



PORSCHE



June 2007

Porsche Club

News 3/07



For more information, visit www.porsche.com.

School isn't supposed to be this much fun.

The Porsche Sport Driving School.



PORSCHE

Editorial

**Dear Porsche Club Presidents,
Dear Porsche Club Members,**



The team of the worldwide Porsche Club Coordination

“You need a past to build a future”. This is the theme of our article on Dr. Heinz Rabe, who has collaborated with Porsche’s historic archive to publish the diaries left by his father, Porsche’s former chief designer Karl Rabe. “The entries are so fascinating that I just had to share them with the company”, says Heinz Rabe.

Tradition and pedigree bring obligations. That is why the Porsche Club Coordination and the Classic department get so involved in the numerous oldtimer races and classic motoring exhibitions. In this issue, we report on the Retro Classics exhibition in Stuttgart and Techno Classica in Essen, where Porsche once again had its own stand.

The rest of the year includes plenty more highlights for fans of our classic Porsche cars. For example, this issue contains the registration form for the Oldtimer Grand Prix at the Nürburgring.

Regardless of whether it is classic or modern vehicles that get your pulse

racing, as a Club member there is plenty to look forward to at the International Motor Show (IAA) in Frankfurt. As well as an exhibition of the latest Porsche models, one of the highlights – as it was two years ago – will be the special Club Evening organised by the worldwide Porsche Club Coordination of Porsche AG. We are looking forward to a fascinating evening with plenty of international guests and lively discussions. You need to book early – previous years’ events were a huge success and, as always, the number of participants is limited.

The current debate on harmful emissions from cars will shape the future of the automotive industry. The EU Commission wants new cars to emit less carbon dioxide (CO₂). In this issue, you can read an interview with Herbert Ampferer, the man responsible for environment and energy at Porsche AG. In it, he reports on Porsche’s investments and initiatives for its new generation of engines for the Cayenne and on the future of hybrid engines. Ampferer out-

lines the consequences for Porsche if the regulations for reducing CO₂ are applied across entire fleets. He is in favour of setting different limits for specific sectors.

“None of our customers should have to apologise for driving a Porsche” is the message from Dr. Wendelin Wiedeking in the international press to all Porsche drivers and all fans of the Porsche brand. We know that in the current situation you are being asked lots of questions on these issues by friends and colleagues. On our homepage, we have provided you with some more detailed arguments under Porsche Clubs/News. Here, you will find Porsche AG’s position in the debate on optimising fuel consumption and reducing emission figures.

Driving pleasure and responsibility – both of these are core values in Porsche’s brand philosophy. It is a commitment that we put into action – not just at present while the issue is being debated, but every single day.

**Your
Worldwide Porsche Club Coordination
Team**

**Sandra Mayr
Alexander E. Klein
Anne Philipp
Mathias Menner
Paul Gregor**

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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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Porsche Club News on the Web:

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

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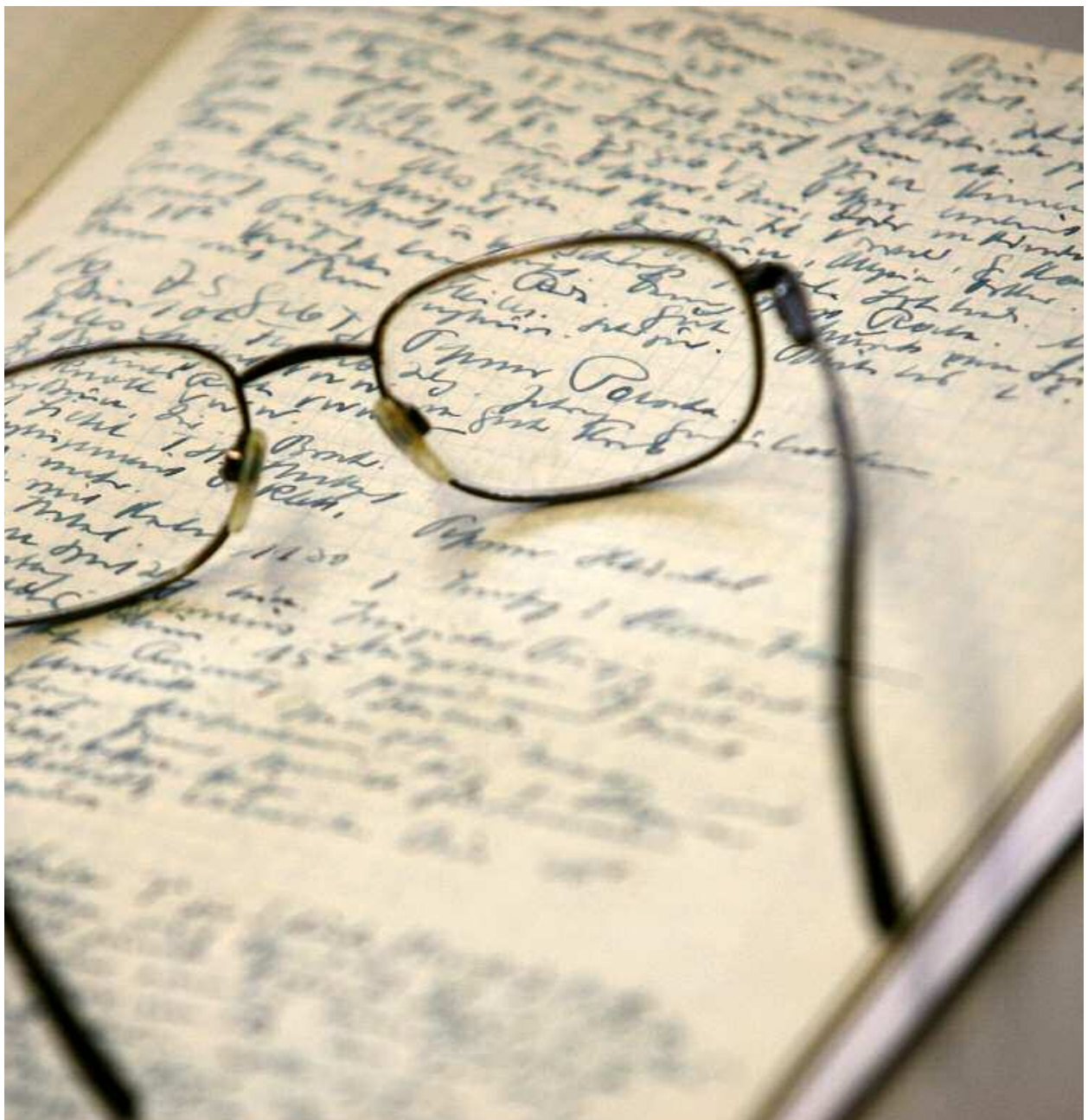
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1. News from the Porsche AG

Portrait

On the trail of the raven

Dr. Heinz Rabe is a godsend for Porsche. Nobody is better equipped to document the company's early history than the son of its chief engineer Karl Rabe. The 75-year old social affairs manager is translating his father's diaries, which were written in old Sütterlin script, and providing the historic archive with numerous almost forgotten details from the company's history.





