



PORSCHE



August 2007

Porsche Club

News 4/07



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The Porsche Sport Driving School.



PORSCHE

Editorial

**Dear Porsche Club Presidents
and members,**



The team of the worldwide Porsche Club Coordination

The first Panamera will roll off the production line in Leipzig in 2009. "This fourth series will catapult Porsche into a new dimension," said Siegfried Bülow, Chairman of Porsche Leipzig GmbH at the topping-out ceremony for the new production shop.

The decision to produce the Panamera in Leipzig and make the associated investments in the plant is a very significant one for the region, creating 600 new jobs in Leipzig alone. Our report "Leipzig – An unmitigated success story" tells you all about the extent of the investments and how the construction work is right on schedule.

The specialists from the Customer Centre Classic are celebrating a notable success. When the restorers set to work on a classic Porsche, it might even make it onto a postage stamp. Over the years, there have been many stamps that have featured Porsche vehicles. But the story you will find in our Classic Information

Exchange section is extraordinary. In Luxembourg, a 911 Carrera 2.7 RS restored by the Classic Customer Centre now adorns an official stamp. Find out how this came about on page 18.

The International 356 Meeting was held in Sitges, Spain from 17th to 20th May 2007. Our Sales and Marketing Directory, Klaus Berning, fulfilled the promise he made in issue 1/07 to take part in a Club event this year.

Along with his wife and two sons, he visited this key international 356 event and was visibly thrilled by the whole experience – the dedication of the organisers, the Porsche Club 356 España, the magnificent vehicles, the Spanish hospitality and the varied itinerary.

In a sincere address on the Porsche Night during the International 356 Meeting, Mr. Berning emphasised the importance of the Classic Club scene for Porsche. Taking part in his first Porsche

Club event had been a very impressive experience for him. He will be making a special effort to keep on attending Club events, including the forthcoming 25-year anniversary celebrations for the Porsche Club Deutschland. You can find out more about the successful International 356 Meeting in our Classic reports section on page 30.

We would like to wish everyone lots of enjoyment and success in running their forthcoming events. We are looking forward to a successful working partnership with you and hope to see you all at as many events as possible this year.

**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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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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Publication dates:
5 times a year

Photographic evidence:
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1. News from Porsche AG

Topping-out ceremony

Leipzig looks back on an “unmitigated success story”



The first Panamera is due to roll off the production lines in Leipzig in 2009. “This fourth series will catapult Porsche into a new dimension,” said Siegfried Bülow, Chairman of Porsche Leipzig GmbH at the topping-out ceremony for the new production shop.

They've really got it nailed in Leipzig. Michael Macht and Siegfried Bülow had plenty to do at the topping-out ceremony. In a hammering competition in front of 300 guests in the marquee, the Porsche Production Director and the Chairman of Porsche Leipzig GmbH confidently reached for the thickest nails. Along with the guests of honour, they had some powerful arguments to demonstrate the commitment that the company has put into expanding its activities in Leipzig. Macht and Bülow won the competition against high-ranking representatives from the political scene. Despite this, German Minister of Transport Wolfgang Tiefensee, Saxony's Prime Minister Georg Milbradt and the Mayor of Leipzig Burkhard Jung all enjoyed their visit.

This little “do-it-yourself” interlude marked the end of the official part of a topping-out ceremony that generated a great deal of anticipation for the four-

zig and make the associated investments in the plant is a very significant one for the region, creating 600 new jobs. “We are proud of the fact that the Executive Board has shown this much faith in us”, said Bülow, who has recently switched from the Advisory Board at Porsche Leipzig GmbH to being Chairman. Macht emphasises that there had “not been a second's regret over the decision to locate in Leipzig”. The decision to build a new plant in Leipzig in 1999 marked the beginning of what Macht called an “unmitigated success story”.

As well as the new production site, a 23,500 square metre logistics centre is also being built. The existing Cayenne assembly plant is being extended with a pilot and analysis centre and a training workshop. A new addition will be the so-called decoupling module. This is where the delivered car bodies will be temporarily stored. Porsche is investing a total of 150 million Euro. “No-one doubts that the money is being invested wisely here in Leipzig”, said Macht. Thanks to a sophisticated production concept, Porsche

seat Gran Turismo Panamera. The newest addition to the Porsche family will be produced in the new 25,000 square metre production shop from 2009. The decision to produce the Panamera in Leip-

Powerful dignitaries at the topping-out ceremony: Wolfgang Tiefensee, Georg Milbradt, Burkhard Jung, Michael Macht and Siegfried Bülow (left to right) drive thick nails into the wood





This overview shows the future face of the Porsche Leipzig plant, complete with the new buildings

is now able to produce premium vehicles in relatively small units at a competitive price. The Leipzig plant is a perfect example of Porsche's successful business model.

This project will give Germany a boost as an industrial location – 70 percent of the added value created by the Panamera will stay in Germany. Porsche has arranged things very impressively. The parent plant in Zuffenhausen will supply the engines and another 600 new jobs will be created at suppliers. The painted bodies will come from the Volkswagen plant in Hanover. This will secure another 500 jobs for the long term.

