



PORSCHE



October 2007

Porsche Club

News 5/07



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School isn't supposed to be this much fun.

The Porsche Sport Driving School.



PORSCHE

Editorial

Dear Porsche Club Presidents and Porsche Club Members,



The team of the worldwide Porsche Club Coordination

The summer months are over – and in contrast to this summer, which was literally a washout at times, the worldwide Porsche Clubs can look back fondly on many highly successful events.

Porsche Club News has already reported on many of these national and international events. In the large events, it is traditional for members of the Porsche family and of the Board of Directors of Porsche AG to join the ranks of the enthusiastic participants. They see their participation not just as a sign of appreciation: they enjoy experiencing the euphoria of Porsche Club members. Hans-Peter Porsche, for example, attended the Porsche Parade in the USA for the twenty-ninth time. “Our father always wanted at least one of us to attend the Parade to recognise the Club’s immense contribution and as individual ambassadors of the brand,” he said during the Parade. “So that there is no doubt, I’ll be back next year!”

When one calls to mind again the events to date, one firmly grasps the importance of the Clubs for the Porsche brand environment. No other platform brings so many Porsche lovers together to indulge their passion for classic and contemporary Porsche products. Definite highlights of the present season were the international Porsche 356 Meeting in Spain, and the above-mentioned Porsche USA Parade in San Diego.

But it’s not just the big Club events that make up the Porsche experience. In many reports about big and small events alike, the social commitment of the Clubs stood out. We reported on the Children’s Day of the Porsche Club Western Australia and on the Porsche Club Poland, which took children from an orphanage out with them on an adventure trip. And here in this issue, you will find two articles about how Porsche Clubs participate responsibly in and actively contribute to the social life of their region: Porsche

Club Steiermark gave children from an SOS Children’s Village a special driving experience, while Porsche Club Tirol took severely disabled people with them out on the race track.

We appreciate the organisational effort expended by our Club members for these activities. We would like to take this opportunity to thank all organisers, helpers, collaborators and participants once again for this exciting and jam-packed summer.

Each Club lives off the success of its events. Porsche Club News reports on your events, so helping to spread the word about them. We would therefore like to call on you to support us in the distribution of the Porsche Club News. Please forward the Porsche Club News you received from us to your members. We want to support the Porsche Club community worldwide. Porsche Club News is an important aspect of this. Let your members be part of it!

We wish you a lot of success for the rest of the season!

**Your
Worldwide Porsche Club Coordination
Team**

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

In-house business:

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

Your editorial team

Your team at Porsche Club Coordination:

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

Tel.: +49 (0)711 911-7 80 14
Tel.: +49 (0)711 911-7 89 67
Tel.: +49 (0)711 911-7 83 97
Tel.: +49 (0)711 911-7 83 07
Tel.: +49 (0)711 911-7 89 68

Fax: +49 (0)711 911-7 89 89

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

E-mail: Sandra.Mayr@porsche.de
E-mail: Alexander.Klein@porsche.de
E-mail: Anne.Philipp@porsche.de
E-mail: Mathias.Menner@porsche.de
E-mail: Paul.Gregor@porsche.de

Club E-mail: porsche.club@porsche.de

Editorial:
Anne Philipp, Club Coordination

Layout and design:
Büro Linientreu
Büro für Gestaltung, Stuttgart

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Authors of the contributions
Porsche AG

Dr. Ing. h.c. F. Porsche
Aktiengesellschaft
Porschestr. 15–19
D-71634 Ludwigsburg
Germany
www.porsche.com

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1. News from Porsche AG

Motorsport

The Transsyberia adventure

Three Porsche Cayenne S Transsyberia in the top three places, seven Cayenne in the top ten. This was the result of the Transsyberia Rally 2007, one of the toughest off-road marathons in the world.

After a two-week journey from Moscow to Ulan Bator, the American Rod Millen and his co-driver Richard Kelsey were the first across the finish line in the capital of Mongolia in their Porsche Cayenne S Transsyberia.

After 7,100 kilometres, about 17 minutes separated Millen from Team Italy 1 with Antonio Tognana and Carlo Cassina in second place. Team Qatar with Adel Abdulla and Norbert Lutteri came third, 23 minutes behind the victors.

Visibly marked by the exertions, Rod Millen said: "That was the biggest motorsport challenge of my life. In these two

weeks we all made mistakes, both the drivers and the co-pilots while navigating. Richard and I made the fewest, it seems. The keys to success in this unbelievably tough marathon were experience and caution. We knew where we had to drive slowly and where we could let the Cayenne rip. It is unbelievable to come through such a rally in a luxury vehicle. The Cayenne made impressive progress on the fast sections. On rough terrain, the Porsche surprised me time and again with its capacities." A native of New Zealand, Rod Millen has been living in the USA since the mid-seventies, where he has won the national rally championship three times. Millen also

won the national title three times in the land of his birth. The off-road specialist is best known, however, for his five overall victories in the most famous hill climb in the USA, the "Pikes Peak Race to the Clouds" in Colorado.

Four different teams managed to get into first place over the course of the rally: In the first stages through Russia, over the Urals and in Siberia, the former European rally champion Armin Schwarz (Austria) and his co-driver Oliver Hilger (Stuttgart) established a lead. Up until the ninth day, the duo held the lead in their Cayenne S Transsyberia. However, three instances of tyre failure during





Winner Rod Millen: "That was the biggest motorsport challenge of my life"

the first Mongolian stage cost Team Germany 1 the lead. During the next two days, a British Toyota team took the lead, but then got stuck in a mud pool.

