



PORSCHE



December 2010

Porsche Club

News 5/10

Editorial

**Dear Porsche Club members
and Porsche enthusiasts,**



Dr. Kjell Gruner

Only a few weeks ago, I took over responsibility for Corporate Marketing at Porsche AG. This role will involve a significant degree of contact with some very special brand ambassadors – the Porsche Clubs – something I am looking forward to immensely. The various reports I have seen so far, concerning a range of Porsche Club activities, have given me an insight into this huge, global Porsche Club family.

I must say I am impressed by the long-term brand loyalty and sustained volunteer work of Porsche Club members in the name of our brand. I am convinced that the excellent reputation that Porsche enjoys across the world is partly thanks to the positive and tailored contribution that has been made by Porsche Clubs around the globe for almost 60 years. So before we start, I would like to thank you all warmly.

First of all, I would like to take this opportunity to introduce myself. I am sure that we will meet in person at some stage at one of the many Porsche Club events.

I am not unknown within the Porsche company. My last position was at a car manufacturer in Stuttgart, where I was in charge of product strategy projects for six years. Before that, I was lucky enough to be actively involved in the Porsche working environment between 1999 and 2004 managing marketing planning and strategic development.

I remember those exciting times fondly. We conceived the names “Cayman” and “Panamera” and planned Panamera, the fourth Porsche series. These vehicles are now firmly established with Porsche drivers and Porsche Club members.

Porsche Club members’ love of Porsche emphasises the fact that Porsche sports cars are not just cars; they are a part of the Porsche legend that we are spreading further every day.

The “peaceful time” has begun, as we in Germany call the weeks around Christmas, and people are preparing for the end of the year. However, at Porsche things are still far from quiet.

We were present at the Los Angeles Auto Show, where we unveiled one world premiere and two US premieres. The new Porsche Cayman R was in the spotlight, a derivative of the Porsche Cayman S designed purely with the driving dynamic in mind. It is 55 kg lighter and is 10 HP more powerful than the Cayman S. The new Porsche Cayman R is a featherweight with sporting ambitions.

This world premiere was flanked by two new 911 innovations, the 911 Carrera GTS and 911 Speedster, which also met with an extremely positive response. These new models successfully uphold and continue Porsche’s long tradition of high-performance sports cars.

Porsche products are distinguished by sustainability, efficiency and quality, and are extremely popular across the world. We are very proud that we are not alone in knowing what it is that makes a sports car into a real Porsche; the international press and our customers know it too.

For example, 40 million readers of AUTO BILD, BILD am Sonntag and 26 other European car magazines were asked to vote for their favourite sports car for the "Goldenen Lenkrad" (Golden Steering Wheel) award. Porsche won the prestigious award in 2000, 2005, 2009 and again in 2010, this time for the new Porsche Cayenne. Almost simultaneously, the new Cayenne was awarded the title "Sport/Utility of the Year" in the USA, the home of sport utility vehicles, by the renowned US magazine Motor Trend. The magazine rated six objective criteria (design, technology, fuel efficiency, safety, value retention and performance). In addition, our

US customers repeatedly declared Porsche the leading brand for looks, quality and reliability in several studies carried out by the J.D. Power market research institute.

All this demonstrates that our products are on the right track for you, the Porsche customer. We will continue building the sports cars that dreams are made of with dedication and passion.

The 2011 Porsche Club event calendar is already pretty packed. I can see that we are in for another eventful Porsche Club season in the coming year. I have

made a note of the most important events and would be delighted if I am able to experience the Porsche Club world at first hand.

Until then, I would like to wish you and your families a Merry Christmas, a restful holiday season and a Happy New Year.

Kind regards

Dr. Kjell Gruner

In-house business:

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

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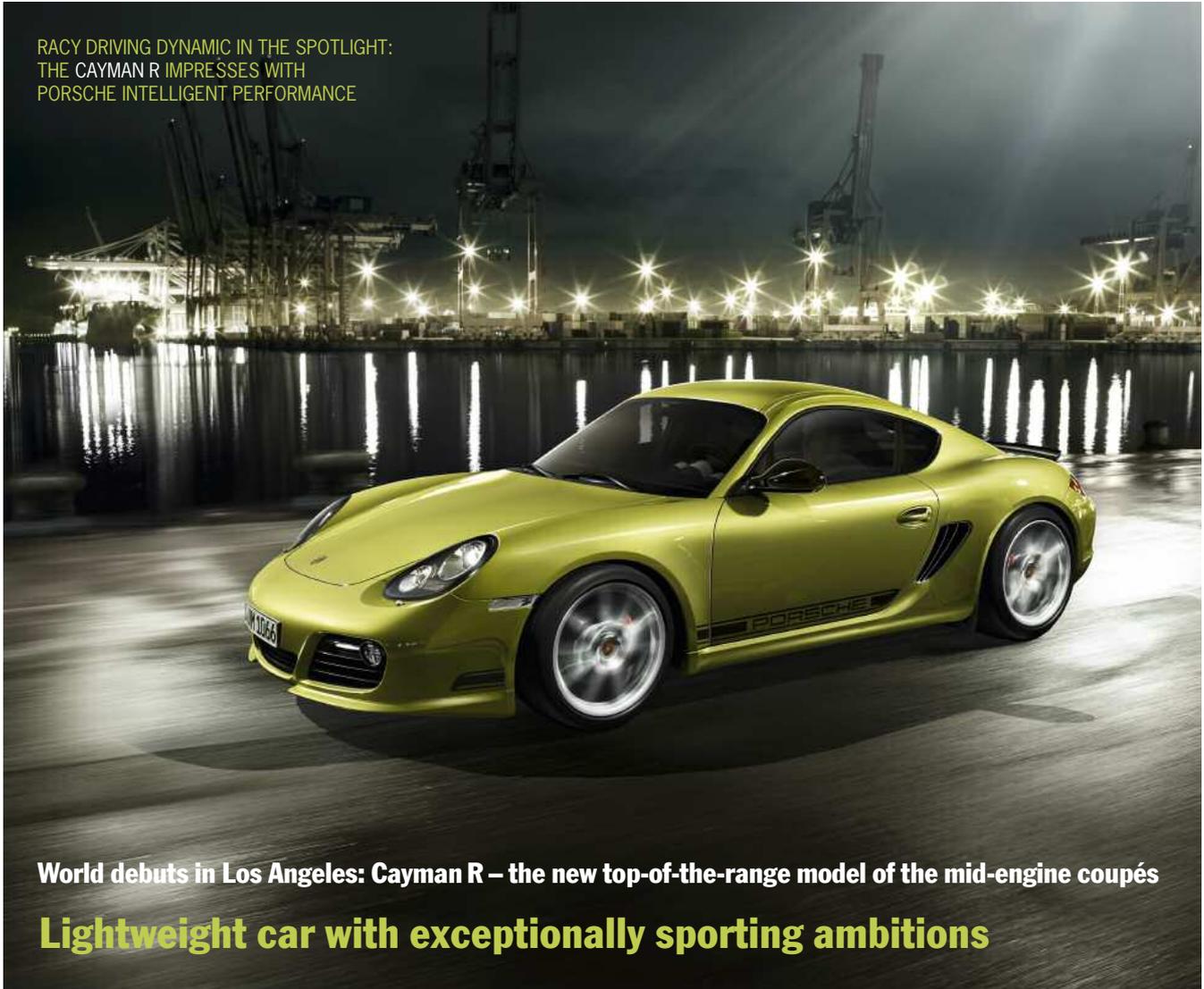
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1. News from Porsche AG

RACY DRIVING DYNAMIC IN THE SPOTLIGHT:
THE CAYMAN R IMPRESSES WITH
PORSCHE INTELLIGENT PERFORMANCE



World debuts in Los Angeles: Cayman R – the new top-of-the-range model of the mid-engine coupés

Lightweight car with exceptionally sporting ambitions

The Porsche alphabet reserves the letter R for very special sports cars: R for responsive and refined – but most especially for racy. The new Cayman R combines all these attributes without compromise. 55 kilograms (121 lb) lighter and with ten horsepower more than the Cayman S, the new mid-engine coupé from Dr. Ing. h.c. F. Porsche AG is designed for spectacular road behaviour. With its specially adapted sports chassis, it provides an even more precise driving experience than the Cayman S. The Cayman R made its world debut at the Los Angeles Auto Show.

The new mid-engine coupé is powered by a tuned-up 3.4-litre six-cylinder engine developing 330 hp (243 kW). In the standard configuration it transmits its power to the rear wheels via a six-speed manual gearbox that propels the car from 0 to 100 km/h (62 mph) in 5.0 seconds. Or there is the option of the seven-speed Porsche Doppelkupplungsgetriebe (PDK) that reduces its acceleration time to 4.9 seconds. For even more impressive sprinting performance, the Cayman R can be supplied with one of the optional Sport Chrono packages, taking it to 100

km/h (62 mph) in 4.7 seconds. The new mid-engine coupé is capable of a top speed of 282 km/h (175 mph) with manual gearbox, or 280 km/h (174 mph) with PDK. Its NEDC fuel consumption is 9.7 l/100 km (29.12 mpg imp.) with six-speed gearbox and 9.3 l/100 km (30.37 mpg imp.) with PDK and a CO₂-Emission of 242 g/km. The main aim during the design of the Cayman R was to improve the two-seater even further in its performance, driving dynamics and agility through consistent weight reduction. With a DIN unladen weight of just 1,295 kilograms (2,855 lb)



THE PORSCHE ALPHABET RESERVES THE
LETTER R
FOR VERY SPECIAL SPORTS CARS:
CARS THAT ARE RESPONSIVE
AND REFINED –
BUT MOST OF ALL,
RACY



THE DEFINING ELEMENTS AND PURIST CHARACTER OF THE CAYMAN R CAN BE SEEN AT A GLANCE: FIXED REAR SPOILER, BLACK FRAMED HEADLIGHTS, BLACK WING MIRRORS AND ON THE SIDE, THE LOGO PORSCHE HERALD THE ARRIVAL OF CLASSIC PORSCHE RACING CARS



the Porsche engineers were able to reduce the power-to-weight ratio of the coupé with standard manual gearbox to 3.9 kilograms (8.6 lb) per horsepower, with the PDK version weighing 4.0 kilograms (8.8 lb) per horsepower. The largest savings were achieved through the use of lightweight components and doing without convenience equipment. As for the 911 GT3/GT3 RS and Boxster Spyder, an optional lithium-ion lightweight construction battery is also available. In addition, the top model in the mid-engine coupé is equipped with the lightest 19 inch wheels the entire

Porsche range can offer. The complete rim set weighs less than 40 kilograms. The Cayman R's purpose and purist character can be seen at first glance. The extended silhouette of the bodywork, which has been lowered by 20 millimetres (0.79 in) compared to the Cayman S, combined with the distinctive fixed rear spoiler, the high-quality silver-painted wheels and numerous sporting highlights on both the interior and exterior, ensures an individual appearance. The black-framed headlights, black exterior mirrors and the "PORSCHE" lettering on the side – in contrasting black or silver, depending on the body colour – take design cues from classic Porsche racing cars.

