



PORSCHE



Long time anticipated moment: The new Porsche 911 Carrera and Carrera S

October 2011

Porsche Club

News 4/11

Editorial

Dear Ladies and Gentleman, Dear Porsche Club Members,

There are many moments in life that make the heart of a Porsche enthusiast beat faster. Arguably one of the most moving experiences of the year, however, was the much anticipated product premiere of the new generation 911, the Porsche 991. The 911 is the ultimate Porsche icon, and once again it has the potential to move people, above all you, the loyal Porsche enthusiasts. The world's largest motor show, the IAA 2011 exhibition in Frankfurt, presented the perfect opportunity to unveil our latest classic; the new generation of our legendary sports car, the Porsche 911. And our world premiere certainly stole the show. The new Porsche 911 was not only the car most visited, admired and most mentioned in the media, it also came top as the readers' and visitors' favourite in the IAA 2011 Readers' Survey run by the "Auto Motor and Sport" car magazine.

Whilst being a completely new interpretation of a legend, it has remained true to itself with its typical flat stretched silhouette, exciting contours and precisely designed details. At first glance, the new model is instantly recognisable as a 911 and displays the typical Porsche strength and elegance in all its sinews and muscles. Despite a 100-millimetre extension of the wheelbase, which offers improved driving dynamics and enhanced ride quality in the interior, the new Porsche 911 Carrera is in fact 45 kilograms lighter than its predecessor thanks to extra aluminium in the body.

However, it is not facts, figures and exceptional performance ratings that give the new 911 its special magic, but emotions. That special feeling of experiencing a living legend and sharing in the exhilarating tradition that you as Porsche Club members know only too well! The 911 epitomises the historic Porsche legend like virtually no other cult car. And what better

proof of the enduring power of the Porsche legend than the press reports which appeared over summer and caught the attention of Porsche enthusiasts? In the USA, the legendary slate-grey Porsche 911 S, originally driven by actor Steve McQueen through the beautiful French countryside in the opening sequence of racing driver epic "Le Mans", was bought at auction for a record price by a passionate Porsche enthusiast.

McQueen, himself a motorsports fan and life-long Porsche admirer, never let the cult car out of his sight during filming and, once shooting was complete, had it shipped over from France to Los Angeles, for him to drive for many years to come. At auction, the classic that had formerly belonged to the "King of Cool" was bought by an anonymous collector for an astounding 1.375 million dollars. A genuine "Million Dollar Baby", and around 15 times the guide price! You would be hard-pressed to find a better example of the exceptional value retention of Porsche – and the continued appeal of our iconic cars.



Dr. Kjell Gruner Marketing Manager

In this edition, we are delighted to introduce you to and tell you everything you need to know about our new model, the Porsche 991. Enjoy reading the articles and sharing experiences with your Porsche Club Members. At the end of this edition, we also have a special surprise for you to mark the perfect end to our focus on the 911. Enjoy learning more about the series manager of this unique car, in the interview with my colleague August Achleitner, an all-round 911 enthusiast, who dedicates much passion and great devotion to even the smallest detail of this car to ensure that we enjoy the ride of our lives!

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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**Car of Cool****Steve McQueen's 911 S sold at auction in Monterey**

In the USA, the legendary slate-grey Porsche 911 S, originally driven by actor Steve McQueen through the beautiful French countryside in the opening sequence of racing driver epic "Le Mans", was bought at auction by a passionate Porsche enthusiast for a record \$1.375 million, which was around 15 times the guide price! You would be hard-pressed to find a better example of the exceptional value retention of Porsche – and the continued appeal of the iconic 911.

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The Porsche Museum.

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Contents

01 News from Porsche AG

- 07 **The new Porsche 911 Carrera: Premiere – Tradition meets modernity**
 - 13 **The new Porsche 911 Carrera: Technology – The further development of an icon**
 - 14 **The new Porsche 911 Carrera: Testing – Endurance tests at minus 40 to plus 50 degrees**
 - 15 **The new Porsche 911 Carrera: Design – The benchmark**
 - 16 **The new Porsche 911 Carrera: Genealogy – The path to the 7th generation**
-

02 Information Exchange

- 18 **AvD Oldtimer Grand Prix 2011 – Classic anticipation and a refined monastic atmosphere**
 - 22 **Porsche Travel Club – Finland / South Africa**
 - 23 **Porsche Tequipment – Successful appearance**
 - 24 **Porsche Design Driver's Selection – Discover our versatility**
 - 25 **Porsche number games: The number 50001**
-

03 Club Management

The Club Management article can be downloaded by Club members who have access to the restricted area on the Club Homepage

04 Reports

- 28 **Porsche 356 Club Nederland – 36. International Porsche 356 Meeting, Vaals**
 - 32 **Federazione Italiana Porsche Club – Porsche Parade Italia 2011**
 - 34 **Porsche Club Sverige – Porsche Club Sverige Festival**
 - 37 **Porsche Club Köln – “Giro di Tirolo”**
 - 38 **Porsche Club Monasteria – Big journey, unforgettable moments**
 - 40 **Porsche Parade USA 2011 – It wasn't just Bud Kibbee who won the big prize**
 - 44 **Porsche Club Niederrhein/Porsche Club Rheinland – Joint tour of the asparagus district**
 - 45 **Porsche Club Tirol – Humanitarian help for children from Fukushima**
 - 46 **Porsche Club of Western Australia – Fruits of the Forest Tour**
-

05 An interview with

- 47 **August Achleitner, Series Manager 911**

01 News from Porsche AG

Tradition meets modernity The new Porsche 911 Carrera

The completely new interpretation of the iconic sports car features a flat stretched silhouette, exciting contours and precisely designed details and yet at first glance is immediately recognisable as a 911.



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THE PREMIERE

911

Porsche 911 Carrera
Porsche 911 Carrera S

Tradition meets modernity The new Porsche 911 Carrera

Tradition and innovation, performance and day-to-day suitability, design and functional efficiency, exclusivity and social acceptance: the iconic 911 is the true epitome of the Porsche marque



PCN 4.11
THE PREMIERE

911

Porsche 911 Carrera
Porsche 911 Carrera S

At 48, the Porsche 911 Carrera is younger than ever: The completely re-designed generation of the sports car icon is stepping into the limelight with its flat, stretched silhouette, exciting contours and precisely designed details, yet from the very first glance it remains unmistakably a 911. True to the 911 tradition, the distinctive Porsche design language with its tendons and muscles exudes power and elegance.

The 100 millimetre (~ 3.9 inches) longer wheelbase and reduced height combined with the up to 20-inch wheels underpin the athletic appearance. At the same time, the typical sports car compact exterior dimensions were retained. Seen from the front, the eye is drawn to the 911's trademark wide-arched wings. They emphasise the wider front track, so that the new 911 Carrera models sit even more solidly on the road. The remodelled exterior mirrors are accommodated on the upper edge of the door and not as before on the mirror triangle. Not only is this aerodynamically advantageous, it also emphasises the new design line and visual impression of width.

The all-new, lightweight body is an intelligent aluminium-steel construction. It is responsible for a significant proportion of the weight reduction of up to 45 kilograms. Combined with significantly greater rigidity. Aerodynamic optimisation – including a wider, variably extending rear spoiler – enabled the new 911 Carrera's lift to be reduced yet further while retaining a very good Cd value.

To complement the modern exterior design, the Porsche designers created an interior, the architecture of which takes its cue from the Porsche Carrera GT. The driver is now even more closely integrated with the cockpit thanks to the centre console rising up to the front with the high-mounted shift lever or gear selector located especially close to the steering wheel in typical motorsport fashion. Classic Porsche elements are also to be found inside, as they are on the outside: the instrument cluster with five round instruments – one of them a high resolution



From the front, the eye is drawn to the typical 911 wide-arched wings, emphasising the wider track. The new 911 Carrera model sits even closer to the road. The remodelled exterior mirrors are now located on the upper edge of the doors which, in addition to making the car more aerodynamic, also emphasise the new shape.

multifunction screen, the central rev counter and the ignition lock to the left of the steering wheel.

Setting the standard in its class, as it has for generations, the new 911 Carrera and Carrera S raise the performance and efficiency bar yet another notch. All versions get by with significantly less than ten litres of fuel per 100 kilometres (28 mpg imp.). Fuel consumption and emissions are up to 16 per cent lower compared with its predecessor. Among other things, this is achieved by systems and functions such as auto start/stop, thermal management, electrical system recuperation, the world's first seven-speed manual transmission and – in conjunction with the Porsche-Doppelkupplungsgetriebe (PDK)

– sailing as it is called. The new electro-mechanical power steering offers not only Porsche's typical precision and feedback but also helps to increase efficiency and reduce fuel-consumption.

For example, the 911 Carrera with the new 350 hp (~ 257 kW) 3.4-litre boxer engine and optional PDK consumes a mere 8.2 litres per 100 kilometres (~ 34 mpg imp.) based on the New European Driving Cycle (NEDC) – 1.6 l/100 km (~ 6 mpg imp.) less than its predecessor. Also, at 194 g/km CO₂, it is the first Porsche sports car to make it below the 200 g/km mark. With the 911 Carrera S as well, with its 3.8-litre boxer engine and what is now 400 hp (~ 294 kW), fuel consumption when paired with the optional PDK is

Porsche has once again raised the bar in performance and efficiency; all versions run on significantly less than 10 litres of fuel per 100 km and consumption and emissions are up to 16 per cent lower than the predecessor.

