



PORSCHE



Carrying the Porsche genes into the future: Technology pioneer and super sports car, the 918 Spyder

October 2013

Porsche Club

News 4/13

Editorial

Dear Ladies and Gentlemen, Dear Porsche Club Members,

It was just three years ago, Porsche presented the prototype of a new sports car generation to the public at the Geneva Motor Show. Now the Porsche 918 Spyder – the latest in an illustrious line of Porsche super sports cars – had its world debut at the Frankfurt Motor Show.

The Porsche 918 Spyder represents the technological future of the Porsche brand. It bears the genes of the Porsche sports cars of the future, as the technology in the plug-in hybrid 918 Spyder will find its place in the coming generations of the Porsche model ranges. The ground-breaking Porsche hybrid concepts represent the essence of 'Engineered by Porsche' – their efficiency and intelligent synthesis of ultimate performance and responsible use of resources are an good example of 'Porsche Intelligent Performance'.

Its genes come straight from the world of motor racing: the monocoque and all supporting structures are made of carbon fibre, as are most of the components of the body. The main drive of the 918 Spyder is a 608 hp V8 engine derived from the Porsche RS Spyder race car. But the 918 Spyder has not only one engine: As a plug-in Hybrid it comes with two additional electric motors. The hybrid drive, in turn, has benefitted from by the experiences Porsche gained on the track with the 911 GT3 R Hybrid. Just days before its presentation at this year's IAA, the Porsche 918 Spyder proved its racing mettle and posted a lap time of 6:57 on the Nordschleife of the Nürburgring – a new record for a street-legal sports car.

Alongside the Panamera – the first and to-date only series plug-in hybrid in the exclusive luxury saloon segment – the 918 Spyder underscores the Porsche brand's claim to be the technological leader in the

development of sporty high performance hybrid vehicles.

At the IAA, visitors from around the world had their first chance to see the new automotive milestone and technology platform for themselves. The reactions of the new member of the Porsche product family were very positive. We are proud of having created such an extraordinary vehicle. I'm sure that the 918 Spyder, like its legendary predecessors – the Porsche 550 Spyder, the Porsche 959 and the Carrera GT – will quickly find fans on the Club scene and enrich Porsche Club events worldwide with yet another fascinating display of Porsche's technological prowess.

The big events this year were dedicated to the 50th anniversary of that great Porsche icon, the 911. With their special 911 anniversary parades, the Silverstone Classic and the AvD Oldtimer Grand Prix were a success. Worldwide, the festivities for the 911's anniversary are still in full swing and



Dr. Kjell Gruner Marketing Manager

Club events are in the offing on every continent. We wish you a lot of fun at the remaining events!

We are especially happy to welcome our first Porsche Club in mainland China with the Porsche Club Jing. The Chinese market is an important growth market for Porsche. So we are all the more excited that Chinese Porsche enthusiasts will now be establishing lasting contacts with the international Porsche community.

61 years after the founding of the first Porsche Clubs, the global Porsche Club community is in great shape for the future. Thanks to you, Club members.

**Best regards from Stuttgart,
Yours,
Dr. Kjell Gruner**

A note to our contributors

To make sure that your contributions to the Porsche Club News can be published in a proper quality, we ask you to let us have it by E-mail and in the following format. We prefer you to save images in **TIFF format**; otherwise, JPEG format may be used (at a minimum resolution of **300 dpi** and an actual size of at least **13 cm width**, as RGB or CMYK). Make sure that images **do not exhibit pixelation**, and do not save images as indexed colours (Web colour scale). Please attach text contributions as a Word file. We regret that we cannot process Powerpoint presentations or Word files containing embedded images to a printable quality.

Thank you for your support.**Editor:**

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30 YEARS OF TAG TURBO MEZGER'S STROKE OF GENIUS

At the Geneva Motor Show in April 1983, a new Formula 1 engine – TAG Turbo – made by Porsche – is presented to the public.

Developed by Porsche engine-genius Hans Mezger, the V6 with a cylinder angle of 80 degrees is exceptionally compact and light. With all auxiliary systems, it weighs a mere 150 kilograms. Porsche declares the output of the engine destined for the McLaren Team to be approximately 600 hp. Initial tests are conducted in a 956 on the Porsche test track in Weissach; shortly thereafter, the new six-cylinder is on the track in a McLaren chassis – with Porsche engineer Roland Kußmaul at the wheel.

On 28th of August, McLaren driver Niki Lauda drives the engine for the first time in a race in Zandvoort (NED). In just its fourth race – the South African Grand Prix at Kyalami – Lauda is fast enough in his MP4 1/E to challenge the front runner Patrese from the second spot on the grid until an electronics defect puts an end to his pursuit. The engine now puts out roughly 700 hp.

Over the winter, Porsche keeps up the pace of development. In 1984, the McLaren-TAG Porsche gains 12 victories in 16 races and sets a new F1 record. Porsche wins the constructor's championship with an unprecedented points lead.

Closing Dates:

PC News 5/2013: 28/10/2013

Porsche Club News on the web:

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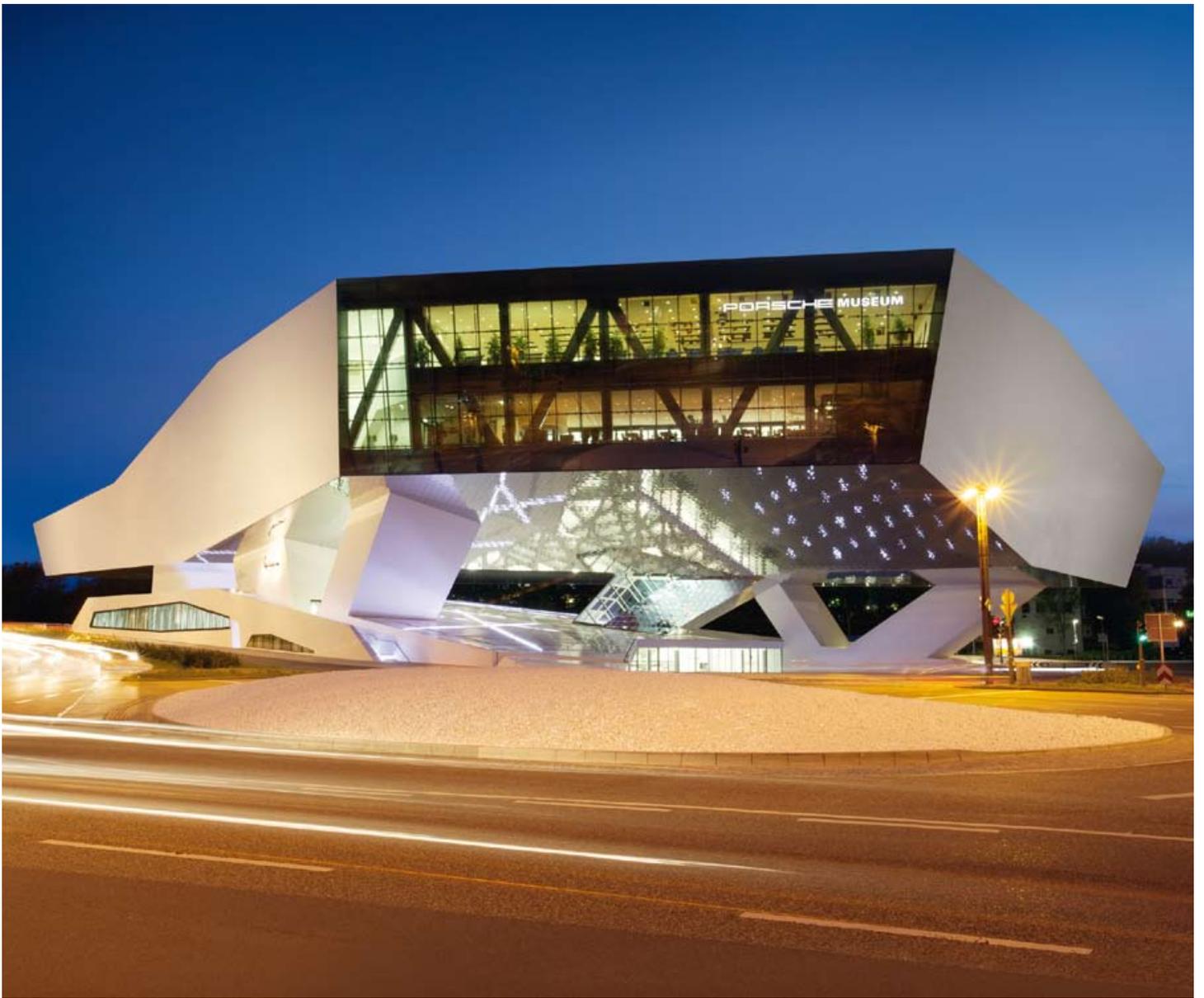
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First test drives with the Porsche LMP1 racing car

The new Porsche LMP1 racing car is currently being put through its paces in test drives on international circuits. Following its successful launch in June on the Porsche test track in Weissach, the prototype sports car – which has been completely redesigned – is working its way through a round of functional tests.

ON YOUR MARKS

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“After 16 years, we once again want to be a works team in the top category with the LMP1 in the 24 Hours of Le Mans in 2014. It is also our aim to contest the entire WEC season.

Porsche’s legacy of success in long-distances races really spurs us on, but also increases the level of expectation placed on us. However, we are happy to rise to this challenge.“

Wolfgang Hatz, Member of the Executive Board Research and Development, Porsche AG



01 News from Porsche AG



Setting a mark: The new Porsche LMP1 racing car is currently being put through test drives.

THE NEW PORSCHE LMP1 RACING CAR IS CURRENTLY BEING PUT THROUGH ITS PACES IN TEST DRIVES ON INTERNATIONAL CIRCUITS.

In the most recent test drives, Neel Jani took to the wheel for the very first time. The former Formula 1 test driver from Switzerland has been part of the pool of regular LMP1 drivers since 1st of July, 2013, and supports Timo Bernhard (Bruchmühlbach-Miesau, Germany) and Romain Dumas (France) with the testing. The fourth driver is Australian Formula 1 driver Mark Webber, who will be bolstering the Porsche LMP1 team from 2014.

