GT3 RS

Engine: Six-cylinder boxer
 Displacement: 3,797 cc
 Power: 450 hp (331 kW)
 Maximum torque: 430 Nm at 6,750 rpm
 0–100 km/h: 4.0 sec.
 Top track speed: 310 km/h (193 mph)
 CO₂ emissions: 309 g/km
 Fuel consumption
 – City: 19.4 l/100 km
 – Highway: 9.6 l/100 km
 – Combined: 13.2 l/100 km



[17] 911 GT2 RS

Engine: Six-cylinder boxer
 Displacement: 3,600 cc
 Power: 620 hp (456 kW)
 Max. torque: 700 Nm at 2,250–5,500 rpm
 0–100 km/h: 3.5 sec.
 Top track speed: 330 km/h (205 mph)
 CO₂ emissions: 284 g/km
 Fuel consumption
 – City: 17.9 l/100 km
 – Highway: 8.7 l/100 km
 – Combined: 11.9 l/100 km



[18] 911 CARRERA GTS

Engine: Six-cylinder boxer
 Displacement: 3,800 cc
 Power: 408 hp (300 kW)
 Max. torque: 420 Nm at 4,200–5,600 rpm
 0–100 km/h*: 4.4 sec.
 Top track speed*: 304 km/h (189 mph)
 CO₂ emissions*: 240 g/km
 Fuel consumption
 – City*: 15.3 l/100 km
 – Highway*: 7.2 l/100 km
 – Combined*: 10.2 l/100 km
 *with PDK



[19] 911 GTS CABRIOLET

Engine: Six-cylinder boxer
 Displacement: 3,800 cc
 Power: 408 hp (300 kW)
 Max. torque: 420 Nm at 4,200–5,600 rpm
 0–100 km/h*: 4.6 sec.
 Top track speed*: 304 km/h (189 mph)
 CO₂ emissions*: 242 g/km
 Fuel consumption
 – City*: 15.5 l/100 km
 – Highway*: 7.3 l/100 km
 – Combined*: 10.3 l/100 km
 *with PDK

911 LIMITED EDITIONS (MODELS)

[20] 911 SPORT CLASSIC

Engine: Six-cylinder boxer
 Displacement: 3,800 cc
 Power: 408 hp (300 kW)
 Max. torque: 420 Nm at 4,200–5,600 rpm
 0–100 km/h: 4.6 sec.
 Top track speed: 302 km/h (188 mph)
 CO₂ emissions: 250 g/km
 Fuel consumption
 – City: 15.9 l/100 km
 – Highway: 7.6 l/100 km
 – Combined: 10.6 l/100 km

[21] 911 SPEEDSTER

Engine: Six-cylinder boxer
 Displacement: 3,800 cc
 Power: 408 hp (300 kW)
 Max. torque: 420 Nm at 4,200–5,600 rpm
 0–100 km/h: 4.4 sec.
 Top track speed: 305 km/h (190 mph)
 CO₂ emissions: 242 g/km
 Fuel consumption
 – City: 15.5 l/100 km
 – Highway: 7.3 l/100 km
 – Combined: 10.3 l/100 km

[22] 911 BLACK EDITION

Engine: Six-cylinder boxer
 Displacement: 3,614 cc
 Power: 345 hp (254 kW)
 Maximum torque: 390 Nm at 4,400 rpm
 0–100 km/h*: 4.7 sec.
 Top track speed*: 287 km/h (178 mph)
 CO₂ emissions*: 230 g/km
 Fuel consumption
 – City*: 14.7 l/100 km
 – Highway*: 7.0 l/100 km
 – Combined*: 9.8 l/100 km
 *with PDK

