

PORSCHE EXPERIENCE

# stories

2023 EDITION | ENGLISH EDITION



**MAKE  
IT  
YOURS**

**BID FAREWELL TO SUMMER**  
PORSCHE TRAVEL EXPERIENCE  
USA NORTHEAST

**A RENDEZVOUS TO DEFY LIMITS**  
INDIVIDUAL TRAINING AT THE  
POLAR CIRCLE

**A RACE LIKE A LIFE**  
RICHARD LIETZ REVEALS WHAT  
REALLY COUNTS TO WIN LE MANS



ONCE  
YOU'VE  
RACED,  
YOU  
NEVER  
FORGET



# stories

PORSCHE EXPERIENCE  
2023 Edition



Dear readers,

Welcome to a new issue of STORIES, the Porsche Experience magazine. At Porsche, we have always been united by our belief in big dreams. And the knowledge that striving for exceptional performance is the cornerstone of excellence and success. With this mindset, Porsche always succeeds in setting new standards. The good thing is that you can be a part of it! For us at Porsche, exclusivity also means being open to everyone who shares this attitude with us and wants to experience something special together. Make the world your own, experience a very special thrill, improve your skills, or enjoy moments of absolute pleasure on our trips and events. Together with like-minded people who, like you, want to get closer to the Porsche legend in a very special way. We have once again collected a diverse selection of inspirational moments for you in this edition of STORIES magazine.

Discover the impressive Northeastern United States with its grandiose nature, when the forests produce colourful displays in late summer. Fifty years after his legendary victory in the Targa Florio, racing legend Gijs van Lennep takes us to Sicily to experience the island from a completely different perspective. And the fact that Ireland is much more than a green expanse does not only apply to the vibrant capital Dublin. Are you already making plans for the coming winter? How about a one-on-one, individually-tailored training course at our Porsche Ice Experience area in Levi, where you are guaranteed to perfect your drifting skills in the shortest possible time? During our visit, we experienced the exhilaration first-hand.

Of course, this also applies to the Porsche Track Experience events on the most exciting racetracks in the world. It doesn't matter whether it's the Nürburgring Nordschleife or the Circuit de la Sarthe of the 24 Hours of Le Mans, which is celebrating its hundredth anniversary this year. Reason enough to take a closer look at this track and let Le Mans winner, Richard Lietz, explain its special challenges to us.

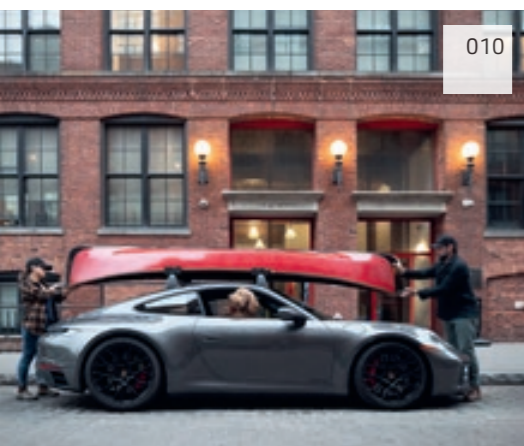
Regardless of your expectations when you join the Porsche Experience, whether you are planning a trip with friends, want to drive on ice, or take to the racetrack – we invite you to turn your Porsche Experience into a perfectly individual event. Go out and make it yours!

Kind regards,  
Your Porsche Experience Team



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? Simply register here!

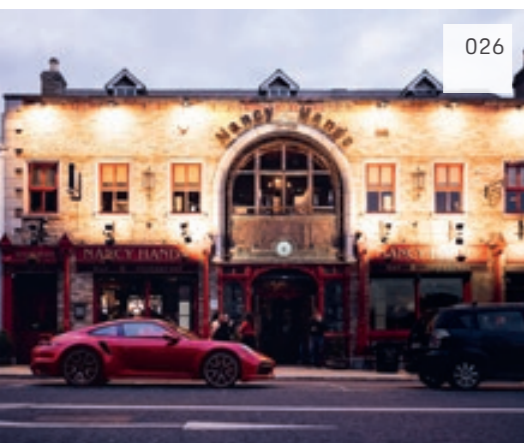




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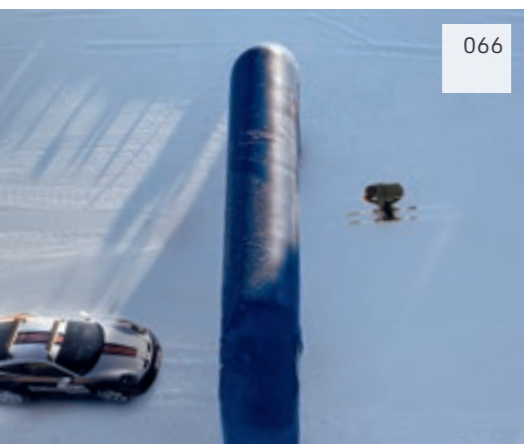


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INSPIRATION | INTERNATIONAL  
YOU NEVER DRIVE ALONE

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TRACK EXPERIENCE  
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**911 Dakar**

Consumption data according to WLTP:  
Fuel consumption, combined: 11.3 l/100 km  
CO<sub>2</sub> emissions, combined: 256 g/km  
Status: 04/2023

**911 Targa models**

Consumption data according to WLTP:  
Fuel consumption, combined: 11.3–10.4 l/100 km  
CO<sub>2</sub> emissions, combined: 257–236 g/km  
Status: 04/2023

**911 Turbo models**

Consumption data according to WLTP:  
Fuel consumption, combined: 12.5–12.0 l/100 km  
CO<sub>2</sub> emissions, combined: 284–271 g/km  
Status: 04/2023

**911 GT3**

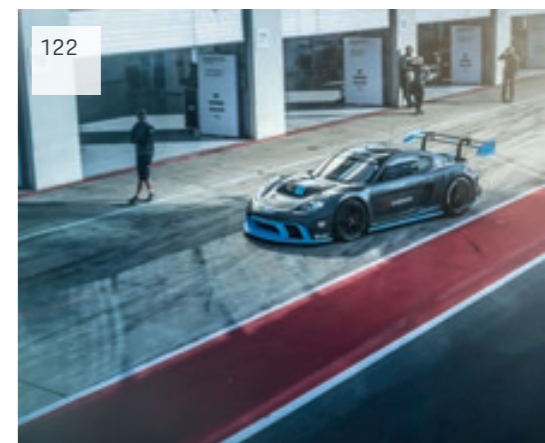
Consumption data according to WLTP:  
Fuel consumption, combined: 12.9 l/100 km  
CO<sub>2</sub> emissions, combined: 293 g/km  
Status: 04/2023

**911 Carrera GTS models**

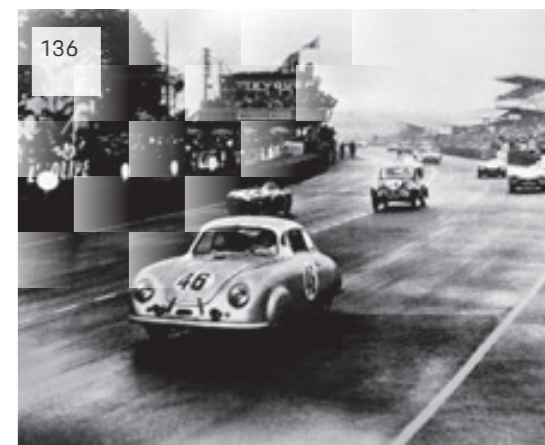
Consumption data according to WLTP:  
Fuel consumption, combined: 11.4–10.4 l/100 km  
CO<sub>2</sub> emissions, combined: 259–236 g/km  
Status: 04/2023



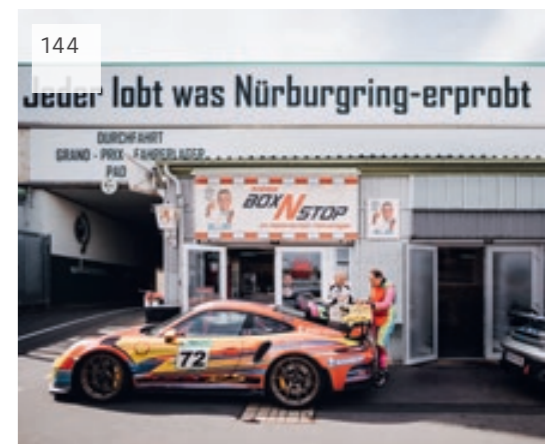
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# stories

# TRAVEL EXPERIENCE

## 010 A TOUR TO BID THE SUMMER FAREWELL

A sight not to be missed: when summer draws to a close, the forests come alive and one can witness its spectacular colour display live. Best experienced, of course, in a Porsche 911.

## 026 TRADITION REDISCOVERED

Rugged coasts and breathtakingly green landscapes — pure Ireland. With surprising facets. Time to experience the Emerald Isle for yourself with the Porsche Travel Experience.

## 038 "GIJS" AND HIS SICILY

Following in the tracks of the Porsche Travel Experience Sicily, the trip will also become an informative encounter between two generations of racecar drivers.



# NOTHING BEATS A GOOD DRIVE

### 911 Turbo models


Consumption data according to WLTP:  
Fuel consumption, combined: 12.5–12.0 l/100 km  
CO<sub>2</sub> emissions, combined: 284–271 g/km  
Status: 04/2023

# A tour to bid the **summer** farewell

Before you continue reading, take a quick look at the bucket list of places and natural wonders that you still want to experience. Be sure to add a road trip to Northeast America to the list. Especially when summer draws to a close, the forests come alive and one can witness its spectacular colour display live. This is a sight not to be missed. Preferably in a Porsche 911, of course. And because the New England and Upstate New York do not only offer exceptional scenic routes, but also countless pristine lakes, a canoe would be an ideal travel companion.

Text **Berthold DÖRRICH**  
Photos **Kris CLEWELL**





**Don't  
draw  
attention?  
Impossible!**

For many New Yorkers, the vastness and tranquility of Northeast America and the pull of the wilderness that begins just a few hours' drive north of Manhattan are at least as powerful an attraction as the wild heart-beat of their metropolis. We feel it first hand in the morning hours in the urban canyons of downtown Manhattan. Don't draw attention? Impossible! As per usual during this time of the day, most New Yorkers appear in a trance, staring at their smartphones, trailing behind their coffee-to-go cups whilst passing the intersections and pedestrian crossing on their way to the office. But even here, a Porsche 911 with a bright red boat on the roof draws attention as it fights its way through Broadway's morning rush hour block by block, intersection by intersection. Then, at last, it reaches one of the bridges over the East River to get its first taste of freedom and space in the early sunlight.

Even if New Yorkers don't normally look at anyone or anything during rush hour, our 911 with a red boat is a real eye-catcher.



Made for each other: 911 Carrera GTS and Adirondack guideboat.

**Nothing  
like escaping  
rush hour.**





### Chasing the Indian summer together

Sara and Brock had come all the way from Portland to the east coast with their gold-endoodle, Lucy. Kris, our photographer, immediately gave a thumbs. Needless to say, the Northeast still had to be checked off his bucket list. And even for Sara and Brock, who are richly blessed with the natural beauty in Oregon, this spectacle was a very special and long-awaited experience. Our suggestion that we follow the "Northeast Tour" of the Porsche Travel Experience USA was followed by a quick and emphatic "Yes, of course." The itinerary was put together just as quickly: the Green Mountains in Vermont, Lake George, Lake Champlain, Lake Placid and the Adirondack State Park, which inspire participants of the Porsche Travel Experience year after year, were a must. But we had a few more points of interest on our extended bucket list.

*Along the line of smoky hills  
The crimson forest stands,  
And all the day the blue-jay calls  
Throughout the autumn lands.*

*Now by the brook the maple leans  
With all his glory spread,  
And all the sumachs on the hills  
Have turned their green to red.*

*Now by great marshes wrapt in mist,  
Or past some river's mouth,  
Throughout the long still autumn day  
Wild birds are flying south.*

*William Wilfred CAMPBELL,  
Lake Lyrics and Other Poems*



**The Sagamore Hotel in Bolton Landing** – the luxurious starting point of the "Northeast Tour" of the Porsche Travel Experience.

First off: Ferrisburgh in Vermont. A spot so small that, apart from "US-7" (the official street designation), most of the houses only have house numbers and no accompanying street names. So "6821 US-7, North Ferrisburgh" was the first destination entered in the PCM of our 911 Carrera GTS after we left New York. Or, in other words, the Adirondack Guideboat Company. For several years, the owners and their small team of experienced craftsmen have been perfecting the construction of a very special type of boat. They would never refer to their boats as "canoes", because that's not what they are.

### Never call a guide boat a canoe

The adirondack guideboat was designed more than 150 years ago as a lightweight yet robust and sustainable hunting and fishing rowing boat. Today it is an example of how performance, beauty and functionality can come together in a timeless symbiosis. Similar to other successful icons following this philosophy today, technical progress has left its mark on the adirondack guideboat. In addition to the traditional models that are still artfully assembled by hand from long strips of local cedar, spruce and pine trees with up to 8,000 small nails and screws, there are now variants made of lightweight Kevlar-fibreglass composite material. These are also suitable for transport on the roof rack of an agile and iconic sports car. Through it all, they have remained true to their original design idea: "a boat a man could carry for a mile or row for a week."

We had already covered more than 300 miles and almost a whole day of driving from downtown Manhattan when we made a short stop at the Vermont Flannel Company after our visit to the boat builders. Here, too, they have been appreciating the quality of good craftsmanship for many years and we huddled up in warm shirts and blankets.



**The Lake Champlain Ferry** connects Vermont to New York State.

## A very special and long-awaited experience.



**Good travel planning is required.** At this time of the year, the ferries run on a reduced schedule.



**A paradise for painters,** whom we meet again and again by the side of the road.



Appropriate clothing is a must **when the evenings get chilly.** One stop at the Vermont Flannel Company and we're ready to go.

# A master- piece of craftsman- ship.



The traditional wooden boats are still built by hand with great care and skill from strips of native conifers.

## The spectacle begins with the first night frosts

Up in the mountains of Vermont and upstate New York, the first night frosts are said to have already arrived. This, of course, is a prerequisite for the grandiose colour display of the maple, oak and dogwood trees, accompanied by a brief and temporary return of summer and mild daytime temperatures before the winter calm settles over the forests and lakes. This spectacle has not only inspired us and the participants in the "Northeast Tour" of Porsche Travel Experience USA, it has also been a constant source of inspiration to painters and poets creating works about the "Indian summer."



The Adirondack guideboat – a wonderful symbiosis of functionality and beauty.

But how far south has the "Indian summer" progressed this year? Where is the best place to experience this colourful spectacle? Where should we head now, at the end of September? Maybe it's a bit unromantic, or too practical, but nowadays there is a smartphone app for almost everything. This includes one you can use to track exactly where this beautiful colour display has reached from the north.



**A  
breathtaking  
display  
of the  
changing  
seasons.**

**We follow the road into the Adirondack Mountains**

A quick glance at the map and it's clear that we should head west to the mountainous region around the Olympic town of Lake Placid and take the ferry across Lake Champlain. At its centre lies the border between the Vermont and New York states. Mile after mile of country roads now wind up into the mountains of Adirondack State Park. The road often roams along wild rivers, and with every curve, the grandiose spectacle of colour is revealed a little more. It is as if summer had set out on a triumphant farewell tour for us showcasing the seasons.

**The higher we climb towards the mountains** around the Olympic town of Lake Placid, the more colourful the forests become.



A tour in the Adirondack guideboat on one of the numerous crystal-clear lakes in the morning mist is a unique experience.



To ensure that you can enjoy the first rays of sunshine on the water, we recommend looking for a suitable spot the day before.



After travelling more than 300 miles, the location we have longed for welcomes us with a glowing backdrop of colours and dazzling rays of sunshine.

#### This is the light of God!

The next day promises to be phenomenal, so Sara and Brock made haste to look for a place where they can launch their boat for a rowing tour in the early morning mist. It's nice to have a fireplace waiting nearby, the blazing flames offering a little warmth – a relaxing end to an eventful day.

The next morning, we find ourselves on a small bridge crossing the river somewhere in the middle of nowhere. As the first rays of sunlight washes over the scenery and transforms the surroundings into a magical sight, Kris exclaims: "This is the light of God!". He continues to search for the best place to position his drone. He is about to take a shot we could only dream of before this moment.

#### 911 Carrera GTS models

Consumption data according to WLTP:  
 Fuel consumption, combined: 11.4–10.4 l/100 km  
 CO<sub>2</sub> emissions, combined: 259–236 g/km  
 Status: 04/2023

Drawn  
to the  
wilderness.



## PORSCHE TRAVEL EXPERIENCE NORTHEAST TOUR USA

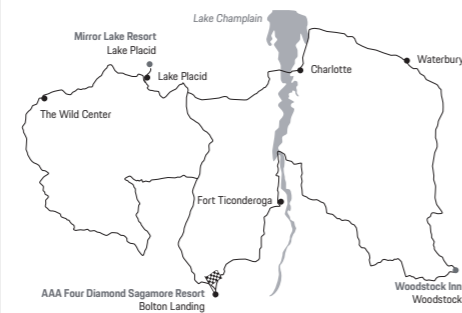
**DURATION** 6 days

**DATES** 24.09. – 30.09.2023

### TOUR OPERATOR

Porsche Cars North America, Inc.

### ROUTE



Fall in New England is on every wayfarer's list. These months are alive with transitioning forestry and colors: bursting reds, oranges and yellows. This once-in-a-year turn is the backdrop to a New York-Vermont vacation that starts in Lake George, and moves north to Lake Placid, home of the "Miracle on Ice" Olympics of 1980. We'll explore parts of the Adirondack Park before crossing Lake Champlain via ferry. Vermont awaits, with its large collection of covered bridges, shops and antique stores. The tour is led by the Porsche Experience Instructor team, allowing you to relax and enjoy the combination of amazing Porsche vehicles, roads and company.

### HIGHLIGHTS

- Reception at Lake George
- High Peaks Wilderness Area, Adirondack Park
- Drive up Whiteface Mountain (approx. 1,480 metres)
- Ferry across Lake Champlain
- Green Mountains of Vermont
- Chimney Point, NY historical site



Scan the code for detailed tour information.  
[www.porschedriving.com/travel-experience](http://www.porschedriving.com/travel-experience)





Huge cliffs on rugged coasts.  
Mystical islands surrounded by the  
Atlantic Ocean. Picturesque lakes  
amid stunning green landscapes.  
The panorama – Ireland at  
its purest. We also discover  
surprising facets on our journey  
that we would not have expected.  
Time to experience the Emerald  
Isle for yourself with the  
Porsche Travel Experience.

# Tradition redis- covered



Text Elisa WEBER  
Photos Mathieu BONNEVIE



Huge rock formations and raging water collide along the coastal road on the Wild Atlantic Way. The air is salty. The wind unique.



Hills and pastures gleam in countless shades of green that are simply captivating to behold.

The characteristic sound of our six-cylinder turbo engine alongside notes of Irish folk music? That comparison would be a little too far-fetched. And yet: just a few bars are enough to make you feel at home. Like last night at the pub. Just moments after we arrived, we were already immersed. And today the sound of the boxer engine in the rear accompanies us as we head west. Out of Dublin to the Atlantic coast.

In Ireland, the famous saying "it's not the destination, it's the journey" couldn't be more true – especially on the way to the Dingle Peninsula in south-west Ireland. Endless plateaus dotted with ancient monuments. At every turn, the fascination of Ireland takes on a new dimension. The Sleah Head Drive – part of the Wild Atlantic Way – is considered the most beautiful scenic drive in the country. The roads are empty. The sky almost cloudless – not your typical Irish weather. We enjoy the salty Atlantic air that comes in through the open sunroof. Stunning views alternate with forts, rock formations and beehive huts. Herds of sheep are everywhere. They aren't impressed by passing cars, they only have eyes for the lush grass. Left-hand traffic? We quickly got used to it in Dublin. And out here it's usually not an issue: many country roads only have one lane anyway. Oncoming traffic is rare. And if you do meet another vehicle on the way, you relax and give way to each other.

#### 911 Turbo models

Consumption data according to WLTP:  
 Fuel consumption, combined: 12.5–12.0 l/100 km  
 CO<sub>2</sub> emissions, combined: 284–271 g/km  
 Status: 04/2023





**Pouring a Guinness takes time**, because the froth has to settle first. Dom respects that when serving his guests the liquid Irish business card.



**Irish stew, fish and chips, or mussels:** if you feast at the Nancy Hands, you can literally taste the essence of Ireland on your tongue.

#### Would you like a pint of Ireland?

In the Irish capital, past and present merge into a harmonious whole. Here long Georgian-style streets and modern architecture combine to create the unique flair of Dublin.

Balancing act: The Nancy Hands effortlessly manages to unite the old and traditional with the present. Dominic, the owner of one of the Irish capital's best-known pubs, combines old wood, raw brick and antiques with contemporary art. The food: delicious. It doesn't matter whether it's fish and chips, mussels or an Irish stew topped with a pie. Traditional pub food here surprises with creative twists. "Cheers!" A deep ruby red Guinness, with its typical frothy head, rounds off the unexpected taste experience. Dom is the soul of the Nancy Hands: energetic, talkative and friendly – the quintessential Irish host.