"R" designation, the 911 R of 1967. It was created for racing sport use in a small series of 19 cars. The "R" was a prototype based on the standard coupé with a 210 horsepower Carrera 6 engine and, thanks to its many plastic components and extremely sparse equipment, weighed only 830 kilograms (1830 lb).

The new Porsche Cayman R will go on sale from February 2011. The price in Germany will be EUR 69,830 inclusive of 19 percent VAT and country-specific equipment items.

**SENSATIONAL:
THE PORSCHE CAYMAN
SCINTILLATES WITH
ITS SPORTING ATTRIBUTES**

Precisely this lettering was the trademark of the first Porsche with the

**Public relations and press
Technology press**



VW Head of Engines and Transmissions Development is appointed to Porsche Board of Management

Wolfgang Hatz to succeed Head of Development Wolfgang Dürheimer

The Supervisory Board of Stuttgart-based sports car manufacturer Dr. Ing. h.c. F. Porsche AG appointed Wolfgang Hatz (51) to its Board of Management. As from February 1, 2011, Hatz will be heading the Research and Development division, in addition to his prior function as Head of Engines and Transmissions Development for the Volkswagen Group. Wolfgang Dürheimer (52), Porsche's outgoing Head of Development, will, at the same time, take over as Chairman of the Executive Board of Bentley Motors, as well as becoming the President and Chief Executive Officer of Bugatti S.A.. In addition, he will assume the function of Motorsport Director for the Volkswagen Group.

Matthias Müller, Chairman of the Executive Board of Porsche AG, acknowledged the outstanding commitment shown by Dürheimer over the past ten years: "A number of new models and model series spurring the international success and growth of the sports car manufacturer were created under his leadership. Cayenne, Panamera and

the RS Spyder racing car all bear the unmistakable hallmark of Wolfgang Dürheimer, and are a testament to his outstanding expertise in the field of intelligent and efficient sports car development."

Matthias Müller expressed his satisfaction at the recruitment of "a renowned engineering expert from within the Group" as Dürheimer's successor: "Wolfgang Hatz has many years of experience with Volkswagen, and all the credentials needed to strengthen the position of Weissach as a competence centre for sports car development."

Wolfgang Hatz was engaged as an engineer and project leader in engine development at BMW AG and at BMW Motorsport from 1983 until 1989. He joined Porsche in 1989 and was, among other functions, involved in the development of the Formula 1 engine. As an engineering graduate, Hatz took up a post at Knorr Bremse in 1993, and in 1995 became Technical Director of Motorsport at Opel before taking over as



Wolfgang Hatz

Head of Engines and Transmissions Development at Fiat in 1997. Hatz joined the Volkswagen Group in 2001. Here, too, he served as Head of Engines and Transmissions Development at Audi until 2009, having assumed the same function within the VW Group in February 2007.

**Public relations and press
Corporate press**



Exquisite: the 911 Sport Classic and 911 Speedster models by Porsche Exclusive

Exclusiveness and individuality directly from the factory

25th Anniversary of Porsche Exclusive

For the past 25 years, Dr. Ing. h.c. F. Porsche AG has been offering the option – under the term “Exclusive” – of individually tailoring a Porsche to create an unmistakable, unique vehicle immediately on ordering it. Porsche Exclusive offers hand-crafted refinement ex-works to provide a highly personalised touch in terms of design and performance. Virtually any customer desire can be fulfilled by Porsche Exclusive following a personal dialogue. The sole prerequisite is technical and qualitative feasibility. Implemented with the finest craftsmanship and using selected materials, the skilful hands of the Exclusive specialists create components and complete vehicles in

which personal care and dedication can be seen and felt down to the very last detail. Bespoke, manual work – also with needle and thread wherever appropriate – is the most important principle of Porsche Exclusive. Because no machine handles material with as much finesse as human hands. A team of about 100 specialists at Porsche Exclusive takes care of everything from development to sales. Whether it be refined interior equipment or performance enhancements, all options from the Exclusive range and the vehicles themselves are not only developed in Weissach, but are also to a large extent integrated in the production process of a new Porsche.

A separate, extensive Exclusive catalogue, which also shows examples of completely individualised vehicles besides the range of options, is of course also available for each Porsche model. The customer discusses further special wishes directly with the Porsche dealership or the Exclusive customer advisors in the Zuffenhausen or Leipzig factories. Selected “flagship dealers” also offer this high-quality service abroad. Porsche Exclusive is additionally represented world-wide at a number of events and trade fairs.

In 2009 Porsche Exclusive added a further gem to its portfolio in the form of

the 911 Sport Classic. Limited to 250 vehicles, this was a 911 which perfectly combined tradition and modernity. Designed with Porsche's discerning customers in mind, the Porsche 911 Sport Classic with fixed rear wing in the "ducktail" shape first exhibited by 1973's legendary Carrera RS 2.7 was a quite special highlight.

25 years of success are a good reason to celebrate. Porsche Exclusive will be doing this in a manner which reflects the high standards of the company within the company: with a strictly lim-

ited edition of a new 911 Speedster. In homage to the first Porsche model that bore the name Speedster – the 356 Speedster – the production run for the new model is limited to 356 cars. In the best tradition as a puristic, open-topped two-seater with low windscreen and double bubble on the convertible-top compartment lid.

With the 911 Speedster Porsche Exclusive will herald in a year chock-a-block with activities. With a new book on the Porsche Exclusive history, which will be available in the Porsche Museum shop



Top: 911 Turbo S (964). Bottom: 911 Turbo S (993)



Top: 935 Street and 911 Turbo Flachbau (flatnose). Bottom: 911 Speedster (993)

from March 2011, a special Museum exhibition to run from March to May 2011 or a special Porsche Travel Club trip in June, for instance. Amongst other venues, Porsche Exclusive can be experienced live at the vintage vehicle grand prix at the Nürburgring in August 2011.

**Public relations and press
Technology press**

Till 9th of January 2011: Special Exhibiton at the Porsche Museum

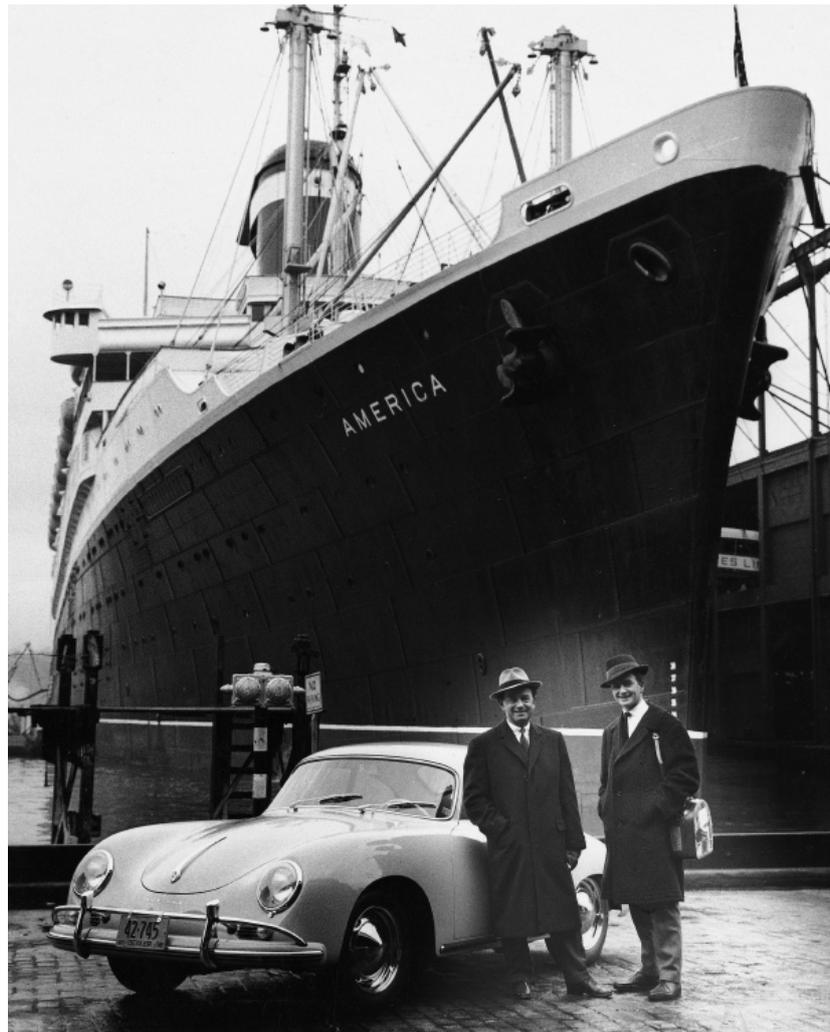
60 Years of Porsche in America

The museum of Dr. Ing. h.c. F. Porsche AG is celebrating a very special anniversary this year: It was exactly 60 years ago, in the autumn of 1950, that the first Porsche 356 models were shipped to the USA.