[23] 911 BLACK EDITION CABRIOLET

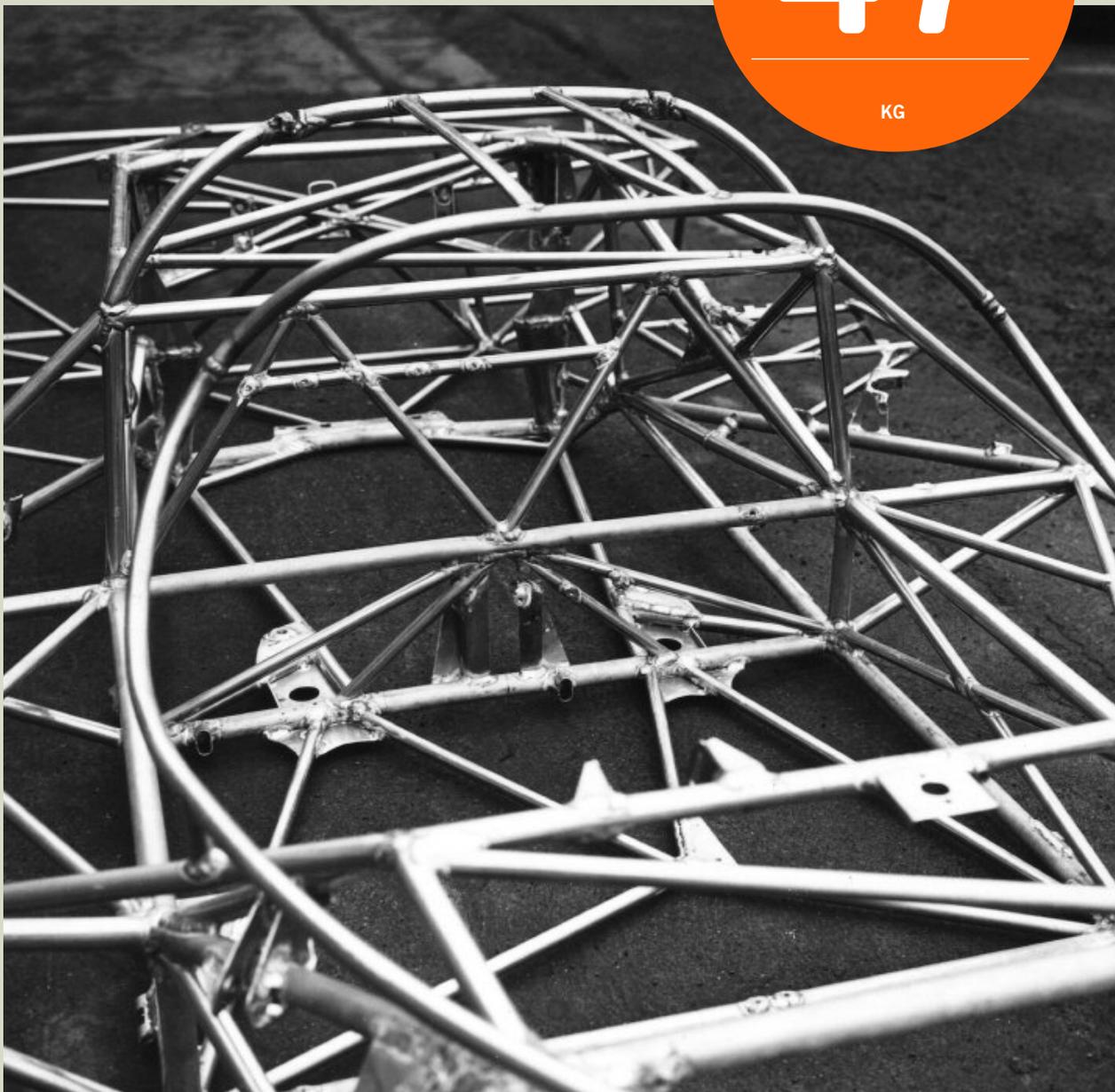
Engine: Six-cylinder boxer
 Displacement: 3,614 cc
 Power: 345 hp (254 kW)
 Maximum torque: 390 Nm at 4,400 rpm
 0–100 km/h*: 4.9 sec.
 Top track speed*: 287 km/h (178 mph)
 CO₂ emissions*: 233 g/km
 Fuel consumption
 – City*: 14.9 l/100 km
 – Highway*: 7.0 l/100 km
 – Combined*: 9.9 l/100 km
 *with PDK

01 News from Porsche AG

Porsche number games

We are happy to have the opportunity to present a special number to you in the Number Games section of every edition.
This time, we are looking at the number 47.

47 kg Porsche framework
Multi-tubular frame from the 1969 Porsche 917





Find out more here – www.porsche.com/sportdrivingschool – +49 (0)711 911 - 78683 – sportdrivingschool@porsche.de

**German schools have just started talking about
fast-track qualifications.**

We've had them for 36 years.

The Porsche Sport Driving School.

You are important to us because of your fascination for Porsche. But even this could be greater. On-road or off-road. In snow, on ice or on the race track.

Become an even safer driver and explore the complete performance potential of a Porsche. Taught by qualified Porsche instructors in controlled training environments. Nationally and internationally.



PORSCHE

02 Information Exchange

Porsche Sport Driving School

A first for the training programme: Nürburgring Grand Prix track and Nordschleife as a package

There is a reason why experts have dubbed the Nordschleife "Green Hell". Built in 1927, it is an unforgiving race track from another era. An exact knowledge of the track is essential. The Nordschleife demands precise vehicle control with its large differences in elevation, quick sequence of fast bends and medium-speed bends and relatively narrow road surface. We would be delighted if you would take up the opportunity to improve your racing line with us on the Nordschleife.

2011 training dates*:

9th – 10th of May 2011

Performance training, Nürburgring Grand Prix track and Nordschleife

Training takes place directly after the Sports Cup Deutschland racing weekend on the Nürburgring track (7th–8th of May 2011) in Germany. It can be used as preparation for the Porsche Carrera World Cup, which takes place on the 25th of June 2011 at the Nürburgring track.

Price: EUR 1,997.00 (including catering during the day and dinner, not including overnight stay)

More dates for your diary*:

9th – 10th of August 2011

Performance training, Nordschleife

29th – 30th of September 2011

Performance training, Nordschleife

Price per date: EUR 1,882.00 (including catering during the day and dinner, not including overnight stay)

Special offer for Porsche Clubs:

We are delighted to be able to offer the Porsche Clubs an exclusive opportunity to attend performance training on the Nürburgring Grand Prix track and Nordschleife in Germany in 2011: If your Porsche Club books 10 participant places on one of the two training dates, we will give you an extra place for a Porsche Club member free of charge.

* A condition for participation in these training programmes is a completed precision training course from the Porsche Sport Driving School or certification from a comparable driver training course.

Further information and reservations at:

<http://www.porsche.com/germany/sportandevents/sportfahrschule/reservations/>

E-mail: Andrea.Hickethier@porsche.de or phone us on: +49 (0) 711 911-7 81 35



Drive confidently through "Green Hell": With Porsche Sport Driving School performance training on the Nordschleife track

02 Information Exchange

Porsche Travel Club
Porsche Tour Mallorca 2011

**Enjoy the lively atmosphere of Mallorca.
 But with petrol in your veins.**

We instinctively associate trips to the island of Mallorca with a lively atmosphere. And rightly so – especially when you are exploring the island in a Porsche; cruising down winding coastal roads past sandy beaches, taking in the delights of Mediterranean cuisine and enjoying a diverse and unforgettable landscape. The Serra de Tramuntana is one site that you might see. This mountain range is over 1,000 metres high and runs parallel to the north-west coast. On the lower slopes, below the mountains and their torrential streams, fertile valleys have formed where oranges and lemons grow. A further

highlight of the tour is sure to be the heart of Mallorca: The historic capital city Palma de Mallorca with its picturesque harbour atmosphere.

