

PORSCHE EXPERIENCE MAGAZINE 2025

# stories

## **Slovenia**

A road trip with the  
all-electric Macan

## **Drift World Record**

The Taycan makes  
history on ice

## **Back to the Beginning**

Patrick Dempsey at the  
Master Racecar Training



**EMBRACE  
THE ESSENCE**







# stories

PORSCHE EXPERIENCE  
2025 edition



Dear reader,

Get in, start the engine, feel the gentle push of acceleration — and set off on your journey. The latest issue of our STORIES magazine delves into what true experiences are all about: "Embrace the Essence" — the essence of driving, traveling, enjoying and the thrill of self-discovery on the racetrack. It's about unique moments that stay with us long after the day is over — because they're authentic, they move us and open our eyes to new perspectives. Moments that stay vivid in our memories because we can share them with like-minded people who are with us on the same journey.

In a world where speed is often confused with efficiency, luxury with status or possession, we invite you to rediscover what matters most with the Porsche Experience. Enjoy the magic of the moment, because that authenticity is what really matters. It is not the perfect staging, but the real experiences that touch us:

The winding switchbacks of a mountain pass in Tibet, spiraling seemingly endlessly into the sky. The dance of sea and mountains in Corsica, which we follow in our Porsche. The unexpected detour, leading to a hidden restaurant that becomes a culinary highlight.

Less stress also means more joy. The ease of fully surrendering to the moment is rarely felt more clearly than on the tracks of the Porsche Arctic Center in Finland — when, for the first time, we send our sports car drifting weightlessly across the ice and discover what we're truly capable of.

Flexibility and adaptability allow us to experience the interplay of power and precision in every turn. For example, at a Trackday with the Porsche Track Experience on the most famous racetracks in the world. Anyone who takes up this challenge and focuses on the moment will enjoy an incomparable feeling of control and freedom — an experience that extends far beyond the moment on the racetrack and can be applied to many areas of life.

At the heart of every Porsche Experience lies the invitation to embrace the unexpected, to feel the essence of the moment — and in doing so, to unlock the key to unforgettable experiences. With this magazine, we aim to inspire you once again seek out new adventures. To invite you to seize those incomparable moments that enrich our lives and embody the very essence of true luxury.

Kind regards,  
Christian Lehwald



Would you like to receive the STORIES magazine immediately after it is published, or would you like to be kept up to date with our newsletter? Then simply register here.





# stories

PORSCHE EXPERIENCE MAGAZINE 2025 | English Edition



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### 118 NEW KIT ON THE BLOCK

How do you squeeze out the last tenths of a second? Porsche and Manthey also asked this question and developed the Manthey Kit — most recently for the 911 GT3 RS. We took a look behind the scenes to see how it was developed, from the first drawing to the final kit.

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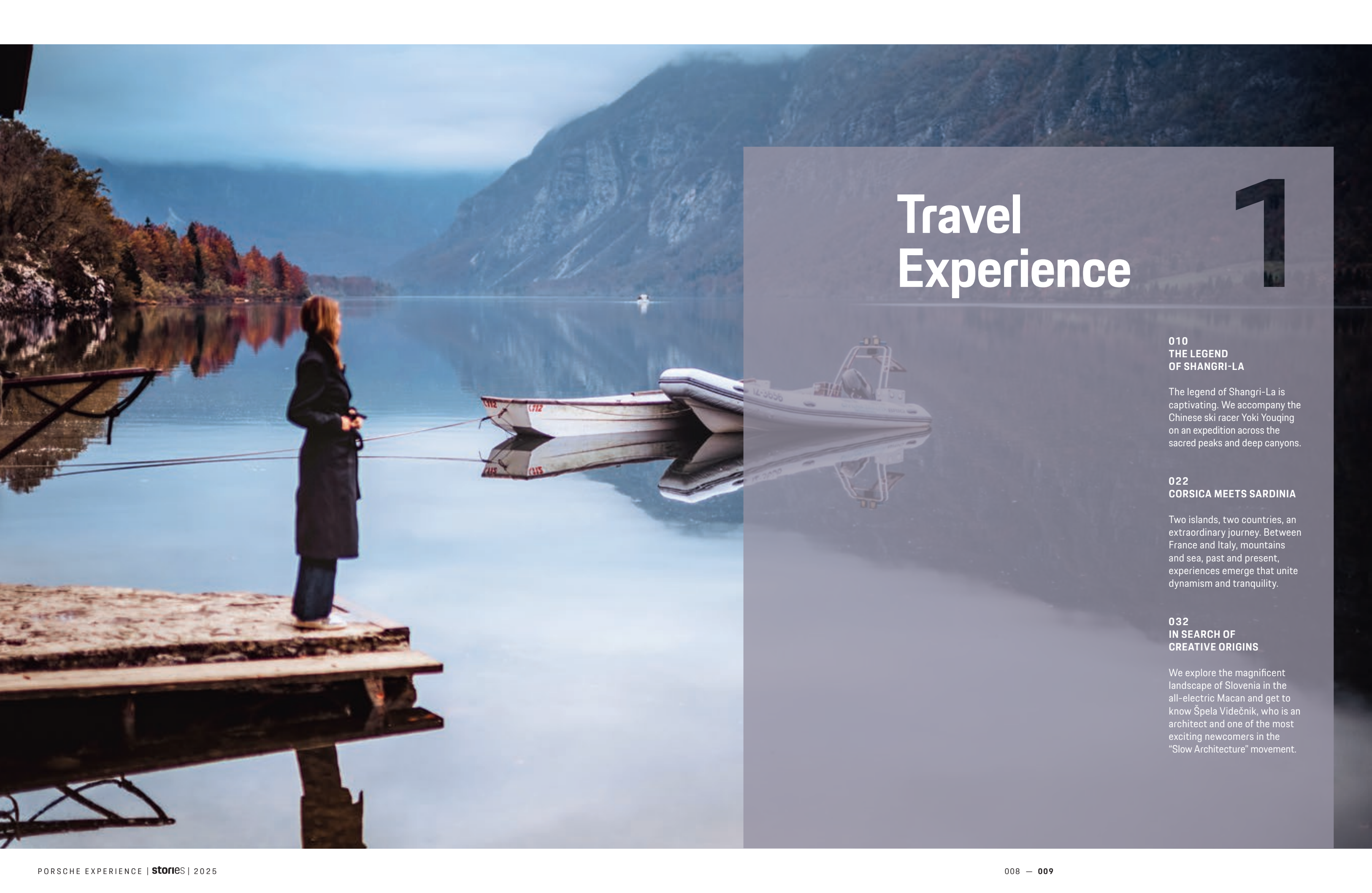
#### 911 GT3 RS

Consumption data according to WLTP:  
Fuel consumption combined: 13.0 l/100 km  
CO<sub>2</sub> emissions combined: 299 g/km  
CO<sub>2</sub> class: G  
Status: 02/2025

#### 718 Cayman GT4 RS

Consumption data according to WLTP:  
Fuel consumption combined: 13.0 l/100 km  
CO<sub>2</sub> emissions combined: 295 g/km  
CO<sub>2</sub> class: G  
Status: 02/2025





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# THE LEGEND OF SHANGRI-LA

Text: Berthold Dörrich Photos: Moritz Attenberger, Berthold Dörrich

The legend of Shangri-La has captivated people for nearly a century. Now, it can be experienced up close — in a Porsche 911. Join us and Chinese ski racer Yoki Youqing on an expedition to the sacred peaks and deep canyons that bring James Hilton's utopia to life.





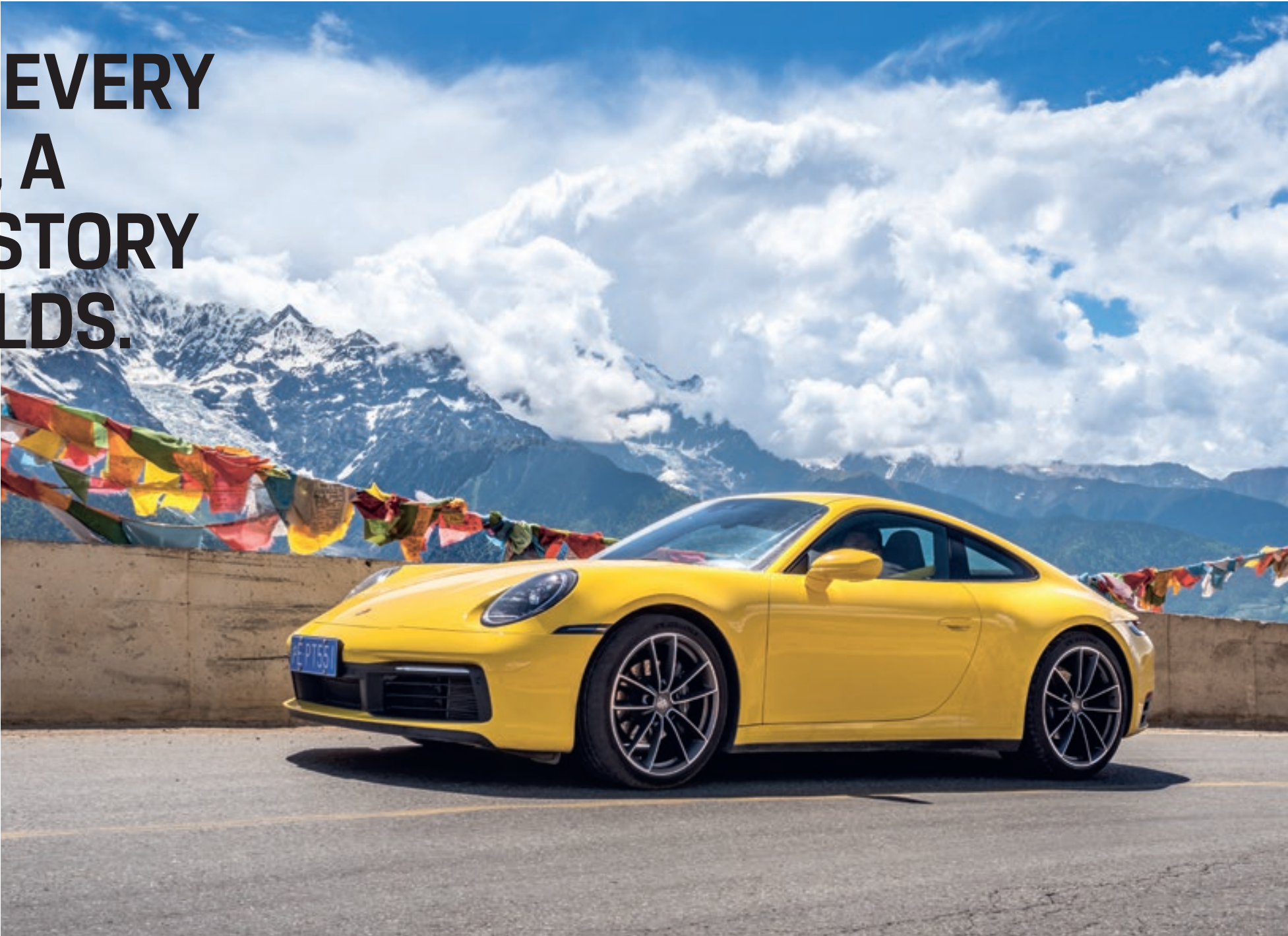


Since the publication of James Hilton's bestselling novel "Lost Horizon" in 1933, people around the world have sought to uncover the mystical secret of the Tibetan place that stands, like few others, for a life of peace and harmony. Since the Chinese city of Zhongdian adopted the name Shangri-La in 2001, it has been possible to get a lot closer to the legend in real life — now even in a Porsche 911. Together with multi-time Chinese tech-ski champion Yoki Youqing and mountain guide Karen Zhang, we set off in a Porsche 911 to uncover the reality behind James Hilton's utopia. Our goal: to make a few turns on skis in the eternal snow of Tibet's sacred mountains.



**The Tiger Leaping Gorge** stretches 3,900 meters between its deepest and highest points. An impressive spectacle and a UNESCO World Heritage Site.

# WITH EVERY TURN, A NEW STORY UNFOLDS.







The reality of utopia

Just like the Porsche Travel Experience Shangri-La, our photo expedition begins in the provincial capital of Lijang. Despite its size, it has largely retained its traditional charm, earning it a place on the UNESCO World Heritage list — a charm that fascinated Austrian explorer Joseph Rock, who traveled through this remote corner of China more than a century ago. His former home is now an interesting museum and a special highlight for participants of the Porsche Travel Experience. The aroma of countless restaurants wafts through the alleys of one of China's best-preserved old towns, where the influences of the region's various ethnic groups blend into a unique culinary fusion. And in good weather, the first Tibetan snow giant, the Jade Dragon Snow Mountains, towers above their roofs. Just a few kilometers to the north, the Jinsha River, one of the Yangtze's main tributaries, has carved deep into the rock in the Tiger Leaping Gorge, creating one of Asia's most spectacular canyons. Today, participants of the Porsche Travel Experience Shangri-La can even take an escalator down to its base. From there, we follow the route north, where colorful Tibetan prayer flags and dazzling white pagodas greet us at spectacular viewpoints.



Every encounter with Tibetan culture is a lesson in humility and beauty.



TIBET —  
A SPIRITUAL  
EXPERIENCE.

In the region's villages, you can still experience the original traditions up close.



# HERE THE SKY SEEMS CLOSE ENOUGH TO TOUCH.



The view over the peaks of the Meili Snow Mountains is impressive from every perspective.



## On the trail of Tibetan culture

Even here in the clear mountain air at an altitude of 3,450 meters, the sky seems close enough to touch and gives us a first sense of what has defined the unfathomable legend of Shangri-La for almost a hundred years. The lungs draw breath with greater awareness. Our hearts beat faster. And somehow our perception also seems more vivid as a result. The bright red and gold of the Buddhist temples burns itself into our consciousness, just like the unique blend of Tibetan and Chinese faces that shape the bustling streets of Shangri-La. What a wonderful place to experience Tibetan culture. Just like in Potatso National Park with its crystal-clear lakes and high plateaus, where we repeatedly encounter traditional Tibetan families alongside their horses.

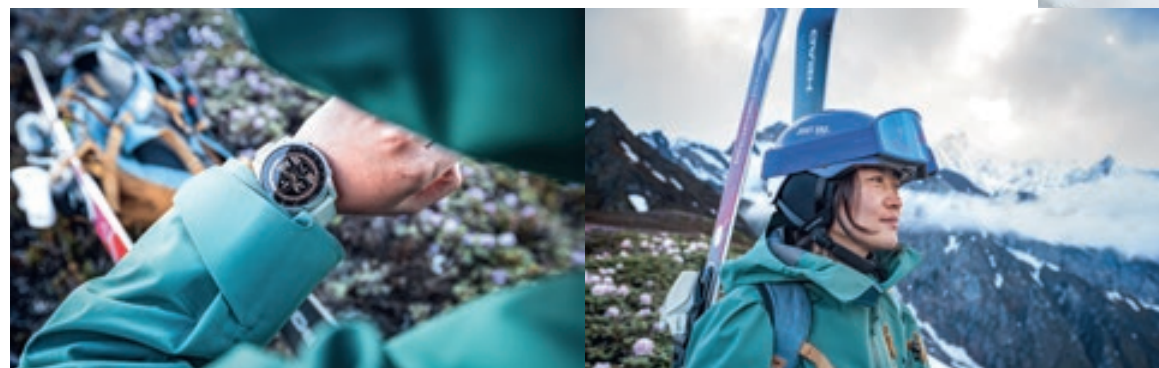






# EVERY EXPEDITION IS A JOURNEY INTO THE UNKNOWN.

Not far from Shangri-La rise the Meili Snow Mountains, a range of snow-capped peaks that hold special significance for both the Chinese and Tibetans. The highest of them stands out like a shining beacon: Nyainqênkawagarbo, towering at 6,740 meters and still unclimbed to this day, is one of the holiest mountains in Tibetan Buddhism. For the locals, even attempting to climb it borders on blasphemy, which would inevitably provoke the wrath of the gods. Karen Zhang, who accompanies us as an experienced mountain guide, knows this too, of course. She tells us about the tragic accident in 1991, when all seventeen members of a Japanese expedition lost their lives after attempting the ascent, despite numerous warnings.



Up here, at more than 4,300 meters, the air thins and every step becomes a physical challenge.







Yoki's dream comes true

The dream of getting close to this mystical peak, of skiing down the eternal snow that covers it and the surrounding summits, has motivated Yoki Youqing ever since she decided to pursue a career as a ski racer. She has won the Chinese championship title in the Tech Ski discipline five times in a row. She has conquered awe-inspiring mogul runs and deep powder slopes, as well as carving wide turns into the hills. She was a judge at the 2022 Olympic Games. And now, she's driving our yellow Porsche 911 towards a small Tibetan village on the upper reaches of the Mekong, from where we plan to begin our ascent to the base camp and the snowfields beneath the glacier-covered peaks.

The journey itself is breathtaking. Our road stretches from the upper reaches of the Yangtze River to elevations over 4,000 meters. Just before Dêqên, the starting point for our ascent to the base camp, the glowing golden roofs of Dongzhulin Monastery tempt us to take a short detour off the main road. From there, we get a spectacular view of the Yangtze — and soon after, our first glimpse of the Meili Snow Mountains.

Endurance trek through thin air

Our 911 comes to a halt — for now — in a small Tibetan mountain village. We cross the Mekong, which here still bears its Chinese name Lancang Jiang, on a dilapidated bridge, but then the roads become so impassable that we have to continue our little expedition on foot. Not only Yoki's ski equipment, but also all the supplies for several days, tents, sleeping bags, and, of course, our photographer's camera gear, now have to be carried up on our backs in the thin air.

Just before we arrived in Tibet, our mountain guide Karen scouted the area with an advance group and reported good snow conditions. Yet, as we arrive at the agreed spot in mid-June, there's no snow insight, and we have to adjust our plan on the fly. Instead

of heading to base camp, Karen and the core team push on with a grueling march directly to another higher camp, near which there are still snowfields where Yoki can make a descent. Once at the top, however, patience is required. It's only after two days and a cold night that the heavy clouds, which had previously veiled the peaks, part for a brief moment. Now, it's time to hurry! Yoki and our photographer Moritz strap their skins onto their skis and ascend to one of the snowfields.

In the land of infinite dreams

This is where Yoki's dream comes true. With a view of the sacred peak of Nyainqênkawagarbo, she leaves her tracks in the snow — an unforgettable experience, just like the entire trip. For the first time in her life, she sat behind the wheel of a Porsche 911. She likens its agility to what she experienced on skis on Olympic mogul slopes. Experiencing Tibetan nature and its towering mountains gave her new insights into this part of her homeland. And the mountain roads in the foothills of the Himalayas were a fascinating new experience even for us, who regularly travel on Alpine passes.



High spirits during the ascent: skier Yoki Youqing and mountain guide Karen Zhang.

PORSCHE TRAVEL EXPERIENCE  
SHANGRI-LA

DURATION 7 days

ROUTE



**Starting in 2026: Natural wonders and cultural treasures. 7 days in Yunnan Province**  
Shangri-La — a legendary place of longing. In southwest China, you will immerse yourself in the worlds of various cultures and explore traditions brimming with color and cheerfulness: from the historic old town of Lijiang to picturesque lakes, snow-capped mountain ranges and the breathtaking Tiger Leaping Gorge — all paired with the driving pleasure of a Porsche and regional culinary specialties.