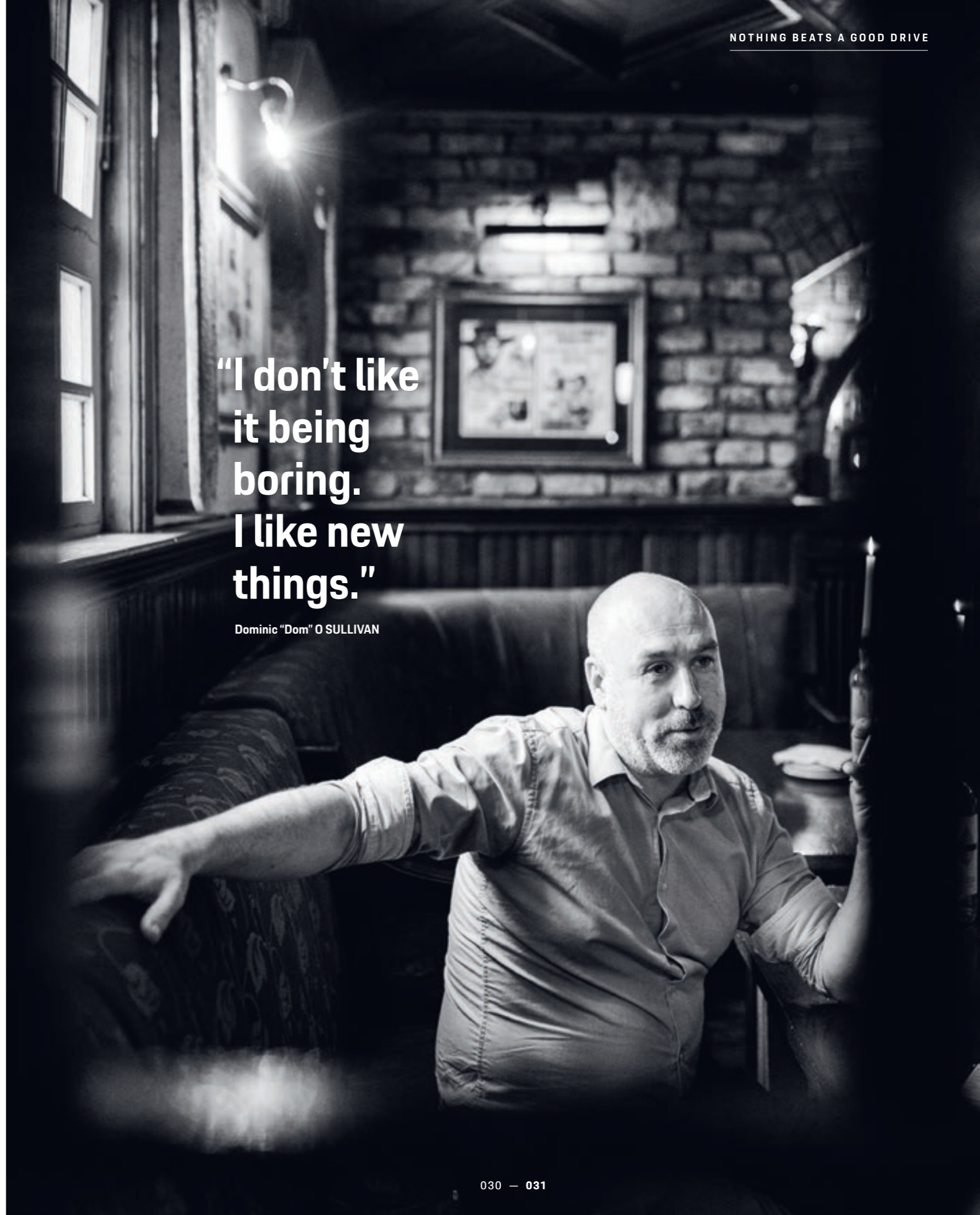
Just a stone's throw from the Guinness brewery, Dom loves it when the aroma of hops permeates the streets. You'd be hard-pressed to find a fresher Guinness. In contrast, the best whiskeys in the country are a firm favourite in Dom's bar after

years of ageing in oak barrels. "I started working in my cousin's pub when I was 15. My mother and I lied about my age," says Dom, laughing. "I worked there for two years. I loved what I was doing. After my studies and time abroad in France and Monaco, I came back to Dublin and finally took over the Nancy Hands." That was 18 years ago. "I still had hair back then," Dom jokes. "But as they say in Ireland, 'grass doesn't grow on a busy road!'"

Even if he runs one of the most traditional Irish pubs, time doesn't stand still for Dom. "I don't like it being boring. I like new things," he explains to us. That's why he sometimes allows a group of guests to use his pub for a whole evening. "We call it 'Nancy in your hands' – the guests can serve their own beer, play darts, throw rings, dance. The pub's in their hands and I get a break. Every group is different and brings a breath of fresh air here. I love it," says Dom enthusiastically.



**Riverdance up close:** traditional Irish dancers and live bands perform regularly at the Nancy Hands pub, delighting guests.



**"I don't like it being boring. I like new things."**

Dominic "Dom" O SULLIVAN





### Ireland's sweet side

On the way to the Wild Atlantic Way, the Porsche Travel Experience also stops at an unusual factory. Here we would have expected butter, wool, or whiskey... but chocolate? In the middle of the Burrens, a bizarre limestone landscape, John and his wife Kasha run the Hazel Mountain Chocolate company, the only bean-to-bar chocolate factory in the country. At first glance, this has nothing to do with tradition. But take another look.

"My family has farmed this land for many generations. Nine years ago we finally dared to turn our idea into reality," says John about the Irish chocolate paradise. John tends to be the strategist, overseeing the business and – most importantly – being the first to taste his wife's new treats. She is the master confectioner and chocolatier. "That's why it made sense for us to create our own creations from the best cocoa beans in the world and traditional Irish ingredients." Refined with sea salt, hazelnuts, milk, herbs and even algae, the chocolates or pralines have their very own individual taste. Traditional yes, but with surprising influences from elsewhere – that could be the motto here. "Each bean has its own aroma," John explains to us and lets us smell cocoa beans from Venezuela, Mexico, Madagascar and Cuba. "We are supplied with whole beans and with a lot of passion and care, we process them into the finished bar or praline." Reason enough for the Porsche Travel Experience to stop off at the adjoining café.

# "We combine traditional Irish ingredients with the best cocoa beans."

Kasha & John CONNOLLY



**Honoured** by the renowned Academy of Chocolate and with the Great Taste Award, the factory is one of the top 10 culinary attractions in Ireland.



**Crucial for success: the right bean.** John and Kasha import the best beans from small-scale local cocoa farmers.



**In the in-house café,** the chocolate and large selection of pralines or bars go particularly well with a cappuccino.



**The Tweed Project** only works with textile manufacturers based in Ireland. And the entrepreneurs create their fashion ensembles with tweed from the well-known wool region of Donegal, for example.



**With the current collection**, Triona and Aoibheann wanted to create a contrast to the dreary years shaped by the coronavirus: bold colours and substantial patterns.



**The woven textiles** are of high quality. Many are also suitable for cushion covers or other home accessories.



**The studio in Galway** is also the showroom for the design duo's collections.

### Woven with tradition – designed with rough edges

Guinness, whiskey and lush greenery are just as much a part of Ireland as the herds of sheep that you encounter everywhere. Their high-quality wool is used to create textiles that are renowned worldwide for their quality standards. Irish tweed in particular has a long tradition. Two fashion designers from Galway bring a very modern interpretation to this traditional textile as showcased in their edgy collections.

Triona and Aoibheann founded The Tweed Project in 2014. "We saw a niche in the market for contemporary fashion made from Irish fabrics," explains Triona, who actually designs costumes for film and television. "Our designs draw inspiration from the raw Irish nature, particularly the west

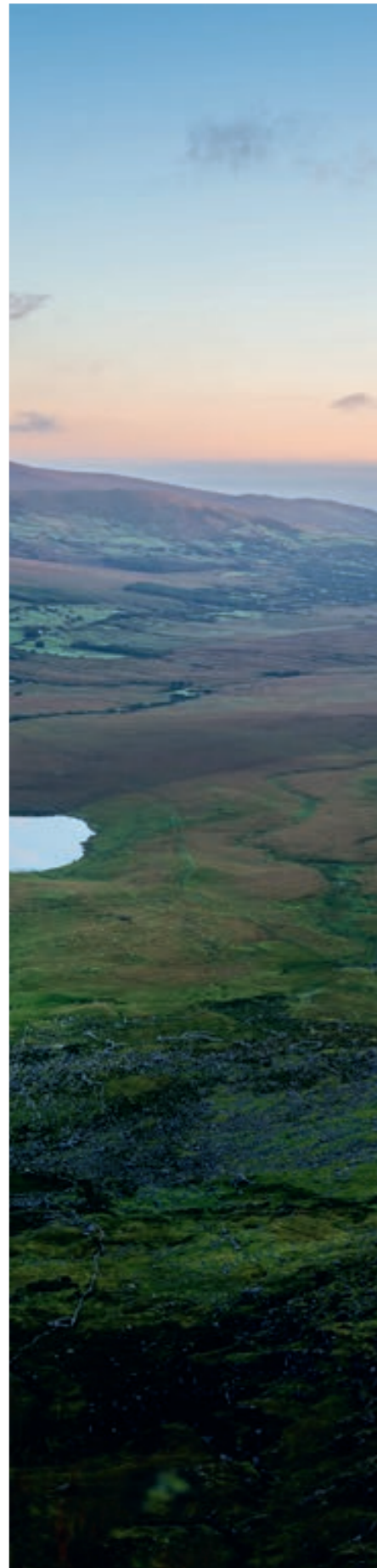
of the country," adds Aoibheann, who runs a restaurant alongside her work as a fashion designer.

You can feel the balance between Irish tradition and modernity in their designs. "Every collection is distinct. We only do what we feel like doing," explains Triona with regard to her slow fashion philosophy. All fabrics are hand-selected, each piece is made to order and meant to last a lifetime. "And we respond to the wishes and ideas of our customers. So every piece we create is unique."



**"Every piece is unique."**

Aoibheann MACNAMARA



## PORSCHE TRAVEL EXPERIENCE IRELAND

**DURATION** 8 days

**DATES** 12.05. – 19.05.2023  
21.05. – 28.05.2023

**TOUR OPERATOR**  
AVANTGARDE Experiences GmbH

### ROUTE



### JOURNEY THROUGH FABLED LANDSCAPES IN A DREAM CAR.

Steep cliffs atop rugged coasts. Mystical islands off idyllic coves. Picturesque lakes in the midst of breathtaking landscapes. Ireland is abundant with unforgettable scenery. Fortresses and castles shrouded in legend will cast a spell over you – much like the convivial and music-filled pub culture. Discover the green homeland of leprechauns and fairies, and the warm and welcoming Irish people, behind the wheel of a Porsche.

### HIGHLIGHTS

- 5 days of driving on winding routes like the Wild Atlantic Way, the Ring of Beara and the Old Military Road
- Unspoiled landscapes from the rugged coast over endless green hills to the Wicklow Mountains
- Overnight stays in fine hotels with their own unique styles
- Whiskey tasting with top-shelf blends and Irish single malts – followed by a visit to a whiskey distillery



Scan the code for detailed information on the itinerary. [porsche.click/Travel\\_Ireland](https://porsche.click/Travel_Ireland)



# "GIJS"

## ... AND HIS SICILY

Following in the tracks of the Porsche Travel Experience Sicily, our trip will also become an informative encounter between two generations of race car drivers.



Gijs van Lennep and Ayhancan Güven: The history of the Targa Florio comes to life on the Cerda pit wall.

Text **Berthold DÖRRICH**  
Photos **Błażej ŻUŁAWSKI**

**“It was clear  
that we had  
no chance  
in this  
race.”**

Gijs VAN LENNEP

The life of Jonkheer Gijsbert “Gijs” van Lennep is by no means short of special moments. In 1971, he won the legendary 24 Hours of Le Mans in a Porsche 917, repeating the feat in 1976 in the Porsche 936. He drove in Formula 1 and won the sports car class in the 1,000 kilometre race at the Nürburgring. And yet 13th of May towers above all the other victories. It was the last race of its kind. And Gijs won it. Even though, at the start, nobody would have bet even one lira on him winning.

The favourites, who lined up for the 57th edition of the Targa Florio that day, seemed unbeatable. The strong vehicles of Alfa and Ferrari were clear favourites for the win. They were driven by some of the most famous drivers of their time – Italians no less, who were very popular with the Sicilian public. Only a few suspected that this would be the last time the race on public roads was to be part of the World Sportscar Championship. None of the thousands upon thousands of spectators along the route expected to see the silver Porsche 911 RSR, with its eye-catching Martini livery, taking first place. Even Gijs was a realist and had aimed for fifth place. But what is one of the most important sayings among race car drivers? To finish first, you first have to finish. And so, in the end, the win didn't just go to Gijs and his partner Herbert Müller, but also to the reliability of their 911 RSR. They had finished developing it a few months earlier in icy temperatures on the Paul Ricard racetrack together with the racing team from Zuffenhausen. “In the early morning, we scraped the ice off the cars, and then we drove lap after lap until the car was as perfect as we wanted it to be.”

“One  
mistake  
and you  
were out.”

Gijs VAN LENNEP



In many places, the 72 kilometres of the Piccolo Circuito delle Madonie are now in deplorable condition.



The famous Collesano curve is also impressive from a drone perspective.



On our tour, Gijs enjoys being able to take his eyes off the road from time to time.



In 1973, Gijs drove the 911 RSR to victory at top speed through the villages.

**When does a race car driver ever have the opportunity to enjoy the beautiful surroundings whilst on the track?**

Almost 50 years after his legendary victory, we revisit the route of his iconic triumph together with Gijs. We drive the original 72 kilometres of the Piccolo Circuito delle Madonie, which the participants of the Porsche Travel Experience Sicily also visit on their journey. But above all, we take a look at the beauty and attractions that Sicily has to offer on either side of the former racetrack – a perspective that Gijs was never able to appreciate during his active racing career. The Targa Florio was far too brutal for any racer to take their eyes off the road even for a second. The risk of dying was always present. What was it like to race at top speed through small villages and along country roads where a donkey might suddenly appear around every bend? “We just assumed that it wouldn’t happen to us,” Gijs recalls. “Actually, it was quite

simple in the end: we drove every lap to the fullest and simply couldn’t afford to make any mistakes. Not one. Not even the tiniest. Because that would inevitably be the end of your race. And of your life, most likely.” Today, Gijs enjoys taking a relaxed approach on the road so he can take in the beauty of the Sicilian landscape. Preferably in the passenger seat of the latest 911 Targa. Especially when he is chauffeured by a knowledgeable hand.

Ayhancan Güven is one of the most talented Porsche junior racers. As is common nowadays, he is not only successful on the racetrack in the current 911 GT3 Cup, but also as a sim racer. Targa Florio, yes, of course he has heard of it. But no, he doesn’t know any details. He is far too focussed on the present and the future to concern himself with the past. We stop in the centre of Cerda, through which Gijs hurtled at top speed in 1973. When he climbs out of the cockpit of the 911 Targa, it is not long before he is recognised by the old men enjoying the afternoon in the shadows of the church. Gijs is a legend here, where they cherish the memory of the great times of their Targa Florio. Inside the café, old photos from the days of the great road race hang on the walls. And yet they mean very little to the young barista who serves us a hot coffee. A race? Yeah, there was something here. People would come by again and again, like us today. And yes, Daniel Ricciardo has been to his café before. He wants to know if we know him – he is a fan of Formula 1.



Before we hit the circuit, Gijs explains some of the most interesting sections to his young racing colleague.



The history of the racing classic comes to life in the Museo Targa Florio.

## “My dream: Le Mans!”

Ayhancan GÜVEN



Again and again we meet fans of Gijs, like here at the historic pit lane of Cerda, who have experienced his historic victory live.



**Taormina is intoxicating** with its spectacular views. A stop-off point of the Porsche Travel Experience Sicily.

### There is always a risk behind the wheel – but what does that mean?

As we travel over the winding roads of the Parco dei Nebrodi, we ask Ayhancan if Formula 1 is also alluring to him as a young race car driver. But he just brushes it off – he has other goals. He wants to race in one of the great long-distance classics – and to win it of course. Le Mans, or the 24-hour race at the Nürburgring. Risk, he says, is an automatic response that kicks in as soon as he gets behind the wheel of a race car. It's one of many factors he coolly calculates – in the simulator as well as in a real race car on the track. For him, risk does not mean the possibility of losing your life similar to that of a race car driver, as in Gijs' time. "For me, risk means the possibility of retiring from a race due to an accident and losing the race. Yes, the original form of risk is lower and more controllable for me and my competitors today. On the other hand, the challenges that we face as young race car drivers today have changed." A greater understanding of complex technology is required. One needs to develop an analytical approach when working with the team, coordinating the setup and focused work with the media. Then there is also the development and ongoing maintenance of a social media presence. And even the perfect diet. Discipline every second of the day. A life that is under complete control. Which he

maintains even when we stop at the foot of Mount Etna at the Pietradolce winery. He only drinks alcohol once a year – at the end of the racing season. Then he and his buddies let it rip. While Gijs enjoys the rich character of the red wines, shaped by the dark lava soil, and delights in the fine nuances that the soil here produces, Ayhancan follows the explanations of cellar master Giuseppe Parlavocchio with interest, without taking a sip.



#### 911 Targa 4S

Consumption data according to WLTP:  
Fuel consumption, combined: 11.1–10.7 l/100 km  
CO<sub>2</sub> emissions, combined: 252–243 g/km  
Status: 04/2023

**Cool objectivity** at the Pietradolce winery seems like the antithesis to the chaos of Palermo.



**Black lava soil** characterises the wines from the Pietradolce winery on the northern slope of Mount Etna.





Coffee break with a view – in the villages of Sicily you can usually find a place for a quick stop.

# “The risk is more controllable for us today.”

Ayhancan GÜVEN

Gijs and Ayhancan are 50 years – and worlds – apart.

Somehow, it seems to us, Gijs and Ayhancan not only embody two completely different generations of race car drivers, but at the same time seem a bit like thesis and anti-thesis of one and the same thing. Why does this analogy creep into our minds here in the clear-cut, cubist-style concrete building that the art-loving owners of the winery built between the vines at the foot of Mount Etna a few years ago? Perhaps because the cool objectivity of the architecture itself seems a little like the antithesis to the urban chaos of Palermo, from which we had just escaped on our early morning departure for the Sicilian interior. A bold analogy, yes. But during our fleeting visit, Sicily presented itself to us as an island of extremes. We would have loved to have discovered more facets of the island if we had followed the route of the Porsche Travel Experience Sicily. To the ancient temples of Agrigento. The late baroque ensembles of the towns in the Val di Noto. Or the moments of pleasure in the fine hotels and restaurants that also characterise this Porsche Travel Experience. But Ayhancan only has two days free in his tight schedule. The next commitment is waiting. And a family matter is calling Gijs back to Holland. Of course he will stop by here again. In 2023, perhaps, for the fiftieth anniversary of his special Sicilian moment, which I'm sure will be celebrated to the full.



Cannoli – the sinfully sweet temptation is everywhere in Sicily.

**911 Targa models**

Consumption data according to WLTP:  
 Fuel consumption, combined: 11.3–10.4 l/100 km  
 CO<sub>2</sub> emissions, combined: 257–236 g/km  
 Status: 04/2023



The Targa Florio is omnipresent along the route – even on the walls of the café in Cerda.



Where trucks now fight their way through the town, the motto – until 1973 – used to be 'full throttle'!



Even after fifty years, Gijs still knows the Piccolo Ciruito delle Madonie very well.



The driver of the Ape tricycle weaves his way through Palermo's evening traffic with acrobatic skill.

**Etna's lava  
fields are  
wildly  
beautiful.**





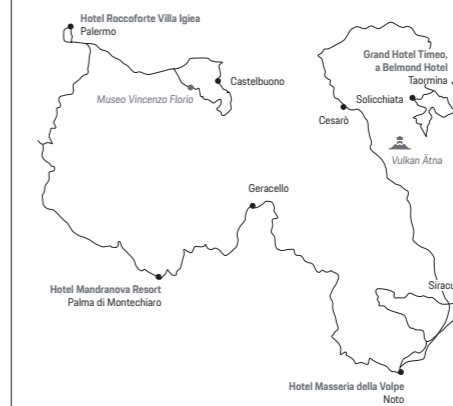
## PORSCHE TRAVEL EXPERIENCE SICILY

**DURATION** 8 days

**DATES** 01.05. – 08.05.2023  
10.05. – 17.05.2023  
18.05. – 25.05.2023

**TOUR OPERATOR**  
AVANTGARDE Experiences GmbH

### ROUTE



CULTURE, NATURE AND DRIVING FUN.  
8 DAYS IN SICILY IN A PORSCHE 911  
TARGA 4 GTS

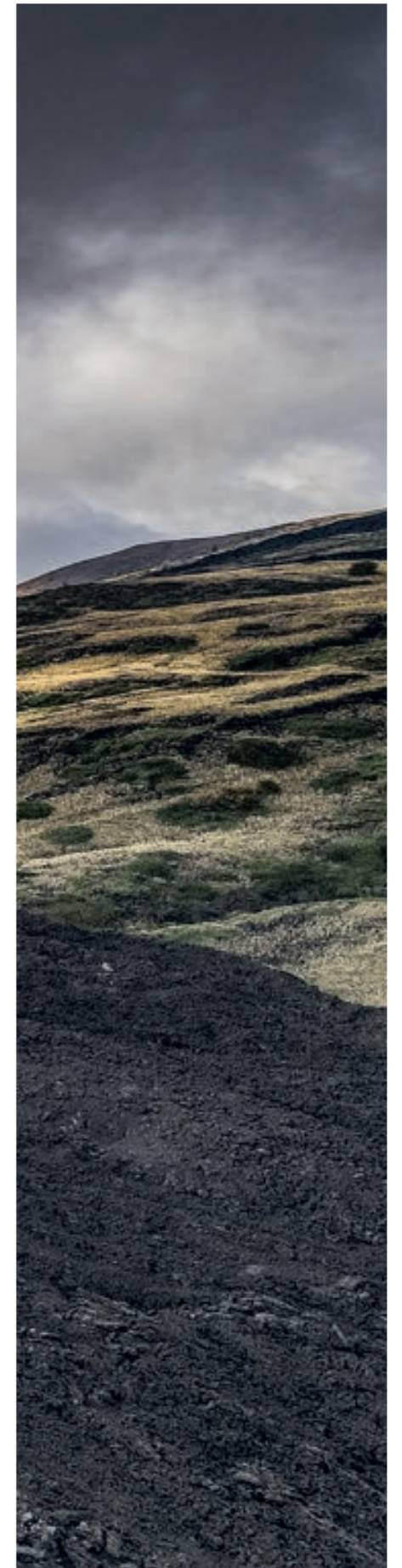
Experience the largest island in the Mediterranean in a very special way. Follow in the footsteps of Greek and Roman antiquity and don't miss the active volcano Etna. On top of that, Sicily offers numerous culinary specialities that you should definitely not miss.

### HIGHLIGHTS

- Driving pleasure with the Porsche on parts of the legendary "Targa Florio"
- Sightseeing of historical sites
- Culinary specialities of the southern Italian cuisine
- Exclusive helicopter flight around the volcano Etna



Scan the code for detailed tour information.  
[porsche.click/Travel\\_Sicily](https://porsche.click/Travel_Sicily)





EVERY  
DRIVER  
HAS THEIR  
LIMIT.  
GO  
AND  
FIND  
YOURS!

056 A RENDEZVOUS  
TO DEFY LIMITS

Anyone who has discovered the thrill of a hot ride on cold ice will want to know what's really possible. That's when the time has come for an individual training with an instructor from the Porsche Ice Experience.

066 THE BET

How do two men who like to drive fast enjoy a break when the third member of the group is the new Porsche 911 Dakar? Aksel Lund Svindal and Jukka Honkavuori want to find out!

076 ICE COLD PUTTING

A round of golf inside the Arctic Circle? In Finland this is possible. Here the Porsche Golf Circle held an individual tailor-made event with the Porsche Ice Experience.