Data sheet

911 Carrera

Engine: Six-cylinder Boxer engine

Displacement: 3.436 cc

Power: 257 kW (350 hp)

Maximum torque: 390 Nm

Top track speed: 289 (287*) km/h

0-100km/h: 4,8s (4,6s*)

CO₂-emissions: 212 (194*) g/km

Fuel consumption (NEDC)

City: 12,8 (11,2*) l/100 km

Highway: 6,8 (6,5*) l/100 km

Combined: 9,0 (8,2*) l/100 km

*with PDK

Data sheet

911 Carrera S

Engine: Six-cylinder Boxer engine

Displacement: 3.800 cc

Power: 294 kW (400 hp)

Maximum torque: 440 Nm

Top track speed: 304 (302*) km/h

0-100km/h: 4,5s (4,3s*)

CO₂-emissions: 224 (205*) g/km

Fuel consumption (NEDC)

City: 13,8 (12,2*) l/100 km

Highway: 7,1 (6,7*) l/100 km

Combined: 9,5 (8,7*) l/100 km

*with PDK



Clean lines: An athletic appearance thanks to the 100mm longer wheelbase and reduced height

reduced by 14 per cent or 1.5 l/100 km (~ 5 mpg imp.) to 8.7 l/100 km (~ 32 mpg imp.) despite 15 hp (~ 11 kW) more power. That equates to CO₂ emissions of 205 g/km.

At the same time there are performance improvements in both models. The 911 Carrera S with PDK manages to accelerate from nought to 100 km/h (~ 62 mph) in 4.3 seconds. Pressing the Sport Plus button on the optional Sport Chrono package cuts that to 4.1 seconds. The 911 Carrera with PDK needs only 4.6 seconds (Sport Plus 4.4 seconds) to sprint from a standing start to 100 km/h (~ 62 mph).

The new 911 doesn't just offer better longitudinal dynamics, however, but top performance at an unprecedented level in terms of transverse dynamics as well. In addition to the longer wheelbase, the greater agility, precision and driving stability are based, among other things, on the wider front track, the new rear axle and new electro-mechanical power steering. Depending on the model, there are other standard or optional active control systems available as well that further enhance the driving dynamics. That is especially true for the Porsche Dynamic Chassis Control (PDCC) active roll stabilisation

system, available for the first time on the 911 Carrera S. For example, the system reduces lateral inclination when cornering, the tyres always being in the optimal position relative to the road surface and able to transmit higher lateral forces. Maximum cornering speeds are increased; even faster lap times on racing circuits are possible.

It has therefore been possible in the new model to extend yet further the span of apparently contradictory attributes such as performance and efficiency, sportiness and everyday practicality that has always typified the Porsche 911. That makes the 911 Carrera more of a 911 than ever. The new Porsche 911 Carrera celebrated its world premiere at the 2011 IAA Frankfurt Motor Show. The launch of the new 911 models gets under way on 3 December 2011, the new cars can be ordered since September 1st. Prices in Germany are 88,037 euro for the 911 Carrera and 102,436 euro for the 911 Carrera S, including 19 per cent VAT and market-specific equipment.

Public relations and press
Product press

01 News from Porsche AG
The new 911 in detail

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911

Porsche 911 Carrera
Porsche 911 Carrera S

Sporty ergonomics for everyday driving:
Materials, operating logic and arrangement belong to a new sports car generation



01 News from Porsche AG

Technology The further development of an icon

From one stage of evolution to the next, the Porsche 911 is always pushing the envelope. "But this time," remarks August Achleitner, the man in charge of the 911 series, "it has been even more of a quantum leap since we have had to move from an air-cooled to a water-cooled engine." Amongst other things, the new 991 has an entirely new platform and completely redesigned superstructure, making the iconic sports car even more efficient and high precision.

01

The new wheels have been designed to offer optimum vehicle dynamics: They are larger – 19 inch on the Carrera, 20 inch on the Carrera S – and manufactured using flow-forming technology to keep down weight. The rolling circumference of both the wheels and tyres has been increased, resulting in definite improvements to rolling resistance, handling, travel comfort and braking distance.

02

The body is a technical masterpiece. Its new aluminium and steel hybrid construction gives the superstructure stability whilst simultaneously making the car up to 45 kilograms lighter (unladen). The new sliding sunroof slides back over the body exterior, providing more headroom inside.

03

The interior feels even more like a cockpit as the center console has been brought forward and features a high-mounted gear stick, a feature borrowed from the Carrera GT. The buttons are arranged in intuitive function groups, making the car easy to operate. The sports seats, rear seating area and quieter two-zone climate controls are also new.

04

The power train has been designed with efficiency in mind, offering more power at up to 16 per cent less fuel consumption. The Carrera has

a smaller 3.4 litre capacity. The engines feature the new thermal management system, a start/stop function, the optional Porsche Doppelkupplung (PDK), in addition to the world's first seven-speed manual transmission. 911 drivers who opt for PDK will experience the smoothest ride possible.

05

The Front. The new proportions of the 911 are best exemplified by the front. The car is 56 mm longer, but the overhangs are shorter; 12 mm shorter at the rear and a full 32 mm at the front. The redesigned wider front features new front headlamps and larger side air inlets. The front windscreen is more curved than its predecessor.

06

The chassis and suspension. Through the extended wheelbase (100 mm) and wider front track, the chassis and suspension offer greater track and roll stability. New: the optional Porsche Dynamic Chassis Control (PDCC). Fitted as standard to the Carrera S: Porsche Torque Vectoring (PTV) with mechanical rear axle differential lock and variable torque distribution.

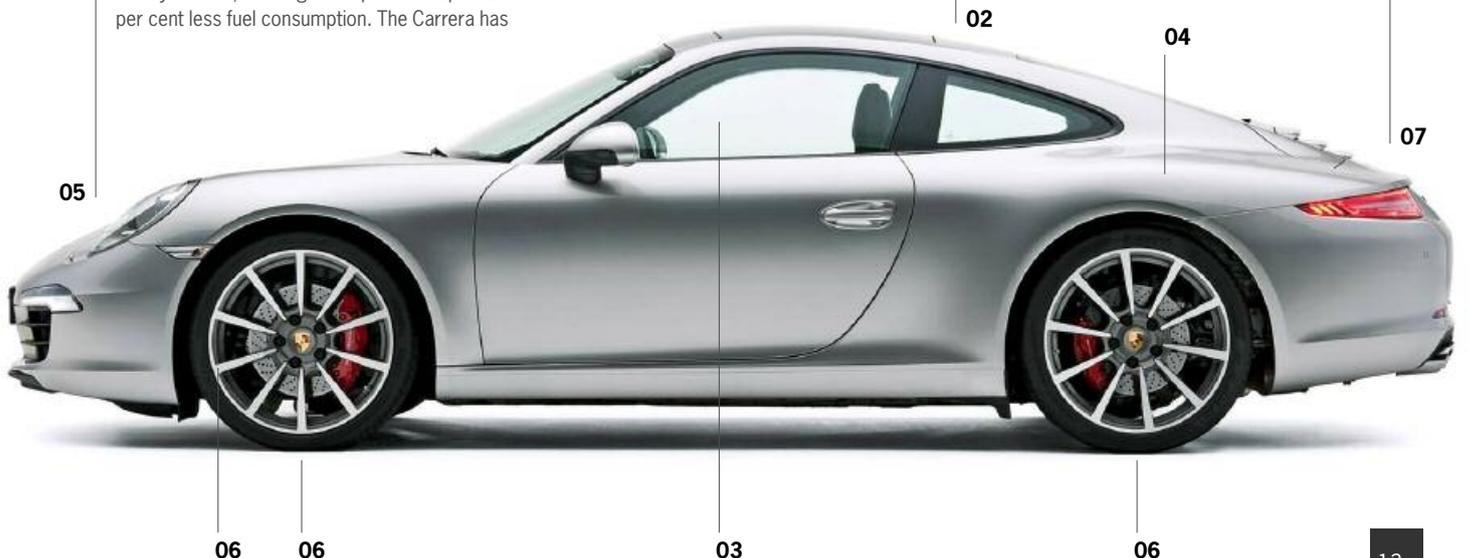
07

The rear is a minor revolution in itself. Yes it's a typical 911, but not as we know it. The wider spoiler underneath the air inlets of the engine hood ensures optimum aerodynamics for the new Carrera models. The redesigned, narrower LED rear lights complete the rear view

Public relations and press Carrera



At a glance: Series Manager August Achleitner describes the new 911



01 News from Porsche AG

Testing Endurance tests at minus 40 and plus 50 degrees

From pre-prototypes to the pre-production car: the test specialists from Weissach have put the new Porsche 911 through its paces on four continents.

Testing is about one thing: driving, driving and more driving. The developers from Weissach have covered 2.2 million miles of continuous driving in the new 911 Carrera. That's equivalent to almost 90 times round the earth. In addition, several thousand miles have been covered in the course of the worldwide full vehicle trials. Long before its world premiere, the new 911 had been all over the world. It was intensively tested in South Africa, Canada, Sweden, Spain, China and the USA. These markets offer all the climatic and topographical extremes – from plus 50 degrees in North America to minus 40 degrees in Canada. Tests were performed at sea level and also at 13,000 feet altitude, in city traffic and with a variety of fuel grades. Testing was also conducted on the Nürburgring Nordschleife test track, at Weissach, Nardo (Italy) and Idiada (Spain). The cars were driven virtually round the clock for the entire year. So as to cover all the trials requirements within the short development time allowed, some of the summer and winter trials were performed counter-cyclically. The objective of the testers was to test the working life of a sports car on a time-lapse basis under all conditions, and to ensure functional quality in customer use cases.

“As with all new car developments, testing is a fundamental part of the development process, even for the new 911,” explains Frank Moser, Development Manager for Complete Car Trials and Quality. “We test drive our prototypes from a very early stage in the development process to ensure that demands from customers are met in daily use. This means that there is considerable effort invested into maintaining confidentiality.” As a result, the testing teams, of 15 to 20 employees each, often have to travel to remote places with the cars disguised. “But that’s the only time it gets adventurous,” emphasises Moser. “The main purpose of the testing is to validate the performance specification requirements and limit operating conditions of the cars.” The test drives start

from early in the morning. Each day of testing ends in the evening with evaluation of the results.

During the testing, the progress in maturity, i.e. the improvement in quality over the various development phases of a project, is assessed. Technical innovations are subjected to thorough testing; all individual components and systems have to work together in harmony, and the new 911 must satisfy the statutory requirements.