HIGHLIGHTS

- ☐ Guided tour of the historic old town of Lijiang, a UNESCO World Heritage Site
- ☐ Trip across Lake Lugu in traditional boats
- ☐ Stay in the Naxi village of Yuhu, and gain insights into the activities and typical way of life of the Naxi community
- ☐ Visit to the breathtaking Tiger Leaping Gorge, one of the deepest gorges in the world
- ☐ Visit to the Ganden Songtsenling Monastery, the largest Tibetan Buddhism temple in Yunnan
- ☐ A short hike through Potatso National Park and experiencing Tibetan culture, religion and customs with a Tibetan family
- ☐ Enjoying exquisite regional cuisine — Yunnan's cuisine is one of the best in China

For detailed information, email us at:  
info.porscheexperience@avantgarde.de



Two islands, two countries, one extraordinary journey. Between France and Italy, mountains and sea, past and present, experiences unfold that blend both energy and serenity. Winding mountain roads, sweeping views, and demanding curves make every stretch of the journey a unique challenge.

# CORSICA MEETS CAPRI

Text: Elisa Weber Photos: Stefan Hefe, Florian Imberger, MDCT, Getty Images / Ph. Francesco Ciccotti, Francesco Riccardo Iacomino, Eric Volto Adobe Stock / krspr, Shutterstock / Baud Adrien





The beach of Palombaggia in Corsica is enchanting with fine, white sand and crystal-clear, turquoise water. Pine trees line the coast, and reddish granite rocks rise picturesquely from the sea. Shallow waters invite you to swim and at sunset, the beach glows in warm golden hues — a slice of Mediterranean paradise.



From Monte Ortobene, an impressive view unfolds over the rugged peaks of Monte Corrasi and Punta Sos Nidos. The rocky hills, often shrouded in mist, rise dramatically into the sky, contrasting with the dense, green forests. In the sunlight, the limestone cliffs shimmer from silver to gold, perfectly capturing the wild beauty of Sardinia.



In the **Golfo di Orosei National Park**, a stream winds through a landscape of steep cliffs and lush greenery. Crystal-clear water cascades over smooth rocks, creating small, tranquil pools. Surrounded by towering mountains and the scent of Mediterranean plants, this place offers a hidden gem for nature lovers and adventurers.

**Bonifacio in Les Trois Pointes** offers a breathtaking viewpoint in Corsica, providing a spectacular view of the cliffs and the deep blue Mediterranean. The dramatic white limestone cliffs tower majestically over the water, while the gentle sea breeze and stunning views create unforgettable moments for visitors.





BETWEEN  
MOUNTAINS  
AND  
SEA



Not far from Olbia, the small village of San Pantaleo slowly awakens as our Porsche 911 embarks on the first few kilometers of the journey. The streets are still empty, the engine in the back still warming up. We quickly head out of the village, past paths that were once used by the Romans as trade routes. Today, they take us through a landscape that looks its best in the morning light.

As we travel along the Sardinian coast, the view alternates between sea and mountains. To the left, rugged cliffs reach skyward while to the right, the water glitters beneath us. In Sardinian folklore, the mountains are described as the dwelling place of ancient gods and spirits — a setting that offers a unique backdrop for the first few kilometers. The route demands concentration. The scent of pine trees mingles with the fresh sea breeze. Legend has it that mythical giants once fought here, and their tales have been passed down to this day. Sardinia's roads offer a driving experience framed by striking contrasts and ancient culture. Here, the elements seem to battle for dominance, and we, along with our Porsche 911, are at the very heart of it all.

Corsica – The Island of Beauty

Just a short ferry ride from Sardinia, Corsica awaits us with its rugged mountains, deep forests and charming coastal towns. Bonifacio, perched high on white limestone cliffs, welcomes visitors with stunning architecture and an unparalleled view of the Mediterranean Sea. The charming alleys of the old town invite you to stroll around, offering numerous hidden spots where you can enjoy the unmistakable

Corsican atmosphere. Those who take the opportunity to leave their vehicle behind and surrender to the island's relaxed pace, can experience Corsica with all their senses — and what better way to enjoy it than by stopping at a local winery? Here, you'll enjoy outstanding wines alongside Corsica's renowned ham and cheese selections. The highlight at Mattei is Cap Corse. The island's traditional aperitif, with its fruity-bitter notes, pairs perfectly with the local delicacies.

Dance with the elements

Calanques de Piana — a dramatic cliff formation plunging into the sea — on Corsica's west coast is truly stunning. It lies between the coastal town of Porto and the picturesque village of Piana. It's as if the towering cliffs have risen up to assert their superiority over the sea. The clash of the elements feels especially tangible here. Legend has it that the devil created the bays, which have burrowed into the rock like fjords, after turning a shepherdess to stone for rejecting his advances. In the bright sunlight, the granite formations take on a pinkish hue, while in the glow of the setting sun, they appear blood red. During these hours, a mystical atmosphere descends upon the rugged mountains with their spires, columns, jagged peaks and monolithic boulders. The bizarre rock formations have been part of the UNESCO World Heritage Site of the Corsica Natural Park for many years. And right through the Calanques de Piana, there is a narrow, winding road, passing cliffs and deep gorges. These routes are ideal for the Porsche 911. Here, driving becomes a dance with nature, with the rock formations providing a silent backdrop.

Col de Bavella — a challenge in the mountains

In the heart of Corsica, the landscape begins to change. The Col de Bavella, a legendary pass, is challenging with tight bends and varying terrain. Dense forests give way to open mountain slopes. Stories of bandits and ancient legends surround this region. The serpentine turns of the pass put even experienced drivers to the test — but in the 911, we accept the challenge. This is not about speed, but about perfect mastery of every movement. Nature appears untamed, and yet the road remains the connecting element between the driving experience and the surroundings. Porto-Vecchio, the port town on the south coast of Corsica, is captivating with its lively charm and stunning coastal landscape. Surrounded by crystal-clear waters and picturesque bays, the town offers a combination of historic architecture and modern amenities. The pastel-colored buildings and bustling harbor give Porto-Vecchio a welcoming atmosphere, while numerous restaurants and cafés capture the flavors of the regional cuisine. We stroll through the town and unwind in one of the nearby coves, enjoying the perfect break before saying goodbye to Corsica and returning to Sardinia.

From Corsica back to Sardinia

The ferry ride from Corsica back to Sardinia offers moments of reflection. The gentle rolling of the sea carries stories of age-old connections between the islands — shaped by commerce, friendship and war. Yet, our thoughts are already turning to the roads of Sardinia, full of eager anticipation. We are ready for the next exhilarating sprint between the energy of the sea and the serenity of the mountains.





**Dolce Vita meets savoir-vivre:** Sardinia and Corsica — two islands full of contrasts and beauty. Wild mountains and fragrant maquis in Corsica, white beaches and emerald-blue sea in Sardinia. Winding roads lead you through breathtaking landscapes, small villages invite you to linger. The hospitality, the aromas of the cuisine, the gentle sound of the sea — all of this leaves its mark. A road trip that not only connects places, but also creates enduring memories.



**Driving pleasure amidst the forces of nature:** winding roads, majestic mountains and sparkling seas — an unparalleled driving experience on the dream islands of Corsica and Sardinia.



**Pleasure with every bite:** The flavors of the islands come alive in freshly caught fish, homemade cheese and fresh fruit — a true paradise for food lovers and indulgence seekers.

**On the road along Strada Provinciale 3**

Winding stretches of the SP3 in Sardinia alternate with short straights that reveal sweeping views of the landscape. The Monte Albo rises sharply on the horizon, while glimpses of the sea appear again and again between the trees. This is where Sardinia reveals its uniqueness: a landscape that unfolds anew with every curve, blending history, culture, and nature in a truly special way. It is a journey that combines technology and landscape — and has a lasting impact.

**The Maddalena Archipelago — history between Islands**

The route takes us to the Maddalena Archipelago, a place that captivated Napoleon so many years ago. The young Corsican

lieutenant suffered one of his first defeats here. With its granite formations and turquoise lagoons, the island group is captivating. For a short break, we leave the Porsche behind on land. We head out in a motor yacht through the sheltered coves. The scent of rosemary and cypress trees fills the air, while abandoned fortifications and ancient settlements tell stories of times gone by. It is said that the pirate Dragut, the terror of the Mediterranean, once hid here before launching lightning raids on the coastal towns.

We reflect on the experiences of the past few days while the water glistens peacefully in the sun. Corsica and Sardinia have inspired us with their beauty, and now we begin our journey home — not just with packed bags, but with memories that truly reflect the diversity of this journey.

**PORSCHE TRAVEL EXPERIENCE**  
**SARDINIA/CORSICA**

**DURATION** 9 days

**ROUTE**



Sardinia and Corsica. Two dream islands — one dream trip. Perhaps the most beautiful trip of your life. Immerse yourself in breathtaking landscapes, pristine nature and crystal clear waters. And experience excellent fine dining, casual luxury hotels and panoramic driving pleasure as far as the eye can see. Ready for a double dose of Mediterranean ease and zest for life?

**HIGHLIGHTS**

- ☐ Spectacular trips along the rocky landscape of the “Calanques de Piana” and on the legendary “Col de Bavella” mountain pass
- ☐ Dinner at the 2-star Corsican restaurant “Casadelmar”
- ☐ Aperitif at the legendary “La Piazzetta” in Porto Cervo
- ☐ Visit to the “Mueso delle Maschere Mediterranee”, including guided tour
- ☐ Boat tour to the “La Maddalena Archipelago” with private motor yacht
- ☐ An aperitif at “La Piazzetta” in Porto Cervo in Sardinia, the hotspot of the international jet set

Scan the code for detailed information about the Experience.  
[porsche.click/Travel\\_SardiniaCorsica](https://porsche.click/Travel_SardiniaCorsica)



# In search of creative origins

Slovenian identity in the language of contemporary architecture. Architect Špela Videčnik studied with Zaha Hadid and teaches at Harvard. And yet she draws her inspiration from Slovenia's roots. From its people. Its realities. And the magnificent landscape that we also discover on our journey in the all-electric Porsche Macan.

Text: Nadine Hanfstein Photos: Klaus Schwaiger





**Porsche Stories** editor **Nadine Hanfstein** (bottom left) in search of creative origins — together with **architect Špela Videčnik**.

The air is crisp, almost sharp. We shoot out of turn 23 in the all-electric Macan and onto the high plateau of the Julian Alps, breaking free from the wall of fog. Suddenly, a clear view. Our minds go completely still. And we witness a breathtaking beauty. The Vršič Pass lies before us. Fifty hairpin turns twist their way up from the town of Kranjska Gora to Slovenia's highest drivable mountain pass, then wind down to the village of Trenta in the Soča Valley, which shimmers below in every imaginable shade of fall.





The Macan in the middle of the hustle and bustle of the capital.

Next, we head to Bohinj, the first stop on our road trip through Slovenia, where we meet a woman who is currently playing a key role in shaping the country's creative scene: architect Špela Videčnik. Since founding their architecture firm, OFIS Architects, in 1996 with her partner Rok Oman, and with offices in Ljubljana and Paris, the duo are among the most exciting newcomers in the field of “Slow Architecture”.

But that's just a little teaser for now. The powerful torque of the Macan lifts our spirits as we return to the road and tackle the last hairpin turn before the Soča Valley unfolds before us. Original stone bridges repeatedly lead over the Alpine river Soča, whose unusual blue-green hue creates a captivating contrast with the fall reds, earning it the nickname of the “Emerald River”. The river accompanies us and the Macan through Triglav National Park, interrupted only by a few spectacular suspension bridges. Hundred winding kilometers further on, after passing Lake Bohinj, we reach Hotel Bohinj on the eastern slope, where architect Špela Videčnik awaits us. Špela not only shows us some of her signature works, but also gives us a first impression of the places and people that shape the country.



Architect Špela explains the avant-garde façade design of the Boutique Hotel AS.

Mirroring its people, the city center of Ljubljana shuns any grandstanding, allowing its beauty to speak for itself.





**Slovenian identity in the language of contemporary architecture.**

The architect intentionally starts her tour with us in the heart of the Slovenian Alps, at the alpine luxury hotel that could almost be considered the essence of her work. The concept plays with volume, wood and space for encounters. Confidently independent. Airy glass surfaces and a wood facade made of gray-stained larch define the appearance, providing an insight into what inspires Špela Videčnik. More than Zaha Hadid, under whom she studied during her master's program in London, or her teaching positions at Harvard Graduate School of Design, Hong Kong University and the University of California, Los Angeles, it is the Slovenian landscape and its original character shape her projects.

Local realities should be preserved and maintained. Contemporary architecture, yes, but harmoniously integrated. When Špela starts a new project, she embraces what already exists and immerses herself in it. Instead of looking for trends on social media, she focuses on the landscape and the history of the area. This is how the legend of the wanderers was captured in a logo form, brought to life in patterns on walls, curtains and chairs. She uses traditional larch in either whitewashed or black-charred form, following centuries-old techniques of hand-charring wood. This is Slovenian identity translated into the language of contemporary architecture.







You won't find a rigid design blueprint forced onto all her creations. Instead, identity is preserved — an essence drawn from the region's materials and history. Her work consistently reflects a focus on sustainability and the desire — no almost an imperative — to honor regional materials and traditions. Revitalization and craftsmanship. Evolution instead of revolution. The shape of the hayrack — a traditional wooden hay-drying structure — are reimagined as sculptural art that reappears throughout the hallways of Hotel Bohinj.

Landscape and nature serve as roots — providing support, balance and stability. Unpretentious. Serene. The architect exudes the same quiet composure as we make our way back to the Slovenian capital together. She speaks highly of Ljubljana and also praises architect and urban planner Jože Plečnik, who significantly influenced the city's design in the 19th century. Owing to Slovenia's compact size, much of the country's creative energy is concentrated in its center. A close-knit

circle of Slovenian poets, designers and architects fuels vibrant exchanges and mutual inspiration.

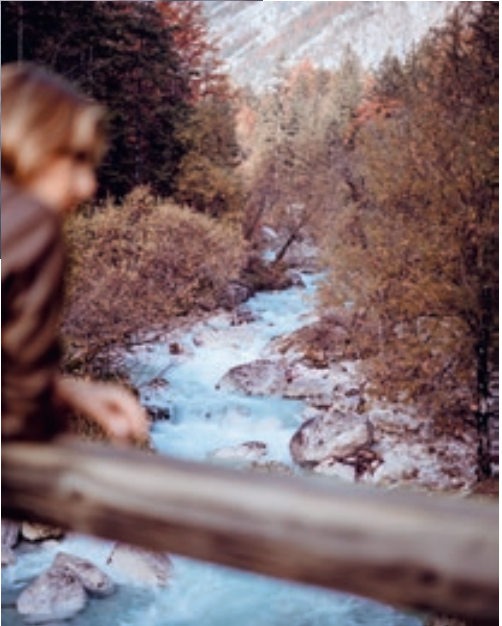
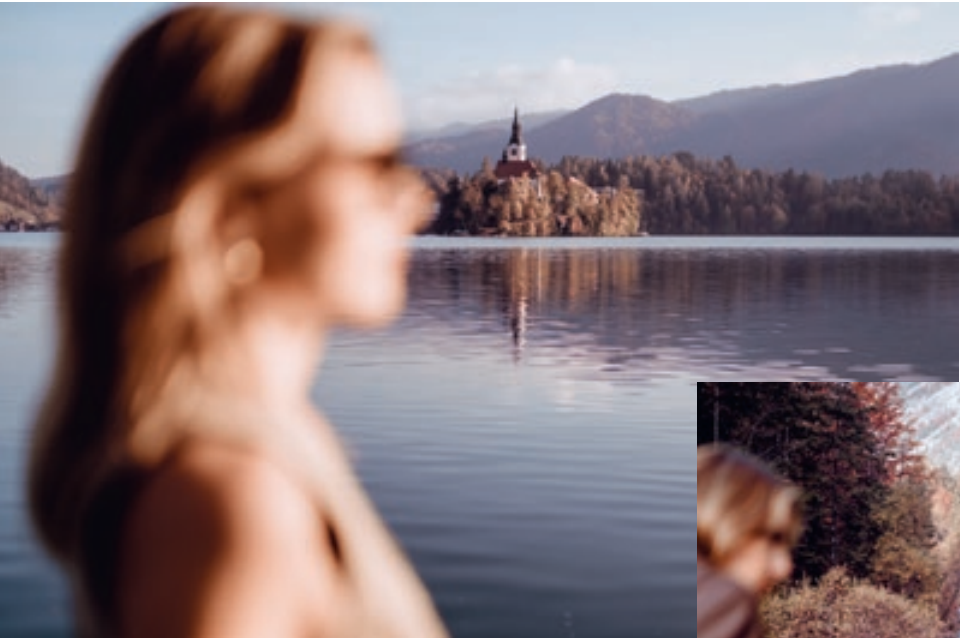
The city center, mirroring the people of Ljubljana, avoids any grandstanding, allowing its beauty to speak for itself. Completely at peace with itself. The influences of Austria, Venice and the Balkans become clearly visible as the architect heads towards another of her works: the Boutique Hotel AS. While its exterior, as is typical of Špela's works, blends harmoniously into the city center, the interior delights with thoughtfully designed spaces that create both volume and intimacy, and with an enticingly eclectic mix of materials. Surprisingly, the design of the facade facing the intimate garden is almost avant-garde.

Špela gained this courage to play with materials, colors and shapes in her youth — driven in part by necessity, as the limited availability of resources in Slovenia at the time demanded creativity.

**Our minds go completely still.  
And we witness the breathtaking  
beauty of the Soča Valley, shining  
in every imaginable hue of fall.**







**We, too, are drawn back to Lake Bohinj with the Macan one last time. To the emerald green water and that magically peaceful stone bridge.**

Špela embraced it as an exciting challenge and the basis for her creative work and achievement. Today, as an architect from this fascinating and still relatively undiscovered country, she is met with respect — an intriguing outsider in the best possible sense.

As with the success of her professional career, she brings the same humility to being a mother of three in the male-dominated field of architecture. How does she manage to do justice to both tasks? Špela doesn't understand the question. "In Slovenia, mothers have worked for as long as I can remember. The childcare system is designed for equality. Why should I be disadvantaged in any way?" Why should anything stop this woman? This became evident early in her career when, already upon graduating, she won two architectural competitions for large-scale projects — yet still had to wait two more years for her official

certification. Špela remains unfazed, instead displaying a calm, grounded demeanor. The architect does not find inspiration in the striking works of places like New York, but rather in the history of the places where she creates her work.

To see the world and return with new awareness — Špela is always drawn back to tranquil Slovenia, its landscapes and mountains with her children. At the well in the village center, where the cows rest when they are driven down from the pasture in the evening. We, too, are drawn back to Lake Bohinj with the Macan one last time. To the emerald green water and that magically peaceful stone bridge. The sun has already set. The place is deserted. Quiet. And as we reflect on the roots of this place and its significance to the people, only the lonely wooden boat is reflected on the smooth surface of the lake.





PORSCHE TRAVEL EXPERIENCE  
SLOVENIA

DURATION 6 days

ROUTE



**Electrifying new territory.**  
**On a discovery tour through the green heart of Europe.** Want to discover new paths — in the heart of Europe? Off to Slovenia! Explore an untouched, fascinating natural gem in the all-electric Macan and experience electric driving pleasure. No compromises. Look forward to stunning scenery, inspiring cultural treasures, welcoming locals, exquisite cuisine and a pioneering culture of sustainability. Slovenia is Europe in miniature: excitingly diverse and ideal for maneuvering a Porsche through a wide variety of challenges. Ready for true E-Performance down to the smallest detail?