718 Cayman GT4

Consumption data according to WLTP:  
Fuel consumption, combined: 11.1 l/100 km  
CO<sub>2</sub> emissions, combined: 251 g/km  
Status: 04/2023

911 Dakar

Consumption data according to WLTP:  
Fuel consumption, combined: 11.3 l/100 km  
CO<sub>2</sub> emissions, combined: 256 g/km  
Status: 04/2023

# A rendezvous to defy limits

## Porsche Ice Experience Individual Experience

Drifting with a group of like-minded people is a great experience. For this reason alone, many customers book the Porsche Ice Experience year after year with friends or as a club event. Once you've felt the passion for the hot ride on cold ice, you'll really want to test the limits. That's when the time has come for an individual training with an instructor from the Porsche Ice Experience.

Text Berthold DÖRRICH  
Photos Jere SATAMO



Experience the individual training of Katarina Kyvalova in a video. [porsche.click/IceIndividualMag2023](https://porsche.click/IceIndividualMag2023)



Katarina Kyvalova and Jukka Honkavuori quickly found a common language during individual training: racing experience.

# “Individual training is a great experience for every participant.”

Jukka HONKAVUORI



The training session on the forest track is also a challenge for ice pros.

#### 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  
Status: 04/2023



**Clear choice:** Katarina definitely wanted to try an all-wheel drive vehicle for her individual training with Jukka.

Katarina Kyvalova is one of the really fast women behind the wheel. For her, even though racing is just a hobby, everything is on the line once the starting light turns green. It doesn't matter whether she is pushing her pre-war Bentley to the limit in a 24-hour race, is one of the very few women on the starting line-up at the Goodwood Revival or whether she is driving her Cooper T33 on the narrow street circuit at the Historic Grand Prix in Monaco. She has driven almost everything that is fast and fun on ice. And yet this day in the Porsche 911 Turbo S is something special for her: “I have never driven an all-wheel drive vehicle on ice before. I'm very excited to see how the car behaves in the drift and how I can cope with it. It doesn't matter how many times you've done it – at the beginning it's always a bit like the first time.”

For Jukka Honkavuori, Top Supervisor of the Porsche Ice Experience, these individual training courses are no less exciting: “An individual training course like this is a great experience for every participant – regardless of their background. But it's definitely helpful to bring a little experience with you – then we can

really go into the details during training and work on them.” Katarina also hopes that she can work on her little weaknesses with Jukka: “After four or five years driving on ice, I realise that it's always the same little mistakes that creep in. In my individual training sessions with Jukka, I would like to be able to identify them and get rid of them through targeted training.”

Of course, it's helpful for learning progress and having fun if the instructor and student speak the same language and have a similar background of experience. Racing experience, for example, according to Katarina: “The experience I bring with me from my races definitely helped me to find common ground with Jukka quite quickly.” Jukka also identifies commonalities: “Of course, the pressure when driving on ice is not the same as when you push yourself to the limit on the race track. But when it comes to precision, concentration and basic techniques, yes, there are a lot of similarities that you can transfer from the racetrack to the ice track.”

#### 911 Turbo models

Consumption data according to WLTP:  
Fuel consumption, combined: 12.5–12.0 l/100 km  
CO<sub>2</sub> emissions, combined: 284–271 g/km  
Status: 04/2023



“Jukka wanted me to move forward. That was his way of building pressure.”

Katarina KYVALOVA

**Of course, driving is the focus.** Above all, however, individual training offers the opportunity for an intensive exchange with the personal instructor.

Individual training offers one thing above all: **fun drifting on ice.**





The grounds of the Porsche Ice Experience offer advanced participants countless opportunities to improve their skills, even under difficult conditions.

So do you have to be a race car driver and have special prerequisites for such individual training? Not at all! Sometimes the desire for a few individual sessions springs up quite spontaneously. It's often guests who have just got the hang of the curves during a three-day programme in a group who then say: 'Hey, it would be great if I could take what I've learned now a little further,' explains Jukka. From the instructor's point of view, these are the perfect candidates for making rapid learning progress together and having a lot of fun at the same time.

For Katarina, the first laps in the all-wheel drive vehicle were a bit like learning to walk: "It's actually more difficult to get an all-wheel into a controlled drift. But once I got the hang of it, it was a lot more fun because you can drive the car much harder than a rear-wheel drive."

What role does individual talent play in this – or in other words, can training be replaced by talent? Here, too, Katarina has a clear view of things: "I think in any motor sport it is possible to achieve a lot and to be successful through intensive training.

“Maybe it just helps if you're Scandinavian to get the best out of ice.”

Katarina KYVALOVA



A lot of what you learn here can also be applied in everyday life.



“Gas, gas!” Jukka's commands are clear and unambiguous.





**Momentum experienced in a completely different way for a change.** Katarina completes her individual training day with a fast-paced husky tour through the Finnish forests.

“I think I deserve a bit of relaxation after a successful day's training.”

Katarina KYVALOVA

But the last bit that ultimately distinguishes a pro from 'just' a good driver is talent. You have to be born with it. Or maybe it just helps if you're Scandinavian to get the best out of ice,” she laughs. Seen in this light, it's no wonder that she admits over a relaxed glass of wine in the evening that her first lap in the passenger seat with Jukka was one of her absolute highlights: “I was very impressed! It is unbelievable to see how calm Jukka is at the wheel in the spectacular drift. His calmness, his routine, the speed he can achieve – that was more than impressive! In a single lap he really hits the nail on the head! For me it was definitely one of the best hot laps I've ever experienced! I think I need to relax a little tomorrow.” There are also plenty of opportunities for this as part of individual training at the Porsche Ice Experience, depending on temperament. After what we've learned about her, are we surprised that Katarina decided to go on a fast-paced husky tour through the Finnish forests?



**With a glass of wine,** you can relax and work through the impressions of a training day with your personal instructor.



**The end of an exciting short trip** by the fire in the vastness of the Finnish winter.

## PORSCHE ICE EXPERIENCE INDIVIDUAL EXPERIENCE

**DURATION** individual

**DATES** January-March 2024

**TOUR OPERATOR**  
AVANTGARDE Experiences GmbH

DRIVING FUN AND THRILLS. WINTER SPORTS THE PORSCHE WAY.

Far from the asphalt, the heart of the Porsche Ice Experience beats. At the Porsche Driving Area in Levi (Northern Finland), breathtaking glittering landscapes and challenging ice tracks await you. Guided by qualified instructors, you will experience action-packed driving fun in 3 training levels that build on each other. And at the wheel of the latest Porsche models. Your goals: full vehicle control, perfect drifts, pure moments of happiness. You have the option of extending your Ice Experience with special additional activities to create an unforgettable Individual Experience.

### HIGHLIGHTS

- ❑ Northern lights, reindeer, huskies, endless wilderness and winter sports in all their facets
- ❑ 4-star Hotel Levi Panorama right on the ski slope
- ❑ 100 % individually tailor-made for your event
- ❑ mirror-smooth surfaces, challenging sections, long handling tracks and dreamlike forest trails



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

# The bet

Aksel Lund Svindal ×  
**911 Dakar** × Jukka Honkavuori

*How do two men who like to drive particularly fast enjoy a little time out together? In a truly exceptional way – when the third member of the group is the new Porsche 911 Dakar. Aksel Lund Svindal and Jukka Honkavuori want to find out!*



Experience the bet in a spectacular video  
[porsche.click/911DakarLevi](https://porsche.click/911DakarLevi)



Text Berthold DÖRRICH | Photos Moritz ATTENBERGER

**911 Dakar**  
Consumption data according to WLTP:  
Fuel consumption, combined: 11.3 l/100 km  
CO<sub>2</sub> emissions, combined: 256 g/km  
Status: 04/2023

**"I bet you won't be able to do such a spectacular drift that my heart rate reaches 100."**

Aksel LUND SVINDAL





**“Bet accepted –  
let's go!”**

Jukka HONKAUORI

**"Cool drift, but I still won the bet!"**

Aksel LUND SVINDAL

**"Then I'll show you on the slope in the 911 Dakar."**

Jukka HONKAVUORI

**"Bet you can't go down on skis as quickly as I can go up in the 911 Dakar?"**

Jukka HONKAVUORI

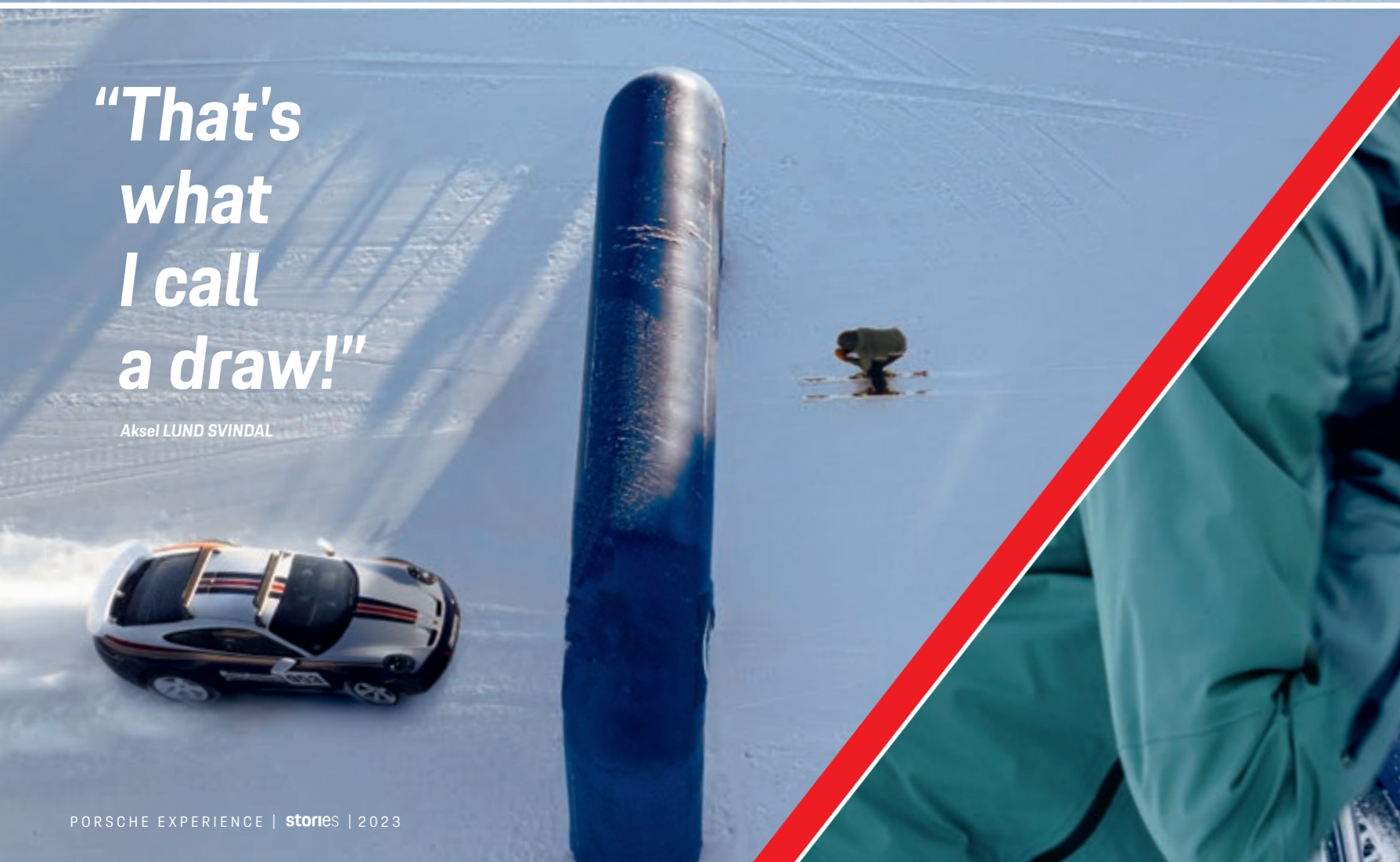
**"That's exactly what the car is made for."**

Jukka HONKAVUORI



**"That's what I call a draw!"**

Aksel LUND SVINDAL



# Ice cold putting

Fancy a game of golf under the flickering northern lights? In Lapland's snow-covered landscape, there are more thrills in store than just the mirror-smooth ice circuits – tailor-made and highly customisable.

Rethinking freedom: it's possible in Finland. This vast, empty land, frozen in winter, has always been good at making the impossible possible and the unexpected commonplace. This is where the sauna was invented – this is where naked people cut holes in the ice and take a dip in the lake when the temperature is well below zero.

## Winter adventure playground

The Porsche Driving Area is also at home here. A wintry adventure playground for anyone who wants to experience the potential of a Porsche sports car at the limit. The Porsche Ice Experience, this spectacular challenge on mirror-smooth circuits and long handling tracks, is not the only thing that makes a trip to Levi in northern Finland worthwhile.

But first we should perhaps briefly clarify where Levi is actually located. For this we have to travel far, far into Europe's unspoilt north. The ski resort is nestled in Lapland's epochal nature, just a few kilometres from Kittilä International Airport. Yes, there actually is an international airport up here in the middle of the snowy nowhere! Around it, however, it's closer to the post-card image you'd expect here: vast forests, deep lakes – and in winter the magical flickering of the northern lights over the snow-covered fir trees.

Text Björn SPRINGORUM  
Photos Jere SATAMO



A round of golf inside the Arctic Circle? Here the Porsche Golf Circle held a tailor-made event with the Porsche Ice Experience.

**Taycan Cross Turismo models**

Consumption data according to WLTP:  
Energy consumption, combined: 24.8–21.2 kWh/100 km  
Electric range (EAER): 415–490 km  
Electric range (EAER city): 517–616 km  
Status: 04/2023

**Taycan Sport Limousine models**

Consumption data according to WLTP:  
Energy consumption, combined: 24.1–19.6 kWh/100 km  
Electric range (EAER): 370–512 km  
Electric range (EAER city): 440–630 km  
Status: 04/2023

**A golf course north of the Arctic Circle**

A place, one might say, not immediately associated with a summer sport like golf. And yet that is exactly what is possible up here, 170 kilometres north of the Arctic Circle. In the summer, of course. Here you can even play in the golden glow of the midnight sun. Since 2009, on an 18-hole course spread over 93 hectares of land and forest. But you can even celebrate birdies in winter: in the dead of winter when the days are short and just a little sunshine makes the snow glitter, those who live life to the limit can indulge in two of their great passions here: Porsche and golf. At least when the Porsche Golf Circle invites its members to an individually planned trip. Tailored to the specific needs and wishes of Porsche Golf enthusiasts.

In good Finnish tradition, unfazed by ice, snow and darkness, the Porsche Ice Experience, in cooperation with the Levi Golf & Country Club, organised a unique golf happening under the northern lights. And let's be honest: who has ever played golf on a course where reindeer like to snooze? If you would like to plan an individual trip to your own taste, for example for a club or with a group of friends, contact the experienced tour guides at Porsche Experience at any time to organise your very own personal winter adventure.

**Individually curated adventure**

As exotic and eccentric as that sounds, as easy it is to get there: travelling to Levi is child's play with a direct flight from Munich or Paris to Kittilä, for example. The transfer from the airport will be organised. Because Levi is a popular place for skiing, there are also plenty of hotels and exciting restaurants where you can warm up in the evening – like the King Crab House, where Arctic seafood is served so fresh and delicious that you'd be hard-pressed to find its equal elsewhere.



**Sought-after groundsman: Tomi Tolsa is the Managing Director of Levi Golf. The summer season only lasts three months up here. But thanks to a great deal of effort and inventiveness, you can also go birdie hunting in Lapland in winter.**

Tomi Tolsa knows that once the winter golf season is over, the next winter golf season is just around the corner. With Levi Golf, he runs one of the most northerly golf courses in the world and spares no effort to offer his guests an unforgettable winter golfing experience. And it's never too early to start planning. Tolsa: "It takes a lot of time to prepare the course for a round of winter golf. We prepare the fairways with large snowcats, which are also used for cross-country ski runs." Tomi Tolsa doesn't care how many golfers a group ultimately includes. "I also prepare the pitch for a single flight. We generally take care of all our customers' wishes." Together with the Porsche Experience, Tolsa tailors a unique golfing experience under the flickering northern lights. "Beyond the pitch itself, there's a lot that we can make possible," he adds. "We take care of the lighting, provide everything related to equipment and also think ahead when there are special requests: overnight stays in a tepee, for example, food or a campfire." An ice-cold golf match, followed by a glass of Finnish Glögi mulled wine by a roaring fire under the starry sky – once you have played up here, you will talk about it for the rest of your life. Or keep coming back.

**“We take care of all our customers' wishes.”**

**Tomi TOLSA**





The 18-hole Levi course is idyllically situated between forests and ski slopes.



Runners instead of wheels: instead of a golf trolley with wheels, participants in winter golf pull a sledge with their clubs from hole to hole.



Bengal lighting: the tees are magically illuminated to ensure successful drives, even in Arctic darkness.





**Drift – electrified.** When it comes to drifting on ice, the secret star is the electric Taycan. Even those who have mastered conventional drifting will find a new challenge here.

The infrastructure is ideal for tailor-made, highly individual adventures and special requirements: golf equipment is provided. And instead of a golf cart, you pull a sledge behind you here in winter. Pretty much every wish can be fulfilled. But one thing has to be made clear: it can get cold up here. Very cold. Temperatures of minus 10 or minus 15 degrees are not uncommon. But that's what makes it so special! So pull on some warm clothes and head out into Levi's winter wonderland. You've never teed off like this before. That's a promise.

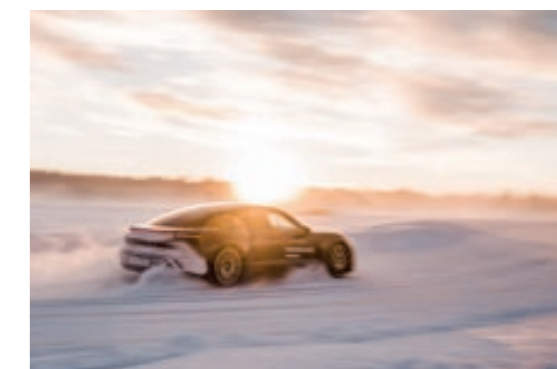
#### On the ice with the 911

In addition to a unique golfing experience, Levi naturally offers a cornucopia of winter activities that round off the personally curated trip to the frozen North. If interested, you can enjoy a Porsche drifting experience on ice (and who doesn't like that?). The Porsche Ice Experience, with all its temptations, is open to Porsche drivers. A large part of the Porsche vehicle range is available up here. The cars are just waiting to be taken onto the ice by adventurous drivers. Which car would you like?

Ice drifting in a Porsche and a golf match under the northern lights are almost enough for the perfect trip. Nevertheless, it is by no means all there is to experience north of the Arctic Circle. Ice fishing, snowmobile trips or husky tours are also possible. And those who are interested can set off from Levi on an adventure trip to the North Cape. There are hardly any limits to ideas and wishes up here. Because anyone who has ever experienced Lapland knows that it is, above all, the country where freedom is at home. And with the Porsche Ice Experience, that also means having your trip put together individually.

#### Model Range 911

Consumption data according to WLTP:  
Fuel consumption, combined: 13.4–10.1 l/100 km  
CO<sub>2</sub> emissions, combined: 305–229 g/km  
Status: 04/2023



**A hint of romance** is in the air among the participants when the sun rises just above the horizon around noon in winter, bathing the scenery in a soft light.



# YOU NEVER DRIVE ALONE



## I N S P I R A T I O N

086

### SWISS DELICACIES – PORSCHE INDIVIDUAL EXPERIENCE

A Porsche Travel Experience can be tailored to personal needs. The Porsche Club El Salvador has been using this service for many years and this time travelled to the Swiss Alps.

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### PORSCHE AIMS FOR 20TH OVERALL VICTORY AT LE MANS

A fundamentally new prototype – a first worldwide: with the 963, Porsche returns to the summit of endurance racing. The big goal: the 20th overall victory at Le Mans.

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### HOW CHRISTIAN DRIVES AND THRIVES

The best instructors not only know how to drive a Porsche safely and quickly. They can also accurately explain the physics of driving. Just like development engineer Christian Wolfsried.

## I N T E R N A T I O N A L

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### PORSCHE AUSTRALIA TARGA TASMANIA TOUR

With 36 exciting stages on closed roads over six days, Porsche Targa Tasmania is one of the greatest automotive adventures.

094

### PORSCHE TAIWAN THE COUNTDOWN TO THE OPENING HAS STARTED!

At the Penbay International Circuit in Donggang, where the Porsche World Road Show has been held, Porsche Taiwan is planning a new Porsche Driving Center.

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### ACCELERATING EMOTIONS – PORSCHE EXPERIENCE CENTER

Well-rounded through and through. From the curves of the demanding routes to the diverse world of brand experiences and tailor-made training courses.

# SWISS DELICACIES

## Porsche Individual Experience

**A trip with Porsche Travel Experience is always a unique experience. And it can even be tailored to your specific personal needs.**

**The Porsche Club El Salvador has been using this service for many years, this time travelling to the Swiss Alps.**

Text **Berthold DÖRRICH**  
Photos **Klaus SCHWAIGER**



Albino Roman is relaxing in the cigar lounge of the hotel "The Chedi" in Andermatt with a lit cigar. After the day he's had, he thinks he deserves it. The last members of the tour group from the Porsche Club El Salvador arrived in Milan just yesterday. The Porsche Travel Experience provided the vehicles for the trip at the Porsche Centre in Milan. And so it was off to the Swiss mountains for the first stage of this year's Porsche Travel Experience. With 250 kilometres of curves and hairpin bends, they already have some of the best roads in northern Italy and Switzerland behind them today. And tomorrow – tomorrow it's finally time to set off for the fourthousanders and the famous mountain passes. Albino is very familiar with the excitement and anticipation. But he also enjoys being able to sit back and enjoy a cigar at the hotel with his good friend Juan Federico Salaverria after a demanding day.

### **A Porsche is there to be driven**

It's not the first unique customised trip with the Porsche Travel Experience that he has initiated together with Juan. "Anyone who owns a Porsche doesn't just want to have it sitting in the garage, they want to drive it – preferably together with good friends," says Juan, who, as a Porsche importer, knows exactly what his customers want. That's why he founded the Porsche Club El Salvador about ten years ago. Trips together to the neighbouring countries of Nicaragua, Honduras and Guatemala soon followed. But the true highlights, in his opinion, are the tours to Europe – and this one to the Swiss Alps is expected to be one of the best.





Participants from El Salvador enjoy the wine selection – after the cars are parked for the evening.