Then Dr. Erik Brandenburg and Stefan Preuß (both Hamburg) assumed first position in their self-constructed 911 Carrera from 1975. With their rear-wheel drive vehicle, which weighs only about 1,100 kilograms, they dominated the 285 special stage kilometres of the twelfth stage from Altay to Bayankhor in Mongolia, but then fell back the next day during deep river crossings to ultimately take ninth place at the finish. This thirteenth stage saw the end of Schwarz and Hilger's race after an accident. Armin Schwarz survived the multiple roll at high speed unscathed, thanks to the safety cage installed in the Cayenne, with Oliver Hilger emerging with no more than bruising.

At the finishing line in Ulan Bator, the teams enthusiastically raised their mugs of locally brewed "German" Khan Bräu to the "silent heroes" of this marathon – the ten Porsche mechanics who accompanied the rally in four Cayenne and two trucks. Among other achievements, they pulled off the wonder of restoring five Cayenne which had been heavily damaged as a result of driving errors to race-fit condition overnight, following the ninth stage. The mechanics worked for up to 40 hours without sleep. None of the 27 Cayenne that started dropped out due to a technical fault. Six Porsche teams had to throw in the towel before the end – all after accidents in which no one was seriously injured.

Press release Porsche AG

Final result

1. Rod Millen/Richard Kelsey

Porsche Cayenne S Transsyberia
13:12.28.59 hours

2. Antonio Tognana/Carlo Cassina

Porsche Cayenne S Transsyberia
17.19.48 mins. behind

3. Adel Abdulla/Norbert Lutteri

Porsche Cayenne S Transsyberia
23.14.42 mins. behind

4. Lars Kern/Daniel van Kann

Suzuki Grand Vitara
1:12.23.44 hours behind

5. Pau Soler/Laia Peinado

Porsche Cayenne S Transsyberia
1:19.21.80 hours behind

6. Simon Garnham/Matt Garnham

Toyota Landcruiser
1:44.10.14 hours behind

7. René Metge/Silvain Reisser

Porsche Cayenne S Transsyberia
2:15.23.80 hours behind

8. Oliver Schmidt/Thomas König

Porsche Cayenne S Transsyberia
2:39.32.85 hours behind

9. Dr. Erik Brandenburg/Stefan Preuß

Porsche Carrera
2:42.26.33 hours behind

10. Karim Al-Azhari/Blair Cole

Porsche Cayenne S Transsyberia
3:25.05.88 hours behind

Pictures of the Transsyberia Rally



Pictures of the Transsyberia Rally



Premiere 911 GT2

A picture of strength

Porsche presents the strongest 911 to date at the IAA in Francfort with the new 911 GT2. The striking design with large air inlets in the front section and the characteristic rear wing communicates the performance potential of the fastest 911 model, even when stationary.

The high-performance sports car, which only comes with rear-wheel drive and a manual six-speed gearbox, races from 0 to 100 in only 3.7 seconds and reaches a top speed of 329 kph at an average fuel consumption of 12.5 litres/100 km according to the New European Driving Cycle (NEDC) – a figure deemed unattainable in this performance class just a few years ago. The engine of the new 911 GT2 is based on the six-cylinder boxer engine of the 911

Turbo, which is supplied with air by two exhaust turbochargers with variable turbine geometry (VTG). The 3.6 litre boxer reaches its rated power of 530 hp (390 kW) at 6,500 rpm. The maximum torque is 680 newton metres and is delivered in the speed range from 2,200 to 4,500 rpm. With an unladen weight of 1,440 kilograms, the power-to-weight ratio is 2.72 kilograms per hp. The performance increase of 50 hp compared to the original engine is

brought about in the new 911 GT2 by means of two turbochargers with a larger compressor wheel and a flow optimised turbine housing, which are designed for a higher maximum boost. For the first time in a GT2, the Porsche engineers have combined the turbocharged engine with an expansion intake manifold – a revolution in supercharged engines.

The principle uses oscillating air in the intake manifold during the cooler expansion phase for the mixture preparation, thereby reducing the temperature

Large air inlets in the front characterise the new GT2





For the first time, a rear silencer and tailpipes made of titanium are standard features of a Porsche approved for road service

of the fuel/air mixture in the combustion chamber. This means a clear increase in efficiency: at maximum power, a reduction in fuel consumption of 15 percent is achieved.

The 911 GT2 also offers innovations as regards exhaust. For the first time, a rear silencer and tailpipes made of tita-

nium are standard features of a Porsche approved for road service. The expensive material makes the component roughly 50 percent lighter than an analogous component made of stainless steel, weighing a mere nine kilograms.

The PCCB brake system with brake disks made of a carbon fibre-ceramic composite comes as standard with the new 911GT2, ensuring great consistency in the very high deceleration values. Compared with similar grey cast iron brake systems, the PCCB brake system reduces the weight of the unsprung mass by around 20 kilograms.

Other standard features include the electronically-controlled damper system Porsche Active Suspension Management (PASM).

The GT2 rolls on 19-inch alloy wheels: on the front axle with sports tyres in the dimension 235/35 ZR 19, and with dimension 325/30 ZR 19 tyres on the rear wheels.

Press release Porsche AG

Excerpts from the speech of Dr. Wendelin Wiedeking

“We are protecting Porsche and Volkswagen”

The new Porsche world is taking on a definite shape. A diagram illustrates the structure of the Group after the founding of Porsche Automobil Holding SE. At the EGM in the Stuttgart Porsche Arena, the Chairman of the Board of Management Dr. Wendelin Wiedeking analysed the situation in his speech to shareholders.