Dates:

21st–24th of May 2011

25th–28th of May 2011

29th of May–1st of June 2011

15th–18th of September 2011

20th–23rd of September 2011

Price:

EUR 3,050.00 per person/double room

EUR 3,190.00 per person/single room



Further information can be obtained from the Porsche Travel Club at:
www.porsche.com/travelclub
 E-mail: travel.club@porsche.de or phone us on: +49 (0) 711 911-7 81 55



Sun, sea and sports cars: Porsche Travel Club meets Mallorca

02 Information Exchange

The Porsche Design Driver's Selection event truck makes a start in the new 2011 season

Discover the exclusive world of Porsche Design Driver's Selection products at first hand.

Discover our unique mobile shopping experience set across over 38 m² of shop floor with many new Porsche Design Driver's Selection products such as textiles from the Classic, Heritage and Motorsport collections, Porsche Crystals and MARTINI RACING collection as well as high-quality accessories and model cars.

With fascination for Porsche on board, our Porsche Design Driver's Selection event truck will once again be present at a range of top-class events. Visit us at Retro Classics in Stuttgart or Techno Classica in Essen (Germany), at various German races organised by the Deutsche Tourenwagen Masters (DTM) or the Classic cars Grand Prix at the German Nürburgring track.

We look forward to seeing you. Your event truck team.



Flexible, mobile, inviting: Presentation of the Porsche Design Driver's Selection in our modern event truck

02 Information Exchange

Porsche Tequipment Accessories for individual design

A truly sporty affair



Sporty performance:
19" GT3 wheel set with central wheel screw anodised in red



Dynamic look:
Carbon rear spoiler
with gurney flap



Striking detail:
Carbon wing mirrors



Special effect:
Titanium double tailpipe

Striking and dynamic look

Outstandingly dynamic. Unmistakable design. Groundbreaking technology. The 911 is a Porsche through and through and has cast its spell upon generation after generation since 1963 thanks to its high functional efficiency and inner strength. The 911 GT3 and 911 GT3 RS are made even more sporty and dynamic thanks to exclusive motor sport accessories from Porsche Tequipment. This is because motor sport and the race track are part of Porsche development and testing from the word go. The result is pure motor sport; in a car that is still per-

fectly suited for day-to-day driving. An example of this is the titanium-coloured 19" GT3 wheel set for the 911 GT3 and 911 GT3 RS, which includes red anodised central screws for quick wheel changes. These rims can be used on the track with suitable tyres and then switched for the complete series wheel set for the drive home. A clear vow of allegiance to motor sport. Carbon gurney flap rear spoiler (for the 911 GT3) and carbon wing mirrors (for the 911 GT3 and 911 GT3 RS) emphasise the striking and dynamic look. They boost the powerful overall impres-

sion made by your vehicle. The titanium tailpipe creates a special effect on the 911 GT3: the white metallic patina changes colour to blue under the influence of heat – for that real motor sport feeling. Whichever you choose, you are sure to opt for something sporty.

Further information on the complete Porsche Tequipment product range and the current Tequipment catalogues can be obtained from your Porsche partner or on the Internet at www.porsche.com. Please also visit our online shop at this address for a choice of selected Tequipment products.



Please visit www.porsche.com for further information.

**You know one of the interior designers very well.
It's you.**

The Porsche Exclusive customising service for the 911 Turbo.

Personalise the interior of your 911 Turbo. With leather in your own preferred colour, for instance, and numerous leather-clad details. Made-to-measure production and hand-craftsmanship throughout. Even using needle and thread at the appropriate points. All done with meticulous care.



PORSCHE

03 Club Management

Farewell to Alexander E. Klein

After almost five years, Alexander E. Klein is leaving Porsche Club Coordination on the 1st of April 2011 to take on new challenges within Porsche AG. Time to look back on a wealth of wonderful and exciting times.

Mr Klein, which factors in particular prompted you to join the Porsche Club Coordination team in 2006?

It is the wide range of operative and strategic duties, personal contact with our particularly loyal and enthusiastic customers and the international focus which make this job so enriching. Building up a trusting solidarity between the Clubs and the company is an enjoyable task and an exciting challenge.

What is so special about Club world in your opinion?

I have to make a clear distinction: There is a club world and then there is the Porsche Club world. Porsche Clubs definitely have a special status amongst automobile clubs. The Porsche legend is lived with a burning enthusiasm which is second to none. Porsche Clubs have been spreading this passion throughout the whole world and reaching other like-minded Porsche drivers for almost 60 years. Within this group, the Porsche legend is lived with a great amount of enthusiasm and this passion is passed on to the next generation. It seems like this was clear to Ferry Porsche in 1952 when he fostered the foundation of the very first Porsche Club.

How do you think the Club world will develop?

We can refer back to the year 1952 again here: The first Club was established by customers only four years after the founding of the company. No other automobile manufacturer can make this claim so far. This demonstrates the historic roots of our Clubs and their connection to the company. Porsche has always supported the notion of Porsche Clubs. So today we can say, with not a little

pride, that the Porsche Club scene is the largest automobile brand club scene in the world.