Passionate about his work: Dr. Heinz Rabe works at his laptop, painstakingly translating the 60-year old diaries written by his father in the old-fashioned Sütterlin script.

Profile

Dr. Heinz Rabe was born on 30th September 1931 in Stuttgart. In April of the same year, Ferdinand Porsche had set up his design office. Rabe's father Karl was there from day one.

With Professor Ferdinand Porsche as his godfather, Heinz Rabe experienced the company's early days at first hand. After studying law and social sciences, he started in the personnel department in 1955 and, in 1970, became head of Social Affairs, a position he retained until his retirement.

On the outside, an unimposing A4-sized notebook. Bound in black, 112 pages, with Diary No. 12 on the cover. Below this are written the dates 1.1.1950 to 18.4.1951. Dr. Heinz Rabe sits at his desk and leafs through the first few pages. He diligently immerses himself in the densely packed words and phrases on the paper. For the 75-year old, it is the start of another chapter in a fascinating journey through time – back to his own childhood and through the history of Porsche itself.

For Heinz Rabe, preserving his father's legacy is a passion and an obligation. Karl Rabe was there from the very beginning as chief designer. His son, who was the godchild of Professor Ferdi-

nand Porsche, now drives to Zuffenhausen every day to translate the diaries in the historic archive. He found the books by chance in the cellar of his parents' home in Korntal. They were written in the old German "Sütterlin" script that was common at the time. Not many people can read this kind of script today. "The entries are so fascinating that I just had to share them with the company", Rabe explains.

Dieter Landenberger, the head of the Porsche archive, is thrilled. "The diaries are a rare primary source", says the expert technical historian. "Mr. Rabe is a contemporary witness who can answer so many questions that we have never been able to resolve".

For example, thanks to Rabe's work, 6th February 1948 is now known to be a historic date. This was the day on which the Porsche type 356 took its first trip at Gmünd in Austria. "Until now, we were not sure of the exact date", Landenberger confirms.

The entries for 3rd September 1950 caused amazement. On the day of Ferdinand Porsche's 75th birthday, Karl Rabe wrote that: "I was at Feuerbacher Weg at 10 o'clock. Numerous well-wishers were there, Josef Kales with three representatives from the Volkswagen plant presented a hamper. Mayor Dr. Arnulf Klett, Professor Heinkel and many more were also there. At 11:30 a.m., I drove with Kales to the reception at the Park Hotel.

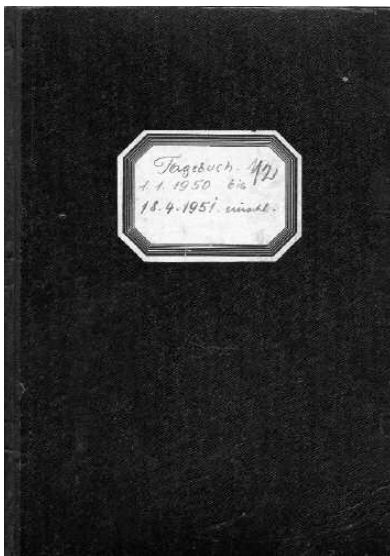


You need a past to build a future

The Porsche archive is the memory of the Porsche company. This is where all the important information, pictures and films tracing the history of Porsche, its products and its racing activities are documented and stored and made available for use by the company. The archive contains huge quantities of material. For example, the number of photographs runs into millions, and there are hundreds of hours of film material. If the archived files and documents were to be stacked up, they would make a tower several hundred metres high.

Through its work in managing historic information – documenting, retrieving and communicating Porsche's history – the historic archive contributes to building trust in the company and its products, both internally and externally. The archive provides a broad range of services to support both internal departments and, particularly, journalists, agencies and scientists.

The head of the historic archive and the main contact is Dieter Landenberger



History in A4-format: The diaries translated so far run to more than 1,000 pages of text

The retired Rabe has plenty more work ahead of him. He does not even know exactly how many books there are. But the cellar is full. It takes him around ten weeks for each diary. The text on his laptop for the period from 1931 to 1950 currently runs to more than 1,000 pages of Word documents. The translations are supplemented by numerous personal comments.

Rabe says that the work keeps him young. As well as enjoying a not so peaceful retirement, he is a keen 911 driver and in sunny weather he uses a VW Beetle. He also has a Porsche diesel tractor in a barn. As he makes his way through the factory, he still meets many of his former colleagues. However, few of them will remember one of his father's habits. His name "Rabe" means "raven" in German, and he would often draw a little raven next to his signature on notes. So far, his son has searched in vain for this symbol in the diaries.

Thirty sports cars were there. At 3 p.m., we all drove along Königsstrasse to Solitude Castle. It was an interesting sight. A big reception with Prof. Porsche in front of the palace."

The fact that the birthday had been marked by such major celebrations had long since been forgotten.

Sütterlin script

In 1911, the graphic artist Ludwig Sütterlin (1865 – 1917) developed the script that would subsequently be named after him on behalf of the Prussian Ministry of Culture. To make it easier for children to learn to write, he simplified the letter shapes, set the letters vertically and wrote with a quill. Sütterlin script was taught in some German schools until as recently as the 1970s. Even the basic Latin script introduced in 1953, which is the basis for modern scripts, was influenced by Sütterlin.

Carrera Edition 02/07

Interview on the current debate on emissions from cars

“Different CO₂ limits for individual vehicle categories”

The EU Commission wants new cars to emit less carbon dioxide (CO₂). Carrera spoke to Herbert Ampferer, the man responsible for environment and energy at Porsche AG.

What exactly has the EU Commission decided?

Ampferer: “The Commission signed a suggestion that by 2012, the European fleet of new vehicles only be permitted to emit 130 grammes of CO₂ per kilometre. The Commission’s original target was 120 grammes per kilometre. To achieve this, new requirements have been introduced, which the automotive industry will have to implement – minimum standards for air conditioning equipment, tyre pressure monitoring systems for all vehicles, an upper limit for tyre road resistance, that all vehicles be equipped with a change-up indicator, and finally increased use of biomass fuels, which our engines will have to be able to cope with.”

What is Porsche doing to reduce CO₂ emissions from its vehicles?

Ampferer: “In the last ten years, we have invested well over a hundred million Euros in optimising consumption and emissions from our engines, and we will reduce CO₂ emissions from our sports cars by around 15 percent by 2008. On the new Cayenne series with a completely new engine generation, some models consume 15 percent less fuel in actual driving conditions than the first generation, with corresponding reduction in carbon dioxide emissions. And our hybrid engines will enable us to achieve further significant reductions in the future.”