On the reasons for the creation of a holding company

“In light of the different orders of magnitude alone, in order to maintain Porsche as an autonomous and independent unit, a holding company is being established, whose role comprises investment management for the future 100-percent subsidiary Dr. Ing. h.c. F. Porsche AG, and for the Volkswagen stake, currently at 31 percent. In plain language, this means: Dr. Ing. h.c. F. Porsche AG, as it is today and as you know the company, will continue to be autonomous and independent of Volkswagen decisions, and will function solely in the light of its own competitive situation. In this configuration, Porsche will remain Porsche.”

On the situation prior to the stake acquisition in Volkswagen

“We sensed that though success brought us respect, it made us few friends. Our traditional engineering business for external customers suffered under the set-up. Joint projects with other manufacturers were no longer conceivable. Even in the Volkswagen Group – and I say this with due consideration and circumspection – we had increasing difficulty in finding people to talk business with. [...] Whether the next generation of Cayenne and Touareg would be jointly developed was very much in question in 2005. In any case, it quickly became apparent to us that

our business model – i.e. sharing of engineering costs and using available capacities to our mutual advantage – could not really last in the long term in that environment and under the conditions then prevailing.”

On the stake acquisition in Volkswagen

“It ran like clockwork. The precision with which the strict timetable was observed and the legal and financial hurdles overcome won us great respect internationally from our competitors and the financial institutions. And I will permit myself at this point to thank first and foremost Holger Härter and his team, our strategic business planners and the lawyers and bankers involved. You did a great job.”

On the Volkswagen Group

“Although Volkswagen is in the Champions League, it's not yet at the very top. The cost structures in the group are not right yet, and there are still too many blank spaces on the world map, at least regarding profitability in the individual markets. But we know where to tackle the problem – and we won't be keeping our knowledge to ourselves.”

On the influence at Volkswagen

“We are now in the unquestionably strong position of being able to expand



Setting out positions: Dr. Wendelin Wiedeking in front of the shareholders

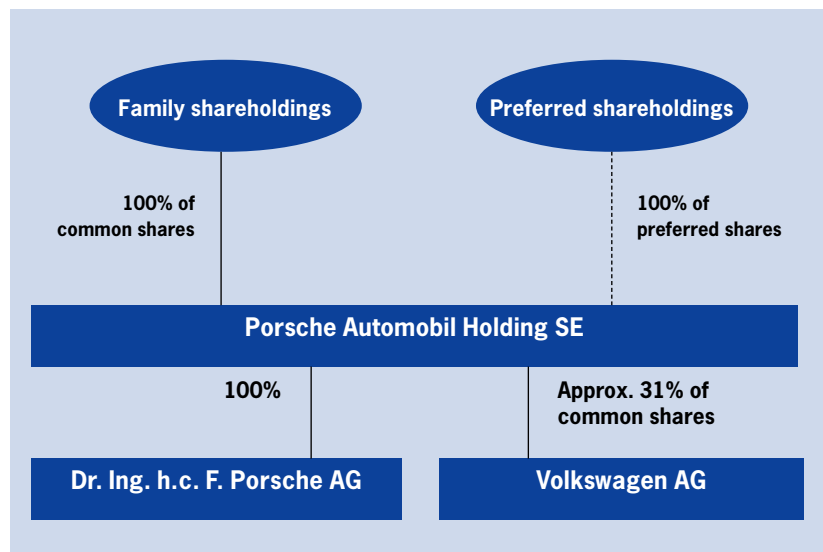
and exert our influence at Volkswagen according to the situation, liquidity or other factors, without having to first overcome any further obstacles. Theoretically, we are only required to report again if we pass the 50 percent threshold. [...] The general public, the shareholders of Volkswagen and Porsche, the employees of Volkswagen and Porsche and the finance and capital market experts all accept our stated role of being a long-term and reliable partner to Europe's largest automobile group. And virtually everyone welcomes our intention to protect one of the most innovative, most interesting and most exciting automobile companies in the world against a possible break-up. This is also what makes us most proud.”

On common goals

“Without the dedicated commitment of Porsche and Volkswagen employees and shareholders to our great mission, we’ll be facing a struggle. Wars are only won by those who can be sure their ranks are closed, and resolutely behind them. And we are forced to win on different battlefields, since our opponents, in other words the big players in the global automobile Monopoly game, have long since lined up, and are looking for a weak flank to attack Porsche and Volkswagen on. [...] We will not stand idly by and look on as competitors, in part with a disparity in weaponry, threaten our prosperity. [...] We accept this worldwide distribution battle, and we will do everything so that Volkswagen – in conjunction with its reliable partner Porsche – remains a serious player in the global contest for individual mobility.”

On the relationship between Porsche and Volkswagen

“We want to be that which brought us to Wolfsburg in the first place: a reliable partner. That doesn’t mean we’ll be satisfied with a spectator’s role. After all, in the meantime we have invested over five billion euro in the Volkswagen stake, and it would be nothing short of negligent of us if we did not look after our investment. But we will use our influence from the holding and not from the operationally independent Dr. Ing. h.c. F. Porsche AG, which naturally has its own interests that do not necessarily always coincide with the interests of the Volkswagen Group. With this structure, we will not only be protecting Volkswagen, but also Porsche, thus ensuring for all the world to see that the tail is not wagging the dog.”



