



PORSCHE



Successful reminiscence of a legend: The special model for the anniversary of the Porsche 911

August 2013

Porsche Club

News 3/13

Porsche 911 "50 Years of 911" – Engine: 6-cylinder flat engine, Displacement: 3.800 cc, Power: 294 kW (400 hp), Maximum torque: 660 Nm, Top speed: 300/298* km/h, Acceleration (0–100 km/h): 4,5/4,3* sec, 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, CO₂ emissions: 224/205* g/km – *Values for PDK

Editorial

Dear Ladies and Gentlemen, Dear Porsche Club Members,

It raises the pulse of enthusiasts even when it's not moving. In 1963 it represented the beginning of a new era; now, in its 7th generation, it represents the future and is more topical than ever: the icon of the Porsche brand is celebrating a special anniversary – 50 years of the Porsche 911. A good reason for Porsche AG to create an anniversary model to celebrate Ferry Porsche's grand concept of a sports car that is suitable for day-to-day use: the 50th-anniversary Porsche 911, which is strictly limited to 1,963 models and with a combination of equipment that has never existed before.

The exclusive equipment on the anniversary model is based on the sporty elegance of the early original 911s: until 1967, the numbers and scales on the legendary black instruments were green, and the pointers were brilliant white. These can be found in the anniversary model, referencing the original design in a manner both subtle yet striking. The centre panels of the leather seats are reminiscent of a fabric pattern that set the style for the first 911 models and that is inextricably linked to the 911 icon: the pepita – a two-tone woven material with a small houndstooth pattern. The chrome-plated rear lid grille and the chrome-plated moulding between the tail lights prove this model's loyalty to the first generation as well. The rear wheel drive model has the wide body, which is typically reserved for the all-wheel drive Carrera 4 models. A small but distinctive design detail on the anniversary model: the official 50 years of the 911 logo on the rear. The 50 years of the 911 anniversary model is a modern successor in the spirit of the classic original 911. In short, a classic of the future.

Even before the official premiere at the IAA in Frankfurt, the 911 anniversary model was presented at a Porsche Club

event – to 1,500 very enthusiastic Club members at the Porsche Parade USA in Traverse City, the largest Porsche Club event in the world. In keeping with tradition, members of the Porsche family were there to experience this huge event for themselves and to meet up with many other Porsche Club members again.

We are immensely proud of the Porsche Clubs' activities relating to the anniversary, and of the Club commitment to the Porsche brand. We look forward to supporting you in the upcoming events and to meeting you in person there.

Lets take a look at the upcoming anniversary activities: the Porsche Club Great Britain is going to get nine hundred eleven 911 models on the race course at Silverstone, thereby achieving a new Porsche Parade record. The Porsche Club für den klassischen 911 e.V. is planning a big birthday celebration in Ofenwerk, Nuremberg. And the Porsche Museum invites you to be their guest as part of the 50 years of the 911 special exhibition. There is free admission for Club members, with numerous activities on offer.

The anniversary year of this Porsche icon is also a special occasion for the twelve lucky owners of the Porsche 911 Club Coupe. Is there a better way than celebrating the anniversary of the Porsche 911 with the recently delivered Club Coupe? As announced at the delivery event in December, Porsche Community Management had organised a first trip together for the proud owners, including a unique programme. In line with the special character of the Club Coupe, the "family colour" and the relationship with the Porsche family that this symbolises, the programme featured a visit with Hans-Peter Porsche, who opened the doors to his vehicle collection. The programme also included a visit to the



Dr. Kjell Gruner Marketing Manager

family seat Schüttgut and Prielau Castle, which is owned by Dr. Wolfgang Porsche. The trip gave the participants the chance to enjoy the Porsche ownership experience up close and personal.

As a result, the Club Coupe owners can be sure to not only call an exceptional 911 model their own, but that this model and membership in the Porsche Club community mean that they have an especially close connection with the Porsche brand and the Porsche family.

The icon 911 is being celebrated accordingly around the world with numerous events, meetings and activities. Surrounded by like-minded people, at the centre of the common Porsche Club family and with the Porsche family. This distinguishes the Porsche Clubs, the Porsche brand and the Porsche 911.

I wish you all the best and continued success this season!

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

A note to our contributors

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

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

Sandra Mayr, Porsche Community Management

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MATTHIAS MÜLLER CONGRATULATIONS!

Matthias Müller, chairman of Dr. Ing. h.c. F. Porsche AG, celebrated his 60th birthday on the 9th of June 2013.

Not only his favourite model series, but Matthias Müller himself is celebrating a special birthday this year. Although he now lives in Bavaria, he was born in Chemnitz, Saxony on the 9th of June 1953. After moving with his family, he completed his final school examinations in Ingolstadt in 1971 and began training to be a toolmaker at Audi AG in the same year. After that he earned a degree in computer science at the University of Applied Sciences in Munich.

He then worked his way gradually up the career ladder at Audi – including a detour to Tokyo. There he completed a senior internship in the Japanese Ministry of International Trade and Industry. After returning to Germany, he was initially responsible for the project management of the Audi A3 and then in charge of product management for Audi, Seat and Lamborghini, before taking over this task for the entire Volkswagen Group and VW brand in 2007.

2010 has been the peak of Matthias Müller's career to date: that was the year he was appointed chairman of Porsche, a company that has always fascinated him.

Congratulations – we wish you a happy and successful anniversary year!

Closing Dates:

PC News 4/2013: 30/08/2013

PC News 5/2013: 28/10/2013

Porsche Club News on the web:

The latest Porsche Club News and the archived back issues from issue 1/99 on are available on the Internet at:
www.porsche.com

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www.porsche.com/museum

From 0 to 911 in 50 years.

The special exhibition “50 Years Porsche 911”.

In the Porsche Museum from 4 June to 29 September 2013.

911 50
50 Years of the Porsche 911 – Tradition: Future



PORSCHE

01 News from Porsche AG In brief



Panamera S E-Hybrid has a fuel consumption of 4.4 l/100 km in test drives

Exemplary

ECONOMICAL AND CLEAN: As part of an international event attended by journalists, the Panamera S E-Hybrid achieved an average fuel consumption of only 4.4 l/100 km in 42 test drives over a total distance of over 1,200 kilometres. The best lap value was as low as 2.8 l/100 km. This shows that consumption values in the order of those by the NEDC (3.1 l/100 km) can definitely be achieved in actual day-to-day driving. And this, despite the fact that the total of four completely standard Panamera S E-Hybrids each had three to four passengers, the air conditioning systems were on and acceleration went up to 230 km/h on the motorway section. The test lap through and around

the town of Hockenheim was 28.7 kilometres in total, made up of 6.5 kilometres of urban driving, 9.2 kilometres of country roads and 13 kilometres of motorways, of which some sections were derestricted.

The purely electric range of 36 kilometres with a consumption value of 0.0 l/100 km and without local emissions was also confirmed in practice, proving that this is not only possible in the NEDC on the test stand, but also on the road. And this despite the average speed of 54 km/h compared to the lower 33 km/h in the NEDC.

Porsche AG press release

“Engine of the Year award” for the 2.7-litre flat engine

Drive

A PORSCHE SIX-CYLINDER ENGINE HAS ONCE AGAIN BEEN AWARDED THE DISTINCTION “ENGINE OF THE YEAR”.

This year, the international jury gave the renowned award for the 2.5 to 3.0-litre engine displacement class to the 2.7-litre engine that is used in the Boxster and the Cayman. “A brilliant engine for a brilliant car. This centrepiece of Porsche technology combines performance and a sporty pedigree with impressive fuel efficiency,” said Dean Slavnich from “Engine Technology International Magazine” in explaining the decision. The engine of the year is selected by 87 highly regarded automotive journalists from 35 countries who evaluate the engines in various categories.



Along with power, fuel economy, driving properties and comfort, the use of innovative technologies is also assessed.

Porsche AG press release

Porsche motor racing history

Triumph



DOUBLE VICTORY BY THE PORSCHE 911 RSR IN LE MANS.

At the 24 Hours of Le Mans, the world's most famous long-distance race, Porsche achieved a double victory in the GT class. On the “Circuit des 24 Heures”, the new Porsche 911 RSR from the Porsche AG Manthey team with Porsche works drivers Romain Dumas, Marc Lieb and Richard Lietz won the particularly highly competitive GTE-Pro class. In the second 911 RSR, their works driver colleagues Jörg Bergmeister, Timo Bernhard and Patrick Pilet manifested the double victory of the racing car from Weissach.

None of the vehicles had a single technical problem throughout the entire distance, and the Porsche drivers held their own against all the best efforts of their competitors. The Porsche AG Manthey team stood united on the pit wall as the finish line was crossed, in order to give their heroes the reception they deserved.

Porsche AG press release



**Our benchmark: 30,000 race wins.
Celebrated in a 1:43 scale.**

For more information please visit:

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01 News from Porsche AG

Limited anniversary edition Porsche celebrates 50th anniversary with an exclusive limited edition model



911. Three digits. One symbol. And yet it stands for a legendary sports car concept. Even today, the 911 tells many stories. Of heroic racing victories. Of a design that has become iconic. Of countless childhood dreams. And of a timeless idea.