Is it technically feasible to achieve CO₂ emissions of just 130 grammes per kilometre with a Porsche?

Ampferer: “Cars of the kind that Porsche is selling cannot physically achieve CO₂ emissions of 130 grammes per kilometre. That is not to say that we think we have exhausted the potential for development in our sector. German premium manufacturers are currently working flat out on measures to further optimise consumption and are achieving some impressive successes. What’s more, many innovative technologies are introduced in the luxury class first, before they are used in high-volume sectors.”

Where does Porsche stand in terms of emissions compared to its competitors?

Ampferer: “At present, Porsche is very competitive in its sector, with CO₂ emissions of well below 290 g/km. In the future, Porsche will be making a huge effort to continuously optimise fuel consumption and emission figures.”

What would be the consequences for Porsche if a 130 g/km limit was stipulated for every manufacturer?

Ampferer: “Generally we support the politicians’ requirements for reducing CO₂. But they need to be designed in such a way that they can be achieved by the individual manufacturers, and still enable the manufacturers to be competitive in both European and international mar-

kets. We do not have a problem with limits, as long as they are realistic to some degree. It would be more a problem for us if the requirements for 130 g/km were made binding for each fleet of the individual manufacturer. Because it would mean that the full product range manufacturers could lower their emissions in the high-volume sectors offsetting them with the large production figures of small cars. This is something that Porsche is not able to do.

It might also be plausible to set a percentage CO₂ reduction. Then everybody would have to make a similar effort, not just the manufacturers of high volume, high powered vehicles and the emission potential of small vehicles would be increased.”

Carrera Edition 02/07

Brand-name Ambassador

The search for perfection

Porsche representative Walter Röhrl turns 60. But for this perfectionist, pushing himself to the limit is better than any celebrations.

Niki Lauda called Walter Röhrl “a genius behind the wheel”, while colleagues dubbed him the “rally driver of the millennium”. What impressed his admirers most of all was his desire for perfection. This is what used to take the keen sportsman and trained ski instructor out onto the piste even in thick fog. Not because he enjoyed it, but to improve his sense of balance. And when he set out from Regensburg to conquer the rally world, he did it with an ambitious goal. “I wanted to prove that in the Bavarian forests, there was someone who could beat them all.”

With his first victory at the Monte Carlo rally, he reached this goal. That was in 1980, the year in which he won his first world championship and fulfilled his “lifetime ambition”. With two further victories in Monte Carlo and a second world championship in 1982, the Bavarian, born on 7th March 1947, was considered the best rally driver of all time. In 2005, amid the snow and ice on the legendary Col de Turini Pass, he appeared as a Porsche representative, introducing the 911 Carrera 4/4S to the press, and he was in his element. Just as he was on the gravel tracks in



Striving for perfection: Walter Röhrl, without a car for once, conquering the Grossglockne

Portugal or the winding tarred roads of Corsica. But Walter Röhrl is much more than just a successful racing driver. All aspects of sport have dominated his leisure time, and indeed continue to do so. The desire for perfection is always

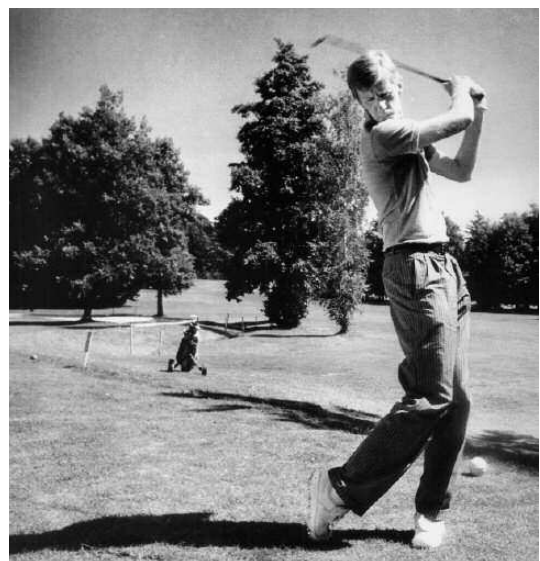
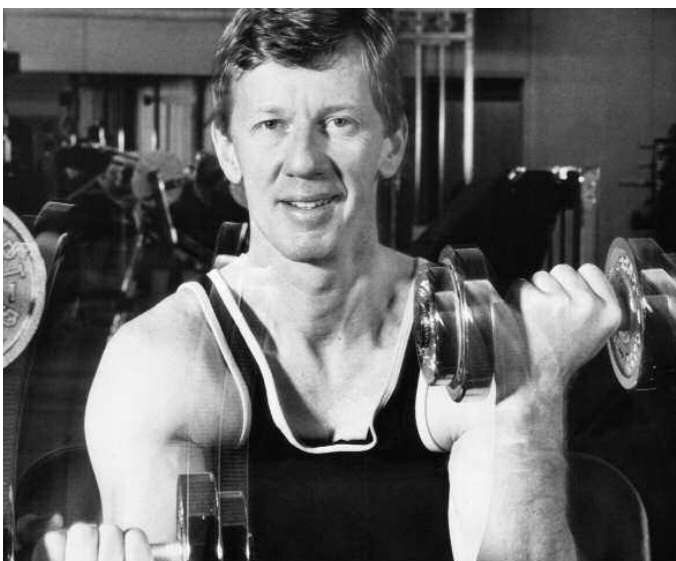
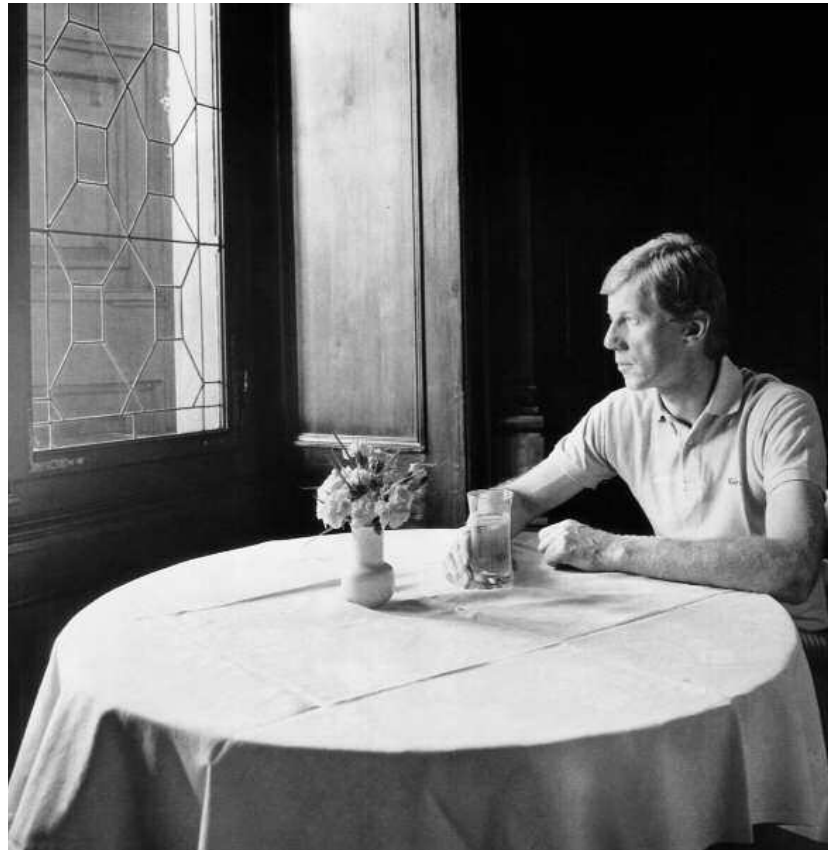