The structure after the conversion

On the effects of the new Group structure

“For the employees and their representatives, nothing will change. The spin-off will lead to a so-called transfer of undertakings, which also foresees the transfer of the employment contracts to Porsche Vermögensverwaltung AG, which will become the new Dr. Ing. h.c. F. Porsche AG, along with all existing rights and obligations. Employee representation and wage structures will therefore remain unchanged, and be carried forward one-to-one.”

incorporation based on European law. The conversion only entails a change in the legal form, while the company in itself remains.”

On the future

“The battle for positions in the globalised world has only just begun. And we are facing up to this challenge – with courage, including the courage to take risks.”

Carrera Issue 7/2007

On the European Company Societas Europaea SE

“We thought long and hard about taking the step to become a European Company. This legal form, which has been possible since 2001, is a supranational

2. Event Calendar

Porsche 356 Club Japan: 356 Holiday 2007

The "356 Holiday 2007" organised by the Porsche 356 Club Japan will take place on the weekend of the 6th and 7th of October 2007 on the Ise Shima peninsula, near the city of Nagoya. The principal events on the schedule for the Saturday are the Concours d'Elégance, the General Meeting and the Gala Dinner with the awards ceremony. Sunday brings the participants away to Nagoya for a timed rally. As two years ago, rarities such as a 718 RS 60 Spyder or a Porsche 904 await the participants.

**Further information under:
Porsche 356 Club of Japan
Tel.: +81 (0)3 5725 5005
Fax: +81 (0)3 5723 6021
E-mail: 356@neko.co.jp**



A visit to paradise: The 14th Paradis Porsche Saint-Tropez

From the 13th to the 14th October 2007, the Région Méditerranée of the Porsche Club France is to host the by now traditional Paradis Porsche in Saint-Tropez.

In order to accommodate the large number of participants, this year the Club is making an even bigger area of the harbour in Saint-Tropez available for the event. In this way, even more Porsche enthusiasts will be able to present their cherished treasures.

As a Porsche fan, you should attend this indescribable and fascinating weekend in one of the most beautiful places in the world at least once in your life. It's not for nothing that there are some participants already celebrating their 14th time attending!

Schedule Oct. 13th, 2007

Races, exhibition of the cars in the harbour, photo rally, gala dinner with show and party.

Schedule Oct. 14th, 2007

Boat trip to the famous Canebier Bay, Concours d'Elégance, parade in the town with a stop on the podium in front of the Café Sénéquier.

Porsche Club de France Région Méditerranée

Registration:

Tel.: +33 (0)4 67 69 48 92

Fax: +33 (0)4 67 69 48 92

Internet:

www.club911med.com





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. Club Management

Order form

Porsche Club Trophies 2007

The Porsche Club 2007 season is already coming to an end, and we would like to sincerely thank you for all your activities and dedication.

At the end of the year, there are many reasons to celebrate – e.g. in the framework of your Club end-of-year celebration. For such occasions, we are pleased to offer you our Club Trophies, as we have done in previous years. These will be produced in a limited edition of 800. Due to the large number of Clubs, a maximum of 10 trophies per Club can be ordered.

This year, however, Porsche Club Coordination is offering you an additional service. We will individually engrave the plate according to your specifications, then fix it to the base. We would therefore ask you to let us know in advance the exact words you want on the plate. The costs will be assumed by Porsche Club Coordination: this reduces your expenses, and in addition the Club Trophy will be ready to be awarded directly on arrival.

The trophies can only be ordered from us by the Club President. If you are interested, we ask you to notify us of how many you require as soon as possible (**by 16th November 2007 at the latest**) by means of the attached order form (please fill out the form in clearly legible block capitals, so as to ensure a correct inscription).

Please note that the production and shipping of the trophies takes at least 4–6 weeks.

If you have any queries, please do not hesitate to contact us.

Your worldwide Porsche Club Coordination Team



Example of a Club Trophy from 2006

Order form

Porsche Club Trophies 2007

**Dr. Ing. h.c. F. Porsche AG
Mathias Menner/Club Coordination
Porschestraße 15-19
D-71634 Ludwigsburg**

**Return by 16th November 2007 at the latest to:
Fax: +49 (0) 711 911 7 89 89**

Porsche Club: _____

Full delivery address (no PO box)

Contact person: _____ Tel.: _____

Street: _____ Number: _____

Postcode: _____ City/Town: _____

Country: _____

We would like to order _____ Club Trophy(s)

With the following engraving:

Trophy no. 1: _____

Trophy no. 2: _____

Trophy no. 3: _____

Trophy no. 4: _____

Trophy no. 5: _____

Trophy no. 6: _____

Trophy no. 7: _____

Trophy no. 8: _____

Trophy no. 9: _____

Trophy no. 10: _____

**IMPORTANT! Please note that production and shipping takes
at least 4-6 weeks.**

Signature: _____ Date: _____

Sending Porsche Club News online

On receive: the worldwide distribution of Porsche Club News

Each Club lives from the success of its events. Porsche Club News reports on your events, so helping to spread the word about them. What would it be like if no one was to find out about your efforts and endeavours? Porsche Club News lives and breathes the worldwide community of Clubs. Interesting articles report on the activities of the Clubs like in no other Porsche publication. Meetings, events and important dates for Club members are publicised and announced, and detailed technical information and important company decisions and background information are reported and explained.

The success of Porsche Club News is dependent on successful distribution via the Club Presidents. You can support us by including as many members as possible in your Porsche Club News distribution list.

Your members also have the opportunity of downloading the current Porsche Club News from the Porsche website at www.porsche.com. You will find the Porsche Club News under "Events and Racing", "Porsche Clubs" and "Porsche Club Coordination".

