

# stories

## NAMIBIA UP CLOSE

Before the first guests arrive at the adventurous Camp 911 Namibia, an on-site team clarifies the final details and logistical challenges — including surprises that are part of daily life in the vastness of Namibia.

## SURF, DRIFT, REPEAT

The Spanish kitesurfer Rita Arnaus dares to embark on a new adventure and leave her comfort zone with the Porsche Ice Experience. Driving, drifting and kiting on snow and ice mean pure adrenaline for her.

## 50 YEARS OF EXPERIENCE

The “Porsche Sportfahrschule”, the forerunner of today’s Porsche Track Experience, is celebrating its 50th birthday. Its passionate evolution led to the diverse program that is available today.

FUELING  
THE PASSION





# stories

## PORSCHE EXPERIENCE

2024 Edition



Dear readers,

Welcome to the new issue of the Porsche Experience STORIES magazine. This year we are once again celebrating a special anniversary with you and looking back on 50 years of the Porsche Track Experience. Founded in 1974 as the "Porsche Sportfahrschule", today's Porsche Track Experience not only teaches techniques for precise steering and braking, but also a unique passion for the racetrack that can only be experienced in a Porsche. It represents an attitude that pulsates with energy on the turns and straights of the world's most famous racetracks and on the handling courses of the Porsche Experience Center. Right from your first introduction to the Porsche DNA, the Porsche Track Experience guides you along the ideal line to your first racing season in professional motor sports – where passion meets performance. We invite you to look back with us, experience the present, and envision the future. 50 years of the Porsche Track Experience not only means 50 years of precision and taking ambitious driving to the limit, but also 50 years of passion and adrenaline in a great community that only Porsche can offer. The experiences and passion of the people who have shaped the Porsche Track Experience over five decades, and above all, the fascinating stories of Porsche enthusiasts like you, are the heartbeat of this issue.

With exciting reports from the world of the Porsche Ice Experience and the Porsche Travel Experience, we will show you that this way of life in a Porsche is not limited to the racetrack. It can be seen on road trips to the most beautiful places in the world, made even more memorable together with good friends and in the cockpit of a Porsche. We continuously strive to bring the thrill of Porsche to life for you in more and more countries and in fresh new ways. Have a look at the preparations needed to ensure that you have an unforgettable travel experience. For example, in Namibia, where we have recently planned a new trip for you with the 911 Dakar.

Above all, however, this issue of STORIES is dedicated once again to stories of people, about the individual experiences and unforgettable moments that make a Porsche a symbol of personal freedom. Join us on this journey and get inspired to create your very own Porsche Experience moment. Be it on the racetrack, on the ice, or on the most beautiful roads in the world.

Kind regards,  
Christian Lehwald  
Manager Porsche Experience and New Platforms



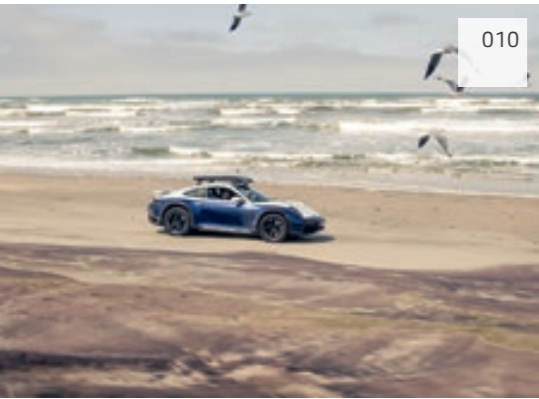
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**911 Dakar**  
Consumption data according to WLTP:  
Fuel consumption combined: 11.3 l/100 km;  
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Status 03/2024

# stories

PORSCHE EXPERIENCE MAGAZINE 2024 | English Edition



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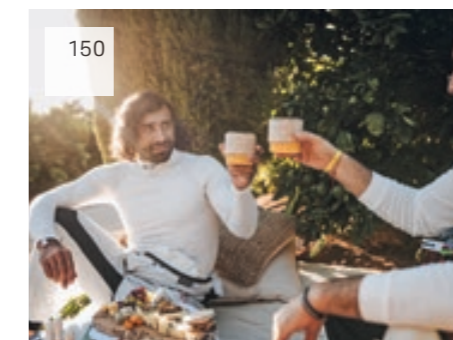
A small sample of the thrilling novel *Shifted*, the first book in a racing series by Amazon best-selling author Lori Matthews.

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Consumption data according to WLTP:  
Fuel consumption combined: 11.3 l/100 km;  
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#### 911 GT3

Consumption data according to WLTP:  
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**911 Dakar**

Consumption data according to WLTP:  
Fuel consumption combined: 11.3 l/100 km;  
CO<sub>2</sub> emissions combined: 256 g/km; CO<sub>2</sub> class: G;  
Status 03/2024

# Travel Experience



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# NAMIBIA UP CLOSE

Text: Berthold DÖRRICH | Photos: Moritz ATTENBERGER, Berthold DÖRRICH

Welcome to the adventure: Camp 911 Namibia. Before the first guests set off on gravel roads and desert sand in their 911 Dakar, an on-site team will clarify the final details and logistical challenges. Because in the vastness of Namibia, surprises are the norm, and the thrill of the unknown is a daily reality.





**“Outside the official tracks, it is important to trust your instincts and read the terrain in front of you.”**

**A landscape** resembling the moon — amid the surreal symphony of rugged rocks and dry river valleys like this one is where the participants of the trip will spend the night at their camp.

**Sand and barren expanses** remain your constant companions for many kilometers across Namibia, showing the way along the journey north.





For the perfect beach trip, the tire pressure has to be just right. A team of technicians will take care of this, too.

Just outside the dreamy coastal town of Swakopmund, the beach is thirty, perhaps forty meters wide at low tide. The ice-cold waves of the Atlantic roll in from the west. To the east, deserts, dunes and mountains stretch deep into the inland — a vast, untouched and hot land. But if you wanted to, you could continue straight along this narrow band of sand toward the north, up to the border with Angola — more than 700 kilometers. Or 800 kilometers south toward the South African border. Endless. Wild. Vast.

In order to perfectly prepare a Porsche Travel Experience in Namibia, it is necessary to adjust your usual frame of reference to the immense proportions of this country — while at the same time paying close attention to even the smallest details. Nine months before the first guests of the Porsche Travel Experience Camp 911 Namibia experience this unusual country in their off-road 911s in September 2024, we are already on the road with a small groundwork team to iron out the final details and address the truly important questions.

For Swen, who primarily works as a Senior Instructor at the Porsche Track Experience and is also a racing driver in long-distance motor racing, today is all about testing which challenges the Porsche Travel Experience guests will be able to tackle in the 911 Dakar. Which routes



**“The 911 Dakar ride on the Swakopmund beach will definitely be one of the biggest adrenaline moments of the tour.”**



**Camp 911 Namibia** will be a challenge for the participants — but one that will be rewarded with incomparable experiences.







**“Kilometer-long plumes of dust on the gravel roads make convoy driving as we know it impossible in Namibia.”**



can the vehicle handle, when, in just a few months, the first convoys with up to eight guest vehicles will traverse this terrain? What tire pressure is needed for an ideal spin on the beach? The sand is coarse and is providing great traction today. Smooth, damp, hard as a board for a change. And just a few meters further along, it is deceptively soft like quicksand, swallowing everything that comes to a halt. Play, now! This outing can only be undertaken during low tide. Otherwise, there is a risk of sinking so deeply in the first few meters that the only option left is to use the towing hook before the tide returns. What does that mean for the daily schedule in nine months time? When will we even be able to drive on the beach then? Will we come here straight after breakfast from our camp, set up in the middle of the moonscape? Or only after we have taken the morning to discover the trails and breathtaking views of this ancient rocky landscape further inland with the 911 Dakar? Whatever the case, this stage on the beach will certainly be a very special one among the many moments filled with adrenaline and freedom during the tour. Nils, our technician, will also be there. His major question here on the beach is what logistics will be necessary to lower the tire pressure for all

eight guest vehicles as much as needed in as short a time as possible. And after the wild ride, to get the pressure back up as quickly as possible, so everyone can continue driving safely on the gravel road. Those responsible make a note: a mobile compressor needs to be available at the exact point where all the vehicles get back on the road after the trip to the beach. And there is also the question of tires. There is virtually no local off-road vehicle here with fewer than two spare tires. The gravel roads, which make up a large part of the Namibian road network, make serious demands on tires. For that reason, the decision to put an additional spare tire on the roof rack of every 911 Dakar was a quick one.

By the time we reach the gravel road heading north, one thing becomes abundantly clear. Although Camp 911 Namibia is a typical Porsche Travel Experience, it will be unlike anything that has ever been seen before in this segment. Most other trips in Namibia use comfortable SUVs — like with the Porsche Travel Experience Namibia. Here, guests will be traveling with Cayenne models, digging through the red dunes



**A gecko** briefly becomes an earring, before it hides itself away again.



**Challenging gravel roads** — an extra spare tire on the roof is a must.



**“Etosha National Park: the 911 Dakar has arrived in its natural habitat surrounded by giraffes, elephants and springboks.”**

of Sossusvlei. Or even taking a private plane for the long journey to the Caprivi region in the far northeast of the country and to the world-famous Victoria Falls in the four-border region of Namibia, Botswana, Zimbabwe and Zambia.

At Camp 911 Namibia, the first Porsche Travel Experience with the 911 Dakar, the focus will be on driving — a large part of the route will be on gravel roads and loose terrain. In the bone-dry expanse of Namibia, this primarily means dust. Lots of dust. For the technicians, that means regularly checking the engine air filters, which can



sometimes become clogged with the abundance of dust. But the dust also means that line-of-sight convoy driving, as is the case with other Porsche Travel Experiences, will not generally be possible at Camp 911 Namibia. The team has decided to significantly increase the distance between the individual vehicles. And instead, to provide even more-precise instructions about the route via radio, meaning that no one will have to travel through the dust clouds made by the vehicle ahead and that everyone will still be able to find the route safely. This necessary change also turned the original schedule of daily stages on its head. And all of a sudden everyone realizes that we are in

**We will be trading in the tourist bus** for the 911 Dakar as we explore the Etosha National Park – the perfect platform for unique perspectives and encounters.





**“Detailed briefings for the drivers will ensure that they can control their vehicles in any situation.”**



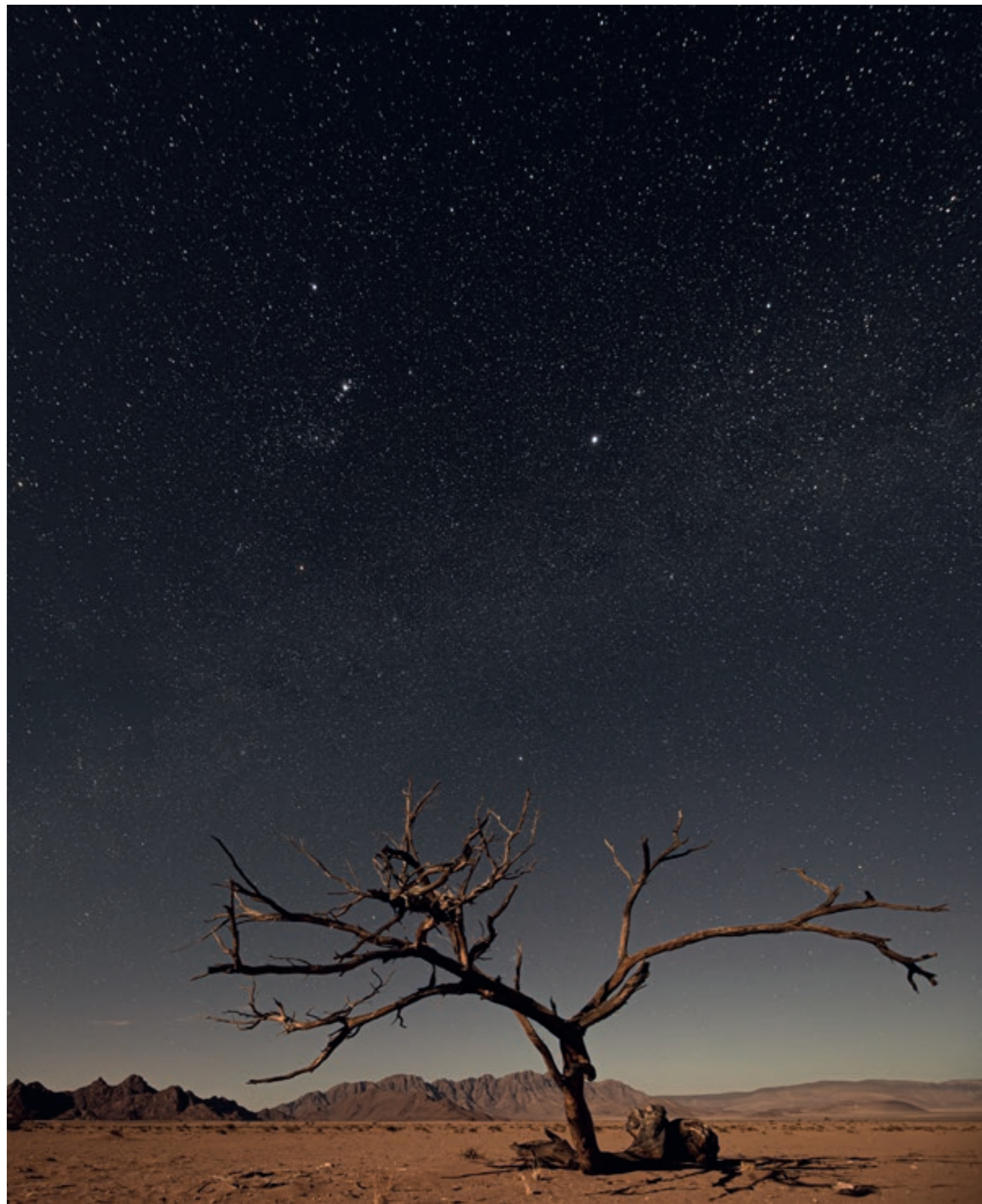
**Bone-dry river valleys** and encounters with the local culture accompanies us throughout our preparatory journey, where every stop in the 911 Dakar provokes awe and interest.

Africa. The fascination of this continent also lies in the fact that surprises are part of everyday life. In other words, one special feature of a trip like this will also be the ability to spontaneously adapt a good plan if the circumstances so require. And to embrace the experiences that may unexpectedly await you for that very reason.

This is nothing unusual for Melanie. She has been traveling around the world as a tour guide for the Porsche Travel Experience for more than ten years. She has a collection of stamps from over 90 countries in her passport and knows Namibia like the back of her hand. She is well aware that it could be 200 kilometers to the next gas station. The people here also help each other out and no one would drive past a broken-down car without first making sure that everything is okay. And even away from the official roads, when maps and GPS are no longer able to show the route — in that case, it is a matter of trusting your

experience and instincts, and reading the terrain in front of you meter by meter.

Matthew, our local guide, is from the Owambo tribe. He grew up here and has crossed the rocky passages of the dry river valleys dozens of times. He is able to find ways through places that for us would otherwise have seemed like the end of the road. With his experience, he constantly finds new passages in the rocky gorges and sometimes even follows the tracks of a wild animal in search of the best route. Thanks to the huge ground clearance of his off-road vehicle, the differential locks and the relentless torque of its V8 engine, he can sometimes just power straight through. With the 911 Dakar, greater foresight and a more thoughtful approach to obstacles will be required — before it can again fully unfold its addictive potential while drifting across the next sandy stretch. It is incredible to see what the 911 Dakar is capable of



**At night, it is time to turn your gaze to the skies, captivated by the starry sights of the southern night sky.**



At the end of the trip, the view at the Oberland Lodge leads through the open building into the vast Savannah.

doing when moved skillfully in this environment. This is also why there will be intensive briefings for the drivers during Camp 911 Namibia, so they can fully utilize their skills and the potential of their vehicles, and master these types of situations with confidence.

Despite the barrenness that shapes the first impression of Namibia, the landscape is full of magnificent surprises — you just have to be able to spot them. Or have it explained to you by local specialists. Purreu-Jacques, known to everyone only as "PJ", is the member of our exploration team responsible for ensuring that Porsche Travel Experience guests get to enjoy plenty of surprises in addition to the lunar landscapes, dusty roads and challenging sand passages. His knowledge knows no bounds. Once he surprised us with a plant whose sap is said to be an excellent remedy for the sunburns that are so easy to get here. He explained how you can survive in the desert for days without water in an emergency. He skillfully removed the stinger from a scorpion and placed it on a forearm. He transformed a

**911 Dakar**

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 CO<sub>2</sub> emissions combined: 256 g/km; CO<sub>2</sub> class: G;  
 Status 03/2024



It doesn't get much more authentically African than when the rhinos gather for sundowners at the waterhole.

small gecko into an extravagant earring before it quickly sought refuge under the nearest rock. And of course he was the first to discover the two lionesses with their cubs in the Etosha National Park, feasting on a recent zebra kill in the shade of a tree.

After days of navigating dusty gravel roads and confronting challenging driving routes, it is the wild animals moving across the endless expanses of the Etosha National Park — and unimpressed by our small convoy — that are the final highlight of the trip. When giraffes, herds of zebras, and springboks cross the road right in front of the windshield of our 911 Dakar, when gray desert elephants capture our attention, or when rhinos start quarreling at the waterhole in front of our lodge, just a few meters away from us and our sundowners, it becomes crystal clear that there is hardly a more fitting place in the world to experience the 911 Dakar in its natural habitat. Welcome to the Namibia adventure.

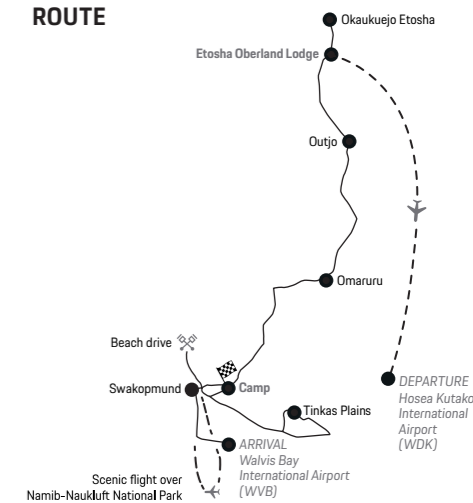
**PORSCHE TRAVEL EXPERIENCE  
 CAMP 911 NAMIBIA**

**DURATION** 6 days

**DATES** September/October  
 See website for details

**TOUR OPERATOR**  
 AVANTGARDE Experiences GmbH

**ROUTE**



**UNIQUE DESERT ADVENTURE  
 WITH THE PORSCHE 911 DAKAR**

Namibia — a fascinating country full of magic and adventure. With iconic natural landscapes and diverse wildlife — from A as in antelope to Z as in zebra. Explore the most breathtaking spots in the country in the 480 PS Porsche 911 Dakar (a limited edition of 2,500 units). You will embark on safari tours, experience on- and off-road driving pleasure and savor the infinite vastness and magical stillness. Freedom in a new dimension.

**HIGHLIGHTS**

- Varied driving pleasure in the Namib Desert
- Challenging beach drives along the Atlantic coast
- Wildlife safari through the Etosha National Park — in the Porsche 911 Dakar
- Panoramic flight over the Namib, the oldest desert in the world
- Overnight stay in an authentic tented camp — in the middle of the wild and romantic "Moon Landscape"

Scan the code for detailed information about the experience.  
[porsche.click/Camp911Namibia](https://porsche.click/Camp911Namibia)

# EBONY & IVORY

## in Croatian

Croatia delights millions of visitors every year. From the clear lines of the coastal cliffs that stretch over more than 1,700 kilometers of coastline against the deep blue sea to picturesque islands with crystal-clear water or the majestic mountains, Croatia offers diverse and breathtaking landscapes and scenery. This variety of contrasts is also reflected in the small country's design scene. For example, young Croatian fashion designer Morana Krklec brilliantly showcases the contrast between Black and White in her creations, which are inspired by many places in her homeland. We joined her to visit some of her favorite places to showcase her fashion designs with two matching Black and White Porsche Taycan models.

Text: Elisa WEBER Photos: Šime EŠKINJA



Porsche Travel Experience Croatia begins in Croatia's capital. Zagreb has developed into a magnet for Croatian and international creatives and offers the perfect breeding ground for an alternative art scene. Vibrant, young, urban. The creativity and free-spiritedness can be felt in many parts of the city and give it a young and vibrant flair. It goes without saying that a fashion designer who represents a generation of unconventional creatives would also feel at home here. So Zagreb is where Morana Krklec's studio and showroom can be found. Her surprising collections don't chase after the latest fashion trends. She is a creative individual who has traveled all over Europe, lived and fell in love in Paris and returned to her homeland. Someone who expresses all her impressions, dreams and thoughts in her designs.

Her ethos: wearable avant-garde fashion with interesting details. Unusual constructions and playing with silhouettes are most important to her. "Most of the time I let myself be guided



**Handmade:** The jacket is made of high-quality wool. The unconventional shape creates an exciting silhouette that harmonizes perfectly with the transparent, draped leggings.

**Wearable avant-garde fashion with interesting details. Unusual constructions and playing with silhouettes are most important to Morana Krklec.**

**“The originality, the roughness of the landscape with the clear lines of the Porsche Taycan and my fashion designs create an exciting tension.”**

Morana Krklec, fashion designer





**Elegant dresses:** Fabrics drape gently around the figure. The minimalist design draws the focus to the silhouette and the accessories. The ideal basis for creating a variety of styles.

**"I fall in love with the fabrics and I immediately have an idea of what shapes I want to create with them."**

Morana Krklec, fashion designer







**Perfectly placed:** The clear lines of the Porsche Taycan merge with the fashion pieces.

by the materials. I fall in love with the fabrics and immediately have an idea of what shapes I want to create with them," explains the designer.

Her career took off twelve years ago. In 2012, she was named "Best Young Fashion Designer in Croatia". Since then, she has presented two collections every year at fashion shows in Croatia and Paris. In addition to her creative work, she runs a restaurant together with her husband. "We never get bored," she says with a smile. While talking with her, you can sense her inner drive. Sitting around on the couch, putting her feet up — that is not her thing. She combines her passions. "And it works surprisingly well. Sometimes I have a burst of inspiration for a design. And sometimes I just quickly draw the first sketch on a napkin or a coaster.

The many different things that surround me every day are very inspiring to me." It is not just her day-to-day life and the art influences from the capital that inspire her. The Croatian landscape, the architecture and the interplay of the many contrasts also influence her work.

Such as the island of Pag, which is one of the most popular holiday destinations in Croatia. The archaic landscape of Pag is often compared to a lunar landscape. Barren, rocky coasts give the island its unique appearance. A bridge connects the mainland with Pag. Driving over it offers a magnificent view of the unusually bright landscape and the deep blue water. "A backdrop like this is ideal for a fashion shoot. The originality, the roughness of the landscape with the clear lines of the Porsche Taycan and my fashion



**Exciting constructions:** Morana Krklec is inspired by materials while creating her designs. This is how she creates shapes that stand out while being wearable at the same time.

**"The many different things that surround me every day are very inspiring to me."**

Morana Krklec, fashion designer





**718 Boxster GTS 4.0 (Manual / PDK)**

Consumption data according to WLTP:  
 Fuel consumption combined: 10.9 – 10.1 l/100 km;  
 CO<sub>2</sub> emissions combined: 247 – 230 g/km; CO<sub>2</sub> class: G;  
 Status 03/2024

**An inspiring road trip during which Croatia reveals itself in all its contrasting glory.**

**Driving pleasure on Croatia's roads:**

The freedom of dynamic turns, picturesque landscapes and cultural treasures combined in a unique experience.



**Pure adventure:** the turquoise sea on the left, the steep rocky cliffs of the hinterland on the right, and the winding asphalt beneath the sports seats.

designs create an exciting tension," explains Morana, while the photographer gives our models precise instructions and positions them with the vehicles.

Our journey in the Taycan takes us on to Zadar. This is where Dalmatia begins, and where the strikingly elegant black-spotted breed of dog gets its name. The sunset in Zadar has always been one of the most beautiful on the Croatian coast. In 1964, Alfred Hitchcock vacationed here and described it as "the most beautiful sunset in the world, even more beautiful than in Key West, Florida." The best way to enjoy the sunset is right on the waterfront. The world-famous "Sea Organ" is located there, an experimental work of art by the architect Nikola Bašić, which produces sounds when waves push into a construction of tubes lying under the promenade. "A bit like Bach," explains Morana with a wink.

From Zadar, the coastal road leads past the Split peninsula to Dubrovnik. The historic walls and cobbled streets form a stark contrast to the whitewashed buildings, and yet create a perfect harmony. It is the perfect end to an inspiring road trip during which Croatia has revealed itself in all its contrasting glory.