"We need examples like Porsche", said Tiefensee. "This is a company that keeps its promises." Porsche is also facing up to its responsibilities in terms of the environment. The development of a hybrid engine for the models produced in Leipzig could set the tone for the future. Jung added: "Porsche has credibility. When the company came to Leipzig in 2000, it

was a turning point for this region", the Mayor recalled. "We will never forget what Porsche has done for us." Georg Milbradt emphasised that Porsche is once again investing in the economy of Saxony with its own financial resources – there have been no state subsidies.

The construction work is all on schedule. The base plates will shortly be cast. Pipes and cables will then be laid. The facade is due to be completed by the end of the year, which will allow work to begin on the installation work for the new series at the beginning of 2008. By the end of 2009, a total of 50,000 premium vehicles a year from the Cayenne and Panamera series will roll off the production lines in Leipzig. Rosy prospects. The musicians from the Leipzig brass ensemble had exactly the right song for the topping-out ceremony – Bright Side of Life. After all, Porsche is currently enjoying the very best that life has to offer.

Carrera Issue 4/2007

Porsche Leipzig GmbH in figures

Site area:

Currently around 300 hectares

Number of employees:

400

Cayenne production area:

18,600 square metres (covered)

Management and administration area:

3,200 square metres

Running-in and test track length:

3.75 kilometres

Off-road course length:

6 kilometres

Environmental protection:

Certified to DIN ISO 14001 (since June 2002)

Cayenne production in 2005/2006 financial year:

35,128 vehicles
(2004/2005: 41,299 vehicles)

Sales in

2005/2006 financial year:
34,134 vehicles
(2004/2005: 41,884 vehicles)

Currently daily output:

180 vehicles (two-shift system)

Panamera:

Four-seat Gran Turismo
To be launched in 2009

Planned Panamera volume:

20,000 vehicles/year

Customer Centre

After 25 years: Complete rejuvenation of a 911 Targa

Porsche Classic brings the shine back to vintage cars and contemporaries alike. The Customer Centre at the Zuffenhausen plant meets all expectations in terms of repair, maintenance, care and restoration.

Dr. Markus Harsch had to wait five long months to see his car again. The 57-year old was both excited and cautious as he entered the workshop. Suddenly, his old love was back for all to see. The object of his passion is a platinum metallic 911 Targa produced in 1982. First came a satisfied smile, then a relieved chuckle and then his eyes were gleaming.

The Swiss enthusiast gave his darling an expert inspection. The new roof? "Perfect", says Harsch, stroking it lovingly with

his hand. The spots of rust on the wing? "Lovely. You can't see a thing", he notes with satisfaction. Porsche Classic did the entire job. Harsch is standing at a historic location in Plant 1. The Porsche parent plant was constructed in 1938 and is still making wishes come true for Porsche drivers from all over the world.

Their first point of contact is often Kuno Werner. That was the case for Harsch. The customer advisor shows the Swiss customer every detail of the work. He

explains in depth exactly what has been done during the partial restoration of the 25-year old car. Harsch listens intently and, by the end is not only fully informed but also extremely impressed by the workmanship's quality. As it celebrates its "silver jubilee", the car is gleaming again. "Fantastic, just like new. It couldn't be better", says Harsch, who uses the car for Alpine crossings and in the summer for holidays on Lake Garda in Italy, when he carries two surfboards on the roof.

Jutta Aldenhoff also takes a keen interest. Smiles on customers' faces are confirmation that her department is doing its job: "Customers place huge trust in us, because they expect that as



Before the Harschs began their journey home to Switzerland, Classic Manager Jutta Aldenhoff (left) presented them with the restoration folder

the manufacturer, we will take perfect care of their vehicles", says the Manager of Porsche Classic. "And we take our work very seriously." Aldenhoff presents Harsch with a restoration folder with certificate and badge. The folder provides detailed documentation of the 140 hours of work. Photos illustrate where, why and how the work was carried out. In the case of this 911 Targa, the body was repaired and painted. The roof had to be dismantled, repaired and re-assembled with original seals.

Kuno Werner had kept Markus Harsch up to date constantly over the preceding months by telephone or e-mail. "The customer needs to feel that they are in good hands with us", he says. "The restoration was tailored precisely to the vehicle."

For Harsch, collecting his car was a little journey into the past twenty five years ago, he bought the car for 62,000 Swiss Francs at a dealer in Lörrach but picked it up himself in Zuffenhausen. He immediately recognised the brick-built Plant 1. He noticed plenty of changes during his factory tour, but he was impressed by the first-class service at that time as well as now. Like the Classic department, the customer reception where the vehicle was officially handed over to Harsch and his wife in the afternoon, as it was 25 years ago, is part of the main Customer Centre sales department.

Harsch actually wanted to collect his car on 22nd March – exactly 25 years and 128,000 kilometres after it left the factory in 1982 – but the harsh winter weather put an end to those hopes. On 19th April, the sun was shining brightly. The dentist and his wife Françoise set off on the 270 kilometre homeward journey with the roof down: "We intend to really make the most of it now".



Reunion: Kuno Werner explains to Markus Harsch everything that has been repaired on his 911 Targa



Carrera issue 5/2007

Customer reception

Activities: Vehicle delivery, exclusive customer advice and direct sales of Porsche Design Driver's Selection

Customer collections per day:

Average 25

Customer collections in last financial year:

4,000

Customer reception philosophy:

Porsche gives the collectors a chance to get to know the place where their vehicle was born. Customers can see the painstaking production steps for themselves. The "ex works experience" is a special memory for the customer.