HIGHLIGHTS

- ☐ Lunch at the gourmet restaurant of the world-famous chef, Ana Roš
- ☐ Trip through the Triglav National Park via the Vršič Pass
- ☐ Visit to the Lipica Stud Farm
- ☐ Fine dining
- ☐ 4 driving days in a Macan provided for you



Scan the code for detailed information about the Porsche Experience.  
[porsche.click/Travel\\_Slovenia](https://porsche.click/Travel_Slovenia)





# Ice Experience 2

**048**  
**DRIFT WORLD RECORD**

The world record for the longest continuous drift by an electric vehicle on ice was broken at the Porsche Arctic Center with the Taycan GTS — a triumph of technology and driving skill.

**059**  
**THE PORSCHE ARCTIC CENTER**

The new Porsche Arctic Center in Levi offers a variety of extraordinary experiences for unforgettable adventures with the Porsche Ice Experience.

**062**  
**GET OUT OF YOUR COMFORT ZONE — AND INTO THE DRIFT**

Want to learn to dance? That's the one and only reason participants traveled to snowy Lapland. And after a few days, that's exactly what they could do. In a Porsche. On ice. We joined them.

**Taycan GTS**  
Consumption data according to WLTP:  
Electrical consumption combined: 20.7–18.1 kWh/100 km  
CO<sub>2</sub> emissions combined: 0 g/km  
CO<sub>2</sub> class: A  
Status: 02/2025



# DRIFT

Why take the direct route when the detour is so much more exciting? The **GUINNESS WORLD RECORDS®** title for the longest continuous vehicle drift on ice (electric car) was broken at the Porsche Arctic Center — a triumph of technology and driving skill.

Text: Berthold Dörrich Photos: Klaus Schwaiger



**DRIFT  
WORLD  
RECORD**  
Longest continuous drift on ice (electric vehicle)





If a straight line is the shortest path between two points and gets you to your goal fastest, then a well-executed drift is the perfect blend of precision, balance, instinct and engine power — the most thrilling way to go from A to B. So why take the straight path when the detour is so much more exciting — and might even earn you a GUINNESS WORLD RECORDS® title in the end? That makes perfect sense, and anyone who has ever managed to put their vehicle into a controlled drift knows the thrill that takes over in that moment. For beginners taking their first drifting lessons on the ice tracks at the Porsche Arctic Center in Levi, the thrill sets in as soon as the vehicle slides sideways for just a few seconds. Experienced drivers, who come to Finland year after year to practice, can keep their Porsche in a controlled drift for one or two laps on one of the skid pads. And yet, they still watch in admiration as the pros seemingly keep their vehicles endlessly drifting in that desirable state of controlled instability. Fueled by the desire for the perfect drift. Driven by the dream of carving a record-worthy line into the icy oval themselves — riding an endless wave of endorphins, engine roar, and spraying ice with their spikes.



**Record driver Jens Richter** drives the perfectly prepared Porsche Taycan GTS out of the Charging Hall in the darkness of the Arctic night. All set for the record attempt!





**Perfect preparation** is the key to success. Crucial: The Michelin winter tires with the appropriate spikes and the support of the engineer from Weissach. Everything takes place under the watchful eye of the official Guinness World Records adjudicator.

**Perfect instability and the magic of drifting**

Here too, practice makes perfect. And who better to determine who's the best than the specialists from Guinness World Records? They award the official title to the best of the best in 42 categories — not just casually, of course, but according to clearly defined rules. All under the watchful eye of an adjudicator dispatched by Guinness World Records, ensuring every rule is strictly adhered to. From the very start, the attempt to break the record for the longest continuous drift by an electric vehicle on ice was a serious undertaking — even if the idea came about spontaneously, after a long day of drifting by the fireplace in one of the Arctic Center's cabins.

**Drifting under extreme conditions means pushing the boundaries of technology**

A quick search revealed that the current record was 14.809 kilometers. At first, it didn't sound overly ambitious. But a quick calculation revealed it would take at least 100 laps at full throttle on one of the circular

tracks in Levi — just to match the current record. To confidently set a new world record, a few dozen more laps would be required. In other words: A current Taycan GTS would have to maintain a sideward drift under full load and constant throttle for roughly 45 minutes. This raised some eyebrows among the engineers gathered around the fireplace: the Taycan's cooling airflow is designed to optimally channel air through the vehicle during forward motion to cool the systems. But how would it behave under extreme lateral load in a prolonged drift? Would the cooling air intakes perhaps even become clogged with the swirling ice and snow and lead to thermal overload, even in the Arctic conditions? The systems had never been tested for this particular type of load. The GTS continuous power of the 605 PS, however, should be sufficient to keep the car drifting under all conditions. And the battery capacity of 97 kWh (net) would also provide the necessary reserves for the record attempt under normal conditions. But even if the total record distance seems modest compared to the WLTP range, the stress placed on the systems of the Taycan GTS during this world record attempt would be unlike anything seen in regular road use — or even on a racetrack.







**Controlled drift:** To reach the record distance, the driver needs to maintain consistent driving with minimal steering corrections, all while protecting the ice and the vehicle.

How long would the ice last under the power of the Taycan GTS? The tire specialists from Michelin were immediately on board and promised full support. But what spike length should be used for optimal traction while protecting the ice as much as possible? What impact would the outside temperature have? Winter temperatures up here, 150 kilometers north of the Arctic Circle, often fluctuate between -35°C and freezing. And what if the first attempt wasn't successful? Because even though Porsche has a lot of racing experience, no one had ever attempted a drifting world record under Arctic conditions on ice, especially with an electric vehicle. We quickly realized that a world record attempt would be a serious challenge.


**High noon in the Arctic Circle**

January 14 2025, 1:15 p.m., outside temperature 0°C — one of the ice skid pads has been specially prepared and measured for the record attempt. The Guinness World Records regulations for this record category allow a maximum deviation of 0.1% from the horizontal plane. The standard Michelin tires were equipped with 2.5 millimeter spikes and the battery was 100% charged. The new Taycan GTS offered the perfect total package of engine performance, driving dynamics and range. A standard model is set aside for the record attempt and is given a complete check-up in one of the Arctic Center's workshops. The laptop of Marc Strauss, the responsible development engineer from Weissach, signals: All systems go for the world record attempt!



CONTROL

**Taycan GTS**  
Consumption data according to WLTP:  
Electrical consumption combined: 20.7–18.1 kWh/100 km  
CO<sub>2</sub> emissions combined: 0 g/km  
CO<sub>2</sub> class: A  
Status: 02/2025

 Scan the code to access the video.  
<https://porsche.click/IceDriftWR>





**The decisive moment:**  
The Taycan GTS crosses  
the finish line — the  
world record is broken.  
A moment for celebration  
and fireworks at the  
record track.

Driver Jens Richter is ready to go. As an experienced racing driver and drift instructor, he knows how to get in the right mindset for new challenges quickly. The tight schedule leaves him only a few test laps and a brief, yet intense, exchange with the development engineer to plan a driving strategy that will maximize both the track and the vehicle's potential. Now the time has come. Under the watchful eye of Guinness World Records adjudicator Carl Saville, who has traveled all the way from London, he gets the Taycan GTS into a steady drift after just a few meters, completing lap after lap with incredible precision. He shifts his drift track slightly on the skid pad every now and then to keep ice abrasion to a minimum. But after just a few kilometers it becomes clear: the ice surface is melting faster than expected. The more uneven the ice becomes, the more he has to use the accelerator of the Taycan GTS to compensate with engine power. This puts even more strain on the ice, and pushes the systems of the Taycan GTS to their limits. The drift ring becomes a vicious circle. The hoped-for smooth drift turns into a hell-ride on ice.





**The Porsche Taycan GTS writes drift history**

After the initial disappointment, the team decides to make a second attempt in the evening. As temperatures drop, the track should be more resilient. The switch to 1-millimeter spikes on the Michelin tires and a modified driving strategy should have less impact on the ice. This should enable a more consistent drift, which would put less strain on the vehicle systems and make the new world record possible. That's the theory as the Taycan GTS rolls back onto the track. But there's only one more attempt. The tension in the team grows with every lap Jens completes in the Taycan GTS. The radio communication between the driver and technician falls silent. At this point, nothing from the outside can influence it anymore. Now, all that matters is complete concentration, hoping that the ice holds under the power of the electric sports car. The team breathes a sigh of relief as they cross the eleven-kilometer mark and all systems signal "normal." Jens radios in with a first "Yeah!" as he hits the old world record mark after 111 laps. He keeps the Taycan GTS on the ice for another 21 laps. Exactly 17.503 kilometers, or 132 laps, mark a fantastic new world record. Jens struggles to hold back his excitement behind the steering wheel, and the tension within the team eases as they all joyfully embrace. "After all the preparation and effort, the Porsche Taycan GTS and the Porsche Arctic Center finally achieves the hoped-for clear world record," says Christian Lehwald, Managing Director of the Porsche Arctic Center and Head of Porsche Experience and New Platforms at Porsche AG, in a jubilant statement. And Jens Richter, the newly crowned record holder, adds: "With our record title, the Taycan has once again proven its drifting capabilities. The fact that it handles so well even in extreme conditions speaks to its excellent suspension and balanced design." Engineer Marc Strauss takes invaluable insights back to Weissach: "We were dealing with challenging conditions that can't be accounted for in series development."

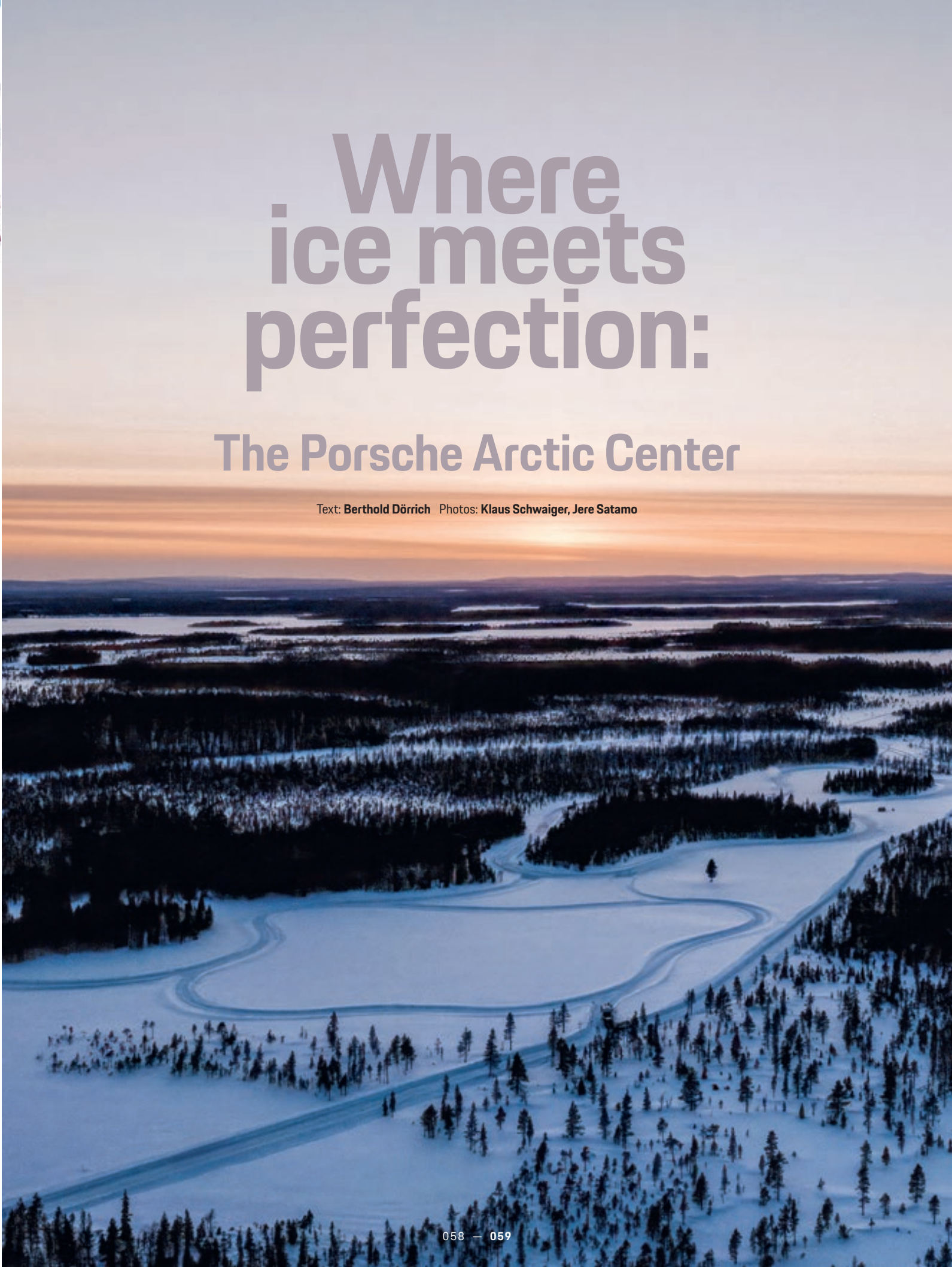


**We did it!** The new world record is exactly 17.503 kilometers. The Porsche Experience team with the official world record certificate at the moment of triumph.

# Where ice meets perfection:

## The Porsche Arctic Center

Text: **Berthold Dörrich** Photos: **Klaus Schwaiger, Jere Satamo**





67.8920° N 25.0668° E  
Latitude and Longitude

155 KILOMETERS  
north of the Arctic Circle

OVER 300 HECTARES  
of marshlands

OVER 30 KILOMETERS  
of prepared ice tracks



Christian Lehwald (left) and Jukka Honkavuori jointly manage the Porsche Arctic Center in Levi.

Some 150 kilometers north of the Arctic Circle, the Porsche Arctic Center in Levi covers an area of over 300 hectares. Not only is it the largest Ice Experience Center in Europe, but it also offers a variety of special benefits that make a Porsche Ice Experience a truly diverse experience. Here, practice and drifting takes place not on a frozen lake, but in a unique marshy landscape. Unlike typical flat drift tracks, they offer topographically challenging courses and rally tracks winding through idyllic Finnish forests. Supported by a comprehensive service infrastructure, up to 150 participants can drift on the ice at the same time without ever getting in each other’s way.

A secure future for the Porsche Ice Experience

In the early years, the Porsche Ice Experience events took place at two different locations: While beginners made their first drifting attempts near Rovaniemi, experts trained at “Camp Four” further north in Ivalo. Since 2014, the Porsche Ice Experience has had its permanent base at its current location. Last year, Porsche made a landmark decision for the future by acquiring the operating company — and with it, the extensive site. The goal: The Porsche Arctic Center, as it has officially been called since the takeover, is to be further expanded and optimized. This not only secures the future of the Porsche Ice Experience, but also opens up further opportunities at the site, allowing the area to be used effectively beyond the short drift season.



Year-round use and innovative infrastructure

The Porsche Arctic Center is already a “365-day event,” as Christian Lehwald, CEO and Managing Director since the takeover, puts it: “As it’s natural marshland and not a lake, we’re able to start prepping the tracks while lakes in other areas are still not frozen. And after the season ends, when the snow and ice release the marshy terrain, work continues non-stop to maintain and optimize the infrastructure for the next season.” This allows the facility to be used by other Porsche departments as early as December, before the Porsche Ice Experience opens its doors in January. Up to 140 Porsche vehicles are permanently on site, where they are perfectly prepared and maintained by certified mechanics in the modern workshops. Incidentally, an increasing number are Porsche electric vehicles. This is made possible by a fortunate coincidence that no one had thought of when the facility was built: A high-voltage power line runs underground along the public road that divides the Porsche Arctic Center into a north and a south site. It was originally built to supply the gold mine in Kittilä with sustainable electricity. Today, any number of Porsche Taycan or Macan vehicles can be charged in an environmentally-friendly and efficient manner at any time.



There are fast-charging facilities on both the north and south sites, each of which can charge up to 10 electric vehicles simultaneously.

Future visions for the summer

Initial ideas for utilizing the site during the summer are already taking shape. During this time, the forests and marshes provide a scenic and ecologically intriguing setting for a variety of recreational activities. The region around the Arctic Circle has indeed become a sought-after tourist destination, says Jukka Honkavuori, Co-Managing Director, Porsche racing driver, drift expert and responsible for operations at the Porsche Arctic Center: “Up to 65 flights from all over Europe land daily at the airports in Kittilä and Rovaniemi during the winter season. The Porsche Arctic Center attracts guests from over 60 countries, who appreciate the seamless connectivity through Helsinki Airport. This makes the Porsche Arctic Center an important economic asset for the region. The Arctic Center provides an attractive workplace for up to 100 people, either directly or indirectly, including Porsche instructors, mechanics, service staff and local service providers who ensure smooth operations during the drift season.” It’s impressive, especially when you consider that Levi itself has only 600 inhabitants.

A Finnish-German success model

For everything to run smoothly, it requires not only perfect organization, which has been guided by clear Porsche standards since the takeover. For Christian Lehwald and Jukka Honkavuori, there is another element at play: “Finns and Germans share a mentality that strongly connects us: We may not be the nations known for spontaneous, exuberant openness. However, we seem to complement each other perfectly when it comes to striving for excellence through thoroughness and precision. This creates a perfect symbiosis here at the Porsche Arctic Center. And the guests who come back to us year after year also feel this.”



One drift ends, the next begins. But there’s plenty of time in between to recharge your batteries in one of the two cabins on the north and south sites.

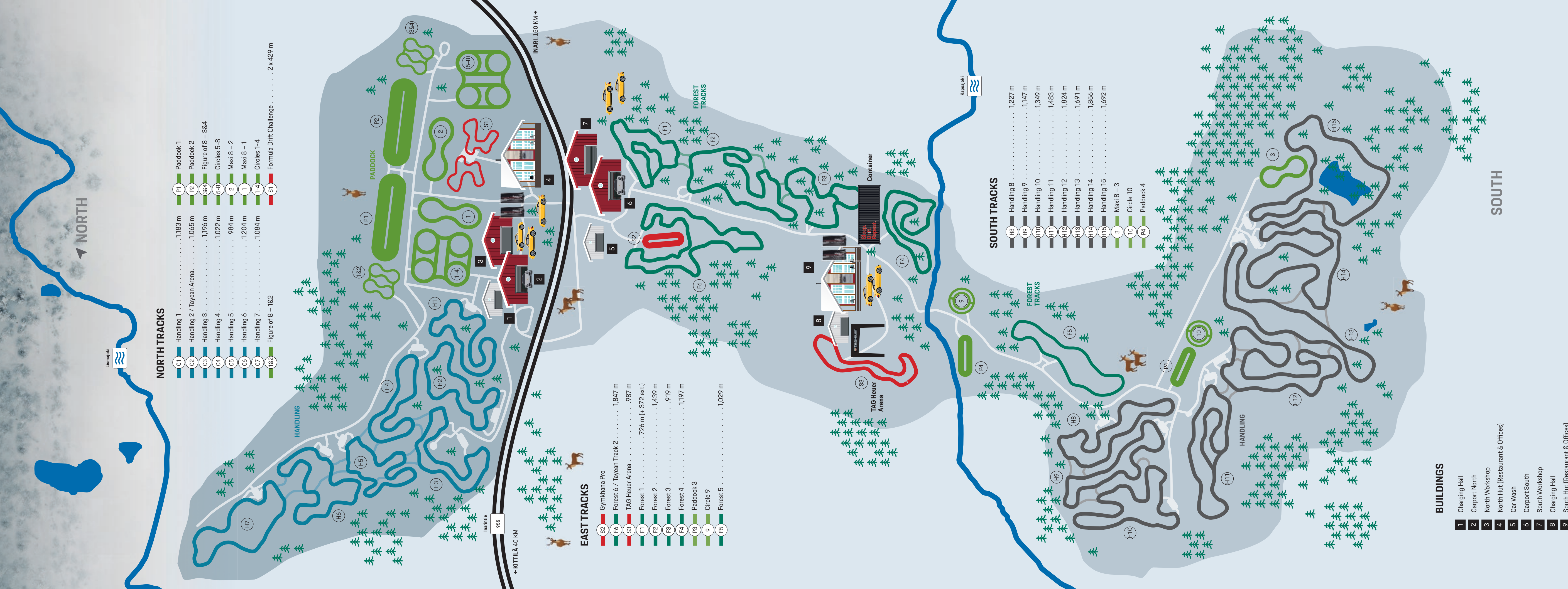




# The Porsche Arctic Center

The 48 tracks and training modules of Europe's largest Ice Experience Center offer beginners extensive practice areas for their first drifts. Advanced and expert drivers will find variety and challenges on the forest track sections and handling courses to perfect their skills. The service infrastructure of the Porsche Arctic Center ensures a smooth Ice Experience.