what drives excellent performance. "Mastering a piece of equipment so that it is almost part of your own body – that is what I mean by perfection", he says.

Since 1993, Walter Röhrl has worked as a representative for Porsche worldwide, including demonstrations of new models. The 60-year old is a brand ambassador par excellence.

Carrera Edition 3/07

Walter Röhrl in private: in the clubhouse, on a rowboat on the Danube, in the sports studio and on the golf course in Regensburg. (Pictures from Walter Röhrl's calendar for 1986)



Rallye Transsyberia 2007

Specialist for long-distance rallies: The Cayenne S Transsyberia



Porsche is adding a new highlight to its already extensive customer sport range. The Porsche Cayenne S Transsyberia is based on the new Cayenne S and has been developed especially for long-distance rallies.

The sporty off-roader will be celebrating its debut from 2nd to 17th August 2007 in the Transsyberia Rally, which runs from Moscow right through Siberia to Ulan Bator in Mongolia. The route includes public roads, rutted gravel tracks and demanding trial courses. The challenges also include river crossings and special stages in the Gobi Desert. Last year, two private teams completed the Transsyberia Rally in a Porsche Cayenne S for the first time, finishing in the top two positions. This success brought the event to Porsche's attention and the company is now offering keen Cayenne

drivers the opportunity to get involved in motorsport in the vehicle.

This year, the Porsche Cayenne will once again be taking the challenge, reflecting its reputation for outstanding performance in the SUV sector. The second generation of the Cayenne has raised the bar even further. The new engines feature direct fuel injection, providing increased power and reducing fuel consumption. Total savings amount to 15 percent compared to the previous version. Another highlight is the new Porsche Dynamic Chassis Control (PDCC), which uses two

active stabilisers to almost completely compensate for leaning on corners.

The Cayenne's already excellent off-road capabilities have been further optimised, resulting in the development of a vehicle specially designed for use in long-distance rallies. The new Cayenne S Transsyberia, which will initially be built in a small series of just 26 vehicles, features special off-road tyres, a safety cage, a shorter final drive ratio, a rear axle differential lock, a reduction gearbox, differential lock, PDCC, reinforced and extended underbody protection, as well as reinforced lateral control arms on the front axle. The eight-cylinder engine delivers an unchanged 385 BHP (283 kW). The extreme conditions in rallying give the Porsche Cayenne the ideal chance to demon-

strate the full extent of its dynamic performance potential against the competition.

The Transsyberia Rally is divided into six classification groups. The Cayenne S Transsyberia type vehicles with a 4.8-litre V8 engine will line up in Class 1C for petrol-engined cars with an engine capacity above four litres.

After starting in Moscow, the entrants have 14 daily stages to demonstrate what they are capable of, as the Transsyberia combines the experience of a demanding tourist rally with a genuine sporting challenge.

The rally's route covers a total of more than 6,600 kilometres, right across Siberia and into Mongolia, including both on and off-road sections. As well as the daily stages awaiting the competitors, some of which are 950 kilometres long, they also need to show off all of their skills in the special challenges along the route. These extremely tricky sections demand every bit of performance from the vehicles and their drivers – the special tests in Siberia include



difficult river crossings and trial courses. By contrast, the Mongolian special stages are all about accurate navigation and conquering the sand dunes in the Gobi Desert. Ultimately, those who earn a podium finish will have proved their all-round ability behind the wheel, allied to excellent navigation skills and team spirit.

The rally is a unique experience for those who are looking for a challenge and wanting to discover something new – perhaps even something about themselves.

Are you interested? For further information about the Transsyberia Rally, you can register at www.porsche.de.

2. Event Calendar

Worldwide Club Coordination of Porsche AG / Club Support at Porsche Deutschland GmbH

Porsche Club Evening at IAA 2007



It is that time again – the International Motor Show (IAA) in Frankfurt will soon be opening its doors for the 62nd time. This year's IAA will be held from 11th to 23rd September. It will be open to the public from 15th September.

The exhibition is held every two years and is the world's largest motor show, with an area of more than 215,000 sqm. Porsche AG will once again be represented with a stand in Hall 5, where a range of current and brand new Porsche models will be presented.

As usual, the team of the worldwide Porsche Club Coordination will be on hand at the IAA and available on the Club counter to answer any questions about the Club scene.

Once again, we are pleased to be able to offer you a special highlight this year

– our IAA Club Evening. Because of the overwhelming response in previous years, we recommend that you book early. The sooner you book, the greater the chance that you will be among the limited number of guests at the event. Each Club can book for a maximum of ten people.

The Club Evening is being organised jointly by the worldwide Porsche Club Coordination and the Club Support of Porsche Deutschland GmbH and will be held on 17th September 2007. It is open exclusively to Porsche Club members. All guests who book for the Club Evening will receive a free entry ticket to the show for that day. After the doors have closed in the evening, at around 7:00 p.m., we will welcome you exclusively on our Porsche exhibition stand for the Club Evening, which will be a pleasant and informative get-together

for Club members from all over the world. Food and drinks will also be served.

If you require further information about travelling to Frankfurt, a city map or hotel information, you can contact the tourist office:

Tourismus+Congress GmbH
Frankfurt am Main
Kaiserstraße 56
D-60329 Frankfurt am Main

Tel.: +49 (0) 69 21 23 88 00
E-mail: info@infofrankfurt.de
or on the Internet at:
www.frankfurt-tourismus.de

We ask you to send us your booking by **July 13th 2007** at the latest, using the enclosed booking form. To attend, you must be a member of one of the worldwide Porsche Clubs.