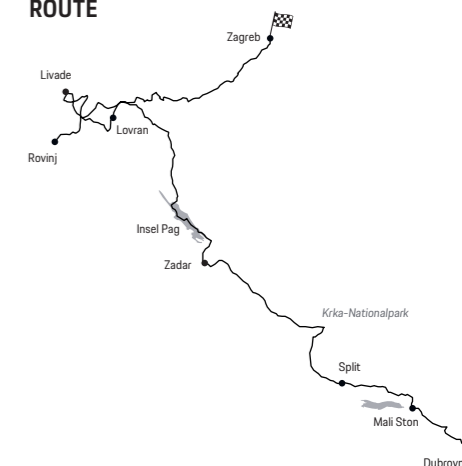
**PORSCHE TRAVEL EXPERIENCE**  
**CROATIA**

**DURATION** 7 days

**DATES** 28/09–04/10/2024  
 06–12/10/2024

**TOUR OPERATOR**  
 AVANTGARDE Experiences GmbH

**ROUTE**



Croatia is more diverse than you might think. The long Adriatic coast, the authentic port towns, and the view of countless islands make this tour not only enjoyable to drive but also visually stunning. The culinary delights will also stay in your memory for a long time.

**HIGHLIGHTS**

- Visit picturesque fishing villages and port towns on the Adriatic
- Exclusive culinary delights in the truffle capital of Livade
- Impressive stages along the coast and on winding mountain roads

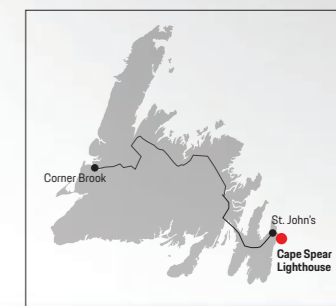


Scan the code for detailed information about the experience.  
[porsche.click/Travel\\_Croatia](https://porsche.click/Travel_Croatia)

# New foundland

## A journey for explorers

Text: Elisa WEBER Photos: GettyImages / Michael HANSON,  
Alan MAJCHROWICZ, Matthew CLEMENTE, Photography by Deb SNELSON,  
iStock / Liz LEYDEN, C. YOUNG, PORSCHE AG  
Art: Jonathan S. GREEN

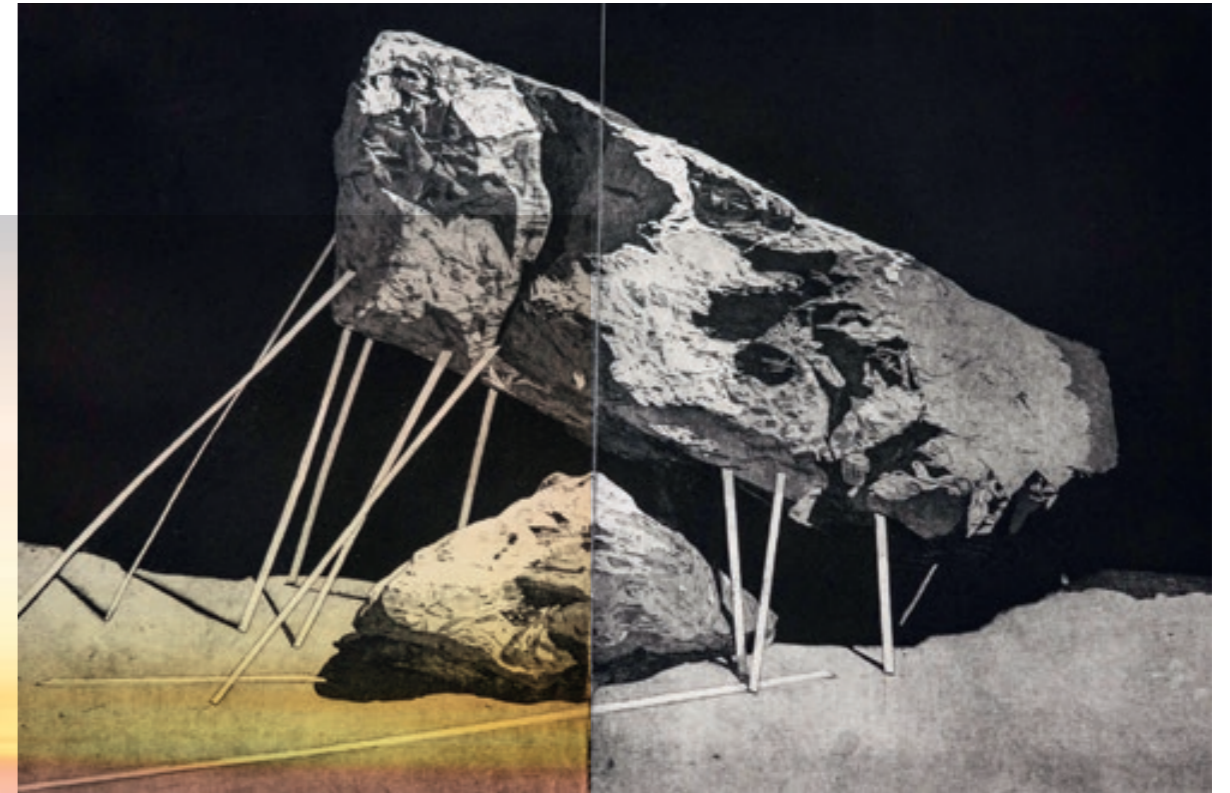


**CAPE SPEAR LIGHTHOUSE**  
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-52.62260325009651

In the North Atlantic, off the east coast of Canada, lies the rugged yet breathtaking island province of Newfoundland. A corner of the earth that is known for its wild landscape and the unique character of its inhabitants. A combination that not only promises a unique Porsche Travel Experience behind the wheel of a Porsche 911 Targa, it has also consistently inspired artists to create extraordinary works. Like Jonathan S. Green, whose love for his native Newfoundland is expressed in his art.

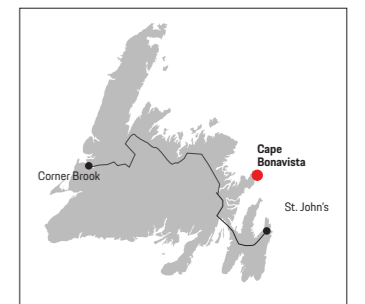
### Beautifully rugged

Porsche Travel Experience Newfoundland begins in the charming port city of St. John's, capital of the province of Newfoundland and Labrador. It is one of the oldest settlements in North America. Jonathan S. Green, an emerging Newfoundland artist, grew up not far from here in a small fishing village on the east coast. "The people here are the friendliest in all of Canada," he says with confidence. We experienced this firsthand – hospitality and a willingness to help is second nature to them. In St. John's, participants in the Porsche Travel Experience immerse themselves in the city's relaxed atmosphere. Of course, this also includes a hearty portion of local specialties such as fresh seafood and "Newfie Fries" — a local version of Quebec's national dish, poutine. To put it very, very simply, it is a serving of fries combined with cheese curds and gravy.



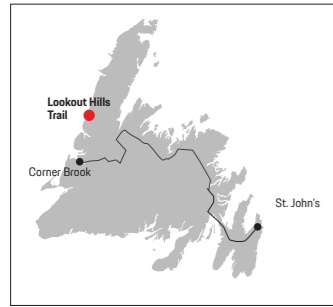
### Adventure is calling

But then Newfoundland's lonely roads — and our 911 Targa 4S — call. We leave the city, heading towards the road along the north coast. Overlooked by majestic mountains, the waves roar and the sea is rough — the perfect inspiration for Jonathan S. Green, who regularly finds subjects for his art in the beauty of his homeland. He discovered his passion for art early on, at the age of five or six. "Unfortunately, there were no art schools or anything like that in my town, but we had a local barber who was a hobby artist and offered lessons. That's why my first art lessons were in a barber shop while the shavers hummed in the background." Over time, he has grown as an artist, and the art



**CAPE BONAVISTA**  
48.70268258711148,  
-53.08503449203262





**GROS MORN NATIONAL PARK**  
49.49491030598626,  
-57.92715845081346

scene in Newfoundland has also evolved over the years. "The Bonavista Biennale", an innovative, locally influenced art event on the Bonavista Peninsula, has been taking place here since 2017. Every two years, a melting pot of emerging and established artists from Newfoundland and Labrador working with all types of media come together. "Installations and events take place in unconventional locations across the peninsula, embedding contemporary art into the historic spaces and everyday places of rural communities," explains Green, who himself exhibited at the Biennale in 2021.

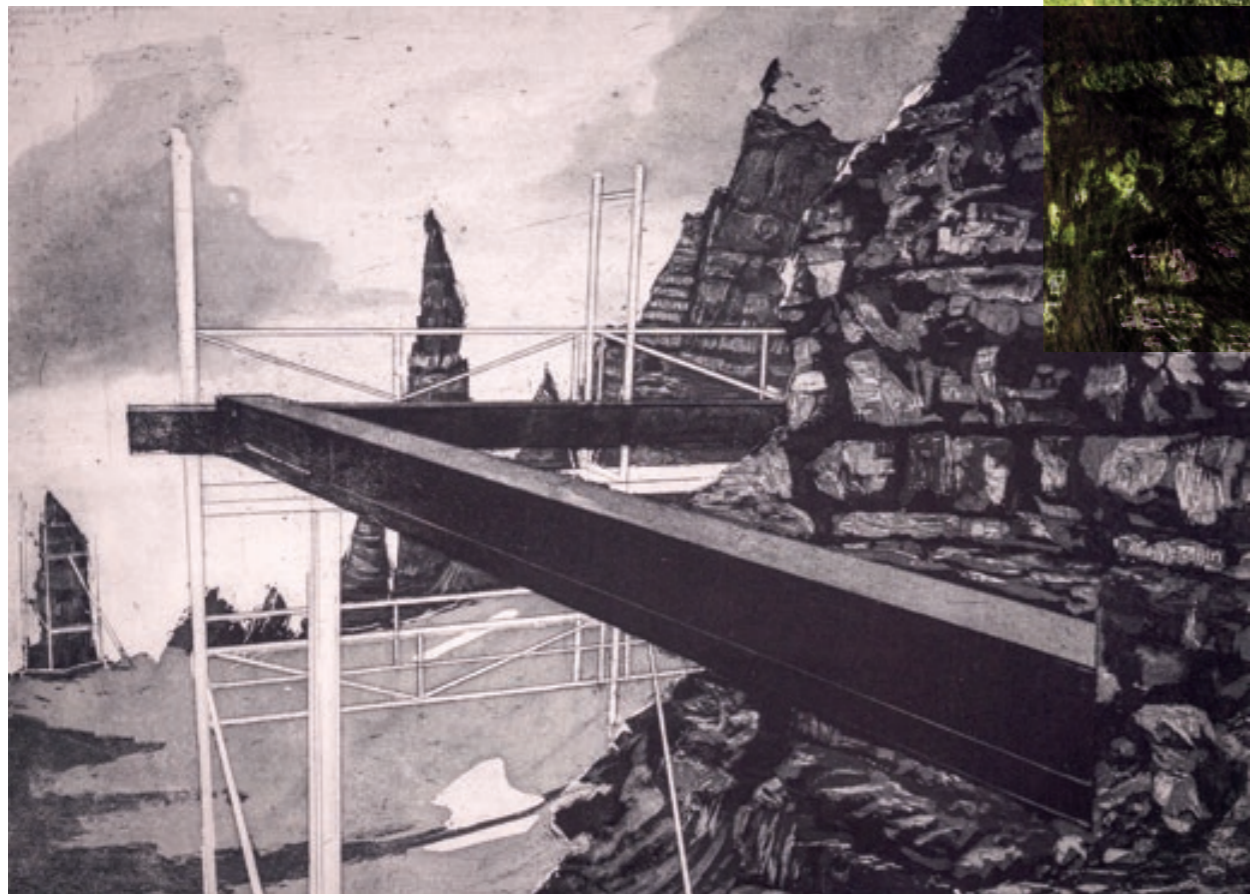


Photo portrait: [www.philipkanwischer.com](http://www.philipkanwischer.com)

**JONATHAN S. GREEN**



Jonathan S. Green is of Mi'kmaq, Inuit, British and Scottish descent and was born in Labrador City. Growing up in Newfoundland, Green graduated with a Bachelor of Fine Art from the Memorial University of Newfoundland and received a Master of Fine Arts in

Printmaking from the University of Alberta in 2016. From 2017-2019, Green was Artist in Residence at the University of Alaska Anchorage, USA. He currently lives in Winnipeg, Manitoba, Canada at his studio, Campsite Press.

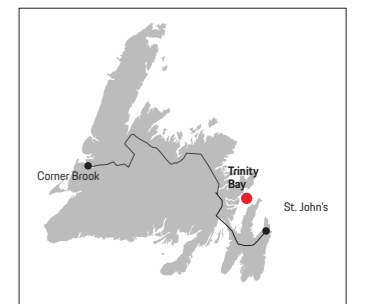
**911 Targa 4S**

Consumption data according to WLTP:  
Fuel consumption combined: 11.1 – 10.7 l/100 km;  
CO<sub>2</sub> emissions combined: 252 – 243 g/km; CO<sub>2</sub> class: G;  
Status 03/2024



**A land of extremes**

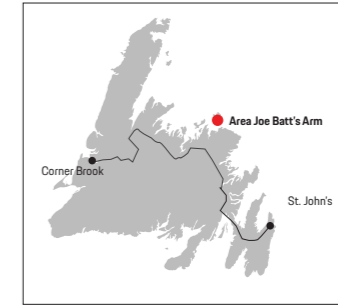
Newfoundland is a wild dreamland for adventurers. The coastal areas are rough, barren and beautiful. The inland is filled with dense forests and deep lakes. The spectacular Gros Morne National Park, a UNESCO World Heritage Site, offers some of the most dramatic landscapes in North America. From Table Mountain, you can enjoy the view of Ten Mile Pond, a 4.4-kilometer-long lake nestled in the mountainous landscape. "I love hiking in Gros Morne National Park with my wife. I can take in all the inspiration. A whole series of my works are inspired by this national park," says Green.



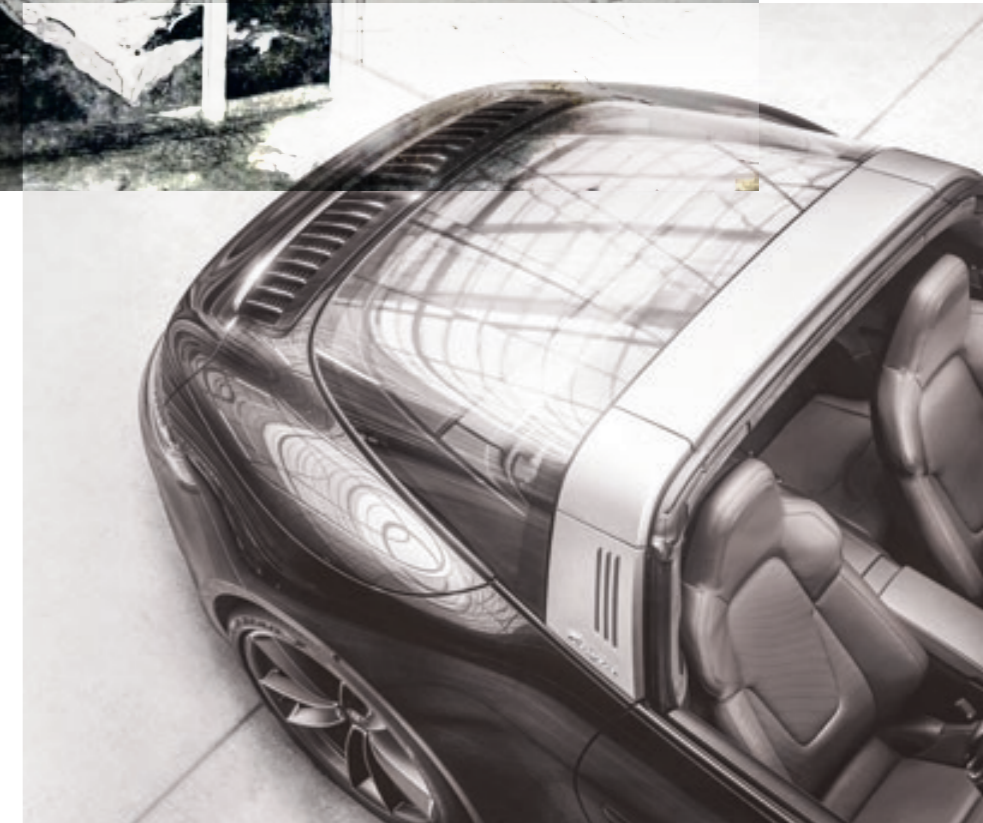
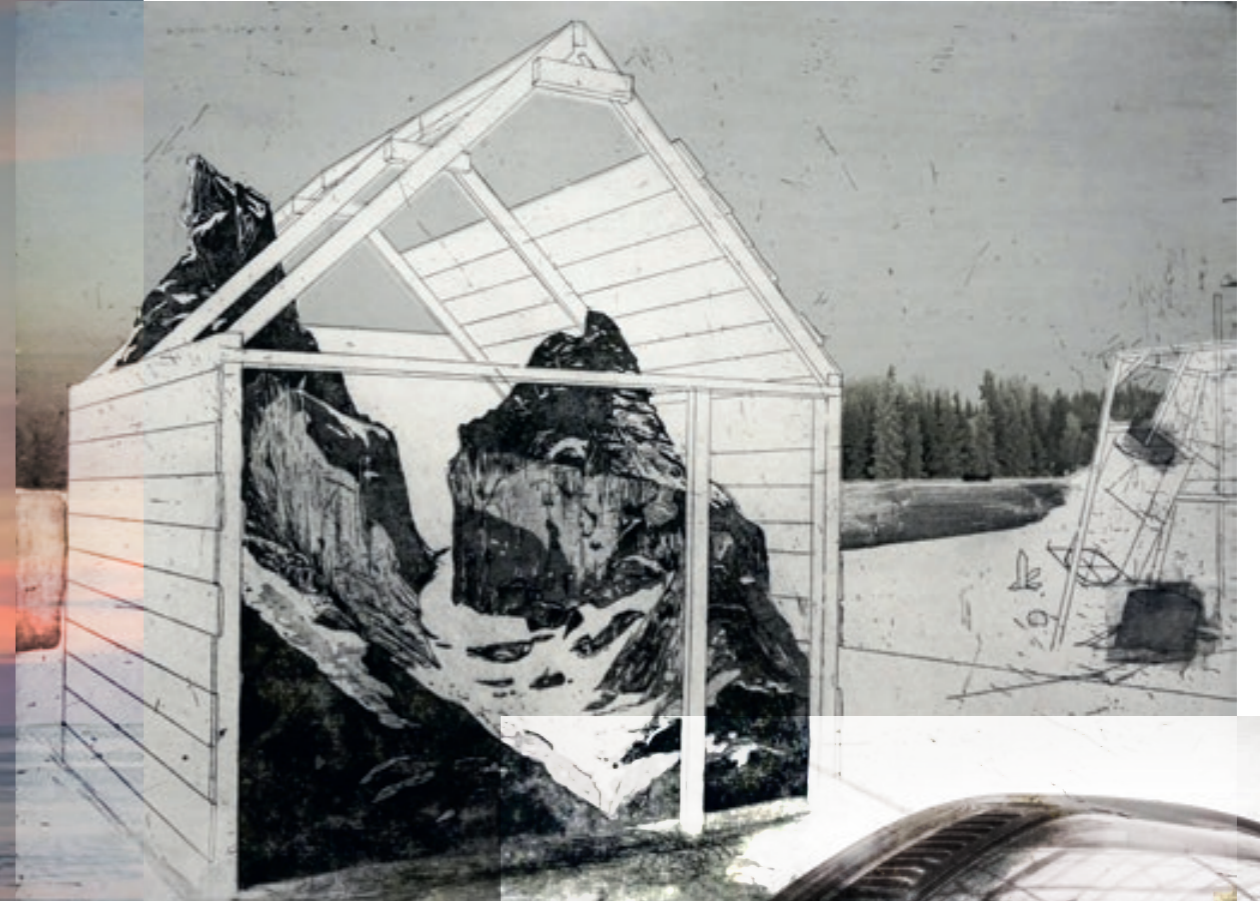
**TRINITY BAY**  
48.05283377357514,  
-53.50211707386381



Jonathan S. Green captures the uniqueness of his homeland in art and shares it with the world.



**AREA JOE BATT'S ARM**  
49.72603926032463,  
-54.172404932900996





Green graduated from the University of Alberta with a Master of Fine Arts in printmaking and has displayed his art in galleries and various exhibitions. The main subject of his works examines humanity's interaction with the landscape. Without pointing fingers, his art stimulates thought. Why does a boulder need to be supported by wooden poles? What is a mountain doing in a small wooden house? Is nature protected if you build a fence around it?

**Whale watching and puffin paradise**

Our journey continues through remote coastal regions — paradise for whales, including humpbacks and fin whales. Boat tours offer a unique opportunity to see these giants of the sea in the wild from an appropriate distance. And bird watchers can see colorful puffins in their natural habitats at the Elliston Puffin Site – an experience that delights both nature and bird lovers and is one of the highlights of the Porsche Travel Experience Newfoundland.

**Looking for adventure**

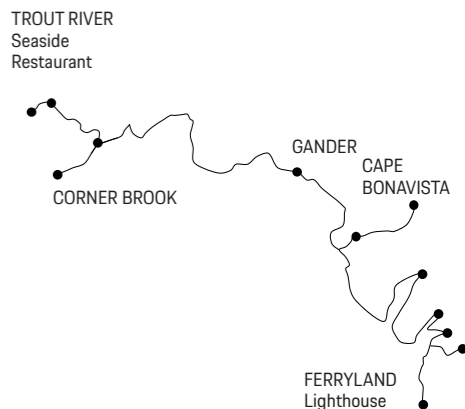
With its rugged diversity, rich culture and warm people, Newfoundland is one of Canada's hidden gems. You can experience the different facets of the island on over 1,100 kilometers of road during this Porsche Travel Experience. Adventurous flair included, and that's a promise. And at one point or another, you might see imagery that reminds you of the art of Jonathan S. Green, who captures the uniqueness of his homeland in his art and shares it with the world.

**PORSCHE TRAVEL EXPERIENCE  
NEWFOUNDLAND**

<b>DURATION</b>	5 days
<b>DATES</b>	21–25/05/2024 27–31/05/2024

**TOUR OPERATOR**  
Porsche Cars Canada, Ltd.

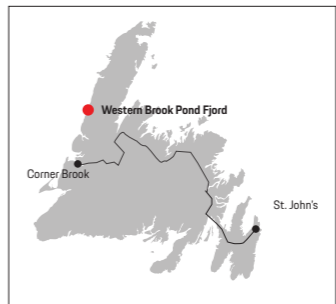
**ROUTE**



Those lucky enough to travel to Newfoundland will quickly find themselves in the company of the “friendliest people in the world,” as the locals are known for their legendary hospitality and charm. And in honor of that spirit, the Newfoundland program will be the first travel experience program in Canada to incorporate an arrival day into the program structure and registration fee. This allows for a five-day program and simplified arrival process.

**HIGHLIGHTS**

- More than 1,500 kilometers of driving pleasure behind the wheel of our 911 Targa 4S vehicles
- Five days, four nights in beautiful accommodation
- Unique culinary experiences
- Visit historical places
- See puffins and unique landscapes
- Get close to the huge icebergs that float by every year
- Visit Newfoundland from St. John's to Corner Brook (coast to coast)



**WESTERN BROOK POND FJORD**  
49.78111788723031,  
-57.841242087680655

Scan the code for detailed information about the experience.  
porsche.click/travel\_nfl



# Ice Experience

# 2

## 050 SURF, DRIFT, REPEAT

The Spanish kitesurfer Rita Arnaus dares to embark on a new adventure and leave her comfort zone with the Porsche Ice Experience. Driving, drifting and kiting on snow and ice mean pure adrenaline for her.

## 058 INTO THE HEART OF THE WILDERNESS

We join chef Rosa Tapola from the Northern Lights Ranch in Lapland, spend the night outdoors, cook over an open fire and collect berries and mushrooms for dishes that she serves to guests at the Porsche Ice Experience during the winter.



# SURF DRIFT REPEAT

Text: Elisa WEBER  
Photos: PORSCHE AG, Sebastian STIPHOUT

**Rita Arnaus is certainly no stranger to water. On the contrary — as a kite surfer, she usually feels right at home there — but in the winter, the water north of the Arctic Circle mainly comes in frozen form. Snow and ice — a completely new, adrenaline-filled experience combining driving, drifting and kiting for one of the best kite surfers in the world. And a chance to get out of her comfort zone.**

### **Icy challenge**

Up here in Levi, it can sometimes reach -20 degrees Celsius between January and March. Perfect conditions for drifting on specially prepared ice courses. Rita was excited, but also a little nervous before her first drive. "Water is my element and I'm used to warmer temperatures for my sport," she explains. She is a Spanish kite surfing master and Vice World Freestyle Champion. It is obvious that she loves action.

### **The secrets of high-performance handling**

At the Porsche Ice Experience site, Rita and the other participants experienced a special kind of driving pleasure on an area measuring approximately 350,000 square meters. Pure adrenaline in a wide variety of Porsche models and different training levels. On snow and ice, experienced instructors from the Porsche Ice Experience exchange ideas about the secrets of high-performance handling with sports car enthusiasts from around the world. Participants learn theory and practice right on the ice.

The vehicles are pushed to their limits over and over again. In addition to fun and adrenaline, it also offers practical benefits — from road safety to greater success on the racetrack.