Next year, the Porsche LMP1 racing car is set to take to the starting line in the World Endurance Championship (WEC), as well as the 24 Hours of Le Mans. "The current test drives are enabling us to collect huge amounts of vital data; every single kilometre driven is important. However, in order to develop the highly complex LMP1 racing car so that it is fit to compete by the start

of next year's season, many more kilometres of testing are required," highlights Fritz Enzinger, vice president LMP1. "We are pleased with the progress being made with each test."

The new set of rules that apply to the WEC for 2014 are clearly focused on efficiency, and require the use of the latest hybrid drive technology. The aim of the new set of rules for the upcoming season is to significantly reduce fuel consumption in the racing cars taking part. The new Porsche LMP1 therefore needs to boast optimum efficiency while delivering maximum performance. The same applies to the development of Porsche series cars. By following motorsport's lead, the development of each and every future Porsche vehicle can also benefit from these findings.

Porsche has been pursuing this transfer of technology from the field of motorsport since the launch of the 550 Spyder back in 1953. Be it dual ignition, disc brakes, optimised chassis, fixed spoilers, turbo en-

gines, double-clutch transmission or the powerful hybrid drive – all of these forms of technology were initially tested by Porsche in race cars.

"After 16 years, we once again want to be a works team in the top category with the LMP1 in the 24 Hours of Le Mans in 2014. It is also our aim to contest the entire WEC season", says Wolfgang Hatz, Member of the Executive Board Research and Development. "Porsche's legacy of success in long-distances races really spurs us on, but also increases the level of expectation placed on us. However, we are happy to rise to this challenge."

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918 Spyder

**Porsche genes for the future:
The 918 Spyder with high-performance hybrid**

01 News from Porsche AG



The modern springs from tradition: The 'Weissach package' makes the super sports car into a bona fide race car, here with the 'Salzburg' design

The 918 Spyder is the perpetuation of the traditional Porsche genes in a ground-breaking sports car concept.

Designed from the ground up as a high-performance hybrid concept, it commands the superlative qualities of an 887 hp super sports car and the almost-silent motion of an electric vehicle like no other machine on earth.

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Evoking legends: The 918 Spyder with optional 'Weissach package' and 'Martini' décor

One of the 918 Spyder's core messages is: The hybrid drive from Porsche is a win for uncompromising driving dynamics. The idea becomes tangible reality through the unique all-wheel drive concept with the combined power train of the combustion and electric motor on the rear axle and the second electric motor on the front axle.

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Rocket. Future: The pioneering 918 Spyder provides a glimpse of the future of sports cars

FORCEFUL PERFORMANCE: PORSCHE'S TECHNOLOGY PLATFORM OF THE FUTURE, THE 918 SPYDER CELEBRATES ITS WORLD PREMIERE WITH A NEW LAP RECORD OF 6:57 ON THE NÜRBURGRING.

The 918 Spyder brings the Porsche idea to a head: it combines purebred racing technology with exceptional day-to-day usability and maximum performance with minimal consumption. The task given to the development team was the following: build the super sports car for the next decade with a highly efficient and powerful hybrid drive. The completely new development, which literally began with a blank sheet of paper, made it possible to create a concept without compromises. The complete car was built around the hybrid drive.

The 918 Spyder demonstrates the potential of hybrid drive technology to an unprecedented degree: the simultaneous increase of both efficiency and performance without one compromising the other. That's the idea that has made the Porsche 911 the most successful sports car in the world for 50 years. In short: the 918 Spyder bears the gene pool for the Porsche sports cars of the future.

The 918 Spyder shows its racing pedigree from a variety of perspectives. It was de-

The 918 Spyder brings the Porsche idea to a head: It combines purebred racing technology with exceptional day-to-day usability and maximum performance with minimal consumption.

With its world premiere at the IAA 2013, a new chapter in the future of hybrid technology begins. And impressively underscored with a new Nürburgring lap record of 6:57 (see the report on page 21).

signed and developed by Porsche engineers who build race cars in collaboration with series specialists. That means that numerous insights from the development of Porsche race cars for the 24 Hours of Le Mans 2014 flow into the 918 Spyder – and vice versa. The structural concept of the 918 Spyder with a rolling chassis as its basis – i.e. a vehicle base drivable even without a body – is a Porsche racing tradition. The V8 engine concept is taken from the LMP2 race car RS Spyder, and the supporting structures – monocoque and unit carrier – are comprised of carbon fibre-re-

inforced plastic. Porsche has many years of experience with this high-strength lightweight material, and raises the bar once again in developing the 918 Spyder series production.

Hybrid drive technology yields improved driving dynamics

One of the 918 Spyder's core messages is: the hybrid drive from Porsche is a win for uncompromising driving dynamics. The idea becomes tangible reality through the unique all-wheel drive concept with the combined power train of the combustion and electric motor on the rear axle and the second electric motor on the front axle. It is based on insights gained by Porsche while racing with the successful 911 GT3 R Hybrid. Added to this is the advanced 'boost' strategy, which manages the energy resources of the electric drive so intelligently that for every burst of full acceleration, the unlimited total output of the 918 Spyder can be deployed by simply putting the pedal to the medal.

Carbon monocoque guarantees lightweight construction with a low centre of gravity

To achieve its extraordinary driving dynamics, the 918 Spyder draws on technical capabilities taken directly from state-of-the-art racing technology: the entire carbon fibre-reinforced plastic (CFRP) sup-

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Made in Zuffenhausen: The 918 Spyder is built by hand by series specialists in its own shop in Zuffenhausen

porting structure is extremely torsion-resistant. This concept plays a major role in the weight empty of just 1,640 kilograms (Weissach package) – an exceptionally low value for a hybrid vehicle of this performance class.

Chassis with race car genes and rear-axle steering

The multi-link chassis of the Porsche 918 Spyder is derived from race car design, augmented by additional systems such as the PASM variable suspension system and rear-axle steering. Basically, this comprises an electro-mechanical adjustment system on each rear wheel. The adjustment is speed-sensitive and executes steering angles of two to three degrees in each direction. The rear axle can therefore be steered in the same direction or the opposite direction to the front wheels.

At low speeds, the system steers the rear wheels in the opposite direction to the front wheels. At higher speeds, the system steers the rear wheels in the same direction as the front wheels. This significantly increases the stability of the rear end when making rapid lane changes.

Porsche Active Aerodynamic (PAA) for various driving modes

Porsche Active Aerodynamics (PAA), a system of adjustable aerodynamics elements,

ensures extraordinary variable aerodynamics that automatically adjust in three steps between optimal efficiency and maximum downforce in harmony with the operating modes of the hybrid drive. In 'Race' mode, the retractable rear wing assumes an upright position and thus generates downforce on the rear axle. The spoiler, which is positioned in the area of the stall between the two wing supports, also extends. Additionally, the two adjustable air flaps in the underbody in front of the front axle are opened and direct a portion of the air into diffuser ducts in the underbody shell.

In 'Sport' mode, the aerodynamic control system slightly reduces the angle of the rear wing, which enables a higher top speed. The aerodynamic flaps in the underbody close, which reduces the wind resistance further and increases the achievable top speed. In 'E' mode, the control unit switches the focus entirely to low drag, the rear wing and spoiler are retracted and the underbody flaps are closed.

From comfortable to race-ready: five modes for three motors

The core of the 918 Spyder concept is the distribution of drive force to three motors whose interaction is controlled by an intelligent management system. In order to make the best use of these different capa-

bilities, Porsche designers defined a total of 5 operating modes that can be activated via a 'map switch' in the steering wheel, as is common in race cars. On the basis of this pre-selection, the 918 Spyder selects the most suitable operating and boost strategy without driver intervention. 'E-Power': under ideal conditions, the 918 Spyder can drive over 30 kilometres on electric power alone. Even in pure electric mode, the 918 Spyder accelerates from 0 to 100 km/h in less than seven seconds and can reach a top speed of up to 150 km/h. In this mode, the combustion engine is only engaged when needed.

'Hybrid': In Hybrid mode, the electric motors and combustion engine alternate as appropriate to achieve the highest efficiency and lowest fuel consumption. Hybrid mode would typically be used to optimise fuel consumption.

'Sport hybrid': the combustion engine is now always active and assumes the primary drive function. Additionally, the electric motors provide support through the boost function, or when the operating point of the combustion engine can be optimised.

'Race Hybrid' is the mode for the greatest possible performance. The combustion engine is run at full capacity and the elec-

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tric motors are pushed to their maximum power output to enable the greatest possible performance for use on the race track. This increased output is balanced out by the combustion engine charging the battery more powerfully. The driver can thus count on having electric power through multiple extremely fast laps.

'Hot Lap': The 'Hot Lap' button in the middle of the map switch activates the 918 Spyder's last reserves and can only be activated in Race Hybrid mode. Like a qualification mode, the traction battery is pushed to its maximum power output limits for a few fast laps.

Main drive: eight-cylinder from the race car

The primary source of propulsion is the 4.6-litre eight-cylinder engine with 608 hp. The engine is directly derived from the power unit of the successful RS Spyder and thus revs up to 9,150 rpm. Notable of the V8: it no longer has any auxiliary systems, there are no external belt drives; the power unit is accordingly compact.

The result of the weight and performance optimisations is the – extraordinary for a naturally aspirated engine – power output per litre of 132 hp/l, which is the highest power output per litre for any Porsche naturally aspirated engine and substantially higher than that of the Carrera GT (106 hp/l).

Parallel in the drivetrain: hybrid module

The hybrid module connects to the V8 engine; the 918 Spyder, like other current Porsche hybrid models, is designed as a parallel hybrid. The hybrid module essentially consists of a roughly 115-kW electric motor and a separating clutch as the connecting piece to the combustion engine.

As a result of the parallel hybrid configuration, the 918 Spyder can be powered at the rear axle both individually by the combustion engine or electric motor or via both drives jointly. On the front axle there



The dawn of a new era: CEO Matthias Müller presents the 918 Spyder

is another, independent electric motor with an output of over 95 kW.

Lithium-ion battery with plug-in charging system

A lithium-ion battery consisting of 312 individual cells with an energy content of roughly seven kWh stores the electric energy used to power the electric motors. The battery of the 918 Spyder has a performance-orientated design in terms of both power charging and output in order to fulfil the performance requirements of the electric motor.