Service during collection:

Factory tour, lunch, souvenir photo, technical instruction, fully fuelled vehicle.

Customers with the longest journeys:

USA, Sri Lanka and Hong Kong

Address:

Customer Centre Factory Collections
Main Gate Plant 2

Zuffenhausen

Tel.: +49 711 911 25388

Internet:

www.porsche.com/germany/accessoriesandservices/factorycollection

Vehicle delivery:

Monday to Friday 08:00 – 16:00

Customer Centre Classic

Activities: Procurement and sale of genuine parts worldwide, works restoration, service, maintenance of old and young classic cars

Available genuine parts:

26,000 for production years
1950 to 1995

Oldest restored vehicle:

Porsche 356 Alloy Coupé,
produced 1951

Biggest restoration job:

Porsche 718 Spyder with eight-cylinder vertical shaft engine, produced 1962

Address:

Customer Centre Classic
Plant 1, Gate 1
Zuffenhausen

Service/Maintenance/Restoration:

Tel.: +49 711 911 27150

E-mail: classic-service@porsche.de

Classic and contemporary parts:

Tel.: +49 711 911 25729

E-mail: classic-parts@porsche.de

Internet:

www.porsche.com/germany/accessoriesandservices/classic
Carrera issue 5/2007

First drive

Kurt Ahrens (second from left) was the first customer to purchase a Porsche 550 Spyder as a private car. On 15th January 1955, he collected the vehicle from Plant 2 in Zuffenhausen. Ferry Porsche, Wilhelm Hild, Ernst Fuhrmann and Huschke von Hanstein (from left) were on hand to wish him a good journey



Brand trophies

Everything at the push of a button in the 911 GT3 Cup

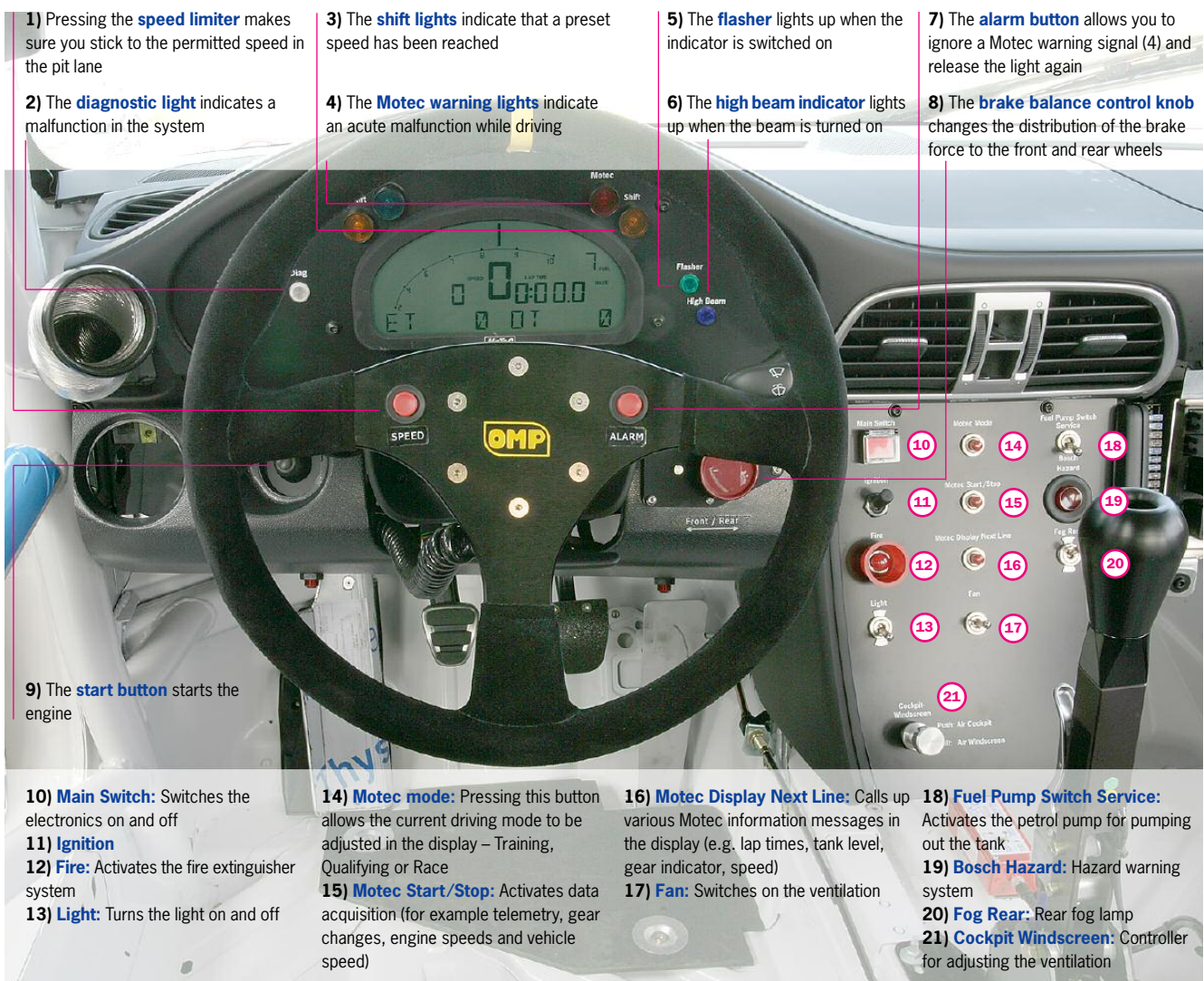
The Porsche principle traditionally comes from motor racing. "Start on the left", says Richard Lietz, as he takes his seat. "But in the Cup vehicle, I don't need a key, I simply press a button."

