

# WHITE COLD SPEED SNOW DESIGN



SNOWPROOF: THE **SLEEVELESS VEST** AND **WINTER BOOTS** FROM THE PORSCHE DESIGN SPORT FALL/ WINTER COLLECTION COMBINE STYLE AND FUNCTION.



FEATHERWEIGHTS: THE **JACKET AND VEST** ARE INSULATED WITH 90 PERCENT EIDERDOWN AND 10 PERCENT GOOSE FEATHERS.

*What does driving praxis have to do with winter clothing? A whole lot, as shown in the Porsche driving safety courses above the Arctic Circle. Porsche Design is even using the experience gathered there in its own collection.*

By Charlotte Tiersen  
Photos by Bernhard Huber



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**M**inus 20 degrees Celsius (minus 4°F). Makes you shiver just to think of ice crystals covering the thermometer. Frigid hands turning stiff. Lips turning blue. Triple layers of wool socks. But “it’s really not all that cold,” retorts Jochen Albig, chief instructor at the Porsche Driving Experience. Is he serious? Albig is talking about minus 20 degrees Celsius in Finland; about a place called Ivalo, 300 kilometers (186 miles) north of the Arctic Circle, with a large population of reindeer. He explains the phenomenon of that microclimate: “The humidity there is extremely low, so you don’t feel the cold so much there.” He adds, “In Germany you feel colder at 20 degrees below than up here in the Arctic.”

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The man sounds encouraging. And he certainly knows what he’s talking about: he has been visiting Finland as an instructor for a month or so annually for the past eight years. Porsche has been conducting the Camp4S training version as performance training as well as the Ice Force Master Training at Ivalo since 2009. Albig and his fellow instructors are the experts who choreograph the participants’ ice ballet. The training schedule is remarkable. So is the setting: an artificial lake created especially for Porsche, covering 780 hectares (1,927 acres, or nearly two thousand soccer fields). Room enough to romp around in the snow—on four wheels.

In Finland, distances are long and people are used to that. You travel some miles just to see your next-door neighbor. Never drive anywhere without a mobile phone, something to eat and drink, and warm clothing! It is a matter of survival. Albig has come to know the weather conditions in Finland up close and personal. “Temperatures can change overnight by as much as 20 degrees Celsius. From the melting point to 40 below—it all happens here,” he says. In January, the sun



SHOW US YOUR  
**CURVES!** DRIFTING  
IN THE SNOW IN  
A 911 IS A FUN  
WINTER DISCIPLINE.

appears for just three hours around midday. As spring approaches, it stays light eight minutes longer each day.

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In these far-out conditions you need to be dressed properly. As grandma would say, “With the right kind of clothes, there’s no such thing as bad weather.” It’s best to listen to the experts. That is why Porsche Design and the sporting-goods giant Adidas—joint creators of the luxury brand Porsche Design Sport since 2006—have developed the kind of clothing best suited for driver training on snow and ice, and just as well suited for other winter sports.

“Ice Force has really given us ideas for the new Porsche Design Sport collection,” says Gert Benz, head of Adidas-Porsche Design. Its inspiration: totally cool.

The task was not easy, because merely donning layers on top of layers is impractical, given the frequent changes during these training sessions on slippery surface. The Ice Force training program includes driving with 4-millimeter (0.016-inch) studded tires, a handling parcourse, and mind-blowing snowdrifts. The required swift-reaction rate alone is enough to make you sweat, and freedom of movement is essential. “Our participants need comfortable clothes,” concludes chief instructor Albig. That was ranked as a top priority in the functional specifications for Adidas and Porsche Design. Moreover, these clothes must keep the wearer warm yet be functional and breathable as well as good-looking; indeed, a wide range of requirements to reconcile. But that exactly was the incentive for the designers. The fall/winter collection of Porsche Design Sport comprises more than two hundred items, including the Winter Training Package, inspired by the requirements of Porsche driving events. “What’s special about our collection is the combination of extremely high-performing materials and elegant design,” notes Benz.

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WHAT YOU SEE IS  
WHAT YOU GET:  
**SHORT STOP**  
DURING TRAINING  
ON ICE AND SNOW.

One of these exclusive materials in the winter boots is the special plastic forming the cleats on the soles. These function like spikes, providing grip on the slippery, snow-covered surface. What makes them so special is that they are temperature-sensitive and their hardness automatically varies depending on the surface they bite into. This extraordinary boot ranks among Benz's favorite products in the Winter Training Package. For your footwork in the car, he recommends the Pilot, a comfortable shoe with a specially rounded heel. And the "Extreme Pant" is the Winter Training Package's high-tech trouser to go with the special boots—pants made of Schoeller® fabric, which is based on 3XDRY®, a feel-good technology that makes them water-repellent, breathable, elastic, and wrinkle-free—a superlative fabric for any winter conditions.

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"The collection is perfect for our customers," Albig agrees. "Of course, we instructors spend eight or nine hours outdoors, so we like it a bit on the warm side. And we dress more like we might for survival training in the Himalayas." Because they are spending those hours plodding through the snow while instructing and helping the participants, the trainers tend to apply the onion principle in the way they wear their water-repellent clothes. "Sometimes it makes you feel like the Michelin Man," Albig says and laughs. After all, it's just about what you want to wear.