For charging, Porsche developed a new system with a plug-in charging plug and improved recuperation potential. Through this charging connection in the B-pillar on the passenger's side, the storage unit can be connected directly to a domestic mains power supply and charged. On a 230V power grid, the traction battery can be charged at a socket secured with 10 amperes using the included Porsche Universal Charger (AC) within four hours. Moreover, the Porsche Universal Charger (AC) can be permanently installed in a garage with a charging dock that allows fast and

easy charging in around two hours independent of regional conditions. The optional Porsche rapid charging station (DC) is also available. This enables the 918 Spyder's high-voltage battery to be charged in just under 25 minutes.

Porsche re-defined: a new super sports car for a new decade

The 918 Spyder continues the line of super sports cars in the history of Porsche, the cars that introduced pioneering technology, drove emotions as much as evolution and were the ultimate sports cars of their decades: the Carrera GTS, the first Porsche Turbo, the 959, the 911 GT1, the Carrera GT.

Even more than its predecessors, the 918 Spyder provides a critical impetus for the advancement of the technologies for the vehicle concepts of the future. It coalesces every component of the Porsche DNA in an unprecedented concentration.

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Record time series: The 918 Spyder celebrated its world premiere with a new record – for the fastest lap time for a series vehicle on the Nürburgring

6:57 918 Spyder tops global debut with a Nürburgring lap record

SUPER SPORTSCAR EQUIPPED WITH A HYBRID DRIVE TAKES THE NÜRBURGRING NORDSCHLEIFE IN 6:57 MINUTES

As the first vehicle to boast global road homologation, the Porsche 918 Spyder has conquered the 20.6-kilometre lap around the Nürburgring Nordschleife in less than seven minutes. Achieving a time of exactly six minutes and 57 seconds, the super sportscar equipped with a hybrid drive shaved 14 seconds off the previous record. Wolfgang Hatz, member of the Porsche AG Board of Management in charge of Research and Development, had the following to say: “We promised a great deal with the 918 Spyder, namely to redefine driving pleasure, efficiency and performance. We have kept our word.”

By taking the Nürburgring record, the sportscar is demonstrating the enormous potential that lies in Porsche’s pioneering plug-in hybrid concept, and is underpinning the leading role the company enjoys when



“The lap time on the Nordschleife was and is the hardest currency for a super sports car.”

Project head Dr. Frank Walliser

it comes to developing sporty hybrid vehicles. “The radical hybridisation of the 918 Spyder from the very outset is what made this lap record possible” says Dr. Frank Walliser, head of the 918 Spyder project. “The lap time on the Nordschleife is and remains the toughest measure of a super sportscar. Posting a time of 6:57 minutes, we achieved a result of which everyone in the development team and at Porsche as a whole is rightly proud.”

The record, which was previously held for four years, was even broken during the

first attempt in the test drive on the morning of September 4. All three drivers – Former European Rally Champion Walter Röhrl, Porsche test driver Timo Kluck and Porsche factory driver Marc Lieb – were quicker than the existing record with each lap driving the two 918 Spyder models used, and posted lap times of less than seven minutes on numerous occasions. Ultimately, it was Marc Lieb who posted the absolute best time of 6:57 minutes, driving at an average speed of 179.5 km/h, as measured by Wige Solutions. Marcus Schurig, editor-in-chief of sportscar magazine “sport auto”, was on hand as an objective observer of the record-breaking runs. The two sportscars, which deliver an output of 887 hp (652 kW), were equipped with the optional “Weissach package” to increase the driving dynamics, and lead out on the standard Michelin tyres developed specifically for the 918 Spyder.

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01 News from Porsche AG

3 litre engine with 300 hp: The new Porsche Panamera Diesel

**3 LITRE ENGINE WITH 300 HP:
PORSCHE PANAMERA DIESEL HAS
BECOME EVEN MORE ATTRACTIVE
NEW ENGINE, MORE POWER AND
IMPROVED DYNAMIC PERFORMANCE**

With its completely new 300 hp engine and dynamic performance package, Porsche has made the Panamera Diesel even more attractive just in time for this year's International Motor Show (IAA). The model has once again been kitted out with a six-cylinder V-engine with a displacement of three litres, and the power output has been increased by 50 hp, equivalent to a considerable 20% increase in performance compared to the predecessor model. As a result, the acceleration time has been reduced by eight-tenths of a second, mean-

ing that the new model goes from 0 to 100 km/h in 6.0 seconds, while the top speed has increased to 259 km/h compared to the 244 km/h achieved by the previous model. In addition to the improved power output, dynamic performance has also been optimised: For instance, the Panamera Diesel now features the controlled rear-axle differential lock with Porsche Torque Vectoring Plus (PTV+) as standard for the first time – to date, this feature has been reserved for the petrol engine Gran Turismo models. The transmission and chassis have also been retuned.

The Gran Turismo with the new engine offers an NEDC fuel consumption of 6.4 litres/100 km, which is equivalent to 169 CO₂/km. In addition, gears one to four of

the eight-speed Tiptronic S transmission have been designed with a shorter gear ratio, giving the Gran Turismo an impressively powerful acceleration and sprint capability. This improved agility is also evident in the running-gear set-up: The anti-roll bars on the front and rear axle are slightly more rigid, giving the Panamera Diesel a sportier feel than its predecessor.

The Panamera Diesel with the new engine replaces the current 250 hp variant and will be available on the market from January 2014 onwards. The model costs EUR 85,300 including VAT in Germany.

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Product press



01 News from Porsche AG

Powerful, efficient and wonderfully open – the new 911 Turbo Cabriolet models

THE DYNAMIC RANGE OF THE NEW 911 TURBO MODELS MULTIPLIED BY THE DRIVING PLEASURE OFFERED BY AN OPEN-TOP SPORTS CAR: THIS IS THE SUCCINCT FORMULA BEHIND THE TWO NEW LEADING 911 CABRIOLET MODELS.

Some 50 years after the 911 first made its début and to coincide with the 40th anniversary of the 911 Turbo, the open-top versions of the 911 Turbo and 911 Turbo S are making their global début at the Auto Show in Los Angeles. By adding the two new leading 911 models into the mix, Porsche is doubling its offering of the top-of-the-range models to four versions.

In supplementing the range, the 911 Turbo Cabriolet and 911 Turbo S Cabriolet deliver the same blend of dynamism, performance and efficiency offered by the Coupé model unveiled a few months ago. Expressed in figures: The turbocharged 3.8-litre six-cylinder engine delivers 520 hp (383 kW) in the open-top 911 Turbo and 560 hp (412 kW) in the S model. The cars accelerate from zero to 100 km/h in 3.5 and 3.2 seconds respectively, reaching a top speed of up to 318 km/h. And all this while achieving fuel consumption figures below the ten-litre limit: Both of the new top-of-the-range Cabriolet models rest assured in the New European Driving Cycle (NEDC), boasting figures of 9.9 l/100 km (equivalent to 231 g/km CO₂). When compared against the respective predecessor models, the new vehicles deliver 30 bhp more power and are 0.2 seconds faster in terms of their standard acceleration. They are also up to 15% more efficient.

The driving dynamics offered by the two new top-of-the-range Cabriolet models is something that cannot be expressed in simple figures. Boasting PDK dual-clutch transmission as standard and the new PTM all-wheel drive, as well as featuring rear-axle steering and active aerodynamics, the open-top 911 Turbo models are now also



Top 911 models: Taking the lead in the open Porsche driving experience

establishing the leading Porsche technology in the open-top super sports car segment. While the rear-axle steering has an immensely positive impact on handling for the two new super sports cars, both on the racetrack and during everyday use, the active aerodynamics can be tuned to offer optimum efficiency or driving dynamics at the touch of a button, depending on the driver's wishes.

More than ever before, both of these new top-of-the-range models also make a clear visual statement about their performance. The characteristic, widely flared rear wings of the new 911 Turbo generation are 28 mm wider than those of the 911 Carrera 4 models – a virtually level surface of just over a hand's width extends out from the C-pillar to the outer edge of the vehicle. The impressive effect of this width is accentuated still further when the top is down.

Another eye-catching feature of the 911 Turbo Cabriolet is the exclusive Porsche panel bow top with its lightweight magnesium frame. This innovative technology enables the Coupé-like arch to the roof to be achieved when the top is closed. This arch, which also offers advantages in terms of aerodynamics, is not feasible using con-

ventional construction techniques. As with predecessor models, the roof opens and closes in around 13 seconds, at speeds of up to 50 km/h.

The interior of the new Cabriolet models follows that of the 911 Turbo Coupé. The S-model boasts a particularly extensive range of furnishings, with features including an exclusive interior in Black/Carrera Red and adaptive Sport Seat Plus seats with 18-way adjustment and memory. In addition, the backrest shells of the seats are leather trimmed with double cap seams, and various elements are achieved in a carbon look. As with the predecessor models, the Bose sound system is fitted as standard – and, for the first time, a Burmester system is also available on request. What's more, the radar-controlled adaptive Cruise Control system, camera-based road sign and speed limit recognition function and reversing camera are also available as options.

The new top-of-the-range 911 Cabriolet models will be launched onto the market in December 2013.

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to give it your own personal touch.**

The Porsche Exclusive package for the Cayman.

This Cayman S from Porsche Exclusive has its very own character: yours.

It has been personalized at the factory to your expectations. With Platinum Silver Metallic exterior, painted air vents in the rear side panel, painted rear view mirror base, painted headlight cleaning system cover – and with the 20-inch SportTechno wheels. In brief: the Cayman S Platinum Silver Metallic is your Porsche all the way.



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50 Years of the 911 ICON, RACING CAR, CLUB CAR

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

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

Part 4 of the Porsche Club News special feature on the 911 highlights the centrepiece of the 911: the 6-cylinder flat engine.

Our 5-part series began with a focus on the early days of this sports car icon; the previous issue examined the technical innovations embodied by the Porsche 911. In this issue of Porsche Club News, we will take a close look at the heart and soul of the 911.

The Club world is far more than a lively and committed community; for 50 years, its members have been loyal fans of the Porsche 911. This means that Porsche Club enthusiasts from all over the world are now celebrating the anniversary of "their" icon.

The pictures chosen for this part of the 911's anniversary series were taken at the „50 Years of the Porsche 911“ anniversary celebration during the AvD-Oldtimer-Grand Prix at the Nürburgring.