The 23-year old has been using little buttons since 2004. That was when the current works driver from Austria first

drove the Cup version of the 911. "The first time I got in, I thought: I hope I can get used to it", Lietz says. "But it didn't take long at all. And everything now happens automatically – clutch, first gear and away you go." Lietz is racing for customer teams in the Le Mans Series in a 911 GT3 RSR and, along with his fellow works drivers, is running in

the new Cup version of the 911 on the test track in Weissach – more than 200 have been produced for the current season. He is someone who knows his way around a cockpit. His philosophy is that "The feature helps you to get to grips with a 400 BHP racing car."

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1) Pressing the **speed limiter** makes sure you stick to the permitted speed in the pit lane

2) The **diagnostic light** indicates a malfunction in the system

3) The **shift lights** indicate that a preset speed has been reached

4) The **Motec warning lights** indicate an acute malfunction while driving

5) The **flasher** lights up when the indicator is switched on

6) The **high beam indicator** lights up when the beam is turned on

7) The **alarm button** allows you to ignore a Motec warning signal (4) and release the light again

8) The **brake balance control knob** changes the distribution of the brake force to the front and rear wheels

9) The **start button** starts the engine

10) **Main Switch**: Switches the electronics on and off

11) **Ignition**

12) **Fire**: Activates the fire extinguisher system

13) **Light**: Turns the light on and off

14) **Motec mode**: Pressing this button allows the current driving mode to be adjusted in the display – Training, Qualifying or Race

15) **Motec Start/Stop**: Activates data acquisition (for example telemetry, gear changes, engine speeds and vehicle speed)

16) **Motec Display Next Line**: Calls up various Motec information messages in the display (e.g. lap times, tank level, gear indicator, speed)

17) **Fan**: Switches on the ventilation

18) **Fuel Pump Switch Service**: Activates the petrol pump for pumping out the tank

19) **Bosch Hazard**: Hazard warning system

20) **Fog Rear**: Rear fog lamp

21) **Cockpit Windscreen**: Controller for adjusting the ventilation

2. Event Calendar

Porsche Europe Parade 2008 in Sardinia Please save the date!



Porsche Club
Federazione Italiana



From 8th to 11th May 2008, the Porsche Europe Parade 2008 will take place in Porto Cervo on the Costa Smeralda in Sardinia. The full programme and costs, as well as booking details, will be published in the next issue. The Porsche Club Europe Parade is being organised by the Porsche Club Federazione Italiana.

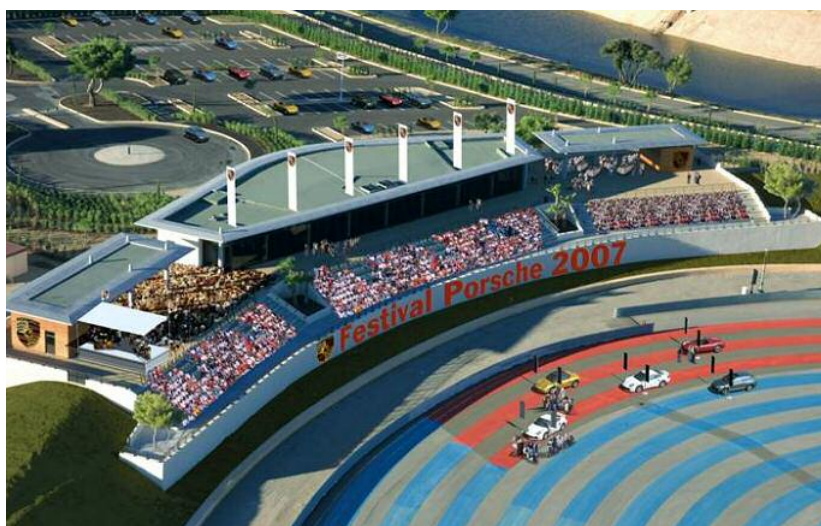
The legend lives on: Festival Porsche France 2007 at the Paul Ricard Circuit

From 15th to 16th September 2007, the Festival Porsche France will be held at the legendary Paul Ricard Circuit.

Participants will be offered everything that a Porsche enthusiast could possibly want in three areas – the pit building with paddock and F1 track will play host to the Porsche Village with Classic and motorsport exhibitions, the track entrance for the driving sessions and a special parking area for Porsche owners and participants. The “Grand Prix Hall” will house the catering area and interactive entertainment. Finally, there will be a “Games” area, with a go-kart track, a dynamic drive centre and a professional workshop.

A varied programme of on-road and off-road training, orientation drives and photo rallies rounds off the event.

Register at
Tel.: + 33 (0) 4 94 88 98 28
go@festivalporsche.fr
or for further information visit
www.festivalporsche.fr





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.