The impressive "acceleration" from 0 to 180,000 members in less than 60 years reflects the customers' passion for our vehicles. Their enthusiasm seems literally boundless – a fact that is borne out by the global distribution of the Porsche Club scene: There are now 620 Clubs in over 68 countries.

It's hard to say goodbye. It cannot be easy after almost five years.

That is certainly true. Coordinating Porsche Clubs gives you the opportunity to work in an area that you really relate to and there are not many jobs that do that. In my opinion, Club members are not just good customers. First and foremost, they are brand ambassadors whose passion I can easily understand. If you visit the same events regularly over the years and spend time with Porsche Club members, you get absorbed into the Porsche Club scene and it becomes a part of you. Being an accepted member of the big Club family was a very lovely experience which I will truly miss. Nevertheless, I will still be around and will do my bit to stay in contact with my friends in the Porsche Club scene.

What are your plans?

I just love Porsche sports cars – always have. I really enjoyed being responsible for all the Porsche Classic Clubs across the world. The sight of so many lovingly restored Classic Porsches increasingly tempted me to once again place a stronger focus on cars in my future career. My next step will therefore be taking me nearer to the cars themselves – more specifically, to the Porsche Museum in Zuffenhausen, Germany. I am responsible for vehicle management here, which includes responsibility for the museum vehicle collection, the museum workshop and coordinating the deployment of our "rolling" museum.

Are there any points of contact with the Club world in your new role?

Definitely! Club members are present at almost every event and exhibition where vehicles from the Porsche Museum collection are



Alexander E. Klein

deployed. For example, when I think of the AvD Oldtimer Grand Prix or the Le Mans Classic, I'm already looking forward to greeting my Porsche Club friends. Looking at things from this perspective also makes it a little easier to leave Porsche Club Coordination.

What advice would you like to give to the Club family?

It is really the other way around. The Porsche Club scene has taught me a lot, and I am very thankful for that. It showed me how the Porsche Clubs contribute to the positive reputation of our brand across the world. They share their passionate enthusiasm for our vehicles and the Porsche driving experience in a likeable and credible manner. They are carrying the legacy of the Porsche legend into the future – and this is all voluntary, don't forget! I would like to express my greatest appreciation for their work.

But what I would also like to say to the Club family is that working so closely with the Porsche Clubs was incredibly fun every day. I am very grateful that I could be a part of the Porsche Club family and will certainly never forget this eventful time!

**Best wishes,
Alexander E. Klein**



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

Consulting the family physician is always best.

Porsche Service



PORSCHE

04 Reports

The beginnings of Porsche motor sports in South America The story of the Carrera Panamericana



Carrera Panamericana 1953: The Porsche 550 Coupé of team Herrarte/González with the number 152

The first foundations of Porsche and Guatemala's shared history were laid as early as the middle of the last century by a series of happy coincidences. It all began when Czechoslovakian Jaroslav Juhan met the Guatemalan ambassador based in Rome. Juhan told him of his plans to travel to the USA. The ambassador then raved about the beauty of his own homeland and without further ado invited him to visit his country so that Juhan could get a first hand impression. As an encouragement, the ambassador then pressed an entrance visa into the hand of a surprised Juhan and wished him a good trip.

On arrival in the country, which had previously been completely unknown to him, Juhan promptly applied for a position as a

mechanic and got lucky straight away. He found a job working in a company which made construction machinery. Moreover, in his new employer he found someone who knew Europe well and with whom he could discuss his former home. During one of these discussions, it came up that the company owner was personally acquainted with one of the pioneers of the German automobile industry Prof. Ferdinand Porsche.

Juhan sensed an opportunity. He was also an experienced motor sport driver and had taken part in the first motor sport events in his new home country from the outset. He quickly recognised that there were very few vehicles in his new country of residence that were really suited to mo-

tor sport. He therefore suggested to his employer that they should import sports cars from Germany made by Porsche, still a relatively new company, and sell them in Guatemala.

At the same time, the last section of a monumental building project was being completed in the neighbouring country of Mexico: the Panamerican Highway.

This freeway – called “Carretera Panamericana” in Spanish – is over 25,000 kilometres long if one measures the longest north-south circuit. It connects all the countries that lie along the west coast of North America, Central America and South America.

The Carretera Panamericana was much more than just a huge road, however. It was mainly intended to be a strategic tool for facilitating the export of USA goods to Mexico, Central America and South America and connecting the South American and

'50

The opening race in May 1950 led a total of 132 registered vehicles – all 5-seater saloons – over 3,436 arduous km right through Mexico to the border with Guatemala over five days.



Carrera Panamericana 1953: The Porsche 550 Coupé of team Juhan/Asturias (number 154) in Oaxaca, Mexico

'53**The Carrera Panamericana soon became legendary.**

It could be that the daunting reputation of this dangerous road race played a role in its attraction. The numerous spectacular and tragic accidents that occurred every year were a hot topic.

North American continents. It was therefore essential for the responsible parties to promote the opening and use of this important freight motorway as effectively as possible in the media.

In 1950, the best way to do this was using motor sport activities, which drew huge crowds even back then. It was quickly established that the opening of the last section of the Carretera Panamericana in Mexico was to be celebrated with a race – “Carrera” in Spanish – on the new road. The legendary Carrera Panamericana was born.

The opening race took place at the beginning of May in 1950 and led a total of 132 registered vehicles (only five-seater saloons were permitted) over 3,436 arduous kilometres from Ciudad Juárez right through Mexico to the border with Guatemala over five days. This caused a high dropout rate amongst the participating teams – only 47 cars made it to the finish line.