Since then, what was at that time just a small sports car manufacturer has gone on to capture the hearts of American sports drivers – and a good number of Hollywood stars as well. Till 9th of January 2011 the Porsche Museum will be celebrating the presence of Porsche on the world's largest and most important automobile market with this special exhibition, a presence which for six decades has been steadily growing. As part of this, visitors will be able to see the most interesting Porsche series for the American market, among them the prototype of the Porsche 356 Speedster, the rare 356 America Roadster, and the legendary 550 Spyder.

At the Paris Motor Show in 1950 a decisive meeting took place between Professor Ferdinand Porsche and the US automobile importer Maximilian E. Hoffman. Being an importer of a number of different European automobile brands on the American East Coast, Hoffman had his own dealership network at his disposal, as well as an unerring sense of what the upper class of America was looking for when it came to automobiles. Ferry Porsche and Hoffman concluded a deal soon afterwards for the delivery of 15 Porsches annually, the first three vehicles of which were shipped to the USA as early as October 1950.

When the first Porsche 356's arrived in the USA, Max Hoffman once again



Ferry Porsche and his son Ferdinand Alexander in New York in 1958

proved just how much marketing talent he had. In parallel with the presentation at his modern showroom on New York's Park Avenue, he also handed over a Porsche 356 to the private racing driver Briggs Cunningham, who soon began delivering the first victories on the race track. The Porsche 356 rapidly became the insider tip in the American racing scene, which had a positive effect on

more than the sales figures. The German sports car, that was fast but also suitable for daily use, also became a hit in Hollywood, and was a favourite among film stars, James Dean in particular. The combination of racing sports and Hollywood glamour helped the Porsche brand name to achieve its unique lifestyle image in America, something which also reflected back to Europe again.



The car importer Max Hoffman in a Glöckler Porsche (1951)



The Big Apple: Porsche 550 Spyder in front of the New York skyline

Beyond that, Max Hoffman had recognized that there was a need for country-specific models if victory was going to be won in the long term on the hard-fought American market. Hoffman accordingly pressed for a particularly light and economical version, which from 1954 arrived on the market in the form of the 356 Speedster, based on the small series 356 America Roadster which had made its debut in 1952. With a basic price tag of 3,000 US Dollars, the Speedster, with its spartan fittings,

became a great sales success in sunny California in particular.

The success on the US market had an extraordinarily positive effect on the sales figures of what was at the time Porsche KG. As early as the first few years of the co-operation, there were considerably more sports cars exported to the USA than the company's president, Ferry Porsche had expected. In 1952 this amounted to 283 Porsche vehicles, meaning that some 21 percent of

total sales had gone to America. This proportion increased steadily in the years which followed, with the 50 percent mark being exceeded for the first time in 1955 (from a total production of 3,624 vehicles). And in succeeding years this figure was surpassed again and again. In 1965, the last production year of the Porsche 356, the share of sales to the US amounted to a huge 74.6 percent. To this day, the United States market is still the most important sales outlet for Porsche. Headquarters for Porsche Cars North America is Atlanta, and in total there are more than 200 Porsche dealers in the USA.

Simultaneously with the special exhibition, the Museum is publishing the book "Porsche in America". The sixth volume to appear from its own publishing house, "Edition Porsche Museum", this book presents, on more than 200 pages, the unique success story created by Porsche on the US automobile market. Previously unpublished pictures from the company archive provide the reader with some fascinating insights into the history of Porsche in North America. The book is available in German and English for 14.90 Euro at the Porsche Museum Shop.

**Public relations and press
Technology press**

Famous Porsche racing driver dies age 83

Porsche mourns Paul Ernst Strähle

Dr. Ing h.c. F. Porsche AG is mourning the death of Paul Ernst Strähle, one of the most successful and best-known racing drivers during the 1950s and 1960s. Paul Ernst Strähle died at the age of 83 in Schorndorf, his place of birth. Wolfgang Dürheimer, Executive Vice President for Research and Development at Porsche, paid tribute to the deceased racing driver: "Paul Ernst Strähle was one of the most important and most versatile motorsport pioneers in post-war Germany. Through his success in numerous international races, he became a leading ambassador for German autosport. Porsche has lost a long-standing friend and companion who actively supported the company and particularly our motor sports department from its beginnings up to the present day."

Paul Ernst Strähle was born in Schorndorf on September 20, 1927 as the son of the Swabian aviation pioneer Paul Strähle. After the end of the Second World War, he successfully completed a mechanical and commercial apprenticeship in his parents' car and motorcycle business which he then built up into a successful Volkswagen and Porsche dealership in the following years. From 1951 onwards, Paul Ernst Strähle also devoted himself to motorsport with great passion: he achieved his first successes, including a class victory in the "Mille Miglia", in his VW Beetle that was dubbed "Dapferle" and was fitted with a Porsche engine. He became one of the most successful sports car racing drivers in Europe in the Porsche 356 from the second half of the 1950s onwards. His long list of victories included count-

less class wins in major races such as the "Mille Miglia" in Italy, the 1,000 Kilometre Race on the Nürburgring or the "Targa Florio" in Sicily. Among his most important rally successes were overall victories in the Adria Rally (1953, 1956), the Tour of Belgium (1957), the Liège-Rome-Liège Rally (1959) and the Tour of Corsica (1960).

The former German Motor Racing Champion (1955), European Rally Vice Champion (1956) and German Rally Champion (1958) ended his active motorsport career in 1963 in order to concentrate more on his flourishing car dealership. In 1966, however, he set up the racing team "Strähle Autosport" which achieved numerous successes with Porsche models in various race series over a period of almost three decades. From 1977 onwards, Paul Ernst Strähle also dedicated himself to historical motorsport. In his famous Porsche 356 A Carrera with the registration number "WN-V2", he became a highlight of many classic car events in which he naturally came out on top as the winner on numerous occasions.

Paul Ernst Strähle had a close relationship with Porsche right up until old age. He was a regular guest at events in the new Porsche Museum in Stuttgart-Zuffenhausen where last year, for example, he presented his Porsche 356 "V2" racing car as a loan item.



A look back at a company friend: Paul Ernst Strähle (1927–2010)

**Public relations and press
Porsche Museum**



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

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

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



PORSCHE

2. Information Exchange



Anniversary: 15 years of Porsche Travel Club Exclusive offer for Porsche Club members

Are you looking for an exciting winter sports break at short notice? Don't want to go without your Porsche? Then we have just the thing for you. Porsche Club members can book their place at Camp Austria or Camp4 Finland for a never-to-be-repeated special price and celebrate 15 years of the Porsche Travel Club with us. We look forward to your reservation.

Camp Austria – Precision training, Austria

Look forward to intensive days of driving on snow and ice, whether in your own vehicle or in one of the changing Porsche models that we provide (two drivers per vehicle). We will book a two-night stay for you at the exclusive 4-star Steiner hotel in Obertauern. There are some thrilling course sections awaiting you: two circuits, a large dynamic surface and two challenging handling courses that will require your complete attention. Naturally, there will also be lots of driving pleasure to be had.

The course is offered by the Porsche Sport Driving School, Dr. Ing. h.c. F. Porsche AG. More information is available at Tel.: +49 (0)711 911-78683 or online at www.porsche.com/sportdriving-school

Camp4 Finland – Precision training, Finland

When it comes to snow and ice, many people think of winter sports. The Porsche Travel Club does too. And where would be a more effective place for winter driving training than the Arctic Circle? More specifically, at Camp4 in the Arctic Driving Centre in Rovaniemi, Finland. The test track offers controlled conditions for practising safe driving techniques for ice and snow. Learn how to master targeted braking and changing direction, for example. You will also learn to control your vehicle near the handling limit. The theoretical briefing introduces you to different driving techniques which you can then try for yourself.

The training course is offered by the Porsche Travel Club. Organiser: TUI Deutschland GmbH/airtours brand. More information is available at Tel.: +49 (0)711 911-78155 or online at www.porsche.com/travel-club

Anniversary price for Porsche Club members on the occasion of 15 years of Porsche Travel Club:

Precision Training

Camp Austria

Alpine Driving Centre, Austria
EUR 2,090.00 (if participating in own vehicle), **Porsche Club members receive 15% reduction**

EUR 2,390.00 (if participating in various Porsche vehicles provided by us, 2 drivers per car), **Porsche Club members receive 15% reduction**

Camp Austria dates:
18th – 20th of January 2011

Camp4 Finland

Arctic Driving Centre, Finland
EUR 3,690.00. **Porsche Club members receive 15% reduction** (participation in vehicles provided by Porsche)

Camp4 Finland dates:
1st – 5th of February 2011

*This offer is subject to availability. Subject to change without notice.
Exclusively available to Porsche Club members.*

Exclusive and unique: The Porsche Design Driver's Selection collection

Discover the world of exclusive Porsche accessories in high-quality materials with an elegant design and unmistakable character. Experience the Porsche feeling off-road with our diverse product ranges: fashion, lifestyle, accessories and model cars.

Clubs can use the personalisation options to enhance our products with their own **Club event logo** or have us produce their own, detailed collectors' model.