Porsche 911 "50 Years of 911" – Engine: 6-cylinder flat engine, Displacement: 3.800 cc, Power: 294 kW (400 hp), Maximum torque: 660 Nm, Top speed: 300/298* km/h, Acceleration (0–100 km/h): 4,5/4,3* sec, 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, CO₂ emissions: 224/205* g/km – *Values for PDK

01 News from Porsche AG



Porsche is celebrating its icon, the 911, with a special model. Limited to 1,963 models, sporty and elegantly refined with equipment features that have contributed to its unique success story.

Porsche 911 "50 Years of 911" – Engine: 6-cylinder flat engine, Displacement: 3,800 cc, Power: 294 kW (400 hp), Maximum torque: 660 Nm, Top speed: 300/298* km/h, Acceleration (0–100 km/h): 4,5/4,3* sec, 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, CO₂ emissions: 224/205* g/km – *Values for PDK

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Sporty elegant appearance: The special edition combines the rear wheel drive with the wide body of the all-wheel drive models. Exclusive package: Porsche Dynamic Light PDLs and materials/leather seats in a pepita checked pattern

The Porsche 911 resolves apparent contradictions like no other sports car – such as between tradition and innovation or between exclusivity and high social acceptance, and of course between performance and efficiency. Thus, Porsche is celebrating the 50th anniversary of the 911 at the International Motor Show (IAA) in Frankfurt with a special anniversary model based on the 911 Carrera S.

Like the original 911, the 911 50th Anniversary Edition is a coupé with a flat six-rear engine and rear wheel drive. Its efficient performance, active sport suspension – and special body have current relevancy: the anniversary 911 features the wide body, which is typically reserved for the all-wheel drive Carrera 4 models. This special edition will be limited to 1963 cars, a

number that represents the year of the 911 world premiere.

Porsche will present the limited edition model in time for the 50th anniversary of the 911 at the IAA motor show in Frankfurt, which opens its gates to the public on September 12, 2013. In 1963, Porsche presented the original model to the public at this leading international show for the automotive industry. Since its first presentation – initially as the type 901 – the sports car icon has excited automotive fans across the globe, and today it is considered the reference for all other sports cars. Since making its debut in 1963, the model series has progressively developed without interruption. In the process, the unique character of the 911 was always preserved. The result of this evolution over a 50-year period – which included countless race victories as well – is a sports car that fully em-

bodies the authenticity of the Porsche brand. Its DNA is reflected in all Porsche models.

This limited edition of the 400 hp (294 kW) 911 Carrera S includes features that have contributed to the 50-year story of success of the 911. For example, the limited edition includes Porsche Active Suspension Management (PASM) with special tuning to complement its increased track width and to add support to the exceptional cornering dynamics of the 911. The sport exhaust system outputs a fitting emotional sound. Special 20-inch wheels are a visual tribute to the legendary “Fuchs” wheels and are finished in matte black paint with machine-polished centres. Chrome trim strips on the front air inlets, the fins of the engine compartment grille and the panel between the rear lights emphasise the distinctive appearance of this limited edition model.

01 News from Porsche AG



An anniversary 911 down to the smallest detail:

White pointers and green labelling in the cockpit, high-gloss trim strips and the wide rear of the all-wheel model

Another technical highlight of the car's equipment is the Porsche Dynamic Light System (PDLS) with bi-xenon headlights and dynamic cornering lights.

Two unique colours are available for the anniversary 911, a darker graphite grey and a lighter geyser grey metallic. In addition, black monochrome is also available. Each of the cars have a two-tone 3D-effect badge on the rear lid with the numbers "911 50". This is repeated in three colour embroidery on the headrest and in two colours as a logo on the tachometer and the aluminium door sill plates. It can also be found on the cup holder panel together with the limited edition number of the individual vehicle. Other exterior characteristics of the special model are high-gloss window frames and sport design exterior mirrors on the door panels.

There are tributes to the original 911 in the interior as well: green labelling on the instruments with white pointer needles and silver caps on the instrument pivot pins, just like 50 years ago. Another special feature is the centre panels of the leather seats, which are designed with a fabric pattern reminiscent of the "Pepita" tartan design from the 1960s. The full-leather interior is designed in agate grey or black with decorative stitching, some in contrasting colour. The driver and front passenger experience typical 911 driving fun in 14-way sport seats or optional 18-way sport seats plus. The gear shift or selector lever – which matches the decorative panels on the dashboard, doors and centre console in brushed aluminium – comes from the Porsche Exclusive program.

The 911 50th Anniversary Edition sprints from zero to 100 km/h in 4.5 seconds (4.3 with PDK) and can reach a top speed of 300 km/h (298 with PDK). The car's NEDC combined fuel consumption is 9.5 l/100 km (8.7 with PDK), which equates to CO₂ emissions of 224 g/km (205 with PDK). The limited edition models will be available at Porsche dealers starting September 23, 2013, and in Germany they will cost 121,119 euros including VAT and country-specific features. ◀

Public relations and press
Product press



Please visit www.porsche.com for further information.

**You don't have to reinvent the wheel
to give it your own personal touch.**

The Porsche Exclusive package for the Cayman.

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

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



PORSCHE

01 News from Porsche AG 911 Special

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

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

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

Part 3 of the Porsche Club News special feature on the 911 throws some light on the technical innovations of the Porsche 911.

Our 5-part series first took a look at the beginnings of the iconic sports car. In part 2, we turned to the design and investigated the curves and lines of the 911. This issue of Porsche Club News is all about innovations, because with each of the seven generations, the Porsche engineers from Zuffenhausen and Weissach reinvented the 911 and demonstrated the innovative force of the Porsche brand.

Once again, the pictures we have chosen for the series on the 911 anniversary demonstrate that the world of Porsche Clubs



“The 911 is the only car you can drive from an African safari to Le Mans, to the theatre and then on the streets of New York.”
Ferry Porsche

is not just a lively and committed community, but has also been a loyal group of Porsche 911 fans for 50 years.

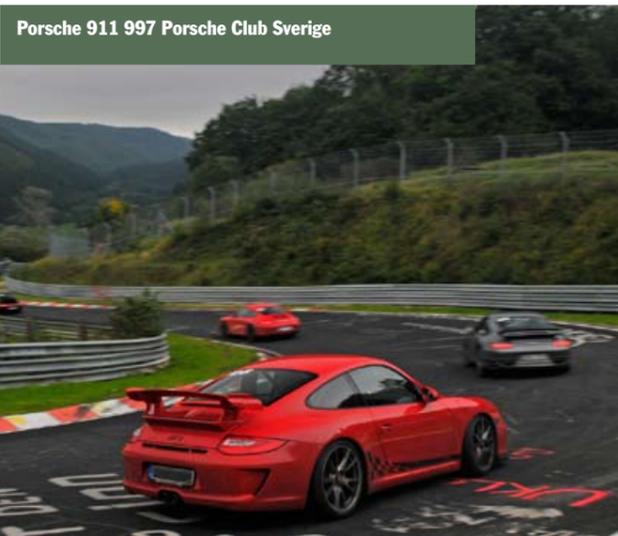
Around the world, Porsche Club enthusiasts are celebrating the anniversary of their icon. On page 22 we have put together some of the highlights of the Club season for you.



Porsche 911 997 Porsche Club Taiwan



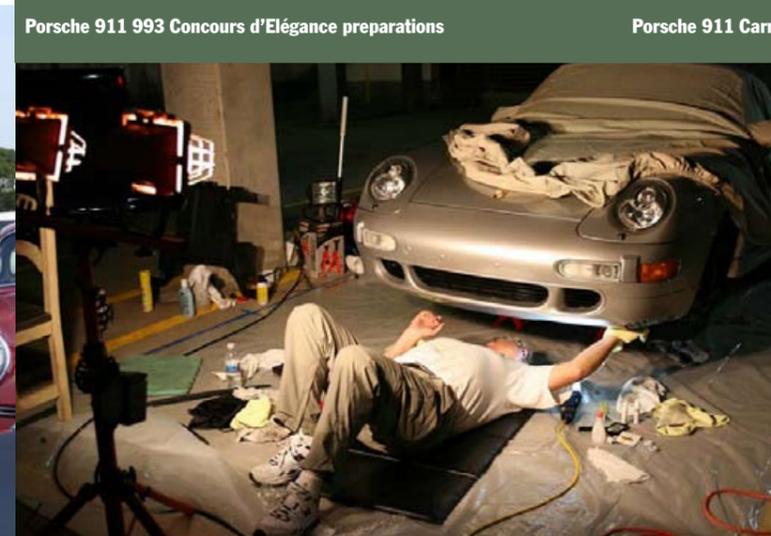
Porsche 911 997 Ivalo driver training, G model driver training Porsche Parade USA



Porsche 911 997 Porsche Club Sverige



Porsche 911 997 Porsche Club Singapore



Porsche 911 993 Concours d'Elégance preparations



Porsche 911 Carrera 2.7 RSR

01 News from Porsche AG 911 Special

50 Years of the 911

Part 3

Innovation



For five decades, the Porsche 911 has been the benchmark in its class for performance and efficiency. The Porsche 911 has raised the bar even further with each generation. Time and again, the Porsche engineers in Zuffenhausen and Weissach have reinvented the 911 – an impressive testimony to the power of innovation possessed by the Porsche brand. Although the 911 has always led in sportiness, performance figures have never been the sole focus of the developers. The 911 has always stood out through intelligent ideas and technologies that unite performance, day-to-day usability, safety and sustainability.