We thank you for your support.

Your worldwide Porsche Club Coordination Team



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

4. Information exchange

Porsche Tequipment

White splendour



Flow-optimised: rear spoiler with fixed rear wing.
The red tail lights are also available from Porsche Tequipment



Double effect: excellent driving stability and a sporty look

The phenomenon is not new: a Porsche doesn't necessarily have to be driven to get noticed. It does that without moving, too. Which does not mean that the impression it creates can't be made even greater, for instance with the Turbo Aerokit from Porsche Tequipment. It not only makes your 911 Turbo Coupé appear sportier and more dynamic, but also optimises it from an aerodynamic perspective. For every Tequipment product must be technically convincing, too.

The Turbo Aerokit was developed in relation to the vehicle as a whole. It was developed, tested and fine-tuned by the same Porsche engineers and designers who develop, test and fine-tune the vehicles. For no one knows the vehicle better than they do. No one knows better where and how it's possible to underline the

sportiness of this Coupé even more. And not just visually. The Turbo Aerokit consists of a new spoiler lip and a new rear hatch with a spoiler and fixed rear wing. The components, which were flow-optimised in the Porsche wind tunnel, reduce the lift coefficients on both axles, improve driving stability and emphasise the sportiness of the car. Alongside these components, the standard sill trims and the standard rear underside can be painted the same colour as the exterior. The Turbo Aerokit is scheduled to be available from November 2007.

A further eye catcher is the decorative logo on the sides. One of the first Porsche models with such a logo was the legendary 911 Carrera RS 2.7 from 1972. Nowadays such logos adorn the sides of the 911 GT3 RS models. The

decorative logo is available for all models with the respective designation in selected colours: Black, Indian Red, Speed Yellow and Aluminium. Why should your car have to go without?

Eye catcher: the decorative logo for the sides is available for all models



Further information about the entire Porsche Tequipment product range and the current Tequipment catalogues 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.

Porsche Travel Club

New 2008 Porsche Driving Experience catalogues

Driving a Porsche in the most beautiful places in the world is something you also should do in 2008. New items in the Porsche Travel Club's schedule are the Erz Mountains and Mosel Weekends, and the Black Forest Day Trip. As for adventure tours, in future you will be able to take part in the Rügen or Alsace/Vosges tours. What you can always expect: fascinating experiences, coordinated down to the very last detail.

The Porsche Sport Driving School also has a new catalogue for the 2008 season. Whether on the race track, off road or on ice, successful learning and enjoyable driving are synonyms here. You'll find your school desk all over the world, it has up to 355 hp and accelerates from 0 to 100 kph in 4.8 seconds. You won't mind sitting still!

You can find all information about the above-mentioned offers as well as further offers in our new 2008 catalogues, which are available on order.

Porsche Travel Club

Tele.: +49 (0) 711 911 78155
E-mail:
travel.club@porsche.de
www.porsche.com/country/eventsandracing/travelclub/

Porsche Sport Driving School

Tele.: +49 (0) 711 911 78683
E-mail:
sportdrivingschool@porsche.de
www.porsche.com/country/eventsandracing/sportdrivingschool/





For more information, visit www.porsche.com.

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

Porsche Service



PORSCHE

5. Reports

Porsche Club 3 Lacs

Visit to the private collection of the “E. and C. R. Foundation”

The meeting organised for 3 June 2007 in Neuchâtel was one of those events one should never miss.

The participants came from all parts to meet the Neuchâtel Club members: from the cantons Valais, Vaud, Geneva, Berne, Jura, Fribourg and Zurich, and some friends even travelled from France to be there. So many cars need somewhere to park, and so the 80 Porsche of all years and models and in a great variety of colours stood tightly packed in the car park in Bevaix...

After a light breakfast, everyone got back into their cars, and the long parade set off in the direction of Cortaillod, where a visit to Charles-Gaston Renaud's fantastic collection of old and historic automobiles was on the agenda. The English lawn of the huge lakeside estate of-

fered plenty of space for our cars, which we parked in a row directly next to the foundation's Porsche cars, which include a wonderful white 959.

The securely protected premises of the foundation accommodate around a hundred dazzling specimens. Even though everyone is in love with their own car, on looking at these magnificent exhibits, which range from an 1898 Benz to a Paganini from 2003, one can't help being enchanted. With all the splendour of bronze, brass, chrome and leather of the Bugattis, Marmons and De Dion Boutons, it's impossible not to go all dewy-eyed!

After an aperitif there, a delicious dinner was served in the Knight's Hall of Colombier Castle. This was an opportunity to get to know better both the new members of Club Porsche 3 Lacs and the nu-



merous Porsche enthusiasts invited. A day everyone will remember for a long time to come!

Claude Wagnières

Porsche Club 3 Lacs
President: Georges Plancherel
Tel.: +41 (0) 32 842 5306
Fax: +41 (0) 32 313 3430
E-mail:
georges.plancherel@net2000.ch



Porsche Club Göppingen

A pleasure trip, an insider tip: Lake Millstatt in Carinthia

“Father’s Day” 2007 — 27 members of Porsche Club Göppingen took advantage of the long weekend for their 2007 annual excursion. The Dornstadt motorway restaurant was the point of departure, and the goal was Lake Millstatt in Carinthia.

Grey skies, pouring rain and a 6°C you could feel pinch were not able to dampen the anticipation of the Club members. The organisers Sieglinde and Udo Dimitroff handed the participants a lovingly-designed body-coloured road book, and then everyone set off along the motorway in a convoy of 14 Porsche in the direction of Salzburg.