The service infrastructure of the Porsche Arctic Center ensures a smooth Ice Experience.





# Get out of your comfort zone, and drift into the

Want to learn to dance? That's the one and only reason participants traveled to snowy Lapland. And after a few days, that's exactly what they could do. In a Porsche. On ice. We were right there with them as they pushed their limits.

Text: Bianca Leppert Photos: Klaus Schwaiger



"She's a lady, whoa, whoa, whoa, she's a lady," the distinctive voice of Tom Jones crooned from the speakers. Wrapped in warm down jackets, a group of women were beaming as they swayed to the beat of the music in the snow. Some were using their smartphones to film as the roller door of the hangar crept up, inch by inch. A Porsche 911 Turbo S on the left, a 911 Carrera GTS on the right.

Susann, with her long, dark brown braid, walked purposefully toward the 911 with start number 25. Together with her friends, she had registered for the Ladies Special in Levi, Finland, 135 kilometers north of the Arctic Circle to learn how to push a Porsche to its limits on ice. Participants also learn a lot about themselves at the same time.

Susann is co-managing director of a designer lamp brand and has a confident demeanor. But behind the wheel, she doesn't always feel this way. "I ride a motorbike and I'm not usually afraid. But as a passenger, if my husband

started drifting, I would scream. He always just laughed. But that doesn't happen anymore," she said, laughing herself. After a detailed driver briefing, she and the other participants – divided up into two groups – had already trained in the snow for a day. After a bit of stage fright initially, she realized that there was no need to be nervous. "I liked the idea of a women-only training program because you're not in competition with men," explained Susann. Many of the women felt the same, which is why they chose to participate in the very first edition of this training program. The idea behind it was to create a space where women could bravely push their boundaries, come together to empower themselves, and feel good about doing it. All with the expertise of experienced instructors.

On this bright morning, the group set out on the slalom course. The snow crystals were glistening in the sunlight, and the vastness of the snowfield seemed endless. The scenery looked like a postcard from the Arctic. Suddenly a



#### **911 Turbo S**

Consumption data according to WLTP:  
Fuel consumption combined: 12.3–12.0 l/100 km  
CO<sub>2</sub> emissions combined: 278–271 g/km  
CO<sub>2</sub> class: G  
Status: 02/2025

#### **911 Carrera GTS**

Consumption data according to WLTP:  
Fuel consumption combined: 11.0–10.5 l/100 km  
CO<sub>2</sub> emissions combined: 251–239 g/km  
CO<sub>2</sub> class: G  
Status: 02/2025



# When happiness blazes the trail.







**Freedom  
without limits –  
there is a lot to  
try out here.**



fountain of snow shot up into the air. Jasmijn zigzagged around the pylons in the red Porsche 911 Carrera GTS, before lightly grazing the edge of the snow wall. The advantage on the snow is you can test your limits at low speeds with little risk.

“That was part of the show,” said the 24-year-old with a blonde pixie cut and a sassy grin. The other participants started laughing with her. Everyone drove at their own pace, and everyone respected that. Jasmijn was surprising. A PR expert at a Michelin star restaurant, she only rides a bicycle at home in Amsterdam and does not even own a car. But as a former speed skater, she has a feel for how to take a turn. She added an important point: “You can’t think, you just have to do it. Even if it turns out to be a mistake.”

Laura, the instructor, could only confirm that. Over the course of two days, she and her colleague taught the participants all the tricks of the trade on the various practice courses. Such as the famous rally flick, a technique used by rally professionals for tight 180 degree turns. Or how to drift sideways around a corner for several seconds. That’s one challenge participants especially enjoyed. You can see how they let go more and more each time. Becoming one with the vehicle. Trying things out. And sometimes even laugh at themselves. Much of it is just a matter of practice anyway. “You need to slow the men down. Women, on the other hand, want to learn. That grows gradually over the two days,” said Laura, describing her experience.





At Handling Course 2, a kind of mini racetrack that looks like a snowy forest stage for the Finland rally, Laura drove a lap ahead. With apparent playfulness, she turned the steering wheel across the glassy ice with one hand while holding the two-way radio in the other: "You can drive everything in second gear," she said in a calm voice. Along with Susann and Jasmijn, Marinela also heard this message from the speaker of her radio.

This fashion manager is one of the quieter ones in the group and likes to take a break every now and then. After all, she doesn't have to prove anything to anyone here. She had a vehicle to herself. "It was an important experience because I realized that I could do it without anyone else beside me," she said. "We were all scared

at first. But here, you learn to master every situation. You just have to believe in yourself." That's an experience she'll take from the snow into her everyday life.

Like so many memories from this adventure in Lapland. Whether it's conversations over dinner, where lively gestures explain how the vehicle just barely avoided having its rear end torn off. Or the clear air of the Finnish forests on the husky tour. Or dinner in the delightful and artistic Snow Village, made entirely of snow.

On the way back to the meeting point at the hut on the training grounds, loud music could be heard from the distant speakers. "Girls just wannaaaaaaaa have fun," Cyndi Lauper belted out, her enthusiasm infectious.



**The adrenaline  
kicks in when  
drifting over  
the snow.**





Sitting  
together  
and enjoying  
the scenery.



A few seconds later, everyone got out of their vehicles and started dancing together on the terrace. The song couldn't be more fitting. When Susann received her graduation certificate, she spoke from the heart: "You are definitely forced to get out of your comfort zone here. But I never thought I would have so much fun doing it." The program has been so popular that it has taken place for a second time at the start of 2025, this time called "Ladies Edition."

**PORSCHE ICE EXPERIENCE  
FINLAND**

**DURATION** 5 days

**ICE PERFORMANCE LADIES EDITION  
FUN ON THE TRACK. AND OFF IT.**

After its successful debut season, the Ladies Edition (which you may know by its previous name, Ladies Special) is entering its second year in top form. Look forward to a first-class experience as you learn the basics of vehicle control on challenging snow and ice tracks under the guidance of experienced instructors. In the midst of a magnificent winter landscape, a diverse program of additional activities ensures unforgettable experiences beyond the driving action.

**HIGHLIGHTS**

- ☐ Identify and follow the racing line
- ☐ 4 nights with breakfast at the "Hotel Levi Panorama"
- ☐ 3 lunches, 4 dinners with regional and international fine dining
- ☐ Husky tour
- ☐ Snowmobile tour



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







# Inspiration | International 3

**074  
ENERGIZED**

Marseille took center stage as the epicenter of avant-garde innovation at the ninth Porsche SCOPES festival. Pulsating with electric energy and sparkling with creative visions.

**090  
SPEED FOR THE SOUL**

After a difficult time in her personal life, Sharon, a successful businesswoman, found her spark again on the racetrack and discovered the magic of drifting at the Porsche Ice Experience.

**086  
SIM RACE REAL**

Having Jeff Giassi as an instructor means learning from a winner from two worlds. The 27-year-old Brazilian began his career in simracing and became a champion in the Porsche Cup Brasil.

**096  
EXPERIENCES THAT  
GET UNDER YOUR SKIN**

In an interview, Porsche Member of the Executive Board Matthias Becker explains why high-quality brand experiences are so important to Porsche — and the significance of the Porsche Experiences in this context.

**100  
EASYGOING**

Enjoying time together. Making friends. Driving a Porsche and talking Porsche. This is the source of the profound joy within free Porsche car communities. The only condition is a relaxed mindset.



# ENERGIZED

Marseille is a city where past and present, elegance and rebellion intersect. It took center stage as the epicenter of avant-garde innovation at the ninth Porsche SCOPES festival. Pulsating with electric energy and sparkling with creative visions.

Text: Elisa Weber Photos: Sebastian Berthold, Niklas Nyman, Holger Talinski





Berlin, Warsaw, Tokyo—the Porsche SCOPES festival has been making waves in major cities across the globe since 2018. This time, it was Marseille's turn — and expectations were far exceeded. Narrow streets, graffiti-covered walls and the sound of hip-hop beats drifting from open windows. Marseille has a distinctive urban spirit that is characterized by rebellion against the ordinary. There is a blend of Mediterranean lightness and a touch of anarchy in the air.



The Porsche SCOPES festival transformed the Atelier Jeanne Barret, a cultural association in the 15th arrondissement, into a melting pot of art, music, technology and community for three days. Around 40 artists, many of them from Marseille or with a connection to the city, met there. Art installations, DJ sets, live performances and workshops were part of the program. It wasn't about status, it was about the moment, the connection, the inspiration.

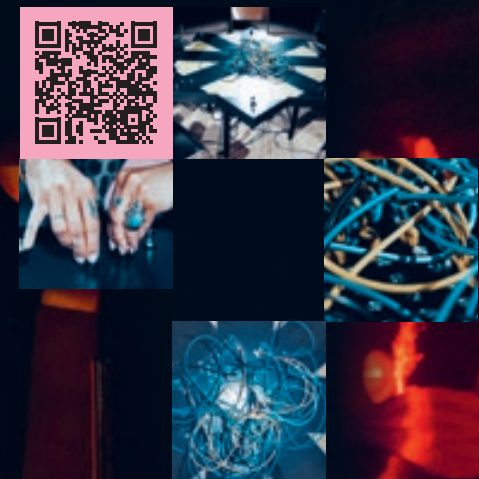




On the first evening, the queue in front of the location was already long and the large double-door gate was wide open. It was still light, an ideal time to arrive and explore everything. The outdoor area offered food stalls, lounge furniture and lively conversations. The thumping beat of the music could be heard outside, reinforcing the atmosphere. Electronic beats filled the first room. Visitors were immediately captivated by Stefan Damnig's light artwork installation "DATAPASS\_01" with the new all-electric Porsche Macan at the center. Lasers, mirrors and digital elements transformed the vehicle into a futuristic work of art. Damnig, also known as PRSMC, had already worked as a lighting designer for Porsche SCOPES at the first festival in Berlin as well as in Stockholm. Damnig's light installation around the all-electric Macan allowed human and machine to communicate with each



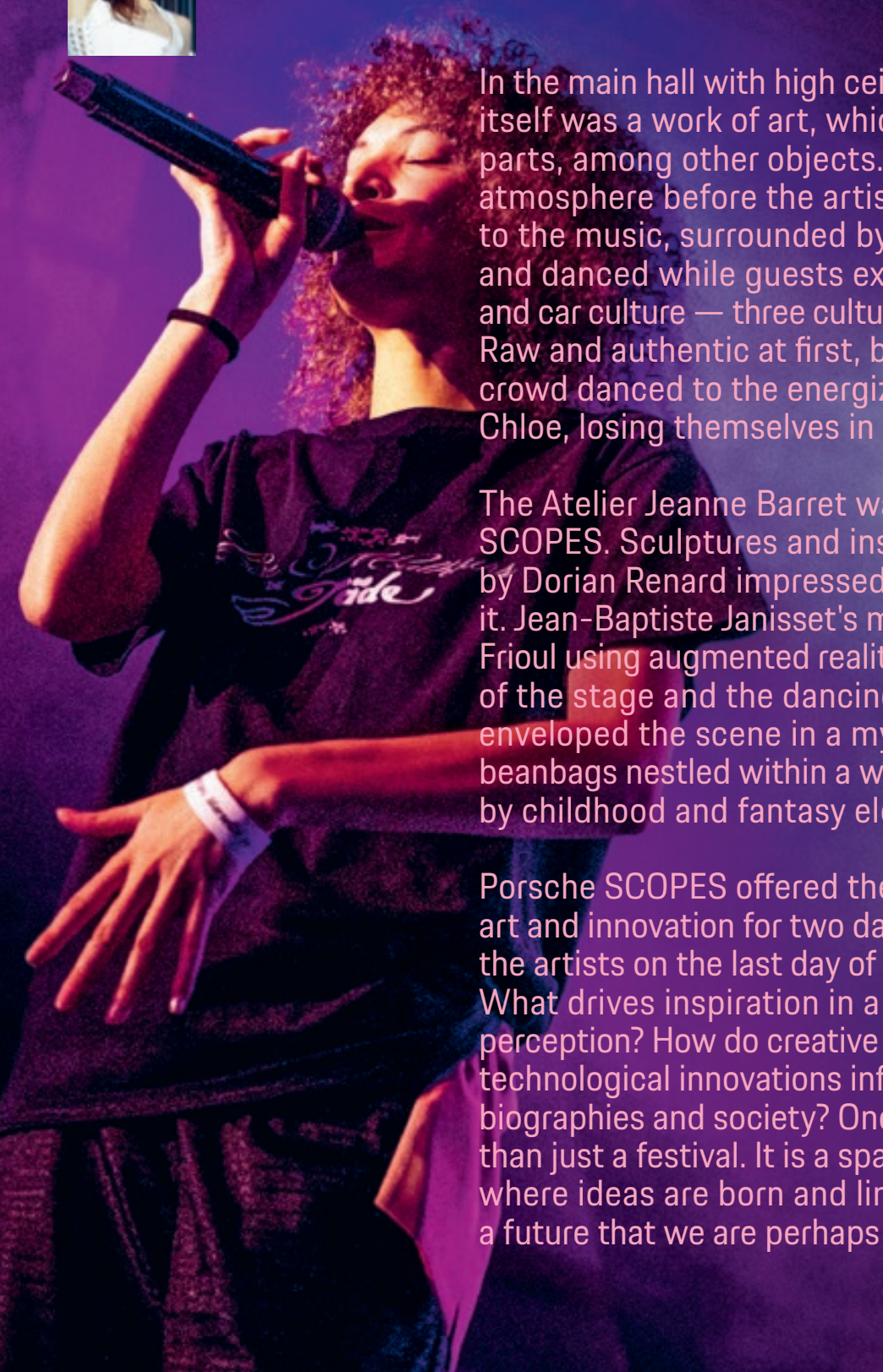




other on a new level. Mirrored walls with perfectly aligned circular cutouts produced beams of light, using reflections to create the illusion of an infinite space. Surveillance cameras filmed the guests and projected live images onto LED walls rendered in a thermal-camera style. The space felt like a utopian digital machine, drawing visitors in, making them an integral part of the installation while inviting them to explore its visual effects and shifting perspectives.

Damnig described his installation as “a very techy immersive experience” that captivated by synchronizing sound and visuals. And last but not least, this symbiosis of light, reflections and digital effects perfectly showcased the all-electric Macan in a futuristic environment.





In the main hall with high ceilings and bare concrete, pure industrial vibes, the stage itself was a work of art, which the Southway Studio collective built from vehicle parts, among other objects. The DJ sets by ORISHA and Rorre Ecco heated up the atmosphere before the artist Régina Demina took the stage. She moved elegantly to the music, surrounded by two boxers exchanging blows. Régina Demina sang and danced while guests experienced a unique symbiosis of pole dancing, boxing and car culture — three cultural themes that are deeply rooted in the city of Marseille. Raw and authentic at first, before the hall transformed into a dance club where the crowd danced to the energizing rhythms of Lala &ce, Bonnie Banane and Coucou Chloe, losing themselves in the music.

The Atelier Jeanne Barret was briefly transformed into a labyrinth of art by Porsche SCOPES. Sculptures and installations reflected the vibe of the festival. A chandelier by Dorian Renard impressed festival-goers as they ordered drinks at the bar below it. Jean-Baptiste Janisset's miniature Porsche Carrera 4S floated over the islands of Frioul using augmented reality — blurring reality and fiction. There was a perfect view of the stage and the dancing crowd from the gallery on the second floor. Smoke enveloped the scene in a mysterious veil. For relaxation, guests could sink into beanbags nestled within a woven installation by Delphine Dénéréaz — surrounded by childhood and fantasy elements that invited them to dream.

Porsche SCOPES offered the opportunity to lose oneself in a digital utopia of art and innovation for two days, and guests could have active discussions with the artists on the last day of the festival during the workshops and discussions. What drives inspiration in a time when change seems to overshadow every perception? How do creative processes develop in such an environment? How do technological innovations influence art? And how does all this influence creative biographies and society? One thing was certainly clear: Porsche SCOPES is more than just a festival. It is a space for innovation, creativity and community, a place where ideas are born and limits are pushed. Marseille was the perfect host for a future that we are perhaps only just beginning to see.



# SIM RACE REAL

BY THE END OF 2023, JEFF GIASSI HAD DRIVEN

30.726

LAPS IN HIS PORSCHE ESPORTS CAREER.

Having Jeff Giassi as an instructor or a coach means learning from a winner from two worlds. The 27-year-old Brazilian began his career in simracing and became a champion in the real Porsche Cup Brasil.

Text: Heike Hientzsch Photos: Porsche AG



GIASSI COMPLETED

6.904

PORSCHE ESPORTS LAPS IN 2020 ALONE.

253

KM/H WAS THE TOP SPEED GIASSI ACHIEVED IN 2021 WHEN HE ONCE AGAIN SECURED POLE POSITION FOR THE FINALE IN INTERLAGOS

1:38,774

MINUTES WAS THE TIME IT TOOK GIASSI TO TAKE POLE POSITION IN 2020 AT HIS DEBUT IN THE REAL PORSCHE CUP BRASIL IN INTERLAGOS. LEAD: 0.277 SECONDS.

Porsche makes dreams come true. The story of Jeff Giassi is a perfect real-life example of this slogan. Giassi grew up in Florianópolis, the capital of the Brazilian state of Santa Catarina in the southern region of the vast country. His father worked as an airline pilot, his mother for the family-owned supermarket chain. At the age of four, Giassi took his first laps in a go-kart. Soon, he wanted more. When he failed to get the support he needed to pursue a racing career, he saw his chance in simracing. “In 2011, this world was still simple,” he recalls of his beginnings as a 14-year-old. “You bought a steering wheel and pedals, loaded tracks onto your computer and met up with a few people online.” Today, top sim racers sit in high-tech simulators. The word “realistic” seems like an understatement for the elite sport in this discipline.

Giassi trained ambitiously and set his sights on championships. In 2019, he made his debut in the Porsche Esports Carrera Cup Brasil — and won the national series straight away. Then, he got a call from Porsche Brazil. “I was asked whether I would like to compete as a representative in the international Porsche TAG Heuer Esports Supercup and what I would ask for in return.” His answer was cheeky: instead of a salary, he wanted test drives with a Porsche 911 GT3 Cup. He got far more than he had hoped for — five test days plus a race in the final of the Endurance League of the Porsche Cup Brasil 2020.