Three-part safety steering (1963)

At its launch in 1963, the Porsche 911 was equipped with rack-and-pinion steering, which had previously been praised in early test reports for its precise and very direct function. This steering system was also part of the safety concept of the vehicle. The linkage consisted of three parts and the steering gear was located in the centre of the vehicle. In the event of a frontal collision, the steering wheel thus did not

move towards the driver, but rather away due to the angle of the steering column, impact tubes and detaching elements. From 1991, Porsche was the first automobile manufacturer to equip all models with driver and front-passenger airbags as standard.

Targa roll-over bar (1965)

“The first standard safety cabriolet in the world” – that was the headline Porsche used to present the first 911 Targa at the IAA in September 1965. The innovation of the new sports car models was the fixed Targa bar based on the roll-over bar that had already proven itself in motor racing and that provided a high degree of occupant protection. The roof concept, patented in August 1965, had other advantages, too: it prevented unsightly “puffing” of the soft top when driving at motorway speeds, and also guarded against the body torsion that was common in convertibles of the time.

Interior ventilated disc brakes (1966)

Effective cooling of brakes is important in a high-performance vehicle – only then are the brakes able to bring the vehicle stably and repeatedly to a stop from high speeds. Porsche introduced interior ventilated discs in the 911 S already in 1966. These discs are double-layered, allowing the air to circulate and reducing the friction heat. The perforation has an additional advantage, namely, that spray water runs off the discs particularly quickly. No manufacturer invests as much expertise into the brake systems of its series-production vehicles as Porsche. This is because no manufacturer has gained as much experience from motor racing as Porsche. The reason is that Porsche has always developed its own brake systems for race cars. The pay-off is that the brake systems produced are extremely stable and therefore contribute to the best possible driving precision. Porsche’s production vehicles always have the shortest braking distances



Porsche 911 997 GT3

01 News from Porsche AG 911 Special

Porsche 911 964 Speedster



in their class – which is a great boost to traffic safety.

Front and rear spoilers (1972)

The Porsche engineers have always worked on improving the overall 911 package. Such improvements include better aerodynamics. In 1971, the first front spoiler – based on a transfer of knowledge directly from motor racing – contributed to this. It was found on the 911 S, later on the 911 E and it directed the air to the side, reducing lift on the front of the vehicle. Its advantages included improved driving on straights and ease of manoeuvrability. A year later, the 911 T was also equipped with a front spoiler. The rear spoiler came in with the 911 Carrera RS 2.7 – it bore the striking “ducktail”, which was one of the reasons that this model became a cult car. The next rear spoiler that could be easily described as “epoch-making” was the one borne by the 911 Turbo. It was a large, flat addition to the vehicle and, in addition to its sheer function, was also a statement about the power and speed of the Turbo.

Turbocharging (1973)

Something that is almost as old as the combustion engine itself is the desire of engineers for “ideal filling”: the optimum combustion of the fuel/air mixture. The aim of the technicians is to let as much air



as possible into the cylinders to ensure that they can generate high operating pressure and thus higher power when they are compressed and filled with fuel. The 911 Turbo, presented in 1973, was a

trendsetting study as its 3-litre turbo engine had a charge pressure control in the exhaust system that had previously been extensively tested in motor racing. With the 911 Turbo, which was ready for series production in 1974, Porsche was the first car manufacturer to be able to adapt the turbocharger to various driving situations. Instead of the usual regulation system on the intake side, they developed a charge pressure control system in the exhaust. During partial load and overrun operation, undesired overpressure could be avoided by ensuring that unnecessary exhaust gases were directed through a relief line (also known as a bypass) instead of the exhaust turbine. If charge pressure was needed again for acceleration, the bypass valve closed and the turbine was able to build up to full power in the stream of exhaust.

Hot-dip galvanised body (1975)

Porsche tackled the issue of corrosion in 1975 with emphatic success: the 911 was the first series-produced passenger car to have a double-sided hot-dip galvanised body – and Porsche was able to offer a six-year warranty against rust penetration. In the 1981 model year, this was increased to seven years, and later to ten. The treated body-in-white improves not only the service life, but also the safety of the vehicle. This is because the measure secures the overall rigidity and crashproofness of the body even as the vehicle ages.

Porsche 911 RS 2,7 Porsche Club Carrera RS e.V.



01 News from Porsche AG 911 Special

Overall, it also contributes to the reputation of the 911 as being a vehicle with an extremely long service life – two-thirds of all 911s ever built are still certified for use on public roads today. The drive through a salt-water pool using prototypes as part of the test course in Weissach in order to test the body's corrosion resistance is now legendary.

Charge-air cooling (1977)

One of the secrets of the 911 model line's success is the constant and consistent technical enhancement. This philosophy was also applied to the 911 Turbo. The main characteristics of the 911 Turbo as reworked in 1977 included an increase in displacement to 3.3 litres and a charge-air cooler that was positioned underneath the rear spoiler. Derived from motor racing, this was a world first in a series-production passenger car. The charge-air cooler reduces the intake air temperature by up to 100 degrees Celsius, allowing the engine to achieve more power and torque in all engine speed ranges – cooler gases have a higher density and thus fill the engine better.

Digital engine electronics (1983)

Digital engine electronics (DME) debuted in 1983 with the new naturally aspirated engine with a displacement of 3.2 litres. Its main benefits included more efficient fuel consumption, cleaner combustion and maximum power utilisation. The system worked with a shared control unit in which all operating conditions of the engine were programmed. The correct injection quantity and the exact ignition point were assigned to each engine speed, accelerator pedal position and temperature.

All-wheel drive (1988)

Porsche gathered extensive experience of using all-wheel drive on a sports car from the 959, a technological pioneer in every regard. As it was a special series, only a small number has been produced. It lives on in Porsche's first series-produced all-wheel sports car, the 911 Carrera 4 from 1988. For the best possible driving dy-

Porsche 911 SC RS



namics, the 959 had an electronically, continuously controlled centre-differential lock and the distribution of torques to both axles depended on the wheel load distribution and the friction coefficients of the wheels on the road. For the same reason, the engineers then equipped the Carrera 4 with a basic distribution of torques via a planetary transfer case of 31% to 69% (front axle to rear axle). There was also a hydraulically operated longitudinal and rear-differential lock for almost continuous adjustment of the distribution ratio. The lock's function was controlled by electronics integrated in the ABS control unit. The next Carrera 4, introduced in 1994, marked the next stage of evolution for Porsche all-wheel drive. As an interaxle clutch, it was fitted with an optimally adapted and very light viscous multi-plate clutch.

Tiptronic (1989)

Porsche offered a new type of transmission from 1989 in the 911 model series 964 – Tiptronic, an ideal synthesis between comfort and sportiness. The performance data was only just below that of similar vehicles with manual 5- or 6-gear transmissions. Tiptronic was an automatic gearbox with intelligent shift programs and the option to make individual changes

manually. In addition to the usual positions of the selector lever, it had a second parallel gate in which simply tapping the selector lever changed gear immediately. Tapping forwards shifted up and tapping back shifted down as long as the rev limits were not exceeded. If the driver forgot to shift up, the transmission shifted up a gear automatically once the permissible engine speed had been reached. The electronics offered five shift programs. Depending on the driver's temperament and the traffic conditions, the program was activated with the most advantageous shift points. To allow a softer gear change, the engine torque was reduced briefly by taking back the ignition point.

LSA aluminium chassis (1993)

The new chassis designed in accordance with the "LSA principle" (lightweight design, stability, agility) took the mystery out of the rear-engined 911 model line 993. In particular it affects the rear axle, which was based on a multi-link suspension tested in motor racing and which allowed outstanding driving dynamics. The basic kinematics are designed to ensure that the vehicle compresses much less when accelerating or when cornering. This stabilises handling as a whole. Additionally, lightweight spring struts with aluminium

01 News from Porsche AG 911 Special

dampers increase agility. The result of all these efforts: the suspension allowed fast and safe lane changes, even at high speeds. It also reduced rolling noise and vibrations.

Bi-turbocharging (1995)

The 911 Turbo model line 993, which was introduced in 1995, had a 3.6-litre engine equipped with two small turbochargers. The engine's power characteristics were not unlike those of a large-displacement naturally aspirated engine. From 2,000 rpm, the power unit generated considerable overrun, which at 3,500 rpm turned into an exciting dash that pushed the occupants into their seats. In addition to the power increase to 300 kW (408 hp) and the rise in maximum torque to 540 newton metres, the Weissach-based engineers also had the aim of reducing to a previously unknown minimum the engine's "turbo gap" when accelerating. They achieved this by using two small turbochargers instead of one large one; in particular, the low inertial torque of the small rotors was effective.