As this race was almost double the length of the most famous and longest European road race, the Mille Miglia in Italy, it soon attracted the attention of the major European racing teams and the entire international racing elite. They applied to take part in this particularly difficult race, which henceforth ranked amongst the sports car world championships.

In the meantime, Jaroslav Juhan, by now a Guatemalan citizen, had taken over representation of Porsche in Guatemala. He was toying with idea of deploying reliable and speedy Porsche sports cars in the Carrera Panamericana. The rules of the race had been adjusted to allow sports cars to take part. Juhan had heard that



Breather: Middle leg of the Carrera Panamericana

Porsche had entered a completely new sports car – type 550 – in the 24-hour Le Mans in 1953 and had gathered a lot of important experience during this famous long-distance Classic race.

He was convinced that this must be the right vehicle for the Carrera Panamericana.

The former Guatemalan president Jacobo Arbenz was very concerned that his country should be adequately represented in motor sport. With his support, Juhan managed to acquire two Porsche 550s and two Porsche 356s from the Porsche factory and to engage renowned Guatemalan drivers for the 4th Carrera Panamericana:

- José Herrarte and Carlos González – Porsche 550-02 Coupé
- Jaroslav Juhan and Antonio Asturias – Porsche 550-01 Coupé
- Guillermo Suhr and Oscar Alfonso – Porsche 356 with aluminium body
- Manfredo Lippmann and Carlos Espana – Porsche 356

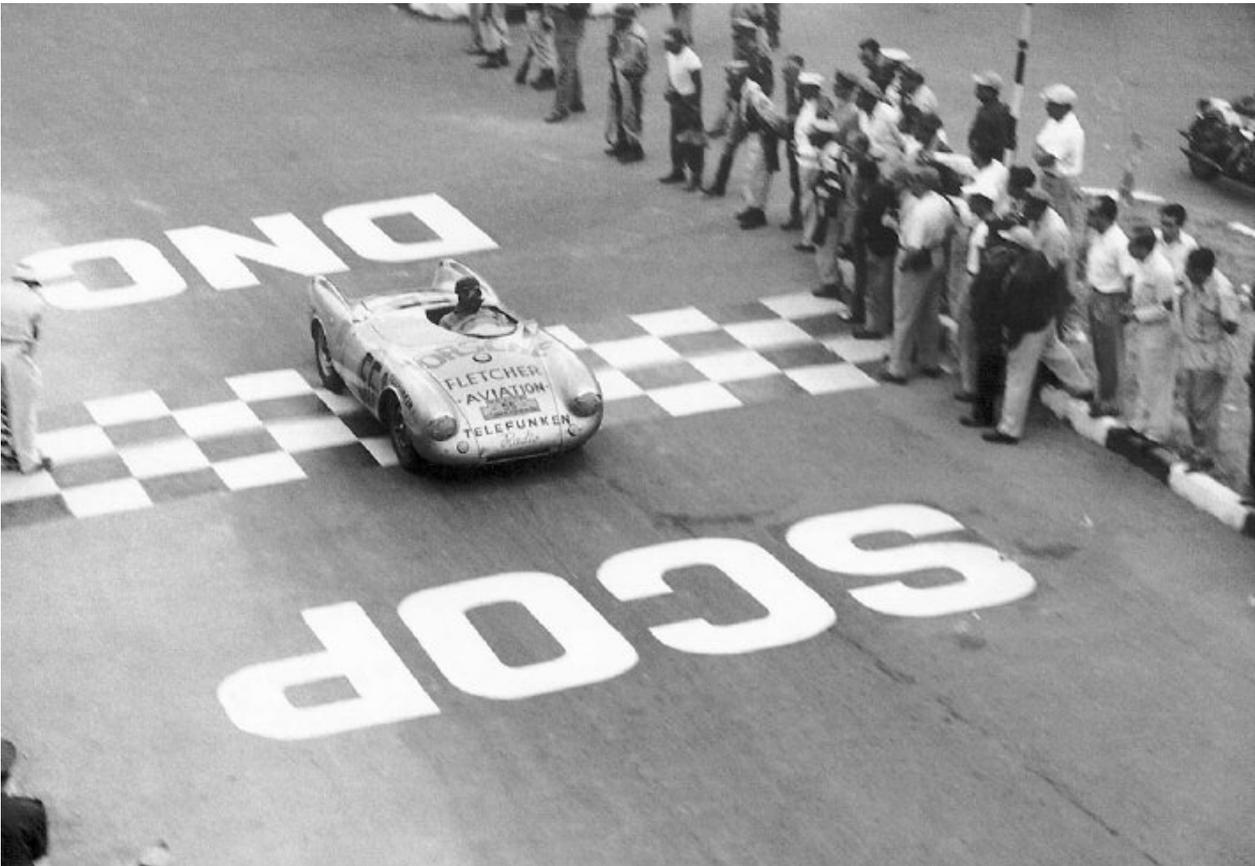
Herrarte and González finished a comfortable first in their racing class, thereby

writing an important chapter in Porsche's history. Their victory was the first ever triumph for the Swabian sports car producer on the entire American continent and laid the foundations for an unprecedented story of success during the subsequent decades.

Thanks to the overall victory of the Formula 1 superstar of the age, Juan-Manuel Fangio, and the participation of all major European racing teams, the Carrera Panamericana had attained such a prestigious reputation across the world that Juhan soon declared its popularity to be almost on a par with Formula 1 events.