The test days were promising and the season finale on the Interlagos track in São Paulo was off with a bang for the simracer, who took pole position. Over the 500-kilometer distance, he shared the cockpit with Porsche Junior Enzo Elias and Dimas Pimenta. The trio fought at the front for a long time until a drive-through penalty for Pimenta thwarted their plans for victory. Nevertheless, it was a great success and proof of how well-prepared Giassi was. “Tire management, vehicle tuning and handling







117  
LAPS MAKE UP A 500-KILO-  
METER RACE IN INTERLAGOS.

are superbly represented in simracing. I had worked on my physical fitness. The only surprise was the neck strain from the centrifugal forces in long corners.”

His career now ran parallel in two worlds: In the virtual world, he managed to defend his title in the national Porsche Esports Carrera Cup in 2020 and 2021. He also qualified for the even more competitive international Porsche TAG Heuer Esports Supercup in 2019. In retrospect, he was actually the fastest qualifier, as the original leader was disqualified. In the real world, things got even better: Together with Enzo Elias, he not only won the rookie classification in the three-round Porsche Cup Brasil Endurance in 2021, but also took the championship title. “The best moment of my life! To this day, I can’t believe that we beat so many far more experienced drivers.”

The 2022 season only brought fourth place in the overall standings of the endurance series, but it provided a new career perspective. Jeff Giassi became a certified Porsche instructor and coach. This requires more than vehicle control and speed— you need sound technical knowledge and the ability to convey complex concepts, among other skills.



109  
TRAVEL DAYS AS A  
PORSCHE INSTRUCTOR AND  
COACH WERE IN GIASSI'S  
CALENDAR FOR 2024.

Giassi is a pro in his new full-time job and is highly sought after. He trains clients at all levels. From beginners to championship leaders of the (real) Porsche Cup Brasil. His simracing expertise plays an important role. “I coach a lot on the simulator. There, we can drive without limits and continuously analyze all the details. With thorough preparation, you will be way ahead of the competition at the start of the race.”

After a year off from real racing due to budget constraints, he returned to the Porsche Cup Brasil

in 2024. “Porsche means everything to me,” he says firmly. “I am actually doing what I dreamed of in front of the screen in my bedroom — I travel around the world driving amazing sports cars and have won titles in both virtual and real sports.” And what is he dreaming of now? “To compete for Porsche in a major long-distance race one day — maybe even in the 24 Hours of the Nürburgring.” Spoiler: He already has the Nordschleife permit in his pocket, just in case. “You have to give dreams a chance.”



Text: Elisa Weber Photos: Moritz Attenberger

# SPEED FOR THE SOUL

Sharon is not only a successful businesswoman, but also a passionate racing enthusiast. After a difficult time in her personal life, she found her spark again on the racetrack and discovered the magic of drifting at the Porsche Ice Experience. Her impressive journey shows how passion and speed can restore inner balance.





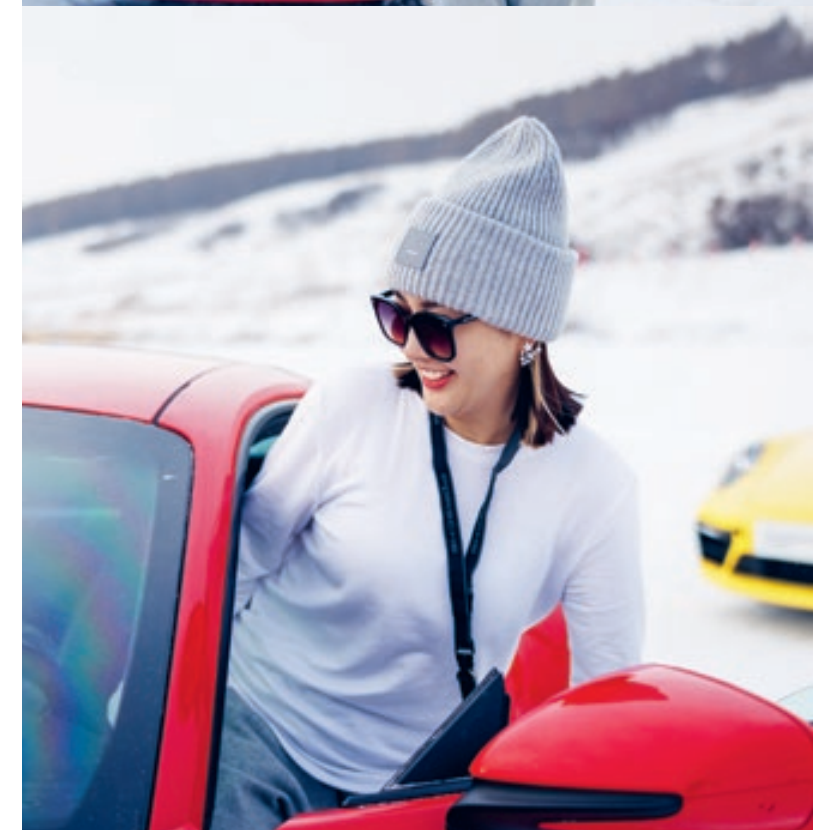


When Sharon enters a room, she attracts attention — her laugh is contagious. She embodies energy and determination. Anyone who gets to know her is immediately infected by her good mood and impressed by the style she radiates. We meet Sharon in her spacious apartment in a modern apartment building in Beijing. The rooms are flooded with light through almost floor-to-ceiling windows and furnished with minimalist elegance. As soon as you enter, you notice the piano on which two models of Porsche vehicles are placed. The perfect combination of Sharon's love of music and her passion for sporty driving. Sharon is married, a mother of two and a successful businesswoman in the investment sector, but her true passion is speed. The racetrack is her refuge, her therapy.

After the birth of her first child, she struggled with postnatal depression, she tells us. The gray mist of this phase of her life seemed impenetrable — until one day she learned of the Porsche Track Experience "The racetrack got me out of there," says the 33-year-old. "The adrenaline, the speed, the absolute concentration — it helped me get out of my slump." Since then, she has taken part in Porsche Track Experiences in China several times and even acquired a racing license. She loves adrenaline and trying things that seem risky at first glance, such as skydiving. Porsche Track Experiences are therefore more than just events for her — she believes they are the key to her inner balance: "When I drive, I forget everything else. Speed is a kind of meditation for me. It doesn't matter what roles you have to fulfill in every-day life — that of mother, wife or employee: When it comes to driving, there are no genders — everyone is equal. On the racetrack, none of this matters anymore. You are one with the machine, every movement is perfect, every thought disappears." The experience and the community with other Porsche enthusiasts has strengthened and inspired her.

Recently, Sharon fulfilled a special dream: participating in the Porsche Ice Experience in Yakeshi. "I've been looking forward to this for two years, and it's finally here," she says, her eyes sparkling. Initially, the Porsche Ice Experience could not take place due to the coronavirus pandemic. The following year, Sharon was pregnant with her second child. "Now I was finally able to participate." The moment when she drove the Porsche for the first time onto Yakeshi's seemingly endless field of ice and snow was magical. "It was a completely new challenge. The combination of ice, snow and speed pushes you both physically and mentally." In the Snow Force program, she learned the art of drifting on frozen roads and how to control the vehicle under extreme conditions. That feeling — when the Porsche seems to glide effortlessly across the ice and every steering input must be precise — is indescribable for Sharon.

"The instructors at Yakeshi were outstanding," she says. She already knew many of them from the racetrack. After the theory came the practice. "After just a short time, I felt ready for the 911 Carrera 4S on the ice track. The control and precision you have to learn there is incredible." Sharon was triumphant when she completed her first







successful drifts. In the end, she even managed the longest drift and ended up at the top of the ranking of all female participants, winning an award, which she has proudly placed next to the two Porsche models on her piano. “Acceleration on ice? An in-comparable feeling. The interplay of power, technology and elegance — that’s what Porsche stands for and what I’m passionate about.”

The daily structure in Yakeshi offered a perfect balance between adrenaline and a sense of community. During the day, intensive driving lessons, feedback and more driving lessons. In the evening, cozy get-togethers and relaxation. “It’s nice to talk to like-minded people about the day’s experiences, to exchange ideas and to learn,” she emphasizes. Back in Beijing, Sharon reflects on her time there. “The Porsche Ice Experience not only showed me how to improve my driving technique and become a better driver overall, but it also gave me mental strength.”

But how did her passion for cars come about? During her time studying in Michigan, the heart of the North American automotive industry, the topic became increasingly present in her life. “Yet for some reason I didn’t like American models. I realized pretty quickly that my first car should be a German car,” she says. So she bought an Audi Q5; her parents also drove Audis. Many years later, after establishing herself professionally in China, she took her first test drives in Porsche models. For Sharon, Porsche is not just a life-style, but a philosophy. “Porsche stands for precision, passion and excellence.” She currently owns and drives a Porsche Taycan.

Sharon sits on the windowsill with a magazine, enjoying the view of the vibrant city from her elegant apartment. High-quality materials such as marble and stainless steel set accents. In between there are children’s toys, like in every young family. “My love of driving and speed has given me back my balance. It has made me stronger.” Your dream place? The next racetrack, the next challenge.



**911 Carrera 4S (Model year 2024)**

Consumption data according to WLTP:  
Fuel consumption combined: 11.1–10.2 l/100 km  
CO<sub>2</sub> emissions combined: 253–231 g/km  
CO<sub>2</sub> class: G  
Status: 02/2024







# Experiences that get under your skin

Text: **Berthold Dörrich** Photos: **Porsche AG**



**Matthias Becker** has been working for Porsche AG since 2015. As Head of Sales Region Overseas and Growth Markets, he has developed sales regions including Southeast Asia, Australia, the Middle East, Africa and Central and South America — comprising more than 70 markets — into a central pillar of the Porsche sales network. Previously, Becker held several management positions within the Volkswagen Group. He proved himself in senior sales roles at Audi across Europe and China, as well as at group subsidiary Škoda and with Volkswagen Marketing Germany.

**Porsche has stood for emotional experiences with sports cars for more than 75 years. Matthias Becker, Member of the Executive Board, Sales and Marketing, shares why exceptional brand experiences matter so much to the company, and explains the role that the Porsche Experiences play in this.**



**Mr. Becker, in the past, luxury was primarily considered the possession of expensive, exclusive goods. This understanding is increasingly changing. What do you think?** Yes, absolutely. Today, luxury means more than owning beautiful things. It reveals itself in experiences that awaken our senses, let us dream, and bring us joy — whether it's a special journey, a cozy evening with family, or simply a moment to breathe. Luxury is what moves us — and what enriches our lives.

**Porsche is known worldwide as a successful manufacturer of high-quality automobiles. What is less well known is that Porsche now also offers premium experiences related to the brand and its automobiles. What significance do these offerings have for the perception of Porsche as a “modern luxury brand”?** Modern luxury is reflected in values. In emotions. In limitless freedom. This is exactly where our Porsche Experiences come in. They deliver thrilling moments and unforgettable experiences — whether on a trip, on the racetrack or in the urban hustle and bustle of the world's great cities. These experiences connect. Lifelong friendships often form during these experiences.

**In your previous role as Head of Sales Region Overseas and Growth Markets at Porsche AG, you looked after numerous markets with different cultural influences. How have these international experiences shaped your understanding of luxury brands?** Through my professional focus, I have developed close connections to a wide variety of cultures. International markets offer valuable inspiration — both within and outside the automotive industry. What is particularly exciting is that the understanding of luxury has changed worldwide and many luxury brands create emotional experiences in very different ways. This is exactly where I see great potential for the Porsche Experience. Luxury is much more than a high-quality product — it is a way of life. It's about creating unforgettable moments, offering unique experiences and giving people something that goes beyond the pure product — and where better can you do that than with a Porsche Experience?

**Do you see parallels or patterns of success with other brands? Do you have role models, or**

**are you intentionally choosing to forge your own path?** The heart of our Porsche Experience is and remains our community. And it is unique.

**What economic significance does the “Experiences” segment have for Porsche alongside automobile sales today, and how do you see it evolving in the coming years?** The “Experiences” segment already plays a central role for Porsche. We make the brand come alive for customers and fans. Younger generations in particular are looking for experiences that get under their skin. That's why we are continuously developing our offer.

# THE PORSCHE EXPERIENCE IS BECOMING INCREASINGLY INTERACTIVE.

**In which areas of the Porsche Experiences do you see the greatest potential for development?** We see great potential for Porsche Travel Experiences worldwide. People are again drawn to foreign cultures and countries — and this is exactly what we are seeing here too. Our community is specifically looking for trips that allow them to leave day-to-day life behind. Trips that broaden your horizon. That's why we're always testing new formats in this area and expanding our offering.

**With the nine Porsche Experience Centers (PEC) worldwide, you have created unique facilities where customers can experience the dynamics of Porsche vehicles and the thrill of the brand up close. The PEC locations range from Europe to North America and Asia, offering tailored experiences for different**

**markets. What role does this international focus play in the concept of the Porsche Experience Center?** Our Porsche Experience Centers are more than just racetracks. They are places where our customers and fans can experience the brand up close. With each new location, we adapt our concept to the respective market conditions and create experiences that go beyond the pure driving experience. Whether in Europe, North America or Asia, every PEC offers our customers the opportunity to discover the thrill of Porsche in an exclusive setting. This international focus underlines our commitment to creating unique experiences for Porsche enthusiasts worldwide.

**At the Porsche Arctic Center in Levi, Porsche sports cars can be experienced in the midst of ice and snow. The all-electric Taycan recently set a new drift world record for electric vehicles on ice at the site. How do customers and fans respond to the offering in Levi?** Drifting on ice is an incredible feeling — especially in the all-electric Taycan. It is not comparable to drifting on asphalt. Added to this is the magical atmosphere up there in the Arctic Circle. With a bit of luck, you might even see the Northern Lights. This is definitely an adventure that belongs on the bucket list.

**How important are digital experiences to you right now — what developments do you foresee and why do you think Porsche is especially well-placed in this field?** The digital and physical worlds can no longer be clearly separated from one another. It's about the seamless integration of both worlds. And that opens up completely new possibilities for us as a brand. We connect digital and physical experiences. In new Porsche studios. In urban pop-up stores. Or in Levi. This makes the Porsche Experience even more interactive. Even more inspiring. And our customers decide where to meet us. We are where they are.

**Are there plans for completely different, new forms of experiences at Porsche? What else could you imagine here?** We are always working on new experiences for our community. Experiences that touch the hearts of our customers and fans. We think without limits.

From traveling with a roof tent to a fast lap on the racetrack: Modern luxury inspires our imagination, encourages us to dream and makes us smile.



LUXURY GOES BEYOND THE MATERIAL.



At the heart of every Porsche Experience is the driving experience. The feeling of being able to leave day-to-day life behind and discover new horizons.

**911 Turbo**  
Consumption data according to WLTP:  
Fuel consumption combined: 12.3–12.0 l/100 km  
Combined CO<sub>2</sub> emissions: 279–271 g/km  
CO<sub>2</sub> class: G  
Status: 04/2025



# COMMUNITY

# EASY GOING

Enjoying time together. Making friends. Driving a Porsche and talking Porsche. Transforming experiences into memories. This is the source of the profound joy within free car communities. The only condition for participation is a relaxed mindset.

Text Heike Hientzsch Photos Onassis Porsches, Boxengasse, Heizr Club, Petro Surf

In the unlikely event that someone might want to make a soundtrack for the origins of these communities, they should absolutely start with the *Tunnel Run*. That was the name of a small meeting in 2015. Lyrical boxer melodies with percussive bursts echoed through the underground urban roads of the Ruhr region. Tom Gädtke simply wanted to enjoy a sound experience, and wondered if anyone would like to join him. At least 18 Porsche enthusiasts met for the event in a parking lot near Gädtke's hometown of Recklinghausen. If you can already guess how much fun this slightly rebellious orchestra must have had, you're already in tune with the spirit of free communities.

"Without social media, *Onassis* would not have grown so quickly," says Tom Gädtke. Of course, he is not referring to the Greek shipowner, but the Porsche community

he founded. The first *Tunnel Run* was followed by meetings with names such as *Triangle of Madness*, *Airtimes* and *World Exhibition*. Soon, it would include 500 vehicles—and more. The series, which hosted one major event per year, is coming to an end after ten years, says Gädtke. Not to stop, but to start again. "I am part of the community myself and want variety," explains the 45-year-old, who is an enthusiastic surfer and now lives on Fehmarn. The new format is called *5 Nights Out*. That's how long *Onassis*, for example, took for the north-south crossing of Germany. Almost 600 vehicles and about twice as many people were there. No stress, no obligation, easy going.

Gädtke's intrinsic passion for Porsche began with the years-long restoration of a 356. That was a long time ago. Today, his favorite place to think is behind the wheel of a 1973 911 F-model. "For me, Porsche is like a sneaker that fits perfectly. Fundamentally confident, never flashy, and technically excellent. The brand has exactly the charisma that I would like to have myself." He stopped his automotive engineering studies to help a friend restore air-cooled Porsche models. When parts couldn't be sourced, Gädtke made them himself — then marketed them under the *Onassis* label. As a community grew around that name and Gädtke gained experience as an event organizer, he expanded the visual side of the brand — not just on Instagram and other social media platforms, but also in high-quality print format. He is a co-founder of the Porsche scene magazine, *SIGHT*, and has also been working directly with Porsche Germany since 2019. People help out and teach each other things, as do the different communities. They each have their own character.







**BOXENGASSE**

Great Britain  
founded in 2019  
Frank Cassidy  
@boxengasseco

[www.boxengasse.com](http://www.boxengasse.com)



“Competitive thinking is a thing of the past,” says Frank Cassidy, founder of the British community *Boxengasse*. “There is room for everyone.” Cassidy and Gädtke have known each other since 2018. Cassidy also expects a relaxed mindset. “No egos,” as he puts it. After selling his household appliances and electronics company, he transformed his 40-hectare estate — which is around 30 kilometers away from Silverstone — into an El Dorado for Porsche aficionados. Specially constructed and redesigned buildings offer 4,500 square meters of space for technical service, restorations and events. More than 3,000 people attended the largest annual event, *Megaphonics* 2024. In addition to Porsche vehicles, he also stocks fashion brands, jewelry labels and other related brands. He has a lot of ideas. And there's even room for 10,000 people. Cassidy, a bearded, charismatic guy born in Texas in 1981, is also highly valued by Porsche Great Britain. “The camaraderie and professionalism of the brand are unique,” he explains. “Like the vehicles themselves. A Porsche is more than just fast, agile or reliable. It is a great companion in all aspects.” In Cassidy's childhood, it was a 911 3.2 Carrera. The pain of his father selling the Porsche was only healed when the two of them bought the car back in France ten years later and brought it to England. “It wasn't just my love for the recovered Porsche that grew. I also learned that being on the road means future memories.” Cassidy's Porsche collection has now reached double figures. Every car is driven. Without fear of wear and tear. “Because they tell stories.”

Scene change: White dunes under the soft sun. We meet Ken Hake in his hometown on the island of Sylt. His dad was the second Porsche owner on the island and a second-generation car nerd himself. Besides Porsche, Hake loves surfing. He shares both passions with his community every summer at a three-day event, *Petro-Surf*. The name is a portmanteau of petrol, retro and surfing. “The sixth festival was sold out within 90 seconds in 2024,” says the 45-year-old. There are only 84 places — that's how many Porsche cars fit on a ferry. Spectators are

also welcome, and admission is free on Saturdays. Hake got the idea for the community from his time as a student in San Diego, California. “Porsche Germany and the brand's charisma definitely helped with the implementation on Sylt.” Chilling and fun, driving and surfing — hang loose.