**"Anyone who owns a Porsche also wants to drive it – preferably with good friends."**

Albino ROMAN

**Five driving days is a must – by all means!**

"We've been to Croatia, Tuscany and the Austrian Alps. All of the tours were organised perfectly and we had a lot of fun because the programmes were always tailored to our needs," adds Albino. For Juan it is clear: "It makes no sense for us to come to Europe for just a few days. If we are prepared to make the long journey, then of course we want to drive as much as possible. And also take in the scenery with our spouses. That's why the option of customising the Porsche Travel Experience is ideal for us. Every year we get inspired again by all the experiences in the STORIES magazine. That helps us when we get together with the specialists from the Porsche Experience to develop something very unique just for us." But five days of driving is a must every time, says Albino, who is tackling the Swiss Alpine passes together with his son. Not without mentioning, with a knowing smile,

that the first few days of this trip were reserved for the women travelling with them. "Whenever possible, we extend the driving programme by a few days. We arrive a few days earlier and stay a few days longer. This time, for example, it was 'shopping in Milan'." And for one or two members of the group, the trip with the Porsche Travel Experience is even part of a more extended European trip that will also take them to other countries. After the adventure in the Alps, Juan will meet his four children and their families for a bus tour in Scotland. "Of course I'm really looking forward to the tour with my family. But in all honesty, this Porsche trip is the most exhilarating!"

**For some, the trip forms part of a larger European trip**

What makes this kind of customised Porsche Travel Experience so appealing? For Juan it is the perfect total package. "The hotels are always the finest. The food, the wine – only in the evening, of course." For Albino, the most important aspects are the Porsche Travel Experience Guides, who ensure that everyone always feels that they are in good hands. And who also know exactly where to stop for the best photo opportunities. Where the best coffee spots are on route. And most importantly: "I can rely on our guides to always find the most beautiful routes and roads for us, where we can sometimes have a sporty driving experience. Always following regulations, of course, especially here in Switzerland," he quickly adds with a laugh, "and using the walkie-talkies to warn us about a cow or another unexpected obstacle on the road."

Is there anything that wasn't quite as perfect as expected? "Well, we actually only wanted Turbo S and GT3 models for the tour," jokes Juan. To then qualify, "If I, as an importer, cannot even manage to acquire enough of them to sell, then I can fully understand that these extraordinary models are not available without restrictions, even on a Porsche Experience trip." At least, he adds, each of their vehicles have all-wheel drive. And there are enough Cabriolets and Targas for his taste. For himself, he prefers 911 Coupés, which he thinks are the best sports cars for trips like these and also for everyday life. "I could drive a Porsche every day from six in the morning until eight in the evening!"



For Juan Federico Salaverria (left) and Albino Roman (right), a cigar is part of enjoying the end of the day.

**"The hotels are always the finest. The food, the wine ..."**

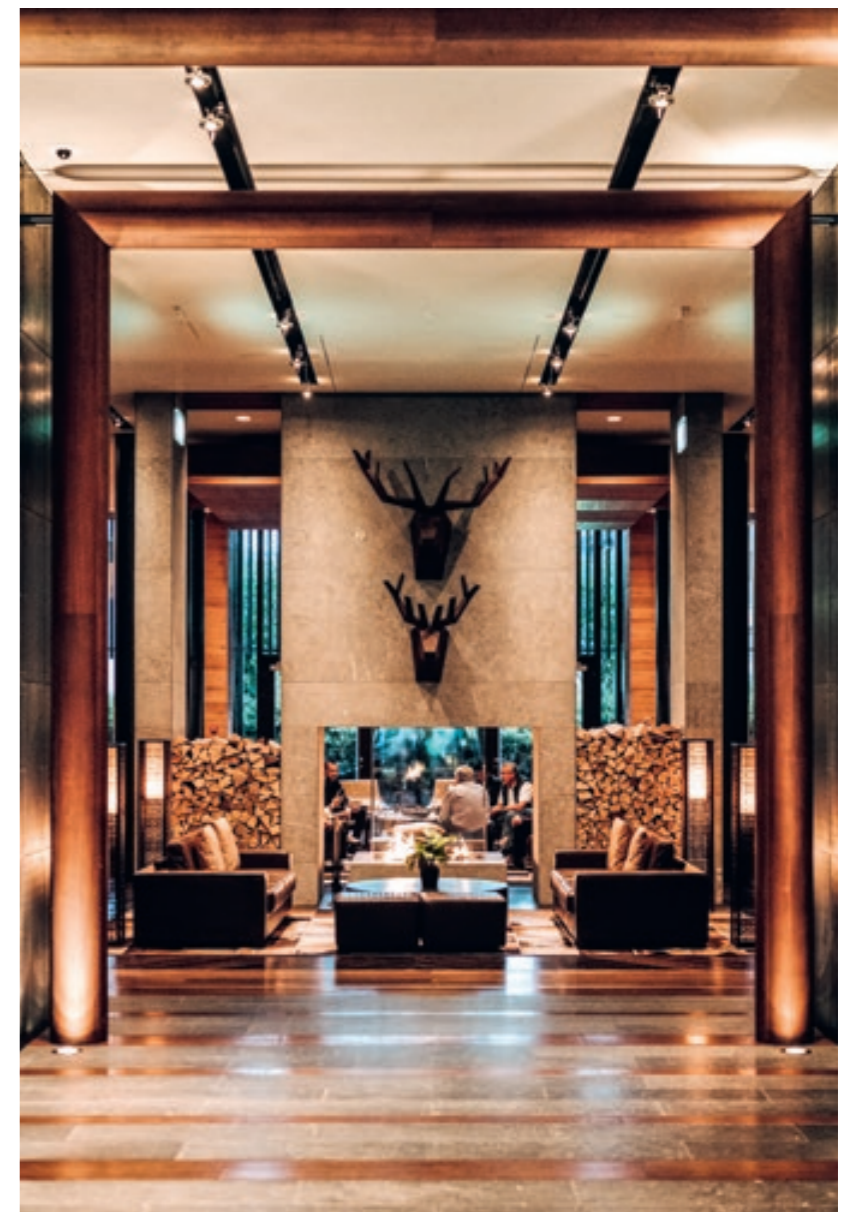
Juan Federico SALAVERRIA



A warm welcome after a long day of driving: a cosy aperitif in the "Chedi Hotel" in Andermatt.

**"If we are prepared to make the long journey, then of course we want to drive as much as possible."**

Juan Federico SALAVERRIA





Participants only have to pack what they need for the day. The Porsche Travel Experience team takes care of everything else.

#### And tomorrow the great alpine passes awaits

Thankfully, this Porsche Travel Experience is not that challenging for the participants. Even though some of the most famous Alpine passes are included in the schedule every day, the driving programme has been put together in such a way to allow for ample time to enjoy the hotels and spend enough time eating a hearty breakfast before the passes and hairpin bends come calling. Albino particularly enjoys the fact that he doesn't have to worry about anything from the moment he arrives until the moment he leaves. "On top of all the great routes and driving experiences, that's what makes this trip so special – the Porsche Travel Experience team takes care of everything! In the morning, we only need to pack what we need for the day. Everything else is taken care of!"

And what do the two hope to experience tomorrow? For Juan one thing is clear: "Open roads, very little traffic and a bit of sunshine when we're up on the passes and at the glaciers". And he agrees with Albino: "We're not really accustomed to driving in these weather conditions. We have now tested the wet mode enough for my taste!"

#### **911 Carrera Cabriolet models**

Consumption data according to WLTP:  
Fuel consumption, combined: 11.3–10.3 l/100 km  
CO<sub>2</sub> emissions, combined: 256–233 g/km  
Status: 04/2023

#### **911 Turbo models**

Consumption data according to WLTP:  
Fuel consumption, combined: 12.5–12.0 l/100 km  
CO<sub>2</sub> emissions, combined: 284–271 g/km  
Status: 04/2023

#### **911 GT3 models**

Consumption data according to WLTP:  
Fuel consumption, combined: 13.4–12.9 l/100 km  
CO<sub>2</sub> emissions, combined: 305–292 g/km  
Status: 04/2023

#### **911 Targa models**

Consumption data according to WLTP:  
Fuel consumption, combined: 11.3–10.4 l/100 km  
CO<sub>2</sub> emissions, combined: 257–236 g/km  
Status: 04/2023

#### **911 Carrera GTS models**

Consumption data according to WLTP:  
Fuel consumption, combined: 11.4–10.4 l/100 km  
CO<sub>2</sub> emissions, combined: 259–236 g/km  
Status: 04/2023

"I can rely on our guides to always find the most beautiful routes and roads for us."

Albino ROMAN





**Porsche Targa Tasmania is at the top of the bucket list of so many Porsche enthusiasts worldwide - and rightly so! With 36 exciting stages on closed roads over six days, Porsche Targa Tasmania is one of the greatest automotive adventures. For those who want to participate without the pressure of rallying, Tasmania offers beautiful, wild scenery, a fantastic food and wine scene and some of Australia's best roads.**

Text **Elisa WEBER**  
Photos **PORSCHE**

With a long-standing tradition, the Targa Tasmania has become one of the most famous rallies in the world. "About 12 years ago, we approached the organiser of the rally and wanted to take part ourselves but without having to race against the clock. We wanted a challenging ride for our customers, but without the pressure of competing, instead we wanted a ride that could be enjoyed," explains John Murray from Porsche Cars Australia, who has taken part every year since the onset.

**The anticipation is rising**

Before hitting the road, participants get to know each other with a welcome dinner in Port Melbourne before boarding the Spirit of Tasmania to travel 448 km (242 nautical miles) by sea to Devonport. Meeting like-minded Porsche enthusiasts from all over

# Porsche Australia

Targa Tasmania Tour



Australia like this is a great way to kick off the event. The Spirit of Tasmania docks in Devonport early in the morning. The energy in the air is electrifying!

**The rally begins**

With 40 vehicles, the Porsche Experience Tour sets off on the road in the morning before the rally participants do. The route passes through towns and beautiful, remote Tasmanian villages. Due to its exceptional location between hot Australia and cold Antarctica, Tasmania offers a unique topography: white sandy beaches, snow-capped mountains, jungle, coniferous forests and steep sea cliffs.

**Covering kilometres**

The co-drivers are just as important as the drivers during Targa Tasmania. They help navigate the rally. For example, on a 10 km stage, there are about 20 instructions, i.e. one instruction for every half-kilometre. It's easier for the participants in the Porsche Targa Tasmania Tour – they are kept on the right route at all times by the Porsche instructors, and can thus enjoy the rally action and landscape with ease.

**Gathering strength**

Between the individual stages, the participants relax in the best hotels, where they can switch off and gather strength for the next day, or enjoy an exciting supporting program – at the Strahan Village Hotel, for example. The town of the same name on



**Around 40 Porsche vehicles will be at the starting line.** Divided into smaller groups, each is skilfully accompanied through the tour by Porsche instructors.



**The six-day rally makes for excellent driving pleasure and offers the opportunity to meet other Porsche enthusiasts and arrange to meet again next year.**



**Every Porsche model is welcome at Porsche Targa Tasmania.**

the west coast of Tasmania is perfect for a stroll. Or treat yourself to an evening boat tour of Macquarie Harbour. "We have created a program for our customers that combines driving pleasure with socialising and great cuisine. Participants only need to bring their car and form a team of two. We take care of the rest," says John, explaining the overall concept of the Porsche Targa Tasmania Tour.

**The pleasure of empty streets**

Experience Australian roads in your favourite car in a way you have only dreamed of: hardly any traffic and across the entire width of the road. For many drivers, the Tour is a unique opportunity to fully explore the capabilities of their sports car and drive it on some of the most exciting and challenging tarmac roads in the world.

During the last evening, the group enjoys the luxurious MACq 01 Hotel in Hobart. The farewell dinner is held at the Frogmore Creek Winery, a perfect place to discuss the past few days with other participants. By this time at the very latest, many are already sure that they will see each other again at the Porsche Targa Tasmania Tour next year.



**Let's get on track:** participants can test the limits of the vehicles and their own abilities on the race track.

**For years, the Porsche World Road Show has been hosted at the Penbay International Circuit in Donggang, Taiwan. Time and again, Porsche invites enthusiasts and potential customers alike to get behind the wheel of the latest Porsche models. At present, Porsche Taiwan is planning a new Porsche Driving Center for unique experiences.**

Text **Elisa WEBER**  
Photos **PORSCHE**

"As part of the Porsche World Road Show, we have already organised many events on the Penbay International Circuit," says Daniel Feucht, Porsche Taiwan's Marketing Director. "The response to the events was so positive that it became clear to us that we want to offer our customers even more. Even more driving events, a broader programme and simply more Porsche," continues Daniel Feucht. This is how the idea of setting up our own Porsche Driving Center came about. A space for unique experiences that conveys the essence of the Porsche brand, a unique place for the community. "We have long been taking inspiration from experience centers worldwide, have regularly rented time here on the racetrack and opened the track exclusively for our customers. That's why it's only logical to go one step further now," reports Daniel Feucht. "After a long period of planning and discussions with various experts and customers, our Driving Center took on an increasingly tangible form. We are currently building our own hospitality center at the racetrack. The grand opening will be in November 2023." The hospitality center will encompass much more than a room in which to prepare for events. There will be a simracing area, a café, space to get together and to relax and of course an entertainment area for the kids.

**A home for simracers**

"We can imagine organising simracing events here in the future. Simracing is becoming more and more popular in Taiwan. However, simracers still lack a 'home' of their own," explains Daniel Feucht. In simracing, physical laws and aerodynamic properties of real racing cars are included in the simulations to convey the most realistic racing feeling possible. That's why racing laps in the simulator are also helpful in preparation for the real racetrack. Drivers can use it, for example, to better understand the ideal line on a race-track, optimise their braking points and perfect overtaking manoeuvres. With several simulators, the latest equipment and an attractive interior, the simracing area in the hospitality area will encourage visitors to play and train in the future.

**Sustainable experiences**

"The guests can take on the racetrack in one of our fleet of vehicles and test the driving performance limits of a Porsche," says Feucht. The fleet will include different Porsche models – sports cars for the tarmac, of course, and SUVs for the offroad courses. "We will start with a ratio of 70 percent vehicles with internal combustion engines and 30 percent electric cars. By 2026, however, this ratio will probably have completely reversed; we expect 70 percent to be e-cars by then," Feucht explains. In particular as part of the sustainability

# Porsche Taiwan

The countdown to the opening has started!

**911 GT3**

Consumption data according to WLTP:  
Fuel consumption, combined: 12.9 l/100 km  
CO<sub>2</sub> emissions, combined: 293 g/km  
Status: 04/2023

**718 Cayman GT4 RS**

Consumption data according to WLTP:  
Fuel consumption, combined: 13.2 l/100 km  
CO<sub>2</sub> emissions, combined: 299 g/km  
Status: 04/2023



**Spoiled for choice:** different Porsche models will be available to the participants.



**Same spirit:** the event participants have one thing in common: their enthusiasm for the Porsche brand.



**The Penbay International Circuit** has been the host for the Porsche World Road Show for years and will soon also be home to the new Porsche Driving Center Taiwan.

strategy, Porsche Taiwan is already investing in extending the charging infrastructure. With power charging stations that are directly supplied with the necessary energy via solar panels, electrically powered Porsche models can in future be charged quickly and in a climate-friendly manner at the racetrack. The use of climate-neutrally produced e-fuels, with which combustion engines can be operated without emitting additional CO<sub>2</sub>, is currently being discussed. "This presents a promising solution for reducing emissions in traffic. And therefore also interesting for our driving events," says Daniel Feucht. After the opening of the Porsche Driving Center, around 60 events are planned per year. Events where customers and prospective participants can test and drive the vehicles on training drives, offroad or in drifting exercises. Adrenaline included.

**911 Carrera models**

Consumption data according to WLTP:  
Fuel consumption, combined: 11.4–10.1 l/100 km  
CO<sub>2</sub> emissions, combined: 259–229 g/km  
Status: 04/2023

**Panamera Turbo S**

Consumption data according to WLTP:  
Fuel consumption, combined: 13.2–12.8 l/100 km  
CO<sub>2</sub> emissions, combined: 298–290 g/km  
Status: 04/2023





Here, you will find a fully rounded experience, from the curves of the demanding routes to the diverse world of brand experiences and tailor-made training courses.



**Buckle up and let's go.** The unique concept of the Porsche Experience Centre is sweeping the globe. Experiences with all the senses.

Text by Heike HIENTZSCH  
Photos PORSCHE

**911 Carrera Cabriolet models**  
Consumption data according to WLTP:  
Fuel consumption, combined: 11.3–10.3 l/100 km  
CO<sub>2</sub> emissions, combined: 256–233 g/km  
Status: 04/2023

**Accelerating** Emotions

Porsche **Experience** Center

# Experience your wildest dreams with all your senses? Welcome to the world of the Porsche Experience Center.

You know the feeling ... one melody, one scent and the mental images start pouring in. Memories, associations and dreams are like pages from our very personal adventure stories. On rare occasions, even a single word is enough to awaken powerful feelings and aspirations. A word like Porsche.

“Porsche is more than just a car. Porsche is a promise of a unique brand and product experience,” affirms Detlev von Platen, Board Member for Sales and Marketing at Porsche AG. “And since we opened at Silverstone in 2008, our Porsche Experience Centers have been delivering on that promise in the best way possible.”

The tenth experience center of this kind is now being built. Its opening is scheduled for 2024 in Toronto, the fastest growing city in North America with its ever-increasing community of sports car fans from Zuffenhausen. PECs turn dreams into real world experiences for all of the senses. The soul of the Porsche brand can be experienced here, whether they own a car with the crest or not (yet).

The PEC world is diverse and one-of-a-kind in the automotive industry. Every center is different, uniquely integrated into the specific culture and landscape of the location, and yet still carries the same genes. Toronto will be the first city version, located just

**“Porsche is more than just a car. Porsche is a promise of a unique brand and product experience.”**

Detlev VON PLATEN

30 minutes by car from the downtown area in a very urban environment. Driving is part of the experience here, too. Porsche is building a two-kilometre track that, like all PECs, can offer year-round driving and instructor-led training. The building was designed by HOK, the global architecture, engineering and planning firm. It is known for projects such as the Apple campus in Cupertino, the Dali Museum in Florida and the headquarter of Porsche Cars North America in Atlanta. This PEC is also geared towards sustainability through the use of innovative technologies.

## Home of British Motor Racing

It has been a decade and a half since Porsche opened its first PEC on the Silverstone Grand Prix circuit. “Home of British Motor Racing” is written above the entrance to the circuit where the first official Formula 1 World Championship race ever took place in 1950. The presence of racing history and historic vehicles is one of the elements that characterises all of the PECs. In thrilling exhibitions, with films, literature and simulated experiences – for example at the wheel of the brand’s successful race cars. The current models of the present are derived from the past. The entire range can be experienced on the on-site tracks, from all-electric to hybrid or combustion engine sports cars. Challenging handling courses, wet or dry skid pads, low-friction handling courses and offroad courses. Virtually any driving situation can be represented in the PECs. On the one hand to improve your own vehicle control, on the other to safely experience the performance of these sports cars and to better understand vehicles and



**Rare gems in skilful hands:** Handling rare super sports cars like the Carrera GT requires expertise.



**Accelerating, braking, steering:** The instructors' sophisticated training sessions lead straight to the racing line.

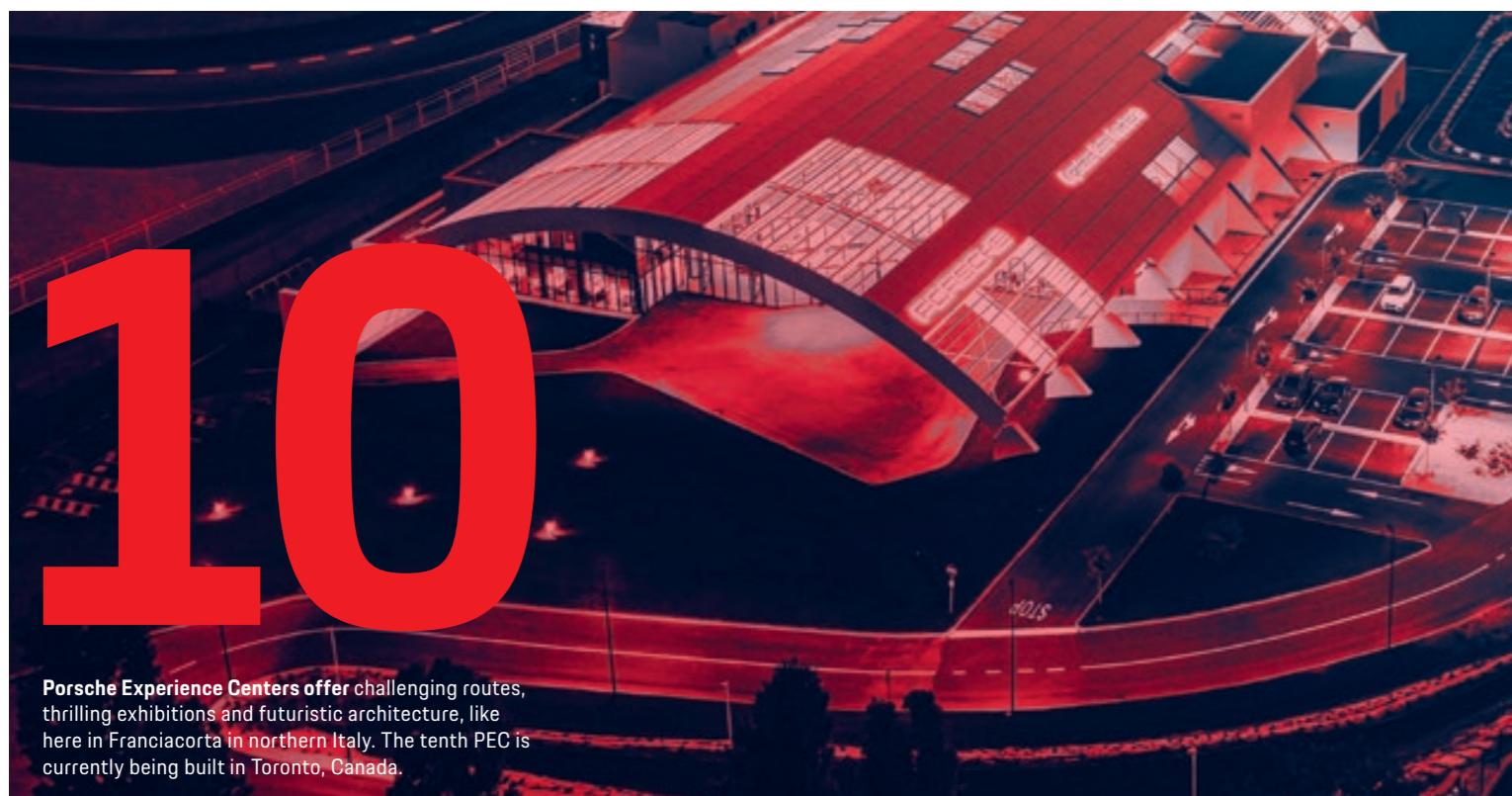
technology. Highly qualified instructors are always responsive to the exact needs of their guests and accompany them on their journey toward achieving their personal goals. The focus is on the person as the decisive element in every cockpit. That's why drivers in Silverstone and other locations can also undergo health checks or relaxing massages in the integrated Porsche Human Performance facilities.