“When you have personally experienced the continuous improvement of the cars throughout the development stages,” says Frank Moser, “and at the end you see the fascinating end products just before they are launched on the market – that’s a great feeling.”

Public relations and press
Carrera



Every detail matters: Testing Chief Frank Moser (left) and his team leave nothing to chance



The new 911 is tested on four continents:

Canada, USA, Sweden, China and South Africa. Nürburgring, Weissach, Idiada and Nardo are used as test tracks



01 News from Porsche AG

Design The benchmark



Together with its technology, it's the design that makes the 911 a sports car icon. For Porsche Chief Designer Michael Mauer it is a special challenge to combine tradition and innovation – and succeed.

To give shape to a 911 is a dream job in the automobile industry. But how does one approach such an icon? "Very cautiously, but also very systematically," says Michael Mauer, who has been Chief Designer for Porsche since 2004. Despite his experience at Porsche, the opportunity to be involved in the redesign of a 911 was a first for Mauer. It is the first time he has had a say in the design of such an icon and he is confident it will make a good impression: "From first glance, it's clear that this sports car offers you even more 911 for your money!" More sportiness, more precision and a more contemporary feel. The rounded windscreen, the large round headlamps, the roof line that drops emphatically away to the rear and the sturdy rear end give the car a genuinely dynamic flair. The center console in the interior has been brought forward, giving the driver an even greater sense of being part of the machine.

The new 911 is flatter and lower, but has not lost its unmistakable look: "It's in the design DNA of the Porsche marque that the wings are higher than the hood," explains Mauer. "Part of the new

product identity of the 911 is that the classic wide arched wings extend to an even wider front track". The self-confidence of the 911 relies on the awareness of the designer. Mauer speaks of a "huge challenge" for the entire Weissach team. Many of the employees are 911 debutants; but for others the car is their third generation, which makes for a very creative mix. Competition plays a key role at the initial design stage, with a variety of very different initial drafts entering the running. A number of 1:1 models are then created on the basis of individual scale models before one is chosen to become the new 911. Precisely because this is the Porsche crown jewel, says Mauer, we want to be completely sure that we have left no avenue unexplored. "We had a wide variety of initial drafts, but all were still recognisably 911s, even at that early stage," which serves to show just how deeply the 911 'idea' is rooted in the minds of Porsche employees.

The changes to the front and rear catch the eye, but the functional form is true to the principles of Ferdinand Alexander Porsche. The fundamental modifications to the driving dynamics required a wider front track from the chassis and suspension technology. "It's only a matter of a few millimetres, but because of the typical 911 proportions with the rather narrow front end and the wider rear it's naturally quite noticeable," says Mauer. "Even its front has a very different ap-

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911

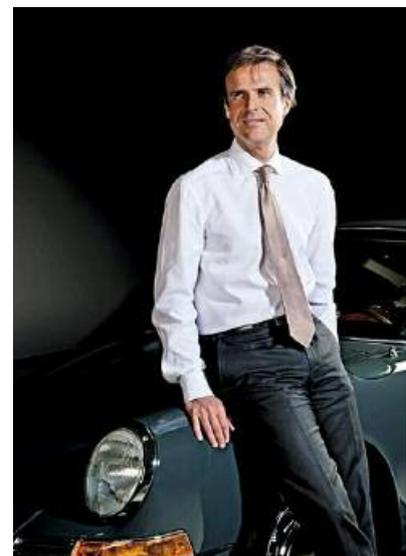
Porsche 911 Carrera
DESIGN

pearance". The LED daytime driving lights on the sides and the graphics on the front air inlets lend the car a contemporary air. Compared to the previous model, the headlamps are more elongated, and set wider apart. "This also provides a more open view," explains Mauer. A precision edge pulls the roof line down to the rear and the wheelbase is 100 millimetres longer, which is evident in the profile. For Mauer, however, one of the key modifications has been the lowering of the fly-line, i.e. the roof, by a few millimetres. As a result, "the 911 now looks more dynamic, but is still immediately recognisable as a 911."

How is that done? "That's the skill of the designer," admits Michael Mauer. All he will say about the recipe for success is: "The idea is to redevelop the car without blurring its history."

Public relations and press

Carrera



Porsche Chief Designer Michael Mauer

01 News from Porsche AG

Original 911, 1963

The birth of a legend

Its sporty elegance, without corners or edges, immediately catches the eye. Development of the fastest German series production car (911 S of 1966) proceeded rapidly: The first 911 started with a 130 HP two-litre Boxer engine. By the end of the sixties, the S variant offered a 2.2-litre Boxer with 180 HP. The first Targa – at that time still with the soft rear windscreen – came on the market in 1965. The legendary Fuchs wheels were used from 1966 onwards. Still in demand today: the 911 Carrera RS, even then with 210 HP and not even 1000 kilograms in weight. Its characteristic ducktail spoiler was the world's first rear spoiler for a series production car.



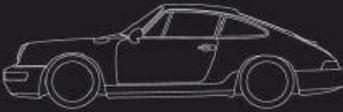
Genealogy of the 911

The path to the 7th generation

G-model 1973

The first revision

Best seller goes into series production: Ten years after its premiere, the engineers undertook the first fundamental revision of the 911. The G-model was built from 1973 to 1989 – no other 911 generation was in production for so long. A special feature: the higher and more substantial "bellows-bumpers", a technical necessity in order to satisfy recently introduced USA crash test conditions. In addition, the width of the rear wings was gradually increased – the continuously increasing power output demanding more room to accommodate wider tyres. Milestone in the success story of the 911: In 1973, Porsche presented the first 911 Turbo with a three-litre engine, 191 kW (260 HP) and a huge rear spoiler.



964 1988

New intrinsic values

During the mid-eighties, many feared it was the end of an era when Porsche presented the "new 911". The type 964 of 1988 consisted of 80 per cent new parts compared to the G model. Externally, the only main difference from its predecessor were the integral PU bumpers. Technically, however, the two cars are barely comparable. The driver could enjoy ABS, Tiptronic gearshift, power steering and airbags. In addition, the 911 received a totally new chassis and suspension with coil springs instead of the outmoded torsion bars. Almost revolutionary: The new 911 was available with four-wheel drive for the first time ever. The rear-wheel drive – the 911 feature par excellence – didn't come on the market until later.



993 1993

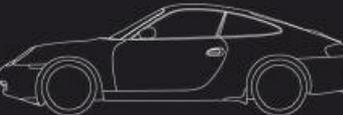
The cast-iron 911

This little beauty remains to this day the secret love of all hard-bitten 911 drivers. This is partly down to its strikingly beautiful shape, even for a 911, with integral bumpers that add to the overall harmonic impression. Secondly, its front is flatter than that of its predecessors, made possible by the change from round to poly-ellipsoid headlamps. In addition, it is particularly well designed and reliable. For the first time, the Turbo variant is fitted with a bi-turbo unit. The most important reason "cast-iron" 911 enthusiasts still love it today is that the 911 type 993, which was built from 1993 to 1998, was the last 911 to feature an air-cooled engine.

996 1997

The water-cooled power unit

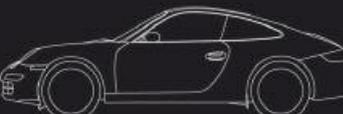
A symbiosis of traditional and modern: The type 996, in production from 1997 to 2005, was an all-new 911, without sacrificing the character of the classic car. This certainly applies for the design and technology of the first water-cooled Boxer engine. Its new feature: the front headlamps with integral indicators – initially criticised, but later copied by many other manufacturers. Its lines were much modified and adapted to strategy of construction components shared with the successful Boxster model. Once again, a completely new interior for the driver. Ride quality plays a greater role alongside its typical sporting character. The 996 marked the beginning of a new era for the 911.



997 2004

A sense of tradition

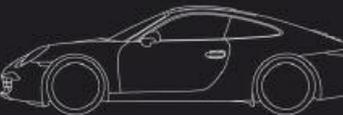
The lights are round once again: In 2004, the traditional sportiness of the 911 is fully restored – without compromising on ride quality. Thanks to Porsche Active Suspension Management (PASM), the driver can choose between three levels of sportiness. There are two variants available at market launch – the Carrera (3.6 litre capacity) and Carrera S (3.8 litre capacity). Over the years, efficiency has been continually improved, and is now a major asset. Never before in a 911 has the individuality of the driver been indulged to this extent. Carrera, Targa, convertible, rear-wheel drive and four-wheel drive, Turbo, GTS, special models and road versions of racing cars – the 911 family eventually extends to 24 model variants.



991 2011

The maturity factor

Granted: probably the greatest technical advance in the history of the 911 evolution. A completely new chassis and suspension with changed wheelbase, wider track width and heavier tyres together with an ergonomically optimised interior for even more sportiness and enhanced ride quality. Following the technological principles of Porsche Intelligent Performance, the car offers even lower fuel consumption with even greater power output. Changes such as the reduction in capacity to 3.4 litres for the Carrera base model (but still delivering five HP more than the second generation 997) and the hybrid construction principles (steel/aluminium) have led to a significant reduction in weight. Other new features include the Porsche Dynamic Chassis Control and seven-speed manual gearbox. Once again, a completely new interior for the driver. Ride quality plays a greater role alongside its typical sporting character.



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911

Porsche 911 Carrera
THE DNA

Public relations and press
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PORSCHE

02

Information Exchange

AvD Oldtimer Grand Prix 2011

Classic anticipation and a refined monastic atmosphere

Visitors once again flocked to this year's AvD Oldtimer Grand Prix, which took place from 12th to 14th of August at the Nürburgring. Members of the Porsche Classic Clubs from all over Europe met in the exclusive monastic atmosphere to exchange experiences before the most important European motor racing event for historic cars.