We also ask you to publicise this offer from the Porsche Club Coordination among your Club members. A shorter version of this article and the booking form can be found on the worldwide Porsche Club Coordination's website: www.porsche.com, select country, Porsche Clubs, Worldwide Club Coordination, News from the Clubs.

We are looking forward to an enjoyable evening surrounded by our fellow Porsche enthusiasts.

Your worldwide Porsche Club
Coordination

Registration form for Porsche Club Evening at IAA 2007

By fax: +49 (0) 711 911 7 89 89

Closing date: 13th July 2007

or by mail to:

Dr. Ing. h.c. F. Porsche AG
Anne Philipp
Porsche Club Coordination
Porschestraße 15-19
71634 Ludwigsburg

Frankfurt International Motor Show, IAA – Porsche Club Evening **09/17/2007, from approx. 7:00 p.m.**

☐ Yes, I would like to attend the Club Evening at the IAA.

First name / Last name: _____

Street / Number: _____

City / Postal / zip code: _____ Country: _____

Telephone: _____ Fax: _____

E-mail: _____

☐ I will be coming on my own.

☐ I will be accompanied by First name / Last name: _____

☐ We will be attending with Number of participating Club members: _____

We will send you a booking confirmation as soon as possible.

Further information about the event, e.g. the exact programme, the exact time and details of the location of our stand will be sent to you from mid-August, along with your entry tickets for the show and the Club Evening.

Signature: _____

Date / Location: _____

I am a member of the following Porsche Club: _____ since: _____

(Please enclose a copy of your membership card or other proof of membership with the booking form.)

On the North Sea coast: Zandvoort Days 2007

The Porsche Club Holland and the Racing School Zandvoort would like to invite all Porsche drivers and enthusiasts to the fourth Zandvoort Days event.

This Porsche meeting will be held on Saturday 7th July and Sunday 8th July 2007 at the Circuit Park Zandvoort. The Circuit Park Zandvoort is a well-known racetrack located in the sand dunes next to Zandvoort beach on the North Sea.

Registered drivers can enter one of the following three categories: Fun, Sport and Race. Entrants can look forward to 2 ½ hours of driving on the track – in each category and on each day of the event. On the Sunday, there is also a separate category for classic Porsche vehicles.

As always, in addition to various supporting events, a variety of unusual and



rare Porsche models will be on display. All in all, the event is a must for all Porsche fans.

Maximum comfort and safety is guaranteed, as the track has its own security guards, supervisors and rescue service. A professional repair and tyre service is also available.

Entry categories

Fun: Drivers with little or no racing experience; ordinary road vehicles on road tyres.

Sport: Drivers with some racing experience; slightly modified Porsches on road tyres.

Race: Drivers with extensive racing experience; significantly modified Porsches (with roll cage) and Porsche racing cars (slicks allowed). Racing licence and race clothing are mandatory.

Classic: Classic Porsches, produced before 1978, on road tyres.

Entry fees

Entry fee per Porsche and per category:

275 Euro on Saturday
250 Euro on Sunday, or
475 Euro for both days

Registration

The registration form is available online at:
www.porsche-club-holland.nl

Event organisation:
Porsche Club Holland
Postfach 309,
5240 AH Rosmalen,
Netherlands

Tel.: +31 (0)73 522 2222
Fax: +31 (0)73 522 2220
E-mail:
pzd@porsche-club-holland.nl





Find out more here – Porsche online: call +49 (0)1805 356 - 911, send a fax to - 912 (EUR 0.12/min) or visit www.porsche.de.

Every Porsche is individual.

Now make it unique.

Porsche Exclusive.



PORSCHE

3. Information exchange

Porsche Design Driver's Selection

Timeless and sporty – The new Cayenne collection

Sometimes word associations can change. Cayenne is no longer just a city in French Guyana, a plant and a type of pepper. Since the launch of Porsche's sports off-roader of the same name four years ago, Cayenne has been a byword for power and emotion on and off the road. Cayenne drivers are always perfectly equipped for any situation. All thanks to Porsche Design Driver's Selection. It includes useful products to spice up everyday life, while its unmistakable accessories are just the thing for those who are looking for something special.

To coincide with the launch of the second generation Cayenne, we have a number of exclusive new products that combine functionality and a unique design. The collection has everything from textiles and a children's pedal car to exclusive chronographs and canvas bags. Cayenne fans get noticed – not just because of their vehicles.



Time travel

The Cayenne Classic Chronograph has a range of impressive technical details, such as a stopwatch function and interval time measurement.



Sense of time

The fashionable ladies' handbag made of robust canvas material features a detachable zip fastening pocket.



Contemporary

The polo shirt with intricately worked details such as the embroidered lettering and blue backed button panel gives a sporty yet stylish look



Zeitgeist

The canvas M travel bag has a special water-repellent coating, making it the ideal companion for any trip.



Tempo!

The Cayenne pedal car for children between three and five years has many of the details of the original.



The products are available from the Porsche Centres or under www.porsche.de/shop
Not all products are available worldwide. For further information, phone 01805-356-911.

A 100-METER DASH ISN'T RUN IN OLD FLIP-FLOPS, EITHER.



The Porsche Cayenne is a versatile performer – on every type of terrain. The more the driver demands from the car, the more it's in its element. Thanks to the Michelin Latitude series, the same applies for the tyres. For the new Porsche Cayenne, Michelin has developed some new tyres with modest rolling resistance and therefore better fuel economy without any compromise in the performances. This is the reason why it can bear the N-designation – the sign of Porsche quality.

www.michelin.com



Improved performance from the new Cayenne... and from the tires

The MICHELIN Latitude Sport

You want a new sporty tire:
the summer specialist MICHELIN Latitude Sport

Ideal driving experience – spring, summer, autumn

Pleasant side effects:

- shorter breaking distance
- lower fuel consumption

Sizes and designations:

255/55 R18 Latitude Sport N0
275/45 R19 Latitude Sport N0
295/35 R21 Latitude Sport N0

The MICHELIN Latitude Tour HP

There is now a new tire option:
the all-season specialist MICHELIN Latitude Tour HP

Ideal grip – even when it is not summer

Pleasant side effects:

- more driving comfort
- less wear

Sizes and designations:

255/55 R18 Latitude Tour HP N0
275/45 R19 Latitude Tour HP N0

Porsche Tequipment

Extra Sportiness



Gripping:
The alcantara-covered steering wheel provides an optimum grip on winding roads



Steady hand:
alcantara coated levers bring a genuine racing feel to your car

At Porsche, motorsport and our standard road vehicles have always been very closely linked. Things that prove themselves on the racetrack usually find their way into road cars without major modifications. Sportiness comes as standard on every car that leaves our factory. The alcantara options and red tail lights from the Porsche Tequipment range underscore this strong link with the world of racing.