It could be that the daunting reputation of this dangerous road race played a role in its attraction. The numerous spectacular and tragic accidents that occurred every year were a hot topic.

The Carrera Panamericana was held for the fifth time in 1954, from the 19th–23rd of November. All the major teams and biggest names of the time competed once again, which meant the race



Right on time: Hans Herrmann crossing the finish line to take third place overall and first place in his class

remained thrilling until the very end. Which driver and which sports car team would prevail on this punishing track and be celebrated as heroes by the spectators?

One of these heroes was a German racing driver who drove a small German sports car. The young Grand Prix driver Hans Herrmann performed impressively in a 550 Spyder. Not only did he take the checkered flag as class winner, he also came in third place overall, demonstrating both his own performance potential and that of his Porsche racing car.

Jaroslav Juhan also participated in the '54 Carrera Panamericana in a Porsche 550 Spyder and showcased the speed and reliability of his vehicle as well as his great talent for driving. He finished only one place behind Herrmann on both counts,

'54

One of these heroes was a German racing driver who drove a small German sports car. The young Grand Prix driver performed impressively in a 550 Spyder. Not only did he come first in his class and third overall, he also demonstrated the performance potential of his Porsche racing car to the entire world of racing:

Hans Herrmann

finishing second in their class and fourth overall.

Herrmann and Juhan's acclaimed double victory was celebrated by the international press as a sensation and spread the name of Porsche across the world like wildfire. And thus ended the story of the Carrera Panamericana – possibly the most adventurous road race of all time.

The event had become too fast and too dangerous. Too many drivers and spectators were involved in serious accidents. The original notion of using the race for effectively promoting the freight highway in the media had become untenable.

The adventure of the Carrera Panamericana was not forgotten, however, and it became a legend, which still lives on.

Porsche still remembers its sporting successes in Mexico and since then has used “Carrera” as a name for some of its vehicle models. The name “Panamera” is also derived from “Carrera Panamericana” and will perpetuate the legend for many years to come.

During this time, Porsche developed strong links with Guatemala, which can still be felt today. For instance, if a visitor to the Porsche Museum identifies themselves as a Guatemalan, Herrarte’s first victory for Porsche on the entire American continent is sure to be mentioned – this victory is still a great honour for us, his countrymen.



In action: Team Lippmann/Espana at the end of a leg in Oaxaca 1953



Active retirement: Team Lippmann/Espana today with their Porsche 356

Carlos Pinelo
Porsche Club Guatemala

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Carrera Panamericana
1950 – 1954

Length: up to 3,500 km

Stages: 8

Participants: up to 218 Teams

Start: 1951–1954 in November

Duration: 5 days

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MICHELIN summer and winter tyres for the Panamera meet the highest safety standards. They also comply with stringent Porsche requirements for driving dynamics, comfort and energy efficiency. This is indicated by the 'N' designation on the tyre wall. The MICHELIN Pilot Alpin PA3 and the MICHELIN Pilot Sport PS2 stand out – and not just because of their extremely high performance. They also help to reduce fuel consumption – and hence also CO₂ emissions. In short: MICHELIN tyres with the 'N' designation and Porsche cars are made for each other. Just like you and your Porsche.

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In summer as in winter, MICHELIN tyres equip the new Porsche Panamera

The MICHELIN Pilot Sport PS2

Super sports tyre for every-day-use

Specifics:

- Optimum handling because of the large, rigid elements on the outer shoulder
- the benchmark for braking distance improvement
- top-performance by multi-compound tread on both wet and dry roads
- tested long-life cycle

Tyres and designations:

front: 255/45 ZR 19 Pilot Sport PS2 N0
rear: 285/40 ZR 19 Pilot Sport PS2 N0

front: 255/40 ZR 20 Pilot Sport PS2 N0
rear: 295/35 ZR 20 Pilot Sport PS2 N0

The MICHELIN Pilot Alpin PA3

The winter tyre for the high-powered vehicles

Specifics:

- High safety on wet roads
- Excellent snow and dry handling
- Very good snow traction

Tyres and designations:

front: 255/45 R 19 Pilot Alpin PA3 N0
rear: 285/40 R 19 Pilot Alpin PA3 N0

04 Reports Porsche Club Guatemala

Porsche Club Guatemala

A Club introduces itself



Porsche Club
Guatemala



Founded in 2000, the Porsche Club Guatemala is currently the largest Porsche Club in Central America, with 45 members, and it is certainly also one of the most active.

2010 – the Club offered a huge range of different activities in their anniversary year. Something was provided to suit everyone's taste: From day trips through particularly attractive areas of Guatemala to driver

training on race tracks, to social events such as wine tasting and "Oktoberfest".

The highlights were doubtless the Porsche Parade and the Christmas track day on the Pedro Cofiño race track, which is dramatically embedded in a volcanic landscape near to the city of Antigua.

Around 20 local and international events are entered in the 2011 Club calendar. The

Club is offering a tour with Porsche Travel Club to central Switzerland, which naturally includes a visit to the Porsche Museum and the Porsche factories in Stuttgart-Zuffenhausen and Leipzig, Germany – sure to be a sensational.

We simply can't wait!

Carlos Pinelo
www.porscheclubguatemala.com.gt



Porsche Club Guatemala: Team spirit and driving pleasure are paramount

04 Reports Porsche Luxemburg

Committed to tradition

Porsche Classic Days in Luxemburg from the 20th – 21st of November 2010

The fascination with Porsche continues: What began 60 years ago with the very first Porsche has reached new heights with the latest models.