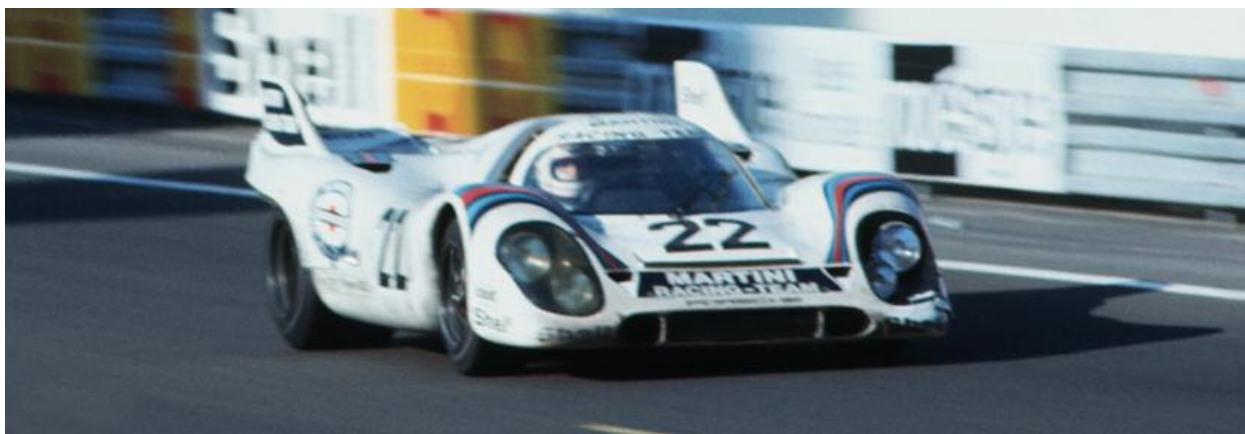


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3. Information exchange

Porsche Design Driver's Selection

Experience a legend at first hand: The Porsche MARTINI RACING Collection



Discover a new kind of fascination

Sponsored by Fascination: The MARTINI RACING collection from Porsche Design Driver's Selection is a tribute to a successful racing partnership. From 1971 to 1978, Porsche and its main sponsor Martini provided thrilling racing entertainment worldwide. The exclusive Porsche

collection brings the unforgettable design of that era back to life. The leather jacket is limited to 911 examples worldwide and is a replica from 1976 in the legendary colours of the Porsche MARTINI RACING team. The exquisitely designed jacket with inner lining and detachable fur collar has a range of interior and exterior pockets. The fashionable canvas jacket in the Porsche MARTINI RACING design has two flap pockets with velcro fastening.

**MARTINI RACING leather jacket,
limited edition**



MARTINI RACING canvas jacket



**MARTINI RACING chronograph,
limited edition**



Timeless memories

Up to the minute: The 936 MARTINI RACING chronograph in the legendary Martini design is limited to 936 units. The watch is available with a model version of the 1976 Porsche 936 at a scale of 1:43 in MARTINI RACING design – a car better known as the “black widow”.

The products are available from Porsche Centres and, apart from the watch, on the Internet at www.porsche.de/shop. Not all products are available worldwide. For further information call +49 (0) 1805-356-911.

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 NO
275/45 R19 Latitude Sport NO
295/35 R21 Latitude Sport NO

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 NO
275/45 R19 Latitude Tour HP NO

Porsche Tequipment

In great shape



An imposing look: The dual tail pipes call to mind the Carrera GT

Every Porsche is a sports car. Even the Cayenne completely lives up to this claim. Not just technically, but visually too. Because it has its roots in motorsport, it follows the Porsche tradition of dynamic performance, sportiness and functionality right down to the smallest detail. There is not much that can be done to improve it all – but you can emphasise its racing heritage with Porsche

Tequipment. For example, the twin tail pipes integrated into the rear apron with 4-pipe look provide a unique design and – based on the Carrera GT – give the vehicle a powerful and imposing look.

The dynamic performance of the new Cayenne models is underlined even more effectively by the SportDesign package from Porsche Tequipment. This package

consists of the following components, all painted in the exterior colour: extended roof spoiler with fixed twin wing profile and integrated third brake light, sill trims and front and rear underbody. The components have been aerodynamically optimised in the Porsche wind tunnel and visually lower the vehicle.

For the Cayenne S with Tiptronic S, Porsche Tequipment has added the sports exhaust system to its range. This boosts the Porsche sound – naturally powerful and sporty – and changes it depending on the driving behaviour. For quiet driving, the standard robust sound is retained but for sporty driving, the sound gets much more racy. The package also includes chrome polished stainless steel dual tail pipes.



Pure dynamics: SportDesign package with roof spoiler and sill trims



Sporty sound: The dual tail pipes are part of the sports exhaust system

Further information about the complete Porsche Tequipment product range and the current Tequipment catalogs are available from your Porsche partner or on the Internet at www.porsche.com. At this address, you can also visit our Porsche Design Driver's Selection online shop, where you will find a range of selected Tequipment products.

4. Classic Information Exchange

Porsche Customer Centre Classic

Restored Porsche 911 Carrera 2.7 RS adorns a stamp in Luxembourg

The Classic department at Dr. Ing. h.c. F. Porsche AG's parent plant in Stuttgart Zuffenhausen is the contact point for owners of historic Porsche sports cars. Every day, classic Porsche models are serviced, repaired and restored here by our experienced experts.