### **Getting out of your comfort zone**

For Rita, it was all about taking on a new challenge. "It was a unique experience. I can hardly put into words how much fun I had," beams the kitesurfer. At the beginning, her training group started with an easy route. "The harder it got, the more fun it became. The last route was in a forest and was the most demanding. You couldn't afford to make a single mistake there. But after a few hours of training, I started feeling more and more confident. The instructors were also very helpful and professional, always offering support with their walkie-talkies. The advice they gave me while I was driving made me feel very safe." Behind the wheel of a 911 Carrera 4S, Rita showed the same determination that made her a kitesurfing champion. "Getting behind the wheel of a Porsche has always been a



In 2021, Porsche announced its partnership with Rita Arnaus, one of the world's best kitesurfers. As a Spanish kitesurfing champion and Vice World Freestyle Champion, the 28-year-old is certainly familiar to millions of extreme sports fans.

As soon as she got out of the car, a new challenge was already awaiting her:  
snowkiting on pristine snow in Lapland, well above the Arctic tree line.





"The harder it got, the more fun it became. The last route was in a forest and was the most challenging. You couldn't afford to make a single mistake there."



dream of mine. Seeing what the vehicles can do out here was thrilling for me," she explains. And after a very short time, she was already demonstrating a real knack for ice driving. "I'm very curious and always want to challenge myself. I believe that when we push our boundaries and expand our knowledge, we open up new horizons and bring out the best in ourselves. On this trip to Finland, I definitely got out of my comfort zone and I learned a lot."

**911 Carrera 4S**

Consumption data according to WLTP:  
Fuel consumption combined: 11.1 – 10.5 l/100 km;  
CO<sub>2</sub> emissions combined: 253 – 239 g/km; CO<sub>2</sub> class: G;  
Status 03/2024





In a very short time, Rita was already demonstrating remarkable ice driving skills. And she knows one thing for sure: she'll be back!

#### Snowkiting trip in Lapland

As soon as she got out of the car, a new challenge was already awaiting her. She completed her first snowkiting trip on pristine snow, well above the arctic tree line. The board under her feet was a familiar feeling for Rita. And so was the snow now, after having pushed her Porsche to the limit on the ice handling course. The skills she gained from her discipline of choice, freestyle, helped her move on the snow, harnessing the wind and making impressive jumps. "The wind coming off the mountain gives you plenty of hang time. That makes it easier to jump and stay in the air longer. I was able to do the maneuvers that I normally do at sea. Ideal conditions for my first snowkiting experience," she says, beaming.

Besides all this action, Rita also had time to enjoy the country. "I've never been this far north before, so I did as many new things as I could," she says. "I took a sled dog ride, saw reindeer in the wild and swam in an ice hole. And seeing the northern lights was an absolute highlight for me. The trip was packed with new adventures and I was able to cross a few things off my bucket list."

Launched in Finland in 1996, the Porsche Ice Experience has become an international success story. From North America, to the Far East and Europe, it offers various programs for every ability level.



#### PORSCHE ICE EXPERIENCE LADIES SPECIAL

**DURATION** 5 days (2 driving days,  
1 activity day)

**DATES** see website

**TOUR OPERATOR**  
AVANTGARDE Experiences GmbH

Experience International Women's Day in an Arctic environment and look forward to a first-class experience with other Porsche fans at the Ice Experience Ladies Special. You will learn the basics of vehicle control on snow and ice under the guidance of experienced Porsche instructors. The diverse additional activity program also ensure unforgettable experiences beyond the tracks.

#### HIGHLIGHTS

- Learn the basics of vehicle control on snow and ice
- Increase your confidence behind the wheel, lap after lap
- Ladies brunch at the track
- Participation in a husky safari
- Trip to SnowVillage
- Wellness at Arctic Sauna World



Scan the code for detailed information about the experience.  
[porsche.click/LadiesSpecial](https://porsche.click/LadiesSpecial)

# Into the heart



Text: Björn SPRINGORUM Photos: Elina MANNINEN

# of the wilderness

**In winter, Levi is a buzzing winter sports resort.**

**In summer, we only have to share the endless forests and enchanted lakes with a few reindeer.**

We travel deep into the Lapland wilderness with chef Rosa Tapola from the Northern Lights Ranch, sleep outside under the night sky, jump into ice-cold lakes and cook over an open fire. And we also collect berries and mushrooms for the dishes that she serves to Porsche Ice Experience guests in winter.





The first thing we lose here is our sense of time. It is always light, as the sun seems to stand endlessly above the horizon before disappearing behind the treetops for a short rest. The air is clear and tastes of rain. We've been driving for some time on a country road through Lapland's vast expanses, with the forests to the left and right punctuated by lakes. Hills on the horizon, clouds above us. We encounter reindeer more often than people out here, and we only very rarely come across another vehicle.

Lapland is many things. Memorably beautiful. Crisply cold and deeply snowy in winter, magnificently green in 100 different shades in summer. On the one hand illuminated by the midnight sun, on the other hand enchanted by the unreal flickering of the northern lights.

We are traveling with Rosa Tapola, executive chef at the spectacular Northern Lights Ranch a few kilometers outside the winter sports mecca of Levi. We are currently 170 kilometers north of the Arctic Circle. In summer it never gets dark here. In winter there is mysterious twilight. A magical, unreal place. An end of the world.

The country's largest ski area is located around Levi, with 25,000 hotel beds for every 1,000 inhabitants. In summer, the world takes a break. We soak up the silence as the electric Porsche Taycan Cross Turismo carries us further into the wilderness. Rosa Tapola has a lot planned for us. We accompany her on one of her countless excursions into nature. Here, in Lapland's eternal forests, she feels safe; here she collects berries, mushrooms and herbs for the dishes she serves in the winter.



**"I can become absorbed in picking for hours and don't even notice the time passing."**

**On safe paths:** Rosa Tapola is at home in the forests, swamps and lakes on her doorstep. She doesn't miss the big city.

The season in Lapland is short. But if you know where to look, you will be richly rewarded.



**Outdoor executive chef:** Rosa Tapola doesn't need a huge kitchen to prepare a feast. A fire is completely sufficient.



**Over an open flame:** The numerous fireplaces in the vastness of Lapland ensure you get your morning caffeine intake.

She cooks, makes jam, the aromas of the short Finnish summer. Some Porsche Ice Experience guests always spend an unforgettable evening in the restaurant of the Northern Lights Ranch. In the depths of winter, they enjoy the ingredients that, like we are doing now in August, are collected exclusively for this unique restaurant in the far north.

We stop at a small lake. One of an endless number up here. Finland is also called the land of a thousand lakes. That's quite an understatement: Lapland is scattered with lake after lake after lake, surrounded by endless forests. There are around 300,000 lakes in total. There are no longer many places in Europe that can claim to be a real wilderness. This is one of them. For Rosa, it is a matter of honor that she uses this cornucopia of gifts. She has been cooking at the Northern Lights Ranch for two years and has long been head chef. Her dishes celebrate the culinary tradition of the region, are seasonally, regionally and sustainably presented, but interpreted in a contemporary way and prepared in a manner that allows her past in Helsinki's star restaurants to shine through.

She takes a basket in one hand and the leash for her dog, Nilla, in the other. Then they both disappear into the undergrowth. We follow, still a little uncertain, into the unfathomable, enchanted forests of Finland. The silence is broken only by our footsteps and the occasional call of a bird. Rosa carefully scans the earth, collecting mushrooms that we would have blithely walked past. Blind city dwellers, we think, embarrassed. Berry after berry,

mushroom after mushroom, herbs, edible flowers and plants go into her basket. Rosa never leaves the house without some kind of storage container. And she often loses track of time while collecting berries. "For me, it's meditation," she says as we look for cloud berries by a dark, shimmering lake. "I can become absorbed in picking for hours and don't even notice the time passing. At some point I snap back to reality – and then sometimes I don't even know where I am." For her, that's Zen, pure meditation.

Rosa lived for a long time in Helsinki, the large metropolis many hours' drive further south. She attended the local culinary school, then went traveling, working in Melbourne and France, before returning to Helsinki. Eventually, she felt the urge to flee the hustle and bustle and the crowds of people and escape to the solitude of Lapland. She couldn't be happier here. "To be honest, I can't imagine going back to Helsinki again," she says. She exhales deeply, hands on hips, and gazes out over the mirror-smooth surface of a lake. You can understand her.

Summer in Lapland is short. Very short. This means that nature north of the Arctic Circle has to work harder. It really has to step on the gas. Where elsewhere it has many months to let its gifts sprout and mature, in the vast forests of Finnish Lapland things simply have to happen much faster. Rosa is prepared for this. The chef at Northern Lights Ranch is familiar with the rhythm of nature. She follows it. Her own beat – her inner tempo – has probably long since adapted to the heartbeat of the seasons.

Where summer is short, you have to act resolutely. You have to know exactly what you're looking for. Rosa acts. Rosa knows.

We walk through wild blueberry bushes that never end. Lots of berries go into Rose's basket. Then she happily points to a plant that bears small, knobby fruits in a delicate orange color. She informs us that these are cloud berries. A magically puffed cloud, the taste is not too sweet, with a pleasant bitter note. This little miracle of nature is hardly known in Central Europe, but here it delights us with its slightly bitter, herbal taste. "The season will be over again in a few days," she says. We'd rather pop a few more in our mouths straight away. The simple joys of childhood have lost none of their effect here in Lapland.

We drive on. When you don't have to stick to the times of day, the day develops a completely different dynamic. Our Taycan hums silently through Lapland's endless expanses. The road runs straight ahead, in the distance forests, forests, more forests. Words fail us here. Every now and then reindeer cross the road. Undeterred by us, they strut over the tarmac, eyeing us like intruders – which of course we are up here. Although today we have a mission. In Lapland everyone is allowed to collect as many berries, mushrooms and herbs as they want. Always provided that they respect nature, don't leave any trash behind and don't pick anything that they don't really need. An all-inclusive buffet prepared by Mother Nature for those who wander through this magical landscape with their eyes open.





**Nordic magic:** Lapland's nature pampers you with delicacies and wonderful rest areas.

**Lapland's rivers are teeming with fish.  
In the summer, tens of thousands of salmon swim here.**



## PORSCHE ICE EXPERIENCE ICE ULTIMATE

**DURATION** 5 days (3 driving days)

**DATES** see website

**TOUR OPERATOR**  
AVANTGARDE Experiences GmbH

### ICE ULTIMATE – TRAINING LEVEL RACE

The greatest challenge north of the Arctic Circle awaits you at Ice Ultimate. In small groups including one-on-one coaching, you will feel the thrill of handling a Porsche GT race car in a sideways drift over ice tracks. Experienced Porsche instructors will teach you how to master this motorized high-performance racer. Pure motorsport feeling. This format is new and builds on the previous Ice Cup.

### HIGHLIGHTS

- Personal track formats exclusively for the Ice Ultimate format
- Special section with the Porsche 911 GT3 Cup
- Rescue Challenge: If you get stuck in deep snow with your vehicle and have to be 'rescued' by an instructor, a so-called rescue is counted. At the end, the group with the fewest rescues wins a hot lap ride in a selected vehicle.
- Accommodation in the Sky View Cabins at the "Northern Lights Ranch"

It's August and it's still not getting dark in Lapland. The sun is still in the sky at 11 p.m., the landscape is bathed in an unreal, otherworldly light. A light that brings to life the Sami legends of the Stallus, gigantic creatures, or of Njavezan, the ruler of the endless summer nights. Out here in the forests of Lapland, tree stumps become trolls and mossy stones become dwarves. Rose's imagination also runs wild every now and then. When she and her dog Nilla go hiking through the forests, swamps and moors around their home in the town of Kittilä, their thoughts sometimes wander to big bears or wolves. Unlike trolls or dwarves, both of these animals roam wild up here, no question about that. But they usually don't pose any danger.

In the evening, at least that's what a glance at the clock tells us, we start looking for a suitable place to rest for the night. But how do you choose the perfect place, the most beautiful lake, when the next miracle of nature awaits you every few kilometers? There in front of us, we agree, is a perfect place: a small peninsula, surrounded by a lake, with nothing to see or hear all around. There is

an emergency hut here, as well as a hut with firewood. We just need the wood: At midnight, Rosa prepares a feast over an open fire. On the small peninsula she fries potato bread in the pan, serves it with wonderfully intense, and again slightly bitter, nettle pesto. There are also mushrooms that we picked that day cooked in the embers, and sweet pancakes with fresh cloud berries for dessert. Nothing could taste better at this moment in time.

It's still not dark when we carefully maneuver the Porsche Taycan Cross Turismo over the roots until we find the perfect place for the night: sheltered, but still with a view. The cozy roof tent can be set up in just a few simple steps. The fire is put out, Rosa crawls into her own tent. The night is short. The mattress is comfortable and the soothing sound of the surrounding forests is soporific in the best sense of the word. But in a place where it doesn't get dark, you don't have to wait for the next morning. A short dip in the ice-cold lake. Nothing wakes you up like that. In the meantime, Rosa has already brewed coffee over the open fire. Then the road awaits again. There is still much to discover. Who wants to sleep in?



Scan the code for detailed information about the experience.  
[porsche.click/IceUltimate](https://porsche.click/IceUltimate)



# Inspiration | International

# 3

## 070 FREEZE!

In his hobby, André Lotterer finds balance with his job as a racing driver. As passionate Leica photographer, he collects scenes from his world travels. For us, he is freezing moments in his adopted home of Monaco.

## 080 IN THE DARKNESS OF THE NIGHT

Matt Campbell is particularly good at racing cars at night. The Porsche works driver takes us into the thrill of the darkness.

## 088 FUN FOR A DAY — LESSON FOR LIFE

In a manga comic, Tetsu Ikuzawa — probably Japan's most legendary racing driver — tells his daughter Mai what matters most on the racetrack.

## 098 LEGENDS OF PASSION

The legends of Latin America are among the greatest of motor racing. The enthusiasm of their fans adds to this legend. This can also be felt at the Porsche Rennsport Reunion in Laguna Seca: the meeting place for car enthusiasts from all over the world.

## 104 ALL ABOARD

Porsche and Frauscher presented the first production model of the 850 Fantom Air in northern Italy. The jointly-developed electric sports boat was ready for its first test runs on Lake Garda.

## 108 DISCOVER, SHARE, ENJOY

Up for a joyride? The *ROADS by Porsche* app delivers the most beautiful routes in a matter of seconds — worldwide, conveniently and free of charge.

## 112 THE PEOPLE MAKE THE PARTY!

Located on a ridge between the north and south ramps of Großglocknerstrasse, the newly renovated "Mankeiwirt" with its magnificent panorama has been inviting Porsche fans from all over the world to visit. Welcome to Porsche Heights.

# FREEZE!

His sharp sensory perception is vital for the world-class racing driver. A bump, a treacherous curb, the ideal braking point — these details are all stored in his memory. Absorbed while inspecting the track, and accessed at racing speeds. They are moments so brief that they don't even leave behind a trace. But in his hobby, André Lotterer enjoys the opposite. As passionate Leica photographer, he collects scenes from his world travels. Today, he is freezing moments in his adopted home of Monaco for Porsche Experience STORIES.

Text: Heike HIENTZSCH | Photos: Klaus SCHWAIGER, André LOTTERER



**The racing driver inherited two passions from his late father Henry – Porsche and photography.**



Uphill winding roads. Downshift, engage, accelerate, countersteer and continue. André Lotterer pushes his black Porsche Carrera GT between a rock face and the abyss towards La Turbie. The three-time Le Mans overall winner and endurance world champion plans to photograph Monaco from above in the light of the sunrise. The 5.7-liter V10 cylinder with direct exhaust roars through the gorges. A silent companion comes along for the ride – his Leica M11, the latest of his four models from the M series. He bought the first, a used M6 from 1984, when his career took him to Japan in 2003. "Photography was a dormant passion and Tokyo was incredibly scenic. I did a lot of research and decided that if I was going to start this hobby, I would do it right — and for me, that meant with a Leica." His next cameras were a Leica M-P and a Leica M Monochrom, both type 246. He also has four lenses with focal lengths of 21, 35, 50 and 135 millimeters. "The lenses will fit on all housings for decades," he explains, parking at the first photo location. He cradles the M11 in his hand at the Tropaeum Alpium, built in honor of Emperor Augustus, high above the principality. "It is heavy, compact and beautiful in every detail. The manual focus and adjustment require practice and almost feel a bit old-school — like the manual transmission in the Carrera GT." Only 1,270 such cars had been built by 2006. 175 hours of manual work went into each. "You can just feel it. Just as you feel that this camera was made by people and not by machines." He fell in love with the Carrera GT decades ago at the Essen Motor Show. At the end of 2019 he bought his dream car, built in 2006. "A V10 racer like this for the road will never be built again," he predicts. His fleet also includes a 911 Carrera 2 Cabriolet (type 964) with a Turbo Look, a rare 911 Carrera RS 2.7, a 356 A Speedster and a 911 Turbo S Cabriolet (type 992), the works driver's company car. "A Porsche is not only characterized by unique performance, but also overwhelming emotions that are addictive."

**His own paparazzo:** From the rocky mountain of the Monegasque prince's palace, André Lotterer aims his lens at his own apartment in the Fontvieille district.

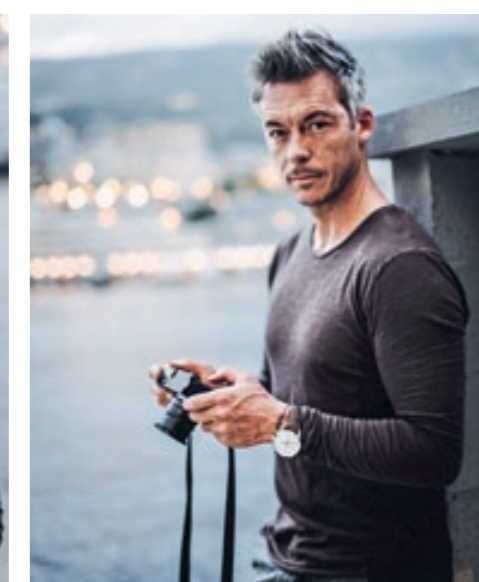
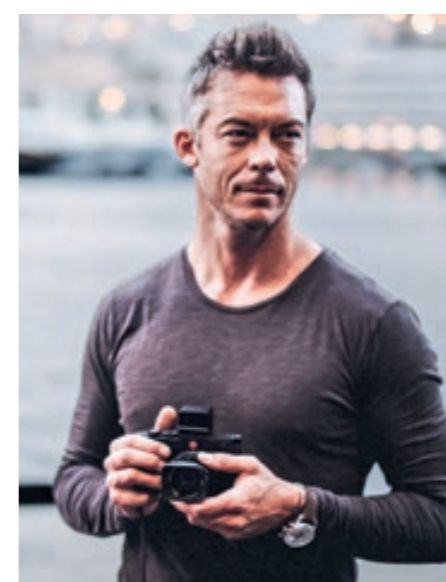
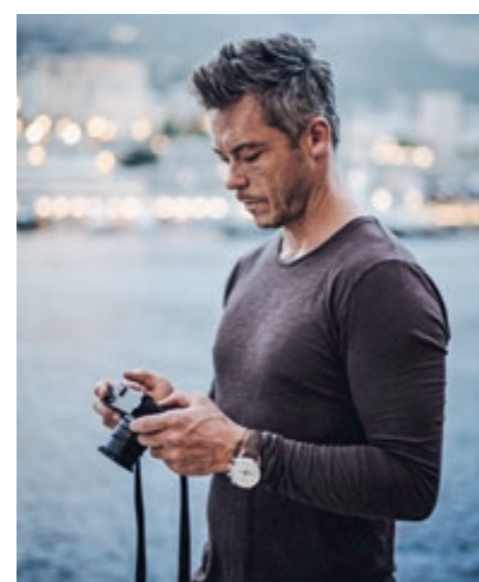
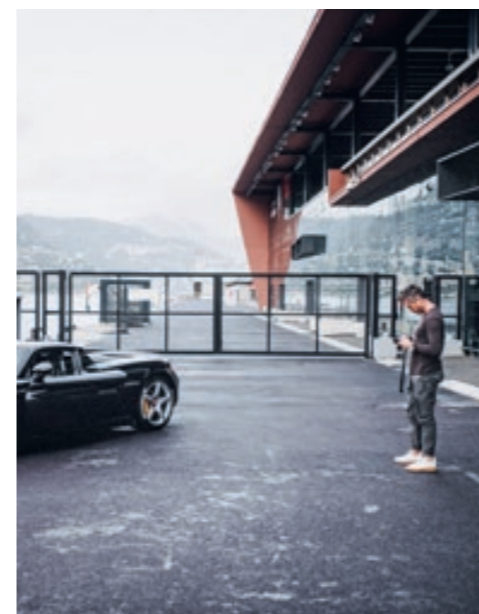
**911 Turbo S Cabriolet**

Consumption data according to WLTP:  
 Fuel consumption combined: 12.5 – 12.1 l/100 km;  
 CO<sub>2</sub> emissions combined: 284 – 275 g/km; CO<sub>2</sub> class: G;  
 Status 03/2024



**Above it all:** With his Leica M11, the Porsche works driver can take the time to focus, which he can't do at racing speed.

“You can just feel that so much craftsmanship goes into the Carrera GT. In the same way you can feel that this camera was made by people and not by machines.”



**Pier:** Lotterer knows exactly where he wants to go in order to capture the car, the city and the harbor in one image. The guard willingly opens the barrier to the pier.

**An interplay of light:** Gathering clouds bathe the principality in a monochrome mood. A good opportunity to photograph the Porsche jewel in black and white.

**Check:** Will this turn out? The racing driver critically checks the results of his photography on the Leica camera display again and again.



**Speed:** Lotterer took the winding roads into the hinterland, which rose steeply towards the Maritime Alps, in a courageous drift. With virtuoso control of more than 600 PS.

His late father, Henry, instilled in him both passions — Porsche and photography. André Lotterer was born in Duisburg on November 19, 1981, coincidentally on the Monegasque national holiday, and grew up in Belgium. “My father owned a racing team that participated in track and rally racing. There were times when he took me to kindergarten in a 911 SC/RS, a formidable car from the Group B era.” It was in the eighties that his father also returned from touring car racing in Japan with a complete camera setup. “A Minolta, and of course with film — I was his model, especially on the go-kart track,” recalls Lotterer, who won the junior go-kart world championship as a 13-year-old. “Then my dad gave me one of his cameras for Christmas. But a few years went by where I was just too busy to take proper photographs.” After stints in Formula BMW and Formula 3, he was a Formula 1 test driver but did not secure a permanent cockpit. Yet he became a star in the Japanese Formula Nippon and the Super GT championship there — and in Tokyo, where he went on his first Leica safaris. From 2009, he

also competed again in Europe with Audi, achieved three victories at the 24 Hours of Le Mans and became endurance world champion in 2012. He has been a Porsche works driver since 2017, drove successfully in Formula E and is now chasing his ultimate goal in the World Endurance Championship with the hybridized 963: an overall Le Mans victory with Porsche. In his private life, he alternates between living at his picturesque property in the Provençal village of Gordes and in Monaco.

After parking his Carrera GT, he sets off by foot, up to the Prince’s Palace and through the narrow streets of Monaco-Ville. Like a paparazzo, he points the camera at his own apartment in the Fontvieille district from here. “35 millimeters is my favorite focal length,” he explains, “but it’s not right for this distance.” The next destination is the “solarium” — a public sea access adjacent to the harbor. A few men are hanging out on the concrete steps. “It’s like a scene from an old film,” says Lotterer. “Nobody has a smartphone in their hand, they are just talking and having a good time.” Click.

**Timing:** It takes significantly longer to find the right place and moment for a picture than it does to choose the completely natural-looking lines in tight turns.



Lotterer knows the famous racetrack from the perspective of the Formula E cockpit. After the Sainte Dévote church at the end of the start-finish straight, we turn right uphill towards Casino Monte Carlo. Lotterer sees Anish Kapoor’s sculpture in front of perhaps the most famous casino in the world as an experimental area: a concave mirror distorting tourists beneath stormy clouds. Click. “My handling of light,” he admits, “needs to get better.” Lotterer leans over the railing on the rooftop terrace of the Fairmont Hotel, formerly known as Loews, which was named after the hairpin turn below it. For a while, he waits for a gap in the traffic. “Most modern cars,” he says, “just get in the way of the picture. If a historic



**Lotterer doesn’t want to call himself a photographer (yet) — despite the enthusiastic response to his remarkable photographs, which he posts on his Instagram channel @leicapilot.**

**André Lotterer finds a certain softness and a lot of life in Leica images. He crowns our exclusive Monaco foray with a photo full of stripes.**



vehicle with a lot of chrome came along now, it would be something completely different." In front of the Dior flagship store, an old Beetle does him this favor. Click.

For Lotterer, timing is just one of the parallels that he draws between photography and racing. "In order to get through a turn perfectly, everything has to be right: brake point, line, speed, gear and engine speed, steering angle, every setting on the race car. In a photograph, it's about light, sharpness, exposure time, aperture, and, of course, the choice of composition." It's all about technology and precision for him.