Before making their way to what is arguably Germany's most historic race track, delegates from the various European Porsche Classic Clubs convened at this year's Porsche Classic Round Table in the picturesque surroundings of the Augustiner Monastery Hotel in Hillesheim. On the annual invitation of Porsche Community

Management, two members from each Club attend the event to enjoy an intensive exchange of ideas, good conversation and socialising – in shared anticipation of the traditional visit of the Club members to the AvD Oldtimer Grand Prix.

It all kicked off on 3.30 pm on Friday, 12th of August, with a refreshing cup of coffee for the arriving participants. At 4 pm, it was time for the workshops at the Augustiner Monastery Hotel, where amongst other things we discussed current cooperation and plans for attendance at the Retro Classic and Techno Classica events next year. A representative of Porsche Classic reported briefly on current projects and on questions of interest to all participants – including availability of parts.

The Round Table allowed us to complete discussions during the evening meal followed by a get together. There were also, of course, plenty of opportunities to chat with like-minded individuals at the hotel bar. After breakfasting together on Saturday, it was time for one of the most exciting events in the year's calendar for any classic fan. The Porsche Community Management had offered Club members 600 exclusive VIP tickets for the event at a special reduced price.

The 39th AvD Oldtimer Grand Prix offered more than 32 hours of historic motor sport in over 20 races, showing once again that classic cars have lost none of their fascination. Despite repeated bouts of rain, there were around 61,500 spectators at this



Home play: Porsche was represented by Porsche Classic, Porsche Exclusive & Tequipment, the Porsche Museum together with Porsche Design Driver's Selection and the Porsche Community Management on a 140,000 square feet area in immediate proximity to the race track.

02 Information Exchange



Bird's eye view: Looking down on the impressive gathering of over 500 Porsches

AvD Oldtimer Grand Prix 2011:
32 hours of historic motor sport, over 20 races,
around 60,000 enthusiastic visitors –
the “OGP” is rightly regarded as the most important
race event for historic cars



02 Information Exchange



VIP guest: Derek Bell at the Porsche Classic question and answer session

extraordinary event at the Nürburgring, taking a trip back in motor sport history.

Porsche was represented by Porsche Classic, Porsche Exclusive & Tequipment, the Porsche Museum and Porsche Design Driver's Selection on the 14,000 square metre area in immediate proximity to the race track. Porsche Classic, together with selected partners and sponsors Bose, Kingeter, Stickel, Mahle, Mobil 1 and Avis, offered a wide range of information and entertainment to those visiting the spacious Porsche exhibition area.

A bird's eye view

During the popular crane ride, provided for the Porsche VIP package holders courtesy of Hendricks Spedition, guests were given a spectacular view of the Porsche area and also the Nürburgring. This lofty height afforded the best view of the more than 500 Porsche customer vehicles, grouped by model and generation, that were permitted to park around the Porsche exhibition tent – another exclusive highlight that was offered as part of the Porsche VIP package at a special, reduced price exclusively for Porsche Club members.

A further highlight of this year's event was the Anniversary Tour organised by Porsche Exclusive to mark its 25th Anniversary. Personalisation at Porsche originally started as far back as the days of the 356. With the increase in series production, Porsche soon developed a range of "special options". Since 1986 – that's 25 years



25 years of Porsche Exclusive: Since 1986, Exclusive has been offering personalised limited edition series

ago – all personalisation at the factory has been performed under the name "Porsche Exclusive".

The exclusive Anniversary Tour, featuring 25 of the most recent Exclusive limited edition series models – the 911 SportClassic and 911 Speedster – set off from Stuttgart for the Nürburgring on Friday, finishing at the final destination in an impressive line up directly in front of the Porsche VIP hospitality tent.

Talks with racing legends

On Saturday, there were additional autograph sessions with Derek Bell and Walter Röhrl, who were also available for interview. The talks were moderated by Eve Scheer, who elicited some interesting anecdotes from the drivers' racing careers. These sessions proved a big hit with fans and motor sport enthusiasts.

Completing Porsche's offering was an exclusive VIP hospitality area, with its own stand, located at the well-known "Hatzenbach Curve" section of the course. Here, Porsche VIP package holders were served with food and drink throughout the week-

end – from where they could enjoy the historic car racing or simply relax in the exclusive atmosphere. A highpoint of the spectacular evening event on the Saturday was the tombola raffle with attractive prizes. This was followed by a band of internationally renowned musicians who got the party started in the VIP tent.

For the 40th AvD Oldtimer Grand Prix in 2012, Porsche Classic and the Porsche Community Management plan to offer Club members, customers and Porsche enthusiasts yet another unforgettable weekend. Remember to keep an eye out in the Management section of Porsche Club News for information about the application procedure, since the tickets are much sought after amongst Club members, and always sell out very quickly.

Porsche Classic
Porsche Community Management



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

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PORSCHE

02 Information Exchange

Porsche Travel Club Driving experiences on snow and ice-covered roads in Finland

The winter – for many a time for rest and reflection. We see it somewhat differently – actually very differently.

That's because the Porsche Driving Experience is once again offering you the opportunity to drive on snow and ice-covered roads for this winter. And a once-in-a-lifetime chance to experience the sports car of the future: the new 911 – in a special part of the Camp4, Camp4S and Ice-Force training courses. In the far north of Finland, at temperatures as low as minus 30 degrees. On the snow tracks or on a frozen lake specially prepared for Porsche.

Hone your driving skills in icy, yet controlled conditions. This is of course all under the guidance of the expert instructors from the Porsche Sport Driving School. Whether you want to learn precision braking, evasive manoeuvres or the fine art of the controlled drift on a specially prepared ice track, there are no limits to the driving possibilities. All you need to decide is how exactly you would like to spend the winter. In all cases, driving pleasure is the aim of the game. So why not take up the challenge and shift up a gear this winter. We look forward to seeing you.

More information can be obtained from the Porsche Travel Club at: www.porsche.de/driving-experience-winter
E-mail us at: info@porschetravelclub.de or call us on: **+49 (0) 711 – 911 23360**



Ice force: Experience unlimited ice tracks in the new Porsche 911

Driving experiences under the South African sun

Short days, bitter cold and snow-covered roads in the Northern Hemisphere are the perfect excuse to enjoy an unforgettable summer holiday – in the Southern Hemisphere at temperatures of over 26 degrees. Experience South Africa and the other side of the world.

The Porsche Travel Club trip takes you to one of the most cosmopolitan cities of the world, Cape Town, on the legendary Garden Route along the coast, and deep into some of the country's most fascinating game reserves. Naturally, you will stay at the most exclusive locations, and dine at some of the best restaurants in the country.

In addition to getting to know the country and its people, you will also be one of the first to get to grips with the new 911.

Experience the most intense driving pleasure as you drive along the impressive coastal roads and go on a unique deer-stalking trip on the Big Five game reserve.

An experience guaranteed to warm the heart. Even in winter.

More information can be obtained from the Porsche Travel Club at: www.porsche.de/travelclub
E-mail us at: info@porschetravelclub.de or call us on: **+49 (0) 711 – 911 23360**



Test drive: With the new 911 on the Garden Route

02 Information Exchange

Porsche Tequipment Accessories for individual design Successful appearance

Exclusive design:

Bi-xenon main headlamps, black



A sporty touch:

LED rear lights and SportEdition wheels



For more information about Porsche Exclusive, visit www.porsche.de or contact the **customer centre at Zuffenhausen** directly by phone +49 711 911 25977 or E-mail: customercenter-exclusive@porsche.de

A personalised Cayenne

Owning a Porsche is something very special. You can make it even more special by tailoring it to your precise requirements – making it even more sporty and dynamic.

Should you decide to later personalise your Cayenne, Porsche Tequipment now offers Bi-Xenon main headlamps in black with the Porsche Dynamic Light System (PDLS) – featuring static and dynamic curve lighting, auxiliary halogen headlamps, a headlamp cleaning system and dynamic beam angle adjustment. With a

black painted interior, the Bi-Xenon main headlamps give the car a striking appearance. A stylish rear aspect is provided by the new tinted LED rear lights. The lenses are designed completely in red with some interior parts in a black finish.

This Porsche Tequipment personalisation lends your Cayenne a touch of sportiness and elegance.

For a sporty ride, opt for the 21-inch Cayenne SportEdition complete summer wheelset finished in high-gloss black. The

light alloy wheels, with their attractive multi-spoke design, create both a dynamic and powerful appearance. The design is particularly emphasised by the black finish of the wheel spokes and hub caps.

The Porsche crest in colour provides an added treat for the eye.

02 Information Exchange

PORSCHE DESIGN DRIVER'S SELECTION



Discover our versatility

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As a Club, use our scope for personalisation: add your club logo to our products or have your own detailed collector's model produced.

Porsche is truly captivating. On the road, in the engineering, in the design and in the detail. This is true both for our sports cars and our model cars.

Models are generally produced at a scale of 1:43. Other scales can be provided on request. Whether racing cars, historic classic cars or series production cars,

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We will be pleased to provide a no-obligation quote at an exclusive Club price.

If you have any questions or would like further information, don't hesitate to contact us by **phone: +49 (0) 711 9 11 7 83 98** or E-mail: **SelectionFirmenkunden-Service@porsche.de**

02 Information Exchange

Porsche number games

We are pleased to present to you a special number in the Number Games section of every edition.