The simulator training in the state-of-the-art SimLabs includes features that range from fun laps on international racetracks to a serious running-gear setup including virtual reality technology. Fine cuisine and bookable event locations are an invitation to exchange ideas at every location.

At the opening ceremony in England in 2008, no one could really have known that the idea of translating a brand into an approachable cosmos of experiences would actually become a worldwide success model. But the idea was already being planned at the turn of the millennium as part of the design of the Porsche factory in Leipzig.



**Thorough analysis:** In-depth data analyses improve vehicle control and your own lap times.



**Porsche Experience Centers offer** challenging routes, thrilling exhibitions and futuristic architecture, like here in Franciacorta in northern Italy. The tenth PEC is currently being built in Toronto, Canada.



**Multicultural:** PECs incorporate the traditions of their home countries in the event schedule and the architecture.



**California dreaming:** Exhibitions of historic race cars like the one here in Los Angeles are almost a journey through time.



The location, which opened in 2002, now welcomes more than 40,000 guests from all over the world each year and has also officially been called a Porsche Experience Center since May 2021. In 2019, Porsche's home country received its second PEC at the Hockenheimring.

**Expansion across continents**

Just like in Hockenheim and Silverstone, the PECs in Le Mans (opened in 2015) and Shanghai (2018) are also ideal for visiting the nearby racetracks. In the USA, Porsche created its first PEC overseas with the center at the headquarters of Porsche Cars North America in 2015. Just one year later, the second opened in Los Angeles in light of the particularly large Californian community. The uniqueness of the two properties quickly made them popular venues for corporate parties, galas and fundraising events as well as backdrops for television shows and films. Imagination knows no limits. The first dynamic wedding took place in Atlanta in 2018 – a couple tied the knot at a speed of 110 km/h in the back of a Cayenne.

**“Plunge into the unique world of the Porsche brand experience.”**

Detlev VON PLATEN

**911 Turbo models**

Consumption data according to WLTP:  
 Fuel consumption, combined: 12.5–12.0 l/100 km  
 CO<sub>2</sub> emissions, combined: 284–271 g/km  
 Status: 04/2023

**Sustainably embedded:** The PECs blend harmoniously into landscapes – like the 43-hectare site just outside Tokyo here.



Porsche created new architectural highlights in 2021 with its PECs in Franciacorta in northern Italy and in Chiba Prefecture near Tokyo. Franciacorta is a futuristic statement with a striking arched structure, nestled in the vineyards of Lombardy and easily accessible from Milan, Bergamo and Verona airports. At the gates of Tokyo, on the other hand, in the area surrounding the largest city in the world, the inspiration for the architecture has local roots. The exterior design is inspired by Edo Kiriko, a traditional Japanese craft. A pattern of diagonal lines, called yaraimon, characterises and protects the facade of the main building. The detailed interior features Japanese stucco and gardens.

**“Porsche represents lifelong dreams – deeply rooted in tradition and looking to the future. Innovation is part of our DNA.”**

Detlev VON PLATEN

Highly qualified instructors are always responsive to the exact needs of their guests and accompany them on their journey toward achieving their personal goals.

**Future memories**

Wherever and however you plan your visit to a Porsche Experience Center – when you leave, you are left with memories to reminisce over. Maybe it's the smell of a leather interior, the tactile experience of a steering wheel, the visual delight of the iconic lines, the encounter with moving history or the gut feeling at high lateral acceleration. Every second, your brain will take in vast amounts of stimuli and translate them into emotions. You can revel in these sensory experiences like a page right out of your own adventure story. That's a promise.

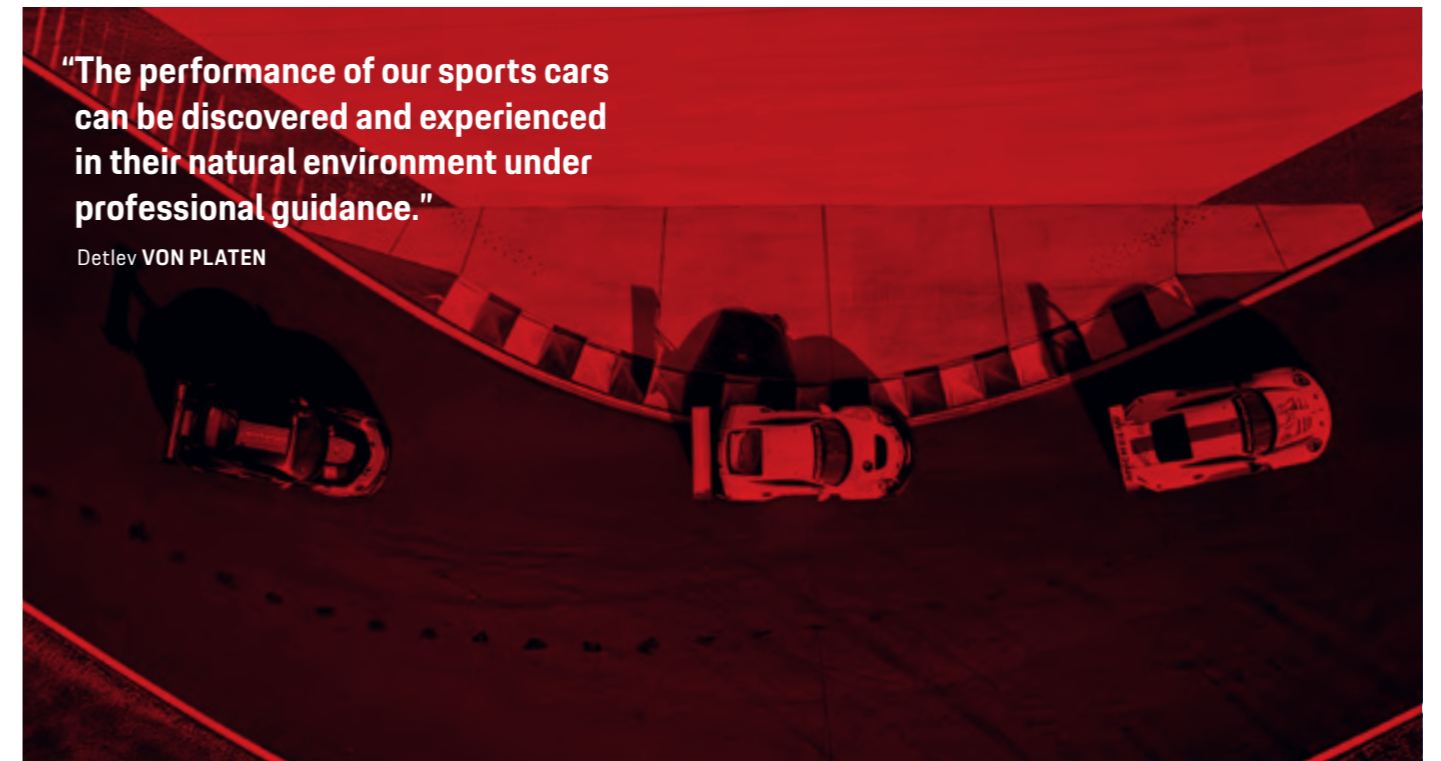


**Porsche Human Performance:** Be it a health check or fitness training, people remain the most important components in the cockpit.



**Start like the pros:** The most successful racing careers begin on go-kart tracks like this one in Franciacorta.

**The champagne's on ice in Tokyo:** Whether for a family outing or company event – every PEC has excellent culinary services.



“The performance of our sports cars can be discovered and experienced in their natural environment under professional guidance.”

Detlev VON PLATEN

**Follow me:** If the instructor drives ahead, you have to stay hot on their Porsche heels.

**Let's dance:** Crossing through water or riding extreme ramps – off the beaten track performance is lived out on the offroad courses.



**Imagine:** The finest simulator technology with virtual reality options accurately depicts real driving situations.



**Welcome to the community:** Porsche Experience Centers are meeting places – for customers and fans alike.

**A fundamentally new prototype for the entire world: with the 963, Porsche returns to the summit of endurance racing. Now it's all about overall victories again. Both in the FIA Endurance Championship WEC and in the North American IMSA Sports Car Championship. The main objective is obtaining the 20th overall victory for the most successful brand in the 24 hour race in Le Mans.**

The name of the new prototype class already reflects its international reach: LMDh stands for Le Mans Daytona hybrid. Because the organisers of the IMSA series, the Endurance World Championship and the 24 Hours of Le Mans have agreed on a set of rules, it is now called "One for all". Measures taken against escalating development costs include unit components such as hybrid systems, gearboxes and tyres, as well as the balance of performance. This BoP allows the organisers to intervene if the superiority of a vehicle becomes apparent. Porsche will enter the new stage with the 963. The race car has a system output of 500 kW (680 PS). Its 4.6 litre V8 engine plays a key role in the overall vehicle. The power unit, which can reach speeds of up to 8,000 revolutions per minute, is based on the engine in the 918 Spyder super sports car. With its low-lying crankshaft

for the optimum centre of gravity, dry sump lubrication for high lateral acceleration and its wide range of performance, it certainly already has racing genes. For use in the LMDh, Porsche fitted the former naturally aspirated engine with two powerful turbochargers and designed it to run on renewable fuels.

When comes to the body, Porsche Motorsport has pursued completely new avenues. An opportunity presented itself within the tightly defined aero-dynamic regulations, and the design department was allowed to take the reins. This is how this beauty emerged with the typical Porsche flyline and future-oriented details for the company's production sports cars, such as the unusually deep headlight design and the stylish light strip at the rear end.

For the 963 races, the people from Weissach teamed up with Roger Penske's legendary team. The 87-year-old owns the IndyCar series, the Indianapolis Speedway as well as an intercontinental transport and logistics company. Porsche Penske Motorsport is preparing the two 963 for their IMSA missions at the headquarters in Mooresville, North Carolina in the USA. The two prototypes for the WEC are being set up in the German branch in Mannheim. In addition, there are another 963 vehicles in customer use. The drivers Dane Cameron, Matt Campbell, Michael Christensen, Kévin Estre, Mathieu Jaminet, André Lotterer, Frédéric Makowiecki, Felipe Nasr, Nick Tandy and Laurens Vanthoor will compete for the Porsche Penske Motorsport works team.

Text Heike HIENTZSCH  
Photo PORSCHE

# Porsche aims for 20th overall victory at Le Mans

Behind the scenes

# How Christian drives and thrives

Text **Heike HIENTZSCH**  
Photos **Sascha BARTEL**

**The engineer:** Christian Wolfsried has been working for Porsche in Weissach since March 2016. In 2020, he became Manager Chassis Product Line Taycan.



**The best instructors not only know how to drive a Porsche safely and quickly. They can also precisely explain what is happening in the vehicle when it is running at the limit. This can result if development engineering is their main profession in Weissach. Like in the case of Christian Wolfsried.**

**The instructor:** the 34-year-old has enjoyed a second role as an instructor and product trainer at Sport Driving GmbH since December 2020.

# "Being able to design and coordinate a significant part of such a vehicle is an absolute privilege!"

Christian WOLFSRIED

It is the enchantment of the extremely short days that Christian Wolfsried remembers with particular fondness. "The few hours of winter sunshine in the Arctic Circle are magical," he enthuses, recalling one of his first assignments for Porsche. Like phantoms, powder snow clouds rise at minus 20 degrees in Swedish Lapland, only to settle in a new formation. Developing something new was also Wolfsried's task in 2016 during the cold test of the first Taycan, with both the car itself and the test location being a secret at the time. When he started as a development engineer in Weissach, he was 27 years young and had just completed his Master of Science in vehicle and engine technology at the University of Stuttgart. He would become the chassis calibration engineer for the torque management/torque vectoring of the first fully electrical sports car from Porsche. To put it simply, the aim is to translate the new degrees of freedom of the electric drive, with one autonomous electric motor per axle, into optimal torque distribution for all driving situations. Because Wolfsried not only has the theoretical chops, but is also hard on the pedals and precise at the wheel, he drives the thriving prototypes on various test sites and racetracks. "Being able to design and coordinate a significant part of such a vehicle is an absolute privilege!"

Doing research while driving requires experience. As part of Wolfsried's job interview, his future boss climbed into the passenger seat. After a few laps on the Weissach test track, he gave the thumbs up. Wolfsried has a high degree of vehicle control, drove karts and has already competed in long-distance races on the Nürburgring Nordschleife. His enthusiasm for cars can be traced back to his family history. Christian Wolfsried is a second-generation chassis engineer; his father Stephan works for Mercedes. Early trips to the racetrack also shaped Christian's sister Lisa, who is two years younger than him – her job is designing the Porsche Lifestyle Driver's Selection. Appropriately enough, his parents' house is in Waiblingen.

This district town on the outskirts of Stuttgart has achieved a certain international prominence thanks to the Winkelhock racing family as well as being the home of touring car pilot Bernd Mayländer. It is there that Wolfsried keeps two garage treasures: his own Taycan and – the contrast could hardly be greater – his 1976 Corvette C3 Stingray. "The first car I bought." This took place in California, where he was studying abroad for a year. (A brief digression on the chassis of his high-displacement childhood sweetheart leads to the summary: "Great for driving straight ahead.")

In the development center at Porsche, the new employee learned that there are three internal driving licence levels – Base, Turbo and Supersport – and started at the highest level straight away. Braking and evasive manoeuvres are the basics. Finding the ideal line, switching off the control systems, and driving on ice and snow were among the other skills to be mastered in training, rounded off with special qualifications such as the Nordschleife.

#### 911 GT3 models

Consumption data according to WLTP:  
Fuel consumption, combined: 13.4–12.9 l/100 km  
CO<sub>2</sub> emissions, combined: 305–292 g/km  
Status: 04/2023

#### Taycan Cross Turismo models

Consumption data according to WLTP:  
Energy consumption, combined: 24.8–21.2 kWh/100 km  
Electric range (EAER): 415–490 km  
Electric range (EAER city): 517–616 km  
Status: 04/2023



**Out in public in Austria:** Wolfsried as a popular and competent trainer at the Red Bull Ring in Spielberg.



**Deep in secrecy in Weissach:** the developments in the hallowed halls normally remain under lock and key.





**Jacket:** in the office in Weissach, he is responsible for the further development of electric driving dynamics.

**"Anxious people usually have no idea what our vehicles can do ..."**

The organisers of Porsche driving events quickly became interested in Wolfsried. "But at that time I was already on the road for up to 38 weeks a year and was happy about every minute I got to spend at home," he says, looking back. In 2020, he switched to project management as Manager Chassis Product Line Taycan. In his role as project manager, his area of responsibility includes the technical definition of the chassis requirements, driving systems and certain parts of the drivetrain. The Taycan is a matter of the heart for Wolfsried. He was driven by the "immense potential of e-mobility in the area of environmental protection, emission-free mobility and also in sporty driving". He nevertheless began to miss the latter in his new position. He missed the adventure of testing in the far north or on the demanding Porsche test site in Nardò in southern Italy. He was simply not born to be a swivel chair pilot. "When my business trips became less frequent, I immediately asked if I could become an instructor." It was a deal. Wolfsried signed a second employment contract and now works part-time in the broad field of experience packages. Porsche supports this special symbiosis of development expertise, driving experience and customer

#### Taycan GTS models

Consumption data according to WLTP:  
Energy consumption, combined: 24.1–20.3 kWh/100 km  
Electric range (EAER): 424–504 km  
Electric range (EAER Stadt): 524–624 km  
Status: 04/2023

#### 911 GT3

Consumption data according to WLTP:  
Fuel consumption, combined: 12.9 l/100 km  
CO<sub>2</sub> emissions, combined: 293 g/km  
Status: 04/2023

**Shirt:** at the Porsche Development Center test area in Weissach, he knows every curb by heart.



**Helmet:** from karting to the Nordschleife, he has experienced it all. A participation in the 24-hour race on the Nürburgring is still on his wish list.

contact. On average, a handful of Weissach engineers lead such a double life – and the benefits are bidirectional. On the one hand, participants experience first-hand how the driving dynamics and handling qualities of a model came about and how they work. On the other hand, the company benefits from direct customer feedback. Market research could hardly be more lively, competent and authentic.

Wolfsried has thus been back on the road and behind the wheel since 2020. "I immediately noticed how much fun I had when conveying and explaining things," he says enthusiastically. "And I take even more pleasure in the feedback and the reactions. When participants get along with the Taycan the way we imagined seven years ago, that is the greatest confirmation of our work." When racing professionals like Timo Bernhard and Jörg Bergmeister are on board at events, the discussions go deep into the details of the set-up. The engineer appreciates this exchange not only for his development tasks – he also dreams of competing in a 24-hour race himself one day.

It is evident that this 6-foot-tall man does a lot of sport in his limited free time. Physical fitness and extensive knowledge combine to foster a sense of calm sovereignty. As an instructor, he deals with overzealous candidates as well as timid participants. He reins in the over-motivated by taking an exciting and credible look at the large part that

**"... but their shyness crumbles away as soon as I take them on a demo ride and explain the systems."**

Christian WOLFSRIED

technical and physical understanding plays in personal progress – and how little courage and talent have to do with it. Approaching the limit from below is more effective. Trying it from above can be expensive and painful." Understand, implement, experience, enhance. He also detects which drivers are a bundle of nerves and combat their fears by providing them with knowledge. "Anxious people usually have no idea what our vehicles can do," says Wolfsried. "But their shyness crumbles away as soon as I take them on a demo ride and explain the systems." With each light-bulb moment, their faces relax more. "At some point they will all shine – no matter which model or which drivetrain we are using."

Thinking of Porsche without the numbers 911 is not an option, even for the biggest fan of e-vehicles. "Of course it's an absolute treat when I get to drive a GT3 or another super-sporty derivative at the events." Wolfsried's field assignments are diverse in every respect. At product presentations, he sometimes gives lectures every 30 minutes; other times, he is training interested new customers or ambitious sports drivers on the courses of the Porsche Experience Center, on Formula 1 racetracks, in the desert and in secluded winter wonderlands. From time to time, the portfolio also includes curious appearances: for example, a drive in the 1898 Egger-Lohner C.2, the oldest surviving vehicle on which Ferdinand Porsche worked, for Top Gear magazine. A top speed of 14 km/h on a British airfield. Or the dynamic duel of skill with Hollywood stunt driver Sera Trimble in the Taycan GTS at the Willow Springs Raceway in California.

One thing always happens: as soon as people realise that they are dealing with a real development engineer, they want to talk to him about more than just driving. "There are hundreds of questions – about the brand, about our different models, about my job." He is happy to provide information. Only when it comes to his current work in Weissach does the now 34-year-old abruptly become silent. The development of the future Taycan remains undercover, as do the coordinates of that mystical place in Lapland where he worked on the torque distribution of its predecessor in 2016. His diary is as densely filled as the Excel log of a chassis test and our slot has now expired. A warm farewell – and Christian Wolfsried returns to the future that lies on his desk.



# T R A C K E X P E R I E N C E

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Professor Fred Poordad is a world-renowned scientist. The American owes the fact that his international racing career picked up speed to hard work – and the Porsche Track Experience.

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Porsche's first self-built electric racing car, the Porsche GT4 e-Performance, is reassuringly good on corners despite its breathtaking performance data. A first experience report from development driver Klaus Bachler.

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Since 1990, the Porsche Carrera Cup Germany has delighted fans and drivers of many generations. The balance of the first 33 years shows how the cars have changed and which pilots have made history.

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Legendary racetracks #2: Circuit de la Sarthe. The 24 hours of Le Mans.

## 144 WHEELS + MEALS "RENNWURST" RED-WHITE-RED

After a perfect track day on the Nürburgring, a special treat awaits the participants of the Porsche Track Experience at "Box 1". Hot tip: drive straight there in your race car!



# IF NOT NOW, WHEN?

# Sights set on life

Professor Fred Poordad is a world-renowned scientist in the field of liver disease and transplants. The 58-year-old American owes the fact that his international racing career picked up speed to hard work – and the Porsche Track Experience.