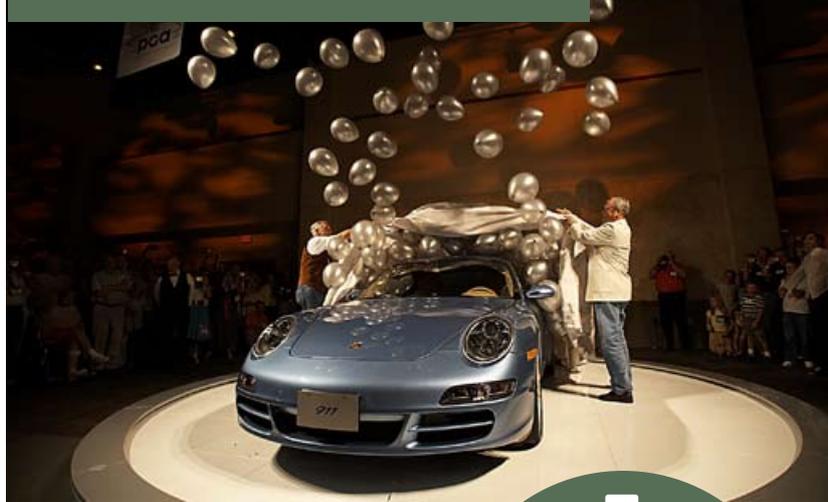
Exhaust control system OBD II (1995)

Another technical highlight of the six-cylinder was the new exhaust monitoring system OBD (on-board diagnostics) II, used for the first time by a manufacturer of series-production vehicles. This allowed early detection of faults or defects in exhaust and fuel systems. The elaborate measures to reduce harmful emissions were very effective in the 911 Turbo: to the surprise of experts, the turbo engine turned out to be the lowest-emission series-produced automobile drive system in the world. The charged 993 also entered the history books as the first bi-turbo with air flow regulation. OBD required intricate development work and an extremely complete engine management system.

Ceramic brake disc (2001)

In 2000, Porsche presented the 911 Turbo model line 996. On request, it could be equipped with ceramic composite brake

Porsche 911 Club Coupe „50 Years Porsche Club of America“



discs; these were standard on the 911 GT2. The new brake, known as the Porsche Ceramic Composite Brake (PCCB), was a significant technological advance that set new standards. In particular when it came to decisive criteria, such as responsiveness, fading stability, weight and service life. Porsche was the first car manufacturer in the world to develop a ceramic composite brake disc with an involute cooling channel for efficient interior cooling. The ceramic composite brake discs were cross-drilled like metal brake discs. But they weighed less than 50 per cent as much. On the one hand, that reduced the weight of the vehicle by 20 kilograms, which saves fuel; on the other hand, they also reduced the unsprung masses, which is another contributing factor in improving the responsiveness of the shock absorbers. Ceramic brake discs offer other benefits: their friction coefficient is always constant, and emergency braking with PCCB requires neither considerable pedal pressure nor any technical aids to assist in increasing the maximum brake force in fractions of a second. PCCB produces maximum deceleration immediately and without pressure being applied to the brake pedal. Wet responsiveness is excellent because the brake pads – which have also been redeveloped – take on less water than conventional brake pads. The ceramic brake pad uncomplainingly handles even extreme loads, which can occur frequently, particularly when adopting a sporty driving style.



Porsche Doppelkupplung PDK (2008)

The optional Porsche Doppelkupplung PDK made its debut in a series-produced sports car in 2008, when it was installed in the 911 model line 997. It had seven forwards gears and one reverse gear and was initially available in the Carrera and Carrera S. Its main advantages were faster gear change when compared to manual and automatic converter transmissions. The gears were already engaged when shifting, and the tractive force did not need to be interrupted while changing gears. PDK also offered weight benefits – despite the two additional gears compared to the manual gearboxes that were common at the time, it weighs around 10 kilograms less than the previous Tiptronic S transmission. Porsche had already been the first manufacturer in the world to use this transmission technology successfully in motor racing in the 1980s in the 956/962 and therefore had the longest experience with Doppelkupplung for very powerful sports cars.

**01 News from Porsche AG
911 Special**



Intelligent aluminium-steel construction (2011)

In the 911 model line 991, which was presented in 2011, Porsche has further perfected the lightweight design of sports cars. The engineers decided on a concept that places the right material in the right design at the right place. This means that, for the first time, the current vehicle generation is lighter than its immediate predecessor, by around 40 kilograms. And this is, despite the additional weight occasioned by an extended wheelbase, the enhanced safety requirements and the improved overall package. The new body-in-white in aluminium-steel mixed construction was responsible for most of the weight saved, at 80 kilograms. The front of the vehicle and large parts of the floor and the rear end – excluding local reinforcement parts – are made of aluminium. The same applies to lids, fenders and the door structure. The coupé has an aluminium contingent of 44 per cent; in the cabriolet it's 43 per cent. Even more of the steel parts than before are made of maximum-strength and ultra-high strength materials. The intelligent aluminium-steel mixed construction also changed the manufacturing process at the Zuffenhausen plant: a lot of the steel and aluminium

Porsche 911 G-Modell Porsche Club Steiermark



compounds of which a body-in-white is comprised cannot be welded. The problem was solved by increased use of structural adhesives, which also prevent contact corrosion between the two materials involved. New mechanical joining techniques are also used, such as clinching, punch riveting or flow-drill screwing. The optimum joining technique is always selected.

Seven-speed manual transmission (2011)

The world's first 7-speed manual transmission is fitted as standard in the 911 – also in the model line 991. It gives the 911 a new type of crisp transmission characteristic. The new gear box was designed based on the 7-speed Doppelkupplung and offers excellent shifting comfort and sporty shifting forces. The new 911s reach their top speed in sixth gear. Seventh gear, on the other hand, has a long ratio and helps to save petrol – high vehicle speeds can be attained at a lower engine speed. The high level of efficiency and the optimised weight of the transmission also contribute to fuel savings. It is also equipped with automatic Start/Stop as standard.

On the Doppelkupplung, the gears are arranged differently from a normal H transmission due to the concept being different. That is why a converted manual actuator was developed just for the manual transmission variant. This actuator allows the classic H transmission concept to be realised with the Doppelkupplung gear wheel sets.

PART 4 IN THE NEXT ISSUE:
THE SIX-CYLINDER ENGINE

Porsche Club News
Press information and public relations
Porsche Museum

01 News from Porsche AG 911 Special

THE PORSCHE CLUBS CELEBRATE THE 911

For Porsche, the 50th anniversary is the central theme of 2013.

Porsche Club News keeps you up to date at all times. It contains updated schedules, promotions and events relating to the 911.

The newsletter

Many more highlights await you in 2013 for the 50th anniversary of the Porsche 911. You will find a newsletter about this at www.porsche.com. It keeps you updated on all the news.

<http://www.porsche.com/uk/dialog/newsletter/>

The Roadshow

The Porsche Museum is sending an original unrestored 1967 911 on a trip around the world. As an ambassador of the Porsche brand, it will attend various international events, trade fairs, historic rallies and motor sport events in its anniversary year. At www.porsche.com/follow-911, fans can follow the individual stations, that started at the end of february.

The 911 in the museum

From 4th of June to 29th of September 2013, the Porsche Museum will look back at the history and development of the 911 in a special exhibition.

The 911 photo competition

Porsche is holding a photo competition in honour of the anniversary: show us your 911 to win a professional photo shoot with your Porsche 911.

Entry is easy: follow @porsche and share your photo via Twitter or Instagram by using the #50Y911 hash tag. Your photo will then appear in the Porsche 911 photo stream.

The photos from the shoot will be exhibited as artwork in the Porsche Museum.

More information is available at <http://www.porsche.com/microsite/50years-911/international.aspx>



DATES CONNECTED WITH THE 911 ANNIVERSARY

New dates from the Clubs:

10th to 3rd of October

Targa Florio Classic
Palermo, Sicily
www.targaflorioclassic.com

911 anniversary dates:

6th to 8th of September

5th Schloss Bensberg Classics

Club highlights 2013

2nd to 4th August

Copenhagen Historic Grand Prix
50 Years of the Porsche 911 / Porsche Club
Denmark

5th to 8th of September

Porsche Club Deutschland "Freundschaftstreffen" in Trier / Germany

8th of September

Classics at the Castle / Heddingham / UK

18th of September 2013

25 Years of Porsche Club Singapore / Singapore

27th to 29th of September 2013

50 Years of the 911 / Fédération Clubs Porsche de France / Clermont-Ferrand / France



Porsche 911 G-Modell Speedster



www.porsche.com/travelclub

You'll find one of the world's most beautiful holiday destinations behind the steering wheel.

The Porsche Travel Club.

One drives to arrive, but travels to find oneself. Whichever journey you embark on with the Porsche Travel Club, the objective is always the same: to meet the highest standards – yours. That's why you travel with Porsche. On routes that have been chosen primarily using one criterion: driving pleasure. You'll stay at luxury venues and dine in the finest restaurants found on your itinerary. That's how every mile becomes a memorable experience. And every day a red-letter day.



PORSCHE

02 INFORMATION EXCHANGE

Porsche Sport Driving School Precision training on the Rheinring

WITHOUT PRECISION, WE WOULDN'T BE ABLE TO BUILD A SINGLE PORSCHE.