// Porsche 911 991: Leading the procession



// Richard Attwood's 911: Driver and vehicle – unique and original



// 911 964: Participants in the AvD-Oldtimer-Grand-Prix travelled from as far away as Norway



01 News from Porsche AG 911 Special

50 Years of the 911: Part 4 The engine

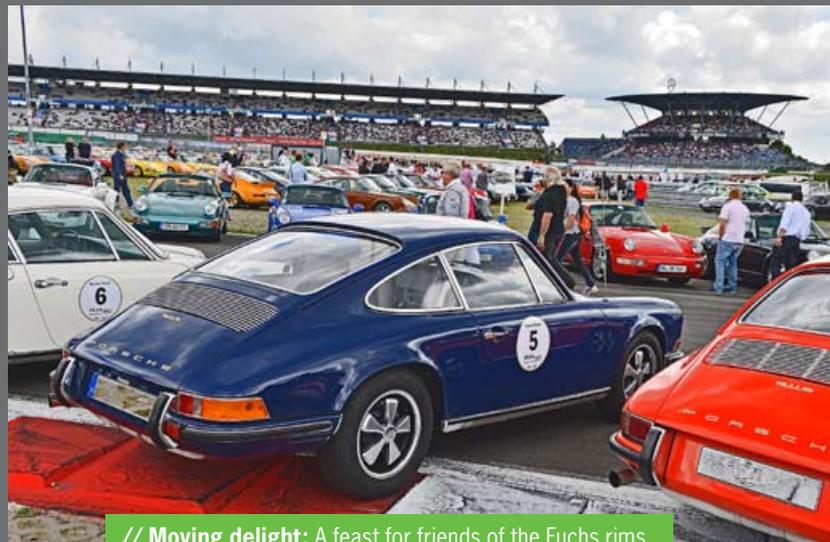
In formulating the design concept for a new engine in the successor to the 356, it was clear from the start that this would be a rear engine. Under the leadership of Ferry Porsche's nephew Ferdinand Piëch, an air-cooled six-cylinder flat engine with an axial blower was produced, as well as – due to the higher rev reserves and much smoother running – one overhead camshaft on each side. The camshafts were chain driven once bevel shafts or toothed belts were no longer used. Planned from the start, the initial specification called for a 2-litre displacement, with a potential for increases up to 2.7 litres. At the time, none of the Porsche technicians could have foreseen that this engine type, in its basic form, would be used until 1998 – or that its displacement would ultimately reach 3.8 litres.

The flat engine was air-cooled up to and including the 993 model series. The engineers then switched over to water cooling – one benefit of doing so was that this enabled them to move into new performance classes. At first, this shift met with scepticism by many enthusiasts; some purists continue to view it as a break with 911 history. Yet in the opinion of automotive experts, the overall 911 package was by no means watered down by the switch to water cooling – the contrary proved true: its importance has increased in every model series since it was first introduced.

The six-cylinder flat engine used in type 901/911 generated an output of 96 kW (130 hp) at 6,100 rpm from a 2-litre displacement. For completeness' sake, the Porsche 912 should be briefly mentioned here as well. Launched together with the 911 in spring 1965, this lower-powered version had a four-cylinder, type 356 engine with a displacement of 1.6 litres and a power output of 66 kW (90 hp).

Featuring simpler appointments than in the 911, the 912 was produced in the Coupé and Targa body styles until summer of 1969.

From model year 1967 on, the power-boosted 911 S featured a power output of 118 kW (160 hp) at 6,600 rpm – and the “normal” 911 was given the model designation 911 L soon afterwards, only to become the 911 E later on. Engineers were especially proud of having achieved this power boost in the 911 S and a power-to-displacement ratio of 80 hp per litre without any reduction in engine life. Starting in 1967, there was also the 911 T with reduced power output (81 kW/110 hp at 5,800 rpm), which was primarily designed as an entry-level model.



// Moving delight: A feast for friends of the Fuchs rims



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Flat-6
50 YEARS
PORSCHE 911

01 News from Porsche AG 911 Special



// A colourful life: Generations of an icon in all the colours of the rainbow

The first vehicles to feature engines with an emissions control system were offered in the US in 1968. Porsche succeeded in meeting US emissions standards – including California's particularly strict regulations – without compromising car performance, and with nearly identical driving comfort. The emissions control system utilised exhaust gas recirculation in the induction manifold and thermal reactors. Porsche was the first company in Europe to install emissions test benches for its development work.

In autumn 1968, Porsche launched mechanical petrol injection. There were new engines for the 911 E and 911 S – the first produced 103 kW (140 hp) at 6,500 rpm,

while the second now boasted 125 kW (170 hp). Both engines were designed with an eye towards further power increases. And from the outset, their emissions characteristics were developed to meet even the most stringent regulations. The six-cylinder flat engine featured sodium-filled outlet valves – this technology from motorsports ensured that the engines were optimised for driving at full throttle.

More engine displacement resulted in more power and torque: this was first increased to 2.2 litres in 1969, then to 2.4 litres two years later. In the 911 S, for example, this initially boosted power to 132 kW (180 hp) and then to 140 kW (190 hp). In 1971, to satisfy increasingly more strin-



gent emissions regulations, the engine's compression ratio was also reduced so that all 911 cars could continue to be driven with regular petrol worldwide. In 1972, the K-Jetronic made its debut, initially in the USA. A new six-cylinder model debuted that year as well: the Carrera RS with a 2.7-litre engine, 154 kW (210 hp) at 6,300 rpm and a torque of 255 Newton metres, coupled with a remarkably low kerb weight of 1,075 kilograms with the standard equipment package. In 1973, all engines were switched over to a 2.7 litre displacement in the G model; at the same time, the use of regular unleaded petrol was enabled – Porsche was proving that sports cars could be eco-friendly as well. In 1974, 111 units of the Carrera RS were built with 3-litre engines as homologation vehicles for the Group 3.

Another legend celebrated its premiere in 1974 as well: Porsche introduced the 911 Turbo, the first production sports car with a turbocharger. The manufacturer had transferred its extensive experience with charged engines from motorsports to series production. Based on the engine of the 911 Carrera RS 3.0, this engine had a power output of 191 kW (260 hp), a torque of 343 Newton metres and accelerated the car to a top speed of over 250 km/h.

By 1976, increasingly stringent emissions regulations had to be met, particularly in the USA, Canada, and Japan. The vehicles destined for these markets were initially equipped with a complex exhaust gas aftertreatment system. Meanwhile, the models 924 and 928 had been launched, and in 1977 the company reduced its 911 line-up to the 911 SC (3-litre displacement,

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132 kW/180 hp) and 911 Turbo models. The Turbo was fitted with an engine with a higher 3.3-litre displacement, which was also equipped with charge-air cooling. The results: a solid 221 kW (300 hp) at 5,500 rpm and a torque of 412 Newton metres.

Porsche assembled the first engines with regulated catalytic converters in 1980. Over the course of their design revisions, they received an oxygen sensor whose signals were processed in a controller and used directly for mixture control. In 1979, the power of the 911 SC was also boosted to 138 kW (188 hp), then one year later to 150 kW (204 hp) at 5,900 rpm.

A new generation of naturally aspirated engines with a displacement of 3.2 litres and digital engine electronics was presented in 1983. All engines were now prepared for regular unleaded petrol; although this fuel was still unavailable in many European countries, it allowed to react flexibly once it was. The engine in the 911 Carrera had a power output of 170 kW (231 hp) at 5,900 rpm, providing a torque of 284 Newton metres (for the USA and Japan: 152 kW/207 hp and 260 Newton metres). There was one disappointment, however: unfortunately, the USA customers had to forego the 911 Turbo for several years, as its engine had not been designed for the use of a catalytic converter. It would return in 1985 with 210 kW (282 hp).

The Carrera 4 made its debut in 1988 with a new engine containing a 3.6-litre displacement, a power output of 184 kW (250 hp) at 4,800 rpm, and provided a



// 911 forever: Treasured relics in endless diversity



torque of 310 Newton metres. Its special features included two spark plugs per combustion chamber, ensuring better combustion. The Carrera 2 that was introduced one year later – replacing the previous 911 with rear-wheel drive and a naturally aspirated engine – also got this engine.

The year 1990 saw a new edition of the 911 Turbo with a new engine. Its features included thermally optimised cylinders and cylinder head seals made of stainless steel. The engine now developed 235 kW (320 hp) at 5,750/min and a torque of 450 Newton metres from the same 3.3 litres of displacement. One year later, there was an extra titbit for motorsports-oriented customers: the 911 Carrera RS, whose

performance-enhanced 3.6 litre engine boasted 191 kW (260 hp). Its most outstanding feature was its lower gross weight of 1,120 kg (with manual gearbox), compared to the 1,350 kg of a Carrera 2. Because the RS was unable to obtain approval in the USA, the RS America was developed for this market, utilising drive technology from the Carrera 2 plus its sport chassis and rear spoiler. In 1992, the Turbo S was launched, which was produced as a limited edition of just 86 units, and featured a 280 kW (381 hp) engine output at 6,000 rpm, while also providing a torque of 490 Newton metres. Its successor followed in 1992: the 911 Turbo 3.6 with 265 kW (360 hp), whose higher power – compared to that of an equivalent naturally aspirated engine – was primarily

01 News from Porsche AG



// Overview: The anniversary event took over much of the Grand Prix



obtained from higher charge pressure and a modified ignition map. Its torque was 520 Newton metres.

In 1993, various modifications were made to the Carrera engine in the newly introduced 993 model series to boost its power to 200 kW (272 hp) while retaining the same engine displacement and compression ratio. These modifications included a torsionally stiffer crank shaft, improved and lighter connecting rods, lighter and further improved pistons, and a die-cast aluminium engine block with nickel-silicon coated running surfaces. For motorsport, a short production run of the 911 GT2 was made; with two turbochargers its

3.6-litre engine could develop 316 kW (450 hp) at 5,750 rpm (street version: 316 kW/430 hp). The Turbo also adopted the biturbo concept; another innovation was the OBD II emissions monitoring system, the first of its kind in the world. Now producing 300 kW (408 hp) of power, the engine was indeed based on the 3.6-litre naturally aspirated engine, but it had been so extensively modified that it was essentially a new design. While the engine, which now had a power output of 300 kW (408 hp), is in fact based on the 3.6 litre naturally aspirated engine, the modifications made to it were so comprehensive that it was considered to be an engine design of its very own. Its features included a different cam-

4 Flat-6 50 YEARS PORSCHE 911

shaft, reinforced connecting rods, extruded and coated pistons, extruded alloy cylinders with surface coating and lengthened intake ports.