Last year, a Porsche enthusiast from Luxembourg had his 911 Carrera 2.7 RS (1973) completely restored by Porsche Classic. For almost twelve months, the specialists have been working on the vintage car to return it to the condition it was in when first delivered. When the vehicle finally left the Classic Workshop, it looked brand new – including the imposing red lettering on the sides of the body. The proud owner was so impressed by the result of the work that he sent a photo of his newly restored 911 Carrera 2.7 RS to the Luxembourg postal authorities. They then printed the image on a stamp, which is available in a limited edition and is valid for postage.

The classic 911 Carrera 2.7 RS owned by the Luxembourgian Porsche collector rolled off the production line 34 years ago at Plant 1 in Stuttgart Zuffenhausen. The first owner was a Porsche customer from Berlin. The vehicle – chassis number #9113601242 – later made its way to Britain. There, it was driven for more than a quarter of a century, before returning to Germany. It was finally discovered at an classic cars fair by the man from Luxembourg, who also owns three other historic Porsche sports cars with the "RS" code (which stands for racing sport). Because his newly acquired was



A real gem: A classic 911 Carrera 2.7 RS adorns the official stamp issued by the Luxembourg postal authorities

in such poor condition, he brought it back to its place of birth – to Porsche Classic in Zuffenhausen, where he already had his other classic Porsches repaired regularly.

He knew from experience that his car would be in the best possible hands. The experts from the Porsche Classic department completely dismantled the 911 Carrera 2.7 RS – from the lightweight chassis to the engine and transmission through to the suspension. Each individual part was carefully cleaned and, where necessary, repaired. The specialists replaced those parts that it was no longer possible to repair either with genuine spares or specially produced parts. The body was painstakingly restored and repainted. The Porsche employees documented every step of the restoration photographically and

kept the owner updated regularly on the progress of the work.

After a year, it was finally finished. The 911 Carrera 2.7 RS was gleaming and as good as new. It was ready to drive and could leave the factory again. The restoration was a great success and the satisfied owner did not miss the opportunity to personally present every Porsche Classic employee who had worked on the project with a stamp with the "RS" image when he came to collect his newly restored classic Porsche.

Porsche Customer Centre Classic

Restoration

Tel.: +49 (0)711 911 271 50

Fax: +49 (0)711 911 278 11

E-mail:

classic-service@porsche.de



For more information, visit www.porsche.com.

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

Porsche Service



PORSCHE

5. Reports

Porsche Club Hellas

Unforgettable factory visit in Leipzig



Together with the Porsche Club Bulgaria and the Porsche Club Cyprus, the Porsche Club Hellas recently visited the Porsche plant in Leipzig. This gave the participants an opportunity to tour the plant and the Porsche Cayenne production line.

Then it was time for test drives on the FIA certified running-in and test track. For two hours, the plant's own track was open exclusively to the visitors from the Porsche Club Hellas and their guests. In addition to the Cayenne, Cayman, Carrera and Boxster models, they were able to drive a 911 Turbo and a 911 GT3. It was a reward for their long journey – a wonderful and unforgettable experience for every one of the visitors.



Porsche Club Hellas
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Fax: +30 210 92-29 030
g.varsamis@porscheclubhellas.gr

Porsche Club Mexico, Region Puebla

“Veracruz Drive” organized by the Region Puebla



The Porsche Club Mexico, Region Puebla invited its members to the second event of the year, a two-day trip to Veracruz. The organisers made a huge effort to plan an interesting route and to find the perfect places for stops and meals.



The Cordoba – Zongolica route in particular took a huge amount of preparation, as the participants were faced with a very difficult section of road. It pushed the drivers and their vehicles to the very limits. Organiser Fernando Bayo drove the route twice himself before daring to set out on it with such a valuable convoy.

Two safety trucks were also used for this section of the route. In addition, the participants were split into two groups, each with its own instructor. The police also provided assistance at strategic points along the route.



**Club Porsche Mexico,
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porscheclubpuebla@hotmail.com**

Overall, it turned out to be an extremely successful trip with an impressive route and some fantastic vehicles. The organisers would like to thank all participants for contributing to this exciting event. They shared some truly amazing driving experiences and thoroughly enjoyed the whole day.

Porsche Club Seetal-Luzern

Porsche Weekend in Budapest and driver training at the Hungaroring in Mogyoród

From 3rd to 9th May 2007, the Porsche Club Seetal-Luzern organised a trip to Hungary, culminating in two days of driver training at the Hungaroring in Mogyoród. The exciting programme attracted 71 members and guests to Budapest.

They stayed at the exclusive Golf Thermal Club Hotel Pólus Palace in Göd. On Friday, the group took a coach trip to the "Pusztá" to visit an authentic Hungarian farm. From there, they climbed into a cart for a 2 horsepower trip to a riding centre, where they were treated to a demonstration of outstanding horsemanship. A festive Hungarian lunch and delicious wine were served to the accompaniment of traditional gypsy

music. The return journey included a pit stop in Kecskemét for a tour of the places of interest in this beautiful historic town.

Saturday's programme centred on an extensive tour of Budapest. Sunday saw a coach trip to the Danube Bend. The day began with a walking tour of the town of Szentendre. The group then visited the fort at Visegrad, where they

experienced the excitement of a medieval tournament in the courtyard. This was followed by a royal feast and wine tasting in the restaurant. In good spirits, everyone headed back to the hotel in Göd late in the afternoon.