And it is not possible to drive a Porsche without precision, either.

The two-day Precision training course for beginners at the Porsche Sport Driving School teaches you the precision you need for driving with a sophisticated sporty style. Under professional guidance, you learn the important basis, which you can then apply to free driving on the challenging track. Experience pure driving pleasure: there's plenty of opportunities to practise precision steering as well as measured braking and controlled acceleration – the basic requirements for driving safely around a bend.

Precision training provides you with the ideal preparation for the next level: Performance training.

Date: 07 – 08/09/2013

Price: 1,550.00* Euro

*if driving your own car. Porsche rental cars are available on request.

For more information:

please call **+49 (0) 711 911 – 23364**,

visit www.porsche.com/sportdrivingschool

or E-mail: info@porscheporstdrivingschool.de



Precision training: Practise precision steering, measured braking and controlled acceleration on the Rheinring in Alsace (near Freiburg)

02 Information Exchange

Porsche Travel Club Porsche Tour Barcelona/Pyrenees

On this 6-day Porsche Travel Club trip, experience challenging routes over mountain passes in the Spanish and French Pyrenees up to the 2,115-metre-high Col du Tourmalet. The Pyrenees form a natural border between Spain and France. But certainly not an impassable one. Steep mountain roads, long serpentine bends and tight curves snake their way throughout the entire mountain range. You'll drive past richly contrasting Mediterranean landscapes and come to miles of coasts, picturesque bays and the trendy metropolis of Barcelona. The perfect requirements for an eventful holiday. Especially behind the wheel of a Porsche.

Dates: 29/08 – 03/09/2013 and 04/09 – 09/09/2013

Price: from 3,790.00 Euro

For more information:
please call +49 (0) 711 911 – 23360,
visit www.porsche.com/travelclub
or E-mail: info@porschetravelclub.de



Barcelona/Pyrenees: Pure driving pleasure at every bend

02 Information Exchange

Porsche Tequipment

Accessories for individual design

The New Panamera. Perfectly equipped for summer – with original accessories by Porsche Tequipment.



4 PEOPLE PLUS LUGGAGE IN A SPORTS CAR? ABSOLUTELY. IN THE PANAMERA. AND WITH THE RIGHT ACCESSORIES FROM PORSCHE TEQUIPMENT.

The new Panamera represents pure driving pleasure 365 days a year. Especially in summer, when both temperatures and driving enjoyment rise, you can focus not only on driving your Porsche, but also on other sport hobbies. You and your Panamera are optimally equipped with accessories by Porsche Tequipment.

It is not just the interior of the Panamera that provides the occupants with plenty of space and comfort – the roof transport systems such as the wide roof box ensure that there is enough space for even bulky luggage. Of course, you can make your Panamera even more suited for transport. Perhaps with a rear bicycle rack for your

summer holidays, for example? Whichever Tequipment products you have fitted by your Porsche partner, there's one thing your Porsche will always be: a marvel of engineering from Weissach. More individuality and dynamism. More than an extension of the standard equipment. Simply more Porsche.

02 Information Exchange

Porsche Tequipment Accessories for individual design



Roof box, wide: The lockable plastic roof box in Black (high-gloss) is particularly practical thanks to the integrated ski rack. With a capacity of 520 litres, the box, which can be opened from both sides, provides enough stowage space for holiday luggage and bulky items. (Length 2,180 mm, width 895 mm, height 400 mm)



Rear bicycle rack: The folding aluminium rear rack in Black provides space for safe transport of up to two bicycles and is the perfect holiday companion. It is easily fitted to the trailer hitch – no tools required. The rear bicycle rack can be locked and can also be folded to save space for transport in the boot.



Care case: The optimally coordinated care series in an aluminium case contains high-quality care products – specially approved for Porsche – to let your Porsche shine even more in summer. The car case includes insect remover, washing shampoo, paint polish, hard wax, window cleaner and inside window cleaner as well as a window leather, wiping and terry cloths, 2 sponges and leather care products.

These products are also available individually.



Cool bag: The easy-to-handle cool bag with its 12-litre capacity provides enough space to cool food and drinks in summer. Both the 12 V connection and the vehicle battery deep discharge protection ensure optimum cooling, and the patented fastening system ensures safe transportation.



Luggage compartment liner: The custom-fit black plastic protective liner protects your boot from dirt. It is impermeable to water and washable, and therefore ideally suited for transporting sports or holiday equipment, for example.

Panamera S – Engine: 6-cylinder engine, **Displacement:** 2.997 cc, **Power:** 309 kW (420 hp), **Maximum torque:** 520 Nm, **Top speed:** 286 km/h, **Acceleration** (0–100 km/h): 4,8 sec (4,5 sec in combination with Sport Chrono Package), **CO₂ emission:** 208 g/km, **Fuel consumption (NEDC), City:** 12,2 l/100 km, **Highway:** 7,2 l/100 km, **Combined:** 8,9 l/100 km

Panamera 4S – Engine: 6-cylinder engine, **Displacement:** 2.997 cc, **Power:** 309 kW (420 hp), **Maximum torque:** 520 Nm, **Top speed:** 287 km/h, **Acceleration** (0–100 km/h): 5,1 sec (4,8 sec in combination with Sport Chrono Package), **CO₂ emissions:** 204 g/km, **Fuel consumption (NEDC), City:** 11,9 l/100 km, **Highway:** 6,9 l/100 km, **Combined:** 8,7 l/100 km

02 Information Exchange

Porsche special model – 50 years of the 911

The anniversary edition at a scale of 1:43

The Porsche 911 combines apparent contradictions like hardly any other sports car. These contradictions include tradition and innovation, as well as exclusivity and social acceptance. That is why Porsche is celebrating the 50th anniversary of the 911 at the International Motor Show (IAA) in Frankfurt with a very special anniversary model.

The 911 was presented at the International Motor Show in Frankfurt in 1963, and, in the fifty years since, has become a classic automobile. Fifty years later, Porsche is bringing a special edition onto the market – limited to 1,963 units – that harks back to many classic elements of the original model.

The elements that make the full-size vehicle so special are of course also found in the exclusive 1:43 model, which is based on the original. The interior stands out thanks to seat centres in the classic pepita chequered pattern. The unmistakable character of this special model is visually underscored by 20 inch special wheels and chrome trim on various accessories.

The model will be available from **August 2013** via the Porsche Shops at the Porsche sites in Zuffenhausen, Weissach and Ludwigsburg, the Porsche Online Shop (www.porsche.com/shop) and, for large orders, via the major customer sales department for Porsche accessories at a price of 45.00 Euro (including VAT at 19%).

For further information about the 50th-anniversary Porsche 911 scale model please contact Mr. Martin Herold:

Tel. +49 (0) 711 911 – 2 34 28

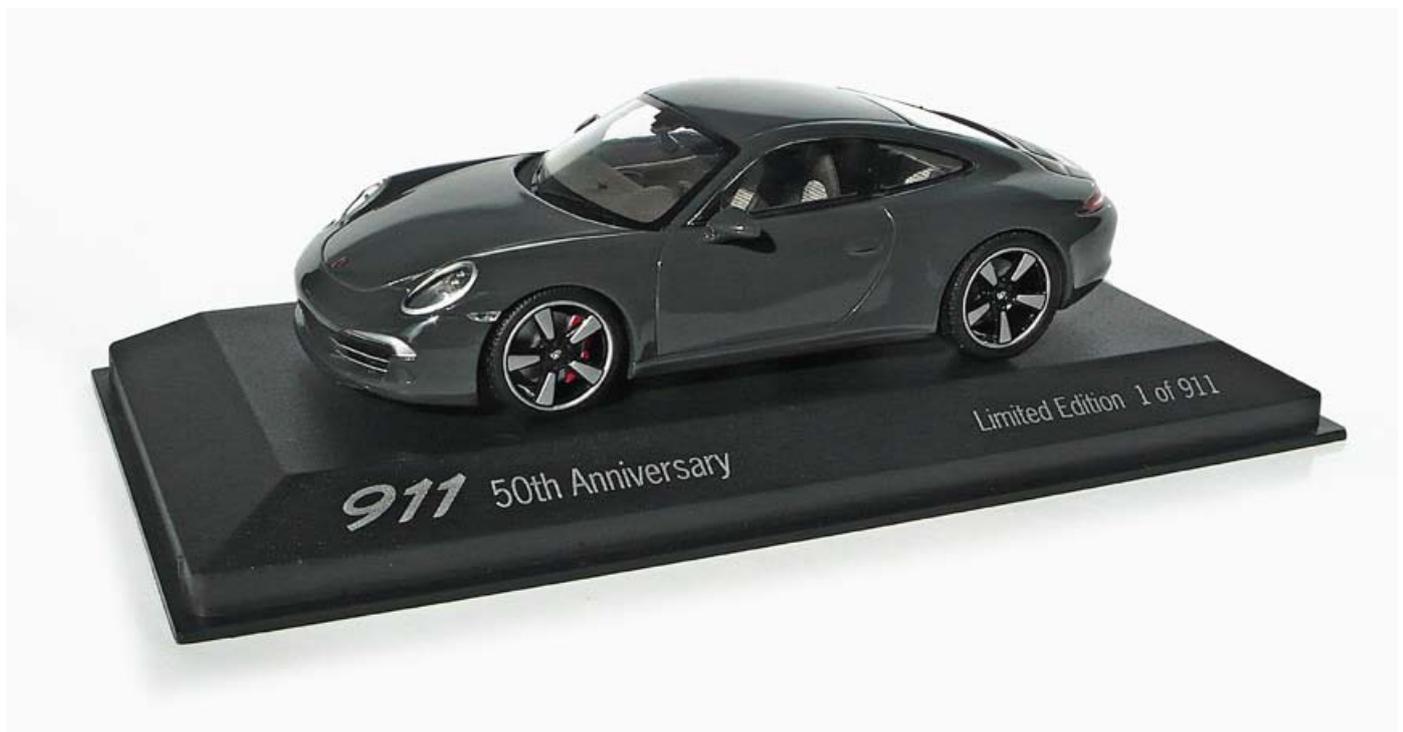
or E-mail:

Martin.Herold@porsche.de

DETAILS

- Limited edition of 911 units
- Scale: 01:43
- Die-cast model (detailed metal model)
- Original Porsche packaging
- Recommended retail price: 45.00 Euro (incl. VAT at 19%)

Available from August 2013



Distinguished: Porsche special model – 50 years of the 911

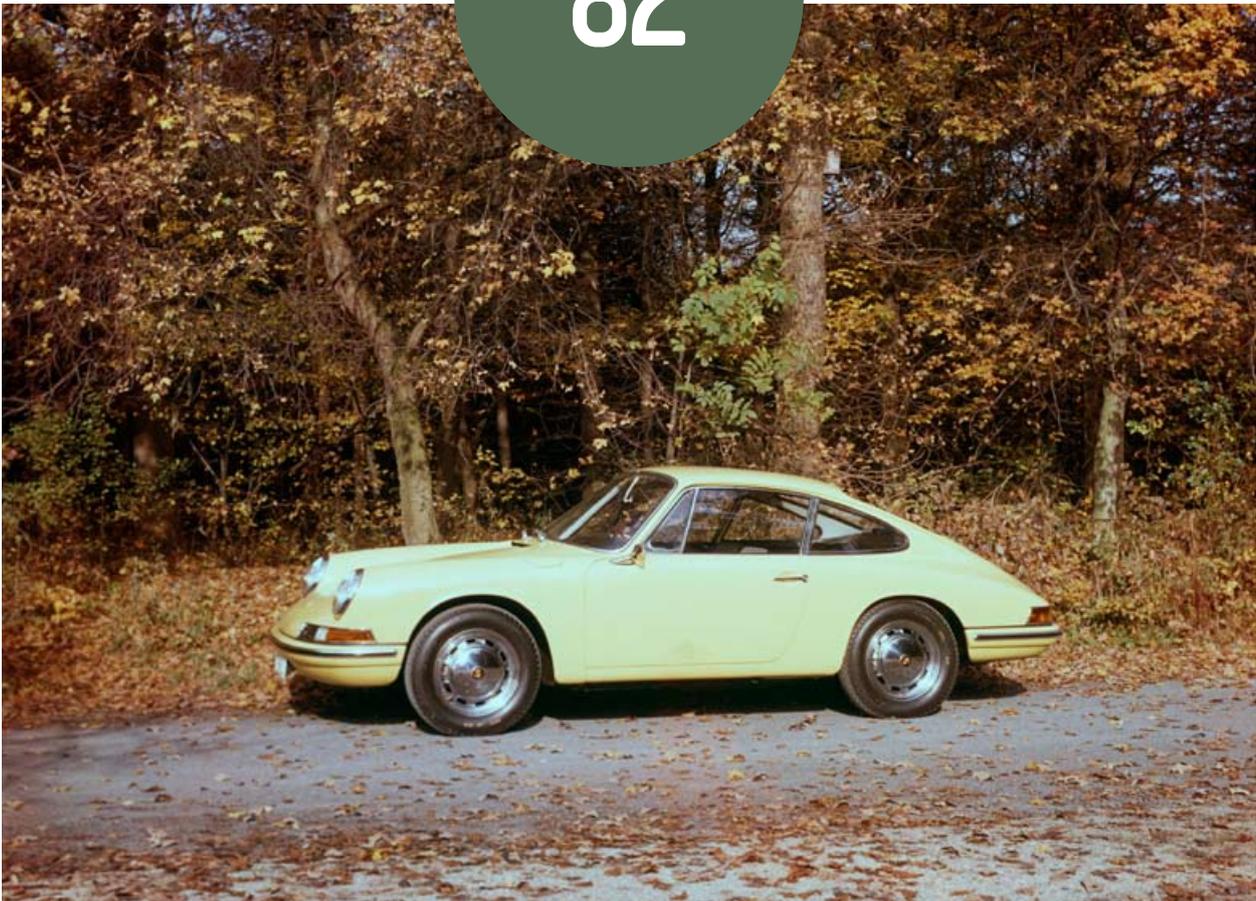
02 Information Exchange

Porsche Number Games

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

THIS TIME, WE FOCUS ON THE NUMBER: **82**

82



**82 UNITS OF THE PORSCHE 901 WERE BUILT BEFORE THE MODEL LINE'S NAME WAS CHANGED TO 911.
THE REST IS HISTORY.**



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

**We give your Porsche a thorough check.
Front to back, left to right, top to bottom, inside and out.**

Porsche Service



PORSCHE

03 REPORTS



Beginning of a beautiful friendship:

The owners of the Club Coupes arrived on time for the first outing to celebrate the 911's big anniversary

Porsche Community Management

Club Coupe outing The lucky 13

THE PORSCHE CLUB COUPE IN HONOUR OF THE PORSCHE CLUBS was produced in a strictly limited number of only 13 units to celebrate the 60th anniversary of Porsche Clubs. Out of the total of 13 Porsche 911 Club Coupes, ten vehicles were handed over to their new owners in Zuffenhausen in December 2012; one vehicle remained in the ownership of the Porsche Museum to honour the Club scene and two vehicles were slated for handover in 2013 at customer request.

An emotional moment

Terence Ku from Hong Kong was one of the customers who had requested delivery in 2013. Mr. Ku is a passionate collector of Porsches and, together with eleven other lucky winners, was allotted a purchase option for one of the limited-edition 911 Club Coupes.

He didn't pass up the opportunity to meet the other Club Coupe customers at the official delivery event in December, even though his vehicle was not scheduled for delivery until the second quarter of 2013 and in spite of the long journey from Hong Kong. He didn't regret his decision for a moment, as the proud new owners of the Club Coupes were all very nice and they quickly developed a friendly rapport. The camaraderie of the Club Coupe customers also shone through in their desire to see each other again as soon as possible.

Once the date of the last Porsche 911 Club Coupe delivery had been decided, the Porsche Community Management took the opportunity to organise the first outing with the Club Coupe customers. During the planning of the event, Sandra Mayr's team received good news from Hong Kong

– Mr. Ku's delivery date had been decided and he was able to tell them that he had picked up a Porsche 911 Turbo in Zuffenhausen on 07/06/2001, twelve years ago, and that the delivery date for his Club Coupe would now fall on exactly the same date – 07/06/2013. All the departments involved at Porsche AG were excited to learn of this coincidence and were motivated to lay on a little extra for the event. The factory delivery team went to the archives to look for pictures. They found what they were looking for and so were able to present Mr. Ku with his Club Coupe in precisely the same spot where he had picked up his 996 Turbo twelve years before. That was an unforgettable experience for Mr. Ku, his wife and his son. This beautiful story now even has its own display case at the Zuffenhausen factory delivery office.

03 Reports Porsche Community Management



Enthusiasts all:

One of the highlights of the outing was the visit to Hans-Peter Porsche's car collection



Happy coincidence: The Ku family from Hong Kong had picked up their car twelve years before to the day, and at exactly the same spot

The outing

On Friday evening, the first Club Coupe owners, and their vehicles, met in front of the Porsche Museum in Zuffenhausen. Just one family of owners – from the USA – arrived without their Club Coupe. The Ku family only had to drive their Club Coupe from the delivery hall to the Porsche Museum. After a warm welcome and some excited discussions about the first few

months of life with the Club Coupe, the group assembled in the Christophorus restaurant. The dinner was also attended by Boris Apenbrink, who is responsible at Porsche AG for special vehicles such as the Porsche 911 Sport Classic and the Porsche 911 Club Coupe. After spending a convivial evening together, the guests were brought back to their hotel by shuttle, and were able to get ready for an exciting two-days trip. The Porsche Community Management kept the exact details of the programme under its hat. Participants knew that they would be in Zell am See on Saturday evening, but that was all they'd been told.

On Saturday morning, the first group met, together with their Club Coupes, and after leaving at 9:11 on the dot – accompanied by the Club Coupe from the Museum and several other vehicles – took the motorway to Rosenheim in Bavaria. The first stage took the participants to lunch at the Hirzinger restaurant, where more Club Coupe customers were waiting for the Stuttgart group. Eight of the 13 vehicles – and their owners – now met outside the restaurant. Given that the owners had had

to travel from France, Italy, China, the USA and elsewhere in Germany, the number of participating vehicles was astonishing – another sign of the camaraderie of Porsche owners and of the enthusiasm that the Porsche brand engenders.