The first stop was the “Bräustüberl” in Kaltenhausen. The sky relented and the mood brightened. Passing Obertauern and making a brief stop on the Katschberghöhe, the group reached its destination, the Hotel Koller in Seeboden. Tremendous views, breakfast terraces directly overlooking the lake – an exquisite ambience.

The first day of the holiday began on the breakfast terrace under a radiant blue sky. That was the perfect weather for the first highlights – the tranquil Seenstraße passing by the lakes, or for the “wild ones”, undiluted mountain driving. Our ways parted here.

The eventful lake drive passed beside Lake Millstatt to the Feldsee, and from there to the next picturesque site, the Afritzersee. The dream drive continued past the idyllic Lake Ossiacher to St. Veit an der Glan.

Back at the base, the mountain drivers were interviewed, the hotel’s swimming complex was used and people went for



swims in the lake – everyone enjoyed the various facilities in their own way before meeting up again for dinner. Here it was revealed what exquisite dishes Koller’s cuisine had to offer.

Saturday promised Porsche driving fun of the highest order. The day’s destination was the Malta Hochalmstraße, through the valley of plummeting waters to Austria’s tallest dam wall. Narrow, bendy, single-lane (regulated by traffic lights) for stretches, hairpin bends and tunnels through the mountains for 14.4 km – that was the challenge facing the drivers. Can a Boxster S keep up with a GT3, or a Cayman with a 997 Turbo? How decisive is driving ability? The route proved to be a dream for Porsche drivers.

The drivers continued via the Porsche Museum in Gmünd to the Nockalmstraße experience. The tyres were hot, the drivers expectant, and so it was no wonder that the almost 35 km long route topped everything that had gone before. Adrenalin levels dropped a little bit during a breather on the Zechernalm. After a large farewell breakfast on the last day, the drivers drove via

Mühdorf and Heiligenblut to the Großglockner. One last time, the digicams were taken out as the participants tried to capture the excitement and take a piece of the experience home with them. A final group lunch at the Stanglwirt in Going before everyone went their separate ways gave the participants the opportunity to say goodbye.

All participants were agreed: the destination of next year’s annual excursion might very well be Carinthia again. The only condition is that they would stay at the Hotel Koller again – the insider tip on Lake Millstatt.

G. Dangelmaier

Porsche Club Göppingen
President: Dr. Gerd Müller
Tel.: +49 (0) 7162 460001
Fax: +49 (0) 7162 460002
E-mail:
dr.mueller.gingen@t-online.de

Porsche Club Tirol

Blind Date

Driving through water jets at 150 kph – an experience 13 visually-impaired Tyroleans won't be forgetting in a long time.

Porsche Club Tirol made it possible: 13 blind/heavily visually-impaired Porsche enthusiasts were able to sit behind the wheel of a Porsche and drive a few laps under supervision at the ÖAMTC Driving Safety Centre Zenzenhof. An experienced driving instructor sat in the passenger seat, guiding the unconventional drivers in the right direction. "Tremendous!" was the reaction of the first blind driver Michael Berger. Although he had driven a car once before, that was only in a car park and at walking pace. Behind the wheel of a 240 hp Porsche Boxster, on the other hand, "the world is completely different. For blind people, a car is first and foremost a means of transport. Being able to steer it yourself is freedom."

Alongside the main event, members of the Club also offered some spectacular entertainment with drift driving.

Porsche Club Tirol
President: Herbert Demanega
Tel.: +43 (0) 512 58 13 67
Fax: +43 (0) 12 58 13 75
E-mail: office@porscheclubtirol.at



Porsche Club Steiermark

SOS Children's Village: A drive with "our Porsche"

Shining eyes and joy in the Stübing SOS Children's Village: For the eighth time in a row, Porsche Club Steiermark was in the Children's Village, and this time with a record number of 53 Porsche.

The children awaited the Club members in Stübing with great jubilation. Glorious weather heralded a good day for a swim. The company "Boschdienst" kindly and fittingly supplied floats and towels, and after the official opening of the event by the Children's Village directors Anton Baumann and Heli Heuberger, off they went to pick out the cars, which were there in truly large numbers this time. With a police escort the convoy then drove via Stallhofen and the A2 to the AGIP Station in Schachenwald, which had invited the children for ice cream and drinks.

All were then ideally prepared for the second stage to Heiligenkreuz am Waasen, where a bathing lake, a buffet sponsored by Josef Pichler from Kager Bau and an equestrian festival awaited the children at the "Lipizzaner Franzl" inn, while the drivers could build up strength at the Styrian buffet. The Club members had to make their way home in the afternoon, while the children had more fun at the lake before being driven home in the coach by Franz Eibisberger in the evening.

The conclusion once again was: It is so simple to give a lot of joy, and a Porsche Club will always be delighted to return there. Many heartfelt thanks to all those who made this wonderful day happen with their attendance, their donations and their logistical support.



Porsche Club Steiermark
President: Helmut Heuberger
Tel.: +43 (0) 316 304 328
Fax: +43 (0) 316 304 328
E-mail:
helmut.heuberger@aon.at

Porsche Club Holland

Riding the Dunes: Porsche Zandvoort Days 2007

On the 7th and 8th of July 2007, the 4th edition of the Porsche Zandvoort Days took place amidst the dunes on the famous Zandvoort Race Track. Porsche Club Holland organised the event in close cooperation with the Zandvoort Racing School. The Club looked after the organisation and execution, while the racing school was responsible for the activities on the race track. In spite of a relatively short preparation time, the event was a huge success with 176 participants.