**PETRO-SURF**

Sylt, Germany  
founded in 2017  
Ken Hake  
@petro.surf

[www.haketrading.com](http://www.haketrading.com)



Staying relaxed and chill definitely also applies to *Heizr*. This group, which has risen meteorically since 2021 to become one of the largest European classic car communities, follows its own design, usually hosting three events per year. Spectacular locations are founder Felix Bauermeister's specialty. Gravel pits, quarries, industrial plants — things like that. Why? Because the coolest photos can be taken there. “We've created a new style,” says Bauermeister. “But above all, we've made friends and formed a young, welcoming, open community.” Sports cars from Zuffenhausen make up the majority of the vehicles that regularly arrive — well over 500. They have been seen tens of thousands of times on Instagram.

Social media is an integral component and an asset — both for the communities and for Porsche. The company often supports with exhibitions and sponsorship. But Porsche does not initiate the communities. This is what people like Gädtke, Cassidy, Hake, Bauermeister or Sihabutr Xoomsai, better known as Tenn, do. The 54-year-old is the head of the iconic *Das Treffen* event in Asia. Since 2015, it has taken place in Tenn's hometown of Bangkok. Here, too, an intimate get-together grew into a major annual event featuring around 500 vehicles and usually attracting three times as many visitors. Tenn likes to tell the story of how it all began: When he was 20, a friend of his father threw him the keys to his 1991 911 Carrera and sent him to get some beer. “Crazy! What stuck with me back then: The Porsche spirit is not something exclusionary. As a true fan, you want to share the enthusiasm. Porsche is for everyone.” The sound is now forever etched into his memory as well. Porsche community events around the world are relaxed, easy-going events. With percussive bursts.

**EACH COMMUNITY  
LIVES AND MAINTAINS  
ITS OWN UNIQUE  
CHARACTER.**



**COMPETITIVE THINKING  
IS A THING OF THE PAST.  
THERE IS ROOM FOR  
EVERYONE.**



**HEIZR CLUB**

Germany  
founded in 2021  
Felix Bauermeister  
@heizrclub

[www.heizr.com](http://www.heizr.com)







# Track Experience

4

**106**  
**BACK TO THE BEGINNING**

Patrick Dempsey has already stood on the podium at Le Mans. After a break of almost ten years, he wanted to prepare professionally for his comeback. During the Master Racecar Training, he found his flow behind the wheel once again.

**118**  
**THE NEW KIT ON THE BLOCK**

How do you squeeze out the last tenths of a second? Porsche and Manthey also asked this question and developed the Manthey Kit — most recently for the 911 GT3 RS. We took a look behind the scenes to see how it was developed, from the first drawing to the final kit.

**911 GT3 RS**  
Consumption data according to WLTP:  
Fuel consumption combined: 13.2 l/100 km  
CO<sub>2</sub> emissions combined: 299 g/km  
CO<sub>2</sub> class: G  
Status: 02/2025

**122**  
**THE PRO VISION**

When Porsche and Apple join forces, visions for new digital worlds can emerge. Welcome to the spatial cosmos of tomorrow — with Porsche and the Apple Vision Pro.

**128**  
**THE EXPLORERS OF HELL**

It's like speed-dating with darkness, a new ride through the Green Hell with each lap. Timo Bernhard reveals the dark secrets of the Nürburgring Nordschleife.

**140**  
**EAU DE SPA**

Vassiliy Anatoli and Leonardo Fração enjoy Belgian delicacies in a quaint restaurant at the end of a challenging day on the Spa-Francorchamps Grand Prix circuit.





# BACK TO THE BEGINNING

Text: Bianca Leppert Photos: Klaus Schwaiger

Hollywood star Patrick Dempsey has already stood on the podium at Le Mans. After a break of almost ten years, he wanted to prepare professionally for his comeback. During the Master Racecar training, he found his flow behind the wheel once again.





„THIS IS AS  
CLOSE AS  
YOU CAN  
GET TO  
THE EXPE-  
RIENCE OF  
BEING IN A  
RACING  
TEAM.“



„WHEN  
YOU'RE  
DRIVING,  
YOU'RE  
COM-  
PLETELY  
IN THE  
MOMENT.“



**Back to the roots:** In the Porsche Cayman GT4 RS Clubsport, Patrick Dempsey is feeling his way back to the limit on the racetrack.

Patrick Dempsey steps on the brake pedal with full force. His eyes are closed, his hands folded in his lap. He remains still. The 58-year-old leans in the seat of the Porsche Cayman GT4 RS Clubsport in the pit. In his mind, he is driving every inch of the Circuit de Barcelona-Catalunya.

It's the same feeling he had when he finished second in his class at Le Mans in 2015, and shortly after, claimed his first victory in the Porsche 911 RSR in the Sports Car World Championship in Fuji. Afterwards, the Hollywood star — best known as a doctor from the series "Grey's Anatomy" — returned to acting and made occasional appearances as a team leader. He has only performed his ritual once in the last ten years: during a test at Road America in the spring of 2023.





# DEMPSEY TAKES A RESPECTFUL APPROACH TO THE TRAINING.

"I was very nervous," Dempsey recalls. "But it woke me up. I felt alive again." Now it's official: he will race again. Together with his ex-team-mate and former Porsche works driver Patrick Long, he will take part in the Porsche Endurance Challenge North America. The two-day Master Racecar training at the Porsche Track Experience is designed to prepare him for this challenge.

The six-cylinder boxer engine of the Cayman GT4 RS is already warming up. The last drops of water from yesterday's rain are dripping from the pit roof. Puddles decorate the track. Dempsey presses the communication plugs into his ears, pulls the balaclava over and is fully in the zone under his helmet. He adjusts the rearview mirror and stares blankly into space for a few seconds. His technician, Toto, waves him out of the pit like a ground controller at the airport. "Forget everything that was. You're a beginner again now," Dempsey mutters like a mantra.

**Intense experience:** Patrick Dempsey was also able to build up a lot of confidence on a wet track and immediately felt at ease.





His instructor, Nico, sets the pace in the yellow Cayman GT4 RS Clubsport, with Dempsey following in the blue-and-black race vehicle. They share the 4.657 kilometer track with the other participants. About 45 minutes later, they return to the pit in parallel formation. “The braking for Turn 1 looks really good,” Nico praises his student. He knows what he’s talking about, having spent many years in karting, Formula Ford, and Formula Renault. Even as an experienced amateur driver, Dempsey is still learning. “I was able to build a lot of confidence on the wet track. If I had to race in the rain now, I would be well-prepared,” he says. And unlike a track day, no unnoticed errors creep in. “In the long run, this type of training will save you money,” explains Dempsey. “You learn in a safe environment what you can achieve, what the vehicle is capable of, and where you can improve.”

This is exactly what Nico shows him a few minutes later when evaluating the data. A large screen is set up in a separate area of the pit. At first glance, the blue and red spikes and turns could be a patient’s vital signs from a scene from “Grey’s Anatomy.” Instead, they represent the different driving lines, acceleration values, brake pressures and many other parameters that are crucial for a fast lap. “You could take your foot off the brakes earlier here,” suggests Nico, pointing to the graphic. Together, they analyze the track section using the onboard recordings. “You can’t get any closer to the experience of being on a racing team,” says Dempsey. “You analyze the data, experience the traffic, the speed. It feels like a test day in the Sports Car World Championship.”



**Theory lesson:** Together with coach Nico. Data evaluation was on the agenda. Here, the course line, braking points etc. are analyzed.







He still remembers these times well. When he raced a full season in the series back then, he achieved his sporting goal with the victory in Fuji. He has always had a close connection with Porsche. A 917 model car that he owned as a young boy eventually became his own 356. This, along with several other models, has been part of his collection for over 30 years. “For me, the victory was like winning a championship,” he says. “I have made many compromises both professionally and privately. I wanted to spend more time with my children and support my wife’s career. That was good. But I missed motorsports and the community that came with it. So I’m starting again — just on a smaller scale.”

The lunch break is over. In the pit, technician Toto checks the air pressure. The track is now dry. “In the rain you get a more general feel for the vehicle,” says instructor Nico. “When it’s dry, it’s all about squeezing the last tenths out of the GT4 RS Clubsport. With its mid-engine, it has different characteristics than, for example, a 911. It is important to drive very smoothly.”

The pit lane light turns green. Again the two Porsches race out of the pit lane one after the other. Long runs are on the agenda — as many laps in a row as possible to simulate a racing stint. While Dempsey has been preparing for his comeback in the gym, training his body on the racetrack is a different matter. “I don’t have to learn to drive again,” he knows. “But I want to get my neck used to the strain again.”

During the subsequent data evaluation, they discuss possible improvements to the dry line. “I have now experienced almost all racing situations,” summarizes Dempsey. “People spinning, changing weather, tires deteriorating in the last session and how I keep them alive. It simulates the real racing experience quite well.”

The last stint is scheduled for the late afternoon. This time, Nico follows his protege to observe how he has developed over the two days. Back in the pit lane, the two park in front of the garage. Dempsey leans against the tool cart with disheveled hair and gives Nico a high-five. “The traffic was wild now,”

he says and laughs. And yet he is completely in his element again. Just like at the beginning of the day, when he sat alone in the Porsche visualizing the track. “While driving, you are completely in the moment,” he says. “You take one turn after another. It’s not about the adrenaline, it’s actually calming. It’s like a meditation.”


**PORSCHE TRACK EXPERIENCE**  
**MASTER RACECAR**

**DURATION** 2 days

Take a big step towards motorsports with the Porsche Track Experience. The Master Racecar training focuses on the safe handling of Porsche race cars. The program takes place in Porsche 718 Cayman GT4 RS Clubsport vehicles. Participation in the Porsche 911 GT3 Cup can also be booked as an optional extra. Each participant is individually supported by a motorsports-experienced Porsche instructor and a technician. The number of participants is limited to 4 persons.

**HIGHLIGHTS**

- ☐ Fundamental technical principles behind Porsche race vehicles
- ☐ Introduction to driving with slicks
- ☐ Racing line with race vehicles
- ☐ Safe passing
- ☐ Use of various training methods
- ☐ Minimizing unwanted load changes

 Scan the code for detailed information about the Porsche Experience.  
[porsche.click/TrackMasterRacecar](https://porsche.click/TrackMasterRacecar)



# THE NEW KIT ON THE BLOCK



Text: Bianca Leppert Photos: Manthey Racing GmbH

How do you squeeze out the last tenths of a second for the racetrack? Porsche and Manthey also asked this question and developed the Manthey Kit — most recently for the 911 GT3 RS. We took a look behind the scenes to see how it was developed, from the first drawing to the final kit.

## “DRIVEABILITY IS CRUCIAL.”

It's the dream of every engineer: A blank page, giving ideas free rein, and eventually shaping many of those thoughts into actual designs. Each Manthey Kit originates from this very approach. The aim: Greater performance, especially on the racetrack. This is made possible by carefully coordinated modifications such as a performance chassis, optimized aerodynamics, more powerful brakes and accessories tailored specifically for track day use. There are custom packages for various Porsche models such as the 911 GT3, the 718 Cayman GT4 and the 911 GT2 RS.

“You can't just improve a Porsche. We tailor its capabilities to the intended use,” explains company founder Olaf Manthey. And the purpose of these kits is clearly the racetrack — where Porsche and Manthey have honed their DNA through years of motorsport

experience. “There, the Manthey specialists are focused on optimizing Porsche race vehicles for the track,” says Managing Director Nicolas Raeder. Porsche engineers in Weissach work closely with us to channel this expertise into the kits: “Driveability is crucial when it comes to lap times. This automatically gives the driver confidence, which in turn is reflected in the performance.”

The latest development from Porsche and Manthey: The Manthey Kit for the 911 GT3 RS (992). The kit consists of a first-of-its-kind semi-active suspension, high-performance brake components, a comprehensive aerodynamic package and optional accessories. One of the most striking features: The “shark fin” on the rear end. “That's a classic example of how we freely explore ideas during the concept phase,” says Raeder. “Anyone can

### 911 GT3 RS

Consumption data according to WLTP:  
Fuel consumption combined: 13.2 l/100 km  
CO<sub>2</sub> emissions combined: 299 g/km  
CO<sub>2</sub> class: G  
Status: 02/2025

### 911 GT3 (MT)

Consumption data according to WLTP:  
Fuel consumption combined: 13.7 l/100 km  
CO<sub>2</sub> emissions combined: 310 g/km  
CO<sub>2</sub> class: G  
Status: 02/2025



In the development phase: The Porsche 911 GT3 RS with Manthey Kit is initially still has the prototype look and equipped with all kinds of measuring tools.





**High-tech equipment:** The Porsche 911 GT3 RS becomes a rolling laboratory. A lot of information comes together through the various sensors.



**Attention to detail:** To ensure data collection runs smoothly, the sensors are attached by hand to various parts of the vehicle.

make suggestions, and as we move through the process, we decide whether or not to use them.”

This first phase for the GT3 RS started in January 2023 — a few months after the world premiere of the production model. “We are in very close contact with the Porsche engineers, even during production development,” says Christoph Breuer, Head of Performance and Manthey development driver. “We also talk about ideas that didn’t make it into production for various reasons — often because they couldn’t be implemented in the number of vehicles produced.”

The concept phase, which included idea generation, CFD simulations, and the production of the first printed prototype parts, lasted around seven months. A rear wing blade, for example, is first printed and then hand-laminated by a carbon specialist. You can only proceed to toolmaking when there are no more modifications to be made.

“At the end of this phase, we go to the wind tunnel at Porsche in Weissach for the first of two cycles, where we will once again work hand in hand,” says Breuer. With a fan measuring eight meters in diameter and wind speeds of up to 300 km/h, the wind tunnel is one of the most advanced of its kind. “The mission: To achieve greater downforce while maintaining the same drag. In other words: improve efficiency. More drag would change the emission levels. Then the development phase begins.”

After additional aerodynamic testing at a test site, the vehicle covers countless kilometers on the racetrack. The GT3 RS Kit completed 520 laps on the Nürburgring Nordschleife, 380 laps at the Autódromo do Algarve in

**“I CONSIDER MYSELF AN AMATEUR DRIVER, AND I’M ONLY FAST WHEN I FEEL COMFORTABLE IN THE VEHICLE. THAT’S IMPORTANT, BECAUSE THAT’S WHAT THE KIT IS DESIGNED FOR.”**

Portimão, Portugal, 74 laps at Hockenheim, 177 laps at Monza, 311 laps at Oschersleben and 163 laps at the DEKRA Lausitzring. During the multi-day tests, development driver and Porsche Brand Ambassador Jörg Bergmeister, Christoph Breuer and other selected race and test drivers were mostly behind the wheel. In addition, there was a seven-person team of tire technicians, mechanics and performance engineers.

“I consider myself an amateur driver, and I’m only fast when I feel comfortable in the vehicle,” says Breuer. “That’s important, because that’s what the kit is designed for. That’s why everyone gives their feedback. Based on the feedback, the engineers adapt and finalize the suspension setup, including spring rates and damper characteristics.

The Porsche approval processes are already incorporated into this development phase. “In Oschersleben, for example, drivers repeatedly go over a particularly high curb. The entire vehicle is equipped with sensors and all the data is recorded,” explains Breuer. And that’s not all. Following the racetrack



**Countless test kilometers:** The engineers collected feedback from test drivers on several racetracks, including Portimão in Portugal.



**From the track to the road:** Manthey uses its extensive motorsport experience, such as from the Nürburgring Endurance Series, for development purposes.



**Distinctive character traits:** The diffuser and the impressive “shark fin” make the Porsche 911 GT3 RS with Manthey Kit instantly recognizable.

**“THE MISSION: TO ACHIEVE GREATER DOWNFORCE WHILE MAINTAINING THE SAME DRAG.”**

test, individual components undergo an endurance test on the test stand.

The final step is production-ready implementation, which, in the case of the GT3 RS, took around five months. “These are the final endurance runs, during which nothing will be changed on the vehicle,” says Breuer. At the same time, the tools are ordered from the suppliers.

“The aim of every kit is to provide around four to seven seconds more performance on the racetrack,” says Raeder. For comparison: If you wanted to gain a second on your lap time on the Nordschleife through sheer power output, you would have to upgrade by 10 PS. The big advantage for customers: The warranty coverage remains fully intact with the Manthey Kit.

That just leaves one question: how do you get it installed on your own vehicle? There are certified Porsche Centers here that are trained and equipped with special tools to install these components with the same quality and care as they would directly at Manthey. And with that, the engineer’s dream — from the first idea on a blank sheet of paper to the component that delivers even more performance on the racetrack — is realized in the final step.





# THE PRO-VISION

**When digital specialists from Porsche and Apple join forces, there is a high chance that visions for entirely new digital worlds will emerge. For participants of the Porsche Track Experience, this could mean even more immersive experiences and faster learning in the future — because who says you can't dream? Welcome to the spatial cosmos of tomorrow — with Porsche and the Apple Vision Pro.**

Text: Heike Hientzsch Photos: Apple, Stefan Holoch



01

**THE ON-BOARD CAMERA** shows a live image of the selected vehicle. Perhaps the most exciting perspective — available at any time and enriched with interesting data.

02

**ALWAYS IN VIEW:** The official track time — count-down to the finish of the famous 24 Hours of Le Mans. Flag signals and potential safety vehicle phases are also on the display.



05

**THE TIMING DISPLAY** provides an overview of the current order of the individual vehicles in the race at all times. Detailed information such as lap times, top speed and distances complete the overview.

04

**BETTER THAN ANY HELICOPTER FLIGHT:** The entire 13,626 kilometers of the legendary Circuit de la Sarthe at a glance — including the live position of the Porsche vehicles. With one click, you can jump to the on-board camera or get more detailed information.

03

**THE MOST IMPORTANT DISPLAYS** that the driver keeps an eye on are: The current speed, engine speed, g-force, accelerator pedal position and brake pressure provide detailed insights.



“You have to come and experience it for yourself. Words just can't describe it.” This is how Jörg Dietrich extends his invitation to experience the prototype of a revolutionary Porsche app developed for the Apple Vision Pro. It might be tricky to write an article about something that has been described as “indescribable”. Jörg Dietrich works as a solution architect at MHP in Ludwigsburg. The management and IT consultancy is a wholly owned subsidiary of Porsche AG with almost 5,000 employees worldwide. The 58-year-old MHP consultant plays a key role in connecting Porsche and Apple. He has even had the opportunity to personally present the latest applications to CEOs Oliver Blume and Tim Cook. In discussions with stakeholders at Porsche Motorsport, Porsche Engineering, Bosch Engineering and other partners, he pursues his mission: Discover, test and realizing new use cases.

In the cool MHP Lab — a lofty brick building with vintage industrial charm — we immerse ourselves in augmented reality. Apple calls it spatial computing. In other words, it concerns the seamless embedding of digital content into real space. With the Apple Vision Pro on your head, it is immediately clear what this means. But for the reader, it calls for some imagination. To start with, perhaps a sketch: Two mimes pretend to carry a large pane of glass across the sidewalk. Back and forth, very carefully. Of course, there is no pane of glass. But the illusion is so good that no pedestrian dares to simply walk “through” it. This is a simple analog joke, but it still involves the spatial perception of something that does not physically exist. Well-known examples of augmented reality applications include the game Pokémon Go and head-up displays. You do not need a

headset to find little monsters or see hazard and navigation signs floating behind the windshield. It is different when it comes to virtual reality experiences: To experience these completely computer-generated worlds, you need to put on a device that completely blocks out physical reality. What the Apple Vision Pro achieves feels like a dynamic fusion of the best of all previously known technologies — in 3D, with 23 million pixels, in 8K resolution, on multiple monitors up to a 180-degree screen with a perceived width of 30 meters. So it's a really big cinema.