Whether racing cars or historical classic cars, models with individual custom decor and a personalised printed base are a wonderful way of keeping memories alive – **from a purchase quantity of 300 upwards.**

For questions and enquiries, please contact us on:
Tel.: +49 (0) 711 911-78398 and we will be glad to help you. You can also contact us by E-mail at the following address:
Carolin.Ludwig@Porsche.de



Porsche Tequipment Accessories for individual design

Personalise your car



Visual touches:
Decorative side lettering



Striking effect:
Roof spoiler lip



Exclusive detail:
Wing mirror bottom shell



Sporty look:
Air intake grilles

EXTERIOR OPTIONS FOR THE NEW CAYENNE

Exterior options from the Porsche Tequipment programme make the new Cayenne even more sporty and dynamic. The newly designed decorative side lettering, for example, underline with a stripe swooping dynamically up to the rear, gives it an attractive finish in keeping with the traditional, legendary Porsche style. Contrasting accent stripes are available in Indian red, speed yellow, black and classic metallic silver. Further high-gloss black exterior highlights include the air intake grilles (left, middle, right) which give the Cayenne an espe-

cially striking and sporty look – a winning smile. The wing mirror bottom shell, front frame and foot are examples of the particular attention that Porsche pays to every single detail. The same can be said for the roof spoiler lip. The design of the 21" Cayenne SportEdition multi-spoke wheel is both dynamic and powerful. It is made from a light alloy and cast in one piece. These wheels create a sporty look and ideal driving dynamic and are available in GT metallic silver or high-gloss black.

Powerful:
21" Cayenne SportEdition wheel in high-gloss black



Dynamic:
21" Cayenne SportEdition wheel in GT metallic silver



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



Please visit www.porsche.com for further information.

**You know one of the interior designers very well.
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4. Porsche Club Coordination reports

European Porsche Club Committee (EPCC) in Salzburg

One of the most traditional Porsche Club Coordination events is the annual meeting of the European Porsche Club presidents. In 2010, it took place in Salzburg, Mozart's city. However, Salzburg is not just famous among lovers of classical music and delicious marzipan pralines; it is also the site of the company headquarters of Porsche Holding GmbH.

Porsche Club Coordination invited a total of 46 representatives of European Porsche Clubs to this year's EPCC. The event was based in Hotel Castellani and ran from the 11th–14th of November.

The manager of Porsche Club Coordination, Sandra Mayr, welcomed the participants and introduced them to one another. The group then welcomed Antoinette Ang and Angeline Chin from Porsche Club Singapore as special guests of the EPCC. The most important aspect for these two ladies was the chance to share their experience with

the others. In 2011, they will be running the very first Porsche Parade Asia Pacific.

After this introduction, the first part of the workshop began. Porsche Club Coordination and the Club Presidents discussed a variety of topics, such as current Club data, measures implemented to improve cooperation, and the expansion of electronic communication within the Club scene. Many of these topics were discussed in more depth during the convivial evening dinner that followed.

Friday morning began with a special programme for the international guests: Peter Zabler from MICHELIN reported on current products and cooperation opportunities. Next, a fleet of 12 of the new generation of the Porsche Cayenne was waiting in front of the hotel. The Club Presidents were invited to test drive the cars on a mysterious route. The first destination of this tour organised by the Porsche Travel Club was Zell am See which caused excite-

ment amongst the participants. It is well known to all Porsche fans as the home of the Porsche Design GmbH headquarters, and the ancestral home of the Porsche family.

But there was still more to come: Porsche Club Coordination had a further surprise up their sleeve. Shortly after the convoy got underway, the first participants began to notice the rather unusual route they were taking. The streets became increasingly narrow and twisting, the residential areas more remote and exclusive.

As the group came to a halt in front of a large courtyard gate, most people thought they had made a wrong turn.

However, the courtyard gate was not a wrong turn; it was the intended destination and the day's surprise treat. The guests could not have guessed that they were standing outside the private showroom belonging to Hans-Peter und Kuni Porsche. They had invited the Club Presidents to visit their impressive museum.

The guests could not believe their eyes. They had just recently read about Hans-Peter Porsche's car showroom in the 4/2010 Porsche Club News, and now they had the opportunity to view the collection of valuable unique models at first hand.

Hans-Peter, Kuni and their son, Peter Daniell Porsche, greeted the Club Presidents personally and gave them a guided tour of the impressive vehicle exhibition.

For once, the presidents were struck dumb at the sight of the beautifully restored Porsche racing cars and sport cars, listening to Hans-Peter Porsche's commentary with avid interest.



A strong team: the Porsche Clubs and Porsche Club Coordination

This encounter will certainly remain in the memories of this year's EPPC participants as an unforgettable highlight. The Club representatives were also delighted by the gifts presented to them by the Porsche family: the book "Ein Porsche geht auf Reisen" (Travels with a Porsche) by Peter Daniell Porsche, and original Salzburg Mozart pralines.

After this unique experience, the group returned to their fleet of Cayennes and continued on their way to Zell am See, where the next event was scheduled: a guided tour of the world-famous Porsche Design Studio. The guests were given a peek behind the scenes of the legendary design workshop, were allowed into the office of the company's founder, Ferdinand Alexander ("Butzi") Porsche and learnt some fascinating facts first-hand – a lasting memory for all.

The day was given a dignified end with a visit to the family grave in "Schüttgut", the Porsche family estate.

Back in Salzburg, the EPPC participants reviewed the events of the day and spent a sociable evening at a delicious dinner in the extravagant and elegant atmosphere of the well-known scene restaurant "Carpe Diem".

Saturday morning was dedicated to Salzburg, where experienced tour guides led the international guests around the many sights of the city centre. In the workshop that followed, Karl Steiner (manager of the Austrian Porsche Club association) reported on the organisation of the European parade taking place in Vienna this year. This was of great assistance to the future organisers of coming Porsche Parades. In parallel with this lecture, Bob Delbecq (President of Porsche Club



Teamwork: a constructive atmosphere at the EPCC workshops

Belgium) held a workshop giving tips and advice to new Clubs and small Clubs. Peter Vestergren (President of Porsche Club Sverige) held a presentation on the Nürburgring Nordschleife event, to which Swedish Club members had taken a total of 208 vehicles.

The highlights just kept on coming.

On Saturday evening, a mulled wine reception was held at the oldest restaurant in Europe, the Stiftskeller St. Peter in Salzburg. Hans-Peter and Kuni Porsche greeted the international Porsche Club Presidents once again and spent an enjoyable and sociable final evening with the representatives. As a token of thanks for their hospitality, and in recognition of Peter Daniell Porsche's dedication to the Paracelsus School in St. Jakob am Thurn, Peter Vestergren presented Hans-Peter Porsche with a spontaneous collection from the Club Presidents in support of this special institution.

It was not easy for the guests to say their goodbyes on Sunday morning after such an eventful few days. However, we will look forward to the next time we meet all the more for it. At the very latest, we will all meet again at the International Porsche Club Presidents' Meeting in Cape Town, South Africa from the 9th–12th of December 2011.

We're looking forward to it already!

Claudia Schäffner
Porsche Club Coordination

Porsche Club Great Britain

**Classics at the Castle:
The festival of classic Porsches**

Hedingham Castle nestles in a typically English landscape and has been in the possession of the same family since 1140. For one day each year, the lawn surrounding the castle has a very special privilege: it is visited by historic Porsche sports cars.

And not just any sports cars. These are Porsche sports cars from all series up to 1973. Once a year since 2007, they have lined up around the Norman tower

during “Classics at the Castle”, and in so doing turn this venerable stronghold into a centre of motoring eras past.

The English weather was unexpectedly kind to these carefully maintained and beautifully restored treasures and gave us glorious sunshine. Perhaps it was making up for the previous year, when visitors and vehicles alike almost sank into the rain-soaked lawn.

For the exhibitors, the event began on Saturday evening with an open-air bar-

becue in the castle keep. The castle tower was given a new lease of life and served as a sort of screen – motorsport films were projected onto the venerable walls for the amusement of the guests.

The first vehicles began arriving early the next morning, hoping to bag one of the plum spots at this popular venue. Numerous exhibitors from many different sectors had set up their stands by this time and offered a vast range of information and used parts for classic Porsche sports cars.



Fast – even when it’s standing still: Porsche 904 Carrera GTS and 911 Carrera 3.0 RSR



A classic: Porsche Classic advises car lovers at the event

Porsche Classic was also represented. They specialise in the maintenance and restoration of historic customer vehicles and are responsible for the provision of spare parts and technical literature.

Their stand was very modern, with a similar look to a Porsche Centre. A number of representatives provided customers with information concerning reissued spare parts. Visitors could also watch an engine being dismantled by experts.

The Porsche racing cars exhibited by Porsche Classic were a particular mag-

net for the visitors' attention. These rarely-seen models stood out against the crowd of series production Porsches. They included a Porsche 718 RS 61 from the Porsche museum, which was exhibited near the Porsche Classic stand. Racing cars such as an RSR turbo, a Carrera 2.8 RSR and a 908 Spyder drew hordes of fascinated Porsche fans and exuded the glorious racing spirit of yesteryear.

Many car exhibitors and visitors enjoyed the friendly atmosphere amongst classic Porsches with a picnic on the manicured castle lawn or by one of the

romantic ponds. Some listened to the swinging sounds of a Dixie band that provided the musical entertainment.

However, most visitors strolled amongst the rows of countless Porsche 356s, 914s and 911s and were enchanted by the atmosphere of the event. Participation in "Classics at the Castle" is not restricted to any particular model. It aims to appeal to admirers of all classic Porsche models manufactured before 1973. In this way, the event offers something to suit every taste.

This is probably one reason why this Club event has become a permanent fixture in the calendar since 2007, for exhibitors as well as visitors.

Our warm thanks go to Porsche Club Great Britain and the indefatigable organising committee of "Classics at the Castle", who coordinate the event with great passion and who obviously have petrol in their veins. Many thanks also for the energetic support given by Porsche Cars Great Britain who always assist the Club immensely and with a great spirit of camaraderie.