The majority of the participants came from the Netherlands, but many also travelled from Germany, Belgium, Switzerland, Britain and Luxembourg. One participant even came all the way from Iceland to be there. The event hosted no less than 19 different European Porsche Clubs.

In addition to the participants with their vehicles, more than 800 Porsche belonging to spectators were parked in the VIP car park of the Zandvoort Race Track at the weekend. In total, more



than 8000 guests attended over the two days to marvel at this impressive presentation of Porsche vehicles.

The event was divided into three categories: Fun, Sport and Races. Only racing cars with slicks were eligible for the latter. Almost the entire spectrum of Porsche models took part in the racing. From some classic Porsche to

current models, including a large number of GT3s, many RS models, a Carrera GT and quite a few Cup racing cars decked out in full racing gear, everything was represented. Five professional photographers captured the participating vehicles in 2000 pictures. The pictures can be viewed at www.porsche-club-holland.nl.

Particular credit goes to the organisers and race marshals, as despite the large number of vehicles on the race track there were no serious accidents. Aside from a broken suspension on one racing car and a few harmless bumps, there was no serious damage to the cars or injuries to the participants. Any damage that did occur was to the egos of some participants, who came off the track and ended up in the safety barriers.

On Sunday there was a break in the races for an excursion with disabled children. The trip with 200 Porsche was part of a day of events organised for children. The parents and guardians were guided around the race track in





buses. In addition, on this day all children under 16 were given the opportunity to be taken for a spin around the race track in one of the many Porsche. Many of the participants gladly made themselves and their cars available for this event.



Once again, the Porsche Zandvoort Days proved to be a really great Porsche weekend. The fifth weekend will take place in July of next year. For more information, please visit the Club's website.

Henry de Vaal

Porsche Club Holland
President: Leo M. Biermans
Tel.: +31 (0)73 522 2222
Fax: +31 (0)73 522 2220
E-mail:
voorzitter@porsche-club-holland.nl



Porsche Club of America

**Over 2000 participants:
Porsche USA Parade 2007 in San Diego**

From 1st to 5th July 2007, San Diego and the surrounding area hosted the 52nd Porsche USA Parade. Porsche Club members from all over the US and all corners of the globe came together to celebrate their passion for Porsche in a festive atmosphere and to trade experiences.

The event was opened with a Welcome Party in the Town & Country Hotel. At the hotel pool, the guests were served food in the open air and entertained by a classic rock band.

On the next day the jury examined the 122 vehicles that were registered for the Concours d'Elégance in the Admiral Baker Recreation Park. In addition, 30 historic vehicles and a total of approxi-

mately 35 Porsche 356s were presented. The brightly-polished vehicles from a variety of different eras drew a large crowd, and the pleasant weather also encouraged a leisurely stroll around the exhibits.

A further highlight of the Parade was the Beach Party on Coronado Island, with a Mexican dinner. Before this, the participants had the opportunity to take



part in various rallies and to find out about new Porsche technological developments during the Tech Talks.

On the morning of the fourth day, 411 Club members competed in autocross in the Qualcomm Stadium. And the little participants also had a chance to demonstrate their ability in a Children's

Challenge. The sponsor Michelin was also represented with a stand and offered guests the opportunity to test the latest Michelin tyres. The Family Day at Sea World in the afternoon also proved very popular amongst the participants. A dinner buffet was laid on for the guests in a private pavilion, and the Autocross Awards were awarded. Fourth

of July fireworks rounded off the evening.

After a Tech Quiz on the last day, a seafaring theme dominated the evening. The President's Reception took place on the "Star of India" at the invitation of the Porsche Club of America. Then all guests gathered on the USS Midway in San Diego Harbour for the Victory Banquet. There the RS Spyder was displayed, the Club members received the Tech Quiz Awards and Hans-Peter Porsche closed the festive evening with an emotional and stirring speech.



With a total of more than 2000 participants, the Porsche USA Parade 2007 was the biggest Club event in the US to date. The date and place for the next Porsche Parades in the US have already been set. In 2008 the meeting of Porsche enthusiasts will take place from 29th June to 3rd July in Charlotte, North Carolina, and the 54th Parade in 2009 is scheduled for 30th June to 4th July in the Keystone Ski Resort, Colorado. The Porsche Club of America would naturally be delighted to see participation in these events as high as it was this year.



Porsche Club of America
President: Prescott Kelly
Tel.: +1 203 227 7770
E-mail: kellyct@optonline.net





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AvD Oldtimer Grand Prix 2007

A good opportunity to explore the origins of the Porsche myth was provided by the 35th AvD Oldtimer Grand Prix, which took place from 10th to 12th August 2007 at the Nürburgring. Over 65,000 spectators attended the event, at which around 650 historic racing cars were in action. And this year's event will go down in the history books, as the participants had to wait until Saturday morning, when the fog finally lifted, to begin. All races on Friday had to be cancelled. On the following two days, however, the visitors were treated to glorious sunshine.

On a special area reserved for Porsche with a total area of 14,000 square metres, the Customer Centre Classic presented itself along with numerous other company departments. At the centre of this year's presentation was an exhibition with eight engines from the years 1966 to 1998. The engines could be viewed in the marquee in the Porsche area, which was open to all attendees

of the Oldtimer Grand Prix. A rarity on view was the restored 110 hp engine of a 911 T 2.0 (model years 1968–69). In addition, an interesting insight into the inner life of a Porsche engine was provided by the cutaway model of a 300 hp, 3.3 litre turbo engine (model years 1983–89) with gearbox, exhaust system and K-Jetronic. With this exhibition, the Customer Centre Classic presented

its expertise in the field of drives with overhauls, repairs, maintenance and replacement units. The Exclusive and Tequipment department presented the Porsche range of accessories, while employees from the worldwide Club Coordination of Porsche AG and Porsche Deutschland were available for questions relating to Clubs.