Monday and Tuesday were set aside for the highlight of the whole event – two days of driving training at the Hungaroring in Mogyoród. Here, the 45 registered racers had ample opportunity for professional training in how to handle their vehicles. Under the guidance of sports director Heinz Arnold, the participants were split into two groups, each led by an instructor from the PCSL racing team, to learn how to drive the





ideal line, and to familiarise themselves with braking, turning and apex points. The Hungaroring was totally new for most of them so they needed to demonstrate driving skill and excellent control of their vehicles. The conditions were ideal for enjoying the dynamic performance of their Porsches to the fullest.

The Porsche Centre AMAG Zug provided the Club with a Porsche mechanic and workshop vehicle for the duration of the event. Huge thanks go to all sponsors and voluntary helpers for their dedication and support.

The lively discussion during the evening meals in the hotel demonstrated how thrilled everyone was by the experience. The warm summery weather also played its part in the overall success of the trip.

The event was brilliantly organised by the Vice President of the Club, Martin Kammerbauer and sports director Heinz Arnold and both deserve a huge compliment and thanks for their efforts.

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Porsche Club Baden

Green light for the Porsche Club Süd-West-Kooperation

**Season opening for 15,000 BHP,
95 Porsche fans, 52 Porsches and
6 Porsche Clubs.**

To mark the beginning of a new season, on 4th of April 2007, the Porsche Club Baden organised a trip for all members of the Porsche Club Süd-West-Kooperation [PC Southwest Co-operation], a community of six regional Porsche Clubs – Baden, Baden-Baden, Kurpfalz, Ortenau, Pforzheim and Südliche Weinstraße.

Blue sky, perfect sunshine, 28°C – what else would you expect? The impressive convoys from the various Porsche Clubs met up at the Heitlinger vineyard in Tiefenbach. It was an ideal starting point, providing a warm welcome for the numerous guests and a picturesque backdrop for their vehicles. As they checked in, all participants received a starter set – road map, supplies for the journey and a Porsche lanyard with name badge.

While the Porsche fans relaxed on the Heitlinger terrace, enjoying the sun and the culinary delicacies, the President of the Porsche Club Baden, Marita Kunzmann, welcomed all Clubs and members and introduced them all by name. Thanks go to the sponsor, Hans Peter Dörschel, Managing Director of the Porsche Centre Karlsruhe, and the organisers from the Porsche Club Baden – sports director Kurt Schaber, ably assisted by Gisela and Julie Schaber, Robert Huber, Jürgen and Brigitte Schultz, Wolfgang and Helga Rampf and Dirk Zimmermann.

Once Kurt Schaber had explained the key details of the trip, all the guests lined up for the traditional group photos, with and without Porsches. Then it was time for the first of the four guided groups to



go. They were sent off on their journey at ten minute intervals. The 85 km route included some lovely roads through the beautiful hilly landscape of the Kraichgau region – sometimes known as the Tuscany of Baden. People often ask, why travel to the ends of the earth when there are so many great things close to home? There is no doubt that many of the Porsche fans would have been thinking just that as, in holiday spirits, they made their way past forests and mea-

dows, through Eppingen, Güglingen and Lauffen, along the Swabian Forest route to Beilstein.

High above the town of Beilstein, the 17th Century Hohenbeilstein Castle dominates the area, providing wonderful views over the surrounding countryside. The thirsty Porsche knights arrived at Hohenbeilstein Castle and, after washing their hands and trying a sip of mead from a horn, they enjoyed a fitting me-

dieval banquet. It was the first time that any of them had needed to tackle a 5-course meal using just a knife!

The Porsche group was accompanied by "Schnarrensack" – a music and entertainment group. They performed medieval music on historic instruments, with songs and stories from a bygone age. To great applause and much laughter, numerous members of the six Porsche Clubs presented short sketches. The atmosphere was relaxed and the guests thoroughly enjoyed themselves. The Schnarrensack firework show brought to an end a great day for the Porsche Club Süd-West-Kooperation.

Marita Kunzmann

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The new Porsche Club Süd-West-Kooperation launches the 2007 season!

There is something new in the wild Southwest – the Porsche Club Süd-West-Kooperation [PC Southwest Co-operation], a group of six regional Porsche Clubs, namely Baden, Baden-Baden, Kurpfalz, Ortenau, Pforzheim and Südliche Weinstraße.

The co-operation started 2007 with four joint activities. Their stated objective is to organise sporting and social events. Each event will be organised by a different Porsche Club and all members of the Porsche Club Süd-West-Kooperation will be invited.

This increases the pool of potential participants and strengthens the community of like-minded Porsche fans in this part of Germany. The joint activities will enrich Club life, while the members will benefit from the co-operation idea.

Porsche Club Süd-West-Kooperation activities for 2007:

April 14, 2007

Season opening trip, organised by Porsche Club Baden e.V.

June 23, 2007

Summer party, organised by Porsche Club Baden-Baden e.V.

August 5, 2007

Slalom at Hockenheim, organised by Porsche Club Kurpfalz e.V.

October 27, 2007

End of season trip, organised by Porsche Club Ortenau e.V.