Although we were spared typical British September weather this year, the committee would like the event to be even sunnier next year and so will be moving the appointment forward by around two months. The date to remember is now:

"Classics at the Castle" – 17th of July 2011.

Alexander E. Klein
Porsche Club Coordination

Porsche Club of South Africa – Central Region

Porsche Club Parade 2010 – South Africa

It is spring in South Africa. Spring is considered to be the most beautiful season by almost everyone in the world. With winter a recent memory, the South African Porsche Clubs use their anticipation of the coming summer as an opportunity to organise a Porsche Parade every year. This year it took place in Johannesburg from the 22nd–26th of September.

A hint of the international spirit which reigned during the football World Cup was still in the air. People were still talking enthusiastically about the excitement of this unique major sporting event.

But instead of football, the fans now turned their attention to the numerous Porsche sports cars which were arriving at the event venue one by one.

This year's parade was organised by the Porsche Club of South Africa – Central Region. A total of 73 vehicles were brought to the gathering. Under the management of Ray Smit and his team, the participants were warmly greeted at the Maximilien Brasserie on Nelson Mandela Square in Sandton.

The guests enjoyed an atmospheric evening get-together and were looking forward to hearing the schedule for the coming days.

Unlike other parades, the Porsche Parade South Africa mainly takes place on race tracks. On the first day, the venue was Tarlton racetrack. Participants could take part in a slalom competition and an acceleration competition, grouped into different performance classes.

However, even this experience was to be topped by the agenda for the second day. Kyalami was the venue, a legendary and extremely demanding track.

The participants were given the opportunity to indulge in “free driving”, again divided into performance classes, an experience which left all involved with broad grins on their faces.



Familiar ground: members of the Porsche Club of South Africa at the racetrack



Collage: The Porsche Parade South Africa has left many colourful impressions

Members had the chance to be intoxicated by the power and relish the full performance potential of their Porsches to their hearts' content in a safe environment. Only very few thoroughbred sports cars combine everyday suitability and reliability with a potential to perform that makes them worthy contenders, even on a racetrack.

This proved once again to the participants that Porsche's origins are clearly rooted in motorsport and that their racing genes profoundly affect each and every model.

The Shine & Show award was, quite literally, the highlight of the parade. The meticulously polished competing Club vehicles sparkled and gleamed in front of the impressive backdrop of the Vodacom Centre, and were judged by a strict and scrupulous jury.

In the end, a white GT3 RS was declared the winner. The car had been so

perfectly detailed that it was hard to believe that it had ever been on the road.

The event culminated in a festive gala evening. The guests were surprised by the somewhat unusual "banqueting hall" at the Centurion Lake Hotel, the hub of the event. Using scenery and other decorations, the hotel's underground car park had been transformed into an elegant showroom which set off the guests' evening wear to perfection.

Claudia Schäffner thanked the team and welcomed all participants on behalf of Porsche Club Coordination. Furthermore, it was announced that a Porsche Parade South Africa is also planned for next year, from the 30th of September – 4th of October in Cape Town.

Although this is almost a year away, the participants are already looking forward to seeing each other again at the next meeting.

No matter which Porsche model you own, you are part of the Porsche Club family! The Club is represented on every continent and we find the South African branch particularly likeable in a very special way!

Claudia Schäffner
Porsche Club Coordination

Porsche 356 Registry

Porsche 356 Registry West Coast Holiday 2010 in Park City, Utah, from the 7th–10th of October 2010

Anyone who knows the pretty little town of Park City from skiing holidays in Utah's winter sport region knows that this is a place where the traditional and the modern go hand in hand. On the one hand, the historic city centre has a feel of the good old days of the Wild West. On the other, cutting-edge sports facilities can be found on the outskirts of the town, built for the 2002 Winter Olympics in neighbouring Salt Lake City.

Park City is surrounded by impressive mountains, up to 4,000 metres in height, which are ideal for skiing and tobogganing. In late summer, they also provide wonderful winding roads perfect for motoring along in a classic Porsche.

This thought was in the minds of the chairmen Ed Radford and Ric Hammond when they decided to invite Porsche 356 enthusiasts to the town for the traditional West Coast Holiday of the Porsche 356 Registry – the third largest Porsche Club in the world. And the members answered this call to the mountains. Some even underwent journeys of almost 4,500 miles to talk shop with like-minded people and, most importantly, to enjoy their Porsche 356.

The organisers registered 150 vehicles and were delighted that so many Porsche 356 Club members were coming together to enrich the event with their treasures, even outside of the typical Porsche hubs such as California. And they certainly did.

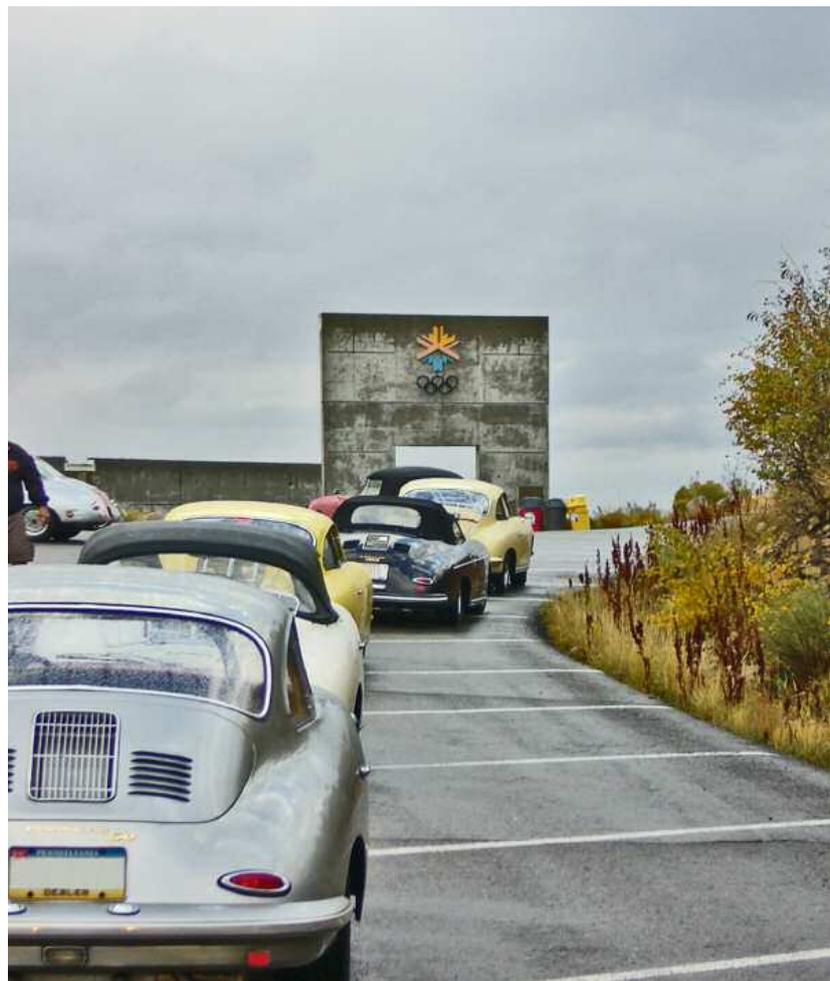
The weather did not show its most appealing side during the first two days, with rain and surprisingly cool

temperatures of around 10 degrees. Despite the cosy allure of the event hotel, this did not put the participants off from taking their classic sports cars for a spin around one of the three suggested tours in the Park City backwoods.

The well-planned routes provided something for every taste, taking in lonely roads through remote valleys, romantic lakes and mountain passes, some already above the snow line.

Each route took several hours to complete. The drivers were rewarded with fabulous driving experiences, breathtaking landscapes and regional character. All routes ended back at the event hotel, where the classic Porsches were kept safe and protected from the weather in an extensive underground car park.

On Friday morning, the organisers had a special treat lined up for the participants. With the motto "Wag your tail",



Top athletes: driving a Porsche 356 is a team discipline



The journey is the destination: two generations of Porsche on the road

the participants and their vehicles were to have taken part in a timed hillclimb on a demanding serpentine route alongside the Olympic bobsleigh run, ending at the site where the Olympic flame once burned.

But the weather seemed to have no ear for the melodious 4-cylinder boxer engines, already being warmed up to op-

erating temperature by their owners in the drivers' camp with great bursts of the throttle. Overnight, low temperatures had covered the rain-soaked road surface with a considerable layer of frost, which would have made the hillclimb a risk for man and machine. For reasons of safety, the race was at first postponed and, when it became clear that the road conditions were not im-

proving, cancelled altogether. The participants were understanding, however, as their main concern was driving their valuable classic Porsches safely back home.

At the evening fixture, there was certainly no sense of disappointment that a scheduled activity could not be carried out due to adverse weather. All participants eagerly engaged in car talk with fellow Club friends. In addition, the weather report for the following day promised clear skies and sunshine.

This forecast naturally suited the participants. The Concours d'Elégance was scheduled for the next day; the entire historic centre of Park City was closed by the police especially for this purpose.

The main shopping street was slowly filled with a colourful snake of Porsche 356 models of all types and vintages. The owners, and especially the inhabitants of Park City, marvelled at the spectacle. And sure enough, the weather saw reason and rewarded the gleaming chrome and freshly washed vehicles with an ample helping of sunshine and pleasantly spring-like temperatures.

Later on, back at the event hotel, technology fans could take part in one of the popular seminars and buy or swap spare parts at the parts exchange before the scheduled gala evening began. On behalf of Porsche AG, Alexander E. Klein from Porsche Club Coordination thanked the organisers for a successful event and praised the enthusiasm of Porsche 356 Registry members across the world. The two chairmen presented various honours to Club members for particular achievements and awarded a

prize to the winner of the Concours d'Elégance.