This was as good an excuse as any for Porsche Luxemburg to organise the second Porsche Classic Days – this time a two-day event after the positive response in 2008.

With the support of the Luxemburg Porsche Clubs, the Porsche Museum and Porsche Centre Letzebuerg, they exhibited a fascinating portfolio of famous historical Porsche racing cars and almost 30 privately owned Porsche models of many different types and vintages. This impressive exhibition presented the background and roots of the company to hordes of visitors.

The Porsche sports cars on show came from the collections of both Porsche Clubs (Porsche Club Luxemburg and Porsche Classic Club Luxemburg). Almost every model considered historically valuable or particularly rare was present, from Porsche 356 A to Porsche Carrera GT.

The highlights of the show were two particularly exclusive exhibits from the Porsche Museum, which were on show in Porsche Centre Letzebuerg:

Firstly, a legendary Porsche 917 with eye-catching light blue/orange Gulf Racing paint scheme. The Porsche 917 was one of the most successful sports racing cars of the 1970s. Porsche won its first overall victory at the 24-hour Le Mans in 1970 with one of these racing cars. This type is also well-known to fans of racing films, from the film “Le Mans” starring Steve McQueen as the racing driver Michael Delaney.



Colourful history: Six decades of the Porsche legend under one roof

A further sensation was caused by a Porsche 956 C with Classic Rothmans paintwork, built in 1984. The Porsche 956 was considered unbeatable in the 80s. Between 1982 and 1984, this sports car prototype won all titles in the FIA sports car world championships in both driver and team rankings and is considered one of the most successful racing cars ever.

On the weekend of the event, the impressive exhibition of immaculate Porsche treasures at the Porsche Centre showroom drew more than 2,000 visitors who marvelled at the Classic exhibits.

On the evening before the event, the two Porsche Clubs held a small party as a token of thanks for the kind provision of

privately owned collectors' items. Almost 120 Club members took part in this sociable prelude to the 2010 Classic Days and celebrated a successful cooperation between Porsche Luxemburg and Porsche Centre Letzebuerg.

Miriam Eisenmenger
Porsche Luxemburg
www.porsche.lu



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04 Reports Porsche Club Seetal Luzern

40 years of PCSL Celebrating a milestone birthday

Last November, Porsche Club Seetal Luzern was forty years young. This happy occasion was celebrated throughout the entire year culminating in an anniversary gala evening on the 20th of November in honour of the event. Let us take a look back at the history of the Club and the founding year.

On the 7th of November 1970, Porsche Club Seetal Luzern was founded in Baldegg (Luzerner Seetal, Switzerland) by seven Porsche owners. The founders' objective was to encourage camaraderie amongst Porsche drivers, exchange experiences and enjoy each other's company at regular meetings.

In 1980, René Hediger from Neuheim took the wheel as president of the Club. In the same year, the "Gentlemen Trophy" race series was created by the association of Swiss Porsche Clubs. Porsche Club Seetal Luzern underwent rapid growth and the number of members rose continually. Porsche Cup Suisse was founded one year later on the initiative of three Swiss Club presidents, including René Hediger. Members of Porsche Club Seetal Luzern have come top in the annual ranking of Porsche Cup Suisse several times over the years.

The Club's 30th birthday coincided with the turn of the millennium, an occasion which was accordingly celebrated. The highlight of these celebrations was a two-week trip to Spain for a group of twenty Club members. They followed an unforgettable route over the Pyrenees and through the wine-growing area of Navarra in the La Mancha region.

In November 2000, René Hediger stepped down as president after 20 successful years and Esther Friberg became the new Club president.



Porsche Club
Z u g



By popular demand, the vice president Martin Kammerbauer organised a further visit to Spain to celebrate the Club's 35th anniversary. 34 members with 17 Porsches drove for a total of 17 days on a tour through Andalusia to Gordes in Provence.

2010 saw another milestone birthday – this time, the 40th anniversary of the Club. The first anniversary celebration of 2010 took the form of a seven-day trip to Budapest in May for 46 participating Club members. The itinerary included trips to Lake Balaton and Estzergom, a guided tour of Budapest and a cruise along the river Danube. They concluded the holiday with a two-day driver training course on the Hungaroring race track in which 30 drivers participated with great gusto.

The high point of the anniversary year was in mid September, when a total of 55 members went on a six-day trip with the slogan "Factory tour and culinary highlights" to Porsche AG in Stuttgart, Germany.

With the help of Porsche Club Coordination, they visited the Porsche factory and the new Porsche Museum in Zuffenhausen. The second leg took them to Leipzig, where they visited Porsche Leipzig GmbH.

The third and final destination was the Autostadt exhibition in Wolfsburg.



Birthday milestones: Far trips to celebrate the Club anniversary

Porsche Club Seetal Luzern celebrated the conclusion of their anniversary year at the end of November very fittingly with a huge gala evening.

In accordance with the resolution of the general assembly, Porsche Club Seetal Luzern will be renamed Porsche Club Zug starting in 2011.

Esther Friberg
Porsche Club Zug
www.pczug.ch

04 Reports Porsche Diesel Club Europa e.V. / Projekt Porsche Junior e.V.

Schoolchildren, young people and their “Junior”

“Projekt Porsche Junior” has now been running for three years in schools, workshops for the disabled and other social facilities and is becoming increasingly well-known and well-loved.

Projekt Porsche Junior e.V. is a non-profit organisation that has implemented a unique national technology project in collaboration with the Porsche Diesel Club Europa e.V. and with the patronage of Dr. Wolfgang Porsche, using the slogan, “From lethargy to creativity”.