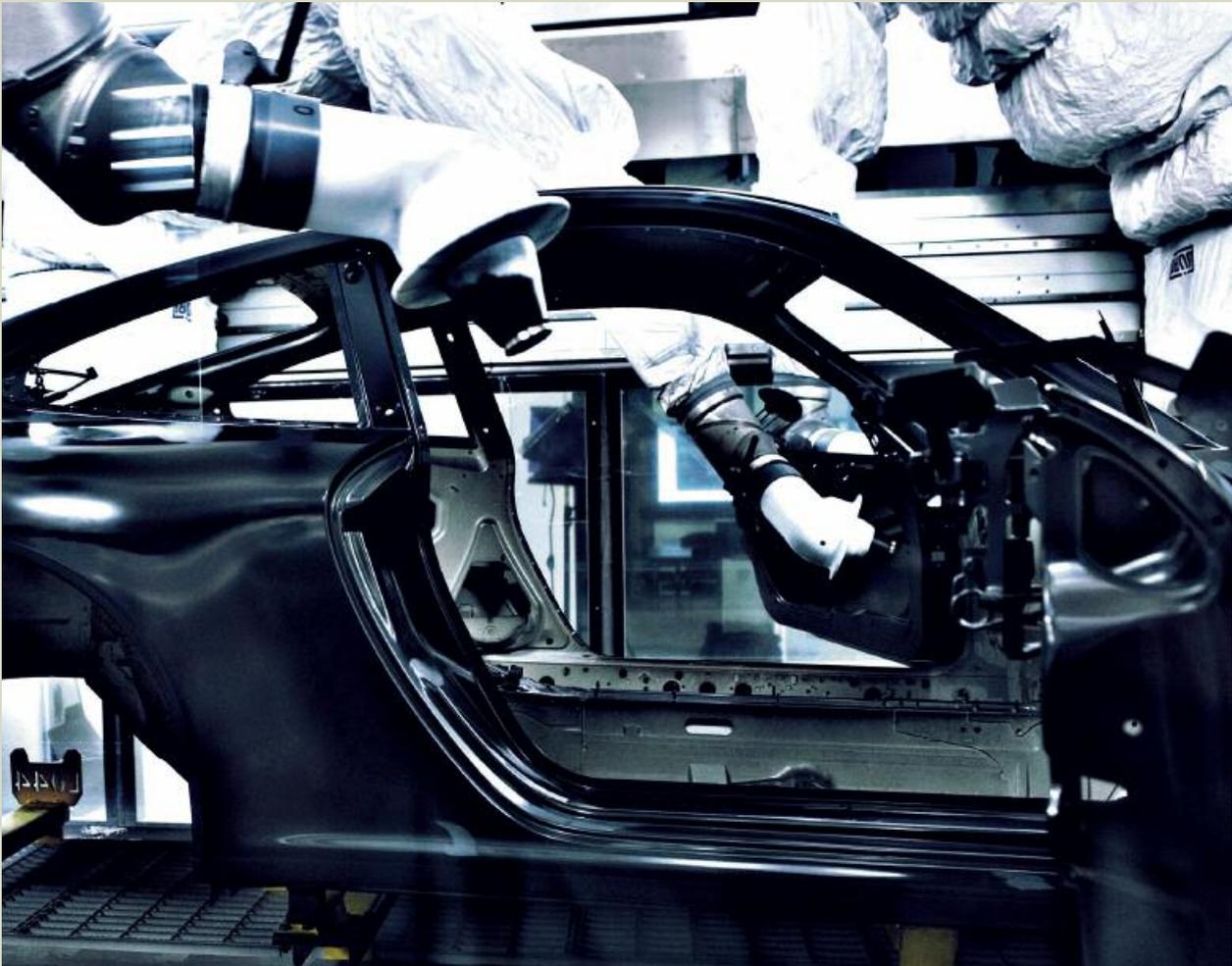
This time, we are looking at the number 50001.

Environment certificate: The Porsche parent plant in Stuttgart-Zuffenhausen has successfully passed an audit to the new ISO 50001 worldwide energy management standard; the first works in the German automobile industry to do so. The new ISO 50001 standard "Energy management systems – Requirements with guidance" developed by ISO (International Organization for Standardization) gives organisations the requirements for energy management systems, helping them to achieve a systematic and continuous improvement in energy-related performance efficiency.

The new paint shop at Stuttgart-Zuffenhausen was opened right on time for the start of production of the new Porsche 911. This facility employs innovative new technologies, resulting in lower emissions and reduced energy and resources consumption, whilst at the same time delivering improved quality. A new electrostatic filtering system for spray paints and wet chemical cleaning system for exhaust air reduce the emissions of components such as solvents and paint particles to a minimum. This environmentally friendly technology means that emissions at Porsche are many times lower than the statutory requirements.

50001

ISO





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

Consulting the family physician is always best.

Porsche Service



PORSCHE

04 Reports

36th International Porsche 356 Meeting in Vaals, Netherlands Exploring the border triangle in style

Returning to a proven tradition: A few years ago we were asked to organise the International Porsche 356 Meeting in 2011. Since we had been responsible for organising the successful meeting at Noordwijk ten years previously, we hesitated a little at first because we knew how much work would be involved. The present task was made somewhat more difficult for us because the Presidents of the 356 Clubs had decided to reduce the cost of taking part in order to encourage more 356 enthusiasts to take part in the meeting, especially younger members. “Young blood” was the motto.

Despite our first reservations, we did accept the challenge, and early in 2009 started the initial planning. It quickly became clear that Vaals, a small town in southern Limburg situated in the border triangle where Holland meets Germany and Belgium, and fondly referred to as “our Tuscany”, would make the perfect meeting point. In addition to visits to local areas of natural beauty, trips were also planned to Maastricht and to the Snowworld in Landgraaf, one of the biggest indoor ski centres in Europe. For comfortable accommodation, we selected the Castle Hotel at Vaalsbroek (Bilderberg) or the bungalows at Landal Green Parks. Since the 356 enthusiasts had the option of making group bookings for this accommodation, prices could be reduced from 500 to 400 Euro per person – one of the best rates in recent years.

During many committee meetings, we refined our plans and went through every expense with a fine-toothed comb before committing ourselves. Of course, we also had to explore the area and accommodation in advance. In 2010, we performed a little “espionage trip” to Leipzig to find out how our German 356 enthusiasts were organising their meeting. We knew we still

had plenty of time before the event, but we could equally well imagine the time slipping through our fingers. More quickly than we could have imagined, our garages became full of goody bags for those attending the meeting.

Een hartelijk welkom!

And then the day arrived: On Thursday, the 2nd of June we received our guests in Vaalsbroek – in typical Dutch style with a welcoming drink, herrings and a snack known as “Bitterballen”.

The meeting was hosted in Vaals – a small town in the south of Limburg, a border triangle where Holland meets Belgium and Germany – and fondly referred to as “our Tuscany”.



In a nutshell: Everything stems from good organisation



Classic picnics: Shadow play in the “Dutch Tuscany”

04 Reports Porsche 356 Club Nederland



Top Gear: Opening ceremony in Vaalsbroek with surprise guest "The Stig"

For the official welcome we had invited someone very well known to every car enthusiast: The "Stig" from the British TV series "Top Gear." He unveiled a Porsche 356 banner in the castle courtyard. The guests then sat down to a relaxed dinner with an entertainment programme within the castle.

The next day, in sunny weather, we went for a spin through the hills of South Limburg and into the impressive Voerstreek in Belgium. We met for lunch in the La Caverne de Geulhelm, a restaurant in one of the typical marl-caves of the region. From there, we continued to Maastricht, where some of us visited the Bonnefanten Museum, before we all met up again in the town centre for a walk round the town, to relax on the sun terraces and/or do some exclusive shopping. At four in the afternoon, we met for drinks in La Bonbonniere in the old City Theatre before driving to the Maastricht Exhibition and Conference Centre, where we securely parked our 160 Porsche cars.

Unfortunately, we were unable to get the town council to agree to us parking our

beauties in the town centre. By way of a small "revenge," we arranged for an entertainer to do an impression of the town mayor for us.

He performed the part so well that many participants were taken in by his impersonation – although they began to have serious doubts a little later, when the "mayor" suddenly started serving snacks and singing ...

Snow slalom with Gijs van Lennep

On the next day, with even clearer weather, we split into two groups: About 80 teams went directly to Snowworld to ski – and do some slaloms with the 356 in the car park. We also had the opportunity to admire how Gijs van Lennep ('71 and '76 winner at Le Mans and '73 Targa Florio winner, each time in a Porsche) tackled the steep snow slope (19 per cent gradient) in a Porsche 911 4S. He had a few difficulties at first, because the snow was too powdery. At the midway point he had to be dug out of a drift. But, after a few attempts, he managed it. In the afternoon, Gijs even took a co-driver with him on the uphill drive.

While this was going on, the second group, in 80 Porsche cars, went on a scenic tour through the border regions of Belgium, Germany and Holland. The final destination was Erenstein Castle in Kerkrade, where lunch was served in the inner courtyard. For the afternoon, we switched over – the second group went to Snowworld and the other went on the driving tour. In the evening, we enjoyed yet another delicious dinner in Vaalsbroek before walking to the closing ceremony.



"Greetings from the town": An entertainer played the town mayor to the delight of all participants

04 Reports Porsche 356 Club Nederland

Successfully mastered

Ton Vos, Chairman of the Dutch 356 Club, who had organised the weekend, thanked all participants, volunteer helpers and not least the sponsors of the event, first and foremost Porsche AG, represented by Sandra Mayr from Porsche Community Management. She gave the next address, and confessed to being most impressed by the friendly and informal nature of the Dutch event: "Perhaps this is the key to successful meetings in the future," she said. "Everything went off without a hitch and without any fuss. The Dutch followed very successfully in the steps of their German colleagues, who put on a highly successful International Porsche 356 Meeting in 2010".

The next International Porsche 356 Meeting will take place in Merano, Italy – from the 17th to the 20th of May 2012.

We look forward to meeting you again in South Tyrol!

Henk Schotanus

Porsche 356 Club Nederland
www.porsche356club.nl



Summer fun in Snowworld:

Gijs van Lennep tested the snow ramp, Sandra Mayr (below centre) enjoyed the informal Dutch atmosphere

37th International Porsche 356 Meeting from 17th – 20th of May 2012

Welcome to Merano!

The "Registro Italiano Porsche 356" in cooperation with Porsche Italia is proud to announce the thirty-seventh International Porsche 356 Meeting. Following previous meets in 1955, 1956, 1957 and 1958, the international meeting is returning for the fifth time to Merano.