Naturally you have to eat more with such wintry activities. At these temperatures your metabolism needs more energy to maintain a normal body temperature. To avoid excessive heat loss, a wool cap is mandatory. Because most body heat is lost through the head—especially if it is bare in a snowstorm. At the other end, the instructors' boots are equipped with heatable soles. But to ensure that the participants always feel fresh and fit, Albig recommends turning

off car-seat heating. The temperature recommended for the car interior is about 20 degrees Celsius (68 °F). With that, the optimum conditions have been established for successful winter training. But to make good time on an ice sheet that is about a meter (3.28 feet) in thickness, you first have to acquire the knack of slow driving. A difference of 2 km/h (±1.2 mph) faster or slower can make the difference between success and failure. Albig speaks from experience: "You've got to drive slowly to get there faster. Self-discipline is the greatest challenge."

You can forget about that during the after-hours program—riding dogsleds or snowmobiles. Having fun on the snow is what counts then. The evenings are cozy in the Finnish log cabin. If you're still feeling a little chilled, go to your hotel room and get comfy in your private sauna. Here the temperature may rise to between 80 and 100 degrees Celsius (176 to 212 °F). Or more. A wonderful way to relax. So let winter come! ▲

[www.porsche-design.com](http://www.porsche-design.com)

## 911 CARRERA (TYPE 997)

**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 (4.7\*) sec.  
**Top track speed:** 289 (287\*) km/h (180/178\* mph)  
**CO<sub>2</sub> emissions:** 242 (230\*) g/km  
**Fuel consumption**  
City: 15.5 (14.7\*) l/100 km  
Highway: 7.4 (7.0\*) l/100 km  
Combined: 10.3 (9.8\*) l/100 km

\* with Porsche double-clutch transmission (PDK)

## 911 (TYPE 997)

**CO<sub>2</sub> emissions:** 326 g/km (GT3 RS 4.0) to 242 g/km (Carrera Black Edition)  
**Fuel consumption:** 13.8 l/100 km (GT3 RS 4.0) to 10.3 l/100 km (Carrera Black Edition)



# TURNING POINT

*Slipping up is allowed. But not too often, not even at the new Porsche Sport Driving School venue in Canada, which welcomes you to attend Camp4—a holiday on ice, in a new setting.*

By Matt Bubbers  
Photos by Paul Giamou

**E**ight in the morning, and the world is still peaceful and quiet, albeit a little too cool. We're an hour and a half by car from Montreal, in the province of Quebec. The mood at the palatial Fairmont Tremblant hotel is somewhat tense. The hour of truth has come. We bypass the ski area and head for a test track named Mécaglisle. A snow-and-ice course 2.5 kilometers long (1.5 miles) for the brave; like a bobsled run for four wheels.

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The winter wonderland of the little village Notre-Dame-de-la-Merci serves as a backdrop during the Camp4 Canada Ice Training, where drivers and sports cars, with the Porsche Sport Driving School instructors' support, play the main role. Acting as directors for this performance are the instructors Kai Riemer, John Paul Clinging, Jonathan Urlin, and Franck Kirchoff. One of them assigns the available sports cars to the group of participants. Any questions? This track resembles a miniature version of the Nürburgring North Loop, only snow-covered. This is where the studded winter tires on the Cayman will come in handy.

Then it's time for the mid-engine cars to get moving. John's voice sounds from the radio: "Get on out there! Hit the gas!" That's a laugh. The snow-pupils do their best,

but quite a few spin out when they hit the ice. Even Joe Lawrence, president and CEO of Porsche Cars Canada, is an enthusiastic participant: "It's my debut at Camp4!" With four days in the training camp coming up, it's a good thing that nothing bad can happen on this surface. At most, a skid into a snowdrift.

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Under- and oversteering made easy: the objective here is learning to keep the car in a controlled skid; personally regulated torque, if you will. What looks playful here can be enormously useful for controlling a Porsche on wintry roads. Skidding, sliding, spinning—all the while exploring driving behavior under extreme conditions, as well as the limits of what's feasible. And indeed, after some practice, most of the participants are absolutely ready for winter driving, with or without all-wheel drive. Ambitious learners can try their hand at the Scandinavian Flick, a rally maneuver in which the car is first steered out of the ideal line, and then into a sort of pendulum movement throughout a turn. "This is a magnificent course," remarks chief instructor Kai Riemer, who was flown in from Germany especially for this event. And he too thinks the bottom line is that Camp4 training helps everyone reach the limit, especially their own. So the driver and the Porsche become a bit closer. ▲



**CAYMAN S**  
**Engine:** Six-cylinder boxer mid-engine  
**Displacement:** 3,436 cc  
**Power:** 320 hp (235 kW)  
**Maximum torque:** 370 Nm at 4,750 rpm  
**0-100 km/h:** 5.2 (5.1\*) sec.  
**Top track speed:** 277 (275\*) km/h (172/171\* mph)  
**CO<sub>2</sub> emissions:**  
 230 (221\*) g/km  
**Fuel consumption**  
 City: 14.4 (14.1\*) l/100 km  
 Highway: 7.2 (6.6\*) l/100 km  
 Combined: 9.8 (9.4\*) l/100 km  
 \* with Porsche double-clutch transmission (PDK)



CAMP4 TAKES YOU TO THE LIMIT. THE DRIVER AND THE PORSCHE BECOME CLOSER.



**WINTER TRAINING VENUES OF THE PORSCHE DRIVING EXPERIENCE:**  
 Choose from several winter training sites in Finland (Camp4, Camp4S, Ice Force), Canada, Italy, and Switzerland, which always include a special section on the new 911. For schedules and pricing on the Internet, visit: [www.porsche.com](http://www.porsche.com)