Text Heike HIENTZSCH  
Photos Juergen TAP



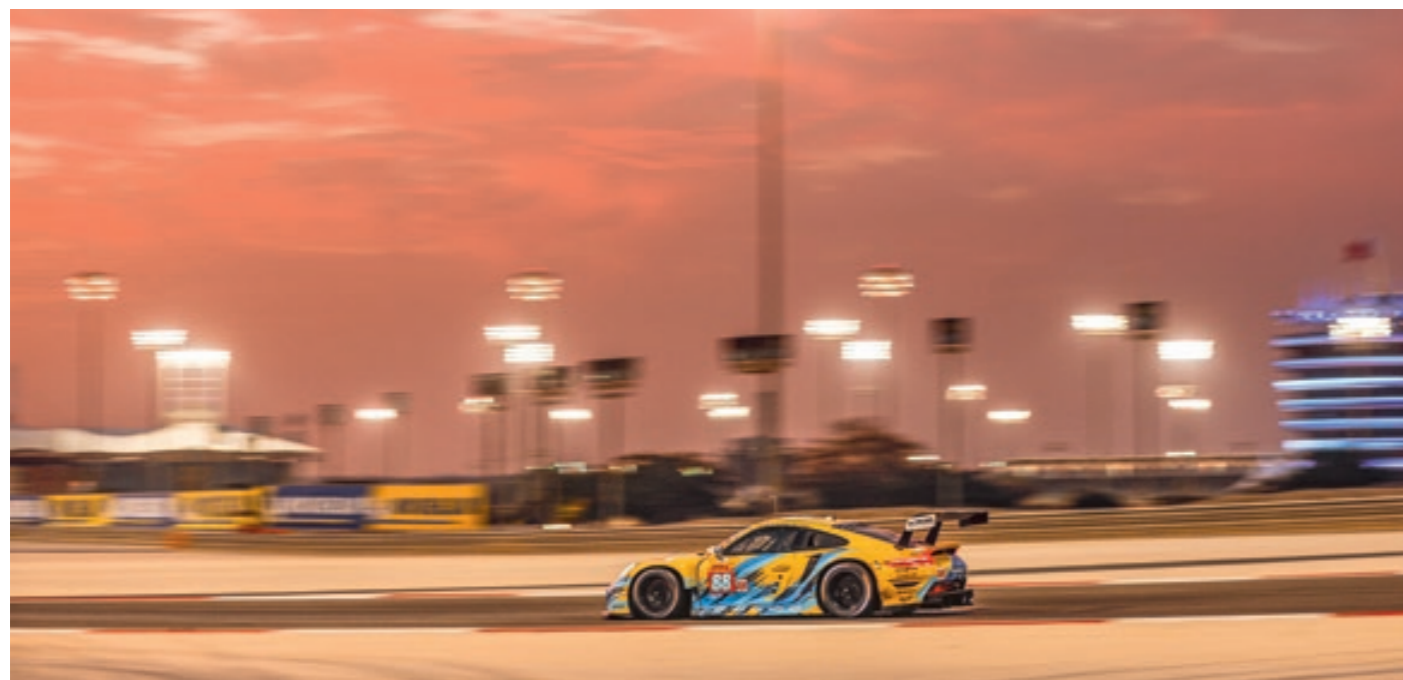
As calm returns to the Bahrain International Circuit at the end of qualifying, the sun has just dipped below the horizon of the scree desert. For the drivers, this 11 November ends at 4.48 pm. Not so for Professor Fred Poordad. It is not until hours after what is perhaps the most romantic paddock in the world, scattered with illuminated palm trees, has been transformed into a fairy tale from 1001 Nights that he emerges from the meeting with the engineers. "I love these analyses, I love data," he announces cheerfully. This time, he is referring to the final preparations for the season finale of the FIA World Endurance Championship (WEC). Tomorrow, he will start the last race of his debut season in the World Endurance Championship alongside compatriot Patrick Lindsey and the Belgian Jan Heylen in the Proton Competition Porsche 911 RSR. It will last eight hours, and night will have fallen before the race reaches its half-way point. Light and temperature changes are additional challenges discussed in the meeting. "But above all, we are not yet satisfied with the vehicle setup," says the doctor, summing up the diagnosis. He focuses on details, just as he does every day in his job at the University of Texas Health Science Center in San Antonio and as Vice President of the Liver Institute there. In 1996, he completed his additional training as a liver transplant surgeon at the famous

**"I took lessons and got my first experience of racing."**

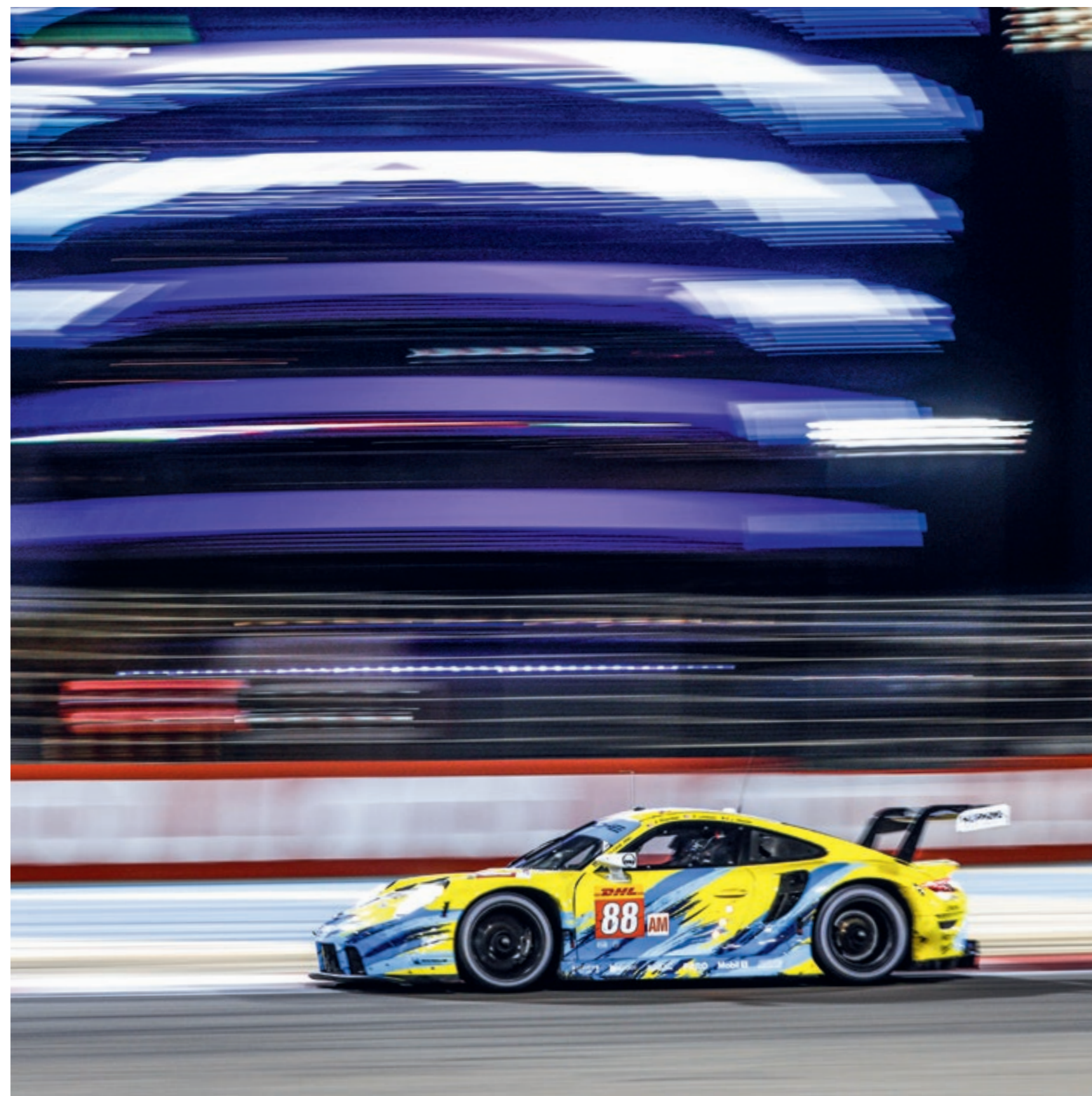
Fred POORDAD

Johns Hopkins University in Baltimore. "Laboratory data, results of imaging procedures – every piece of information counts when it comes to providing people with good medical care," he emphasises. This attention to detail is one of many skills that help him on the track. Another is an appreciation for teamwork. "Whether I'm working in the hospital with a wide variety of specialists or out on the racetrack, it's all about respect, learning from one another and never giving up. You have to remember that nothing is easy." This brings us to other qualities displayed by the American: side-by-side medical and racing careers like his can only be achieved through ambition and resilience.

Today, he has qualified the 911 RSR in twelfth position in the LM GTE Am class. "Am" stands for amateurs who compete in the WEC together with professionals, in hypercars and LMP2 prototypes producing up to 500 kW (680 PS). Poordad has around 378 kW (515 PS) to master in the 911 RSR. "The car is an incredible racing machine – the RSR will go down in history as one of the best GT cars Porsche has ever built," he enthuses. He has come a long way to be able to race it at World Championship level.



**First WEC season:** Fred Poordad took on the challenge of the World Championship alongside his medical career.



**Twelfth place:** This number is everywhere in Bahrain. In qualifying, in the race and in the championship standings.

“I love these analyses, I love data.”

Fred POORDAD



**A night-time finale:** More than half of the eight-hour race takes place in the dark, but the lighting on the track is good.



**Sharp analysis:** Racing drivers hide absolutely nothing, every pedal movement and every steering angle is tracked.



**Passion for data:** Fred Poordad knows and appreciates facts and figures from his medical profession.



**Tyre wear:** Desert sand, asphalt structure and temperature changes make the Bahrain Grand Prix circuit a special challenge.

Poordad quotes his father, who recalled that, as a child, his son was able to name car brands before he could even compose a single sentence. “I only ever played with cars,” admits Fred, “my childhood room was full of them.” His uncle sparked his passion for the Porsche brand by giving the five-year-old a T-shirt with the silhouette of a 911. The back said: “Get a kick out of driving.” Fred’s Carrera slot-car set even had to go with him to his university digs, where he raced slot cars with his fellow students. “It may be embarrassing, but that’s how it was.” At some point, his demanding education meant less time for play. “I actually had a lot to do,” he recalls, “it was always my dream to become a good doctor.”

In 1990, while he was completing his first internship at a hospital, his decrepit Chevrolet broke down. When looking around the used car market, a Porsche 944 Turbo came to mind, but the purchase price was the same as his annual salary. He asked his father, his girlfriend and the bank for money. “I was in my mid-20s and owned a Porsche,” he still recounts today with obvious enthusiasm. He cherished and cared for the car until he replaced it in 2001 with a 911 Turbo, which went on to accompany him in the next phase of his life.

Poordad relocated from Baltimore to Los Angeles, where he served as Head of Hepatology and Liver Transplantology at Cedar-Sinai Medical Center for ten years.

“I always wanted to be a good doctor.”

Fred POORDAD

In 2008, when looking into turbo performance-enhancing measures, he asked the workshop manager where he could drive the car really fast. “Definitely not on the road,” was the admonishing answer. “You should come to the kart track with us first.” Go-karting was a whole new world for Poordad, and they were not toys but shifter karts for racing. “I took lessons and got my first experience of racing,” he recalls.

A year later, friends got him interested in a Boxster Manufacturers’ Cup. At tracks like Buttonwillow, Thunderhill, Willow Springs and Laguna Seca, he realised two things: first, that he still had a lot to learn and, second, that racing was good for him. “I was extremely busy with my medical



**Porsche Track Experience:** The training offered by professional Porsche instructors came at exactly the right time for Poordad.

career, researching, wanting to make a name for myself. To do that, I had to clear my head, and I felt that I could do that as soon as I put the helmet on." Normally, hundreds of things are constantly going on in his head. "But the restricted field of vision means that I block a great deal of that out. It relaxes my mind and helps me to concentrate at work." He is not an adventurer looking for a kick: "Too much adrenaline makes you tense and leads to mistakes." After winning the rookie classification in the Boxster, he wanted to race in a 911 and discovered the Porsche GT3 Cup Challenge USA by Yokohama – a forerunner series to the Porsche Carrera Cup of North America. "The 997 911 Cup was wonderfully pure. Sequential manual gearbox, downshift clutch, no ABS. And there were good people driving there."

He worked on himself, got fitter over the years and lost 15 kilos. His work-life balance improved even further when, in his mid-forties, he met his wife, Judy. Their daughter, Riley, was born in 2010. "We once worked out that, by the age of 18 months, she had already been to 14 different race-tracks. It was a glorious time. Club racing and our motorhome were our life during weekends." Austin was born three years later, and at the same time Fred's racing efforts became increasingly professional – his family followed his activities more and more on TV.

Then, in 2017, there was a major setback. He really wanted to drive the 12 Hours of Bathurst in Australia – but this time, not in a Porsche. A friend had safety concerns, and he was right. Poordad had a serious accident, sustaining multiple fractures and suffering a collapsed lung. He ended up in intensive care and took a year to recover. The same friend, racing team owner John Wright, advised him to take part in the Porsche Track Experience to get back into



shape. "Even the Rennsport Academy at Paul Ricard was super cool," exclaims Poordad. That's also where he met Hollywood star Michael Fassbender, who later became his teammate. "We were a great crew, and the instructors were brilliant at figuring out who needed which training."

In 2019, he continued with the Rennsport Season programme. In the Porsche Sports Cup, he competed in four of six races while at the same time starting back in the USA, where, in 2020 and 2021, he won the Am division of the SRO GT World Challenge America in the Wright Motorsports Porsche 911 GT3 R. "I owe a great deal of thanks to the Porsche Experience for this success and the subsequent step into the World Endurance Championship. It was exactly what I needed and made me a better driver," he concludes. "Now I have to go to bed."

Race day, helmet on, everything else blocked out, focus. After eight hours, the RSR driven by Poordad, Lindsey and Heylen finishes in the same position it started from. Better than twelfth place was not possible today. The palm trees in the paddock have long since been lit up again. Fred Poordad has finished analysing the race, reflects on the highs and lows of the season and concludes: "Mission accomplished." Looking ahead, tomorrow he will be testing an LMP2 prototype in Bahrain, with which he will be aiming to achieve his greatest triumph yet in just a few weeks time – winning the 24 Hours of Daytona. Kick-off for a full season in the WEC – including the classic Le Mans.

**911 Turbo**  
Consumption data according to WLTP:  
Fuel consumption, combined: 12.3–12.0 l/100 km  
CO<sub>2</sub> emissions, combined: 279–271 g/km  
Status: 04/2023

**Lots of traffic:** Poordad also has to deal with significantly faster prototypes in the Endurance World Championship.

“Too much adrenaline makes you tense and leads to mistakes.”

Fred POORDAD



**Clear perspective:** Fred Poordad knows why he does what he does. Racing helps him relax so he can concentrate on medicine.

**Porsche GT4 e-Performance.** Porsche's first electric race car developed in-house.



**Klaus Bachler drives Porsche into the future with the GT4 e-Performance.**

**1,088 PS.  
From zero  
to 200  
in 5.6  
seconds,  
purely  
electric**

Klaus Bachler is right at home in the land by the river – which is what Austria calls itself in the second line of its national anthem. And currents in their electrified form have had a part in fuelling his professional life since 2020. As a race driver, the Austrian native of Styria races up to 25 weekends a year in petrol-powered GT Porsches. But when he talks about being one of the development drivers of the Porsche GT4 e-Performance, he especially likes to emphasise the word 'privilege'.

This car made history one spring day almost three years ago, when Bachler drove the first few metres in this historic race car for Porsche. It is the first all-electric racing car to be built in-house, and it represents the future of racing – or rather, drives it.

Bachler is 31 – old enough to have been socialised as a classic petrolhead, and yet young enough that when asked whether he has ever had any prejudices against electric mobility, he replies almost indignantly, "I've never had any. I'm always very open to new technologies."

Especially when they unleash so much power. "1,088 PS – from zero to 200 km/h in 5.6 seconds, you're already at 100 in 2.3 seconds. I think those numbers say everything." Almost everything – the rest is for Klaus Bachler to tell us, the man who works inside this prototype.

Text **Gerald ENZINGER**  
Photos **DNA PHOTOGRAPHERS**

What is the biggest difference when compared to the Porsche combustion engine? "That's clear – the performance. It is phenomenal. And then there's this responsiveness. Of course, the electric motor emerges from a low engine speed immediately, it has an extremely high drag torque. With all this power combined with all-wheel drive – you also have to adjust your driving style."

So we asked the pilot more on the style. How do you drive this electric machine? "You have to make a clear distinction here. Are you doing a timed lap at maximum power, i.e. with all 1,088 PS – or is it a race? On a qualifying run with that much power, it's important to get the car straight as

quickly as possible – it has to already be at the apex to really accelerate. You always get a good lap time at the exit. In other words, the time before the car turns into the curve has to be as low as possible."

That's why you can be and have to be very aggressive in your setup to get the car turning on the brakes as quickly as possible in qualifying mode. "But in race trim we clearly have less power, but still a lot – 450 kilowatts. But in this phase, both the driving style and the setup are much closer to what you have with a combustion engine." What do talented amateurs have to keep in mind with these race cars? "The first thing is straightforward – you have to get used

to the performance. We have an acceleration – one that is so impressive that professionals are actually more than impressed. But the good news is, once you've done it and experienced it often enough, this GT4 e-Performance is relatively easy to drive and control."

Also during races. But how will their character change if all cars are charged instead of fuelled? "There is no definitive answer to that at the moment," Bachler admits, "So far we've only been working with this one prototype. We haven't been able to drive two GT4 e-Performance closely and in a two-person race yet to experience the specific effects in detail. But I don't think there

will be a big difference in racing when compared to races with petrol-powered GT race cars like the RSR." Why? "The truth is simple. Everyone either wants to be first into the corner or first out. The type of drive won't change the nature of the two-person race dramatically. Everything boils down to the basic essence of that of a race driver." When will we see this car in action? The development driver is not the one who is able or even wants to be the judge of that. "It was our job to get a prototype onto the racetrack that works. Now we'll have to wait and see what can be done with these cars in the future. Either you create one Manufacturers' Cup in the style of the successful examples of the Supercup and Carrera Cup,

**"The truth is simple. Everyone either wants to be first into the corner or first out."**

Klaus BACHLER

or there will soon be plenty of other manufacturers developing similar race cars. That would give us the chance to race against other prototypes as well." The possibilities of the race car also extend beyond the circuit. Who wouldn't want to see a powerhouse like the GT4 e-Performance in hill climbs?

It's important, especially for customer racing, to build a car that is also user-friendly. "I was involved in the development from the start, and it was extremely intense. But also extremely interesting – highly complex as well as very different from testing a race car with a conventional drive." But it was worth it. "Now we have a car that on the one hand drives well and on the other

**A clear run.** Since the spring of 2020, this electric powerhouse has been intensively tested.



**Insights and perspectives.** "Despite the intense acceleration, the driver is not overwhelmed."



hand is easy to drive – which is important for those who will be driving cars like these in the future and who will want to enjoy racing with them. A car that stirs up all of your racing senses with its intense acceleration, but that also doesn't overwhelm you."

Bachler now has the first witnesses to support this fact. As part of the Motor Racing Academy at the Red Bull Ring, the participants, all prospective race drivers themselves, had the opportunity to drive in Bachler's GT4 e-Performance. The feedback: "They were absolutely thrilled, especially with the acceleration and performance. They are not only impressed by its sheer power, but also

**"A spaceship – mind-blowing, brutal, but precise."**

Porsche Experience customer  
Jordan D<sup>A</sup>RLING



Porsche's test team. Working on a car that is making Porsche history.

by how well it handles the road. Despite the extra weight from the batteries, cornering is great and the handling in the chicanes is truly impressive."

That is what the race driver who held the VLN lap record on the Nordschleife for years, who was victorious in Spa and who, from Le Mans to Daytona, has circled the most beautiful and historic racetracks in the world had to say. And who is now one of the first to know just how dynamically this race is accelerating into the future. With 1,088 PS and electrically charged.

**"A car that stirs up all of your racing senses with its intense acceleration."**

Stéphane RAMBAUD-MEASSON



Clear view with no exhaust in sight. "Race drivers are used to combustion engines – but are very open to new developments."

**Customer feedback:** Acceleration, performance, road holding are all fantastic.



**Thousands of kilometres have been covered so far** – including on Formula 1 tracks like the one in Spielberg.





**Suntory Corner, Fuji Speedway, Japan.** The final corner of the 3.7-kilometre circuit is a sharp left turn – borrowed from the race track under the holy mountain. Important: turn in well in time, master the apex and accelerate as you exit towards the start and finish line.

Highly condensed dynamics:

# The circuits of the Porsche Experience Centers Hockenheim- ring and Leipzig

Text by **Heike HIENTZSCH**  
Photos by **Marco PROSCH**

Feeling centrifugal forces in fast corners, learning how to control the vehicle in tight chicanes, braking with precision, turning in with pinpoint accuracy – and then finding the right line to accelerate onto a straight at full throttle: the in-house handling courses at the Porsche Experience Center offer everything you need for successful training and are tailor-made for quick learning success. Beginning with the Warm-Up level, the Porsche Track Experience courses progress to the Precision and Performance levels. At the Hockenheim location, the participants also breathe in racing history – the Grand Prix circuit is right next door. Leipzigring? That doesn't exist in motorsport history. Thanks to a unique track architecture, it nevertheless comes alive at the Porsche Experience Center Leipzig. The course is a highly-condensed puzzle made up of a dozen legendary curves from seven nations. Here you can experience the famous Californian corkscrew, the Japanese Suzuka-S or the treacherous bus stop chicane from Spa-Francorchamps within just minutes and without any jet lag. Ten track variants form a fast-paced trip around the world, through Europe and Asia to North and South America. For its layout, Porsche secured the expertise of Formula 1 racetrack architect Hermann Tilke and official competition certification from the Fédération Internationale de l'Automobile (FIA).

Tailor-made layouts for fast and lasting learning success: the in-house courses of the PECs are challenging and manageable thanks to the instructors.

#### Taycan Sport Turismo models.

Consumption data according to WLTP:  
Energy consumption, combined: 24.7–20.2 kWh/100 km  
Electric range (EAER): 358–497 km  
Electric range (EAER Stadt): 433–619 km  
Status: 04/2023

A dozen legendary corners from racetracks all over the world come together in Leipzig.

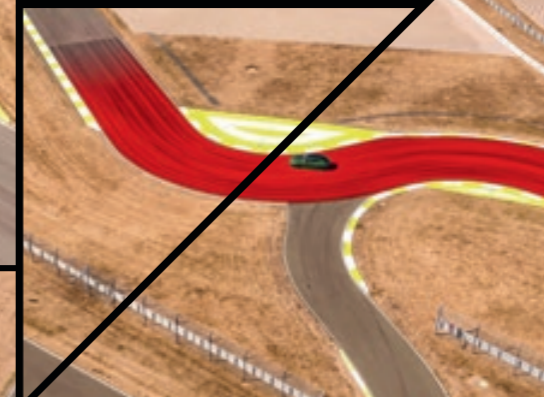


**Sunset Bend. Sebring International Raceway, Florida (USA).** The fast right turn is a key point. Important: hit the curve entry and line optimally in order to be able to stay on the gas. Because the decisive factor is the speed at the corner exit for accelerating onto the longest straight of the track.

**Bus stop chicane. Circuit de Spa-Francorchamps, Belgium.** The role model in the Ardennes is formidable even on foot – mastering the sharp right-left combination just before the start and finish line at high speed requires maximum vehicle control. Important: brake hard into the chicane and turn the car in good time.



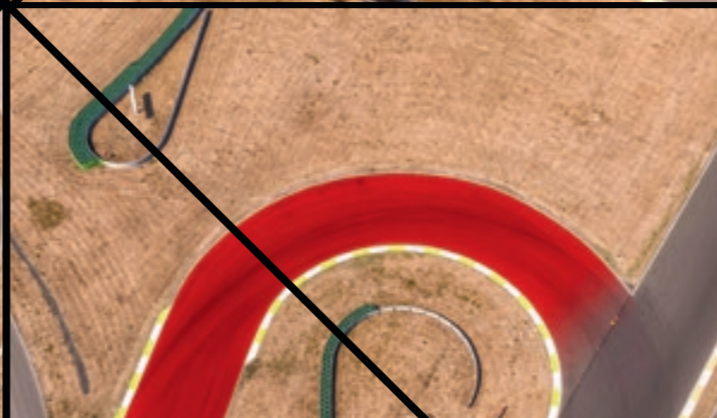
**Mobile 1 S curve. Nürburgring, Germany.** The narrow right-left combination from the Grand Prix circuit in the Eifel follows on the back straight. Important: make use of the curbs to slightly lean on, but don't go over them!