The spa town of Merano is located at the intersection of the Vinschgau, Passeiertal, Etschtal and Ultental. As well as spectacular natural scenery, the region offers motoring enthusiasts the excitement of driving along its long, winding mountain roads. The recently renovated thermal spa, which is a unique European work of art and culture, offers recuperation in a very beautiful setting. The banks of the Passer cut through one of the high points of the meeting, the Concours d'Elégance.

Applications from September 2011 to
www.registroitalianoporsche356.it

Contact

Registro Italiano Porsche 356
Tel.: +39 320 349 8356
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PORSCHE

04 Reports Federazione Italiana Porsche Club

Porsche Parade Italia 2011 Triple S — Sun, Sand, Salento

Mood of conquest in Apulia: But this time it wasn't the Greeks or Byzantium people forging ahead into the beautiful landscape of southern Italy. Instead, the area vibrated to the sound of the engines of classic and modern Porsche gems. 120 cars gathered together – from all points of the compass in Italy – for the second Porsche Parade Italia. The setting for the exciting long weekend for Italy's Porsche fans was the "Salento" – a district rich in art, history and, of course, culinary tradition. Rounding off the perfectly planned event was the technical highpoint – a driving day on the famous Nardò track.

All participants first met on Thursday afternoon in the Double Tree Hilton Acaya Hotel in Lecce. There they received their briefing and a welcome drink – to get the weekend off on the right foot. The activities on Friday were very exciting – with a Concours d'Elegance, a photo parade, a tour of the town with private guides and an opportunity to watch rare birds in the nature reserve. The classic triple "S" of the Salento certainly stands for sun, sand and sea.

Scenic tour of discovery

20 amazingly beautiful classic cars arranged along the historic walls of the Castelo Acaya – including Porsche 356s and 911 Speedsters – all perfectly polished to impress the points judges. In the meantime, in Galatina, a small town 10 miles from Lecce, everything was ready for departure to the photo parade. 40 cars parked in the town square in front of a charming baroque church. From here, drivers and co-drivers prepared for the tour of southern Italy that was to follow: Gallipoli, Santa Maria di Leuca and Otranto were some of the places, known throughout Europe, on this panoramic route.



Sun, sand, Salento: The Federazione Italiana Porsche Club on the road in southern Italy

04 Reports Federazione Italiana Porsche Club

Lecce itself, with its baroque buildings, had captivated the visitors from the start. In the evening, there followed a magical “Salento dinner” around the hotel pool, which was rounded off with a traditional tarantella dance.

Time for motor sport

On Sunday, it was time for the next stop on the itinerary: Nardò, with its test track with a 6.2 km course and 12 km race track. Arriving here, to this technology centre, where car manufacturers from all over the world – including Porsche – come to test their latest developments proved very emotional. The truth was that everyone wanted to catch a glimpse of the new test car. Our great hopes were of course focused on the new 911.

At the entrance to the site there stood a Michelin truck with a team helping to test the tyres, who were ready to respond to all the Club members’ questions with advice and facts. Then we got going: Open road for an exclusive Porsche day on the fantastic test track!

In the evening, it was time for the Porsche Parade Night in the beautifully illuminated Castello Carlo V in the heart of Lecce. Giving the opening speech was Sergio Ancarani, President of the Federazione Italiana Porsche Club, who then opened the gala dinner. There followed a speech by Marco Trevisan, Marketing Manager of Porsche Italia, together with a word of greeting from the guest of honour, Mathias Mener from Porsche Community Management of Porsche AG. A festive prize presentation concluded the celebration evening.

Of course, on Sunday there had to be a grand parade, as is usual for events of this sort: All cars appeared on the historic roads of Lecce – a very friendly “gift to the guests” by the mayor to his Porsche guests. Later, we all met up again in Sant’Oronzo square for a final photo. Thus ended this very special week-

end for Italian Porsche owners and fans, organised by the Federazione Italiana Porsche Club, supported by Porsche Italia and Porsche AG.

And finally, a heartfelt “Grazie” to all participants and partners.

Porsche Italia
Federazione Italiana Porsche Club
www.club.it.porsche.com



Prize winners: The gala evening rounded off the meeting

Rich in art, history and natural beauty with a superb culinary tradition – the melding of the Salento with the Nardò test track made for an exciting programme of events. Exactly the right menu for Italian Porsche enthusiasts.



04 Reports Porsche Club Sverige / Porsche Community Management

**Porsche Club Sverige Festival
Summer Magic in Sweden**

Porsche Community Management on tour: During the Porsche Club Sverige Festival from the 2nd to the 6th of June, the area around Ahus showed its sunniest side.

When you mention Sweden, people think first of the long dark winters and icy cold – only very seldom of the exact opposite – sun, sand and summer days. That’s a huge mistake: As Porsche Community Management itself memorably experienced during the Porsche Sverige Festival, Sweden in summer is well worth a trip.

Peter Vestergren, President of the Porsche Club Sverige, had for the third time invited club members from all regions to the Sverige Festival. The response was impressive – many more Porsche enthusiasts than originally expected applied, for which credit must be given to the excellent preparation by the team of Christine Malm, Birgitta Ahnstedt and the further 32 responsible persons.

The delightful countryside around Ahus was, of course, also a major attraction. In summary: A perfect, all-round Porsche Club event! Even if most of the 260 participants at the welcoming evening were meeting each other for the first time, this did not dent the positive mood. In any case, all conversations centred on a single topic: Porsche.

Exciting competition

The first event day was entitled “heart-beat” and was replete with exciting competitions, such as slalom drives on the tarmac of Kristianstad Airport and go-cart racing in Norra Asum. All participants were looking forward to the test drives that Porsche Sweden had arranged. As a relaxing end to the day, the evening event was



Under the Swedish sun: Porsche fans in summer mood



A great throng: 260 participants enjoyed a long weekend in the name of driving culture

04 Reports Porsche Club Sverige / Porsche Community Management



held in the Päreigille schnapps distillery in Folkestorp. Unusually for me as a visitor from Germany, but typical for the locality, each course was punctuated by the guests singing folk songs.

A Concours d'Elégance of a somewhat different nature was on the agenda for the following Saturday morning. Of the roughly 160 cars, only ten selected cars took part in the beauty contest – including 928s, 964 Carreras to Boxsters. Almost 300 pairs of eyes focussed their full attention on the high gloss and as-new appearance of the cars that were presented.

The exclusive show generated both admiration and much shop-talk amongst like-minded enthusiasts. At the end of the day, the car with the highest odometer reading coupled with the best condition was declared the winner; a decision made by the jury and all the guests who had been explicitly invited to take part in the vote.

Impressive scenic tour

One of the most memorable experiences in Sweden proved to be the family rally which drove for 56 miles through very

beautiful landscapes along the Hanöbucht. Even the local “natives” from Porsche Club Sverige were driven by this tour. As well as the orienteering required, there were also questions to be answered along the lines of “who best knows their way around the Porsche world?” In addition, the drivers had to master a few tricky points in the show run.

Even before the gala evening on the Saturday, during which awards were presented to the winners, those present held the Annual General Meeting of the Club. The agenda included amongst other things the adoption of a redesigned Club Logo. Since unfortunately not all the guests could come with us to the track day planned for Sunday, the final evening together with the competition for the best in class was brought forward, which in no way interfered with the excellent atmosphere. As a thank you for the perfectly organised few days, Peter Vestergren's team were given a lively round of applause.

Track day to finish with

On Sunday, even more driving pleasure and excitement was in store for the remaining Porsche enthusiasts: Around 60 participants rolled up to the start positions on the Sturup Raceway in their own cars. The plan was for a Track Day, for which the teams were divided up by performance classes and track racing experience. This day too proved to be an adrenalin-charged, fast-paced experience – which of course all went off without incident. From the good mood of the participants, it was clear that a similar event would be offered again next year during the 4th Sverige Festival.

Those who preferred an alternative to the fast laps on the Sturup Raceway were able to spend the day at the Wanas Art exhibition centre in Östra Göinge. As well as the gallery itself, the participants enjoyed, amongst other things, the sculpture park and a special exhibition featuring the works of Yoko Ono.



Fast-paced laps: On the Sturup Raceway the race enthusiasts toured at full power



Concours d'Elégance: Sights worth seeing around Ahus

All too soon, the farewell evening in the Hotel Ahus Strand brought the Porsche Club Sverige Festival to an end. What had started shortly before amongst strangers ended amongst friends. I am sure that many Club members will be gladly making a note of the Porsche Club Sverige Festival 2012 in their calendars.

Claudia Schäffner

Porsche Community Management

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04 Reports Porsche Club Köln



Always the centre of attention: Experience the fascination of Porsche en group

„Giro di Tirolo“ Porsche Club Köln in South Tyrol

This year's trip of the Porsche Club Köln followed the trail of the South Tyrol Classic. In almost unbroken summer weather, eleven cars explored the spectacularly beautiful Alpine passes and small side-roads between Italy, Austria and Switzerland. On the very first day, the Küh-taisattel and serpentine curves of the Timmelsjoch presented the first majestic challenges to be overcome. Over the following days, almost endless curves led us from the Karerpass and Niglerpass to the Königsetappe over the Reschenpass, Berninapass and Ofenpass.

In addition to the driving, relaxation was not in short supply during the trip either. The fitness area was particularly tempting in our hotel near Merano, which was the

starting point for all our tours. "Free days" were used for excursions to the nearby towns of Merano and Bozen. Rambling in the Senale-San Felice region was considered by many to be the high point of the tour, no doubt thanks in part to the tasty hut snacks.

And at the hotel bar not everything was exclusively petrol-head talk. Of course, we took the opportunity to toast this or the other birthday.

Michael Jarke, Hartmut Dägling

Porsche Club Köln
www.porsche-club-koeln.de



Storming the summit: The Porsche Club Köln on the trail of the South Tyrol Classics

04 Reports Porsche Club Monasteria, Münster

Big trip, unforgettable experiences On the trail of Porsche around Salzburg

Porsche Club Monasteria, Münster held its "big trip" from the 1st to the 7th of June. Twelve Club members made it to the Salzburg region – on the trail of the motor sport and Porsche history.