Handy, robust and low maintenance – alcantara's properties are ideal for covering standard, sport and multi-function steering wheels. The extra benefit for drivers is that the wheel provides an optimum grip on winding journeys and in tricky situations. It is no wonder that the material has been used successfully in motorsport and

in the 911 GT3 and GT3 R3 for years. To complement this, the Porsche Tequipment range also includes a gear lever/handbrake package. This gives the interior of your Boxster, Cayman or 911 an even more sporty touch and provides a genuine racing feel. The package includes a gear or selector lever and a handbrake lever in black alcantara.

With all these sporty touches, there is still room for style – an aluminium insert with Porsche lettering sets a refined tone. With their all-red design, the tail lights continue the sporty tone on the exterior. Whether you have a Boxster, a Cayman or a 911, the signal colour guarantees an exceptionally sporty and imposing look.



Red light:
The tail lights give an exceptionally sporty touch

Further information about the complete product programme of Porsche Tequipment and the latest Tequipment catalogues are available from your Porsche dealer or on the Internet under www.porsche.com

Special offers at the Leipzig plant for Porsche Clubs

Behind the scenes – and then behind the wheel

To mark the start of spring 2007, Porsche Leipzig is offering an attractive range of events on its own tracks. After the successful establishment of the “Co-pilot” programme, which allows visitors to ride along with a professional driver and discover our FIA-certified break-in and control track or our 6 km off-road course, our guests can now take the wheel themselves. This is the ideal opportunity for Porsche Club members to immerse themselves in the world of Porsche by experiencing the model of their choice either on-road or off-road here in Leipzig.

Cayenne, Boxster, Cayman or 911 – the on-road Pilot scheme gives visitors a difficult choice. After detailed instruction about the vehicle, the break-in and control track is introduced while the car is warming up. The next stage is familiarisation with the fundamental skills of professional driving – slalom, braking, swerving. Finally, participants closely follow behind a professional instructor for several laps to learn the ideal line.

Porsche Leipzig also offers just the thing for those who want to go off-road – the “Pilot Cayenne Offroad”. After comprehensive instruction on the vehicle itself, you can find out exactly what the Cayenne can do away from fixed roads, on Porsche’s very own off-road course. The challenges include scaling a steep ascent and a stone ramp, dealing with a slanting section and completing a ramp crossing. Participants in

Cayenne, Boxster, Cayman or 911 – the on-road and off-road Pilot programmes give visitors a difficult choice





the programme can also look forward to a hilly section and water crossings.

Priced at between 250 and 295 Euros (depending on vehicle), all Pilot programmes include a tour of the Cayenne production plant and a visit to the customer centre. A companion (minimum age 12 years) can join the factory tour free of charge. All participants in the "Porsche Leipzig Pilot" programme must be at least 25 years of age. Drivers must have held a valid driving licence for at least 3 years and must sign a rental agreement on site with a excess of 2,500 Euros. All programmes can be supplemented with catering from "Porsche Leipzig Start" (e.g. lunch and dinner) and additional driving events can be incorporated. As an exclusive for Porsche Clubs, the Porsche Leipzig team will organise a Pilot programme on the date of your choice for groups of between 4 and 10 people (subject to availability).

A racing-style on road track, a challenging off-road course, catering service, technology, expert and friendly personnel – at Porsche Leipzig, you will find everything you need for a thoroughly successful event.

Of course, anyone interested can also obtain an individual quotation for an event at Porsche Leipzig. After all, special occasions deserve a unique setting. Every event at Porsche Leipzig is individually planned and tailored to the preferences and needs of the host. Rooms of different sizes, a racing-style on road track, a challenging off-road course, catering service, technology, expert and friendly personnel – at Porsche Leipzig, you will find everything you need for a thoroughly successful event.

Further information and an online booking form can be found at www.porsche-leipzig.com.

You can also contact the Porsche Leipzig team at info@porsche-leipzig.com or on Tel.: +49 (0) 341 999 13 911.

Porsche Driving Experience

School isn't supposed to be this much fun – the Porsche Sport Driving School



It has been a busy time – we have changed our name to “Porsche Sport Driving School” and we have once again extended our training calendar for the 2007 season to include even more exhilarating highlights for Porsche fans.

Develop your driving skills and experience total driving pleasure – on road, off road or even on ice. The training available at the Porsche Sport Driving School is almost limitless. Our on-road training allows you to experience the full thrill of being behind the wheel of a Porsche – with a choice of internationally famous racetracks and driver safety centres. Or are you looking for a challenge away from the tarmac? If so, why not try our off-road training, on our own Porsche off-road course in Leipzig or in the deserts of Dubai.

As well as introducing new products and features, we believe that innovation means adapting to the needs of our customers and trainees. We have made it our goal to establish a uniformly high level of service in the Porsche Sport Driving School worldwide and also to implement some innovative ideas. There are plenty of exciting innovations in our programme for the 2007 season.

“Women Only”

Training specifically for women? Sounds exciting – and that's exactly what it is. Ladies have had a love of motorsport and powerful cars for years. This event at Precision level will quickly remove any remaining inhibitions, while an attractive supporting programme rounds off the concept.

Be there when we say “Welcome to Women Only” for the first time. Contact us to find out more about this training event – this summer at the Porsche Sport Driving School.

“Track Day”

On 20th July, we will be offering driving pleasure with (almost) no limits at the Hockenheimring Grand Prix circuit. It doesn't matter whether or not you have any racing experience, there will be no practice sections or timings here. Participants will be split into groups according to their experience and the vehicles they are driving. The programme starts with a briefing, when all of the relevant “dos and don'ts” will be outlined. Drivers will then take to the track one group at a time for instruction on the re-

levant corners. However, the main focus is first on guided driving, then on "free driving". Another highlight is the opportunity to ride along with our instructors. For just 520 Euros per driver (including all Porsche Sport Driving School services), the day will definitely be a unique experience, in the company of fellow Porsche fans and friends from the Porsche Sport Driving School.

Are you interested in our training for the 2007 season or would you like our new catalogue?

Visit us at www.porsche.de/sportfahrschule. We are also happy to answer any queries about our training, the new products and services outlined or how to order gift vouchers.

Tel.: +49 (0)711 911 78683

Fax: +49 (0)711 911 78685

**E-mail:
sportfahrschule@porsche.de**



4. Classic Information Exchange

Registration

AvD Oldtimer Grand Prix 2007

The 35th AvD Oldtimer Grand Prix will be held at the Nürburgring from 10th to 12th August 2007. Fans of the Porsche brand will get full value, not just because of the large number of Porsche vehicles that will be entering the races.

Porsche Classic employees will be demonstrating their expertise in restoration and answering all your questions about spare parts and technical issues. The Exclusive and Tequipment department will be presenting its range of accessories and, of course, the Worldwide Porsche Club Coordination will be represented with an info desk.