In 1997, the 996 model series made a quantum leap in 911 history. It not only got a completely new body, but also a water-cooled flat engine. The engine, with its 3.4-litre displacement, is significantly shorter (by 70 mm) and, above all, flatter (by 120 mm) than its predecessor. It had an output of 221 kW (300 hp) at 6,800 rpm and had a considerably higher revving ability than the previous, naturally aspirated, engine. However, its key design properties remained unchanged: six-cylinder, seven-bearing crankshaft, dry sump lubrication, dual-mass flywheel and a longitudinally split engine housing. Initially only available in the 911 Carrera, one year later the new engine was also offered in the Carrera 4, and the Turbo was also switched over to water cooling. Additionally, the naturally aspirated engine of the GT3 was based on that of the GT1 but developed 265 kW (360 hp) at 7,200 rpm. In 2000, the Turbo had a new engine (309 kW/420 hp at 6,000 rpm, 560 Newton metres) that was derived directly from the GT1. It simultaneously served as the basis for the new GT2 (340 kW/442 hp at 5,700 rpm, 620 Newton metres).

In 2001, the naturally aspirated engines were given a larger displacement, which now totalled 3.6 litres. That was sufficient for a power boost to 235 kW (320 hp) at 6,800 rpm and a torque of 370 Newton metres. The improved biturbo engine in

01 News from Porsche AG

the GT2 now produced 355 kW (483 hp). The GT3 RS, which was launched in 2003 and chiefly intended for motorsports, had a higher power output of 280 kW (381 hp), primarily due to its higher revving capabilities and an adjustable camshaft.

The next generation 911 of the 997 model series appeared in 2004. The 3.6-litre naturally aspirated engine of the Carrera was preserved, while the Carrera S featured a new engine. This engine could now generate 261 kW (355 hp) from a 3.8-litre displacement, at 6,600 rpm and a torque of 400 Nm. The next GT3 (305 kW/415 hp) was also based on the 997 model series; it was presented at the Geneva International Motor Show in March 2006. One year later, the next GT2 appeared, whose biturbo engine produced 390 kW (530 hp) at 6,500 rpm. In 2008, the 911 and 911 S models then received fundamentally new engines with direct petrol injection. At the same engine displacements, they produced 254 kW (345 hp) at 6,800 rpm and 283 kW (385 hp) at 6,500 rpm, respectively. Direct petrol injection allows combustion to be controlled more precisely to correspond to operating conditions, resulting in considerable fuel savings.

“Downsizing” for improved fuel efficiency became a guiding principle for engine designers starting around 2008. Basing the developments on its extensive pool of knowledge, Porsche developed new downsizing technology for the 911 of the 991 model series, which appeared in 2011: for example, the flat engine in the 911 Carrera (257 kW/350 hp at 7,400 rpm, 390 Newton metres) was given a displacement of 3.4 litres instead of the previous 3.6 litres. The Carrera S (294 kW/400 hp at 7,400 rpm, 440 Newton metres) retained its 3.8-litre displacement. Both of these vehicles illustrate how the 991 model series has been re-engineered for maximum fuel efficiency in a total package. With a weight-to-power ratio of 3.5 kg per hp, the new 911 Carrera S is at the top of its segment. In terms of NEDC fuel consumption, the 911 Carrera, with its 8.2 litres to 100 kilometres, and the 911 Carrera S with its 8.7 litres – and both with Doppelkupplung PDK

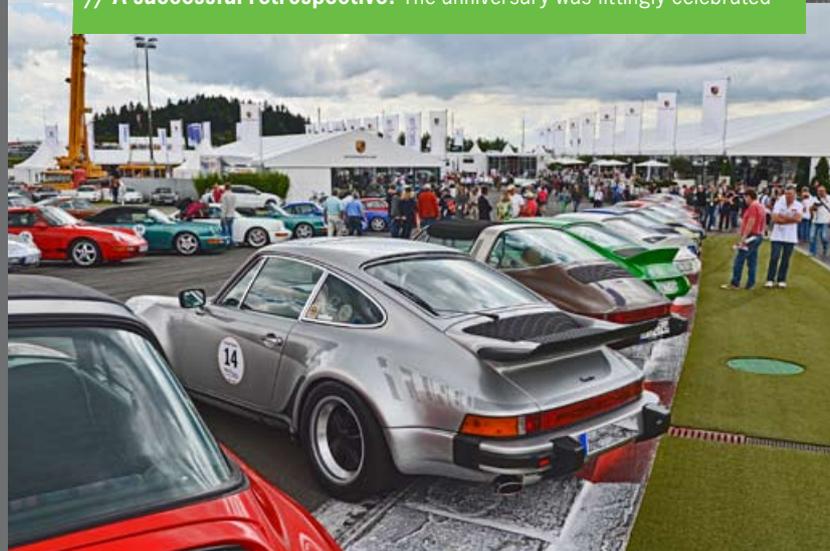
– once again exhibit top values. At the same time, they make an incisive statement about how Porsche consistently makes the engine the heart and soul of a sports car – and, that in 50 years that the history of the 911 spans at Porsche, performance and efficiency were by no means incompatible.

PART 5 IN THE NEXT ISSUE:
The Porsche 911 in motor sports

Porsche Club News
Public relations and press
Porsche Museum



// A successful retrospective: The anniversary was fittingly celebrated





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PORSCHE

02 INFORMATION EXCHANGE



Porsche Parade Europe 26th to 29th of June 2014 Welcome to Luxembourg

International Porsche Club events can look back on a long tradition. Just a few years after the world's first Porsche Club was founded in 1952, the Porsche Club scene quickly established itself as a link between various cultures, and the first international Porsche meetings took place in 1955.

Since 1990, large Porsche gatherings in Europe – modelled on these international Porsche meetings – have adopted the name used in the United States, the 'Porsche Parade'. Held every two years, they are organised by different Porsche Clubs on an alternating basis and take place in different countries. In 2012, the Porsche Parade Europe came to Chantilly. Next year, Porsche Club Luxembourg will have the honour of continuing the Porsche Parade tradition in Europe. **The 2014 Porsche Parade Europe will take place in Luxembourg from 26th to 29th of June 2014.**

Since 1994, the Old Town and historic districts of Luxembourg have enjoyed UNESCO World Heritage status. Characterised by its winding valleys, streams, bridges and majestic architecture, Luxembourg is where mediaeval, classical and modern styles come together as one. With a variety of museums, architectural gems, châteaux and castles at its doorstep, Luxembourg offers an extraordinary selection of fascinating places to visit. Those attending the 2014 Porsche Parade Europe can therefore look forward to a spectacular tourist rally, a comprehensive guided tour of the city and a superb Concours d'Elegance in a historical setting.

Please make a note of the dates and contact Porsche Club Luxembourg in good time to book your place at this very popular event. **From 15th of October 2013, you will be able to sign up using the Porsche Club Luxembourg online registration.**



Porsche Parade Europe 26th to 29th of June 2014 Luxembourg

Additional information:

The Porsche Club's website www.pcl.lu provides **updated registration information** under 'Porsche Parade Europe 2014'. For further information, you can also contact the **Club's President, Marco Fürpass**, directly:

E-mail: mfurpass@pt.lu
Tel.: +35 269 15 30 122

02 Information Exchange

Porsche Winter Driving Experience 2014

Experience driving on snow and ice in Finland

YOU LOVE WINTER SPORTS? AND PORSCHE TOO?

What are you waiting for?! Challenge yourself this winter by taking part in the Porsche Driving Experience and brave the icy and snowy far north of Finland, where temperatures drop to 30 degrees below zero. Improve your driving skills in icy, yet controlled conditions, all under the expert guidance of Porsche Driving Experience instructors. Learn about accurate braking, evasive manoeuvres or controlled drift on specially prepared sections and handling circuits. There are no limits to what you can achieve behind the wheel.

You can complete each of the 4 training levels – Precision, Performance, Master and Special – which build on knowledge attained from the previous level as part of a specially developed winter programme. First-time participants start with **Camp4** Precision training before moving on to **Camp4S**, which centres on performance. The next level, **Ice-Force**, focuses on perfecting your vehicle control at the limit. Finally, the Special **Ice-ForceS** training puts your driving skills to the test in extremely challenging conditions. Various Porsche models are available depending on your training level. The combination of section training and handling circuits as well as the balance between driving theory and practice are adjusted as you progress through the levels.

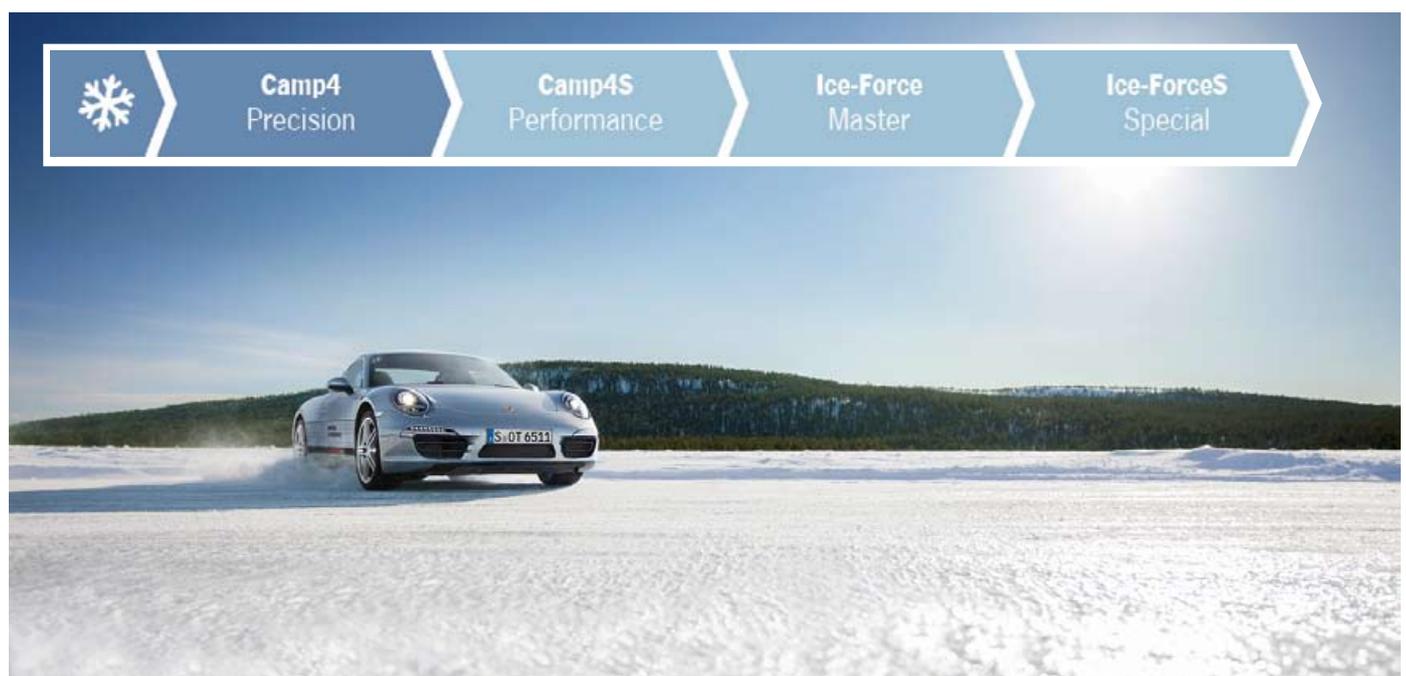
Dates: January to March 2014
Price: From 3,990.00 euros
Locations: Arctic Driving Center, Rovaniemi and the new facility at Porsche Driving Center, Levi