The 42-year-old photographs analog, digital, color and black and white. To this day, he still finds it particularly exciting to take photos on film with his old M6. "You need to concentrate on your subject even more intensively. And the photos have a special charisma." If he can't wait for the film to be developed, he does it himself. "I don't have a darkroom, but in a special container with developing fluid it's not

difficult. However, printouts of scans are not the same as a high-quality print from the laboratory." One of these hangs in a large format frame above his sofa in Fontvieille and shows a pit lane scene with a Porsche 917; he shot it in Laguna Seca at the Porsche Rennsport Reunion. The image demonstrates what he appreciates about Leica photos: "They carry a certain softness and a lot of life."

On his Instagram channel, @leicapilot (pun: like a pilot), he posts scenes of historical cars, as well as an alternating array of picturesque landscapes, sensitive portraits and typical street photography. Lotterer talks about his admiration for Henri Cartier-Bresson, the French master of black and white photography, takes a Helmut Newton photography book from the shelf and raves about Rainer Schlegelmilch's Formula 1 photographs.

The break is over and André Lotterer still has a location in mind. The security guard kindly opens the barrier to the harbor pier

for him, where he parks the Carrera GT. In the background, evening descends over the city. La Turbie towers above it. Click. He has composed a photo to summarize the whole day. "But hopefully it will turn out," he says. "I'm not a professional behind the camera."



Scan the code to watch the "Making of" video. [porsche.click/LeicaMakingOf](https://porsche.click/LeicaMakingOf)





# IN THE DARKNESS OF THE NIGHT

Text: Gerald ENZINGER Photos: Adobe Stock / zhu DIFENG,  
Juergen TAP, PORSCHE AG

**You are racing towards a black wall. The lights that are supposed to show your way are deceiving you. You are chained in by your seat belt, moving at breakneck speed through a void, disoriented and surrounded by an immeasurable uncertainty. Matt Campbell is particularly good at racing cars at night. The Porsche works driver takes us into the thrill of the darkness.**

If it is also raining, the windows of your speeding projectile traveling at 300 km/h will be wet on the outside and fogged up on the inside. You are flushed with awe and at the same time dancing on wheels that are too cold and therefore too slippery.

The doom that can end your race is just one small mistake away — but if you can avoid that one mistake for some hours, you will be a hero that night. Maybe for your entire life.

Racing at night and in the dark is the supreme discipline of long-distance racing. It is the time when legends are created and stories are told for future generations. If racing is life, then this phase between sunset and

sunrise mirrors your wild years between longing and uncertainty, sometimes extroverted, sometimes solitary. The path is frightening and sometimes with little foresight. No artificially illuminated Formula 1 “night” race, which is usually more of an evening race anyway, is comparable to the true darkness of the night that drivers must traverse on the Nordschleife or at Le Mans. This goes against all reason and often against all the well-practiced mechanisms that are practiced during the day.

Racing at night. That requires instinct. That requires courage. But also science, discipline and technology, which is only possible with teamwork. At night, both

hemispheres of the driver’s brain are highly active, while during the day, one is primarily at work. No wonder: Your senses have to be particularly sharp when you are often flying blindly towards the next turn, the next chicane, the next danger.

The night gives birth to special masters of their craft. Racing drivers who are considered particularly fast in the dark. Like Porsche works driver Matt Campbell. The Australian has earned a reputation as one of the best night racing drivers in the world, including on the Grünen Hölle (Green Hell) of the Nordschleife. “Our cars competed very closely together from 9:00 p.m. to 6:30 a.m. the next morning. And all this under the most adverse

**In the setup phase, the goal is to optimize the car for peak performance by the end of the 24 hours. This involves making compromises overnight, given that the current condition of the race car is not reaching its optimal performance level.**



conditions, truly challenging and flying through a field of much slower cars, forcing you to be fully alert and focused every single second. A treacherous affair."

What advice does he give his fellow racers who still have their first kilometers of racing ahead of them in the dark? "There is no one ultimate tip because it varies from route to route. But what is important everywhere is that you really prepare meticulously for the night during the daylight, learn your braking points well and be able to find them even in the dark with little orientation. On the one hand, reference points are difficult to find and, on the other hand, they are not always the same in practice, but you should have a good overview of everything that is there."

"Every driver has different preferences when it comes to positioning themselves so that they can see as well as possible and feel comfortable. But good preparation is important here too," says Campbell.

But there is something to keep in mind, especially at night, that makes long-distance racing special. "Your car is constantly changing throughout the entire race, the condition, the weight, the tires and their temperature." There is also the seldom considered fact that "In 24-hour races, the setup is usually configured to ensure that the car is in perfect

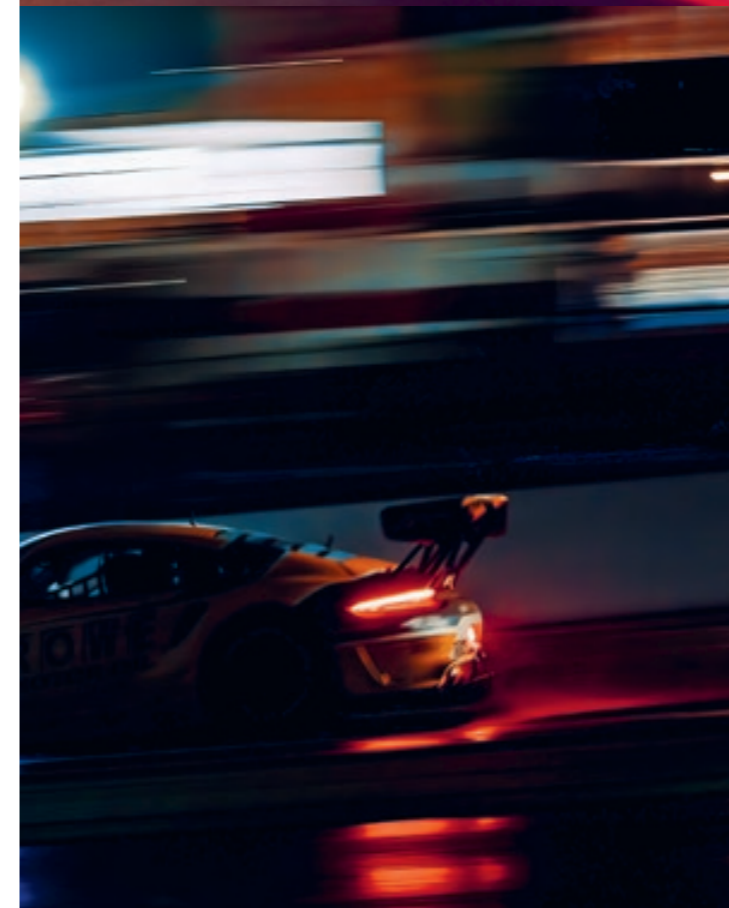
and optimal condition at the end of the race, because many decisions are still made in this phase. But that means that you have to make compromises for the middle part of the race — and if the race starts in the afternoon, as it often does, then the night is the part of the race in which the race car is not at its best. That makes everything even more challenging."

Every track also has its own pitfalls. Bathurst has walls that seem threateningly close in the darkness during a short stint and are particularly close; at the Nürburgring, the enormous differences in speed between the individual participants are difficult to calculate, especially at night, even in the leading group, because there are many different strategies and not all opponents are always in the same phase as you.

Physically, every effort is made to ensure that the drivers stay fit throughout the night. For factory teams like Porsche, it has been standard practice to provide the drivers with the best possible medical preparation and care. Porsche racing doctor Dr. Jürgen Lindemann and his team try to respond to the needs of each individual driver, and the drivers appreciate that. "Every athlete is a professional and has found the best method for them over time," Campbell says. He is also aware that at night, drivers' individual strengths and needs are even more



**Full screen mode.** During the night, heightened activity occurs in both brain hemispheres, driven by the necessity to sharpen all senses.



**The solitude of the long-distance driver.** In a high-speed flow through the darkness of the night.

**The glow in the silence.** Car races can have very quiet and intimate moments, but it remains a "candlelight" dinner with danger.



unique. The passion in and for the darkness varies significantly as well.

Experience is perhaps even more crucial here. For example, at the beginning of a stint in the dark, when the headlights should shine more into the turn and you have to change over in the first few sections, it feels like you're doing the opposite of what you learned to do during the day. "In other words," says the driver, "you will not quite end up where you actually want to go."

What is most beautiful in memory is rather scary at the moment it actually happens, when danger is present. "In a team sport like this, you obviously know that a small mistake at this moment can be fatal for the whole project, so your senses must be especially sharp and focused," says Campbell. The tension is great, but the enthusiasm for the moment should not be lost. "We start very early in Bathurst, which means the sunrise is just around the corner. The orange light that shines on you at a certain point is indescribably beautiful,

and each of the very few laps in which you experience it is somehow moving."

Bathurst, for all its risks, is also the track where local hero Campbell would like to experience a 24-hour race instead of a 12-hour race — through an entire night. "Although that would probably be extreme given the number of walls nearby, it would certainly have a special appeal."

This is how drivers who love the night and rushing through the darkness talk. Drivers who boldly plunge into what feels like a wall of darkness — and welcome the first rays of sunshine as newborn heroes "out of the dark". Because even the longest night comes to an end. But not the stories it has created. Like "Strietzel" Stuck, who won Le Mans in 1987 in the Porsche 962 after driving for 3 hours and 50 minutes during the night, four stints in a row, in the rain. "That was the best performance of my career. That night I understood that everything in life is possible." The night, a teacher for humanity.



03

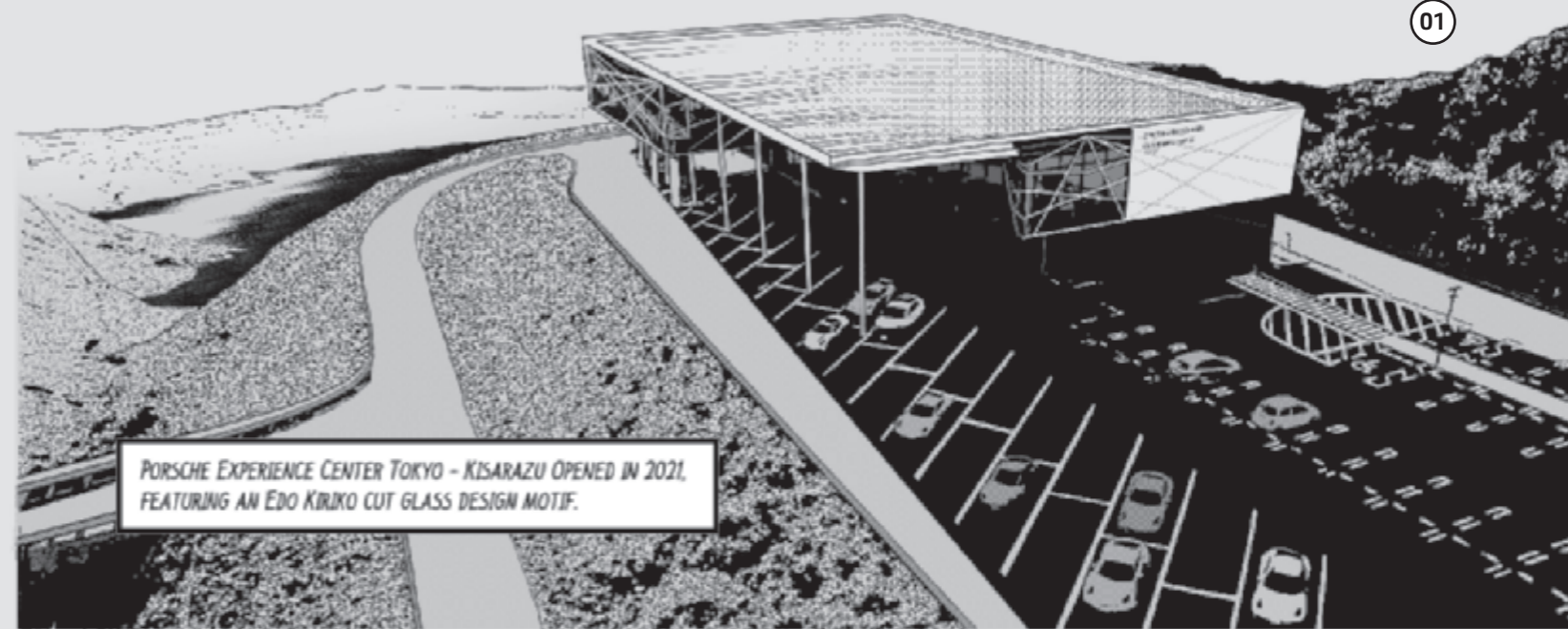
# FUN FOR A DAY — A LESSON FOR LIFE

When legendary Japanese racing driver Tetsu Ikuzawa meets his daughter Mai at the Porsche Experience Center Tokyo, a day full of fun and excitement is guaranteed.

Illustration: Phillip CARPENTER



04



01

PORSCHE EXPERIENCE CENTER TOKYO - KISARAZU OPENED IN 2021, FEATURING AN EDO KIRIKO CUT GLASS DESIGN MOTIF.



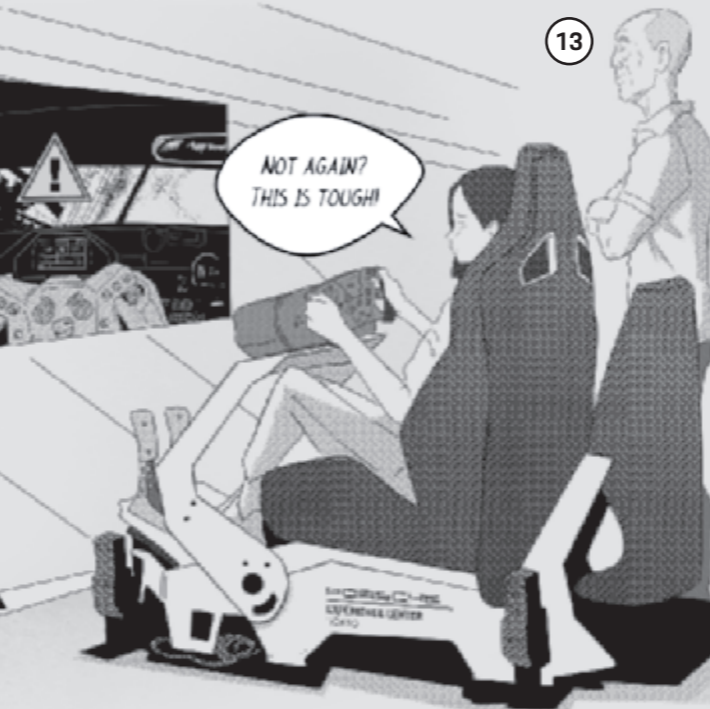
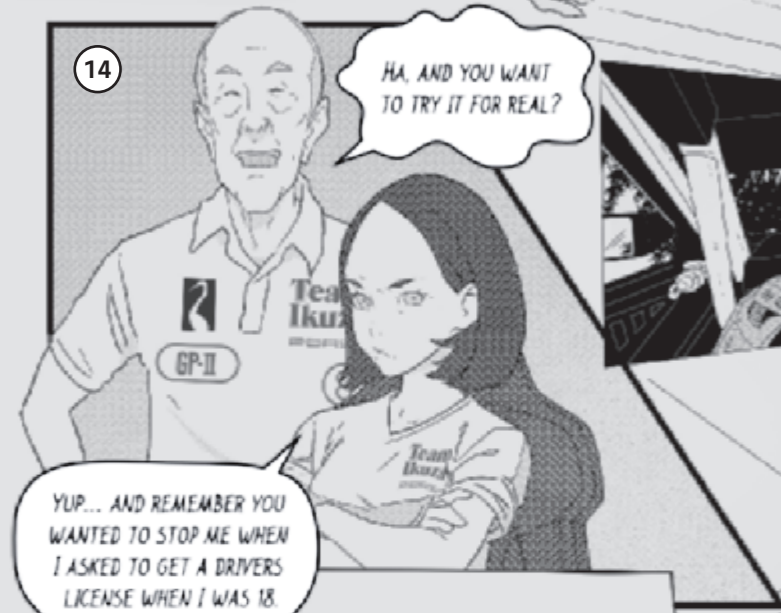
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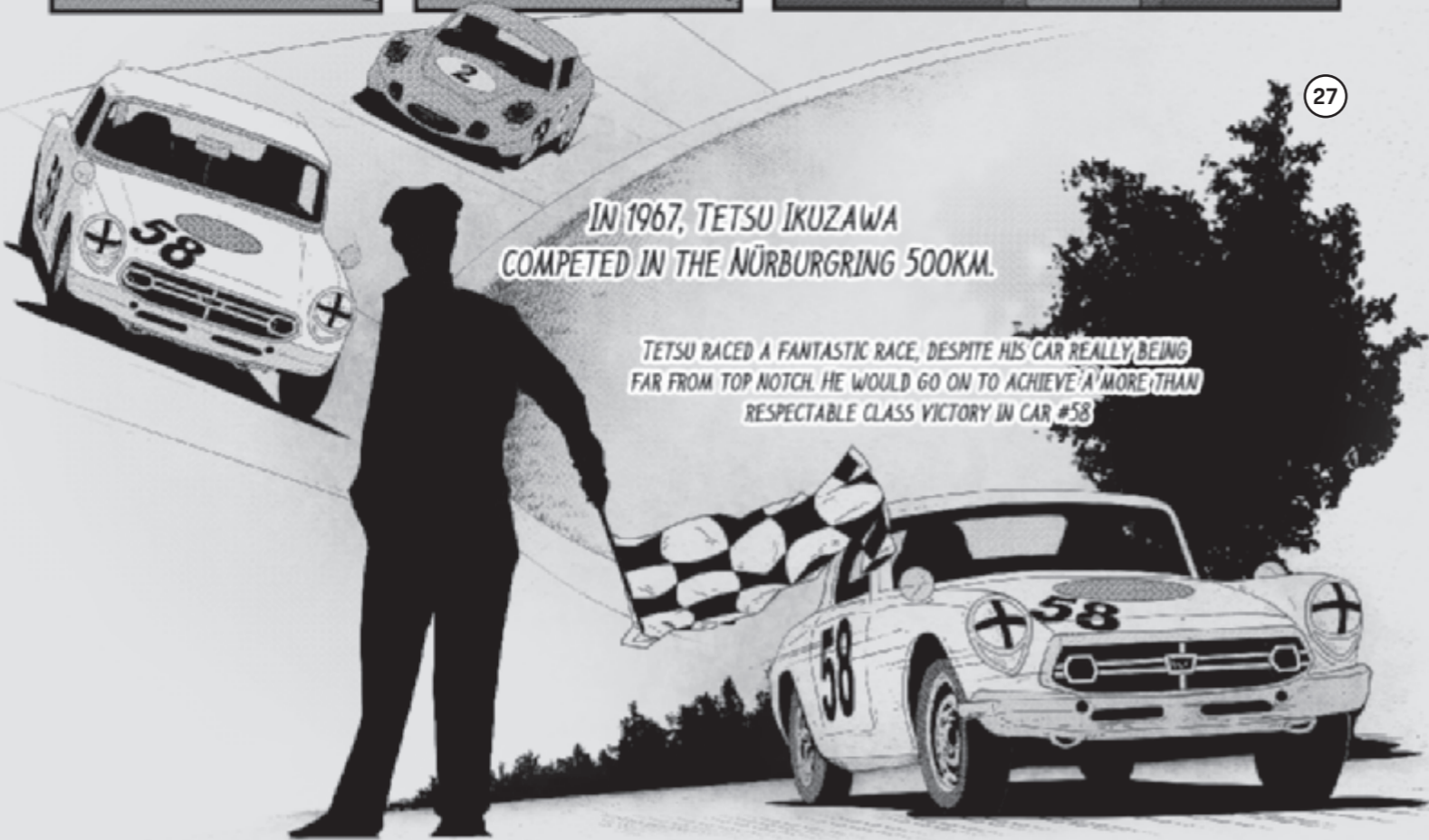
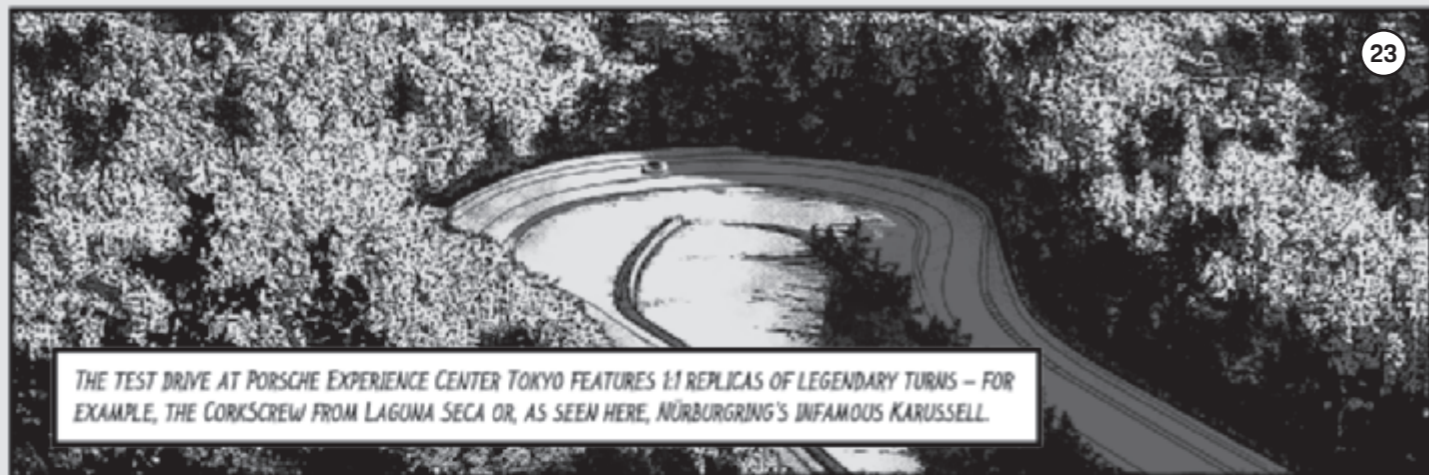
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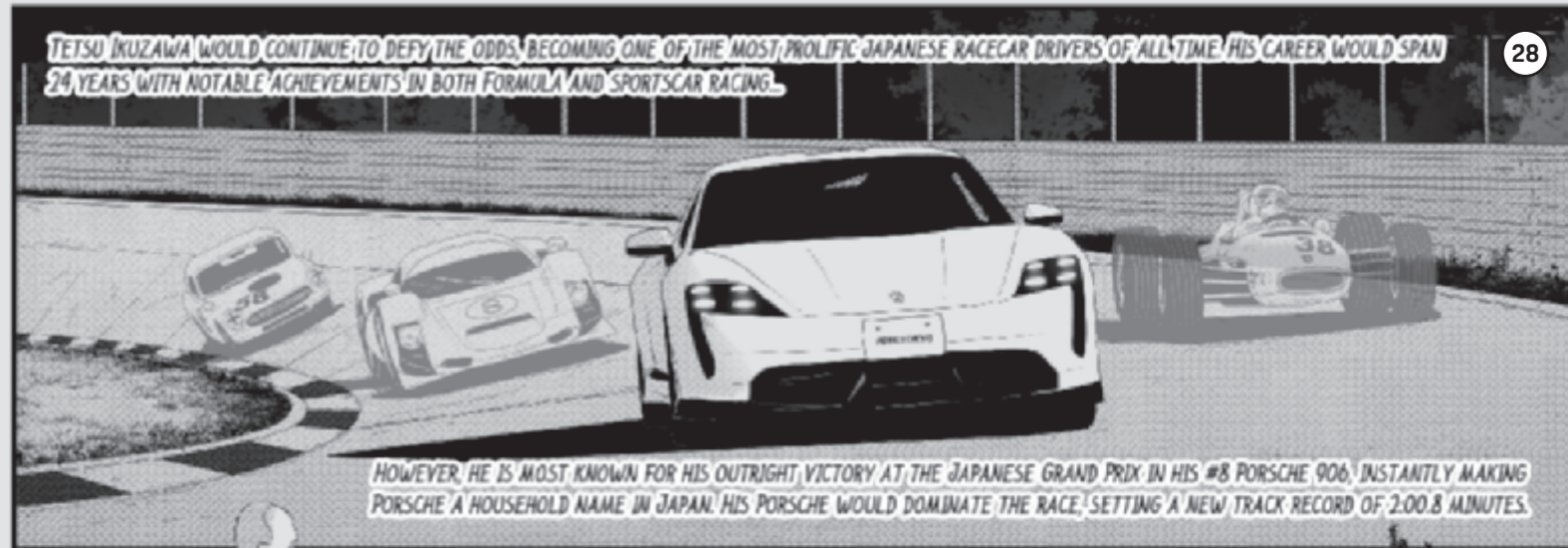
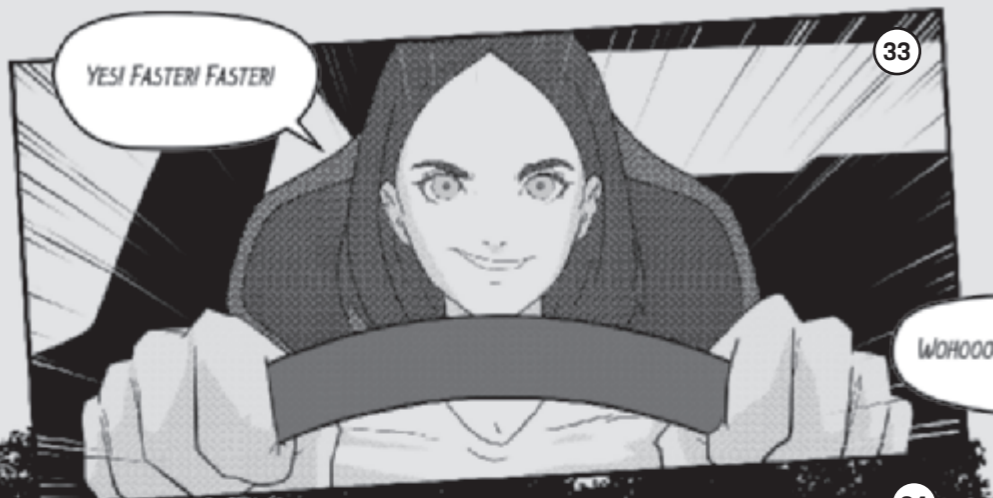


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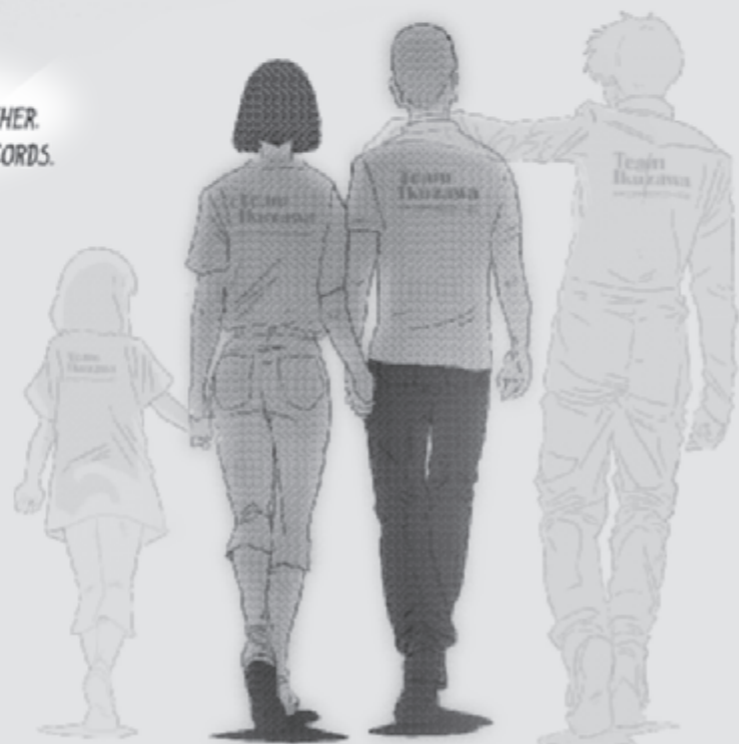
In keeping with the original Japanese format, this manga is meant to be read from right to left, starting in the upper right corner.