**Corkscrew Laguna Seca, California (US).** The route leads up a steep hill to the corkscrew corner, before a blind left-right combination has to be mastered downhill. Important: calculate traction when turning in when the car is getting light.



**Loews Monaco city circuit.** Hairpin follows full load – the Monegasque model has seen few successful overtakes. In Leipzig, you brake hard from sixth gear. Important: practise timing for the braking point and turn hard to the right.



**Victoria Turn. Rio de Janeiro, Brazil** This famous left-hand bend no longer exists in its home country. In Leipzig, it is characterised by a hard braking point. Important: move from braking to steering in a controlled manner and avoid understeering.



**Parabolica. Autodromo Nazionale di Monza, Italy.** The route variant in Leipzig, which is significantly shorter at 2.2 kilometres, begins with another borrowing from Italy. Important: this 180-degree right-hand bend seems endless, but allows a fairly constant steering angle and does not close at the corner exit.



**Karussell, Nürburgring-Nordschleife, Germany.** The banked curve is a 180-degree left turn. When driving in, you stay low on the inside and can lean on the banking. Important: at the exit, the curve tightens and at the same time the steep stabilising wall ends.



**Curve di Lesmo Autodromo Nazionale di Monza, Italy.** The right-hand bend adopted by the Royal Park is faster to negotiate than you might think. The secret is a slight tilt. Important: courageously exploit the full momentum.

None other than Formula 1 racetrack architect Hermann Tilke is responsible for the layout.

Rapid development –

# 33 years of the Porsche Carrera Cup Germany

The 911 Carrera 2 (964) from 1990

Cubic capacity: 3,600 cm<sup>3</sup>  
 Power output: 265 PS  
 Torque: 310 Nm/4,800 rpm  
 Weight: 1,210 kg  
 Vmax: 260 km/h



Since 1990, the Porsche Carrera Cup Germany has delighted fans and drivers of many generations. How cars have changed and which pilots made history as their cars travelled around the world 38 times. The balance sheet of the fast-paced first 33 years of a championship success model that has itself seen no less than 5,000 of the 911 success models race successfully.

The 911 GT3 Cup (992) from 2022

Cubic capacity: 3,996 cm<sup>3</sup>  
 Power output: 510 PS  
 Torque: 470 Nm/4,800 rpm  
 Weight: 1,260 kg  
 Vmax: 300 km/h



## MOST CHAMPIONSHIP TITLES

Wolfgang Land (D)  
 1993 1997

Uwe Alzen (D)  
 1992 2007

René Rast (D)  
 2008 2012

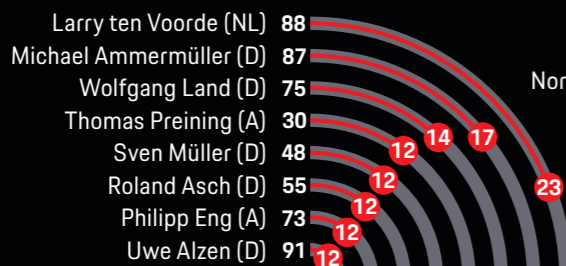
Philipp Eng (A)  
 2014 2015

Larry ten Voorde (NL)  
 2020 2021

## MOST WINS

Starts

Wins:

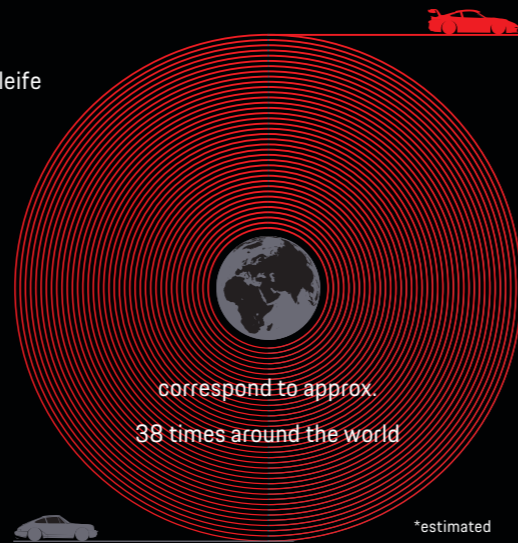


## THE LARGEST STARTING FIELD

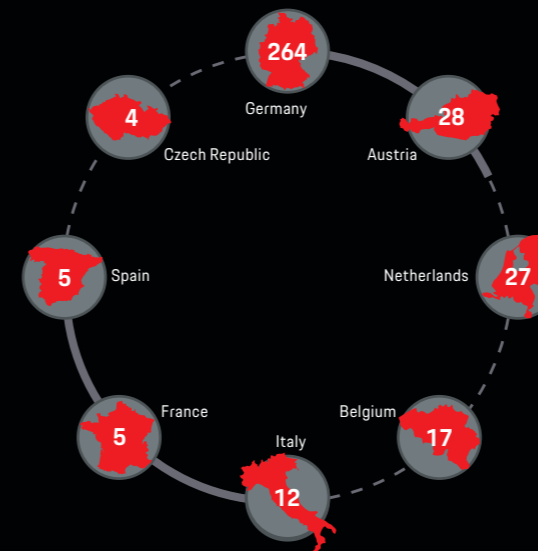


## DISTANCES

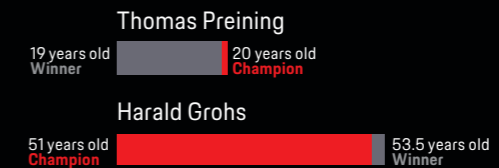
1,500,000\*  
 kilometres driven



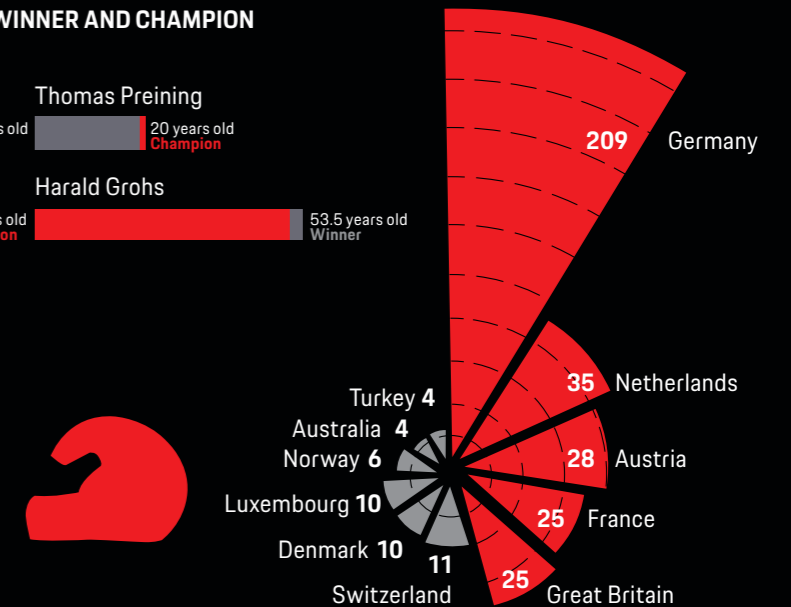
## COUNTRIES WITH THE MOST RACES



## YOUNGEST AND OLDEST WINNER AND CHAMPION



## NATIONS WITH THE MOST VICTORIES



## FACTS AND FIGURES

0 points difference – The closest title race between Jörg Bergmeister and Timo Bernhard in 2001.

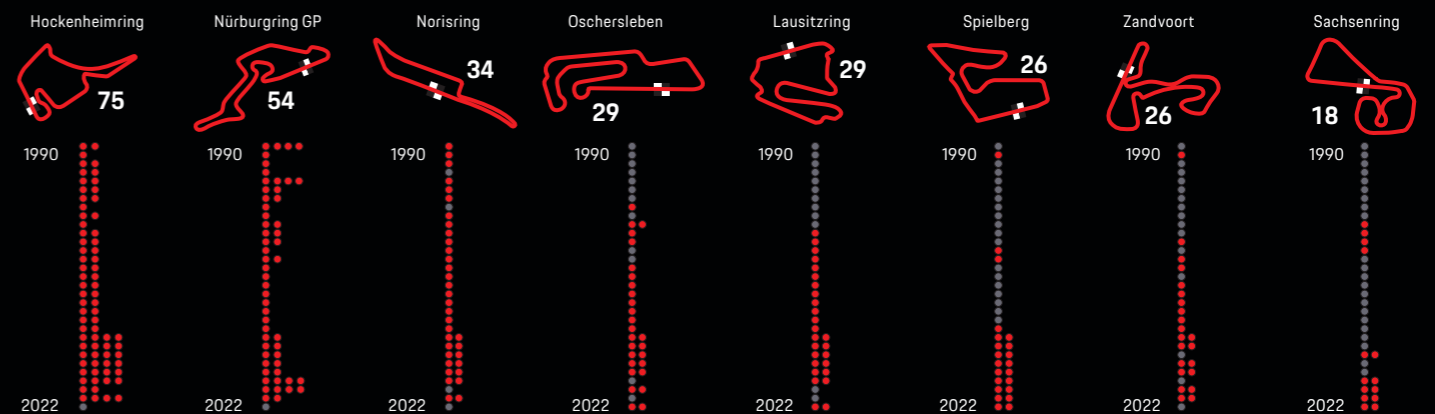
374 races have been held so far. Burkhard Bechtel was the commentator at all (1) of them.

2012 was the last podium with three German drivers at the Nürburgring. Proof of how international the Carrera Cup Germany has become.

10 other regions or countries are now holding their own Carrera Cup based on the German model: France, Japan, Great Britain, Australia, Asia, Scandinavia, Brazil, Italy, Benelux and North America.

Around 5000 Cup 911s have been built to this day.

## THE EIGHT MOST-USED RACETRACKS



# “Improving with every lap”

The Porsche Track Experience is organised in close collaboration between Porsche and Manthey. Nicolas Raeder, one of the CEOs of Manthey Racing GmbH and Thomas Wetzel, Head of Racetrack Events at Porsche AG, explain the thrill of racetracks and the curve that unites customers: the steep learning curve. A double interview about the goosebump moments for everyone involved.

Interview **Gerald ENZINGER**

## What makes the Porsche Track Experience programmes so special?

**TW:** Our goal is to offer our customers who are enthusiastic about driving dynamics unique experiences and to support them right from the start in finding tailored offers – regardless of whether they want to find their own ideal line or are even considering getting into motorsport. We have offered various modules as part of the Porsche Track Experience to date. Starting with Precision and Performance training at one of our Porsche Experience Centers through to a supported start in a racing series organised by Porsche. Our training specials are intended to pick our customers up exactly where they are – so that they can get more out of themselves and their vehicles with every lap. The learning curve should get steeper with each corner.

## Racetracks are places of movement. But your project is also moving.

**TW:** We've just restructured our range of offers for the Porsche racetrack events a little. The claim is the same as for our sports and racing cars: we want to set the benchmark!

## How do you achieve this benchmark?

**TW:** We will be offering a really attractive programme as part of the Porsche Track Experience. So that everyone can find the experiences that suit them individually, we organise our events into four self-explanatory areas that build on one another: DISCOVER – LEARN – BOOST – RACE.

## Sounds like a logical step-by-step plan.

**TW:** While the DISCOVER offers are about getting into the driving dynamics world of Porsche, LEARN focuses on developing the basics for safe and dynamic movement of our sports cars. With the solid basic training, all interested sports drivers can then head towards the GP racetrack. The BOOST area is about stepping out of your comfort zone. The customers feel their way to new limits – on the most attractive European Grand Prix racetracks.

## What support do they receive?

**TW:** The customers can decide for themselves how intensive the support should be. In a group, 1:1 – or just once lapping in your own or rented road or racing vehicle at the GT Trackday. In the RACE area, we bring customers into competitive motorsport. After a week of preparation at the “Rennsport Academy”, the next step is to qualify for a fully supervised motorsport season (“Rennsport Season”) in a racing series organised by Porsche. We do everything to help interested customers make the transition to motorsport.

## The best conceivable partner is available for this.

**TW:** To achieve closer integration in the central Porsche Track Experience offers, we have decided to implement all formats in cooperation with our partner Manthey.

**NR:** We're looking forward to this new challenge as motorsport is firmly anchored in our corporate DNA. We have been one of the world's leading Porsche racing teams for over 25 years and have won numerous championships together with Porsche. Manthey has developed from a pure motorsport team into a company with five business fields: Racing, Performance, Engineering, Services and Experiences with over 250 employees. We are considered a specialist for Porsche GT models, which is why the Manthey performance kits for road-legal GT models we have developed have been officially sold via the Porsche Tequipment Finder since 2021. I believe that, with this background, we can generate further value for the racetrack events together.

## How can a customer specifically benefit from the proximity of the Porsche Track Experience and an active racing team?

**TW:** In addition to the emotions that are crucial to driving experiences and motorsport events, perfection in all areas related to the vehicle and technology also plays a central role for us.

**NR:** The beginnings of our company lie firmly in motorsport, and we are still strongly represented and present in this area today. In recent years, we have not only been able to expand our technical expertise in relation to the vehicles. In customer motorsport, we have also learned to respond individually to customers and drivers and to develop them regardless of their performance level.

## What measures are taken to ensure that customers feel optimally supported and leave the racetrack with a unique feeling?

**TW:** Our primary goal is to give all customers goosebumps and inspire them with an immersive brand experience. The basis here is providing optimal support for each individual. Firstly, we always try to create the perfect framework conditions. Starting with the selection of the most attractive GP courses in Europe as locations for our events, through to an individually tailored range of services. With the highest level of professionalism. We also expect the same from everyone who works on these projects – whether they are instructors, engineers, mechanics, project managers or everyone behind the scenes. Customer feedback after each event is extremely important to us in this regard.

## What are you most looking forward to this season?

**TW:** My personal favourite is the newly designed Master GT3 RS training course, where our customers explore the dynamics limits of this driving machine together with Porsche experts. We will offer this in Spa, Budapest, Paul Ricard, Valencia, Spielberg and Portimao. The tracks are all perfect for this!

## Mr. Raeder, which would you choose?

**NR:** There isn't a specific track or event that I'm most looking forward to this season. All of the venues for the Porsche Track Experience have their own special features and fit perfectly into the programme. Above all, I am pleased that, after extensive planning and the many challenges we've faced in recent years, we have put together a concept and a team and can now present this result to our customers.



911 GT3 RS

Consumption data according to WLTP:  
Fuel consumption, combined: 13.4 l/100 km  
CO<sub>2</sub> emissions, combined: 305 g/km  
Status: 04/2023

**Nicolas RAEDER**, Dipl. Ing. in vehicle technology, CEO of Manthey Racing, co-founder of Raeder Motorsport

**Thomas WETZEL** is the manager of racetrack events at Porsche AG and has been involved with Porsche driving events in various roles for almost 20 years.

**SERIES:** **Legendary racetracks #2: Circuit de la Sarthe**  
**The 24 hours of Le Mans.**

**1951:** Porsche entered the big stage of motor sports for the first time in Le Mans. Auguste Veillet and Edmonde Mouche immediately achieved a class victory with the Porsche 356 SL Coupé.



# Le Mans

## A race like a life

**The smell. The noise. The speed. The Le Mans circuit motor racing has been performing for fans over the last 100 years. This racetrack is one of the three most famous in the world. Just like at Tertre Rouge, the Red Hill, the highest point. "You drive through a fragrant cloud here. You smell the fans barbecuing near by. You think about food. But you shouldn't, because you don't have time for it. This is one of the most important points on the entire route."**

Text Gerald ENZINGER

Photos BETTMANN / GettyImages,  
Bernard CAHIER / GettyImages / Hulton Archive,  
Cinema Center via Rex / Shutterstock,  
PORSCHE

**"You don't win Le Mans. Le Mans lets you win."**

Richard LIETZ



**His track record in GT racing is impressive.** Richard Lietz has won the 24 Hours of Daytona three times, the 24-hour classic on the Nürburgring-Nordschleife, as well as the 24-hour race in Spa. And on the 12th of June 2022, he won the 24 Hours of Le Mans for the fourth time in the GT Pro class.

The man who says this has a good nose – one that is also familiar with the scent of victory. For Richard Lietz, the sweat of hard work has already paired with champagne four times. The Austrian Porsche works driver won his class at the 24-hour classic in 2007 (the first time he competed), 2010, 2013 and 2022. He is a legend in GT racing and, at the age of 39, he is highly qualified to introduce us to the secrets of a legendary racetrack.

Le Mans is like life – it starts with the screaming, when a few dozen highly developed race cars suddenly come to life loudly after a seemingly endless start. Then comes the learning, later the restlessness, the drivers fight impetuously for their place in the race, before a routine sets in and, sometimes exhausted and with a few scratches, they approach the finish line.

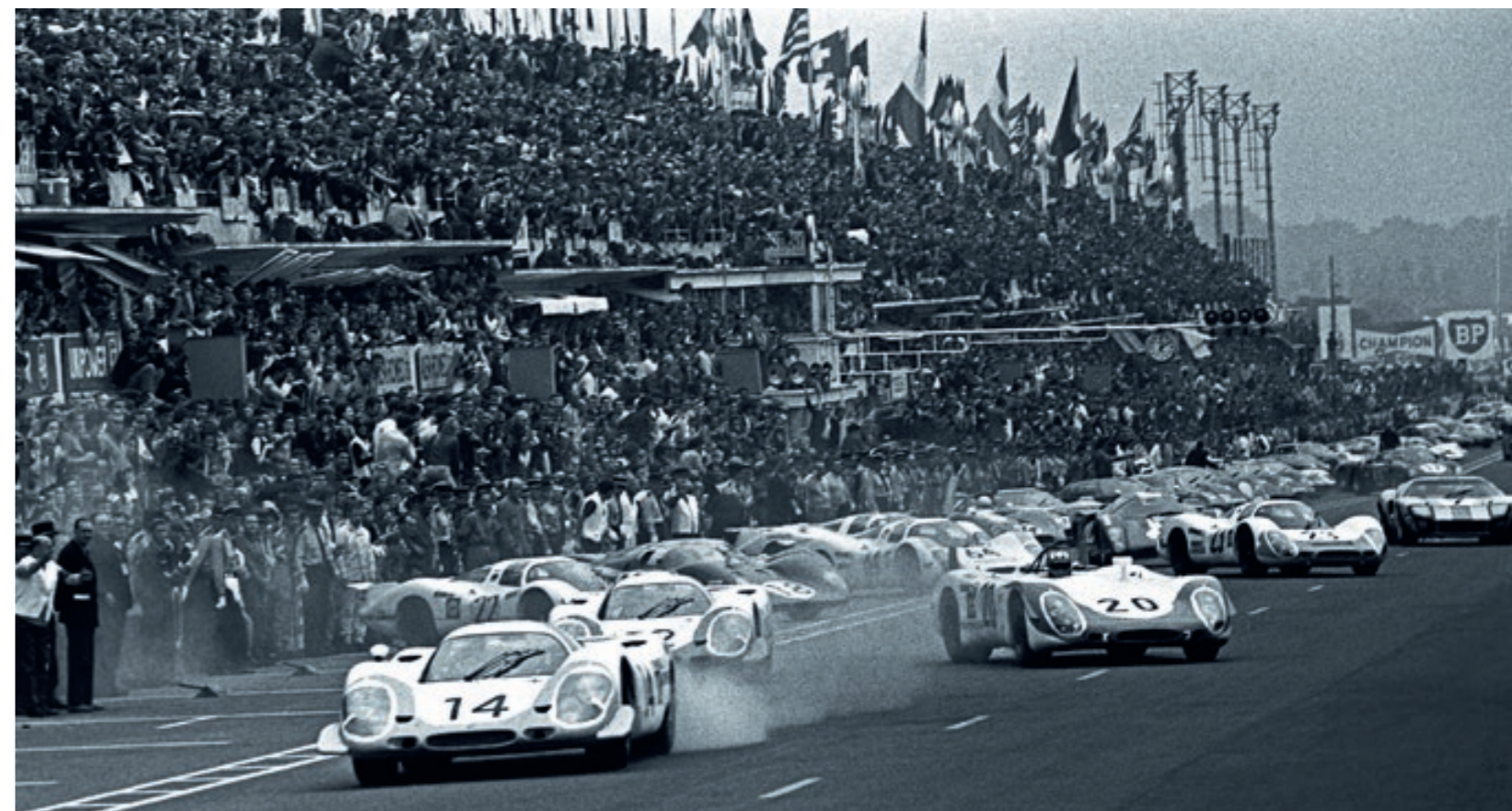
The driver experiences this ride strapped down in his cockpit, but freer than ever. Squeezed into a cabin, a seemingly unreal world flies by outside at speeds of over 250 km/h. Behind the window people are dancing, loving, celebrating and cheering. While the hero, alone but highly focused, spends hours behind the wheel doing his laps in the dark of night and streaking past the curbs. He is alive, but at the same time always in danger. And part of a very big story in a place that – according to National Geographic – is a World Heritage Site for sports.

Driving here may sometimes seem like a curse for a brief moment, but it is more of a blessing and a gift. This is also the case for the few who have the chance to experience this route to the fullest in a course.

A lap in the footsteps of some of the greatest racers of all time and cars that have made history. "Very early on, Le Mans became the place where manufacturers wanted to prove their skill and where their technology had to prove itself. Everything comes together here: tradition. 200,000 very knowledgeable and idiosyncratic fans who camp next to the track. And that special French charm." Lietz knows the history of this place, not least because he heard about it early on. Erich Glavitza, one of Steve McQueen's stuntmen in the cult film Le Mans, was his first mentor, his driver



**World Heritage Site of Sports.** The legendary Le Mans start, where drivers had to sprint to their race cars, has been relegated to the history books since 1970 – for safety reasons. But the route and the race have lost none of their thrill. For drivers like Richard Lietz, it's "like coming home".



**Setting off into an uncertain near future.** 24 hours of Le Mans feels like a lifetime full of excitement and twists and turns. In the beginning there is a kind of primal scream - when the engines are started. Like here in 1969 with Stommelen's, Siffert's and Elford's Porsches.



**Le Mans 1971:** “You have car racing, you have Steve McQueen. And what do you have? You have everything! You can't mess that up!” But McQueen had different ideas than John Sturges. He wanted to shoot a “pure,” authentic racing film during the Le Mans race that would give viewers the feeling of being behind the wheel and hurtling around the track at over 320 kilometres per hour. Richard Lietz has a special connection to the cult film. His first mentor, Erich Glavitz, was once a McQueen stuntman.