After a hearty Bavarian lunch, the group continued towards Salzburg. The Porsche Community Management wanted to build a bridge between the Porsche Clubs, the Porsche family and the owners of the Club Coupes (whose colours were chosen specifically with the preferred colour scheme of the Porsche family in mind – green on the exterior, brown on the interior) and so took the group to the home of Hans-Peter Porsche in Salzburg.

Mr. Porsche gave the group a warm welcome and enjoyed the sight of the Club Coupes parked in front of his house. After a tour of his private garage and a few anecdotes about his cars and the lives of the Porsche family, he gave a personal goodbye to each and every participant. The guests were amazed to meet Mr. Porsche in the flesh – very exciting and emotional moments for all involved.

03 Reports Porsche Community Management

After viewing Mr. Porsche's car collection, the group continued over Austria's country roads to Zell am See. After checking in to the hotel, the guests went to dinner at 8 p.m. in Schloss Prielau, the castle owned by Dr. Wolfgang Porsche. The guests were able to enjoy the ambience of the castle and its restaurant. The guests were spoilt by great service and culinary masterpieces and spent a very enjoyable evening engrossed in conversation.

The next morning, the group walked to the nearby Porsche family seat, the Schüttgut in Zell am See, which was opened exclusively for the participants. After visiting the tomb of the Porsche family, the convoy of Club Coupes continued to Tegernsee, a lake in the Bavarian Alps, for lunch.

There, the participants parted ways – most Club Coupe customers returned home or went on holidays in all directions, while some stayed at Tegernsee. It was clear how difficult it was for everybody to say goodbye after such an enjoyable and successful weekend, and the question arose many times of when the group would meet again.

The Porsche Community Management would like to thank the Club Coupe owners for their participation and is particularly proud of the fact that such a friendship has developed among these customers. We look forward to meeting again next year.

Porsche Community Management



Angels on tour:

The Porsche Club Coupes had to compete with the charming landscape



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

**We can't prove that a car has a soul.
But we can treat it as if it does.**

Porsche Classic.

Genuine Parts & Repair. Over 70 percent of all Porsche vehicles ever built are still on the road today. We make sure it stays that way.

911 50
50 Years of the Porsche 911 – Tradition: Future





03 Reports 38. International Porsche 356 Meeting Strasbourg

PLEASURE TRIP

The 38. International Porsche 356 Meeting in Strasbourg (Alsace)

03 Reports 38. International Porsche 356 Meeting Strasbourg



International 356 Meeting 2013:

Strasbourg was the hub for a number of outings

IN 1976, THE GERMAN TOWN OF LÜNEBURG HOSTED THE FIRST INTERNATIONAL 356 MEETING. The meeting, which often attracts more than 200 vehicles and participants from around the world, takes place on Ascension weekend in a different European country each year. This year, the host and organiser was the Porsche Club 356 de France. The 38th International Porsche 356 Meeting took place in Strasbourg from 9th to 12th of May 2013.

Strasbourg was a well-considered choice. Its proximity to the German border, the ease of access from many European countries and its good infrastructure made it ideal. Strasbourg has also been twinned with Stuttgart for over 50 years and is the native city of a famous Porsche racing driver – Bob Wolleck. Over 500 guests arrived from many European countries – some participants even brought their cars with them from the USA; guests from South Africa, New Zealand and Australia further enriched the event. Around 240 Porsche 356s built between 1950 and 1965 were thus present at this year's event.

Coordinating so many guests and cars was no mean feat for the organising team. The two hotels selected were right next door to one another – the Strasbourg Conference



Centre was directly opposite and there was also a large car park available, manned around the clock. The combination of perfect organisation and the right infrastructure guaranteed that the event would be an all-round success.

Strasbourg's surroundings – the region of Alsace – offer enchanting roads and great landscapes that were waiting to be ex-

plored during excursions over two days. Alsace is a renowned wine-producing region, so some stretches passed through vineyards and beautiful hamlets. The tours were painstakingly prepared and offered varied stretches where enchanting views could be combined with a somewhat sportier pace. Pit stops were made in the Mulhouse car museum Cité de l'Automobile, at the traditional gingerbread

03 Reports 38. International Porsche 356 Meeting Strasbourg



Classics from Zuffenhausen and Alsace:

The outing also took participants to visit the famous gingerbread producer Fortwenger

manufacturer Fortwenger and at the restaurant L'ancienne Douane in the centre of Strasbourg. To make the meal at Strasbourg's old customs house (l'ancienne douane) as convenient as possible for the participants, the organisers rented one entire storey of a nearby car park.

The evening events offered a great deal of variation in both food and drink. One highlight was the gala dinner on Saturday evening. All participants met in the Strasbourg Conference Centre to round off the event. As is customary, the winners' award ceremony for Concours participants also took place. Out of the 37 vehicles participating in the Concours d'Elégance, a jury selected the 15 most beautiful and lined them up right in front of the entrance to the conference centre. One car particularly worth mentioning was a Porsche 904 from Germany that received a special award from the jury. And the award was well deserved, we believe, because vehicles like that are all too seldom seen on public roads nowadays.

After the winners' award came the gala dinner. Welcome and entertainment were provided by a local troupe who performed traditional folk dances. After the official speeches and thank-yous from the organisers led by Pierre Gosselin and Olivier Rouge, the representatives of Porsche



Clubs around the world and an address by Marc Ouayoun (CEO of Porsche France), the event continued on jovially until the early hours.

We would like to extend our heartfelt thanks to everyone who contributed to the organisation and realisation of this great 38th International Porsche 356 Meeting in Strasbourg. In particular, we would like to thank Pierre Gosselin, Olivier Rouge and the entire team at the Porsche Club 356 de France.

It is traditional that the subsequent meeting is also announced during an international Porsche 356 event. The very moti-

vated and well-prepared organisers of the 39th International Porsche 356 Meeting in Estoril (Portugal) have done sterling preparatory work and have piqued everybody's interest in the event. If you are interested too, you will find all information on the following website.

www.portugalporsche356.pt

**Porsche Community Management
Benjamin Marjanac**



03 Reports Porsche Club Deutschland

RALLY

Porsche Club Deutschland members and their 50 vehicles in Leipzig for the 911 anniversary

03 Reports Porsche Club Deutschland



Fascination you can experience:

A meeting of generations on the modern test circuit in Leipzig

ON 1ST OF JUNE, TO MARK THE 50TH ANNIVERSARY OF THE PORSCHE 911, a rally to Leipzig took place with fifty members of German Porsche Clubs who had been selected by drawing lots. They participated with 911 models representing seven generations – and thus fifty years – of the 911.

To begin with, the participants were very excited to take a look behind the scenes at the production in Leipzig. The guests then experienced a real racing atmosphere in their 911s on the plant's own circuit. In the afternoon, the vehicles headed in parade formation to the city centre. Their destination was Augustusplatz in front of the historic Gewandhaus concert hall, where the 50 iconic sports cars formed a spectacular mosaic.

A cultural partnership has closely linked Leipzig's Gewandhaus to Dr. Ing. h.c. F. Porsche AG for many years. Attendees and passers-by thus had a unique opportunity to witness all five decades of production of the legendary sports car that is the 911 in beautiful surroundings and lined up impressively. An unforgettable moment for the city, the guests and the participants. "Leipzig is witnessing a very special moment. This meeting on Augustusplatz is a tribute to fifty years of top engineering ability and to the enthusiasm that

Leipzig bore witness to an unusual moment: 50 years of engineering skill met the world of classical music.



exists for this Porsche icon," according to Klaus Zellmer, Managing Director of Porsche Deutschland GmbH. The day was rounded off with a concert by the Gewandhaus Orchestra given in honour of the anniversary of the Porsche 911. Works by Ludwig van Beethoven and Hector Berlioz made for an unforgettable musical experi-

ence and were the crowning glory of a true anniversary day in Leipzig for all involved.

**Porsche Club Coordination
Deutschland
Porsche Club Deutschland**

03 Reports Porsche-Diesel-Club-Europa e.V.



Tractors on the ferry:

Participants in the Porsche Diesel Club Europa e.V. excursion took the ferry from the mainland to the island of Ameland.

FERRY TALE

WHAT SHOULD ONE TAKE TO A LONELY ISLAND? – THAT'S AN EASY QUESTION FOR THE 56 PARTICIPANTS OF THIS YEAR'S AMELAND EXCURSION.

From the 26th to the 29th of April 2013, 56 Porsche diesels and their owners met on the West Frisian island of Ameland. The island's inhabitants had been informed in advance about the upcoming visit from Europe's Porsche Diesel Club via a full-page report in the island's newspaper, *De Amelandier*. The report also mentioned the only Porsche diesel on Ameland, a Standard Star owned by IIsbrand Smit – but more about him later.