So far, as many as 82 of these training projects have been set up. The objective is for school work groups to restore old Porsche “Schlepper” tractors. 45 groups of schoolchildren have successfully completed the project and turned worn and battered farm machines into lovingly restored Porsche tractors that are almost as good as new.

Working on these projects gives the young people involved a taste of working life whilst they are still at school and it teaches technical knowledge using practical methods. Schoolchildren who have taken part in the project are awarded a certificate once the restoration is complete as official evidence of their diligent collaboration. Their certificates serve as proof

that they have already acquired technical skills before entering the world of work and this will assist them in finding apprenticeship positions later on.

Many participants (more than 2,000 in total so far) have got their careers off to a flying start and found positions at companies that provide vocational training – thanks to the pre-employment training and certification attained from this project.

The Behinderten Werkstätten Berlin (BWB) (Berlin workshops for the disabled) has now run several of these projects and has become something of a centre of excellence. A few of the BWB participants gathered so much experience over the last three years that the BWB workshops found

ded their own “Porsche Diesel Factory”, which now employs almost 30 people with disabilities.

The project patron Dr. Wolfgang Porsche took the opportunity to visit this “Porsche Diesel Factory” at the Berlin workshops for the disabled in person on Friday the 12th of November 2010. Dr Porsche was accompanied by his partner, Prof. Dr. Claudia Hübner, and the managing directors of the Berlin and Potsdam/Brandenburg Porsche Centres, Stephan Blässing and Patrick Henkel.

At the workshop, Porsche tractors are faithfully and expertly restored by enthusiastic young people with disabilities; this teaches them the most important basic principles of automobile mechanics. Working on a real Porsche motivates young people to acquire additional technological knowledge and share it with the group.

Porsche AG no longer produces tractors and has not done so for quite some time. Nevertheless, Dr. Porsche was obviously impressed with the Porsche Diesel Factory and became convinced that Porsche diesel tractors do not only simplify farm work, they are also popular subjects for Projekt Porsche Junior and are ideal for teaching young people important core values such as quality, reliability, perseverance and efficiency.

We would like to thank all the students, teachers and sponsors who provide Projekt Porsche with both moral and practical support. Our thanks also go out to the project patron Dr. Wolfgang Porsche and Porsche AG who made a project of this scale possible.

Harald S. Stegen
Porsche Diesel Club Europa e.V.
www.porsche-diesel-club.de



Patron: Dr. Wolfgang Porsche is delighted by the „diesel factory“



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05 An interview with Dr. Ing. Frank-Steffen Walliser

Based on the questionnaire of Marcel Proust, we put 20 questions to Dr. Ing. Frank-Steffen Walliser, head of the 918 Spyder project.

Where would you like to live?

In a little village in Tuscany with a view of the vineyards. But I am very attached to the Stuttgart region and feel at home here.

What is your idea of perfect happiness?

An evening with my wife surrounded by good friends enjoying good food and an excellent red wine.

Which faults are you most likely to forgive?

When the right motives are hampered by unsatisfactory solutions.

What do you regard as the lowest depth of misery?

The same as most people: War and injustice.

Your favourite historical figure?

The German mathematician Friedrich Johannes Kepler (1571–1630)

Which traits do you most appreciate in a woman?

To be emancipated without seeming emancipated.

Which traits do you most appreciate in a man?

Authenticity without affectation.

Your favourite virtue?

Honestly? My sense of order.

Your favourite pastime?

I have more than one: Driving is high on the list but I am also fascinated by electronics. I also like to cook, though I do it too rarely.

Who or what would you like to be?

I wouldn't really like to be anyone else.

What is the Porsche legend?

The fact that Ferry Porsche's maxim: "In the beginning, I looked around but could not see the car that I had been dreaming of. So I decided to build it myself" is still being put into action today.

What makes a Porsche sports car?

Its perfection, its suitability for day-to-day driving and its performance.

What does the Porsche of the future look like?

That's an easy one: Like a Porsche 918 Spyder, of course. What else?

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

A 993 Carrera 4 in midnight blue with a 285 hp engine – the car in which I spent three days driving through Germany as a student looking for a Ph.D. supervisor.

Your main character trait?

Patiently demanding with a tendency to perfectionism.

Your greatest fault?

My expectation that people will react as I do in certain situations.

Who are your heroes in real life?

Joachim Löw, Reinhold Messner.

What do you despise the most?

Dishonesty and inactivity.

What natural talent would you most like to possess?

Musicality.

Your motto?

Highly demanding objectives can be achieved through active enterprise, development and decision-making – less so through observation, patience and accepting the situation in hand.



Curriculum vitae

Dr. Ing. Frank-Steffen Walliser (l.) with Timo Bernhard

Name: Dr. Ing. Walliser

First name: Frank-Steffen

Date and place of birth: 16th of August 1969, Stuttgart, Germany

Marital status: Married, 2 children (*2002 and *2004)

Porsche AG

11/10–present

Head of project 918 Spyder

08/08–10/10

Head of hardware integration

02/08–07/08

Head of system management for electrics/electronics

04/03–01/08

Head of motor sport strategy

02/00–03/03

Personal assistant to the executive director for research and development (H. Marchart, H. Dürheimer)

10/98–01/00

Head of technology observation and foreign vehicle analysis

04/95–09/98

Student completing internship, diploma and doctorate

08/96–04/99

University of Chemnitz, Professorship in industrial sciences, graduating with honours

10/91–03/96

University studies
University of Stuttgart, machine construction focusing on combustion engines and technology management, awarded with the Arthur-Fischer prize.



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