AT THE END OF A DAY, ANOTHER GREAT EXPERIENCE ROLLS INTO THEIR COLLECTIVE MEMORY. DRIVING BRINGS PEOPLE TOGETHER. CREATES NEW STORIES. EVEN WITHOUT AIMING FOR NEW LAP RECORDS.



Now scan the code with your cell phone and experience Tetsu and Mai Ikuzawa on the handling track at the Porsche Experience Center Tokyo. [porsche.click/ikuzawaVideo](https://porsche.click/ikuzawaVideo)



# Speed runs in the family

PEC TOKYO: A HANDLING TRACK FOR CONNOISSEURS.



43 HECTARES FOR PORSCHE FANS.



Tetsu Ikuzawa's active motor racing career may be over, but it is absolutely impossible to keep arguably the most legendary racing driver in Japan away from fast cars and challenging tracks. It seems to be an integral part of his DNA — and apparently also that of his daughter Mai Ikuzawa. We had just experienced this in manga, and then we were also able to witness it when the two of them met at the Porsche Experience Center Tokyo.

At the age of 81, Ikuzawa's sharp mind can look back on a long career on the fastest tracks in the world. He was the first Japanese person to ever drive the 24 Hours of Le Mans and he also won the Fuji Grand Champion Series in 1977. But the most remarkable of all: his legendary victory in the Porsche 906 at the Japanese Grand Prix at the Fuji Speedway in 1967. You just don't forget something like that. You can't just leave something like that behind you. That is why the racing driver, also known for his penchant for eccentric clothing and dry sense of humor, was all the more pleased when the Porsche Experience Center Tokyo opened in October 2021. With its facilities, and especially its 2.1 kilometer handling course, it is poised to become a new home for this retired daredevil of Japanese motor racing.

### Aesthetics in the details

The youngest of the nine spectacular Porsche Experience Centers worldwide has a lot to offer him and all other Japanese Porsche enthusiasts. The facility extends over 43 hectares near the city of Kisarazu, directly connected to Tokyo by a spectacular bridge. But instead of simply landing in the Japanese wilderness like an alien spacecraft, the entire Porsche Experience Center was carefully embedded in the beautiful Japanese landscape. In Japan, people have always had an eye for aesthetics and details.

The location for the meeting between Tetsu Ikuzawa and his daughter, the designer Mai Ikuzawa, was not chosen by chance. This father wanted to show his daughter this exact handling route, whose special charms and challenges have long been known to her as well. Mai Ikuzawa is, unsurprisingly, also a car enthusiast. From an early age, she traveled with her father to the racetracks in Europe. Not only does she have a special relationship with her speedster father, but she is also able to assess what makes the PEC Tokyo track so special.

RACE SIMULATORS FOR EVEN MORE DRIVING PLEASURE.



### One unique element: the handling course

Over 2.1 kilometers, the course winds through the landscape, integrating famous corners such as the "Karussell" from the Nürburgring and the "Corkscrew" from Laguna Seca. The entire track carefully follows the contours of the Japanese landscape. Differences in height like this are not seen on many handling routes. And the lush vegetation around the "Karussell corner" does the rest to create true Grünen Hölle (Green Hell) flair. A mere 9,000 kilometers from Germany. The driving pleasure here is clearly written all over the faces of this father and daughter duo.



TETSU IKUZAWA



MAI IKUZAWA

### Attractions and enjoyment off the track

But the PEC Tokyo also has a lot to offer off the track and is open to all Porsche enthusiasts. During our visit, the special model "Porsche Cayman 718 Tribute to 906" was in the foyer, whose paint finish commemorates Tetsu Ikuzawa's victory in 1967. On the upper floor, Tetsu dares to get behind the wheel of one of the race simulators for the first time. But, to be completely open and honest, he does actually prefer driving on the handling course. Whereas Mai is more than just a nose ahead of her father in the simulator. The two of them have time for a relaxed lunch break full of culinary surprises in the "906" restaurant, with a menu created by Belgian Executive Chef Pascal T. Swerts. The "956 Café" is the ideal pit stop for a quick caffeine boost, a sandwich or a healthy salad between laps on the handling track. After that, they immediately head off for another lap. The day is still young.

"At over 2.1 kilometers, the course integrates famous corners like the 'Karussell' from the Nürburgring and the 'Corkscrew' from Laguna Seca."

## PORSCHE EXPERIENCE CENTER TOKYO

### TRACK



The Porsche Experience Center Tokyo is a place where you can maximize the true performance and instincts of a Porsche driver. Here, you will find a special route with a 3D structure, a first for the many Porsche Experience Centers worldwide. A brand experience facility is finally being created in Japan that is unique to Porsche, stimulating the intellect and the five senses. The landscape you see and the time you spend in this facility, the ninth of its kind in the world, are steeped in the essence of Porsche.

### HIGHLIGHTS

- Driving experiences
- Simulator laboratory
- Driving and dining: Restaurant 906 and Café 956
- Venues for up to 100 people
- Special programs



Scan the code for detailed information. [porsche.click/PECTokyo](https://porsche.click/PECTokyo)

Laguna  
Seca

# Legends of passion

In Latin America, motor racing is a religion. Three cinematic life paths that combine the urgent and the holy. Or, as one of them put it, "I wish I had two bodies so I could drive two Porsche cars at the same time."

Text: Gerald ENZINGER Photos: Kris CLEWELL



Fangio. Senna. The Rodriguez brothers. The legends of Latin America are among the greatest motor racing has to offer. The enthusiasm of their fans adds to this legend. They live and love the sport — love and life intertwine in devotion.

You can feel it at the Porsche Rennsport Reunion in Laguna Seca. Drivers, Porsche cars and turns like the iconic Corkscrew — here, the things that belong together are together. A melting pot fueled by the adrenaline and euphoria of car enthusiasts from all over the world. The phrase "racing heart" comes to life. We had a close look at three of these heroes of the

racetrack (which we also call a roller coaster here) during the Porsche Rennsport Reunion 7 — exploring their unique legends of passion.

It is by telling (and recording) stories that Alan Terpins earns the raw material for his very own life stories, and the necessary funding for them. The Brazilian lives in the US, where he produces advertising films and was also involved in major works such as the box office success, "The Lighthouse".

At Laguna Seca, he drives a 911 T/R and a 935. "It's thrilling to meet so many people like me here and to see how many ways there are to

#### 911 GT3 RS

Consumption data according to WLTP:  
Fuel consumption combined: 13.4 l/100 km;  
CO<sub>2</sub> emissions combined: 305 g/km; CO<sub>2</sub> class: G;  
Status 03/2024



**In the paddock of Laguna Seca, a Latin American attitude and old friendships create a special atmosphere.**

become enthralled by motor racing," marvels Terpins. He immediately picks up on our addition of the word "cinematic" following this sentence. "Good idea. You should make a TV series with all these episodes that happen here."

For Alan Terpins, his own story began early in the morning. "I always felt like I had to get up in the middle of the night to watch races in Europe on TV."

The transformation from fan to driver began with a VW Beetle and a driving license course — and two or three decades later it led to an unusual longing that torments the entrepreneur turned Porsche enthusiast. "I wish I had two bodies — then I could drive both cars here at Laguna Seca at the same time and I would not have to leave one in the pits. Or to be able to enjoy the spectacular additional activities here as a fan while my other self does the laps outside."

But he has long since fulfilled a more down-to-earth dream — he races in the Porsche Carrera Cup at home in Brazil. His good friend Dener Pires, who is also here in California, compelled him to do it. Pires is a professional racing driver and he organizes the Carrera Cup in his home country. Enthusiasts meet here to push their racing cars to the limit. Also, there is Dener, who does laps in a 914/6 GT and a 908/02 Spyder in Laguna, and recently fulfilled a childhood dream in Le Mans: He drove in a car with Nelson Piquet. Thanks to racing, the idol of his youth has become his friend. "There are few things that unite us as much as our love for beautiful and fast cars," smiles Pires. "His" Carrera Cup is popular, thanks in part to its strong interaction with the Porsche Track Experience program.

"This gives many drivers the chance to really enjoy racing. Once you have had such good training, you immediately feel more comfortable in the car and can really soak up the atmosphere," Pires says.

The third man who we are zooming in on in Laguna Seca, shares a similar perspective. He is Francisco Guzman, who everyone calls "Pancho". Together with his wife, the President of the Porsche Club Mexico is always surrounded by friends and companions in the paddock, which is not only due to the excellent bread with avocado that the couple serves — but above all because of their friendliness and their enthusiasm for motor racing. You can listen to Pancho's impressions of life and his experiences on the gray asphalt for hours. "It is a sport that you can breathe, smell and hear."

When Pancho Guzman talks about Porsche in connection with Laguna Seca, he repeats words with similar meanings. He speaks of religion, of a holy experience, and about pure magic.

He especially feels this magic at the beginning of the day, early in the morning, when Pancho is one of the first to go onto the track in 1960s

**For professional racing driver Dener Pires, few things foster such a strong connection as the love for beautiful and fast cars.**



**Fiesta Mexicana.** For Pancho Guzman and his wife, a good time in the paddock with friends is at least as important as a good time on the racetrack.



**There are many ways to reach a destination** — producer Alan Terpin's passion led him from a VW Beetle to the Carrera Cup.



**Best buddies** — Alan Terpins and Dener Pires meet in historic races and drive the Carrera Cup in Brazil.



**Clear the track.** The most exciting moment for the active participants at the Porsche Rennsport Reunion is when it finally starts.



racing cars, shortly after sunrise and in the rain. A 360-degree spin into the dirt is just as exciting as the race to catch up that follows. Or, as he calls out in his Mexican accent, almost praying, "Recovery, recovery, recovery."

He loves to share this happiness and this experience of catching up with his fans who have traveled from home. But for the emotional Guzman, racing is not just a passion, but also lifelong learning.

The most beautiful and exciting form of education is that on the gray asphalt. "That is why I like being among my peers in the Porsche Track Experience, for example. This experience makes you better, it makes everyone a better driver. It is not easy to drive such high-performance cars. This makes the impressions of a program like this all the more important." Then he pauses briefly to create a moment of tension through the sudden silence: "The only thing that bothers me about the

Porsche Track Experience is... that it does not happen more often." He then laughs loudly.

It is the laugh of someone who lives and loves in the moment: "There is only one thing that is bigger for me than the Porsche Rennsport Reunion. That was when I drove the Classic 24 Hour at Daytona with my two youngest children. It is so nice to be able to experience something like this and to see that our passion is omnipresent in the next generation. People will never lose their passion for racing." And on Porsche, "Porsche took part in the Carrera Panamericana for the first time in 1952 and these two Spanish words are now part of the brand's history in other contexts too. No wonder we feel so close."

He also frequently travels in Europe with his cars, alongside his wife. "A Porsche is built to be driven throughout its entire lifespan. I will always drive it where it belongs: on the racetrack."



**Pancho Guzman** brought his 550A Durlite Special Spyder to the Porsche Rennsport Reunion. A rare, unique car that he nevertheless does not spare on the track.

Frauscher



PORSCHE

# All aboard!

for Porsche on the water



Text: Elisa WEBER Photos: Klaus SCHWAIGER

**In early October 2023, Porsche and Frauscher Bootswerft presented the first series-production model of the 850 Fantom Air. The jointly-developed electric sports boat with the drive technology of the upcoming Porsche Macan Electric was ready for its first test runs on Lake Garda.**

October in northern Italy, 26 degrees and brilliant sunshine. We're lucky. Only the "Vento" stirring up the waters of Lake Garda from the north is challenging us. But it is not strong enough to impress the eFantom. The skipper carefully pushes the thrust levers forward. The front rises, and is ready for the interplay between water and machine. Engine noise? Non existent. Instead, there is enough power to switch to dynamic planing after just a few seconds. Almost effortlessly, the hull cuts through the short wave. Experiencing Porsche on the water was the plan for the next few days.

In Italy, potential customers and international press representatives had the first opportunity to test the new Frauscher x Porsche 850 Fantom Air electric motor sports boat on Lake Garda. The eFantom is based on the Frauscher 858 Fantom Air day cruiser, the hull of which it has externally adopted, almost unchanged. "This boat is the result of a great collaboration between two passionate companies with strong traditions and high standards of innovation," said Detlev von Platen, Board Member for Sales and Marketing at Porsche AG. "The eFantom offers everything that Frauscher and Porsche products have always promised: outstanding performance and luxurious experiences, high quality and exclusive, timeless design."

On the Porsche side, Philip Ruckert played a key role in the collaboration with Frauscher as project manager for the eFantom. What's special is that the Frauscher x Porsche 850 Fantom Air uses components from the Premium Platform Electric (PPE), on which the new Macan will also be based. Vice President Product Line Macan, Jörg Kerner, explained, "We have adopted the components from the electric drive of the upcoming Macan one-to-one. With its own housing and



adapted to attach it to the boat, of course." He continued, "The drive is the most powerful electric motor we have." "There has never been anything like it before. It usually takes a good ten years before something from the automotive industry can be adapted to the boat industry. The eFantom will shake up the boat world," added Stefan Frauscher, Managing Director of the Frauscher shipyard. For him, the entire event was an absolute highlight of his professional life, he recounted, beaming.

And it's more than the boat's power that comes from Porsche – its design is also unmistakable. Studio F. A. Porsche played a key role in designing the interior of the eFantom. The frameless windshield is made of tinted acrylic glass, behind which sits the instrument panel in high-gloss Black. The side ends are designed as winglets – stylistically based on the interior of the Porsche 911 and at the same time a grab handle. Five analog gauges with characteristic Porsche graphics show all the essential data and create the impression of a sports car. The eFantom is controlled by a characteristic Porsche steering wheel made of materials optimized for nautical use. The start button is to the left of the steering wheel, just as you would expect in a Porsche. And the designers have also added a Porsche signature to the cockpit seats. With their raised backrests, integrated headrests and embroidered crest, the seats are inspired by the sports seats of the road vehicles.

Klaus Czymoch, project manager for Beyond Automotive & New Platforms, who planned and organized the event with his team and Frauscher colleagues, emphasized "It was clear from the beginning that a truly special setting would be needed to appropriately celebrate



**Against the current with electric current:** an impressive 45 kilometer range at cruising speeds and more than 100 kilometers range at a relaxed trawler speed.



**“The eFantom offers everything that Frauscher and Porsche products have always promised: outstanding performance and luxurious experiences, the highest quality and exclusive, timeless design.”**

Detlev von Platen



**Fast charging at a high level:** Charging power of over 250 kW makes it possible to charge from 10% to 80% in under 30 minutes.



**Premiere on Lake Garda:** The electric version of the Fantom Air was ready for test drives in northern Italy.

the world premiere of the first 'Porsche on the water' and offer guests a thoroughly unique experience. For the guests, this meant testing the eFantom at a perfect destination and enjoying a top event in the evening with the best cuisine from the three-star restaurant Da Vittorio, stimulating additional activities and a wonderful ambience — as is characteristic of Porsche.” After the test drives, both the guests and the Frauscher x Porsche 850 Fantom Air went to the Design Hotel and Resort Eden Reserve, a luxury resort in Gardone Riviera. Loaded onto a truck with a crane, the sports boat was maneuvered over winding streets to the resort and staged for the evening as part of the event.



A little preview for the guests of the Porsche Experience? “Perhaps in the future there will be a Porsche Travel Experience where guests can experience the Frauscher x Porsche 850 Fantom Air themselves on the water,” explained Christian Lehwald, Head of Porsche Experience & New Platforms, sparking enthusiasm for future travel destinations.



Scan the code to experience the Frauscher x Porsche event in video.  
[porsche.click/eboat](https://porsche.click/eboat)





# Discover, share, enjoy

Text: Heike HIENTZSCH Photos: Sebastian STÜCKE



**Up for a joyride? The ROADS by Porsche app delivers the most beautiful routes in a matter of seconds — worldwide, conveniently and free of charge.**

Gampen Pass, Jaufen Pass, Stelvio or Gardena Pass. When you book the Porsche Travel Experience Alpine Performance, you are guaranteed to experience the most beautiful mountain roads with the most exciting combinations of turns. The experts know every braking point and scenic view. You can fully immerse yourself in driving pleasure without having to concern yourself with organizational matters. If you are traveling alone, things are different. Sure, many legendary routes have ready-made signs — such as Route 66 and the Pacific Coast Highway in the US or the Great Ocean Road on Australia's south coast. But what if you have an hour to spare and would like to go on a picturesque, challenging trip right outside your doorstep?

Wouldn't it be nice to have access to the most beautiful routes and the insider knowledge of the Porsche Travel Community anywhere in the world? Marco Brinkmann asked himself this question a good six

years ago. The creative head of the digital department of Porsche Marketing came up with the answer to this in the form of an app. From the idea emerged a plan, which turned into a solution. *ROADS by Porsche* went online back in 2019. "The app is intentionally not called Porsche *ROADS*," emphasizes Brinkmann, "because everyone can participate and contribute, not just our customers."

*ROADS by Porsche* has now developed into the brand's largest community platform. Around a quarter of a million people are already registered and the number is increasing every day. The 41-year-old has identified three things that this target group of aficionados and enthusiasts needs: firstly, a car, secondly, a fantastic route and thirdly, time. The third ingredient in particular is often lacking in everyday life. Planning a route yourself can be tedious. Maps, whether analog or digital, also leave many questions unanswered. For example:

What are the roads like? How long will I actually be on the road? What does the elevation profile look like and what is there to discover along the way?

More than a million routes from all over the world have been created using the app. These include, of course, many routes perfectly developed by the Porsche Travel Experience, but mostly absolutely unique routes suggested by passionate drivers. "The route intelligence in the background is the absolute highlight of *ROADS by Porsche*," notes Marco Brinkmann enthusiastically. "The features are unique." What environment do you like best? Choose from the Forest, Water, Mountain and Rural options. How much time do you have available? Just click. Do you prefer mountains and valleys? Would you like to enjoy some turns or would you rather go full throttle? Just click. Local points of interest are included. "Ease of use was at the top of the list during development," confirms Brinkmann.



**A smart tool for connoisseurs:** More than one million routes from all over the world have already been generated with the app. Everyone can benefit from it. And everyone can contribute to it.





So, how does it work? After downloading the app for free from the App Store, registration takes less than a minute. If you like, you can enter your own personal driving preferences in the app.

As soon as you choose your location, route suggestions appear. Each tour includes information about the total travel time, the average speed and the elevation profile. A percentage shows how well the route fits your preferences. Descriptive hashtags characterize the featured trip. And the highlight: You can set out right away with the 3D aerial tour. This is also a fun way to explore areas you may never travel to. In the animation, the route is embedded in the landscape from a bird's eye view. Your vehicle moves along as a small red dot, while the elevation profile and real time run along at the bottom of the screen. You see all the towns, forests, meadows, lakes, beaches, castles and palaces. And thanks to the built-in CarPlay-compatible navigation, the route can of course be driven right away.

The extent to which further tour information is available depends on the creator of the route. "Some members of the *ROADS* community put in a lot of effort and add descriptions, photos and recommendations," says Brinkmann. Porsche often enriches the community with content from the Porsche Travel Experience or editorial articles from the Porsche Christophorus Magazine. More than 1,000 sights around the globe have already been described in *ROADS by Porsche*.

The *ROADS* community thrives on initiative and sharing. If you want to create your own route, you can choose from the Discover, Plan and Import functions. For Discover,

the app suggests a new circuit — based on the selected starting point and the desired travel time. With Plan, you can enter a destination and up to 20 stopovers, from which *ROADS by Porsche* generates an exciting route experience. If you want to adapt an existing route, you can import and edit it. Every newly created route can be saved in your own profile — or shared with the entire community. "Of course, the groups in *ROADS* are also exciting in this context," says Brinkmann, referring to another feature. Groups can be created by anyone. Depending on your preference, they can be public, protected or private. While protected groups are found in the search function, the

third option of private groups does not even appear. They are closed rooms for personal sharing among friends.

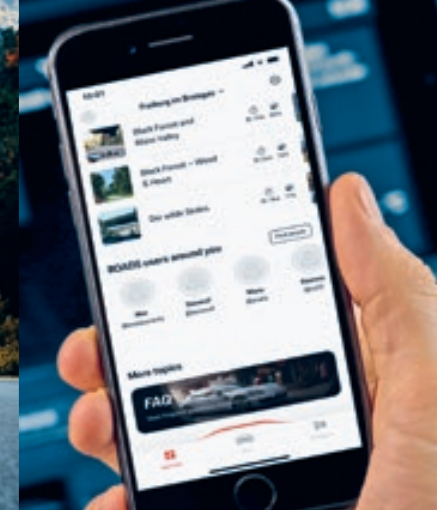
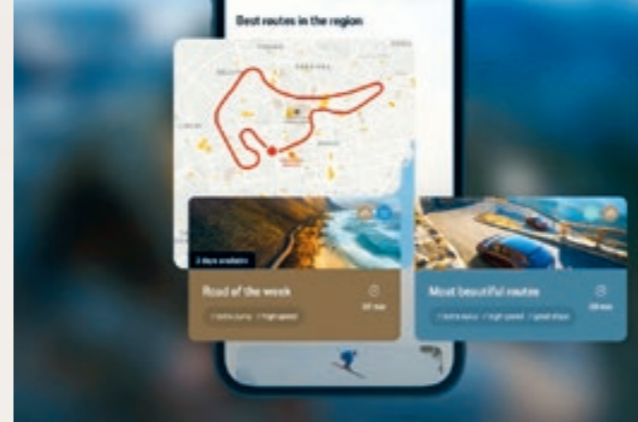
All functions and the effortless ease of use of *ROADS by Porsche* serve only one goal: to collectively experience even more passion for driving. "As a community, we are creating the world's best catalog of epic routes," says Brinkmann happily.

By the way: The Apollo Bay Trip from community member Filmmy1s actually takes you from Melbourne to the famous Great Ocean Road in Australia. However, not directly, but 250 kilometers through the rural outskirts

of the city, passing through vast fields and over wooded hills up to 600 meters high and then down into one of the most beautiful Pacific bays. This route is not in any travel guide and is not signposted either. It is one of hundreds of thousands of insider tips from the *ROADS by Porsche* app, in which a global community complements the highly professional world of the Porsche Travel Experience. Digital and unique.