Finally, visitors will have the opportunity to purchase Porsche accessories and clothing from the Porsche Design Driver's Selection truck. Of course, the numerous Porsches parked on the site, reflecting almost the entire history of the brand, will be an eye-catching sight as always. If you want your Porsche to be one of them, all you need to do is purchase one of our VIP packages. This includes a parking space for your Porsche on the site – subject to space. Anybody who buys a package and does not travel to the event in a Porsche can park their vehicle outside the racetrack in a reserved car parking area easily accessible from the paddock.

The VIP package also gives you access to the Porsche hospitality tent where drinks are provided and lunch and dinner buffets will be served. An interesting evening programme will be provided on the Saturday. As you would expect, the VIP package gives you full access to all the open stands at the race-track and to the paddock – and don't forget that anybody buying a package



**F.I.A. EUROPAMEISTERSCHAFT
AvD-OLDTIMER-
GRAND-PRIX
10. bis 12. August 2007 Nürburgring**

will receive an exclusive welcome gift. The VIP package costs 279 Euros.

The price for members of official Porsche Clubs is 229 Euros. Any Club members interested in attending should contact their Porsche Club, which will send us a group booking. Membership must be verified by a copy of your Club membership card.

The registration form can be downloaded from our web site at www.porsche.com.

Alternatively, you can request it by E-mail at the following address: ogpticketservice@porsche.de

We look forward to meeting you at the event.

Porsche Customer Centre Classic
Tel.: +49 (0)711 911 242 66
Fax: +49 (0)711 911 241 00
E-mail:
ogpticketservice@porsche.de

Registration form for the AvD Oldtimer Grand Prix 2007 from 10th to 12th August 2007 at the Nürburgring

Return by fax: +49 (0) 711 911 2 41 00 / by E-mail: ogpticketsservice@porsche.de / by mail

Dr. Ing. h.c. F. Porsche AG
Porsche Classic
Porscheplatz 1
70435 Stuttgart-Zuffenhausen

☐ **Porsche Club members:** We would like to make a confirmed booking for _____ (number) packages at an advance price of 229 Euros each including VAT. The invoice amount of _____ Euro will be transferred to:
Note: Porsche Club members should make a group booking through the contact at their official Porsche Club.
(Proof of membership required – membership card, invoice or certificate. Where this proof is not provided, the sum of 279 Euro inc. VAT will be charged).

☐ **Non-Club members:** We would like to make a confirmed booking for _____ (number) packages at an advance price of 279 Euros each including VAT. The invoice amount of _____ Euro will be transferred to:

☐ **Domestic transfers:** Deutsche Bank AG, Stuttgart / Account no. 94 06 00000 / Sort code 600 700 70

☐ **EU transfers:** Deutsche Bank AG, Stuttgart / IBAN no. DE05 6007 0070 0940 6000 00 / BIC (SWIFT code) DEUT DE SS

☐ **International transfers (non-EU):** Deutsche Bank AG, Stuttgart / Account no. 94 06 00000 / Sort code 600 700 70 / SWIFT code: DEUT DE SS

☐ You must specify "OGP 2007" as the payment reference.

Upon receipt of the sum due you will receive confirmation in writing. As the number of packages is limited, they are issued according to the date of receipt of the total amount due. You will receive your package approximately 1 month before the event. Packages are sent at the recipient's risk. No reimbursement will be made for lost packages. Bank charges are to be paid by the purchaser.

My address for invoice and dispatch is:

First name / surname / name of company: _____

Street / Number: _____

Postal / zip code / City: _____ Country: _____

Telephone: _____ Fax: _____ E-mail: _____

I / We will be arriving with the following persons / vehicles:

Name: _____ Porsche type: _____ Model year: _____ Other manufacturer: _____

Name: _____ Porsche type: _____ Model year: _____ Other manufacturer: _____

Name: _____ Porsche type: _____ Model year: _____ Other manufacturer: _____

Arriving on ☐ Friday ☐ Saturday ☐ Sunday

Please include additional people on a separate list with their name and vehicle and enclose it with this booking. This will enable us to make the correct parking arrangements for the individual Porsche types.

Date / Location: _____ Signature: _____

5. Reports

Porsche Club Cayman Islands

Exciting Inaugural Celebration – Porsche Club Cayman Islands

On 24th January, the Porsche Club Cayman Islands celebrated its inaugural celebration at the elegant “Grand Old House” seaside restaurant in Grand Cayman, Cayman Island. With more than 30 members in attendance, half of them with their own cars, the event was a fabulous success. Christian and Jane van der Bol of Autohaus, Cayman Porsche dealership, set up the Club for their customers.

On such a small island that is home to one of the largest financial sectors, it is hardly surprising that Porsche cars are the supreme vehicles to own. The reserved parking at the “Grand Old House” was therefor an impressive exhibition of current Porsche models. Tremendous networking took place outside in the parking lot, even though the official celebrations were actually due to be held inside. Members were clearly

very proud of their cars, and were keen to show them off.

The meeting itself went perfectly with an opening speech from Club President Christian van der Bol and a word of welcome from the representative of Porsche Latin America, Ragnar Schulte. Kerstin Sachl from Porsche Latin America was also in attendance.

Jane van der Bol gave an outlook of the events planned for 2007, and everyone there was extremely impressed by the Club's development. The members are looking forward to sharing plenty of experiences with other Porsche owners and to keeping up the passion for Porsche on the Cayman Islands in the future.



Porsche Club
C a y m a n I s l a n d s



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Christian@AutohausCayman.com



Porsche Club Western Australia

“Drive for Dreams” – 194 Porsches and a charity convoy

Almost 200 Porsches of all colours, models and vintages joined forces in Perth, Western Australia, on Sunday 11th February 2006 to form a breaking convoy and to raise funds for charity. Organised by the Porsche Club Western Australia, the launch of “Driving for Dreams” was a spectacular event, with 194 Porsches and a 13-vehicle police escort. The convoy drove 40 kilometres along scenic Western Australian highways to Fremantle and Perth.

“The day was a fantastic success, beyond our wildest dreams”, said organiser Deryck Graham. “Initially, we thought that 100 vehicles would probably be the most we could expect, but more than twice that number turned up.

It was a wonderful demonstration of camaraderie and community spirit by Porsche owners in Western Australia. It was also a unique opportunity for people to see Porsche vehicles with a total value of 18 million Australian dollars lined up at the three stops, or simply to sit back and watch a 2.5 kilometre line of Porsches passing by.”