On the reserved Porsche compound, access to the parking lots divided according to models was made possible on purchase of a VIP package. In this way, over 480 Porsche vehicles could be admired this year.

Right next to the exhibition tent, visitors could have themselves lifted 50 metres in the air with the aid of a crane and en-



joy a magnificent view over the entire event grounds. Sustenance for the more than 800 guests was provided in the Porsche hospitality tent. The evening event, which included a barbecue, took place here on the Saturday. Many attractive prizes were up for grabs in a quiz and a raffle. And finally, a band ensured there was a relaxed atmosphere in the tent.

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



Porsche Club 928

Season inaugural meeting at the Bostalsee

Helmut Schmidt from Porsche Club Saarland sent out invitations for the Region's first official meeting on 21st January at the Bostalsee. It was an event the Rhine Main region was naturally not going to miss. After all, the 928ers from Bostalsee have been coming to the Rhine Main events for three years, and the Saarlanders have been returning the favour.

At around 9 a.m., the Rhine Main Region set out from Langenselbold in the direction of Frankfurter Kreuz. Stephan Schmauder took the buyer of his former GTS and Club member Ottmar Jäger along with him in his car "with a star". We, Frank and Svetlana Zurloh, also set out in our Mercedes. One could have been forgiven for mistaking the scene for a Mercedes-Benz rally.

At the Gräfenhausen service area south of Frankfurter Kreuz, there was a short pit stop. To our surprise, parked behind the restaurant were Wolff Müller's 928 GT and Ruth Ploch's 928 S.

The drivers of the eight-cylinders were sitting in the restaurant preparing for the day with large coffees. That put the tour a little behind schedule – and gave us a good excuse to step on the gas a little, later ...

At the Wattenheim service area, we were joined by Rainer Bachmann in his second Porsche, a 944, and Bettina and Heinz Schade in – I hardly dare mention it – another Mercedes. Apparently, Benz is the vehicle of choice amongst the 928 community for sparing their Porsche during the winter.

At 11:30 we arrived at the Seehotel near the Bostalsee. Some forty Porsche 928 friends had made their way there.



Helmut Schmidt warmly greeted the participants. With a minute's silence, we paid tribute to Club member Roland Korthals, who passed away unexpectedly and who had actually planned to take part in this event.

After a tasty buffet, we went out in front of the Seehotel to line up for photos in front of Helmut's decorated Porsche 928. The press had been informed about the Porsche meeting and that the Porsche 928 was celebrating its thirtieth birthday this year.

After a flying visit to the Bostalsee, we returned to the hotel for coffee and cake. The artist Andreas Hentrich displayed his Porsche artwork and explained his aid project in Sri Lanka. Helmut Schmidt was given a Porsche trophy specially created by Andreas Hentrich as a thanks for his efforts.

It wasn't until early evening that the Clubs made their way home. Helmut Schmidt had once again done a good job. Thank you very much for the great organisation!

Roland Kurtz

Porsche Club 928 e.V.
President: Gunther Kussauer
Tel.: +49 (0)700 928 928 928
Fax: +49 (0)221 54 40 28
E-mail: info@porsche-club-928.de

Porsche 356 Registry

**East Coast Holiday 2007:
“Remember that first year in your first Porsche”**

The East Coast Holiday of the Porsche 356 Registry, which has been running since 1975, took place this year in Michigan, USA for the fourth time. Some 220 Porsche 356s from all corners of the US converged under the motto “Remember that first year in your first Porsche”. From 26th June to 1st July they transformed sleepy Traverse City into a “Porsche City” for five days.

The hotel was located in the middle of a golf club and was the central departure

point for all activities prepared by the Porsche 356 Club. The participants kicked off the first day with a drive through the wine-growing areas and the gorgeous unspoilt countryside. In the evening, a stroll around Traverse City’s picturesque harbour was on the agenda. The following morning, the next attraction was waiting for drivers and vehicles: alongside the traditional slalom, for the first time in 30 years a “hillclimb” was held. A further highlight of the event was the “Tunnel of Trees”, one of the most

famous roads in the US. It led the participants the next day over winding roads from the event hotel to Mackinac, where a ferry carried them over to Mackinac Island. This small island on Lake Michigan is famous for horse-drawn carriages and bicycles, the only modes of transport permitted. So at this point of the event, the Porsche had to stay behind for once.

The festive Concours d’Elégance, which involved all Porsche 356s driving up the hotel’s golf course on the last official day of the event, showed the broad spectrum of vehicles participating: from unrestored 356 A Carreras to racing cars to the rare Porsche America Roadster, all models coveted by collectors were represented.

The East Coast Holiday was crowned with an elegant banquet dinner in the festively decorated conference centre, at which Club President Chuck House thanked all participants and announced the dates for both the East and the West Coast Holiday 2008.

The 2008 East Coast Holiday will take place from 4th to 8th September in Lancaster, Pennsylvania. The 2008 West Coast Holiday will take place from 18th to 22nd June in Squaw Valley, Calif., on Lake Tahoe.



Porsche 356 Registry
President: Chuck House
Tel.: +1 (0)714 418 07 79
Fax: +1 (0)949 567 45 10
E-mail:
ChuckHouse@356registry.org



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