Scan the code to access the app. [roads.porsche.com](https://roads.porsche.com)



**Spontaneous community:** With just a few clicks, precise route information can be accessed, created and shared. Including a 3D aerial tour on your smartphone.





Located on a ridge between the north and south ramps of Grossglocknerstrasse, the newly renovated "Mankeiwirt" with its magnificent panorama has been inviting Porsche fans from all over the world to visit since last spring. Welcome to Porsche Heights!



# THE PEOPLE make the Party!



Meeting point for Porsche fans at 2,262 meters above sea level: The "Mankeiwirt" has been completely renovated in brand new splendor.

Text: **Berthold DÖRRICH** Photos: **PORSCHE AG**

Every spring, the same sight can be seen on the Grossglockner High Alpine Road: blue, archaic-looking monsters eat their way up switchback after switchback through meter-high snow. Only when they have made the road passable do people follow to uncover what was hidden under meters of snow during the long winter. Their huts start to awaken from hibernation. One of them since last year: F.A.T. MANKEI.

For drivers from all over the world, the road during the short summer months is much more than just a connection between Salzburg and Carinthia. With its 36 bends up to

the Edelweiss Spitze at almost 2,500 meters above sea level, it is one of the most legendary Alpine roads of all and the highest road in Austria. It is also one of the big highlights every year for the guests of the Porsche Travel Experience Austrian Alps.

Since it opened in 1935, the Grossglockner High Alpine Road has also been a challenge for the developers of new vehicles. Ferry Porsche was one of the first to use the 48-kilometer-long mountain road for vehicle testing when developing the Volkswagen. In 1938, the Auto Union racing cars he developed conquered the summit of the

Grossglockner Grand Prix in record time. As a kind of "red line" between Gmünd in the south, where the first Porsche was born, and Zell am See in the north, home to the Porsche Design Studio by F.A. Porsche, there is hardly a road in the world that boasts more "Porsche DNA". And so it didn't take much convincing for Ferdi Porsche, Ferry Porsche's grandson, to create a very special place for Porsche fans right here, reflecting much of his generation's attitude to life.

One of the last huts that the huge blue snowplows reach every year is the Fuschlerlacke, a former inn popularly known as the

“Mankeiwirt”. With a great panoramic view at 2,262 meters above sea level, located on the ridge that connects the north and south ramps of the pass road. Ideal for taking a break between the ascent and descent. For Ferdi Porsche, it was a unique opportunity: “The redesign of the hut, which burned down in the 1980s and was then rebuilt, was a great opportunity to bring together my passion for cars and architecture.” The buildings – one of them an ultra-modern pavilion, in which a constantly changing showroom vehicle will be on display – blend harmoniously into the surroundings in the middle of the nature park. Designed by Ferdi Porsche and his colleagues

at Steiner Architecture, the pavilion is made of ingeniously layered natural wood, which ages at different rates. Porsche accompanied the opening of the restaurant and café with a varied program: as part of “Porsche Heights”, a number of Porsche icons –both people and cars – met with Porsche fans, some of whom had traveled from as far away as the USA. Many took the opportunity to take a ride in one of two 911 GT3 RSs piloted by professional drivers from the Porsche Track Experience.

For Ferdi Porsche and F.A.T. International, the opening was just the beginning. “The idea is for people to make the Mankei their

own and plan trips here themselves. That we always do cool events up here, even beyond the car, maybe ride up here on a bike, invite chefs to cook here, or just enjoy a spontaneous party with friends.” He believes that for many people of his generation, Porsche is above all an attitude to life, for which he would like to offer a platform with Mankei. “I believe that people want to identify with the culture that has built up around the Porsche brand, to be part of it. I think it’s great that the Porsche brand is open and has understood that.” Because of course Porsche is always about cars. But, says Ferdi, “It’s the people who make the party”.

**“Porsche is an attitude to life for many people of my generation. Mankei offers them a platform to embrace this”.**

Ferdi Porsche



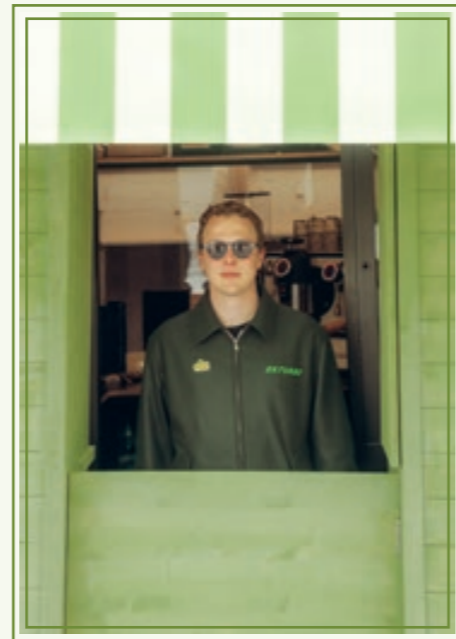
Porsche brand ambassador Aksel Lund Svindal clearly felt comfortable in the alpine environment.



There was little to do for the Austrian police – the historic Police 356, on the other hand, attracted attention.

**911 GT3 RS**

Consumption data according to WLTP:  
 Fuel consumption combined: 13.4 l/100 km;  
 CO<sub>2</sub> emissions combined: 305 g/km; CO<sub>2</sub> class: G;  
 Status 03/2024



The host was omnipresent – even at the checkpoints where visitors were welcomed at the foot of Grossglocknerstrasse.



The opening weekend already felt like a big community event for Porsche enthusiasts from all over the world. Ferdi Porsche welcomed his guests – including his father, Wolfgang Porsche, who obviously also enjoyed the atmosphere on site.





#### 911 GT3

Consumption data according to WLTP:  
Fuel consumption combined: 12.9 l/100 km;  
CO<sub>2</sub> emissions combined: 293 g/km; CO<sub>2</sub> class: G;  
Status 03/2024

# Track Experience



## 118 50 YEARS OF EXPERIENCE

The "Porsche Sportfahrschule", the forerunner of today's Porsche Track Experience, is celebrating its 50th birthday. Its passionate evolution led to the diverse program that is available today.

## 132 SHIFTED

A small sample of the thrilling novel *Shifted*, the first book in a racing series by Amazon best-selling author Lori Matthews.

## 138 THE PASSIONS OF MISTER GT

Andreas Preuninger is the mastermind behind the Porsche GT models. What moves him personally?

## 142 LEGENDARY RACETRACKS THE THRILL OF SPA

Legendary Racetracks #3: Circuit de Spa-Francorchamps  
A racetrack more than a hundred years old, full of treacherous bottlenecks, long high-speed straights and the most breathtaking dip in racing history.

## 150 WHEELS + MEALS IN THE GARDEN OF EDEN

After spending intense hours at the Circuit de la Comunitat Valenciana Ricardo Tormo, an exciting day for Fakhraddin Mirzoev and Mike Alonso comes to a close in the paradise of the Ribera's family enchanted orange grove.

THE SCHOOL OF COOL  
**50** YEARS  
PORSCHE TRACK EXPERIENCE

**Happy birthday!**

The "Porsche Sportfahrschule" was founded 50 years ago. It is the nucleus of today's Porsche Track Experience. At the same time, the decision to create the "Porsche Sportfahrschule" was also born out of enthusiasm. Because even back in the days of the Porsche 356, it proved true: those who can handle their sports car properly simply get more out of it. The development of the Track Experience into the diverse program it is today has been an evolution brimming with passion.

Text: Heike HIENTZSCH Photos: PORSCHE AG  
Historical research: Jürgen GASSEBNER





"In 1956, at a small racetrack in Thompson, Connecticut, eighty percent of the participants were average American drivers accustomed to huge engines and automatic transmissions. For them, our delicate sports cars with manual transmissions, clutches and comparatively sophisticated engines were completely new territory. It was incredible to see what some participants were able to learn in a matter of two or three days. Suddenly, they were completely different drivers."

**Herbert LINGE (\*1928 – 2024)**

Legendary racing driver and Plant Manager at the Porsche Development Center in Weissach



"My first assignment was in Mugello in 1993. The organization was great and the atmosphere among the instructors and participants was very friendly. The program, which was perfect in terms of driving physics and technology, created an even stronger bond between the participants and the brand."

**Walter RÖHRL**

World Rally Champion 1980 and 1982

Driving pleasure thrives on skills. If you want to experience a Porsche intensively and, most importantly, safely, you have to be able to control it. Porsche veterans Huschke von Hanstein and Herbert Linge recognized this back in the 1950s. At that time, von Hanstein was both race director and head of PR. Linge would make company history as a works and test development driver and as plant manager of the Weissach Development Center. The first driving training with official Porsche participation dates back to 8 April 1954. Even in those days in Lugano, Switzerland, theory came before practice: inspecting the track on foot, noting the ideal line and braking points, then watching the professionals do their laps. After that, you would drive your own Porsche 356, practice and improve your speed. And of course there was plenty of shop talk over dinner together.

Around two years later, the first course in the USA attracted media attention by including a special treat in the program of activities: Porsche shipped a 550 Spyder to the east coast for demo laps. "We were able to impressively demonstrate what our small Porsche company at the time was capable of," recalls Linge, not short on pride. "The customers also wanted to be able to exchange ideas with us experts. And being able to ride alongside a racing driver like Graf Berghe von Trips was the ultimate experience for them."

So things continued happily with sporadic events that gradually become more and more sophisticated — driven by great enthusiasm, but still without an organizational structure. It was not until the first Porsche 911 Turbo, introduced in 1974, that the company had a real

need for driving schools. With 260 PS of power, 343 newton-meters of torque and a top speed of more than 250 km/h — the key data alone made anything previously seen on the road pale in comparison. But power and speed were not the biggest challenges. The legendary designer Hans Mezger incorporated the exhaust turbocharger, which had been highly successful in Porsche race cars, into the six-cylinder boxer engine of the 911. Correctly calculating the very abrupt onset of the powerful turbo boost requires some practice, especially when cornering and overtaking — especially on wet roads. Including operating instructions in the glove box was simply not enough to ensure that customers could handle this automotive powerhouse safely while also enjoying themselves. Porsche responded by initially providing handling training for the sales representatives. The official founding

of the Sportfahrschule for interested customers in that same year, 1974, was viewed as the logical next step. From 1980 until 2009, a woman was at its helm, Claudia Schöffner. Even as a little girl, she preferred her brother's toy cars to any doll. She completed her training as an industrial clerk with her dream brand Porsche and ultimately ended up in sales promotion.

If we take a look back at everyday office life back then in the mid-1980s, lean management was the credo for a company in serious crisis. For Claudia Schöffner that meant freedom on the one hand, and plenty of work on the other. As a project manager, she managed eight to twelve courses per year with a total of 800 to 1,000 participants. Computers? Email? Event agencies? None of that existed



**Wolfgang Graf Berghe von Trips** was at the wheel of the Porsche 550 Spyder in March 1956 on the small racing circuit in Thompson, Connecticut. Numerous Porsche customers were eagerly waiting to take a ride.



**Female Porsche customers** were also very interested in improving their driving skills in the 1950s.



**Herbert Linge** looks into the engine compartment of the many times victorious 550 Spyder.



**Safe control of the vehicle** and safely exploring your own limits as well as those of the vehicle — in the early 1970s, those were the main reasons to start seriously considering a Porsche Sportfahrschule for customers.



“These events always had a special appeal. Participants with vehicles from other manufacturers frequently showed up the next time or the time after that with their own Porsche.”

**Claudia SCHÄFFNER**  
Project Manager Porsche Sportfahrschule from 1980–2009

yet. Participants cut out a registration card from the advertisement, attached a check to it, and then both ended up on Claudia Schöffner’s desk via snail mail. She inspected racetracks, agreed contracts, was present when bends — the so-called track layout — were marked out all while setting up a network of 60 instructors. This crew was made up of talented employees who not only knew exactly how to handle the accelerator pedal and the steering wheel, but were also willing — and able — to effectively communicate technical knowledge in great detail. They came from a wide range of Weissach development areas — engine, transmission, chassis, aerodynamics — as well as from Ludwigsburg and Zuffenhausen. And one or two professional racing drivers also shared their experience with customers.

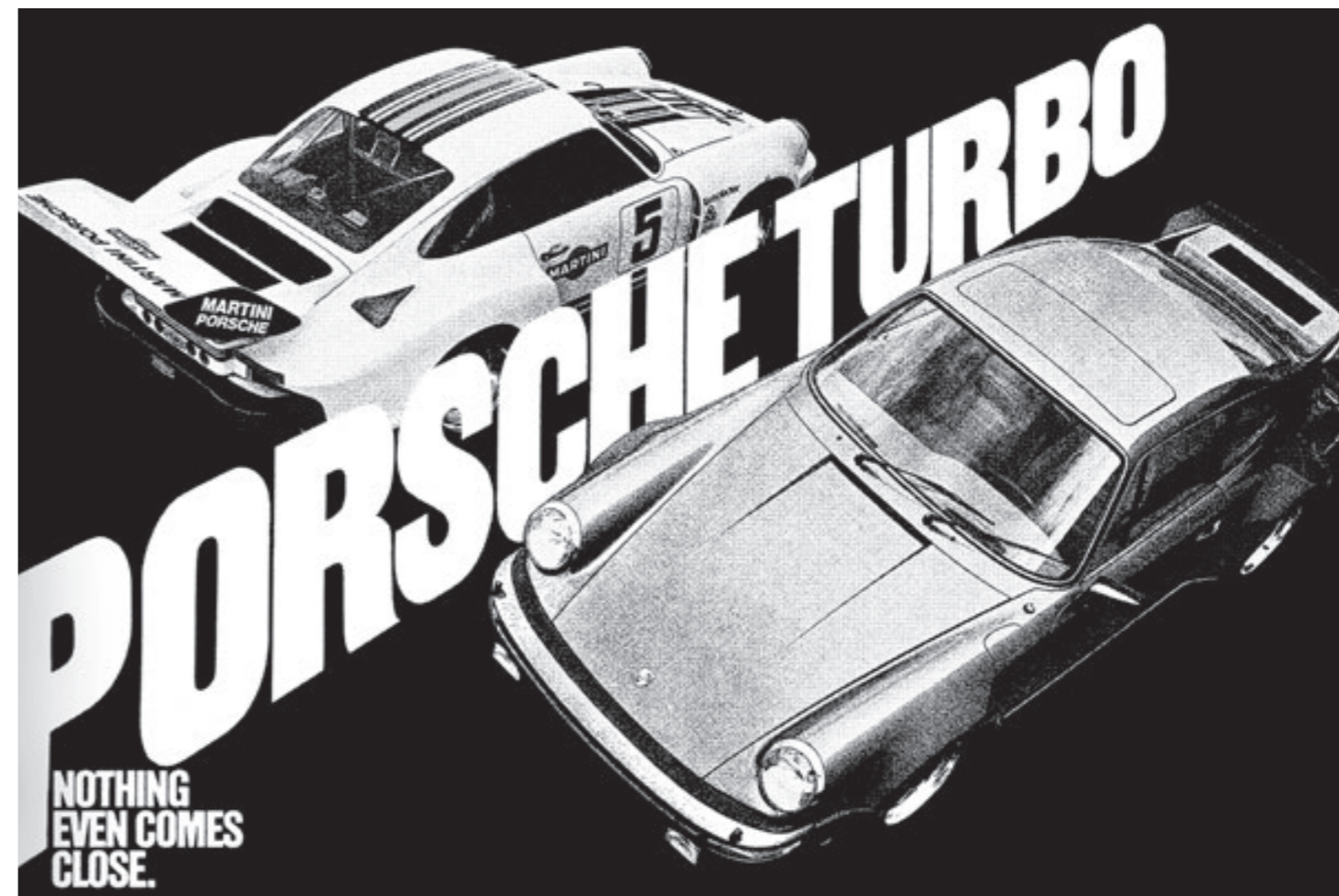
Regular instructor training guaranteed a uniform level and know-how in multiple disciplines, from rescue operations to etiquette. When it came to driving, Claudia Schöffner was always there, eager to learn and take the courses a step further. She often had to prove her abilities, as some driving students would rather turn to an inexperienced intern than have a qualified woman explain the differences between friction braking, stutter and lock braking. Before introducing ABS, power steering and other electronic assistance systems, teaching pure driving physics was the core focus. Customer feedback on the vehicle’s capabilities went directly to the development departments via the instructors. The Porsche Sportfahrschule provided dynamic market research.



“I’ve been a personal instructor for ten years. The events on the Nürburgring Nordschleife are my personal highlights. I feel the Porsche history here — and of course my own dedication to this challenge. The participants are advanced. After two days, they go home mentally and physically exhausted, but bright-eyed.”

**Timo BERNHARD**  
Le Mans overall winner, two-time endurance world champion, Nordschleife record holder

**Brutal machine:**  
In 1974, the first Porsche 911 Turbo proved to be a challenge for customers. It was the reason for the official founding of the Porsche Sportfahrschule.



**Training for greater driving pleasure:** Bringing your own vehicle was a prerequisite for taking part in training courses at the early Porsche Sportfahrschule. Porsche developed a special buggy in Weissach for slalom driving. It could withstand even the wildest steering maneuvers without ever tipping over. Early on, holding the courses on selected major racetracks became part of the Sportfahrschule concept.



**Enthusiastic family:**  
The instructors at the Sportfahrschule came from various development areas, inspiring customers with their first-hand know-how.



“As an instructor, I’m sometimes the driver and sometimes a passenger. This is a relationship that requires trust and that brings people together. For some students, motor sports changes their entire life, even at an advanced age. They work hard on their physical and mental fitness because they see their racing dream as an achievable goal. One started out with a body weight of 120 kg. When he competed in the 24-hour races four years later, he weighed a healthy 77 kg.”

**Jens RICHTER**  
Supervisor Driving Programs, Sport Driving GmbH

Initially, the requirement for participation was use of your own vehicle, which did not necessarily have to come from Zuffenhausen. Although other manufacturers had also begun to offer courses, permitting third-party vehicles was a unique selling point. Once Porsche owners experienced firsthand, in the most dynamic sense of the word, what their vehicles were truly capable of, it served as a confirmation of their purchase and enhanced the appeal. Novices with vehicles from other manufacturers would frequently show up the next time or the time after that with a Porsche.

In order to achieve this kind of success, the Sportfahrschule was under constant development. A key decision was made early on: the courses would take place on international racetracks. They met the high safety standards and would also serve as attractive travel destinations. The testing area, the track in Weissach, was no longer part of the program. A buggy was being developed for slalom driving in Weissach. It was a bizarre-looking piece of machinery — basically a bare chassis with a roll cage that could withstand even the most optimistic steering maneuvers without ever tipping over. Without any body or an ounce of comfort, this wheeled lightweight was already pretty rapid with an

engine from the VW Beetle. Eventually, a 911 power unit would be mounted in it.

Modern team apparel was introduced to create a professional appearance, even for the evening events. To counter the wasteful use of paper cups, porcelain cups were printed with images of the current vehicles. They remain collector’s items to this day. Embroidered fabric napkins, badges, caps, bags, T-shirts — little by little a small collection of merchandise was being created. At the same time, the successful team’s range of courses was growing. The first course aimed exclusively at women began in 1986. In 1990, the first winter training course took place on the icy Bodenalm in Seefeld, Austria. Due to the unpredictability of snow and ice at such latitudes, the focus shifted to northern regions. In 1996, the first training session was held in Rovaniemi, Finland. The program included snowmobile trips and drives in 911 Carrera 4s provided by Porsche, to acquaint participants with the benefits of all-wheel drive. In 1997, “Rally Professor” Rauno Aaltonen joined the team of instructors in Rovaniemi. In 1999, to commemorate the Sportfahrschule’s 25th anniversary, former works driver Bob Wollek was added to the program in Imola, Italy, taking passengers along for rides in the 911 GT1. At the



"I've been here for over 20 years and love my job in Leipzig. Beginners in particular can overcome their fears with us. The high safety standards of the FIA-certified track make an important contribution here. Many participants keep coming back again and again because they want to brush up on their skills and they appreciate the familiar atmosphere. Our guests enjoy an all-inclusive package, from the shuttle in the morning to the magic of the paddock in the evening."

**Susann ALTINOK**

Project Manager Porsche Track Experience, Porsche Experience Center Leipzig

French Magny-Cours racetrack, participants could even drive Formula 3 race cars. Yet another innovation was the first sports driver course with the aim of acquiring the Class C national racing license. Special courses on the fine art of drifting were also being introduced, preferably on ice and snow. This helped protect the equipment while allowing drivers to freely enjoy themselves and learn proper handling with a variety of driving techniques. Just as much fun as running barefoot into the ocean, but with a high priority on safety. The exclusive training session was Walter Röhrl's first crowning achievement as a teacher.

The use of professional racing drivers, mostly from the large Porsche works driver squad, set a precedent. Whether established masters like Derek Bell and Hans-Joachim Stuck, or modern-day talents like Timo Bernhard, Jörg Bergmeister and Mark Webber — they all share their knowledge at what has grown over the years to become today's Porsche Track Experience. These stars were not at the center of attention, but at the service of the customers. That was the case in Herbert Linge's time; and despite all the innovations, this has never changed and never will.



**Pure enthusiasm at the Red Bull Ring:** As part of the Master GT3 RS course, Porsche Experience customers explore the technical sophistication of the Porsche 911 GT3 RS down to the smallest detail.

**Learning from international stars:** Porsche regularly involves professional works drivers as instructors. Nordschleife record holder Timo Bernhard knows the "Green Hell" like no other.



**911 GT3 RS**

Consumption data according to WLTP:  
 Fuel consumption combined: 13.4 l/100 km;  
 CO<sub>2</sub> emissions combined: 305 g/km; CO<sub>2</sub> class: G;  
 Status 03/2024





**Diverse offer:**

The training portfolio is extensive and clearly structured. This means everyone can find the training experience they are looking for, with driving pleasure guaranteed.



"I've been part of developing the Porsche Sportfahrschule into what it is today as the Porsche Track Experience since 2005. We have continually expanded the programs and our setup with immense passion over the years. Every innovation has further strengthened our identity and created new opportunities, ensuring that everyone can now benefit from our platform and find the offer that suits them best. We're also happy to provide exclusive and individual solutions tailored to the wishes of our customers."

**Sabine SINN**

Project Manager Sales and CRM, Porsche AG

**"HERE WITH US YOU MEET FRIENDS AND LIKE-MINDED PEOPLE AND ENJOY A GREAT TIME WITH PORSCHE ON AND OFF THE RACETRACK."**



**Jubilant participants experience** the thrill up close at the Circuit Paul Ricard. A lunch break with a touch of adrenaline and unmistakable Porsche flair.



“When I joined eleven years ago, we were still holding two-day events on the major international racetracks. Today, we stay in one place for ten days with our mobile Porsche Experience Center. A crew of 60 takes care of customers from over 40 countries. Depending on the exclusivity of the program, we welcome between twelve and 120 participants per day. Some come for the opportunity to drive a model that they still have to wait for in their home country. Others bring their own vehicle to learn how to control it. We always have the latest Porsche GT models available. We have up to 120 GT cars and 40 race cars.”

**Fabian PEVNY**

Head of Customer Communications Porsche Track Experience, Manthey Racing GmbH

With the dawn of the new millennium, the product portfolio changed. As the brand's first SUV, the Porsche Cayenne then also required a terrain to suit its capabilities. This was followed by the Macan, which found ideal training conditions at the recently opened Porsche Leipzig factory, with its FIA-certified circuit and off-road course with 18 terrain modules. Today, the area is one of ten Porsche Experience Centers worldwide that offer this kind of diversity. Germany now also houses the Porsche Experience Center Hockenheimring.

The Porsche Track Experience product portfolio has continually developed over the years — with the training categories DISCOVER, LEARN, BOOST & RACE, interested customers can now choose what suits them best from the diverse offer. The Precision, Performance, Master, Master RS, Master GT3 RS and GT Trackday or g-Force drift training stages leave nothing to be desired.

There are also the beginner training courses in the Porsche Experience Centers and the advanced training programs that are part of the Porsche Track Tour on the major Grand Prix racetracks across Europe. On request, even training to compete in professional motor sports can be provided, with the exclusive Rennsport programs. And needless to say, the courses also include an equally diverse event program offered by our international Porsche markets, thereby guaranteeing Porsche Track Experience driving pleasure worldwide!

The evolution from the nucleus of the Porsche Sportfahrschule knows no limits. It remains as it began: responsive to the brand products and to the wishes of its customers. Because they are the ones who bring sports cars to life.

**You can find more information about the Porsche Track Experience and the international offer in the accompanying “50 Years Track Experience” leaflet attached.**




**ONE FAMILY. ON TRACK. LET'S CELEBRATE.**

Half a century in the fast lane. Time for a paddock party and birthday donuts. Fasten your seat belts and celebrate the 50th anniversary of the Porsche Track Experience in the spirit of the former Porsche Sportfahrschule, accompanied by the “School” vibes from 50 years. Newly reinterpreted — but as ever “turbo fast,” with racetrack flair, full of emotion, adrenaline and of course plenty of fun! You can look forward to a paddock atmosphere, demo drives, exciting workshops and inspiring panel talks. Not to mention Porsche racetrack cars, of course — for you to admire, touch, experience, and all lined up for a special birthday serenade.