You can find the partners in the Porsche Club Süd-West-Kooperation on the Internet at:

www.porsche-club-baden.de
www.porscheclub-baden-baden.de
www.porsche-club-kurpfalz.de
www.porsche-club-ortenau.de
www.pc-pforzheim.de
www.porsche-club-suedliche-weinstrasse.de



Porsche Club Poland

A Porsche teddy bear

Once a year, the Porsche Club Poland organises a charity weekend. This year, children from an orphanage were invited to a "Porsche Day". It was a day full of exciting experiences, complete with unlimited supplies of Coca Cola, hot dogs, sweets and presents from the Club sponsors (Microsoft rucksacks, toys from the Porsche Club Coordination, T-shirts from Mobil and many more).

Before the event, the children had produced some wonderful drawings on the subject of Porsche. The best 10 of these won an additional prize. One of the special prizes, a Porsche teddy bear, went to a little boy of around three years old. It is hard to describe just how happy it made him. He carefully took the package and examined it closely – with around 100 people around him waiting expectantly. Everyone held their breath – you could hear a pin drop. Then, in a loud and clear voice and with a huge grin on his face, he proudly announced – "Teddy bear!". More than a few people had to look down to hide their tears. It was a



fantastic moment – and we are sure that the teddy bear could not have found a better home.

Finally, we took all the children on a tour in our Porsche. This was something that both we and the children thoroughly enjoyed, as we did the entire day.

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PORSCHE

Porsche Club Chile

First trip of the Porsche Club Chile

The first trip by the Porsche Club Chile took us to the Autódromo Pacifico Sport racetrack in Santo Domingo. The tour began in Ditec, where the participants gathered to drive together along "Route 78".

During the course of the day, it was the curves of the Autódromo Pacifico that provided everyone with the most driving pleasure. The professional racing driver Cristián Mackenna demonstrated various braking, steering and ideal line manoeuvres to the participants. A break gave us time to enjoy excellent *Empanadas* – filled pastry parcels typical of the region – as the participants relaxed for a while and restored their energy for the next session.

Around 5:30 p.m., everyone had satisfied their racing needs and we set off for the return journey to Santiago.

The Porsche Club Chile would like to thank the Autódromo Pacifico Sport, Michelin and Ditec for their support.

Members, wives, children, friends and invited Porsche enthusiasts made this tour into an unforgettable trip.

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6. Classic Reports

International Porsche 356 Meeting 2007 Sitges, Spain

A participant's view

How lucky we are to have a 356! This was the almost unanimous conclusion reached by the nearly 300 participants who had brought 124 Porsche 356s to the XXXII. International Porsche 356 Meeting, which was held between 17th and 20th May in Sitges, Barcelona. On

Thursday evening, the participants from France, Italy, Switzerland, the Netherlands, Belgium, Germany, Denmark and, of course, Spain and even the United States met at the beautifully located "Hotel Dolce Sitges". As we arrived at the hotel, we were welcomed by the President of the Porsche Club 356 Spain, Andreu Casas, and his organising team.

Everyone gathered for the first time for a welcome cocktail and an alfresco dinner on the terrace with views over the Mediterranean. I will not hide the fact that hardly anyone had been able to resist going down to the hotel's parking area to admire the sight of 124 Porsche 356s in perfect condition.

After an excellent buffet breakfast, Friday's excursion began in two groups. The first group travelled to the "Montserrat" monastery along roads with stunning views, while the second group headed for the "Can Padró" racetrack. The drive up to "Montserrat" was incredible, as was the sight of our colourful convoy of 356s. Meanwhile, the activities at the racetrack were extremely enjoyable for those who had selected that option. There were five regular laps of the track, "blind driving" to instructions from co-drivers and various skills tests, all under the guidance and watchful eye of the event organising team. At the end of the day, we followed the road book to find our way back to the hotel to freshen up. After





a break, we boarded a coach for the incomparable Finca "Mas Solers", the old Barcelona casino in Sant Pere de Ribes. There was an excellent dinner with an outstanding menu and prizes were presented for the competitions at the "Can Padró" racetrack.

On Saturday, we left the hotel at 20 second intervals for a photo rally. The scene was unforgettable for participants and spectators alike – the route was specially chosen to give us a full impression of the beauty of the countryside in this region of Spain. This opinion was shared by the large group of Italians who managed to achieve the impossible to win the competition. The drive took us via Tibidabo to Barcelona, where we made our way to the "Passeig de Gràcia", guided by our organisers, who were standing at strategic points to make sure we could not lose our way. It goes without saying that parking was reserved for our prized cars. To eat, we split up into two groups in the "Summum" and "Samoa" restaurants on the promenade. Awaiting us afterwards was a city tour by coach. We locals were reminded how beautiful Barcelona really is, while the international visitors were extremely grateful for the tour, as those three hours gave them an excellent introduction to the city.

At the end of the tour, we set off back to the hotel to enjoy the grand "Porsche Night". To round off the celebrations, Dr. Joachim Lamla gave a speech on



behalf of Porsche Ibérica, before handing the microphone over to Klaus Berning, the new Director of Sales and Marketing at Porsche AG. He gave us his best wishes and congratulated us on our choice of a 356 model from Porsche. The President of the Porsche 356 Club Denmark, Freddie Eriksen, on behalf of himself and all Danes, then invited us to visit his country next year for the XXXIII. International Porsche 356 Meeting.

Finally, after presenting the prizes for the photo rally and the main prize, Andreu Casas and Cristina Bordas had the

chance to express their pleasure at having the opportunity to look after us for this long weekend.

All that remains for me to say is thank you to everyone, for everything. How lucky we are to own a 356!

José Tatche

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