Our first objective was the car acceptance for the classic cars to take part in the Gaisberg race. A short walk from the base hotel into Anif led us to the Schloss Hellbrunn, where the classic car drivers were meeting. We were soon engaged in a friendly and well informed technical discussion with Hans-Peter Porsche about the Porsche 904 GTS he had presented. The red-liveried car, of which a total of only 116 models were built between 1963 and 1964, was gleaming as if it had only just left the production works. So it was understandable that Hans-Peter Porsche looked concerned when rainclouds threatened. "This car has never been out in the rain," he explained. Later in the day we took the electric bus to Salzburg city centre. We explored the Hohensalzburg fortress, Salzburg Cathedral and the Getreidegasse, the street in which Mozart was born. The day concluded with a meal in the atmospheric Gössl-Gwandhaus.

On the motor sport route

The Salzkammergut round trip on the following day began with a stop at the Fuschlsee, then proceeded along the banks of Wolfgangsee, Krottensee, Mondsee and Attersee to Gmunden on the Traunsee, where two motorboats from the Frausch boatyard awaited, so that we could prove Porsche drivers could also move pretty smartly on water. The return trip to Anif led over the Postalmstrasse, on which we met many of the classic cars that had taken part in the Gaisberg race.

On Saturday, we set out on the Großglocknerstrasse trip. Over the Roßfeldstrasse, the highest panoramic road in Germany,



Table with lake view: The Münsteraner Club members brought their tour pennant with them

which leads to Berchtesgaden. After a snack on the terrace of the Inter-Continental Resort at the Obersalzberg, we drove to Zell am See, the head office of the families Porsche and Piëch. The reason the Großglockner high Alps road is called the "Erlebnisstraße" (Experience Road) quickly became evident during sporty driving at high revolutions along the winding stretch to the Edelweißspitze and our overnight accommodation at the Edelweiß hut. At 8,485 feet altitude, we enjoyed the evening mood in a unique mountain world.

Visit to Gmünd

The next day we visited the private Porsche car collection in Gmünd, before our cars were called up to scale the Katschbergpass. Later, we made a detour to the Hallstätter See. On our return to Anif we enjoyed a final evening of Austrian cuisine and hospitality.

The first stage of the return trip led us first the banks of the three Trumer Sees, then on to Regensburg and Bamberg. After a further pleasant evening together as a group, all the participants drove home.

A special souvenir

The depth of experiences created the impression that the trip had lasted weeks rather than just a few days. It will be remembered fondly by all. In any case, we all met again in July to refresh our memories



On the big sightseeing tour: The Porsche tour offered magnificent views and extraordinary driving experiences

at a shared barbecue evening. We also symbolically strengthened the fellowship of the Club with a newly created mobile trip club pennant. It was of course placed on the table from breakfast right through to when we gathered for our evening meal. At every stopping point on the trip, we decorated it with souvenir pins. As a priceless piece of memorabilia, the pennant also bears the signature of Hans-Peter Porsche!

Manfred Schmale
Porsche Club Monasteria



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PORSCHE

04 Reports Porsche Club of America

The Porsche Parade USA of the Porsche Club of America 2011 It wasn't just Bud Kibbee who won the big prize

The Porsche Club of America (PCA) issued invitations to this year's meeting in Savannah from 31st July to 6th August



Revealed: The restored 911 T of 1973 was presented to the enthusiastic Club members

Even if you have never been to Savannah, the historic small town deep in the heart of the old South, you'll know this gem in the State of Georgia from various Hollywood films. With its many green parks, wide roads and historic buildings with a dream-like quality, the town looks like a perfect film set. Formerly a major cotton trading point, 16 miles from the Atlantic coast, it is a perfect setting for the largest and most impressive Club meeting in the world. For, not only is the Porsche Club of America the largest Porsche Club in the world, with 105,000 members, this year, the American Porsche enthusiasts were gathering for their 56th annual meeting. These gatherings are always perfectly organised and full of American cordiality, and this year's was no exception. As usual, the PCA selects a different location every year, and has an unerring knack for always picking out the most beautiful places. Therefore, many

guests turned the visit to Georgia this year into a special holiday event for all the family.

1596 Club members had registered for the parade, who wished to enjoy the shared Club days with their 745 Porsche cars. The event location was near the Savannah International Trade & Convention Center, at the Westin Savannah Harbor Golf Resort & Spa, at the atmospheric old harbour. On the 31st of July, the Club members met here for the initial welcome and to share well-informed experiences, looking forward to the exciting parade days to follow.

The day of the Concours d'Elégance

A first spectacular highpoint of the PCA meeting was on Monday, the 1st of August, the traditional Concours d'Elégance, which proceeded through the elegant Forsyth Park in Savannah. All eyes were

on the 119 Porsche cars, which were brilliantly presented for strict evaluation by the jury. Even up to just before the start, the last stains of dust were being removed, the last polish applied to the wheels and the paintwork checked one last time. 17 cars were presented in the historic "display". A further 275 cars were exhibited for visitors to admire, but did not take part in the Concours evaluation. The Concours d'Elégance also included the presentation of the 911 T 1973 which had been restored by Porsche Classic in cooperation with the Porsche Club of America. During the course of the annual raffle, the future owner of this car was to be announced – a person yet unknown.

Georgia on my mind

There was an especially festive setting for the Concours Award Banquet, which was held on Tuesday, the 2nd of August. The highlight of the celebratory event was the address by Club President Manny Alban to the extensive number of Club members who had travelled to the event. There followed an address by Michael Bartsch, COO of Porsche Cars North America, together with welcoming words from Sandra Mayr of Porsche Community Management.

Driving pleasure factored highly in the many exclusive excursions. Events at the wheel are traditionally strongly in demand at the PCA. 100 cars took part in the tour to Hilton Head Island. This island lies 20 miles north of Savannah, in the neighbouring state of South Carolina; with its water sports facilities and luxurious golf courses it is ranked one of the favourite leisure centres on the coast. The great Porsche Parade then followed through the town centre of Savannah, in the midst of the charm of the old South: 173 cars enraptured the inhabitants of the little town, where

04 Reports Porsche Club of America

traditionally very few events disturb the peace and quiet.

This year, the Porsche supporting programme in Georgia was also a dominant feature. In the hospitality area of the Convention Center, there were presentations by the Porsche Classic Team, the Porsche Design Driver's Selection with current offers and its own stand, Exclusive & Tequipment together with Dieter Landenberger from the Porsche Museum with lectures and events spread over an area of over 2000 square feet. The Porsche Community Management took care of all Club requirements on site and, like the entire Porsche team, was available every day to give information to the participants on all aspects of the Porsche marque.

Many visitors used this opportunity to obtain advice directly from the experts from Zuffenhausen and the USA. Club members were amazed at the selection of Classic original parts on show; they were given information on Exclusive & Tequipment products and admired the articles in the Porsche Design Driver's Selection. They were also able to put their knowledge of Porsche to the test in a technical quiz, view at leisure a comprehensive selection of photos of the restoration of the 911 T and take part in a technical presentation at the car on the subject of restoration. "For us, the event in Savannah was a resounding success," reported a happy Alexander Fabig, Manager of Porsche Classic, "we were completely surprised at the response to our 911 T campaign."

Dieter Landenberger, Manager of the Porsche Archive, presented the new centrepiece of the Porsche world during the course of his lectures about the Porsche Archive and the Porsche Museum.

Victory Banquet: And the winner is ...

A very special car, a classic 911 T of 1973, attracted the most attention on the first day. Well over a year ago, the Porsche Club of America, Porsche Community Management and Porsche Classic had brought to life a project called "Revive the

Passion". A car found in Los Angeles was perfect for a total restoration project. In a nutshell, the car was transported to Stuttgart to be stripped down to the last nut and bolt and restored to its former glory. Every step of the laborious restoration phase was documented: The PCA members could use the Internet to witness how things were progressing in word, image and film, and experience live the process of this very special 911 revival. In Savannah, it was finally time: The car shone again – and how!

But the exciting story of the car was not yet finished: For one of the participants, this year's Porsche Club of America meeting would have a quite special significance – something that would happen during of the closing Victory Banquet in the International Trade & Convention Center. "Bud, you won the car," was the announcement in the banquet hall. The visitors applauded and chanted rhythmically at the announcement of the winner. Bud Kibbee stood on the stage with his wife and could scarcely grasp what Manny Alban and Alexander Fabig had just told him: he had won the big prize in the annual raffle, the lottery sponsored by the Porsche Club of America.

The lucky winner

Bud Kibbee had bought eight raffle tickets, each costing 50 dollars, to increase his chances of winning the coveted collector's piece. For 20 years, the 85-year-old had owned a Porsche 356 dating from 1963, but he had never driven a 911. The sprightly Porsche fan has one big thing in common with his first and most valuable 911: Both come from California. So now the 911 T is once more loved and back in its homeland – in the care of a proud new owner.

A packed programme was rounded off with many further exciting events, including an art show and Parade Kids Camp for the youngest Porsche enthusiasts. Looking back over a highly successful event, one which for Bud Kibbee was the experience of a lifetime, we would like to thank most sincerely the entire organising



Home base: The Porsche hospitality area (above) was available to parade participants all day every day. The lectures by Porsche Archives Manager Dieter Landenberger (below) were very popular

team and the many volunteer helpers of the Porsche Club of America. Without their efforts and tireless work, a major event such as the USA Parade, and such a festive celebration of the Porsche spirit in the USA simply would not be possible.

Goodbye until we meet again in Salt Lake City from 8th to 14th of July 2012!