As the participants were preparing for their return journeys the next morning, the rather poor weather of the last few days vanished completely, allowing convertible owners to enjoy the drive home with the top down.

As dull as the skies had been in the last few days, the mood amongst the Porsche 356 Club members was cheerful and the West Coast Holiday 2010 in Park City will remain a bright memory for the participants.



Alexander E. Klein
Porsche Club Coordination

Park City: the town enticed the participants to amble

Porsche Club of America – Escape 2010

Porsche – Visiting the Sun

We we're all agreed: if Mother Earth drove a car, it would surely be a Porsche.

It could not be any other way, in the face of the perfect late summer day that graced our annual event this year. Fittingly, this picture-perfect weather presented itself in the small town of Sun Peaks; the venue for this year's Porsche Club of America Escape. The name says it all!

Many participants had driven through very different weather on their way to Sun Peaks, so the sunshine bestowed

by the heavens came as a pleasant surprise. We were mentally prepared for closed soft tops, scarves and thick sweaters during the next few days.

But that was way off the mark. On Saturday morning, the sky was clear and bathed the participants in sunshine. 220 Porsches gleamed in the blazing sunshine, and looked delighted with the cheerful weather and the prospect of taking pleasant spins through the idyllic landscape.

127 Porsche sports cars from almost seven decades of car culture had been

painstakingly reconditioned, and were presented in confident rows to several hundred fascinated visitors.

The spectacle transported the managing director of Porsche Canada Ltd., Joe Lawrence, back to his childhood as he enthused about the many different Porsche models. "There are very few car brands which invoke as much customer enthusiasm as Porsche", says Lawrence, proudly adding that the Porsche Club of America (PCA) is the largest car brand Club in the world. "A Porsche isn't just a car – it's an expression of your personal lifestyle", he explains.



Boulevard: pretty streets in the little town of Sun Peaks enticed people to linger



Radiant Sun Peaks: sun and vehicles competed to outshine one another

This lifestyle is particularly evident at the PCA Escape. It sees itself as a small, intimate counterpart to the larger Porsche Parade USA, which the Club also organises annually.

In contrast to slalom racing and strict Concours d'Elégance competitions, Escape participants enjoy leisurely tours, play golf or devote themselves to social causes, for example for the B.C. Childhood Cancer Parent's Association.

This stunning region, famous for winter sports, made for a very special atmosphere.

"I have been here several times to ski, but never in the summer", says Joe Lawrence, admitting, "when I heard that a large PCA event was taking place here, I packed my case and got straight into my car".

It was a similar story for the rest of the participants. Casting his gaze over the number plates from various states, the

native Texan was very impressed with the length of the journeys that some participants had made to take part in the 2010 Escape.

The Escape is tailor-made for connoisseurs, and word seems to have spread as the event in Sun Peak was completely sold out!

Next year the PCA Escape will be taking place in Flagstaff, Arizona, another beautiful region of the USA. And I am absolutely certain that the 2011 Porsche Escape will be another great success!

Paul Gregor
Porsche Club Coordination



Cutting no corners: the Escape combined driving pleasure and a relaxed atmosphere

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NOT ON FUN.



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

The MICHELIN Pilot Sport PS2

Super sports tyre for every-day-use

Specifics:

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

Tyres and designations:

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

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

The MICHELIN Pilot Alpin PA3

The winter tyre for the high-powered vehicles

Specifics:

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

Tyres and designations:

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

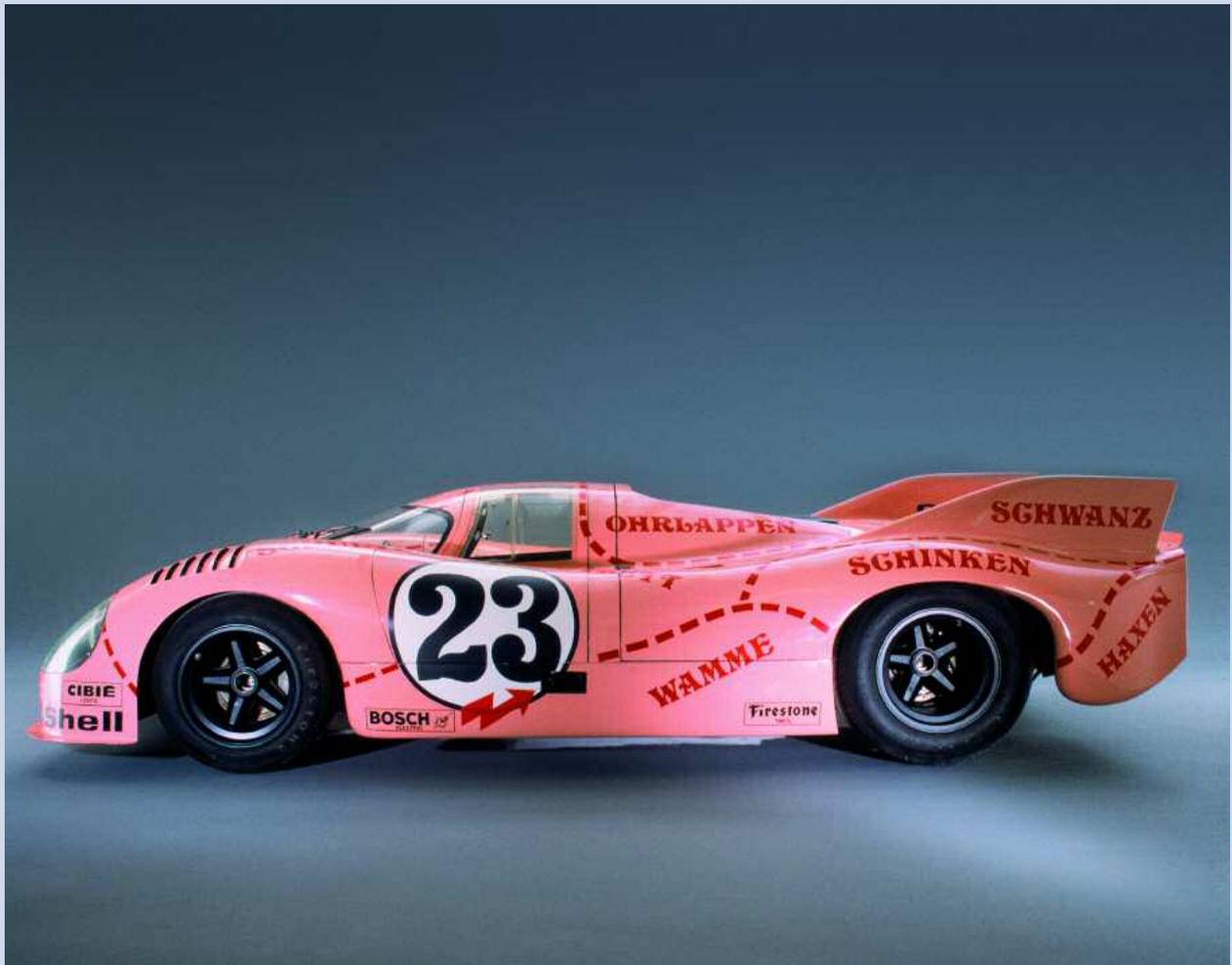
Porsche number games

This year, we have enjoyed presenting a special number in each issue that fits in with the overall theme of our Club magazine in the number games section. This time, we are looking at the number 600.

600 “pig” power for Le Mans.

In 1971, the Porsche 917/20 racing at Le Mans was given the nickname “the pink pig” on account of its unusual paintwork.

6000





Home, Stuttgart-Zuffenhausen.

Porscheplatz.

That says it all.

The Porsche Museum.

More info at www.porsche.com/museum



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5. Reports

Porsche Club Sverige

The Swedes write history, then as now



Rush hour: Porsche Club Sverige visits the Nürburgring

Once upon a time, in 1638, deserters from the Swedish army murdered Hans Friedrich Datenberg. He held the office of mayor in the pretty little town of Kehlberg and was also a tax collector for the town of Adenau. A cross was erected in his memory, which was thereafter known as the “Swedish cross”. Today, the phrase “Swedish cross” has another, significantly less gruesome, association. It is the name of a bend on the world-famous Nordschleife (North loop) of the Nürburgring racetrack.

Admittedly, the Swedes still like to visit this area, but today their intentions are much more peaceful. And their purpose is clear; Porsche Club Sverige rented the entire Nordschleife for their members!

The idea was conceived after a few beers and was seen by many as pie in the sky. Thanks to meticulous preparation, the plan finally became reality – something that makes us very proud. This major project has required more than seven years of preparation and negotiation, and has caused us many sleepless nights, not only due to the financial considerations.

Could we really fill 120 starting positions with vehicles? What happens if too few participants register? How long do we have the option to cancel the booking without incurring any fees?

To ensure that we really had a full house, we offered this exclusive Nürburgring track day to our friends in other Scandinavian Porsche Clubs. They were delighted by this show of camaraderie and hospitality and gave us verbal confirmation that they would be there.

But would all these promises be kept? Had our communication measures to promote this event been sufficient?

Then it was upon us – the day of reckoning. We switched on the website for

online registration on the 5th of February. Each of us sat expectantly in front of the computer with our fingers crossed. Our gaze fixed on the screen, it felt like hours before the first electronic registration arrived, although in reality it took only a few moments. Then another came, and another and suddenly there were so many that we couldn't begin to count them.

We looked at each other in stunned amazement when we had calculated that a total of nearly 500 participants had registered. When we were sending answers to those who had registered, we realised that the 120 starting posi-

tions initially calculated had been snapped up within only seven minutes. There was a simply unbelievable level of demand and enthusiasm for this venerable racetrack in the Eifel region. We had seriously underestimated the draw of the Green Hell legend.