For more information:

please call **+49 (0) 711 911 – 23360**,

visit www.porsche.com/driving-experience-winter

or E-mail: info@porschedrivingexperience.de



Everything under control: The Porsche Driving Experience winter training program

02 Information Exchange

Porsche Tequipment
Accessories for individual design



Well prepared for the winter:
Porsche Tequipment complete winter wheel sets

PORSCHE CARS ARE MEANT FOR THE DRIVING SEASON. SO PRETTY MUCH ALL YEAR ROUND.

are designed primarily for added safety, and they also offer improved performance and everyday practicality.

they conform to the Porsche specification, as indicated by the special Porsche designation (NO, N1, etc.) on the sidewall.

Your Porsche was designed for everyday use, so there is no reason why it should be forced to take shelter in the garage for the winter months. Enjoy uninterrupted driving pleasure in the colder months, and enhance it with the Porsche Tequipment range of accessories.

For us, winter begins with the first snow fall. For summer tyres, however, it begins as soon as temperatures dip below around +7 °C. Below this point, the tyre compound begins to harden and braking distances are increased. This is why we recommend the use of winter wheel and tyre sets from Porsche Tequipment below this temperature. All the winter tyres in this range have been co-developed, tested and approved by Porsche so you can rest assured that

To learn more about the complete Porsche Tequipment product range, see our accessories finder at www.porsche.com/tequipment and in Tequipment catalogues.

20-inch Cayenne SportDesign II complete winter wheel set

These one-piece alloy wheels with 10-spoke design look good at any time of year and, in combination with winter tyres, they provide excellent traction even in the cold season.

Wheel dimension
(rim offset in mm)
FA/RA: 9 J x 20 RO 57

Tyre specification
FA/RA:
275/45 R 20 110V XL M+S



Fuel consumption (combined) and CO₂ emission according to EU5 guidelines
Boxster models 8.8-7.7 l/100km; CO₂ emissions: 206-180 g/km, **Cayman models** 8.8-7.7 l/100km; CO₂ emissions: 206-180 g/km, **911 models** 12.4-8.2 l/100km; CO₂ emissions: 289-194 g/km, **Cayenne models** 11.5-7.2 l/100km; CO₂ emissions: 270-189 g/km, **Panamera models** 10.7-6.4 l/100km; CO₂ emissions: 249-169 g/km

02 Information Exchange

20-inch RS Spyder Design complete winter wheel set

This design takes its cues from the wheels that adorned the successful Porsche RS Spyder race car. The prominent features of these sporty, lightweight forged aluminium wheels are the seven Y-shaped dual-arm spokes and the polished wheel rims. Wheels come with a choice of summer or winter tyres.

Wheel dimension
(rim offset in mm)
FA: 9.5 J x 20 RO 65
RA: 10.5 J x 20 RO 65

Tyre specification
FA: 255/40 R20 101V XL M+S
RA: 285/35 R20 104V XL M+S



20-inch Carrera S complete winter wheel set

The five closed-end, dual-arm spokes of these wheels will accentuate the ultrasporty appearance of your 911, while the winter tyres offer improved traction in cold weather.

Wheel dimension
(rim offset in mm)
FA: 8.5 J x 20 RO 51
RA: 11 J x 20 RO 70

Tyre specification
FA: 245/35 R 20 91V M+S
RA: 295/30 R 20 97V M+S



19-inch Cayman S complete winter wheel set

The classic five-spoke design of these 19-inch wheels lends the character – and looks – of your sports car an extra dynamic edge.

Wheel dimension
FA: 8 J x 19 RO 57
RA: 9.5 J x 19 RO 45

Tyre specification
FA/RA:
FA: 235/40 R 19 92V M+S
RA: 265/40 R 19 98V M+S



19-inch Boxster S complete winter wheel set

The dual five-spoke design of these wheels will accentuate the sporty appearance of your Boxster, while the winter tyres offer improved traction in cold and wet conditions.

Wheel dimension
(rim offset in mm)
FA: 8 J x 19 RO 57
RA: 9.5 J x 19 RO 45

Tyre specification
FA: 235/40 R 19 92V M+S
RA: 265/40 R 19 98V M+S



Fuel consumption (combined) and CO₂ emission according to EU5 guidelines
Boxster models 8.8-7.7 l/100km; CO₂ emissions: 206-180 g/km, **Cayman models** 8.8-7.7 l/100km; CO₂ emissions: 206-180 g/km, **911 models** 12.4-8.2 l/100km; CO₂ emissions: 289-194 g/km, **Cayenne models** 11.5-7.2 l/100km; CO₂ emissions: 270-189 g/km, **Panamera models** 10.7-6.4 l/100km; CO₂ emissions: 249-169 g/km

02 Information Exchange

Porsche Classic Product Highlights

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

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

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

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

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

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

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

Classic Highlight

Porsche Hub Cap The original of the 80s is back!

Porsche Classic has managed to reproduce the hub cap belonging to the so called "Porsche Sonderwunschprogramm (special optional extras range)" in the 80s. The special feature is the embossed and colored Porsche crest. This popular piece in the center of the Fuchs rim is now available in your Porsche Centre.



Made with precision:
The hub cap satisfies the highest quality requirements



peeled off in a predetermined time and angle. Now the high quality of the Porsche Classic hub cap appears, because no peeling or flaking of the surface takes place. Thus, the hub cap is well equipped for the future!

Part number: SOW91103811

For use on:
All vehicles with Fuchs rims with hub cap for internal diameter of 71mm

In this case the wheel cover is cut down to the substrate so that a lattice-shaped pattern arises. Subsequently, a standard adhesive tape is bonded to the grid interface, is pressed and then

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

02 Information Exchange

Porsche Classic New edition of Parts for the Porsche 911

IT'S GOOD TO KNOW THAT THERE ARE GENUINE PARTS FOR SOMETHING AS IRREPLACEABLE AS YOUR PORSCHE 911.

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



Air intake with clearing lamp
This air intake with clearing lamp is intended for use on the Porsche 993 (1994 to 1998).
Left 99363198000 / Right 99363198001
993 (1994–1998)*



Tail lamps
'Made in Germany', the tail lamps for the Porsche 911, Type 964, are now available once again after a long time. Following a complex relocation of production, they are now being manufactured with improved quality based on original drawings and using original tools.

Left 96463190702
Right 96463190802
964 (1989–1994)*

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



Fuel tank, plastic, 85-litre
The 85-litre plastic fuel tank for the 911 Carrera RS 2.7 and 911 (1969 to 1973) is available again. The benefits compared with a steel tank: lower weight and a longer service life. In addition, it is 'Made in Germany' by former production parts suppliers.
91120101013
911 RS, 911 (1969–1973)*



Targa SoftWindow lock
This chrome-plated lock is intended for the SoftWindow Targa roof on the 'F-model' of the 911 and 912 (1967 to 1969).
Left 90156580140
Right 90156580240
911, 912 (1967–1969)*



Black leather sports steering wheel (without airbag)
Almost a Porsche classic in itself, the three-spoke sports steering wheel has a diameter of 36 cm and comes in black leather with an embossed Porsche crest.
968347084008YR
944 (1986–1991)* / 968 (1992–1995)*

02 Information Exchange

Porsche Number Games

It is our pleasure to present you with a special number in every issue of our "number games" feature.

THIS TIME, WE FOCUS ON THE NUMBER: 2/11/1964

2/11/64



ON 2ND OF NOVEMBER 1964, IT WAS DECIDED IN ZUFFENHAUSEN UNDER THE DIRECTION OF FERRY PORSCHE THAT THE PORSCHE 901 WOULD HENCEFORTH BE KNOWN AS THE 911.

This was done for purely practical reasons. Many of the brochures and inscriptions had already been produced. Adding a number to create the double one was an efficient decision typical of Porsche.



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

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Front to back, left to right, top to bottom, inside and out.**

Porsche Service



PORSCHE

03 REPORTS



A Club with history: The Porsche Club Belgium hosted the anniversary meeting in Hasselt and Zolder



Porsche Club Belgium



Third-ever Porsche Club worldwide: Sixty years of loyalty

LOOKING BACK AT THE CLUB'S HISTORY:

After the first two German Porsche Clubs were founded in 1952, it was not long before Porsche's fledgling international fan community started to organise meetings. An international club network was soon established. Founded in 1953, the Porsche Club Belgium became the first such international Club – and the Porsche Club's worldwide success story had now begun.

Sixty years later, the Porsche Club Belgium remains an active Club where its members can share their passion for Porsche cars.



To properly mark this noteworthy occasion within the Porsche Club scene, we organised a celebratory weekend. This took place in the Belgian municipality of Zolder from 27th to 30th of June. The event had something for every Club member: on Friday, we treated attendees to plenty of pure racing action out on the track with 'FUN and SPEED'. The programme on Saturday was more peaceful as it included a tour through Limburg and the Ardennes – a wonderful day out that gave attendees plenty to see. The only way to round off

this relaxing day was to include an equally impressive gala evening with great food, great company, music and dance!