**Porsche's cinematic premiere.** The first overall victory for the brand from Stuttgart-Zuffenhausen – in 1970 in the 580 PS 917 KH. Behind the wheel were Richard Attwood and Hans Hermann, who retired immediately after the race at the peak of his great career. For Porsche, however, things were only just beginning: Because of the successes, 33 of the 49 participants drove Porsches the following year – a record that is still in place today.

coach. The lessons were embellished with one or two anecdotes from the shooting in the summer of 1970. Today, decades later, Lietz could have made his own film many times over – about his career, or even about just a single lap here.

#### So - lights, camera, action!

“The thrill begins at the starting grid, all the rituals. For me it's like coming home. You meet long-time companions, like Porsche legend Norbert Singer. Whenever we see each other, we laugh and say: So we're home again!” But the long wait and the intense preparations (“It actually begins the year before with the cool-down lap”) is followed by a start that has nothing homely about it. Le Mans has long been a marathon race with a sprint race hidden in each lap.

And it has its pitfalls right away on lap 1, curve 1: “The Dunlop curve is difficult to drive throughout the race – but especially at the start. There is frequently contact. And quite a few people have gotten stuck here in the large bed of gravel on the left. And then the race is already over.”

But if you get through it well, the previously mentioned “Tertre Rouge” curve awaits. For Lietz, it is one of the most important of the 38 curves on the 13.629-kilometre circuit. “Here, of course, you have to put your foot down as early as possible because the long straight is coming after it. It's also a curve where you gain a lot of time with cuts if you drive over the curb on the inside and outside.” But that's only possible “if the car and the chassis allow it and you can go over it without impacting the balance too much. But if you manage it, you'll be doing it for 24 hours.”

Then, as quickly as possible, it's onto an “unspectacular but very important passage”: the long straight. Le Mans is a high-speed track. It's extremely important to be competitive here. “For the entire race, because it's a risk-free way of gaining time. Everyone here obviously tries to have a low downforce package. But you mustn't forget that you must still have a stable car when braking or in the curve itself.”

## “Brake late, accelerate early, drive through quickly - relatively simple.”

Richard LIETZ

A simple formula applies for the following chicanes: “Brake late, accelerate early, drive through quickly – relatively simple.” They were built after his compatriot Jo Gartner had a fatal accident in 1986. What would it be like without them? If the Hunaudieres straight were still a single line? “Without chicanes, it would be brutal. The top cars would arrive here at 400 km/h and the crash safety zone is as long as your feet.” Lietz has a lot of respect for the generations of drivers who drove here before the chicanes were built: “It was certainly crazy and a completely different time. But we also arrive here quickly in the GT – and because the cars have such similar performance, we really have to push ourselves to the limit. And brake late before the Mulsanne curve – only after turning in.” A high-risk game.

“It's difficult. The brakes cool down a bit on the straights. And at the first moment of braking, the tyre may not be up to temperature yet.”

The 2022 race was decided here because the sister car of the Lietz crew had a puncture. The Mulsanne remains a trap.

But our lap continues. Lietz: “Then comes one of the most beautiful parts, the Indianapolis curve. This is an extremely fast right-hand bend before a banked curve to the left. This whole Indianapolis-Arnage passage is a

very big challenge and one of those places where you have to be fully focussed. You never arrive here and think to yourself: Easy.” There are places at Le Mans where you can relax a bit. This isn't one of them. “It's such a fast curve that you can drive into so quickly and then have to brake immediately on coming out of the curve for the left-hand curve that follows. It has a slight banking, you can get through it very quickly.” At least that's how it should ideally be done: “Arnage is then first gear, hairpin bend, rather unspectacular.”

And now it's on to the second point, “which is on your mind every night when you go to sleep and where you think: How can I push to the limit here without losing a lot of time?” These are the Porsche curves. One of the best combinations in racing. And one of the most challenging.

“You have the entry in fifth gear, the next left you then drive at full throttle, the left curve after that at almost full throttle, and then in fourth gear and out of the karting section. The whole section is so fast and right against the wall, so you can't afford to make any mistakes.” Not for beginners! “This really is one of the most difficult spots for drivers who are still finding their feet. It takes you a long time to be competitive here. There is a high risk of destroying the car.”

After 16 starts, Lietz has set routines here: “I know what I have to do to slowly find the limit. But a young driver who feels the need to prove himself right away has to reach the limit early on.”

But races are rare here and sometimes it's normal traffic. And so the route changes a lot over the course of the week. It takes time to get the necessary grip, so patience is key. The thing that makes entering the Porsche curves so difficult is the fact that there are bumps right here and the car is unstable, “but that's exactly the moment when you want to pick up speed again.” And that's the next trap: “If you want to stay away from the limit, you brake right on the bump, which means you will enter the curve with an unstable car. And if you enter the curve with an unstable rear, the problem will extend throughout the entire section.”

The result? "You will have to muster even more courage to brake later to get rid of this unstable rear end – so the worse your positioning is, the later you should brake." Which sounds like a paradox – all just to ensure that you enter the curve well and can give full throttle in the next left-hand curves and keep up speed.

But Le Mans is not always logical. What's the saying? "You don't win Le Mans. Le Mans lets you win."

Richard Lietz has been chosen four times so far, admittedly with a lot of help from himself. He hardly ever breaks anything ("That's because I mostly drove in a team with the owners at the start of my



**The legend.** Jacky Ickx won at Le Mans six times – but he calls the victory in 1977 "the best race of my life". After his own car broke down, he switched to the second Porsche 936 Spyder from Barth/Haywood, which was seven laps behind. Ickx drove marathon stints and 7.5 hours alone at night. The car that had dropped out of the top 40 and drove in the Tertre Rouge area still won.

**"Very early on, Le Mans became the place where manufacturers wanted to prove their skill."**

Richard LIETZ

career – and they really like their race cars. That forces you to be careful. He is a team player, fast and consistent. And, a key element in the Le Mans team sport, a racing driver without the ego usually found in this profession: "As a works driver, it's my job to polish the Porsche crest – and not my name tag."

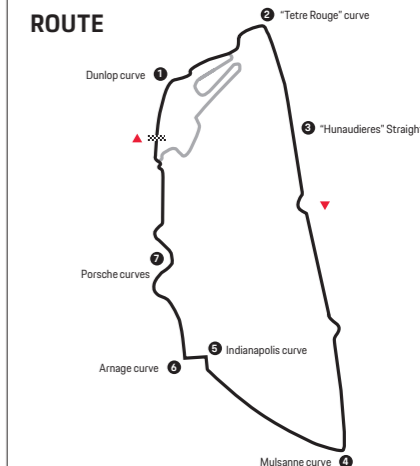
But he has had enough trophies to polish. Even those from the biggest race in the world.

**PORSCHE TRACK EXPERIENCE MASTER FORMATS LE MANS**

**DURATION** 2 - 2.5 days

**APPOINTMENTS** April-November 2023

**TOUR OPERATOR** Manthey Racing GmbH



ON A MASTER COURSE IN A PORSCHE. EXPERIENCE LEGENDARY RACETRACKS.

The mission of the Porsche Track Experience is to take you safely to the destination of your dreams - and to some of the most famous racetracks in Europe. In the process, you determine where the journey takes you. 4 newly designed levels that build on each other help you find the ideal entry point for your skills and goals. Advanced drivers can choose between different Master formats of the BOOST level: Optimise your performance in powerful GT models at Master GT. Challenge yourself in Master GT3 RS. Or make your racing car debut with Master Racecar.

**OUR TRAINING VENUES**

- Porsche Experience Centers worldwide
- Circuit de Spa-Francorchamps
- Hungaroring
- Circuit Paul Ricard
- Circuit de Valencia Ricardo Tormo
- Red Bull Ring
- Autodromo Internacional do Algarve
- Testtrack Boxberg
- Nürburgring Nordschleife
- Nürburgring GP-track



**The pioneers:** Rolf Stommelen (with a red helmet), driver of the Porsche Type 908 LH Coupé, talks to Head of Development Ferdinand Piëch (in the yellow jacket). No other race requires as much teamwork between the technology and the driver. Both went on to have great careers in the years that followed.



**24 Hours of Le Mans 2022:** Porsche wins the GTE Pro class at the 24 Hours of Le Mans. The works drivers Gianmaria Bruni from Italy, Richard Lietz from Austria and Frédéric Makowiecki from France crossed the finish line in first place at the end of an intense and exciting race over 350 laps.



Scan the code for detailed information about the racetracks.  
[porsche.click/Track\\_RaceTracks](https://porsche.click/Track_RaceTracks)



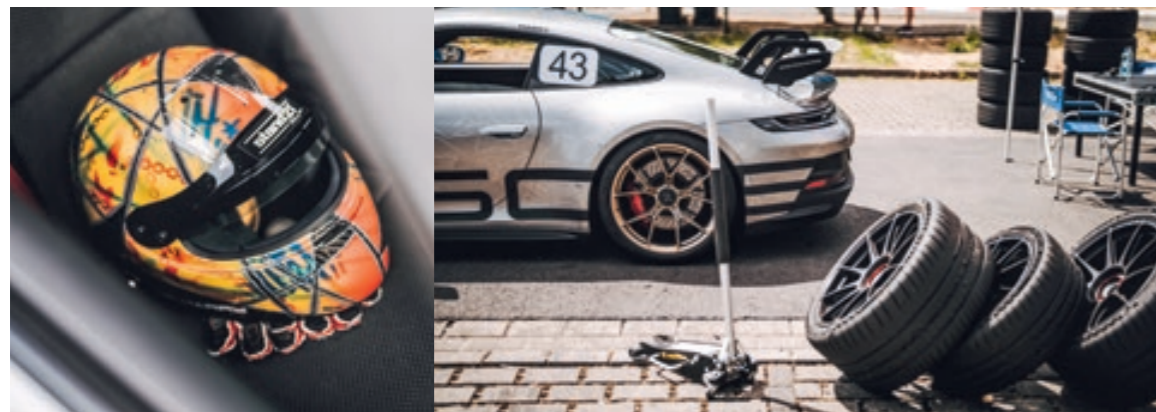


Wheels + Meals

# „Rennwurst“ red-white-red

After a perfect track day on the Nürburgring, a special treat awaits the participants of the Porsche Track Experience at “Box 1”. Hot tip: drive straight there in your race car!

Text Berthold DÖRRICH  
Photos Klaus SCHWAIGER



The group from Austria travelled to the Porsche Track Experience events with their own mechanics. Nürburgring, Spa, Zolder, Mugello are Harry's favourites.

Just a few metres from the entrance to the Döttinger Höhe, the atmosphere is calm. While at the front of the track the tension is palpable, cars are coming off the last lap or going onto the track for the next one, drivers are getting in and out, discussing with their instructors or focused on the next stint. A little bit of a southern feel to the place. An Austrian dialect colours the conversations that can be caught in passing. Friendly laughter characterises the scenery between stacked racing tyres, camping chairs and mechanics checking the air pressure and occasionally reaching for a tool. If you didn't know for sure that this is a Porsche Track Experience event on one of the most challenging race tracks in the world, it could also be a scene from a weekend racer movie. Somewhere on a random race track that nobody knows about. Right in the centre sits Harry – calmness personified. He frequently directs a mechanic with a casual hand movement or pats a friend approvingly on the shoulder. But above all, with his relaxed manner, he gives the impression that this is more like a large circle of friends than competitors on the track.

**“These are all people you want to shake hands with.”**

Harald “Harry” SCHIERL



Klemens Huppmann, a notary from Vienna, appreciates the days when he can be out and about on the racetrack driving the way he enjoys, free from work stress.

**911 GT3**  
Consumption data according to WLTP:  
Fuel consumption, combined:  
12.9 l/100 km  
CO<sub>2</sub> emissions, combined:  
293 g/km  
Status: 04/2023



Harald “Harry” Schierl organises 15 racetrack events a year. He enjoys being able to be among friends while doing so.



“I've reached  
my fun level  
on the  
Nordschleife.”

Klemens HUPPMANN



**It's not just the racetrack that's fun at the Nürburgring.** Winding country roads with challenging hill and valley sections are a delight for any dedicated driver.

Both are true. And that's down to Harry. Harry in numbers? First Porsche: A pre-owned 914/6 - sometime in the early 1970s. Then the first 911 with more than 140,000 kilometres on the clock. His first 911 Turbo in 2006. Then a few more. Eventually the first GT3 ("nobody wanted it back then"), then the GT3 RS. Since then, a new one almost every year. How many exactly? He doesn't really know anymore. He must have had fifty Porsche in his life by now. Harry as a person? "I live near Vienna on a golf course. But playing golf itself never interested me. I enjoy the quiet there, the consistency, the reliability. I've met the same friends in the coffee shop almost every day for fifty years. I used to ride motocross – I broke everything you can break. At some point I started to drive the Porsche more seriously with two partners. We quickly realised that it's actually best when you always ride with the same people. You know each other, can assess each other and trust each other." A few new faces have joined the circle of friends over time – there must be around 40 by now. Thanks to his initiative, they meet again and again at various racetracks at Porsche Track Experience events. "Sometimes when I come to a circuit people come up to me and say, 'Hi, you're Harry, I've heard about you! Can I join you too?'" Harry then lets them ride along, observes them, takes in their character and decides whether they would be a good match for his circle of friends. "Only people who behaves. We need fellow thinkers who look out for each other. People you want to shake hands with."

**911 GT3 models**

Consumption data according to WLTP:  
Fuel consumption, combined: 13.4–12.9 l/100 km  
CO<sub>2</sub> emissions, combined: 305–292 g/km  
Status: 04/2023

**911 Turbo**

Consumption data according to WLTP:  
Fuel consumption, combined: 11.3–10.3 l/100 km  
CO<sub>2</sub> emissions, combined: 256–233 g/km  
Status: 04/2023



**Good sound is part of it** - in the tunnel that leads under the Döttinger Höhe.

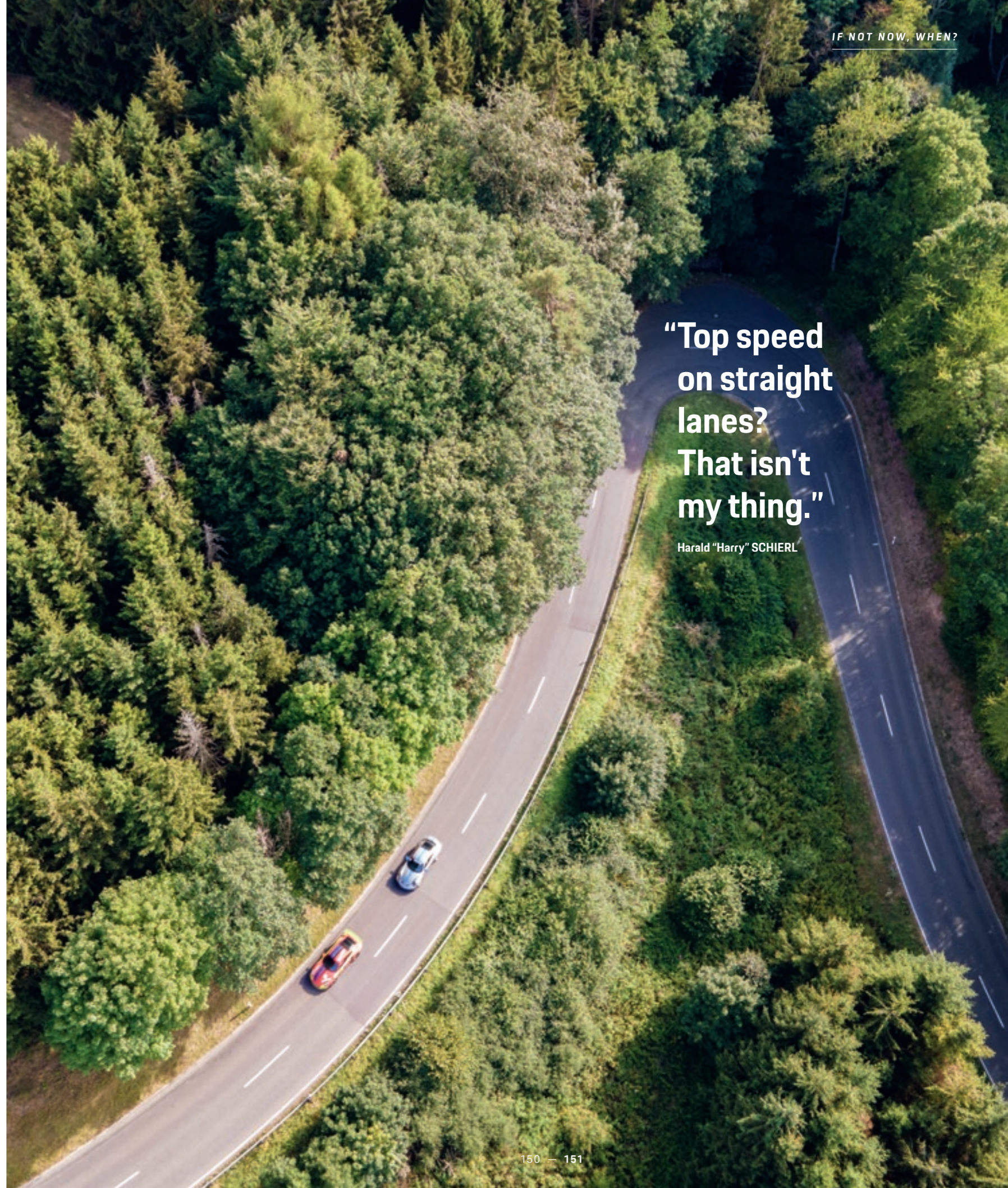
**911 GT3 RS**

Consumption data according to WLTP:  
 Fuel consumption, combined: 13.4 l/100 km  
 CO<sub>2</sub> emissions, combined: 305 g/km  
 Status: 04/2023



**The country roads around the Nordschleife** resemble a handling course.

Klemens from Vienna is one of them. He is perhaps the most conspicuous personality this weekend, visually speaking. With his harlequin-coloured racing overalls and the expressively painted 911 GT3 RS, which he also likes to use as a daily car in Vienna. "People say, 'You have such a fine colourful car. I saw you in it again the other day'. You can't stay inconspicuous with it on the road." Of course, a good dose of self-confidence is part of it. He is also a successful notary in the fine inner-city district of Vienna, where discretion and restraint dominate. "Yes, you will certainly hear statements like 'He bought that with my fee'. The fact that there is a lot of work, experience, risk and responsibility behind it is something that is often overlooked." Klemens says he has never had a problem with it, unlike some colleagues who also own a Porsche but never show it. It took many years before he fulfilled his dream of owning his first Porsche. For 35 years he carried this dream around with him. He knew he'd have one someday. "Here in Austria, it takes an average of 15 to 20 years to become a notary. When I was appointed notary at the age of 40, I bought my first Porsche. A pre-owned 911 convertible in Dark Blue." After various driver and safety training courses, Klemens ended up on a racetrack by chance. The rest is history. "With my GT3 RS, I have reached the goal I dreamt of. As an amateur, you can drive really fast with it." Here on the



**"Top speed on straight lanes? That isn't my thing."**

Harald "Harry" SCHIERL



Only good things are served here. Ketchup, mayo, more ketchup. The „Rennwurst“ for the guests from Austria is ready.

“We’re actually very down-to-earth. Appreciate that we know and can trust each other.”

Harald “Harry” SCHIERL



Not just a port of call for vintage car fans: The historical paddock right on the Grand Prix track.



Has anyone actually recorded who comes here to eat after a hard day’s racing?



For Harry and Klemens, the „Rennwurst“ in box 1 means that an exciting and successful day at the Nürburgring has come to an end.

**911 Carrera Cabriolet models**

Consumption data according to WLTP:  
 Fuel consumption, combined:  
 11.3–10.3 l/100 km  
 CO<sub>2</sub> emissions, combined:  
 256–233 g/km  
 Status: 04/2023

Nordschleife, he says, he has now reached the “fun level”: “I drive as fast as I find enjoyable. With guided driving, I sometimes reach my personal limit when the instructor in the lead vehicle really puts their foot down. Above all, I enjoy riding alone, focussing on one or two passages to get even better, to see what works. I don’t always drive at my personal limit. It still needs to be pleasurable:” Are the weekends on the racetrack the icing on the cake? Free from professional commitments, Klemens can now arrange his time as he likes. “Depending on the situation, I’ll drive to the racetrack two days beforehand, play a bit of golf first, then spend the days on the racetrack. I then take two days for the journey home. That’s my idea of a perfect week.”



**Klemens' favourite colour? Red** – all shades. From juicy tomato ketchup red to reddish-brown curry sauce.

One of these perfect weeks is almost coming to an end. The day on the Nordschleife is over, the final lap driven. Even though the catering was perfect once again and you had everything you could want in the Porsche Hospitality tent, Harry and Klemens were still enticed by a very special treat: the „Rennwurst“ at the end of the day. At the Nürburgring that means Box 1 in the historic paddock. It's a few kilometres along winding Eifel roads back to the entrance to the Grand Prix track, where Alex Huth fired up the barbecue and fryer in good time. "We're actually all very down to earth, a bit like the takeaway here," Harry says. "If you're like me and you're racing at 15 events a year, you have to re-acquaint yourself with it every time you get to a track. There's something different every time. A section has been resurfaced, the grip changes and all that. It's nice to know that there are things you can simply rely on."



**Quick snack** – it's nice that you can drive the racing cars right up to the chip shop.

„I find  
pleasure in  
driving and  
I drive as  
fast as I find  
enjoyable.“

**Klemens HUPPMANN**

## PORSCHE GT TRACKDAY NÜRBURGRING

<b>DURATION</b>	1 – 2 days
<b>DATES</b>	24.07.2023 25.07.2023 24.07. – 25.07.2023

### TOUR OPERATOR

Manthey Racing GmbH

ONE OR TWO DAY EVENT  
FOR EXPERIENCED DRIVERS.  
FOR GT MODELS ONLY

Reintroduce your Porsche GT vehicle to its natural environment – the racetrack. Visit Europe's top GP racetracks with the Porsche GT Trackday. What to expect? A highly exclusive experience in typical Porsche quality. Want more? Take advantage of our exclusive offer for rental vehicles.

### HIGHLIGHTS

- Maximum driving time on the track
- Perfect your driving skills with a Porsche certified instructor
- Technical support provided by Manthey mechanics and engineers
- The possibility of renting a vehicle from the Porsche GT range
- Get to know a new model through our test drive offer under the guidance of a Porsche certified instructor.

### FURTHER ROUTES

- GT Trackday Hungaroring
- GT Trackday Circuit de Valencia
- GT Trackday Red Bull Ring
- GT Trackday Autódromo do Algarve



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

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**911 GT3 RS**

Consumption data according to WLTP:  
Fuel consumption, combined: 13.4 l/100 km  
CO<sub>2</sub> emissions, combined: 305 g/km  
Status: 04/2023