But is better to underestimate the Nordschleife beforehand, during planning, than on the racetrack itself. It is known as the most dangerous racetrack in the world for very good reasons.

Once this important job was completed, we were able to devote our energies to other logistical topics. We



The grey ribbon of friendship: driving pleasure in the “Green Hell”



S – a stunning symbiosis of Sweden, sport and speed

were faced with some knotty challenges, as there was no way we could take all 500 vehicles to the Nürburgring.

Finally, we made a decision to confirm participation for a maximum of 180 vehicles plus 28 instructors' vehicles.

After a journey of around 1,600 kilometres from Stockholm to the Nürburgring, including a ferry crossing, we finally met up at the event hotel. That evening, the hotel Dorint am Nürburgring was the venue for a drivers' talk and a group dinner for a total of 330 guests.

A member of the organisation committee, an experienced endurance racing driver, had a very special ace up his sleeve. To everyone's surprise, he introduced Sabine Schmitz, the legendary driver of the Nürburgring taxi and all-round racing amazon. She was greeted with thunderous applause and cheers.

The cheering became even louder as the organisers announced a tombola in which the prizes were rides with Sabine in the winners' own cars. 15 lucky tickets were drawn, and the winners could hardly wait to let Sabine into their vehicles. These included historic Porsche

911 models, Porsche 944s customised for motorsport and numerous GT2 and GT3 variants.

It started early the next morning. At 7.15am, an impressive 2-kilometre-long phalanx of Porsche sports cars of all



Curve sketching: President Peter Vestergren discussing the perfect line



Life is Swede: classic Porsche models proved their mettle

colours and models were already lined up ready to go. The convoy glittered in the morning light and wound its way towards the racetrack through the narrow streets like a coloured ribbon.

Despite there being 208 vehicles on the track, nobody had the feeling that there was too much traffic to be able to drive freely. Anyone who has driven on the Nordschleife in tourist traffic – alongside motorbikes and motor homes – will know what an invaluable privilege we enjoyed by reserving the entire track just for us!

It may be that the first occurrence of an event is always remembered as a par-

ticular success. Nevertheless, the response to our own Swedish track day was so overwhelming that we would have no hesitation in repeating the event in the future.

Until that time, however, the 14th of September will remain in our memories, not only as an unforgettable driving experience but also as a day on which a Swedish Porsche Club wrote history.

Never before had a Porsche Club booked the Nürburgring Nordschleife exclusively for its members and on its own initiative. Our thanks go to all participants for taking part and making the

dream of many Porsche drivers become reality!

Peter Vestergren
Porsche Club Sverige
www.porsche.nu

Porsche Club Cyprus

Autumn driving event: Porsche at the sea

On a sunny and warm Saturday morning the new head of the Porsche Club Cyprus (PCC), Mr K Koutsoftas together with its committee organised, in the typical faultless Porsche way, a very enjoyable event, bringing together 31 pristine Porsches and their proud enthusiastic owners and co-drivers.

The meeting place was by the pool of a sports centre in the countryside on the outskirts of Nicosia, the Capital of Cyprus. Registration took place over coffee and delightful nibbles, road books were given out and explained before the parking lot came to life with the electrifying exhaust note of the 31 beautiful sports cars. The 911 cars ranged from an old enthusiastic 3.2 Convertible to a new, awesome GT2 and almost everything in between, including Turbos, a GT3 and a colourful array of various Carreras. A selection of Boxsters, Caymans and Cayenne completed the Family Reunion.

The road book, put together by experienced members of the PCC committee, Mr G Ioannides and Mr S Eramian, was clear and simple, outlining a scenic route of about 150 km through the lush green mountainous slopes of Troodos which are dressed in glorious ever-green trees. The route took us through a number of Villages such as Agros, Saitas, Pera-Pedi and Agios Nicolaos. Rich with exciting hill climbs, long and hairpin bends the route gave us all memorable moments of joy.

With excellent road surfaces and dry, sunny conditions the gorgeous Porsches were soon dancing along in a way we know, no other cars can. The huge trees of Saitas offered the perfect



Showing one's colour: The Porsche Club Cyprus unifies passionate Porsche drivers



shade for a coffee break half way through the morning. Following that the cars grouped out in order of driver enthusiasm and continued back down towards the world famous, Coastal Golf resort of 'Aphrodite Hills'. Wide open countryside, zero traffic and perfect conditions were characteristic of the second half of the morning which culminated in a great sense of occasion as all the cars parked alongside each other in the reserved spaces on the beautiful resort. All participants were offered a rich buffet lunch, sitting outdoors overlooking the golf course and the Mediterranean Sea.

It must be noted that all drivers abided by the Club rules and were courteous to

other road users at all times, all drove slowly through residential areas and no overtaking or racing took place. Overall the PCC autumn driving event was a perfect opportunity for Gentlemen to enjoy their special cars and have a very memorable day indeed.

The PCC committee is continuing the development of further events in the near future, including a Gala Dinner Event and further Sport Drive Days and is gathering new enthusiastic members every month.

Ioannis A. Agrotis
Porsche Club Cyprus
www.porscheclubcy.com

Porsche Club Portugal

Porsche in “Rota do Infante”

In accordance with our annual program, we've promoted our 5th meeting of the year in the southern Portugal, coastal region of Algarve.

The meeting counted with over 50 Porsches from a very rare 1951 Porsche pre-A to an almost complete line up of GT3's and 997 Turbo's.

The base of operations was the Hotel Meridien Penina, where is set one of the first and most beautiful golf course in Algarve.

The program begun with a welcome reception and dinner on Friday followed by the event's briefing along with the handing out of identifying stickers, roadbooks and last minute instructions.

Even though we were well into fall, Saturday morning was absolutely perfect. Sunny and warm. The first stop was a visit to the Sagres fortress which included a guided tour of the lighthouse (the biggest in Europe and one of the 10 biggest in the world). Also included in the tour (for those with weaker mem-

ories) a revisiting of Portuguese maritime history by the tour guide. After all, Sagres was the location of the school founded in the 15th century by the regent prince Infante D. Henrique which led to our sea adventures and the discovery of the “new world”.

To ensure that all would behave properly on the road, GNR (highway police) participated in the event driving a Porsche 928S, with the complete police colours for the enjoyment of all. Suffice to say that GNR are honorary



The gate to driving pleasure: Porsche Club Portugal members in front of the Autodrom Internacional do Algarve



Future through background: The Porsche Club Portugal unifies the interests of all Porsche drivers

posições de Portimão”. Various events took place in these grounds, from speed, acceleration to manoeuvrability, for the enjoyment of the participants as well as the crowd that gathered to watch.

The day was wrapped with a much deserved dinner with the company of some members from the french Porsche Club Aquitaine that joined us with their GT3's.

The following morning was the “cherry on top of the cake”, a morning of really quick driving in the recently built “AIA –

Autodromo Internacional do Algarve”, organized in “pools” lasting up to 30 minutes each. The last leg, was a race simulation with a rolling start... We only wish you could have participated.

The weekend culminated with a late luncheon at our base hotel. This was the final formal event that we've organized for this year, soon we'll be rolling out our schedule for next year.

members of the Club. And do attend many of our meetings.

From Sagres the caravan headed east to Portimão to the restaurant at Hotel Tivoli Marina, right at the mouth of the Arade river.

After lunch, the next stop was the much anticipated stop at “Parque de Ex-

Carlos Brizido
Porsche Club Portugal
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Porsche Club Great Britain

Le Mans 1970 – in Stuttgart

Just once in a while an unrepeatable opportunity arises which makes all the hard work worth it. It was in September that the chance came up to bring back together two drivers who will forever hold a legendary place in Porsche's history. Just over forty years ago Richard Attwood and Hans Herrmann delivered the much longed for but elusive outright victory Porsche at Le Mans after many class wins and the near miss by 100 meters in 1969.

It's 2010 and we were in the famous Hirsch restaurant in Echterdingen, home of Klaus Bischof the man with the most enviable position in the company today directing the "Rolling Museum" raising a glass or two to this most unassuming of team mates.

With the typical modest understatement of an English gentleman the race was apparently won because "all the others dropped out" – well yes but you kept going – "well our car was underpowered so it was just a question of holding on to finish if we could". Hans, winner of the Targa, Sebring 12 and Daytona 24 hours, now in his ninth decade, a little bolder – "we could have won in 1969 as well if we had been partners then"!

The occasion was the annual pilgrimage to Stuttgart by Porsche Club Great Britain – shortly to celebrate its 50th anniversary – forty of the most dedicated and enthusiastic Porsche owners you will find anywhere.

Early in the day we watched the priceless "Salzburg" 917 023 or rather listened as it coughed into life, cleared its throat in the way only those injected 12 cylinder engines can (watch the input trumpets for the condensation mist and



Among themselves: Both winners of Le Mans Hans Herrmann (middle left) and Richard Attwood (middle right) with friends from the Porsche Club Great Britain



you can see which cylinder is misbehaving) then danced around the hard standing next to the restoration workshop in Zuffenhausen — oh to have been at Brands Hatch, the Zeltweg or even Le Mans itself to see her in anger, but we were content to watch the little twitch as she circled around on cold tyres and drew up in a symphony of gears and cams. Bliss!

Richard had not been to Stuttgart since the win in 1970 so the change in scene

was remarkable. Hans of course retired the moment he stepped out of the car that famous Sunday in June at 4pm never to race again. He watched the film of Derek Bell in the 956 lapping Le Mans in 1982 and marvelled at the neutral handling, well perhaps a little oversteer at the end of the Mulsanne for the cameras! The rest of us as had to be content with the long drive home cosseted by PSM, PDK and every other driver assistance known to man marveling at this meeting with two of the

finest drivers of their generation mastering the most iconic, visceral and beautiful cars that Porsche has designed before or since.