Sunday's Porsche Parade on Zolder's race track brought the weekend to a wonderful conclusion. Afterwards, everyone congregated in the VIP lounge for champagne and lunch.

Special thanks go out to Claudia Schäffner from Porsche Community Management, Frank Van Heyghen, the General Manager at Benelux Bose, Bernard Van Bellingen, the PR & Training Manager at Porsche Import and Marco Fürpass, the President of Porsche Club Luxembourg, for joining us at this event.

Bob Delbecque
Porsche Club Belgium



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

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

Porsche Classic.

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

Part number: SOW91103811.



PORSCHE



03 Reports Porsche Club Great Britain – Silverstone Classic

WE DID IT – THE RECORD-BREAKING PARADE

911 x 911 – Record-breaking parade at Silverstone

03 Reports Porsche Club Great Britain – Silverstone Classic



911s as far as the eye can see:

1,208 Porsche 911s took over the race track at Silverstone

From 26th to 28th of July, the 23rd Silverstone Classic took place at the famous Northamptonshire track. Every year, this notable classic car festival attracts more than 1,000 actively competing classic racing cars and racing drivers as well as an additional 7,000 cars and their owners. The show laid on by the Porsche Club Great Britain this year was particularly special. As well as holding its annual national event during the Silverstone Classic, the Club also celebrated the 50th anniversary of the iconic Porsche 911 by making an amazing world record attempt: parading 911 cars on the Silverstone race track.

After more and more Club members from all four corners of the globe caught wind of this unique proposal, an incredible 1,208 Porsche 911s ended up making their way to Silverstone. There was even a contingent of Porsche enthusiasts from Hong Kong who brought their Porsche 911 Club Coupes over to the UK.

Porsche Community Management would like to thank the Porsche Club Great Britain for its unique idea and its perfect organisation. Thanks also go out to all those that took part with their Porsche 911s.

We did it!

Record broken at Silverstone Classic as 1,208 911s take to the track

By Nick Hine, President of the Porsche Club Great Britain

On behalf of Porsche Club Great Britain, it was a great privilege to welcome all Porsche owners and all Porsche models to our National Event at Silverstone Classic 2013.

In 2013, the 911's 50th year, it was a fitting tribute that Porsche Club Great Britain set a new world record with its 911 x 911s Celebratory Parade on Sunday July

28, 2013. We always knew that a parade of 911 Porsche 911s on the Silverstone Grand Prix circuit was going to be an ambitious benchmark to achieve – so to have done so by such a significant margin, (1,208), is testament to the Club's passion for all things Porsche.

To have Mark Porsche – the son of Ferdinand Alexander 'Butzi' Porsche, (the 911's creator) – on the front grid alongside Derek Bell MBE, David Piper, Richard Attwood and John Fitzpatrick was an amazing privilege.

It was a particular honour to welcome Mark to our Club's three-day 911 celebration. The 911's final shape being the work of Butzi, the result of which Ferry Porsche later said: "The 911 stamped the unmistakable character of the Porsche sports car."

The PCGB Members' Enclosure was open to all Porsche owners, with friends, both old and new, enjoying the camaraderie.

03 Reports Porsche Club Great Britain – Silverstone Classic



We are Porsche family:

Mark Porsche (left picture) was amongst the attendees of this event alongside other famous Porsche Club members and former racing drivers

Many new Members were also signed-up and the Club Shop took an all-time record in sales.

While the behind-the-scenes work of many hundreds of Members brought the Club stand together for the Silverstone weekend, particular recognition must go to the Cornbury House team: in particular to Narder Webb, Jen Doran, Jade van Rensburg and Karen Pettigrew. In doing so, I must make special mention of PCGB's Vice Chairman Peter Bull, who was the quiet mastermind behind the Club's presence – the journey I know was long and tiring at times, but the ride was definitely worth it, Peter.

Particular thanks should also go to our event sponsors: Porsche AG and Porsche Great Britain, Pirelli, EFG International, Lockton, Hine Marketing, Scenic Car Tours, Airflow, Meguiars, Champagne Pommery, Porsche Centre Hatfield and Porsche Centre Silverstone.

Notwithstanding, I am genuinely humbled that Porsche Club Great Britain's endeavours have been enjoyed and appreciated by so many people worldwide. 50 years on, to the present day, and the 911 still maintains all of its original design cues. Form following function is at the heart of every 911's DNA. Half a century later and the 911 is also still making headlines – the

Porsche 911 legend, still very much alive and roaring.

To have raised the 10,000 Pounds target for Porsche Club Great Britain's charity, Hope For Tomorrow, is also a fitting tribute.

I hope that Porsche Club Great Britain delivered a fitting tribute to the legend that is the 911.

Nick Hine
Club President
Porsche Club Great Britain

PART OF THE FASCINATION

PORSCHE CLUB JING — THE FIRST PORSCHE CLUB IN MAINLAND CHINA



03 Reports Porsche Club Jing



Doing circuits together:

The "Fascination Porsche" event is the season highlight for the Porsche Club Jing

THIS YEAR'S *Fascination Porsche* in Beijing represents a very significant milestone: an event at which the most loyal and passionate Porsche fans in China can feel at home. An event at which everyone who wants to share their enthusiasm for Porsche performance, high-class workmanship and engineering skills can meet.

On 28th of June 2013, the 36 members of the Porsche Club Jing took a day off work to meet at the Goldenport Circuit in Beijing. Together, they marked the first official Club meeting with a Porsche Parade. Club members could be seen strolling on the paddock between the vehicles and admiring each other's cars, absorbed in Porsche-related conversations. In short, they shared their common passion for the Porsche brand.

Porsche Club Jing is the first of its kind in mainland China, and the meeting at "Fascination Porsche" is a milestone for Porsche in China. It also shows a change in Chinese Porsche customers – ownership of a Porsche is now accompanied by the desire to be part of a bigger entity, the worldwide Porsche Club scene.

Porsche owners in China value the fact that there are numerous other like-minded enthusiasts and Club members worldwide who are connected by the unique experi-



ence of driving a Porsche. And Porsche Clubs are the platforms for this global passion. They provide real-life Porsche enthusiasm with a way to go beyond borders – a meeting place for all fans of the brand, all around the world.

As Porsche Clubs in China are managed by Porsche dealers, they of course benefit greatly from customer promotions and are closely connected to customer service. As a result, events and promotions can be planned specifically for the Club. This gives the Clubs in China close, direct contact with the Porsche brand – they experience the brand up close and authentically.

Chinese Club members quickly realise how much of an advantage it is to be a mem-

ber of a Porsche Club. As well as the opportunity to meet other Porsche fans, Club members can experience the history of the Porsche brand first hand. They can participate in tailor-made driving events and are always up to date with the latest Porsche news. Other benefits include special rates for the Porsche Carrera Cup Asia VIP package, preferential terms for special new Porsche models, and an end of year sale for Porsche Driver's Selection items. However, the most exciting advantage is a communal event during the Porsche Carrera Cup Asia final.

The founding of the Porsche Club Jing means that Porsche fans in China now have the opportunity to be part of the global Porsche Club movement. Not only do they have the opportunity to cultivate their common passion, but also to link up with like-minded Porsche enthusiasts beyond national borders.

So congratulations to the Porsche Club Jing! This Porsche Club is the first step towards the founding of further Porsche Clubs in China and thereby the consolidation of the Porsche brand in China and the establishment of a new platform for Chinese Porsche enthusiasts to enjoy their passion for Porsche cars together.

Porsche Community Management

03 Reports AvD-Oldtimer-Grand-Prix



The 911 era:

The start ramp and the Porsche parade on the Nürburgring circuit were new

AvD-Oldtimer-Grand-Prix 2014 The Porsche 911 Grand Prix

THE AVD-OLDTIMER-GRAND-PRIX WAS HELD AT THE NÜRBURGRING FOR THE 41ST TIME. This year, over 60,000 visitors from all over the world made the pilgrimage to the 'OGP', where they enjoyed the show under ideal weather conditions. Nowhere else can spectators enjoy racing cars from all generations and classes at full speed. One of the largest events in historic motorsport, it attracted more than 900 drivers and vehicles to the legendary Nürburgring again this year.

Porsche Classic holds a particularly special event for Porsche fans and customers every year. As in previous years, in a separate exhibition tent Porsche presented the comprehensive range of classic original parts and the service portfolio of the Porsche Classic Workshop with respect to restoring, maintaining and repairing classic Porsche cars – this year's focus was on the Porsche 911 and its 50th anniversary.

No other sports car can look back on such a long tradition and continuity. Since 1963, when it made its debut at the Frankfurt IAA as the 901, the 911 has been built over 820,000 times – thus far. Just as it did then, it represents the perfect symbiosis of sportiness and day-to-day usability. Each of the now seven generations has re-defined the 911 concept whilst simultaneously retaining its unique character.

Great variety and diverse uses of the Porsche 911 could clearly be seen in the Porsche area: there was a Porsche 911 for every purpose. Ferry Porsche described the extensive properties of the 911 nicely: "The 911 is the only car you can drive from an African safari to Le Mans, to the theatre and then on the streets of New York."

A highlight of the Porsche Classic 911 celebrations was the anniversary parade, in

which 50 selected cars – from the early 911 to the 911 991 50 year anniversary edition – were allowed to do laps of honour on the Grand Prix course. At the start of the parade, participants and spectators had the chance to enjoy a new feature of the Nürburgring.

This year, there was a drive-on stage, on which host Walter Zipser presented the parade participants and their vehicles before the start. Those who managed to get a spot on the Porsche hospitality tent's sun terrace had the best view over the parade participants and their cars. Unforgettable moments for all the participants and spectators.

In addition to stunning cars, there was also the chance to meet many familiar faces and have a good chat in top-class Porsche hospitality as usual. The 'Anniversary Car Park', which was reserved by

03 Reports AvD-Oldtimer-Grand-Prix



A treat for the eyes and the palate:

Porsche Exclusive scored well with its offerings; the VIP area with culinary highlights

Porsche, was 14,000 square metres large in total. Throughout the entire area, Club members from all over the world could be found.