The day raised more than 50,000 dollars for the “Make a Wish Foundation of Australia”. As well as the convoy, there was a motorkhana at the Belmont Race Course. There, six experienced racers from the Club gave a show to demonstrate their skills. Some of them had VIP “Make a Wish” children on board. After the sporting activities, the 400 driv-

ers and guests made their way to the Grand Ballroom at the Hyatt Regency Hotel for a charity auction. The centre piece was a genuine classic Porsche 911 from 1969, which was sold for 27,000 dollars.

Australian Clubs that would like to plan their own “Make a Wish” event can either speak to Deryck Graham directly or contact one of the local “Make a Wish Foundations”.

Info:

The “Make a Wish Foundation” looks after children and young people with serious illnesses and attempts to brighten up their lives with pleasurable and unforgettable experiences. Its aim is to make these children’s most cherished wishes come true. The Foundation was set up in 1985 and can now boast more than 1,000 voluntary helpers. Last year alone, they made over 500 dreams come true.

Contact:
Deryck Graham
Event organisation for
Porsche „Drive for Dreams Day“

Porsche Club Western Australia
President: Derek Pegg
Tel.: +61 (0)8 9310 46 99
President@porscheclubwa.com



Porsche Club Ortenau

Porsche drivers know how to help

Refresher course in life-saving first aid techniques for accidents and artificial respiration

How long has it been since you did it? It might never happen to you, but what if it did? These were the questions that the Porsche Club Ortenau had been asked itself, focusing on an issue that people don't always like to think about yet is so important – providing first aid after an accident, whether it is a road accident or any other situation where someone has been injured and needs help. Porsche drivers are responsible road users, who are aware of the power of their vehicles, improve their driving skills on safety training courses and at driving events, and are willing to lend a hand when needed.

On 24th March, the Porsche Club invited Club members and guests to the Porsche Centre Offenburg for a refresher course in first aid. A big advantage for us is the fact that two of our Club members are professionals in this area. Our Sport Coordinator Günter Vetter is a paramedic (nobody gets to an accident faster, at least not in the Ortenau area) and Club member Simone Kokol's professional work includes training personnel who work in clinics. These two ensured that the training was accurate and run properly.

Despite the seriousness of the subject, the participants really enjoyed the practical exercises and there was no shortage of questions. Granted, from time to time one or another of them were a little distracted by the vehicles on display. Thanks to the Managing Director of the Porsche Centre Offenburg, Wilfried Nöding, and customer advisor Sven Knobloch, who was on hand to



support the event throughout the afternoon, we were able to use the Centre's facilities to run the training.

Every one of the participants left the event with an air mask presented by our Club, which will be very useful if the worst should ever happen.

Unfortunately, there was one question that nobody was able to answer, and we will have to look at again at the first opportunity – how do you save yourself from the calories of an excellent buffet? This was just one of the highlights of a successful afternoon for everyone involved.

Frank Baumbach
Porsche Club Ortenau



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6. Classic reports

Retro Classics 9th to 11th March 2007

Porsche Classic provides (emergency) assistance

This is where nostalgia is polished to a shine. When Oldtimer fans and experts meet up for this exhibition, the chrome is twinkling and the eyes are bright. It is a boom time for them. For the 40,000 visitors and 600 exhibitors at Retro Classics in Stuttgart, the presence of the specialists in classic Porsche models is a must.

The Classic Customer Centre took this opportunity to present its products and services to a specialist audience.

Porsche Classic – this is the company's brand that employs a great deal of knowledge, love and instinctive feeling to keep Porsche's history moving and on the roads. Porsches that have been racking up the miles for a certain number of years are not old, they are "classic". And they can retain their class for a long time if they are cared for properly.

Long running: The long version of the Porsche 911 was a magnet for visitors

Nobody knows what this entails better than the employees from Porsche Classic – and their (emergency) assistance is in great demand. The restoration specialists from Porsche Classic were on hand to help with all questions on availability and purchasing of spare parts for classic Porsche models and on restoring historic vehicles. "I am getting an indifferent sound from my engine", said Klaus Maier from Karlsruhe. The driver of a 911 from 1974

was just one of the many who seized the opportunity to seek help. Porsche employee Hans Baisch surmised that it was probably an imbalance and arranged a date for an inspection at the Classic Customer Centre in Zuffenhausen. Intensive contact with customers is one of the most important reasons for appearing at trade fairs,

"Retro Classics provides us with a crucial platform to demonstrate the range of services we offer", says Thomas Lenz, the man responsible for Porsche Classic's appearance at the exhibition. Whether it is original parts, repairs, maintenance, complete restorations or day-to-day care – the experts from the Classic department can provide the answer to almost any question. One example of their wealth of experience



could be admired on the stand itself – a Porsche 911 C20 from 1970. The progress of the restoration was documented on a display board, while employees answered any questions. The “living workshop” also provided a glance behind the scenes of Porsche’s original works restoration, with specialists illustrating individual steps in repairing a gearbox. Twice a day, Klaus Kariégus from the Porsche Classic workshop ran a demonstration in which he dismantled the automatic gearbox from a Porsche 928 and reassembled it.

Visitors were also able to order spare parts and the new editions of the technical literature for old Porsche models. The stand was rounded off by a 911 enhanced by Porsche Exclusive, along with an exclusive range of products from the Porsche Design Driver’s Selection.

Carrera Edition 3/07

Living workshop: Klaus Kariégus’s “live” dismantling of the automatic gearbox from a Porsche 928





For more information, visit www.porsche.com.

**If reliability has its price,
how expensive is unreliability?**

Porsche Service



PORSCHE

19th Techno Classica in Essen from 29th March to 1st April 2007

Experiencing Classics “live”

The figures speak for themselves – in 2007 the world's leading exhibition for oldtimers and youngtimers attracted 154,300 visitors from 38 countries on every continent to Essen. They were thrilled by what was on offer from the 1,036 exhibitors from more than 15 countries, including almost 200 Clubs and restorers.

The 19th Techno Classica for oldtimers, classic and prestige automobiles, motorsport, motorcycles, spare parts and restoration once again lived up to its reputation as the world's most impressive classic motoring exhibition. Worldwide well-known star Karl-Heinz Böhm, who was visiting the exhibition, was impressed, and talked about it being a meeting place for a whole scene of a kind he had never known before.

Porsche also took the opportunity to demonstrate its awareness of tradition to an expert international audience, presenting its range of services in the Classic sector and exhibiting some of its historic vehicles. Just like at Retro Classics in Stuttgart, the focus was on detailed advice from the company's restoration specialists.

Using completely restored Porsche vehicles, the Classic Customer Centre underlined the expertise of its workshop staff. Restoration work was presented “live” to visitors at various work stations. The Classic team was also selling technical literature and providing extensive information to go with it.

The 20th exhibition, from 26th to 30th March 2008, promises even more developments in the anniversary year.

Porsche Customer Centre Classic

Restorations

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classic-service@porsche.de

Oldtimer and youngtimer parts:

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