Our thanks to Klaus Bischof, Mathias Menner and all the team at Zuffenhausen for making it possible. We shall be back for our 50th next year and what might be outside on the tarmac next time?



Richard Watling
Porsche Club Great Britain
www.porscheclubgb.com

Photographs Courtesy of
Lee Mutimer and Chris Watling

**Witnesses of a glorious era: Porsche 917, Richard Attwood
and Klaus Bischof**

Porsche Classic Club Russia

Porsche Parade in Moscow

On the 9th of October, Porsche Classic Club Russia celebrated the first anniversary of its official recognition by Porsche Club Coordination, almost exactly one year to the day. They honoured the occasion by organising a parade right through the capital city, Moscow, with beautifully maintained classic Porsche sports cars.

First, the meticulously cleaned vehicles gathered on a very popular square near the university, gleaming in the sunlight. Lined up in rank and file, they caused a considerable stir and attracted the in-

terest of many students and passers-by who marvelled at the sports cars.

At last there came the command, "Gentlemen, start your engines", and our Club members set off on a guided procession through the main streets of Moscow. Anybody who has ever driven in Moscow will understand the level of preparation necessary to ensure that the convoy was not led straight into one of the many traffic jams.

A wide range of vehicles took part in the parade, from classic Porsche

sports cars from the very beginnings of the company right up to the latest air-cooled Porsche 911 Turbo.

The organisers were, and still are, motivated by the idea of starting an official Porsche Club for friends of classic Porsches in Russia and establishing it in the classic cars scene. The Club has now swelled its ranks to 35 members who have all caught the Porsche bug. They devote their time and commitment to maintaining and preserving these important relics from bygone eras. It goes without saying, therefore,



A blaze of glory: Porsche Classic Club Russia launches into a glorious future



that the Club and its members set great store by original, authentic Club vehicles. Their aim is to present the cars to the public in the same condition in which they left the assembly line in Zuffenhausen.

The first steps are always the hardest, but the Club still succeeded in hosting four international events and taking part in six more in its first year of life. Our Club members took part in a race event in Parnu (Estonia), Ahvenisto (Finland) and on the Nürburgring, and enjoyed a peek behind the scenes on a visit to the Porsche factory and new Porsche museum. We are delighted to report that a special friendship has developed between our Club and Porsche Club Finland thanks to these various activities.

The Porsche Classic Club is not yet prepared to rest upon its laurels, and will continue its efforts to acquire new members. This is most likely to succeed if the Club can offer its members an exciting programme.

For this purpose, the Club has a very special highlight up its sleeve, which has



Colourful mix: Classic Club Russia takes part in a host of activities

been in preparation for almost 2 years now. We will be hosting an international Porsche Club event in Russia. The event will be called "Porsche White Nights" in reference to the White Nights Festival held in St. Petersburg. We particularly want to introduce foreign guests to the delights of Russia, almost unknown to this day, and involve neighbouring Scandinavian and Baltic states in the programme.

We would be very proud to welcome as many Club members from across the world as possible to our country. Get ready for our programme...

Dmitri Kartsev
Porsche Classic Club Russia
www.porsche-classic.ru



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

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PORSCHE

Porsche 356 Club Portugal

Porsche 356 Club Portugal autumn meeting

On the green and red slopes of the upper Douro river valley, Porsche Club 356 Portugal members met for the second time this year, on 9th of October.

This is the region where world famous Port Wine is produced and early fall is the time of the year when grapes are harvested, so there is a lot of activity going on along the hundreds of vineyards that grow along the river.

The landscape is breathtaking, with the smooth colors of Fall always present, wherever we go, so it's no wonder Club members, friends and families were absolutely delighted with the morning tour and with the "road book" that fellow member Helder Valente and his team carefully prepared.

When lunch time came, the group was treated "like royalty" at one of the best restaurants in northern Portugal, D.O.C., which is "planted" right over the river waters. Great food, fantastic wines, kind service and – last but not the least – an amazing landscape.



A beautiful (season) ending: The Porsche 356 Club Portugal autumn meeting

After lunch (and a few glasses of wine ...) common wisdom recommends you should not drive your cherished Porsche 356 – or anything else – so we went for a boat tour to contemplate the vineyards on both shores of Douro river.

Yes, I must admit a few of us did not resist the call for a short nap, but after a couple of hours the group was ready for the next visit, a XVIII century wine farm called Quinta da Pacheca where

(guess what?) a wine tasting event was under way, but most people on our party decided to watch the traditional "grape stomping" operation which is still done by use of... feet, as ever.

Then, late dinner at the Douro River Hotel was in order, a few symbolic trophies were handed over to the winners of the morning rally and, later on, a well deserved night sleep was more than welcome.

A great day out with our friends, our fabulous Porsche 356 and those beautiful winding roads.

Who could ask for more?



Strong numbers: The Porsche 356 Club Portugal enriches the colourful autumn of the Douro region

Jose Guedes
Porsche 356 Club Portugal
www.porsche356.blogspot.com

Porsche Club Wien

Porsche meets Arnulf Rainer

On the 26th of August 2010, Porsche Club Wien greeted more than 300 guests at the Arnulf Rainer Museum in Baden near Wien, where they presented a spectacular art project in collaboration with Prof. Arnulf Rainer, an international star of modern visual art.

The project was initiated by Richard Purtscher, president of the Porsche Club Wien, and was based on a concept by the Rainer Museum. A unique, signed “Arnulf Rainer Porsche Edition” picture was created in a limited series of 119. The artist was provided with several photographs.

Arnulf Rainer selected a photograph of a 911 GT3 RS driving at full speed, which was originally taken in 2009 on the Salzburgring racetrack, and processed it using painting and photography techniques. The work was subsequently copied and printed on handmade paper. This technique is



Porsche guard of honour in the national colours: art of the speedy variety

used when producing limited series or unique editions. It ensures the highest level of authenticity for both the original and reproductions.

The work of art was received enthusiastically by both audience and press,

and got our Porsche pulses racing. The highlight of the evening came as Arnulf Rainer inscribed each sold print with a personal dedication, which created a special connection between Porsche, the Porsche Club concept and Arnulf Rainer.

This is of particular significance as the artist has never before included a technological product in any of his works. A Porsche was the perfect muse!

A lovely Porsche evening ended much too early. As a consolation, however, we had a very special memento to take home – a real “Rainer” Porsche!



Impressive play of colour: special edition with Porsche motif by Arnulf Rainer

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



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PORSCHE

6. An interview with Hans Herrmann

Based on the questionnaire of Marcel Proust, we put 20 questions to Hans Herrmann. In 1970, Herrmann won the first overall title for Porsche driving a Porsche 917 K in the 24 hours race of Le Mans.

Where would you like to live?

Although I've travelled throughout the world and have been impressed by many places, I would have to say Stuttgart.

What is your idea of perfect happiness?

An intact family and good health.

Which faults are you most likely to forgive?

Faults without further consequences that could happen to anybody.

What is the worst thing that could happen to you?

A loss in the close family circle.

Your favourite historical figure?

Leonardo da Vinci for his universal genius.

What traits do you most appreciate in a woman?

Most of all I appreciate my wife's patience and tolerance.

What traits do you most appreciate in a man?

An open and honest character and reliability.

Your favourite virtue?

My composure and tolerance help me to keep on top of things.

Your favourite occupation?

I love my everyday life – in the past being a racing driver and today working with people in my business life.

Who or what would you have liked to be?

I am perfectly happy with my role as Hans Herrmann.

What makes a Porsche sports car?

Safety, reliability and suitability for everyday use.

What is the Porsche legend?

The story of success behind this sports car producer is unique. The modern spirit embodied by the products and technology is put into practice by engineers with the same passion that the customers put into maintaining and admiring these cars. It was always a special privilege to drive a Porsche, even for us racing drivers. A Porsche is not just a car – it is a statement of belief.

What does the Porsche of the future look like?

Even with the adjustments necessary to keep up with current requirements and using a responsible approach to the environment and resources, a Porsche will always be a Porsche.

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

I like sporty saloons. I still remember my Mercedes-Benz 500 E, built by Porsche in the 90s, with great fondness.

Your main character trait?

Directness.

Your greatest mistake?

I think when I was young, I was often too trusting.

Who are your heroes in real life?

I have great respect for people who show moral courage.

What do you despise the most?

Dishonesty and unreliability.

What natural talent would you most like to possess?

I wish I had a greater talent for foreign languages.

Your motto?

Live and let live.

Curriculum vitae

Born 23rd of February 1928 in Stuttgart.

Trained as a confectioner

1952: started his driving career in a Porsche 356, competing in a circuit race (Nürburgring) and gained his first victory

1953: successful participation in endurance races (Mille Miglia, Carrera Panamericana) as a member of the Porsche factory team driving, a Porsche 550 Spyder

1954–1955: driver in the Mercedes-Benz factory racing team (with colleagues including J.M. Fangio and Stirling Moss) in various Grand Prix and endurance races.

1957–1960: Formula 1, Formula 2 and hillclimbing for various brands including Porsche.

1960: overall victory in the 12 hours of Sebring race in a Porsche 718 RS 60

1966: return to the Porsche factory team and overall victory at the Targa Florio and in Zeltweg.

1967: Marathon de la Route (84-hour race) in a Porsche 911 R Sportomatic.

1968: overall victory in the 24 hours of Daytona, 12 hours of Sebring and 1,000 kilometres of Paris, driving a Porsche 908 Long Tail

1969: narrowly missed winning the 24 hours of Le Mans in a Porsche 908 (beaten by approx. 100 metres).

1970: his 14th and last time at the 24 hours of Le Mans brought him and Porsche their first overall victory at this classic race.

As he had previously promised his wife, he ended his racing career on this note and expanded his business as a car supplier.





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

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PORSCHE