After a brief eye calibration program, we get started. The tiles of Jörg Dietrich's desktop float in space. A familiar interface that is comfortable to look through. The concrete floor and all objects in the room remain visible. Dietrich is still there too. “Now click on the Porsche Race Engineer Cockpit app.” Huh? “Just look at the tile and then bring your thumb and index finger together.” Which hand? Doesn't matter. Where? Doesn't matter either. The headset is equipped with hundreds of sensors and a dozen cameras. As long as we don't hide our hands in our pockets, it will sense every finger gesture. One look, one touch of a finger — and voila: the room is full of monitors. We look straight ahead over Lars Kern's shoulder. The Porsche development driver is on his way to a new record for street-legal electric vehicles at the Laguna Seca Raceway in California in the Taycan Turbo GT. The moving image not only has great sharpness, but also depth. The spatial video was recorded by an iPhone 15 Pro. At the same time, we can see where exactly on the lap Lars Kern is from a bird's-eye view. At waist height, the entire route spreads out before us in three dimensions. The presentation looks a bit like a virtual model railway. When the vehicle accelerates, its lane lights up green; when it decelerates, it lights up red. We can tell that Kern has activated the Attack Mode by the hatching. Additional floating monitors to the right, left and below the on-board video visualize telemetry data from the vehicle. Engine speed, energy consumption, accelerator pedal position, steering angle, acceleration values and g-forces. Even Kern's heart rate is displayed — he is wearing an Apple Watch. The diagrams are easy to read and intuitively zoomable. The record

holder himself experienced this immediately after his first lap at Laguna Seca. “I was skeptical when Jörg put the headset on me,” he admits. “But the presentation was phenomenally clear — and instructive. I instantly realized that I hadn't activated the Attack Mode correctly in the last corner on my first attempt.” This insight saved three-tenths of a second — in the second attempt, the clock stopped at 1:27.87 minutes. “We are experiencing a new dimension of cognition and learning,” says Kern.

Once again, imagine a future scenario — what might something like this look like in the future: While you are doing your laps at Porsche Track Experience, your instructor is standing at the pit wall. He's wearing an Apple Vision Pro, which means he can track your every move live, and can coach you directly and precisely via radio. When you return to the paddock, you also put on the headset. The data doesn't need to be read from the vehicle and transferred to a computer first — it is instantly available on floating monitors. Braking points, line, steering angle, speed at the corner exit. Cause and effect. You observe yourself in spatial video and a 3D overhead perspective. As often as you like and as detailed as you like. For comparison, you can refer to laps by professionals. You stay grounded in the real world and interpersonal communication. The developers have even thought about the importance of eye contact: If you want to look your instructor in the eyes, both headsets will immediately clear up.

“We are essentially experiencing a multi-dimensional interpretation of the Porsche Track Precision App,” says Dietrich. “The immediate grasp of information will greatly accelerate learning success.” After debriefing with the instructor, you might be left with the same question that this article is trying to answer: How do I explain to my family and friends what I just experienced? In the future, you will be able to have those at home join you via Facetime, just like the instructor, provided you have an Apple Vision Pro. Live or re-live.

The technology will transform the way racing engineers work while creating new experiences for spectators. At the 2024 24

Hours of Le Mans, Porsche factory drivers already had the board members on board. They could choose at any time which of the Porsche 963 factory team vehicles to hop into, switch camera perspectives, toggle to the TV feed, and simultaneously track all digital twins of the Porsche Hypercars in a 3D overhead perspective — without losing sight of the real action.

Jörg Dietrich would like to show us another use case — one that seems perfect for Porsche Track Experience. “Please open the Car Configurator now.” No problem. Look, bring your thumb and index finger together. A full-size Panamera Turbo E-Hybrid fills the space. We play with interior and exterior colors, walk around the vehicle, open the driver's door. “Wait, I'll put a chair out for you to sit down in.” Now all that's missing is the smell of leather.

Dietrich continues: “If this were a real Panamera and you had treated yourself to the Active Ride option, you would also have a driving simulator with the Apple Vision Pro.” How so? The sensors of the chassis system can be coupled with any route data. The operation of the electronic steering wheel and pedals merges with the 180-degree visualization of the racetrack on the windows. With a control frequency of 13 chassis settings per second, training in your own dream vehicle in the garage becomes truly realistic.

“Porsche, in collaboration with Apple and MHP — we are the first in Europe to explore spatial computing at this depth and have already created several future use cases,” says Jörg Dietrich with confidence. Innovation that drives great emotional and exclusive experiences — ensuring that the Porsche Track Experience remains the benchmark when it comes to reimagining the future of driving training, today.

Taycan Turbo GT

Consumption data according to WLTP:  
Electrical consumption combined: 21.6–20.7 kWh/100 km  
CO<sub>2</sub> emissions combined: 0 g/km  
CO<sub>2</sub> class: A  
Status: 02/2025

Panamera Turbo E-Hybrid

Consumption data according to WLTP:  
Weighted combined fuel consumption: 1.7–1.2 l/100 km  
Combined fuel consumption with a discharged battery: 11.7–10.5 l/100 km  
Weighted combined electricity consumption: 29.9–27.6 kWh/100 km  
Weighted combined CO<sub>2</sub> emissions: 39–27 g/km  
Weighted combined CO<sub>2</sub> class: B; CO<sub>2</sub>-Klasse bei entladener Batterie: G  
Status: 02/2025



**SERIES:**   **Legendary Racetracks #4:**  
Timo Bernhard and the Nordschleife

# THE EXPLORERS OF HELL

**It's like speed-dating with darkness, a new ride through the Green Hell with each lap. When the first people returned from their expedition through the Nürburgring Nordschleife nearly 100 years ago, they imagined a staggering giant had stumbled through the forest, carving out the path of the world's longest racetrack. Today, a different giant rules the Ring: Timo Bernhard. He set a lap time of 5:19.55 minutes here. Now, he reveals the dark secrets of that hell which, for every racing driver, is also its opposite: the final paradise.**

Text: **Gerald Enzinger**   Photos: **Porsche Archive, Rainer Schlegelmilch, LAT Images, William Murenbeeld, Getty Images, Motorsport Images**

In an age of growing artificial intelligence — where humans and machines are both partners and rivals — we're drawn to places that awaken our natural instincts. To places, routes, turns, crests and chicanes where we feel centered and grounded — even as we give in to our need to move. We chase speed, push our senses to the edge and tap into unknown dimensions of ourselves as we venture into the last uncharted territories. And sometimes we find these frontiers in high-speed regions. At full throttle.

The Nürburgring Nordschleife — a legendary circuit since 1927 and standing for nearly a century — was built in a place of silence and timeless stillness. It remains a frontier of human ability, where drivers, aided by cutting-edge vehicle technology, continue to explore new dimensions. Hardly any person or event embodies this as much as Timo Bernhard and his Porsche 919 Hybrid Evo. On June 29, 2018, they completed a lap of the Nürburgring Nordschleife in an astonishing 5:19.55 — thanks to a breathtaking fusion of Bernhard's driving skill and the technical brilliance of his machine: 20.832 kilometers, an average speed of 233.8 km/h, a top speed of 370 km/h, 73 corners, gradients up to 18 percent and descents of up to 11 percent.

Born in 1981, Timo Bernhard has also won the legendary 24-hour race five times. His first memory here goes back to 1985, when his father was racing in a Golf. Since they couldn't afford a place in the pits, little Timo had to stand behind a guardrail. Later, when one of Dad's colleagues crashed the Golf, the vehicle was picked up and Timo was allowed to come along. It was the first time that he saw more of this racetrack than just the start-finish area. And it was also the beginning of a lifelong passion. "Soon, I had a map of the Nordschleife in my bedroom — and learned every single part of the track by heart."



**TIMO BERNHARD**  
A Nordschleife legend with five victories in the 24-hour race and the fastest lap of all time.



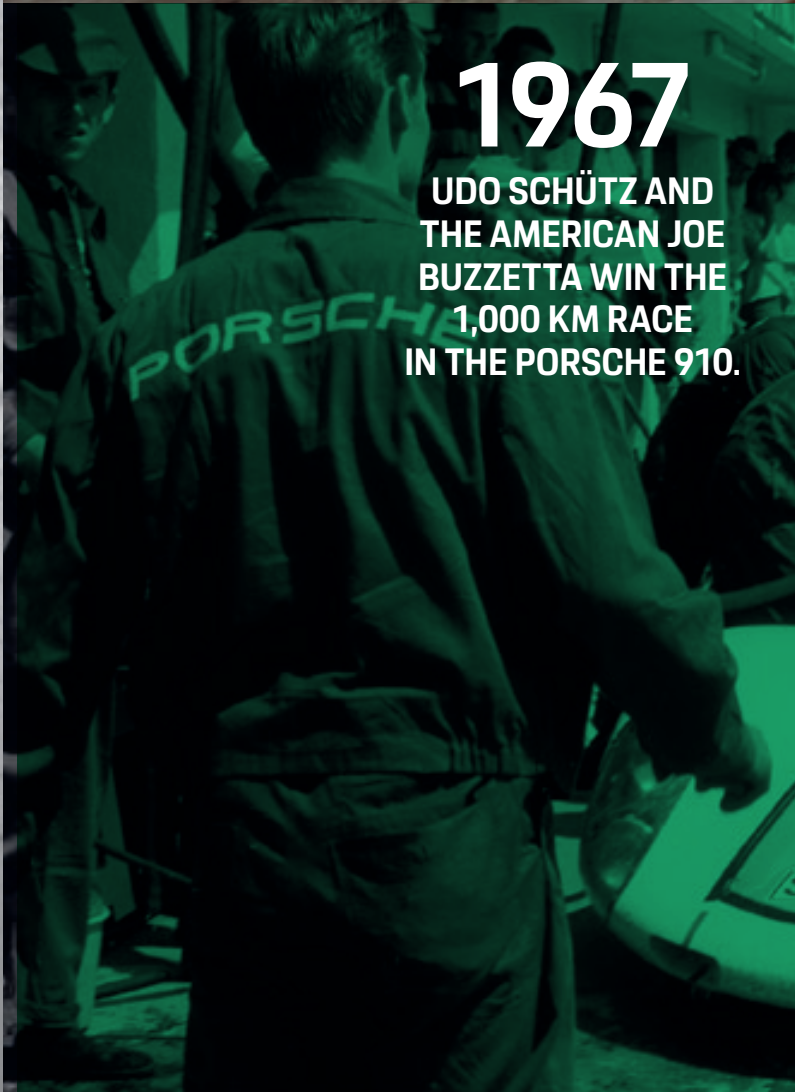
**1960**  
A special moment in the partnership between Porsche and the Nordschleife: Jo Bonnier at the 1960 Formula 2 race in the 718/2. The Swede won and secured the Constructors' Championship for Porsche.





# 1957

EDGAR BARTH MAKES HISTORY IN THE PORSCHE 550 RS ON AUGUST 4 — WINNING THE FORMULA 2 CLASSIFICATION AT THE GERMAN GRAND PRIX. A HIGHLY EMOTIONAL VICTORY. BECAUSE A FEW MONTHS BEFORE, THE GDR HAD REVOKED HIS LICENSE. HE REMAINS IN THE WEST — AND MUST WAIT UNTIL HIS WIFE AND SON CAN JOIN HIM. JÜRGEN, HIS SON, ALSO BECOMES A LEGEND WITHIN THE PORSCHE FAMILY.



# 1967

UDO SCHÜTZ AND THE AMERICAN JOE BUZZETTA WIN THE 1,000 KM RACE IN THE PORSCHE 910.







# 1969

ON JUNE 1, PORSCHE BECOMES WORLD SPORTS CAR CHAMPION FOR THE FIRST TIME. AFTER JO SIFFERT AND BRIAN REDMAN'S VICTORY IN THE 1,000 KM RACE, THE TEAM HAS UNASSAILABLE LEAD.



# 1977

Tim Schenken / Rolf Stommelen / Toine Hezemans, Gelo Racing Team, win the 1,000 km race in the Porsche 935, which is held for the first time in the "Silhouette Formula". No fewer than 23 Porsche vehicles are at the start.





In 1967, still shaken from a rain-soaked battle in the Eifel, three-time Formula 1 World Champion Jackie Stewart gave the track the name “Green Hell”. It was here, where the fastest vehicles daringly faced their fate on a narrow strip of asphalt.

It is a roller coaster of a track, the most spectacular and longest permanent racetrack in the world today where, at the entrance to the old paddock, the phrase “Everyone praises what Nürburgring has tested” has stood since 1927.

# 1967

**A PICTURESQUE NATURAL BACKDROP, ENTHUSIASTIC FANS: GERHARD MITTER AND LUCIEN BIANCHI SHINE IN A DUEL AGAINST THE EVENTUAL WINNERS SCHÜTZ AND BUZZETTA, ULTIMATELY FINISHING FOURTH IN THE PORSCHE 910.**

Left picture

And where, in the same year, an English reporter dictated an unforgettable sentence to his homeland: “I’ve concluded from my inspection of the racetrack that they must have sent a staggering giant in a drunken stupor into the forest to lay out the track.”

It is a journey through an in-between world of light and shadow, with, as one racing driver noted, “what feels like 17 different seasons in a single lap.”

Timo Bernhard has seen it all here, and he can mentally drive the track in his head, almost down to the second, just as he did over and over again before his record lap: “We wanted to start this lap by 9 o’clock at the latest, because we knew it would get hotter and hotter, making it increasingly harder to achieve perfect performance. It was a huge turnout. We wanted to break the record set by Stefan Bellof, my great idol, but with total respect for his incredible achievement, which had been set under entirely different conditions back then. In my case, the vehicle was tuned specifically for that one lap, and I had the track all to myself. The comparison wasn’t with Bellof; we wanted to show what such a modern vehicle, a prototype, can do — with special tires, an empty weight of 830 kg, around three tons of downforce and a top speed just under 370 km/h. The attempt included a warm-up lap, one to gain speed and two record-setting laps. I did 5:24 on the first lap, then we made some adjustments and I brought it down to 5:19. Breathtaking. It’s all still very vivid, especially those extreme forces when acceleration and braking. And I’ve never experienced lateral acceleration like that again — everything was extreme freestyle. I’ll never forget it.”

But the wins that mean the most to him include his 2011 victory at the 24-hour race, which stands out above all the rest: “won in the toughest conditions, against fierce competition, with a dream team”. He also immediately recalls the wins with Marcel Tiemann. “We were a close-knit community.” And the scariest memory? “In 2003, a minor contact with the guardrail while leading a VLN race because I was the first to arrive in a rain shower. In moments like those, you realize how difficult the Nordschleife can be. And in 2006, I came across an oil slick at night, but managed to get out of the situation. Just moments later, a huge crash happened there, with around ten vehicles involved — Strietzel Stuck among them.

Whether it was luck or a sixth sense, I can’t say — but one thing is certain: a race here can be over in a matter of seconds. But in this case, I was the winner for the first time.”

This race is unique, “a happening”, Timo: “The crowd is huge, they’re so close and they make every single driver feel special — like you can achieve something extraordinary in a place that embodies true community spirit and incredible solidarity.” But once you’re in the vehicle, you’re facing the challenge of the world’s longest racetrack, with fierce competition and extreme weather: “We get heat, torrential rain, hail — everything. That’s what makes the race so incredibly difficult.”

Then the explorer of hell says something crucial: “You’ve got to know how to freestyle on the Nordschleife.” Meaning: “You have to adapt instantly to radically changing conditions — something you usually only see in rally racing. The whole race is just a bit out of date and, at first glance, doesn’t seem to fit in with modern times at all. You need experience, but it’s also what fuels the unique enthusiasm. You feel the danger in the 24-hour race like nowhere else, which of course also has to do with the extreme differences in speed.”

Timo Bernhard is one of the greatest German racing drivers of all time. He was World Endurance Champion and won the legendary 24-hour races at both the Nürburgring and Le Mans. Can you compare those experiences? “The Nürburgring is all about the track, while Le Mans is more about its history and the fascinating prototypes. It’s incredible to have won both races multiple times. You wouldn’t even dare to dream of that at the beginning of a career.”

Which brings us back to the word “beginning,” which Hermann Hesse described as magical. For beginners, the first laps at the Green Hell are usually more devilish than magical. What advice do you have for novices and the growing number of women novices?

“The most important thing is never to lose respect, never! Because this track, as a whole, is truly one of a kind — there are special sections in places like Suzuka, Spa or the US, but none offer the complete experience and complexity of the Nürburgring. You have to constantly relearn this track. If you arrive in a new vehicle, you have to rethink and relearn every passage.” You experience it anew in the truest sense of the word.

“And very important: You gradually work your way up to the limit. Every time you think you’ve got it figured out, there’s that little shock that sets you back mentally.”

## 1968

A golden moment for the 908 driven by Jo Siffert and Vic Elford: victory in the 1,000 km race. As the displacement limit for prototypes was 3 liters, Porsche designed a new engine. The 178 kg V8 engine produced 350 PS and had four overhead camshafts. The cylinder and cylinder head were made of aluminum, the crankcase from magnesium. Before the race, the 13-inch wheels were replaced with 15-inch ones to accommodate larger disc brakes. Who brakes (well) wins!







## 1971

### HELMUT MARKO REPLACES HIS TEAMMATE GIJS VAN LENNEP IN THE PORSCHE 908/03. THEY FINISH THIRD IN THE END.

Left picture

And: "You always have to drive a little differently, which is why routine is so valuable here. Sometimes you have to do things that wouldn't make sense on other circuits — like when and how to take the curbs, how to take the crests. Sometimes you have to deliberately take a corner differently in order to be able to hit the next one. It's not just about performance in one section, but also about entering the next section in such a way that you can exit it safely."

Is there a vehicle the King of the Nordschleife still dreams of driving here again — even though there is hardly any room for improvement after the LMP1 Evo? In terms of pure driving pleasure, yes: "In 2008, I did two demo laps in a Porsche RS Spyder — and I would love to do that again at full speed. Because right away, I had the feeling that this vehicle was a perfect match for the track. Weighing in at 775 kilos it's very light, has over 500 PS, a well-balanced engine and incredible grip — I'd really like to drive it at full throttle again."

So there's always that longing for the next lap, the next race car. One thing always works: "The 911, in all its models and evolutionary stages, is simply the perfect vehicle here. No wonder it's so successful — and so much fun."

Fun! There it is again — that word. No matter how many legends and horror stories have accumulated over a century of the Nordschleife — and as terrifying as the tales from those returning from the dark forest may sound — joy usually triumphs over fear in the end. And it's something everyone will want to share for the rest of their lives — through stories and experiences that strike straight at your heart and soul, teaching lasting lessons: Behind every crest, every chicane, every descent, danger might be lurking — and for a moment, you feel like you're in hell. Yet, more often than not — and with much more certainty — something else is waiting: pure joy, surrounded by (almost) pristine nature.