Paul Gregor
Porsche Community Management
Porsche Classic

04 Reports Porsche Club of America



Georgia on my Mind: The Parade in Savannah (top), detailed view of the Concours (above), the excursion to Head Island (below) or shared trips in the Porsche car – the PCA organisational skills were impressive once again

Porsche Parade USA 2011
1596 participants with 745 registered cars – 275 Porsche cars in the official exhibition, of which 119 cars were in the Concours evaluation. As the highpoint, a restored 911 T Porsche Classic was the lottery prize among participating Club members.

USA Parade – Revive the Passion at its best.





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PORSCHE

04 Reports Porsche Club Niederrhein / Porsche Club Rheinland

Joint tour of the asparagus district Friendship meeting of the Porsche Club Niederrhein and the Porsche Club Rheinland

For the third time, the Porsche Club Niederrhein and the Porsche Club Rheinland met on 22nd of May for a tour of the asparagus district in the lower Rhine, organised by Porsche Club Niederrhein. At the starting location, Schloss Moyland in Bedburg-Hau, all the participants were somewhat doubtful because of the bad weather which had greeted the arrival with heavy storms. However, the weather cleared up to such an extent that convertible drivers were able to drive all day with the top down.

The tour led via various byways and border crossings to the highest point in the lower Rhine: Hochelten. From the Marmorsessel we could enjoy the lovely view towards Kleve – through the door to the lower Rhine. The programme also included a visit to the Drusus spring and the nunnery buildings.

We then went on to the picturesque Wasserburg Schloss Anholt. The 25 Porsche cars then drove through meadowland stretching as far as the eye could see and full of cows, then on through charming Dutch and German townships and along seemingly endless dykes with views of the Rhine. Even the “Green frontier” was passed after driving into a dead end.

Porsche attraction in Kalkar

We made a particularly stylish break at the castle restaurant at the lake before carrying on to our destination, Kalkar. In the historic market place in front of the town hall, our cars became a real attraction and were duly admired.

At the end of the day, of course, we enjoyed asparagus in the Ratskeller, under



Tour of the asparagus district: This trip, packed with superb experiences, went from Bedburg-Hau via Hochelten to Kalkar

whose arches we could dine on the best. “That was superb!” was the unanimous verdict of all participants. Next year, we look forward to another tour through the mountain regions – to continue the tradition.

Heli Bernhardt
Porsche Club Niederrhein



04 Reports Porsche Club Tirol

Humanitarian help for the children of Fukushima: New courage to face life through culture, sport and recreation

Rich experiences with the Porsche as a taxi: The Rotary Club International Austria had invited children and young people from the Fukushima region to divert their attention from the incomprehensible catastrophe and grant them new courage to face life. As part of this project, 23 children and young people aged 14 to 18 years travelled to Austria from the 2nd to 21st of August. After a three-day stay in Vienna, they were divided into an "East group", which travelled to the Steiermark, to Kärnten, Salzburg and lower Austria, and a "West group", which travelled to Tyrol, Vorarlberg, Salzburg and lower Austria, to spend the days from the 5th to 8th of August experiencing the Alpbachtal Seenland and Innsbruck region.

Leo Meixner from the Alpbachtal Seenland Tourist Association, as a member of the Classic Club Austria Region West (PCCA) is the proud owner of a Porsche 964. He became aware of this campaign and immediately made contact with hotels, restaurants, bus companies, leisure activity providers, the Porsche Club Tirol, Porsche Classic Club Austria Region West and other sponsors.

For a good cause

With this back-up support he was able to suggest to the Rotary Club the town of Kramsach as a place to stay within the Tyrol, and draw up an attractive programme of activities. The Rotary Club Rattenberg also stepped in as mentorship organiser and sponsor. The Porsche Clubs Tirol and Classic Club Region West spontaneously offered to transport every child to the events in a Porsche.

Herbert Demanega, President of the Porsche Club Tirol, and Michael Bensch of the Porsche Classic Club Austria Region West also took up the good cause and activated their Club members to take part in

the action and to keep a Sunday free for this humanitarian project.

This resulted in the availability of a total of 13 Porsche cars – providing each child with a dedicated taxi and chauffeur! The way the young people's eye lit up when they saw the line of Porsche cars was the best thank you we Porsche enthusiasts could have received. Everyone enjoyed the journey with the young people from Fukushima. It was a truly unforgettable experience!



Kitted out with Porsche Club caps and pins, the children took the memory of this carefree time enjoying rich experiences in Austria back with them to their ravaged homeland. We hope that with this action we have made a small contribution to help the children distance themselves a little from the events and take on a difficult future with fresh courage.

Herbert Demanega

Porsche Club Tirol
www.porscheclubtirol.at



Help for young people: Alleviating the terror with full experiences

04 Reports Porsche Club of Western Australia

“Fruits of the Forest” tour

The Porsche Club of Western Australia takes over an entire town!

On a sunny long weekend in March, the Porsche Club of Western Australia took over the entire town of Nyamup in the South West for the “Fruits of the Forest” South-West run.

We started the weekend early on the Saturday morning from Kings Park, in the heart of Perth, and after a morning tea stop at a heritage cafe that started life as horse stables we headed to Wellington Dam. The roads around here are perfect Porsche roads and none more so than the almost unknown long windy one-way road called Lennard Drive; this snakes its way through the countryside along a river in the middle of nowhere.

After enjoying the G-Forces we stopped at a new boutique brewery, “The Moody Cow,” in the picturesque Fergusson Valley for lunch. From there we all stopped in Balingup, an art and craft town where everyone wandered at leisure before heading to Nyamup to find their cabin and settle in.

Nyamup is an old timber milling town that ceased operations in 1989 and the old workers cottages have been restored to be used for holidays. With a permanent population of only one person, we took over the entire town for the first weekend in March – yes, there was a Porsche in every driveway!

Being at the end of a dead-end road, it was a fantastic, peaceful place to act as a base and take in the history as we did day trips to sample the food, wine and sites of the area.

Dinner was a bit of a mystery as there are no restaurants in Nyamup (in fact no shops or stores of any kind!), but we arranged a local school bus to pick everyone up and take us out to the Wine and Truffle Company for a gourmet 3 course

meal (including a very interesting talk about truffles). The bus allowed everyone to enjoy a few drinks and avoid the risk of running into Kangaroos that frequent the country roads at night. Being completely surrounded by bush and forest, Nyamup abounds with wildlife with quite large groups of Kangaroos, Emus and birdlife wandering around the town (especially at night).

Exploring the coast

The next morning started early with a casual breakfast for everyone in our cottage and then we headed to our next mystery location, the “Swarbrick Art Loop”. This is located miles from anywhere and is an amazing walk through the forest sprinkled with various art and sculptures created by local artisans.

Next stop was Bartholomews Meadery to sample some of the local honey wine, ice cream and other locally made products before heading to the Forest Hill Winery in Denmark (Western Australia!) for lunch near the coast. After lunch everyone was free to explore the local area including the spectacular coastline near Greens Pool and Elephant Rocks and perhaps finishing off with some tasting and refreshments at the Denmark Chocolate Lounge before making their way back to Nyamup to get ready for dinner.

Sunday night was very different because we organised outside catering to prepare a full 3 course dinner in the old Nyamup Dance Hall (built in the 1930's) which created an amazing atmosphere in the middle of the forest and allowed everyone to just wander back to their old cottages afterwards.

On Monday morning (after a full cooked breakfast for everyone on the BBQ in our cottage) we arranged all the cars in front



Porsche City: The Porsche Club of Western Australia set the pace in Nyamup

of the cottages for some group photos before we said goodbye to Nyamup.

After a brief stop at the Lavender & Berry Farm we headed to a final relaxing lunch at Silkwood Winery to reminisce about the weekend allowing people to make their own way back to Perth at their leisure.

Gary & Maureen Faas

Porsche Club of Western Australia
www.porscheclubwa.org.au

05 An interview with August Achleitner

Based on the questionnaire of Marcel Proust, we put 20 questions to August Achleitner, 911 Series Manager



Where would you like to live?

In Imst / Tyrol. I've been going there for many years on holiday and I've built a house there – 911m above sea level. I love every minute there – in summer and in winter.

What is your idea of perfect happiness?

Happiness in the family, satisfaction and health.

Which faults are you most likely to forgive?

Mistakes that do no one any harm. You can't make an omelette without breaking eggs, it's the same with mistakes. You just try not to repeat them.

What do you regard as the lowest depth of misery?

Misery in the family.

Your favourite historical figure/s?

I don't have one.

Which traits do you most appreciate in a woman?

An honest character and zest for life.

Which traits do you most appreciate in a man?

Reliability, honesty, fairness and respect for others.

Your favourite virtue?

Reliability.

Your favourite pastime?

Sport, mountaineering, skiing, cycling (motorised and non-motorised).

Who or what would you have liked to be?

Motorbike racer. I still drive with passion.

What is the Porsche legend?

That is the 911, no matter how good any other type may be.



What makes a Porsche sports car?

The perfect connection between driver and road, agility, quickness, reliability, social acceptance.

What does the Porsche of the future look like?

I'm not telling! :)

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

A 911.

Your main character trait?

Reliability (I think).

Your greatest fault?

I'm too good-natured.

Who are your heroes in real life?

I don't really know any "heroes" – perhaps Valentino Rossi.

What do you despise the most?

Violence, pomposity, hurtful behaviour. People who have no lives outside of work.

What natural talent would you most like to possess?

I'm happy with what I have.

Your motto?

Live and let live.

CV

Name: Achleitner

First name: August

Date and place of birth: 6.11.55 in Cologne, grew up in Munich, Austrian citizenship

Family: married, 2 sons

Education

1975 – 1982 TU München

Engineering Degree and Economics

Post-Graduate Degree, final qualification Dipl. Ing. /

Dipl. Wirtsch. Ing.

Profession

1983 – 1988

Chassis and suspension development, Porsche AG, Customer projects and Porsche projects

1989 – 1990

Group Leader "Car Conception"

1990 – 2000

Department Manager "Product Planning Technology, Car Concept, Package"

since 2001

Manager, 911 Serie

Hobbies

Motorbikes, skiing, and other sports

activities such as running and mountain biking