First of all, the Porsche diesels had to be transported by ferry to the island, which lies in the Netherlands' Wadden Sea. The participants drove the remaining three kilometres to the accommodation, Ameland State, on their own four wheels. Porsche Diesel flags flew over the cordoned-off car park; four Porsche tractors and the VW T1 service bus belonging to the Porsche Diesel Club Europa e.V. were already waiting. Club President Harald Stegen welcomed the participants and directed them to their assigned parking spaces.

On Saturday morning, the group set off from Nes. They weren't travelling light, as they had their 56 tractors and the T1 with them. Roadways through the dunes took the drivers towards the coast – first along the inside of the dyke, and then on the outside along the Wadden Sea. The group followed a circuit that took them to the four villages on Ameland – Buren, Hollum, Balum and Nes – each of which enjoys protected status. The well-maintained, charming little towns with their 16th- and 17th-century Frisian captains' houses, the lovingly decorated cottages and gardens and the cobbled streets leave visitors with lasting memories.

Harald Stegen has been visiting Ameland for forty years, and it was his organisational ability and good contacts to the authorities on Ameland that made it possible for the group to take roads through the island's nature or along the sea shore that are usually closed to road vehicles. The Porsche diesels' leisurely pace allowed the group to really enjoy the breathtaking views of the sea and to take in the sights of grey geese in the dunes, and cows, horses and sheep on the meadows.

The drivers were even allowed to take their tractors onto Ameland's renowned

beach. However, only the first 28 tractors were permitted to drive on the beach, after which point the accompanying police officers refused entry to the second half of the group for safety reasons.

When the tractors were on their way back onto the dyke, the sand, which had just been loosened by a storm, started becoming a problem. A few tractors found the climb difficult, but, hand in hand, the Club members supported each other and were able to dig themselves out. Where even the combined force of members was unable to help, a long cable and a powerful three-cylinder engine came into play.

After 51 km, the group arrived back at Ameland State and the vehicles were lined up according to starting numbers. That made for a very imposing sight that attracted the curiosity of many visitors.

At dinnertime, the Ameland Shanty Choir's singing put the guests in a good mood. They then returned to the restaurant Paal 13 and, after a rustic dinner buffet, sat around and enjoyed each other's company for a long time.

Sunday was cloudless with a blue sky. After breakfast, participants were issued

03 Reports Porsche-Diesel-Club-Europa e.V.



Rolling fields, dense green and tall dykes – not to mention one of Europe’s cleanest and most beautiful beaches



03 Reports Porsche-Diesel-Club-Europa e.V.



Tractors and an idyllic landscape:

Ameland offered a quiet weekend with plenty of opportunities to relax

with the papers they needed for a picture treasure hunt. Everyone received a folder containing photos of scenes that they had to find on the island. Porsche tractors rattled through the villages all over the island. Passers-by were questioned, photos shown and directions given using gestures and a mixture of Dutch, German and English. Participants learnt a lot about the country, the people and the island. It took a while for some to spot the secret checkpoint with the weighbridge; Harald Stegen was waiting in Ballumer Bocht on the premises of the Nagtegaal company. He issued the obligatory control stamp and asked the participants what the overall weight of the tractor with crew was.

Ilsbrand Smit's tractor

One team from southern Germany managed to "escape" being weighed. While the team was in Hollum looking for the house from one of the pictures, they met a relative of Ilsbrand Smit's – the owner of the only Porsche diesel on Ameland, as we al-

ready mentioned. Of course, a real Porsche diesel fan has to take a closer look at this "patient". Because this particular Porsche diesel hadn't been driven for years, it was sitting on flat tyres. The Club members from southern Germany couldn't bear the sight, so they rolled up their sleeves and improvised. Half an hour later, and with the tractor still not starting, they towed it through the village on a cable. Not five minutes later its engine suddenly started – loudly and with a lot of black smoke. When the tractor's rescuers returned to the group later, they had very satisfied smiles on their faces: the tractor was running, and they'd just bought it. 24 hours later it was in its new home, in Heilbronn on the German mainland. So now there are no Porsche diesels on Ameland anymore.

The group's last evening together was set aside for prize-giving and a few official words from the organisers and from Porsche AG. This was followed by a long

and very enjoyable evening spent in great company.

On Monday morning, most participants returned to the mainland by ferry to load up their tractors and return home. Some participants extended their stay and remained for a few days longer on Ameland after the official event had ended. Those who stayed behind enjoyed a unique event – 30 April was "Koninginnedag", the day on which Queen Beatrix abdicated in favour of her son Willem-Alexander, who, together with his wife Máxima, was celebrated throughout the country.

The remaining Porsche diesel drivers were invited to take part in a parade in Hollum to honour the new royal couple. According to the tradition, everyone in the parade was expected to wear something orange, the Dutch royal colour. Residents cheered the tractors on – especially the orange ones.

Porsche AG and Porsche Diesel Club Europa e.V. would like to thank Harald Stegen and his organisational team for this unforgettable event and for the perfect organisation.

**Life on the island:
The island publication De Amelander
gave the residents plenty of notice.
"Red fleet on Ameland"**

Benjamin Marjanac
Porsche Community Management



Porsche recommends Mobil 

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03 Reports Porsche Club Sverige



A special honour:

Hans-Peter Porsche travelled to Sweden to present the Hans-Peter Porsche Award in person

Porsche Club Sverige Festival 2013

Hans-Peter Porsche Award

SMALL ISLAND, BIG FESTIVAL: With 335 participants, the Porsche Club Sverige Festival on the island of Öland has set a new Swedish record with a great event and very enthusiastic visitors. The one thing all participants had in common: a passion for Porsche.

During the festival, a special "Car Park" was gathered right in front of the hotel to celebrate the 50th birthday of the 911 icon. The Club was able to put together 35 models from across 50 years. The hotel in the small town of Borgholm was completely surrounded by Club vehicles, right down to the harbour. There was even a row of Porsches parked on a pier in the harbour. All variants of the 911 were there to be marvelled at, as were Boxsters, 924s, 944s, 968s and 928s – Cayenne

and Panamera models were also represented. It's an impressive sign of a strong Porsche Club if it can reach the owners of so many different models and persuade them to attend its festival.

The framework programme was well filled. The three days comprised a slalom competition, a Concours d'Elégance, a photo rally and, after each outing, a cosy visit to the local pub. An evening meal in Borgholm Castle and a gala dinner rounded off the programme. The icing on the cake was the fantastic weather all weekend, which of course had also been arranged by the Club!

At the previous AGM of Porsche Club Sverige, the chairman had suggested a new award to be introduced – the award

was intended to be presented yearly to a Club member who had demonstrated "a high degree of passion for the Porsche brand and for Porsche Club Sverige". The role model, patron and namesake of the prize was to be honorary member no. 7 of Porsche Club Sverige: Hans-Peter Porsche. This is because he has always taken a great interest in Porsche Clubs around the world. He had also already attended events in Sweden on two occasions: the Porsche Parade Europe in Ronneby in 1994 and Gothenburg in 2006. Mr. Porsche was very honoured that the Club wanted to name the award after him, and was happy to agree. In addition to the Family Award of the Porsche Club of America, our prize is the only one that is officially named after a member of the Porsche family, and we are very proud to

03 Reports Porsche Club Sverige



Perennially popular:

The Porsche Sweden Festival is universally popular – just like the classic gymkhana

be able to name it the Porsche Club Sverige Hans-Peter Porsche Award.

The prize comprises two parts: a beautiful trophy with a dedication – provided by the Porsche Community Management – and a Porsche Driving Experience event made possible by the local Porsche importer in Sweden.

Never in our wildest dreams did we imagine that Hans-Peter Porsche would visit our festival in Borgholm, so you can imagine our excitement when we found out that he was planning to come to Sweden to attend the festival and to present the prize personally.

Because his brother, Dr. Wolfgang Porsche, was celebrating his 70th birthday on 9th of May, Hans-Peter Porsche could only be there on Saturday. Due to the unsatisfactory flight connection to the small town of Kalmar, we had already given up all hope. But Hans-Peter Porsche and Sandra Mayr from Porsche AG found a last-minute solu-

tion and landed on time at Kalmar's small airport. That shows the real passion that Hans-Peter Porsche has for the Porsche Clubs.

It was him who introduced the winner of the prize at the evening gala with these words: "Regardless of the Porsche model, whether it's old or new, air-cooled or water-cooled, whether it's a four-cylinder in-line engine, a flat six or even a V8, he always shows interest and offers help to anyone who needs it, whether in his personal life, in the life of the Club or in the Club forum "Ventilen". He doesn't hesitate to offer his services to a colleague from the Porsche Club or to the Club itself, even if he has to make a sacrifice to do so. He holds more offices in Porsche Club Sverige than most other people, and he takes part in almost all regional and national events. In short, he has a big heart for Porsche and for Porsche Club Sverige. He well exceeds the criteria of the Porsche Club Sverige Hans-Peter Porsche Award. The 2013 winner, and thus the first winner of

all, is member number 1120, Karl-Ove Qvarfordt!"

Because the prize will be awarded annually, in future any member of Porsche Club Sverige can nominate another Club member for the award. Naturally, the nomination must be accompanied by reasons why the nominee deserves the prize. The board will then select the winner from all nominations. I'm sure that every Club member has already started thinking about whom to nominate for 2014!

Peter Vestergren
Porsche Club Sverige



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