**HIGHLIGHTS**

- Anniversary event at the racetrack with festival flair
- Demo drives in a variety of Porsche models as well as a vehicle exhibition
- Panel talks with special guests from the Porsche world, Porsche works drivers and real Porsche racetrack legends
- Additional activities for younger guests
- Evening program with live music and a barbecue

**And of course there will be many more birthday activities during the Porsche Track Experience 2024 season.**

Scan the QR code and find out all the latest information about the anniversary event.  

[porsche.click/50YTrack](https://porsche.click/50YTrack)

# SHIFTED

**A Story of Speed**  
by Lori MATTHEWS  
approx. 15 min reading time

Amazon bestselling author Lori Matthews has released her first novel, *Shifted*, from the new Hughes Racing Series. All Porsche Experience STORIES readers can enjoy exclusive access to the first chapter here and even download the entire eBook free of charge.

On the content: Former racing driver Dalton Hughes is facing his biggest challenge yet. He is the manager of a racing team. Until a serious incident occurs during training. His world begins to fall apart. *Shifted* promises not only thrilling racing moments, but also a profound plot that will captivate readers. Have fun reading.

# TED

## CHAPTER ONE

Dalton Hughes leaned on the wing of the Porsche 911 GT3 Cup car and savored a sip of his coffee. This was his favorite time of day. Early morning, the sun shining, and the air was crisp. The snow on the Austrian Alps sparkled in the distance. Today was a new beginning.

A new season stretched out before them. At this moment, anything was possible.

Red Bull Ring was one of his favorite tracks. He'd won here quite a few times back in his racing days. Now, as a coach, it was a good place to see what this year's crop of new drivers could do. It didn't hurt the surroundings were stunning and the facilities were top-notch, but more, it was the energy of the place.

The crew felt it, too. They were positively giddy at being on a track again. The winter in Mullenbach, Germany had been long. Being on the road again brought smiles to everyone's faces.

"Do you know where the router is?"

Greta Willem, his second-in-command, tapped her foot impatiently. "We need to get the laptops online. Also..." She paused when one of the mechanics used the air gun to remove a tire. He stopped and she started speaking again. "We're missing the—" The air gun went off again. She waited. It stopped. "The cords to the—" The air gun started again.

Dalton looked over Greta's shoulder at Ralf Spitzer, a gifted mechanic with a comedic sense of timing. He responded with a grin and a wink at Dalton.

Greta turned, but Ralf used the air gun on the tire one last time and then walked away without a backward glance. Greta refocused on Dalton. "The cords to download the data from the cars."

Dalton bit back a grin. Ralf loved to wind up Greta. They all did. She was always going full throttle. With the nervous energy coming off her, he'd have sworn she must've inhaled an entire pot of coffee this morning, but she didn't touch the stuff.

"Look in the cabinet at the back of the new office, under the cushion seat."

She turned and zoomed back through the garage toward the trucks.

"Wound a bit tight, that one." Gus Richards, the head mechanic, shook his head. "It's going to give her a heart attack."

Dalton grinned. "She's twenty-seven. I think she'll be fine."

Gus shrugged. "You'd think so but, man, she's just a mass of energy. She makes me jittery." He walked towards the large workbench with the screens above it on the wall. Gus thought everyone was dying, mostly because he was in his sixties, and it was on

his brain.

"Dalton," called Mario Bauer. His lead engineer stood in front of an identical setup to Gus's on the other side of the room. His expression was grim as he jerked his head to the side, beckoning Dalton over.

Something was wrong. Dalton's shoulders tightened as he made his way across the garage. "What's up?" he asked.

Mario leaned over and spoke quietly. "Rory isn't here yet."

Dalton's good mood sputtered. His brother hadn't shown up yet. Not a good sign. "When

**"HE WAS IN A GOOD MOOD AND EXCITED ABOUT THE START OF THE SEASON."**

did you last speak to him?"

"This morning at breakfast. "He was fine then."

"You sure? You know how good he is at hiding it."

Mario insisted, "I know the signs to look for. Your brother was stone-cold sober. He was in a good mood and excited about the start of the season."

"So, where the hell is he then?"

Mario shrugged. "He was supposed to pick up his driver, but he didn't show. I asked Timo to pick up Moore when he picked up the other two."

"Thanks." Dalton stared unseeing at the wall of screens in front of him. "Did Rory say anything at breakfast that might give a clue where he went?"

"Nope, said he was going back to his room to get his stuff and then he was going to pick up his driver. As he was leaving the dining room, he got a call. He waved and left, still chatting on his phone."

Dalton drummed his fingers on the counter top. "Was his car still there when you left?"

"Yes, but I left directly from the dining room about five minutes later."

"And you've called his cell?"

"Multiple times. Straight to voicemail."

Dalton pulled his cell out of his pocket.

He used the Find My Phone app and looked for his brother's location. The app focused on the moving target on the map. His brother was on A9, driving away from the track and, it appeared, quite fast. Dalton cursed silently.

"I'm going to need you to check everything and make sure there's paperwork for Rory's driver. I'll take his training for the day. Tell anyone who asks that I sent Rory to Munich to talk to someone about the business. "That buys

us a day.”

“Should we send someone out looking for him?” Mario asked.

Dalton held up his phone. “I can see where he is, or at least where his phone is. Keep trying him periodically, and I’ll do the same. He’s got

**“GENTLEMEN, I HOPE YOU SLEPT WELL AND ARE READY TO GET STARTED.”**

to stop at some point. Hopefully, he’ll call.”

A commotion behind him drew Dalton’s attention. His other coach, Timo, had arrived with three drivers. Putting on his game face, he strolled over. “Gentlemen, I hope you slept well and are ready to get started.”

“Can’t wait,” Tatum Chandler, the new American driver grinned boyishly. He was in his mid-thirties, on the younger side for gentleman racers, which is what the European Cup catered to, but the drivers were getting younger by the year. Formula One had drawn more attention to the sport, and avid fans were becoming aware of the opportunities available to participate in something they’d only been able to enjoy vicariously through TV.

“It is all very exciting,” said the soft-spoken German driver, Hans Muller.

Dalton grinned. “You guys can get your fire suits on, then your coach will go over what to expect in the practice session.”

Hans and Tatum nodded, and Timo directed them to a truck where they could change and gave them the door code.

The third driver, Dennis Moore, phone pressed to his ear, barely acknowledged Dalton as he passed. He spoke into the phone, “I don’t have time for this, and clearly you’re not listening because we’re still having this conversation.”

Dalton glanced at Timo, who gave a small shrug. “Been on his phone since I swung by to get him. He was upset about Rory not picking him up.”

“Okay. In training today, I’ll see if I can’t smooth over his ruffled feathers. Rory had to run to Munich for a meeting.”

Timo raised his eyebrows but said nothing. “It’s not going to work. I said no, and I meant it!” Moore ended the call and strode back to Dalton. “Not a very auspicious start today, Dalton. Where’s Rory?” Moore frowned as he stowed his phone in his pocket.

“I’m sorry about that, Dennis. A bit of miscommunication between me and my brother. I’ll be training you today.”

Moore nodded. “Fine. That will work.”

Dalton took a breath and held it for a slow count of five. Considering he was a former factory driver and a racing champion, it damn well better work. If Hughes Racing didn’t need the money so badly, there was no way he’d have welcomed Moore onto the team. But the company was in a huge bind. In fact, they were circling the drain. If he didn’t find a big influx of cash soon, this would be their last racing season.

“Timo will show you where to get changed. Come to the office”—he pointed at the trailer next to him that would be his office for the season—“when you’re ready, and we’ll go over a few things before the first session starts.”

Moore nodded, and Timo started walking him towards the other trailer. He shot a look over his shoulder at Dalton. Better you than me.

Dalton closed his eyes and swore under his breath. Whatever Rory was up to it had better be good.

“Got you another coffee.” Kendra Ballentyne shot him a smile as she handed him a cup of the jet-black brew.

“Thanks, Kendra. How’s everything?”

“We all good?”

“Yup. Finished setting up last night. The mini fridge is stocked. Lots of chocolate and fruit. Plenty of water. We’re good to go.” She started to turn away but paused. “I checked all the radios and headsets. One wasn’t working, so I put it back in storage. When we get back to the office, I’ll see if I can get it going again.”

“Thanks, Kendra.”

She waved as she walked away. She, like his entire crew, knew that money was tight, and they all did everything they could to help keep expenses down. But they also knew not to scrimp when it came to safety. That was the main priority.

Coffee in hand, Dalton walked up the steps into the office trailer, the last big purchase his father had made before he passed away. It was true, having rigs where the sides expanded so they had a full office with a small sitting area in the back was amazing, but unnecessarily expensive. His father never should have made the purchase.

The trailer where the drivers changed also had space for storage so that helped, but running three trucks to transport all their equipment was a massive line item in the budget. One they really couldn’t afford.

Dalton glanced at the sitting area to his right. Greta must have found the cables because the cushions were back in place. He walked through the door on his left, around

the large conference table in the middle of the room, and took his seat at the far end. That was his space. Mario sat across the table down by the door.

“Mario, do you have—” He hadn’t finished the words before Mario handed him the track book for Dennis Moore. “Thanks.”

He sat down and flipped it open. Rory had made some notes for Moore on the track map worksheet, which was a huge plus. Rory and Moore had already worked on the sim for the track, but Dalton had no clue how Moore would handle the real thing.

Pulling out his phone, Dalton pulled out his phone and glanced at the screen. His brother was still driving towards Germany. He hit the button to call and was disappointed, but not surprised, when the call went to voicemail.

“I need to make some calls, so we need to make this quick,” Moore announced as he entered the mobile office.

A snarky response flicked through his brain,

**“FOR THIS SESSION, OUR REAL CONCERN IS NAILING THE EXIT ON THE CORNER.”**

but Dalton held his tongue and just pointed to the seat next to him. “Let’s get started.”

He waited until Moore was settled and then began, “Rory noted that you need to watch your line going up to turn one. Stay on the outside. The inside is the defensive line. That’s the line you take when you’re racing with someone, but for this session, our real concern is nailing the exit on the corner. So, let’s practice the outside line. Remember to start feeding the gas a hair before the apex of the turn. That will get you up to speed on your exit, but avoid the curbing on the way out of the turn. It will unsettle the car, and you’ll bounce all around like this.” He put his hand in the air and moved it back and forth and up and down.

Moore glanced at Dalton’s hand and then down at the paper. “Fine. Got it. Don’t hit the curb.” And then went back to staring at his phone.

“Dennis, I need you to focus on what I’m saying.”

“I said I’ve got it.” The man looked up. “What’s next?” He lets out an exasperated sigh.

Twenty minutes later, Moore left to prepare for the practice session. As soon as the door closed behind the man, Dalton leaned back in his chair and blew out a harsh breath. He hadn’t given his brother enough credit. Dealing with Dennis Moore would drive anyone crazy, yet his

brother hadn’t complained once. He’d said they had a good rapport. Was that even possible?

Timo breezed into the office. “Time to go. You okay?”

Dalton shook his head. “Sometimes I think I should have quit the racing world and gone into selling insurance. “It’s got to be easier than this.”

Timo grinned. “It’s not always that bad. Moore is a very particular client. Mostly, coaching is fun.”

“Sure. Sure. That’s what they all say.” Dalton shook his head as he stood and stretched. Time for him to get ready. “Hey, Mario, can you make sure to keep a close eye on Moore’s car? I want to see exactly what he’s doing on the track.”

“Will do.”

Dalton headed to the other trailer to change into his fire suit. Pulling on his gear never failed to make him smile.

It meant he was going to be racing, and there was no place and nothing on earth he’d rather be doing. Nothing touched the thrill of being in a race car. He might not be racing now, but he’d have some fun going around the track, something he didn’t get to do very often anymore. Might just make dealing with the likes of Dennis Moore worth it.

“Good luck out there,” Kendra said as she

**RACING WAS AN ADDICTION HE’D NEVER WANTED TO GIVE UP.**

walked by him to install the water bottle in his car. “Thanks,” Dalton replied.

The smell of the grease and fuel, mixed with the buzzing of tools and people, made his adrenaline kick in. He had to admit, just like a junkie, he couldn’t wait for his next fix, his next lap around the track. Racing was an addiction he’d never wanted to give up, but time and experience dictated otherwise. Still, moments like this, the anticipation, the buzzing adrenaline, were amazing.

Moore wasn’t in his car yet. Scanning the garage, Dalton finally saw him emerging from the restroom. “You ready to go?”

Moore grabbed his helmet. “Yeah. Looking forward to it.” Moore pulled on the protective gear and headed toward his car.

Dalton did the same and then nodded to his head mechanic. “Ready?”

Gus grinned. “Good to go.”

Dalton gave him the thumbs up and then crawled into the car. It was still up on the pins. The guys would put the tires on last to keep

# SHIFT

them warming in the sun as long as possible. In the European Cup, tire warmers weren't allowed so they used whatever advantage they could.

Gus pulled the seat into position and fastened Dalton's six-point seat belt. Then he hooked up the comms and water. He gave Dalton the thumbs up. Dalton nodded in return and gave the old man the all-ready sign. They'd done this for years. Gus had been his mechanic since the beginning.

Gus hung the safety curtain across and closed the door. After they went through the adjustments with the mirrors, Mario joined them and tested the comms. They were good to go.

Dalton settled in. The air gun was raised as Gus juiced up the tires on this car. Taking a second, he glanced around to check his student's progress.

Moore was not in his car. Dalton scanned the part of the garage he could see, but no Moore. He could see Mario standing at the screens. "Mario, where the hell is Moore? I thought he was in his car."

Mario looked up from the screens and then looked around the garage. He hitched a thumb over his shoulder. "He's on his cell phone."

Dalton didn't bother to reply. Frustration revved in his veins, spinning higher. The rest of the team, along with their coaches, went out to the pit lane. The cars were lining up, ready for the start of the session while he sat there waiting for Moore. The mechanics were stowing their tools as the engineers manned their laptops, staring at the wall screens. Everyone had a job, and they were doing it. Except him. He was just sitting, and it drove him nuts.

Ten minutes later, Moore finally climbed into his car. The session had already started. Dalton was ready to go and gave the thumbs up to Gus, who was standing at the door to the garage, watching for other cars coming down the pit lane. Gus was holding him due to traffic, but Moore shot out right in front of him. He looked over at James, Moore's mechanic, noting the kid's shocked look. Moore had almost hit another driver as he flew out of the garage.

Dalton needed to have a chat with Moore when they got back to the pits. Safety first. Always the priority. Dalton left the garage and steered up pit lane. He hit the track in traffic, and it took him a few turns to catch up to Moore. He stayed behind his student, keeping a watch on what he did. The racing lines he took around the track were all off. They'd have to work on which side of the track he needed to be on and when. Moore let

off the gas too much going into the turns and never got a clean exit.

After following him for two laps, Dalton radioed him. "Hey, Dennis, we're coming up to the straight. I want you to be on the outside

**"START FEEDING THE GAS JUST BEFORE THE APEX AND WATCH THE CURBING."**

leading up to turn one. Remember, start feeding the gas just before the apex and watch the curbing. "You don't want to unsettle the car."

"Got it," was the swift reply.

They entered the straight, and Moore took off. He stayed to the outside and then braked at the right point. "Good job," Dalton said.

Moore was a bit off on the gas but not bad, and he'd managed to exit the turn without hitting the curbing. Dennis Moore wasn't the fastest man out there, but if they could put together the rest of the lap like the first turn, he'd be fine.

They went around four more times with Dalton coaching him on every turn. As much as Moore didn't seem to like to listen off the track, he paid close attention while driving. He was steadily improving his lap times. Dalton was satisfied.

"Okay, Dennis, last lap. Let's see if we can clean up some of these turns.

"There's something off with the car," Moore said.

"What?"

"The car," Moore replied, his tone panicked, "there's something off with it."

"Mario," Dalton asked, "what do you see?"

There was a pause. They were coming up to the pit lane entry. "Dennis, take it into the pits if there's something up. There's only one lap left anyway."

Moore didn't bother to respond and went

**"I'VE GOT IT. I CAN HANDLE IT."**

flying by the pit lane entrance.

"Mario?" Dalton asked.

"I'm checking. He's right. Something is off. Checking the sensors."

"Dennis, take it easy on this lap," Dalton advised as they came around the corner to the Start/Finish line. "Your tires are old, and the car is acting up. Be careful."

There was no response.

"Dennis?"

"I've got it. I can handle it." He floored the gas, and the car shot forward.

Dalton had no trouble keeping up, but he was pissed. Moore took the outside line, but the back end of the car slid like it was losing downforce. As they started up the hill into turn one, movement on Moore's car caught Dalton's eye. The wing oscillated violently. Moore wouldn't have enough downforce to keep the car in place. He was going to have massive oversteer.

"Dennis, ease off the gas slowly and run wide."

But Moore wasn't listening. The back end of the car slides as Moore added gas, causing the car to jump the curbing. The already unsteady car shot across the track and hit the right wall, bounced, rolled three times, and burst into flames.

Dalton yelled, "Moore! Get the hell out of the car!"

Nothing. Dalton had to drive the rest of the track to pit lane. He wasn't allowed to stop because it could cause more accidents. It was the strictest rule in racing. He made it around as quickly as he was allowed. Back in the pits, he climbed from the car and raced toward his crew. "Anything?"

Mario shook his head. Moore hadn't responded. Moore's camera had gone offline with the crash, and Dalton wasn't behind him any longer, so they were blind.

Dalton raced toward the medical building. He rushed inside. "How is he? How's the driver?"

A woman and a man were standing next to a counter that contained a radio. One was dressed in a fire suit and the other had a white coat on. They stared at him.

"My driver. How is he?" Dalton demanded.

The radio barked to life. "He is dead." came through loud and clear.

Dalton's German was not great despite having lived there for ten years, but he knew what that phrase meant. He'd heard it when his father died. He is dead.

Dennis Moore was dead.

Dalton remained still for a moment, and then turned and walked out of the medical center. The next few hours and days would be a nightmare. But the worst of it was he'd been behind the man's car and knew the truth deep in his bones. This wasn't a racing accident. What happened hadn't been driver error.

This was murder.



Amazon bestselling author Lori Matthews grew up in Nova Scotia, where she earned her bachelor's degree in history. She received her master's degree in library and information science from McGill University. After moving to New York City, she initially worked in library science before turning to writing. Her debut novel was published in 2020 and has since been followed by an impressive total of 15 additional works. In her new racing series, she draws on the experiences she gained while her husband took part in the Porsche Track Experience. Her latest work, which marks the start of her new racing series, is entitled *Shifted* and was published in February 2024.

# SHIFT



Will Dalton uncover the truth? What actually happened and who is responsible for it? Immerse yourself in a captivating story from the dynamic world of motor racing. Experience the adrenaline and excitement up close. Scan the QR code and get the entire eBook for your Kindle or eBook reader for free. [porsche.click/shifted\\_en](https://porsche.click/shifted_en)



# The passions of Mister GT



## Andreas Preuninger is the mastermind behind the Porsche GT models. What moves him personally?

Text: Gerald ENZINGER Photos: Lara FREIBURGER

### The most defining car of your childhood?

It's clear to me and not surprising. The Porsche 911. I was born in 1965, so I'm a little younger than the 911. For me, it was always the epitome of the sports car. I grew up in Stuttgart and was lucky enough to have someone living in my neighborhood who was the proud owner of a 911. I stood at my window for hours admiring it. It was a 911 S. In the color "Tangerine". I was fascinated. My mother often had to clean the window pane because the prints from my nose and forehead were always visible. Things got even more interesting when the neighbor got a Carrera RS, White with Blue logos. That really blew me away. I often told my parents that I would go play soccer in the front yard. In reality, I was standing at the neighbor's fence and admiring his car up close.

### The most formative stretch of your childhood and youth?

My grandparents lived near Rottweil. When I was a child, the Lake Constance highway didn't exist yet — so we always had to drive through the countryside, towards Lake Constance, right through the Black Forest. I just looked out. The winding roads through endless pine forests fascinated me. To be honest, the trip was more exciting for me than the family visit itself. And then the feeling when I was 12 and was allowed to sit in the front for the first time and was able to experience the ride even more directly.

**What was your first car?** My first car was very sporty, a VW Scirocco. With 110 PS and only around 850 kilos. That was really a rocket back then. I particularly enjoyed driving it to Lake Garda and loved being on the road in this car. The route was always different, I tried all sorts of mountain passes. The car seemed perfect for that. I drove down there several times a year and those were actually the first routes where I practiced sporty driving and worked on my cornering technique. The focus was less on the destination and more on driving simply for the sake of driving. I was happy to take time-consuming detours.



### Where does the mastermind behind the Porsche GT models go today when he takes time for a private trip?

To the Swabian Alb or the nearby Black Forest. I know my way around quite well, we also test our cars there. In general, I particularly enjoy driving in areas with little traffic and where the most winding, smooth routes lead through beautiful nature areas. Of course, I also go to one or two track days, preferably to the Nordschleife or the Red Bull Ring. I still have a lot of fun driving on the circuit.

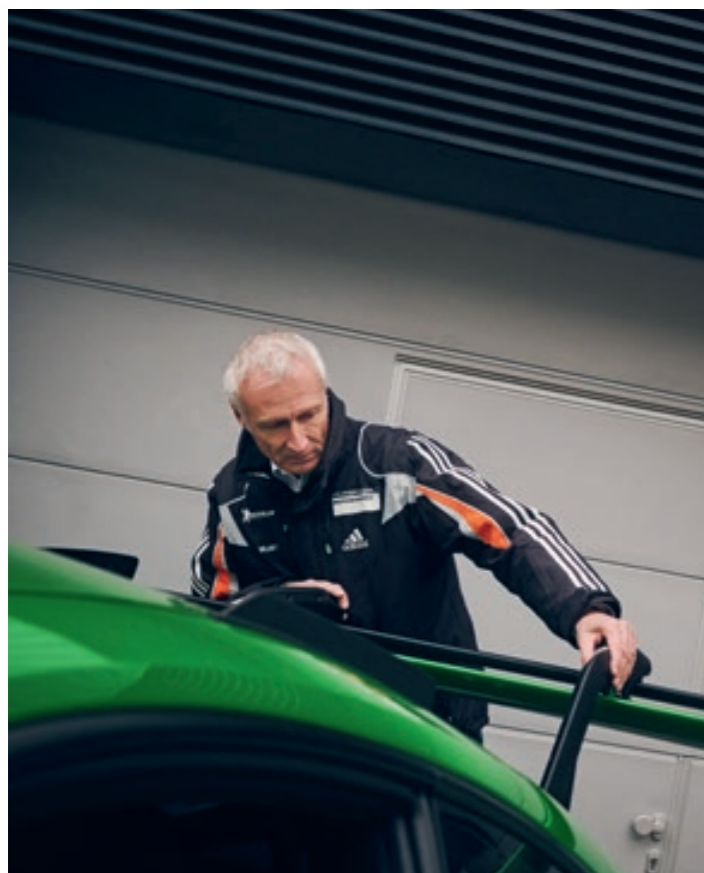
### What would you like to drive now?

That depends on what I need the car for. As a family vehicle, I have always been a big fan of the Cayenne. My favorite car is and remains the 911 GT3, of course. Certainly especially because we are developing this car according to our own preferences and needs. Because in my team, we know that what appeals to us also appeals to the customers. I simply like this car because it is so powerful and emotionally

distinctive. If I'm on vacation for two weeks and don't have one available, I'm really missing something.

**What's annoying when you're behind the wheel?** Notorious left-lane drivers. And slow drivers who disrupt the flow of traffic when they constantly stay well below the permitted speed limit. And unnecessary speed limits. Being a proponent of attentive driving, I've found that the smoother my driving experience, the greater my concentration, alertness, and overall safety on the road. What annoys me about a car is when it has no character and is boring.

**What invention are you hoping for?** First of all, I would like to see the combustion engine in sports cars stay with us for as long as possible. This is possible through the use of e-fuels, so development should be continued on a broader front. Were someone to invent a much lighter battery system with a higher energy capacity, that would also be a big



**Aesthete.** I have to like a car visually, it has to touch me aesthetically. Even more important: a lot of power output or a good power-to-weight ratio.



**Driver.** My favorite drives are in areas with minimal traffic, where there are smooth and winding roads through nature.



**Andreas Preuninger's mother had to clean the windows when the neighbor got a Carrera RS. Because her son pressed his nose against the window to see his dream car.**

advance for emotive, racetrack-ready sports cars — which, in my opinion, have to be light-weight in order to give driving pleasure.

Aside from the automotive sector, I am following the development of manned drones for private transport with great interest. If these could also be flown dynamically, it would certainly be very exciting and entertaining. A GT3 of the sky, only in three dimensions.

**Your favorite soundtrack in the car?** I like rock music, it uplifts me and puts me in a good mood. So I enjoy listening to all types of classic rock, from the Stones to Green Day. My favorite band has always been Status Quo. I've been listening to those guys since I was 10.

**What is the first thing you look at when buying a car?** I have to like it visually, it has to touch me aesthetically. I also pay particular attention to the wheels. Well-filled wheel arches have always been a must for me. Even more important, of course: a lot of power output or a good power-to-weight ratio. This is a guarantee that it will never be boring. Good steering feedback and a chassis that is not too soft and precise are also very important. And the car should have a distinctive character. That's why it doesn't have to be too perfect, it can have endearing characteristics. For me, this also includes an emotional engine noise, but this does not equate to pure volume.