The Porsche Classic exhibition tent contained not only participant vehicles, but also some special treasures for the visitors: the Porsche Museum was represented by two 911 studies, a 1987 911 Carrera Speedster and the 1984 911 'Aerodynamic world record' which – with its then sensational cd value of 0.27 – was the inspiration for the subsequent 911 model series 964. The legendary 1965 911 Monte Carlo Rally car came from the Classic workshop. More than a year after the 911 was launched, the Porsche 911 2.0 experienced a baptism of fire in motorsport and proved right from the start that it had the qualities of a racing car. Herbert Linge and Peter Falk brought it in at a respectable fifth place overall. In adverse weather conditions, only 22 of the 237 vehicles that started the race in January 1965 made it to the finish. The recently

started restoration of this extraordinary vehicle is a particularly honourable task for the Porsche Classic specialists. Another gem in the exhibition tent was the ruby red Porsche 911 2.0. Built in 1964, its complete restoration will be completed by Porsche Classic at the end of the year.

The Porsche Classic experts were on hand with help and advice for the visitors. As well as information about the availability of original replacement parts for the Porsche classics, insider tips were given on how to preserve and correctly maintain the historic vehicles. Numerous original parts and accessories from the Classic range were also presented. In this way, Porsche Classic made it clear that preserving classic sports car treasures has never been given such intensive care as it is now.

Porsche also had another highlight on offer at the OGP this year: to commemorate the record drive 30 years ago by racing driver Stefan Bellof in the Porsche 956, his then co-driver completed demo

laps on the Nordschleife in the original vehicle. In 1983, in a 956.007 in training for the 1,000-kilometre race, Bellof drove the fastest lap of the Nordschleife to date – a sensational 6:11.13 minutes, with an average speed of over 200 km/h. Moreover, spectators had the chance to be present at the inauguration of a section of the track on the time-honoured Nordschleife. The section formerly known as 'Pflanzgarten 2' was renamed 'Stefan Bellof S'.

As Porsche's guest of honour, Derek Bell was available for autograph signing and interviews on Saturday. He was also the one who drew the happy winners out of the hat during the evening tombola in the Porsche VIP hospitality tent. The places in the Porsche VIP hospitality area were much in demand once again this year. The tickets for this area with its own stand at the race track were sold out very quickly.

Around 1,000 guests travelled here from all over Europe with well over 500 Porsche vehicles of all types. This included 500

03 Reports AvD-Oldtimer-Grand-Prix



**As far as the eye can see – and beyond:
There was a stunning view of the colourful
goings-on from the enclosure.**



03 Reports AvD-Oldtimer-Grand-Prix



Group of experts:

The European representatives of the Classic Clubs met for their 'Classic Round Table' workshop on the sidelines of the AvD-Oldtimer-Grand-Prix

Club members, who enjoyed the VIP tickets offered by Porsche Community Management at reduced rates. This exclusive offer, very welcomed by Club members worldwide, will be available again in 2014. Porsche Community Management, which oversees the Porsche Clubs and Porsche Classic Clubs worldwide, was also available around the clock for the duration of the event to advise and support the international Club members and parade participants who had travelled to the event.

Porsche Exclusive & Tequipment were also there with their own exhibition tent. Here, Porsche Exclusive & Tequipment customer advisers provided information about the numerous customisation options available from the factory and the accessories for the subsequent refinement, enhancement and maintenance of Porsche vehicles. This was all topped off with Porsche Deutschland and the event truck from Porsche Driver's Selection by Porsche Design. A

large selection of the current Porsche accessories awaited the visitors there.

For European representatives of the Porsche Classic Clubs, the Classic Round Table, which traditionally takes place during the AvD-Oldtimer-Grand-Prix, is an important event. Held by Porsche Community Management on the first afternoon and evening of the OGP, the agenda covers topics that are important to the Classic Clubs. The workshop lasted several hours and covered current Porsche Classic Club topics, the strategic orientation of the Classic Club scene and new projects that are in the planning stages, including an international 911 event for classic models and the upcoming 356 event in Estoril.

Valentin Schäfer, the contact from Michelin, provided information on the topic of 'Tyres for classic cars'. After the workshop, it was time for dinner together and the pleasant discovery that the represent-

atives of the Porsche Classic Clubs from eleven different countries in fact all speak the same language: Porsche.

Year after year, the AvD-Oldtimer-Grand-Prix provides a forum in which long-standing friends and acquaintances meet in order to be reunited in this unique setting.

Porsche Community Management would like to thank the colleagues who were responsible on site and the fans of our brand, who enriched the 41st AvD-Oldtimer-Grand-Prix. We'll see you again next year at the Nürburgring.

Benjamin Marjanac
Porsche Community Management

03 Reports Porsche Club Danmark

Copenhagen Historic Grand Prix

THE PORSCHE CLUB DANMARK CELEBRATED THE ANNIVERSARY OF THE ICONIC PORSCHE 911 WITH A PARADE AS PART OF THE COPENHAGEN HISTORIC GRAND PRIX. CLUB PRESIDENT FLEMMING KARGH REPORTS.

DEAR PORSCHE FRIENDS! We all share an enthusiasm and passion for Porsche cars. Many of us love the Porsche 911 in particular. 2013 is the year to congratulate the Porsche icon around the world, as it turned 50. For this reason, I suggested to our Club members a while ago that we celebrate the 50th anniversary of Porsche 911 together in style as part of the “Co-

penhagen Historic Grand Prix” on 3rd and 4th of August 2013.

Denmark is a small Scandinavian country (compared to its neighbours) in northern Europe, with 5.6 million inhabitants. The Porsche Club Danmark – the world’s 35th Porsche Club – was founded in 1971. I myself have been a member since 1978. Until



03 Reports Porsche Club Danmark



In action:

Claudia Schäffner representing the Porsche Community Management



the late 1990s, our Porsche Club had between 50 and 100 members. Since the start of the new millennium, our membership has grown to approximately 600 – and that number is still growing.

In 1996, Copenhagen was selected as a 'European Capital of Culture', and in the same year, the 'Copenhagen Historic Grand Prix' was held for the first time. The event is one of the most beautiful road races in Europe and takes place annually on the first weekend in August, on public roads right in the centre of Copenhagen. We are especially proud of the patron of the event, His Highness Prince Joachim, and the event ambassadors Jackie Oliver and Tom Kristensen.

Porsche Club Danmark's exhibition area was located in the middle of the Copenhagen park, surrounded by the race track. Our members showcased over 60 Porsche 911 models from every generation around the event tent – including a successful participant vehicle from Le Mans 2005/2006. On both event days, we drove laps together in our vehicles on the 2.6 km track in front of over 27,000 spectators – an unforgettable experience right in the heart of Copenhagen.

Porsche Sound on Copenhagen's roads: Porsche Club Danmark celebrated the anniversary of the Porsche icon with a parade of 60 Porsche 911s from every generation

Participants and Club members enjoyed their breakfast and lunch together in our Club tent – with a superb view of the Porsche 911 vehicles parked around the tent. On the Saturday evening, over 120 members were guests at our dinner party. These included guests from the Porsche Club Sverige and the Porsche Club Norge, as well as guests from California who had travelled over to enrich our Porsche family event.

One of the races in the supporting programme is particularly popular with the participants: two drivers – an amateur and a professional – share the same vehicle, and then swap in the heat of the battle, each giving it everything they've got. No prizes for guessing which model by which brand won at the end of the race!

I am grateful for and proud of the help from the Porsche Club Danmark Club members and the support from Claudia Schäffner from the Porsche Community Management. The event was a great success and we received nothing but positive feedback during and after the event. The result was that Claudia's answer to my question of what we should do next year was: "We'll do the next event and call it the 51st anniversary of the Porsche 911. Why not?"

Porsche 911 forever!

Dear Porsche friends – keep your spirits high!

Flemming Kargh



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Current schedule:



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PORSCHE

03 Reports Porsche Club Slovenija / Porsche Club Croatia



A good line-up:

The participants and their vehicles in front of the Park Plaza Histria hotel in Pula and on the church square in Umag (right)

Alpe Adria Porsche Clubs Tour from the 24th to 26th of May 2013

On a journey of discovery

DID YOU KNOW that Slovenia has the third highest afforestation after Finland and Sweden? Or that the stalactite caves in Postojna are approximately 0.9 million years old and listed as a World Heritage Site? Or that numerous celebrities, including Sophia Loren, Liz Taylor and Willy Brandt enjoyed visiting the Brijuni Islands, which are now accessible to tourists as a 3,395-hectare national park? Or that Umag is one of the oldest towns in Croatia?

How can you have the pleasure of experiencing all this as a Porsche driver? By following the presidents of the Porsche Club Slovenija, Prof. Rasto Ovin and the Porsche Club Croatia, Prof. Nenad Durivic on the 'Alpe Adria Porsche Clubs Tour'.

Over 120 Club members with 60 vehicles accepted the invitation from the two Porsche Clubs at the end of May and enjoyed the incredibly beautiful nature in the two

countries from the driver's seat of their Porsches.

The idea behind this journey of discovery is the planned Porsche Parade Europe 2016 – which has been voted for by every European Porsche Club President and which will be organised by two Porsche Clubs in two nations: Croatia and Slovenia.

The meeting and starting point was in picturesque **Bled**, now a popular holiday destination thanks to the lake and its castle. The participants travelled by motorway or road tour to the stalactite caves in **Postojna** the next day.

03 Reports **Porsche Club Slovenija / Porsche Club Croatia**



The people behind it all:

The president of Porsche Club Croatia, Prof. Nenad Durovic and his team (left), Prof. Nenad Durovic from Porsche Club Croatia with Claudia Schäffner from Porsche AG and Prof. Rasto Ovin, Porsche Club Slovenija (right)

After the next stage, the destination was Pula – a region that can look back on 7,000 years of history – and its amphitheatre, built by the Romans and with capacity for 23,000 people.

The Brijuni Islands were also a destination on this Alpe Adria Porsche Club Tour excursion; they are now a conservation area and can only be reached by ferry. Celebrities from all over the world have already been there and enjoyed getting away from everyday life.

The last highlight was the line-up of all the Porsches on the church square in **Umag**, one of Croatia's oldest towns.

**All clear!
Bring on the Porsche Parade Europe 2016 in Slovenia and Croatia.**



The finale of this event was topped off by the friendly offer to spend a coffee break aboard a privately owned classic wooden yacht.

The dress rehearsal for the Porsche Parade Europe 2016 was extremely successful. We are already looking forward to once-in-a-lifetime experiences in the hospitable atmosphere of Slovenia and Croatia.

Claudia Schäffner
Porsche Community Management



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For more information, please visit www.porsche.com.

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