

Editorial

60th year, August/September 2011

Victories That Last the Test of Time

Porsche has won more than fifty 24-hour races, and we are counting only the classics, namely, Le Mans (16 wins), the Nürburgring (11), Daytona (22), and Spa-Francorchamps (6). If we assume an average duration of 100 minutes per Formula One Grand Prix, the length of these endurance contests would amount to around 792 Grand Prix races. Despite that, Porsche still does not have a set routine for the last lap when it is leading a 24-hour race. There is just one rule of thumb: every individual on or connected with the team has to buzz with excitement even more than the racing car itself. This year, at the 24-hour race on the infamous Nordschleife of the Nürburgring,

the car was a 911 GT3 RSR—a high-voltage member of its species. With a lap time of just over eight minutes, its performance commanded a considerable test of nerves and self-control. Dr. Wolfgang Porsche was buzzing—if at all—only imperceptibly. As the chairman of the Porsche supervisory board, son of the sports-car visionary and entrepreneur Ferry Porsche, and a regular guest in the pit since childhood, he knows better than anyone else that his cars can maintain a racing tempo longer than the rest of the world put together. The reasons for this can be read in every leading quality study, including those by J.D. Power and Associates in the United States. After all, Porsche's racing cars are designed and produced in accordance with the same quality criteria as its road cars. And vice versa, of course.



Wishing you much reading pleasure,
Eckhard Eybl