**Your favorite racer?** Walter Röhrl. It's fascinating to watch him behind the wheel and to be his passenger. The reduction of his movements to the essentials, the sovereignty. And his incredible sense for the limits. Over the last 20 years, I have had the pleasure of spending time with him many times, in and out of the car. I am very grateful for that. A wonderful, honest person, a great colleague and the best driver I have ever met.

**Your dream passenger for a long road trip?** I like to drive with passengers who I know well and who trust me behind the wheel, who can relax and then chat when I need to. Constant conversations while driving aren't always my thing. I also like to just concentrate on driving and enjoy the landscape or the music that is playing.

Last summer I traveled thousands of miles in an RV through the Wild West of the USA with my wife and son. That worked great.

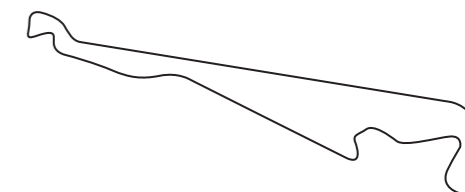
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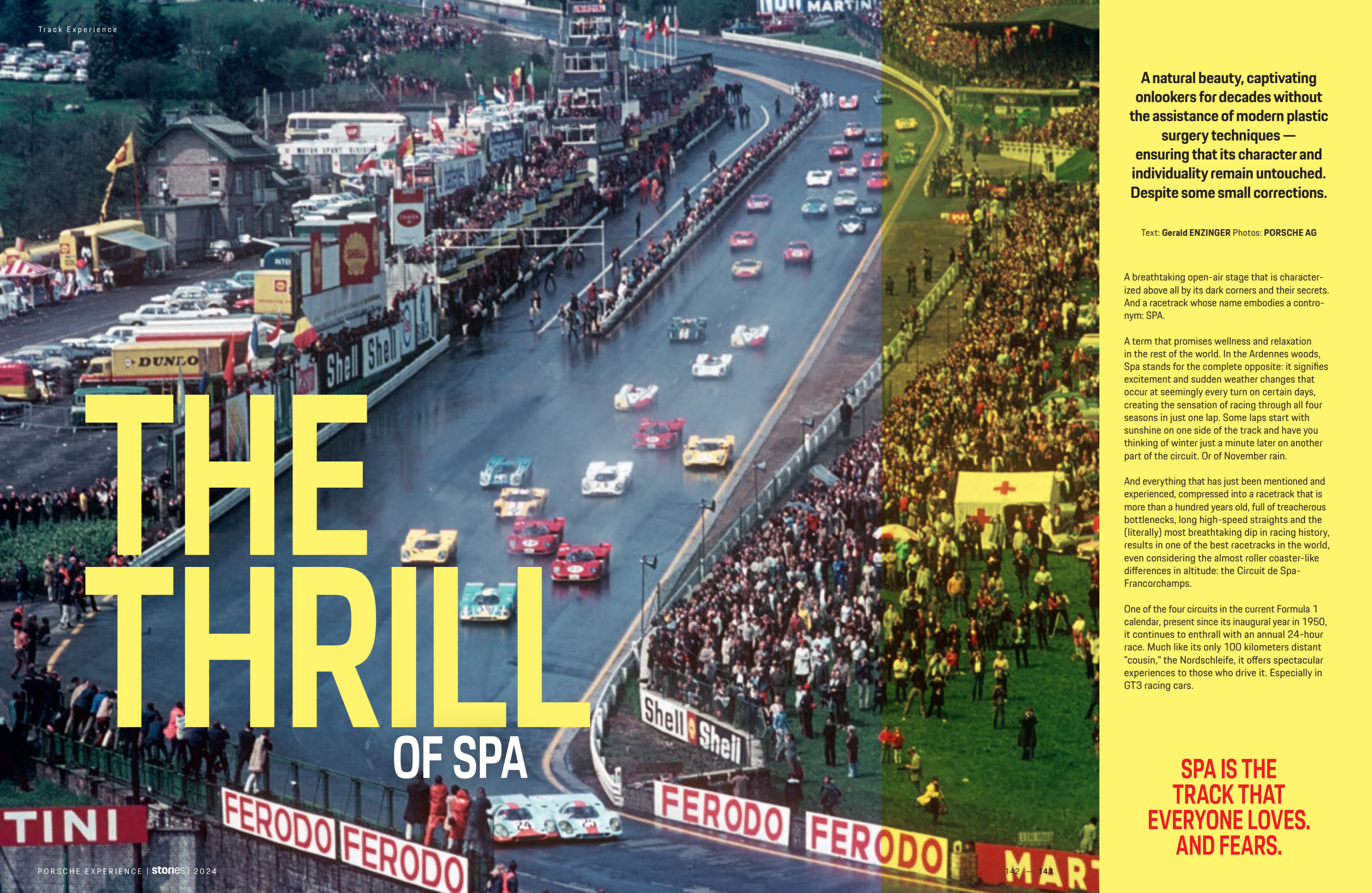
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**911 GT3**

Consumption data according to WLTP:  
Fuel consumption combined: 12.9 l/100 km;  
CO<sub>2</sub> emissions combined: 293 g/km; CO<sub>2</sub> class: G;  
Status 03/2024

**911 GT3 RS**

Consumption data according to WLTP:  
Fuel consumption combined: 13.4 l/100 km;  
CO<sub>2</sub> emissions combined: 305 g/km; CO<sub>2</sub> class: G;  
Status 03/2024



# THE THRILL OF SPA

TINI

FERODO FERODO

FERODO

FERODO

MARTIN

**A natural beauty, captivating onlookers for decades without the assistance of modern plastic surgery techniques — ensuring that its character and individuality remain untouched. Despite some small corrections.**

Text: Gerald ENZINGER Photos: PORSCHE AG

A breathtaking open-air stage that is characterized above all by its dark corners and their secrets. And a racetrack whose name embodies a contonym: SPA.

A term that promises wellness and relaxation in the rest of the world. In the Ardennes woods, Spa stands for the complete opposite: it signifies excitement and sudden weather changes that occur at seemingly every turn on certain days, creating the sensation of racing through all four seasons in just one lap. Some laps start with sunshine on one side of the track and have you thinking of winter just a minute later on another part of the circuit. Or of November rain.

And everything that has just been mentioned and experienced, compressed into a racetrack that is more than a hundred years old, full of treacherous bottlenecks, long high-speed straights and the (literally) most breathtaking dip in racing history, results in one of the best racetracks in the world, even considering the almost roller coaster-like differences in altitude: the Circuit de Spa-Francorchamps.

One of the four circuits in the current Formula 1 calendar, present since its inaugural year in 1950, it continues to enthrall with an annual 24-hour race. Much like its only 100 kilometers distant "cousin," the Nordschleife, it offers spectacular experiences to those who drive it. Especially in GT3 racing cars.

**SPA IS THE TRACK THAT EVERYONE LOVES. AND FEARS.**



# THE FIRST LAP IN SPA IS ALWAYS SPECIAL.

Laurens Vanthoor



Long downhill drives. Joakim Bonnier and Dan Gurney in the Porsche 718/2 in 1961.

As difficult as this beautiful patch of earth, asphalt and forest may be to find on a map, it can be clearly seen at the top of the to-do lists of racing drivers from all over the world.

This is also true of the man who commands this still untamed racetrack like few others: Laurens Vanthoor. The Belgian has already won the notorious 24-hour race here twice: in 2014 and 2020. Most recently in a Porsche 911 GT3 R from ROWE Racing and on a team with Le Mans winners Nick Tandy and Earl Bamber. They completed 3,691.1 kilometers on their triumphant journey.

Laurens, raised at the Zolder racetrack, has felt at home behind the wheel for years, even at Spa, an hour away.

The Porsche works driver is predestined to entrust us with the secrets of this route.

A 7.004 kilometer long strip of asphalt that, like all great traditional racetracks, can be recognized by the fact that it is not arranged by number, but by name: Eau Rouge, Kemmel, Blanchimot, Rivage, La Source — all reasons to love this track. And to fear it.

“Spa is one of the tracks,” says Laurens, “that is popular with all drivers. It is about commitment. Here, you can still push for the occasional tenth of a second advantage with a certain risk. Courage often makes the difference in the fast turns and there are constant elevation changes. The first lap



The slightly different '68 movement and its street fighting. Spa has been delivering iconic images of cars and architecture for decades. In 1968 as well.

Spa is a contronym. In the rest of the world this term means relaxation, here it means the exact opposite: excitement. You can only switch off here late: long after you have crossed the finish line.



Wins that last for eternity. Gaban/Pedro, Porsche 911 S, winner of the 1967 24-hour race.

# SEE. FEEL. THINK. THE TRINITY OF SUCCESS IN SPA.

## The eternal question in Eau Rouge: full throttle or not? Vanthoor says: "It's normal in qualifying, but during the race the decision has to be more nuanced."

on this track is something special, you are impressed but you also have to get used to it all. But after a few laps, you really get down to business." The good news is, the first experience isn't a one-time thing.

"Whenever you come to Spa with a car that is new to you, it is always a special experience to drive through all these areas with the racing car for the first time." Spa never becomes a routine. On this track, the experience is like a long, restless river — it is fitting that the first turn is called La Source, "the source". A hairpin



bend, the narrowest and slowest part of the route. "In principle it's an easy place, and yet somehow not," analyzes Vanthoor, "because it's also easy to lose time here." Because the hairpin is where the hairiest section begins: Eau Rouge.

Vanthoor floors the accelerator at the exit of La Source, the speed increasing dramatically on a downhill slope of more than 15 percent. We drive full speed through a slight bend to the right. The driver now maneuvers the Porsche to the far right, very, very close to the white wall separating the old pit lane from the track. This creates a kind of echo effect that intensifies the overall acoustic experience. But only for a fraction of a second, because the car then dives into the Eau Rouge. And with it, we delve into one of the most contentious questions in motor sports: "Full throttle, or not?" "After you've tried it for the first time, the answer is: yes." Courage is required, yet not always essential: While full throttle is standard in qualifying, the response

is more nuanced during the race, when tire conservation and a full tank come into play. Yet, the Belgian holds a notably reserved attitude towards the cherished corner of countless generations of racing drivers: "I reckon that the first corner in Macau and a segment of the Nordschleife demand even greater courage than this one."

It is important to simply drive in the Eau Rouge/Raidillon area in such a way that you build up maximum speed for the long Kemmel straight. "Because then there's not much you can do other than wait for the braking point."

But it is of crucial importance. It has to do with the sharp bend to the right that was inserted here in 1979: La Combes. "Here you have to think for three turns, because what you do at the front affects everything else."

As you approach Rivage, the track drops steeply downhill. Here, you must navigate the double right-hand turn cleanly to pick

**SPA IS AN OPEN-AIR STAGE. BUT THE DARK CORNERS ARE PARTICULARLY FASCINATING THERE.**



**On the road to victory:** Porsche has been able to shine in Spa time and time again. Jo Siffert & Brian Redman winning in 1970.



**Life is a roller coaster:** Especially and certainly also on the racetrack in Spa with its differences in elevation.

**La Source.** "At first glance, an easy place. But it's also easy to lose time there." The myth of the place lives on — as it once did in the times of Boutsen and Bellof (image).



**The Porsche dream team** in Spa 1984: Stefan Bellof, Derek Bell, Jochen Mass, Jacky Ickx, Vern Schuppan, John Watson. Stars are fascinated by this racetrack.



**TUCK YOUR HEAD  
IN AND GO FOR IT.  
AND KEEP DOING IT.**

Laurens Vanthoor

**“In Spa you can still squeeze out the decisive tenth of a second with a lot of risk,” says Laurens Vanthoor, who has won there twice. In 2020 in the ROWE Porsche.**



Laurens Vanthoor has been a works driver in the Porsche 963 since 2023.

**PORSCHE TRACK EXPERIENCE  
MASTER TRAINING**

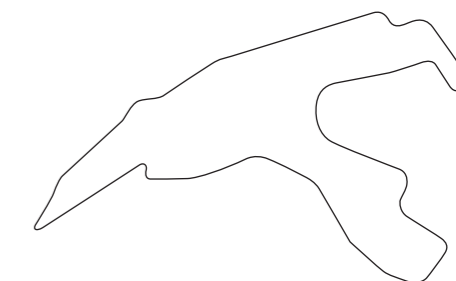
**DURATION** 2 days

**DATES** 9-10 September 2024

**TOUR OPERATOR**  
Manthey Racing GmbH

**TRACK**

Spa-Francorchamps



Have you mastered the LEARN stage at one of the Porsche Experience Centers? Then the next challenge awaits you: intensive racetrack training on a real Grand Prix circuit. Instructors with motor sport experience will guide you to the ideal line and help you optimize your driving skills lap by lap. You do not have the right vehicle? Then you can rent one from us.

**HIGHLIGHTS**

- Identify and follow the ideal line
- Learn to use all driving dynamics control systems efficiently
- Benefit from a video-based driving style assessment
- Influence of chassis and tires on road vehicles
- Lapping

up speed again, before reaching Pouhon, a wonderful spectator area. Vanthoor: “It’s not really technical there, but you need courage to push it to the limit.”

In the passages that follow, the balance is of particular importance — and it is therefore tricky to find the ideal one. “But there too, courage is required.”

The areas that come next are also crucial for the lap time, such as the Bus Stop chicane. Taking them well is essential to come back to the beginning with plenty speed: “It’s simply a matter of tucking in your head — and going for it. Like is done so often here.”

This proves that Spa demands a lot: seeing, feeling, thinking, making decisions with your gut, but also with your head, and not holding back when going full throttle. The perfect, holistic racetrack is an eternally exhilarating Spa experience. It is a racetrack where, as the lap progresses, you often find yourself wishing it would end soon, and where, by the Bus Stop at the latest, you only have one thing on your mind: the next lap on this roller coaster.

Scan the code for detailed information about the experience.  
porsche.click/TrackSpa

Wheels + Meals

# IN THE GARDEN OF EDEN

After a few intense hours on the Circuit de la Comunitat Valenciana Ricardo Tormo, two Porsche 911 GT3 RS vehicles casually cruise off to a picnic. For Fakhreddin Mirzoev and Mike Alonso, an exciting day comes to a close in the paradise of the Ribera family's enchanted orange grove.

Text: Heike HIENZSCH Photos: Klaus SCHWAIGER



**Track day at the Circuit de Valencia:** The challenging Grand Prix track offers a good four kilometers of runoff.

**With a Porsche 911 GT3 RS,** the journey is always the destination. Roads meandering away from the highway and coasting through the mountainous countryside of the Valencia province as if they were squeezed right out of a tube.

Refreshingly sour yet sweet, with a delicate bitter note in the finish. The small balls burst like an aromatic explosion on your tongue. "This is our lemon caviar — *Microcitrus Australasica*," explains Elena Bover. The 35-year-old Spaniard is part of the fifth generation of the Ribera dynasty. The family has been running their heavenly garden in Carcaixent, a town of 20,000 people just outside Valencia, since 1870. The region's oranges used to be bestsellers. But cheaper fruit from Africa has long dominated the supermarkets. The Riberas had to come up with an alternative — and decided on exclusivity with no synthetic herbicides or fertilizers. Seven years ago, they replaced large swathes of the tree population and are now grafting special, high-quality varieties. "Valencia Midnight takes almost a year to mature," explains Elena. The Choco variety produces brown fruit, and the sweet Sucrena is one of the youngest varieties. The Buddha's Hand species actually resembles fingers spread out in a

protective gesture. Mike Alonso and Fakhreddin Mirzoev are amazed when they hear that a single fruit costs 20 euros. Still in their racing overalls from the GT Trackday, they are fascinated to learn how the oranges, tangerines, lemons, dragonfruit, avocados, dates and figs benefit from the high-quality well water of this huerto. Huerto means "kitchen garden", a translation that in no way does justice to the magic of this place.

From the Spanish Grand Prix track in Cheste, Mike and Fakhreddin could have reached Huerto Ribera in no more than forty-five minutes. But with a Porsche 911 GT3 RS, the journey is always the destination. Roads meandering away from the highway through the mountainous countryside as if they were squeezed right out of a tube, driving against the clock no longer mattered. The high-performance sports car with its 386 kW



**Aesthetic bridging:** Not far from the town of Dos Aguas, modern street architecture merges into a wild landscape.





**911 GT3 RS**

Consumption data according to WLTP:  
 Fuel consumption combined: 13.4 l/100 km;  
 CO<sub>2</sub> emissions combined: 305 g/km; CO<sub>2</sub> class: G;  
 Status 03/2024

**Mike Alonso:** The 35-year-old American works as a principal architect for digital currencies at the Bank for International Settlements in Basel.

(525 PS) four-liter six-cylinder naturally aspirating engine proves its day-to-day usability along the bumpy local roads. Throughout the Porsche GT Trackday on the Circuit de la Comunitat Valenciana Ricardo Tormo, Fakhraddin enjoyed its sheer performance thanks to the numerous motor racing adaptations — the center radiator concept, active aerodynamics and drag reduction system (DRS). Born in Baku when Azerbaijan was still part of the Soviet Union, the 52-year-old dreamed of racing even as a child. He completed his economics degree in Kyiv and lived in Czechia for a long time before finally settling in Dubai. There he became friends with Karim Al Azhari, President of the Porsche Club of the United Arab Emirates. Both live on the spectacular palm tree shaped islands built into the sea. "I learned from Karim that the path to fulfilling my racing dream was through the Porsche Track Experience," recalls Fakhraddin. In 2009, he purchased a 911 GT3, hired the services of a Porsche instructor for the first time and ventured out with both of them onto the Nürburgring Nordschleife. "Only Porsche builds road-approved cars that can also seriously withstand the demands of the track," he explains. "Other sports cars first have to be upgraded and then sent to the workshop after ten laps."

Fakhraddin made rapid progress. From 2009 to 2013, he competed in the Porsche Sports Cup successfully — his best result was second place in his group. "Those years were the best time of my life," he announces, beaming. "I prioritized racing over nearly everything else. Early in the morning before going to the office, I practiced with my own racing kart on the Dubai Autodrome circuit. In the winter, I took part in the Porsche Sprint Challenge Middle East." According to him, what he loves about racing is the emotionality and, above all, the relaxation. "That's the big difference with regard to other sports. In racing, you have to switch off all other thoughts, there's no room for them. Anyone who is thinking about business while behind the wheel will make mistakes. It's this focus that allows you to relax." His last race was ten years ago. "I just didn't have enough time for it anymore," regrets the father of six. Among other responsibilities, he is CEO of the Czech Axxos hotel group and Honorary Consul of Azerbaijan. While he no longer races, he rarely misses a Porsche Track Experience Trackday. He booked them all in 2023: Spa, Hungaroring, Nürburgring, Valencia, Red Bull Ring and Portimão. And he never misses the Porsche Ice Experience in Finland. At the Ice Force Pro stage, of course — the demanding third stage in the Arctic



**Tradition meets innovation:** Racing cars have never been parked in front of the 150-year-old Ribera manor house.

**A visit to the Ribera family's Elysian orange grove marks the end of an exciting day on the racetrack. For the two drivers of the Porsche 911 GT3 RS, this is the very definition of paradise.**



**Fakhraddin Mirzoev:** Born in Azerbaijan, the 52-year-old now lives in Dubai. He has been a regular attendee of the Porsche Track Experience since 2009 and is now also an experienced racer.



**Performance in the countryside:** Thanks to new planting techniques, trees can now get by with little water, provided by a well from a depth of 35 meters.

Circle. “Those drifts in the snow are pure thrills. I think it’s wonderful to be able to get a feel for the vehicles at a relatively low speed and to experience the weight shift as if in slow motion. On the racetrack, however, it’s about driving progress — that’s my fitness training for body and mind.”

Mike Alonso listened attentively. The other tall man on the picnic blanket in the orange grove is 35 years old and noticeably hungrier. Both in terms of eating the regional delicacies and of the Porsche Experience. The American has worked his way up through the Precision and Performance stages to Master stage, and is not taking his foot off the gas. At the Master training in Spa, Belgium, he kept his foot down a touch too long — and in the notorious left-right combination of the Eau Rouge corner of all places. “I overdid it,” he admits. “I actually found it much more interesting from a technical point of view to get the most out of the narrow Bus Stop chicane.” For today’s Trackday in Valencia, he — like Fakhreddin — rented a vehicle and booked an instructor. Who was actually faster? “Fakhreddin, of course,” admits Mike, adding with a broad grin, “But he also had the faster car with the GT3 RS.” Mike drove the five 40-minute sessions with a GT3 this time, much to the satisfaction of his instructor, Maximilian Schmidt. After the first mandatory event of the highly professionally organized day — the driver’s meeting at 8:15 a.m. — the instructor, “Maxi”, demonstrated the racing line on the 4.005-kilometer-long circuit in a

preliminary run. The obedient student learned the braking and turning points for the nine left-hand and five right-hand turns via a direct radio connection. Later, the instructor watched him from the pit wall and then turned the tables — driving behind Mike, commenting and suggesting potential optimizations. Between driving slots, the two retreated to their personal, protected workstation in the pit. For a relentless analysis. Nothing escapes the attention of the V-Box data and video recording system specially installed in the vehicles. Outside, the vehicles are checked after every turn: The technicians react to wear on the semi-slicks and wear on the brakes by replacing the vehicle. Customers should never lose track time. “The support and service are simply fantastic,” says an enthusiastic Mike Alonso. He has already booked the next step up: Once again in Valencia, but this time not with a road-approved vehicle, but in the Master Racecar category with a 911 GT3 Cup racing vehicle. His wife Nicole shares his enthusiasm for the Porsche Track Experience — she has already completed the Precision stage, and next up is Performance. “We’re taking a real vacation trip around the training sessions,” says Mike. “Madrid, Valencia, Seville — and in between Nicole is going surfing in Cádiz.”

The couple lives in Basel. Mike Alonso works there at the Bank for International Settlements, the organization of central banks



**Exclusive picnic:** Olives, figs, tangerines, dragonfruit, lemon caviar and much more thrive here. A single fruit of the finest orange variety costs 20 euros.



911 GT3 Consumption data according to WLTP: Fuel consumption combined: 12.9 l/100 km; CO<sub>2</sub> emissions combined: 293 g/km; CO<sub>2</sub> class: G; Status 03/2024



**Looking ahead:** Mike and Fakhraddin have made plans and have already booked their Porsche Experiences for 2024.

established in 1930. He designs digital currencies using blockchain technology in his exciting profession as Principal Architect. "It's about developing faster, cheaper and more transparent payment channels for countries," he sums it up in simple terms. Born in 1988 in the US state of New Jersey, he studied at the United Air Force Academy in Colorado Springs and lived in Houston, Texas for several years. "But we like it much better in Europe," he said enthusiastically, "a lot of the quality standards are higher here. That definitely applies to the food too," he adds, as a potato tartlet from the picnic basket disappears into his mouth. "The Swiss mountains and lakes remind me of the landscapes in Colorado and Montana. Skiing is great and you don't have far to go to get to the best racetracks." There is a 911 GT3 RS (type 991.2) in the garage at home. The successor model (type 992) was ordered a while ago. "In Acid Green," he says, dreaming of his chosen signal color under the evening sky as it turned a soft orange.

Mike and Fakhraddin discussed their driving experiences in detail and virtually licked their plates clean. Jamon Iberico, Manchego, tapas and, of course, plenty of fruit. Elena, the Junior Manager of the plantation, prepared the picnic and loaded it into the two GT3 RSs at the Riberas' home with the two drivers. All of the plantation tours begin at the manor house, which is over 150 years old. The tours are a relatively recent endeavor for the family, but one that is increasingly flourishing with around 5,000 visitors every year. "But never before," Elena laughs, "has anyone driven a racing car into our gardens." The ability to raise the front end of the vehicle at the touch of a button helps you drive over the mounds. But perhaps it was Buddha's protective hand that prevented them from bottoming out.

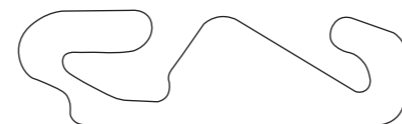
## PORSCHE TRACK EXPERIENCE BARCELONA

**DURATION** 1 or 2 days

**DATES** see website

**TOUR OPERATOR**  
Manthey Racing GmbH

### TRACK



The track, built in 1991, places high demands on the driving skills of motor-sport drivers. The track is well-suited for the aerodynamic qualities of Porsche GT vehicles, with a good mix of high and low-speed turns. The long main straight leads into a technical sequence of turns up to Turn 3, and the uphill-leading Turn 7 is particularly tricky to master. All in all, a great track to show off your driving skills. An adrenaline rush is guaranteed.

### HIGHLIGHTS

- Maximum driving time on the track
- Perfect your driving skills with a Porsche certified instructor
- Technical support from Manthey technicians and engineers
- Option to rent a vehicle from the Porsche GT fleet
- Get to know a new model through our test drive offer under the supervision of a Porsche certified instructor



Scan the code for detailed information about the experience.  
[porsche.click/TrackdayBCN](https://porsche.click/TrackdayBCN)

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