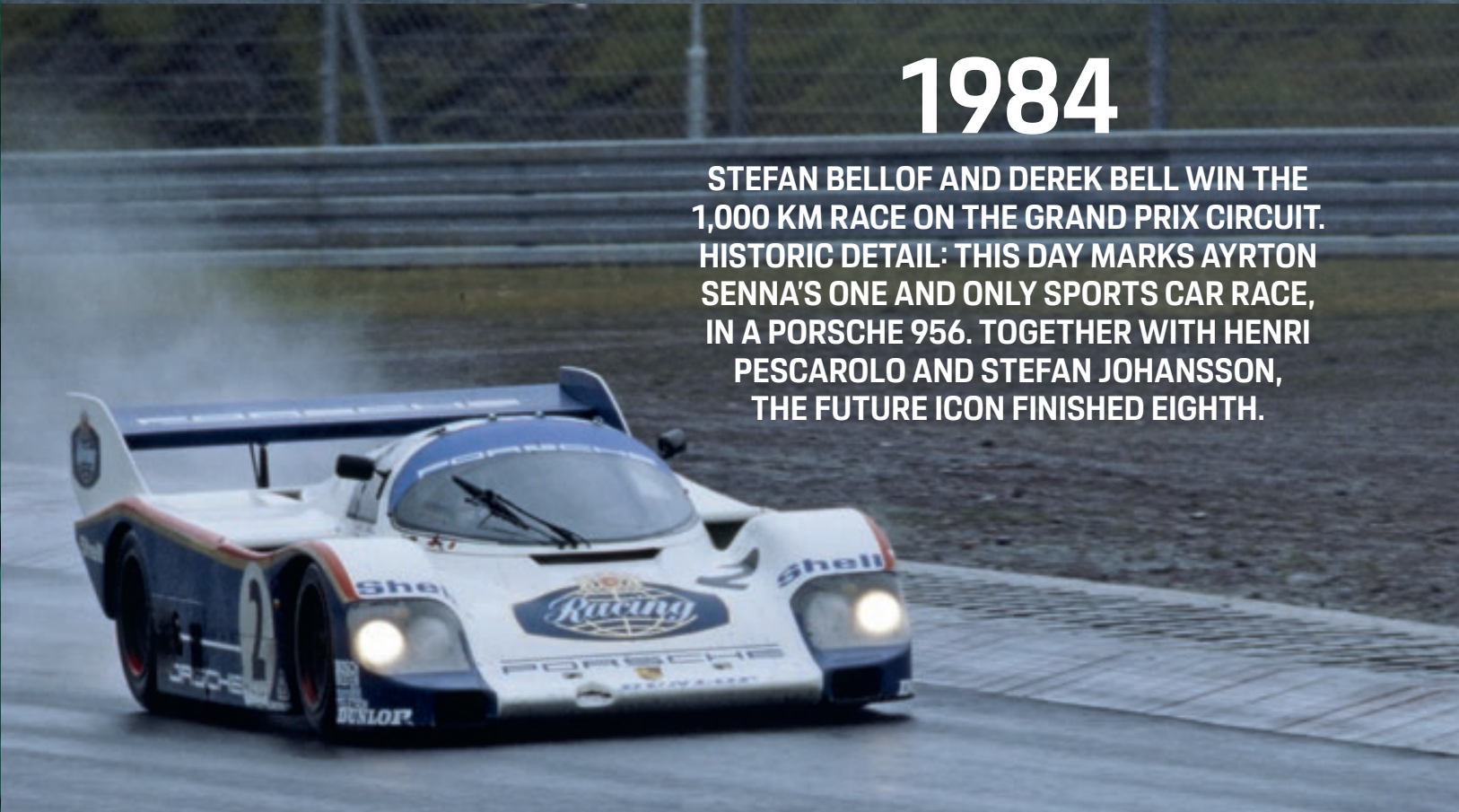
## 1980

Like father, like son: Jürgen Barth, whose father won in Formula 2 some 23 years earlier, wins the 1,000 km race together with Rolf Stommelen in the 908/4 Turbo.



## 1984

STEFAN BELLOF AND DEREK BELL WIN THE 1,000 KM RACE ON THE GRAND PRIX CIRCUIT. HISTORIC DETAIL: THIS DAY MARKS Ayrton Senna's ONE AND ONLY SPORTS CAR RACE, IN A PORSCHE 956. TOGETHER WITH HENRI PESCAROLO AND STEFAN JOHANSSON, THE FUTURE ICON FINISHED EIGHTH.



## 1967

Udo Schütz and Joe Buzzetta on their way to victory.



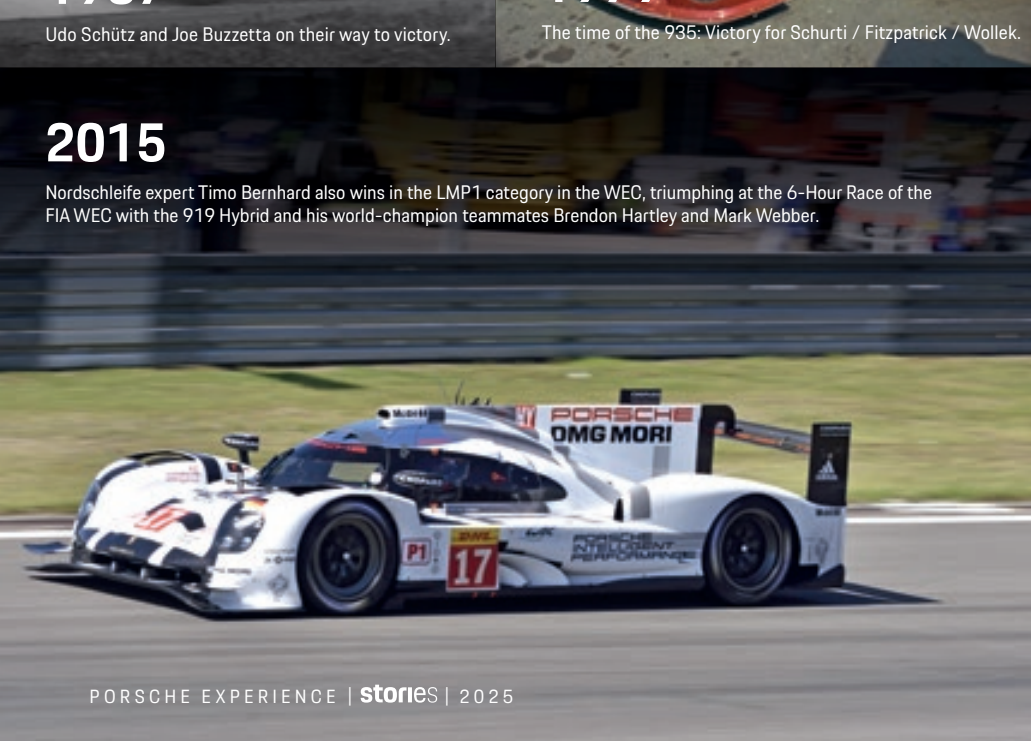
## 1979

The time of the 935: Victory for Schurti / Fitzpatrick / Wollek.



## 2015

Nordschleife expert Timo Bernhard also wins in the LMP1 category in the WEC, triumphing at the 6-Hour Race of the FIA WEC with the 919 Hybrid and his world-champion teammates Brendon Hartley and Mark Webber.





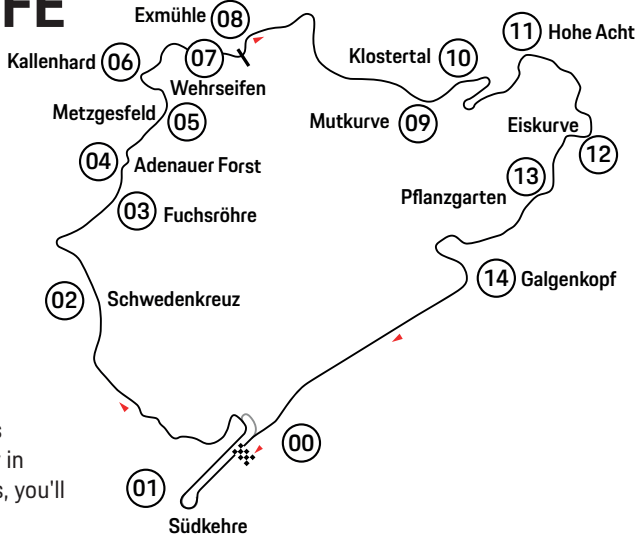
# 1970

THE ULTIMATE GOAL. VIC ELFORD / KURT AHRENS (PORSCHE KONSTRUKTIONEN SALZBURG) WIN IN THE PORSCHE 908/03 — LEADING A ONE-TWO FINISH FOR THE MAJOR NORDSCHLEIFE BRAND PORSCHE.



## A LAP ON THE NORDSCHLEIFE WITH TIMO BERNHARD

Timo Bernhard is the fastest man in Nürburgring history. We take a ride with the explorer of hell, and observe the racing lines the master draws across the picturesque landscape.



**01 Südkehre.** These days, GT3 drivers take the second right-hand turn almost at full throttle — whereas in the past, drivers had to ease off the throttle by at least half.

**02 Schwedenkreuz** is always a challenge, partly because the corner slopes outward and the vehicle gets very light there at high speed. You have to make sure you brake in time because you're arriving at an incredible speed.

**03 Fuchsröhre** is especially challenging in traffic, because you need to have overtaken by the time you reach the bottom. Otherwise, it will be too late because there's only one line and therefore only one turning point.

**04 Approaching Adenauer Forst.** The turns get tighter here, and while you can carry speed into the turn, you must find the right braking point, especially because the turn coming into Adenauer Forst closes quickly.

**05 Metzgesfeld.** The entrance is very, very fast. Hitting the turn-in point there is crucial, but there's no curb on the outside — if you're slightly off, you'll end up in the grass.

**06 Kallenhard.** Very challenging. You have to brake hard for the hairpin turn that follows, as it's very slippery, especially in the rain. If you hit the curbs, you'll go straight off track.

**07 Braking into Wehrseifen,** the slowest section of the track, the vehicle is very light on the rear axle. It's an exciting turn, especially when you're driving in traffic, as there are often misunderstandings there. That means you have to be careful how you position yourself.

**08 Approaching Ex-Mühle.** Explosive, because the turn slopes so sharply to the outside and also has an extreme gradient. The approach isn't very easy, and it's always tough on the drive shaft when you're on the gas early, as the wheel speeds are different.

**09 The Mutkurve** is a huge challenge because you have to turn the vehicle very smoothly if you want to carry speed without using much braking. It's important that you find the right turning point. If you're a bit too late there, you're immediately off the track.

**10 The right-hand turn before Klostersattel** is very challenging simply because of the hill, but it's a lot of fun.

**11 Hohe Acht.** From here on, it's all downhill with lots of direction changes — and driving downhill is definitely different from going uphill. The rear end can get very light. You shouldn't underestimate the speed either. Especially towards Wipperf, you can take the curbs there, but you need to time it precisely and know exactly what you're doing. This is where you can find time, but you can also quickly run into problems.

**12 Eiskurve (ice turn).** As the name suggests, it is very slippery at certain spots. It always dries out a little later there because everything is in the shade.

**13 Approaching the Pflanzgarten** is always great, as is the Bellof S descent. Then you take the left turn in free fall, followed by a direction change in the dip. Right, left, right — here you have to be careful not to hit any curbs, but still give the vehicle enough space so that it practically dances from right to left. If you pull the vehicle too hard, you can quickly lose the rear end.

**14 Galgenkopf.** It is a super tight turn-in point with barely any room to maneuver, but the second part at Galgenkopf is really smooth. The turn opens up really early, so you can carry a lot of speed toward Döttinger Höhe — right before everything kicks off again shortly after.





Wheels + Meals

# EAU DE SPA

Text: Heike Hientzsch Photos: Mathieu Bonnevie

Rainy gray chased away by apple tree green. In a quaint restaurant called Le Vert de Pommier, Vassiliy Anatoli and Leonardo Fração enjoy Belgian delicacies at the end of a challenging day on the Spa-Francorchamps Grand Prix circuit. Weather and water are typical dinner topics in the Ardennes.





**Powering ahead in measured doses:** The Belgian Formula 1 circuit is a true driving challenge, especially in wet conditions.

13 degrees, 500 PS and rain everywhere. For Vassiliy Anatoli, September 2024 was his second time participating in the Master Training on the seven kilometer Spa-Francorchamps Grand Prix circuit. “In spring 2023,” he said with a laugh, “the weather was the same as it is now in late summer.” Leonardo Fração has been here four times and has yet to have a different experience. Water from above is typical of the harsh microclimate in this part of the Belgian Ardennes. Water from below has made the town of Spa, which today has a population of around 10,000, world-famous. In the 18th century, emperors and kings drank from its mineral springs. The name of the town became synonymous with therapeutic baths around the world. The legendary Eau Rouge curve, for its part, contributed to the fame of the racetrack. It owes its name, which means “red water”, to the high iron content of this small river in a gorge. You shoot down into it and have to negotiate the left-right corner perfectly to gain maximum momentum on the 18 percent gradient toward the Kemmel straight. “The compression takes your breath away and the gradient feels like a wall,” Anatoli said. “But the most amazing thing is how stable the Porsche is. It can always be controlled, even in wet conditions.” Instructor Felix Körbel helped him choose the right line. “Felix is great,” the 42-year-old praised his instructor. Anatoli is a regular at the Porsche Track Experience and loves mountain and valley tracks. Spa, Nürburgring, Hungaroring, and especially Portimão. “Exciting topography turns driving into a 3D experience,” he explained. “The weather in Portugal was fantastic, but I'm learning more here.”

**Car design as a childhood dream**

It rarely rains in Anatoli’s adopted hometown of Dubai. His parents emigrated there with him in the early 1990s, leaving their Kazakh hometown of Almaty, where Vassiliy

was born in 1982. As a schoolchild, he stood out in the best sense of the word: while other children were painting flowers and houses in art class, he was drawing cars with photographic precision. “I wanted to be a car designer from a young age,” he recalled, “but industrial design was not available as a course in Dubai.” Graphic design was the closest thing. After studying in London, he returned to Dubai, where he founded his company, Platinumlist, in 2006. The company, which currently has around 200 employees, promotes major events. Concerts, conferences, sporting events, focusing on the United Arab Emirates, Saudi Arabia, Qatar, Turkey, France and Great Britain. “We take over software solutions for ticketing including admission checks and manage online marketing.” Artists and organizers benefit from reach — around 25 million people are registered with Platinumlist. The biggest events have included cricket tournaments with up to 300,000 spectators or the UN Climate Change Conference COP 28. “One of the best perks of my professional success was that I was able to afford a Porsche,” the managing director said. A Cayman S, purchased in 2016, was followed by his first Porsche 911 GT3 RS in 2019. Since then, he has purchased a new GT3 model practically every year. He also looks after a 911 Carrera (type 993) from 1996 and, since 2021, a 911 Carrera GTS (type 992). “I actually bought the GTS for my wife,” he explained. In spring 2023, the couple welcomed a baby girl. “But the little one is not the only reason why my wife is mostly leaving the GTS to me at the moment. My current GT3 was destroyed in the floods in Dubai in April 2024.”

Which brings us back to the topic of water. Leonardo Fração also had a story to share, albeit one with a happier ending. Some of his fleet also fell victim to flooding, but they could at least be repaired: “An old Porsche tractor just

**718 Cayman GT4 RS**

Consumption data according to WLTP:  
Fuel consumption combined: 13.0 l/100 km  
C<sub>2</sub>O emissions combined: 295 g/km  
CO<sub>2</sub> class: G  
Status: 02/2025



**Vassiliy Anatoli (left) and Leonardo Fração live almost 13,000 kilometers apart — one in Dubai, and the other in Porto Alegre. Porsche brought them together.**



As a razor-sharp track tool, the Porsche 718 Cayman GT4 RS also feels right at home on the country roads that surround the Circuit de Spa-Francorchamps. They are often winding, narrow and lonely.



The use of visible carbon fiber makes sophisticated lightweight components, such as the front hood, a real eye-catcher.







**Lots of fun and learning opportunities:** Today, Leonardo and Vassiliy have reached their goal with two GT4 RS.

doesn't have water-sensitive electronics," he said of his antique treasure. "Although the tractor had been in the overflowing lake for four weeks, we were able to remove the rust and restore it." Fração, born in 1982 in Santa Maria in southern Brazil, lives in Porto Alegre and uses the tractor as a towing vehicle for boats and jet skis. He proudly showed photos of his two small daughters playing on the tractor. Fração looks exhausted in the pictures, different than he looks today. "I had leukemia two years ago," he explained with remarkable ease. "I've recovered. And there's a positive side to everything. During that phase, I had a lot of time for my family. Because of the risk of infection, I could barely see other people."

The tractor is black, like each of his 16 Porsche vehicles, including a Carrera GT, a 2023 911 Dakar, a replica of the 1984 911 Safari and a 911 GT2 (Type 997). Most of his sports cars are kept in Germany, near Heilbronn. "I drive them a lot more often in Europe than in Brazil," he explained. "At home we have high taxes, bad roads and very little safety."

**Porsche collector and philanthropist**

Fração is the founder of Nebraska Capital. He got his start in wealth management when his father sold the logistics company founded by



**A race to the finish:** Now it's time for dinner in La Gleize, one of the five villages that make up the municipality of Stoumont.

**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: 02/2025



**The fixed rear wing with swan neck connection is not the only evidence of the GT4 RS motorsport heritage.**





**Restaurant Le Vert de Pommier:** Vassiliy and Leonardo enjoyed Belgian food here while chatting about cars.



his grandfather. “All of a sudden there was this fortune to manage.” He excitedly recounted having dinner with his idol, Warren Buffett. The Nebraska-born investor, entrepreneur, and philanthropist inspired the name of Fração’s company. And he also inspired him to donate and collect funds for charitable purposes. Fração is the initiator and president of the Floresta Cultural Institute, a non-profit organization. “In 2016, Porto Alegre was still one of the most dangerous cities in the world,” he explained. The police infrastructure was on the brink of collapse. If that was going to change, money was needed. “The government couldn’t afford it. But wealthy families could. Those who have been given much must give much in return,” he said with conviction. “New vehicles, uniforms, bulletproof vests, radios and weapons for well-trained police officers drastically reduced crime in the first year alone.” In addition, the institute also offers support to schools. “Some people only become criminals because they lack a better perspective. Only education can help combat that.” Fração has many allies in his mission. Former Formula 1 driver Felipe Massa recently donated a large sum of money to help reopen a school that had been destroyed by floods.

Excessive water also meant that the Master Training had to be temporarily suspended. Aquaplaning is no laughing matter on high speed tracks. A total of 54 Master training participants from 13 different countries succeeded in mastering the conditions. As did

the eight customers of the Master GT3 RS training. Only a few drove private cars, the vast majority rented them. The Porsche Track Experience team brought 170 GT sports cars from Zuffenhausen to Spa just for them. There were 14 instructors, two supervisors and around 60 other assistants, mechanics and organizers. For worn tires, stressed brakes or clutches, or stone chips on the windshield, a fresh vehicle was always ready to take over while any signs of wear and tear were repaired.

**Belgian Queen and Belgian delicacies**

As dusk fell, two 500 PS (368 kW) Porsche 718 Cayman GT4 RS crunched their way across the gravel of a picturesque courtyard of the Le Vert de Pommier restaurant (apple tree green) in Stoumont, a 20-minute drive from the racetrack. Vassiliy and Leonardo took a seat inside. They learned from Renzo Van Eyken, the owner, that their Porsches were parked in front of the former stables of Marie Henriette Anne of Austria, who was Queen of the Belgians until her death in Spa in 1902. The rustic restaurant itself was created from a small farm decades ago. The walls are covered with photographs of



**718 Cayman GT4 RS**  
Consumption data according to WLTP:  
Fuel consumption combined: 13.0 l/100 km  
CO<sub>2</sub> emissions combined: 295 g/km  
CO<sub>2</sub> class: G  
Status: 02/2025









**Macan Turbo**

Consumption data according to WLTP:  
Electrical consumption combined: 20.7–18.9 kWh/100 km  
CO<sub>2</sub> emissions combined: 0 g/km  
CO<sub>2</sub> class: A  
Status: 02/2025