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<sup>1)</sup> The data presented here was recorded using the Euro 5 test procedure (715/2007/EC, 692/2008/EC, 566/2011/EC and ECE-R 101) and the NEDC (New European Driving Cycle). The respective figures were not recorded on individual vehicles and do not constitute part of the offer. This data is provided solely for the purposes of comparison between the respective models. Fuel consumption was recorded on vehicles with standard specification. Optional equipment may affect fuel consumption and vehicle performance. Fuel consumption and CO<sub>2</sub> emissions are not only determined by a vehicle's fuel efficiency, but also by the driving style and other factors irrespective of vehicle specification. All current petrol engines from Porsche are compatible with a fuel ethanol content of up to 10%. The diesel engines are compatible with a biodiesel blend of max. 7%. For more information on individual models, please contact your Porsche Centre.



# Porsche News

01.13

The new 911 GT3 – limits pushed.



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Our motto for 2013: maximum performance. What else.

Dear Porsche enthusiast,

We are kicking off the New Year at full speed. The first example of this is already in your hands. Porsche News has been given a makeover. Thanks to a wider range of exclusive content, we can now give you a much more in-depth insight into the world of Porsche.

We have included some new sections that will enable you to learn more about various aspects at Porsche and find a wealth of interesting information at a glance.

A further example: in this edition, we present to you our new 911 GT3. A sports car that is completely at home when pushed to the limits.

We have enhanced the efficiency of the drive system, thereby increasing output to 350 kW (475 hp). You can look forward to reading about all the exciting details along with a number of other topics related to the new 911 GT3.

For example, we introduce you to the new 911 GT3 Cup, the racing version of the new 911 GT3, and you'll discover what Porsche means by customer racing. We take a look back at the legendary Carrera RSR from 1972 and we are also proud to be able to celebrate a special anniversary with you: 50 years of Porsche 911.

Away from the racetrack too, we're moving ahead at full throttle: with an exceptional offer from Porsche Tequipment to get your spring off to a

splendid start. The new collection from Driver's Selection by Porsche Design also features a range of stylish accessories for drivers and passengers alike.

Enjoy a fascinating read.

Alexandria Senanayake  
(Head of Marketing Communications)



**The new 911 GT3:** fuel consumption in l/100 km: urban 18.9 · extra urban 8.9 · combined 12.4 · CO<sub>2</sub> emissions in g/km: 289.





## Limits pushed. The new 911 GT3.

**The limit is uncharted territory where not every square inch has yet been explored. This may be where others turn back but, for us, it's only just the beginning – the start of the journey to new sporty destinations. After all, two hundredths of a second are worlds apart. So, let's get going. In the new 911 GT3 – a car that sums up 50 years of 911 history.**

The first thing we need for our journey is an engine that delivers greater power, drives faster and maintains its composure even in the red zone. The new flat-six engine of the new 911 GT3 meets these requirements perfectly.

However, power alone is not enough. There has to be plenty of potential kept in reserve for every corner.

### Engine.

Located just above the tarmac and positioned low down in the rear is the newly developed water-cooled six-cylinder aluminium engine with four valves per cylinder, VarioCam and a separate engine oil tank.

Its high-revving concept promises exceptional power. The engine has a top speed of 9,000 rpm. Maximum torque of 440 Nm is available at 6,250 rpm and maximum power output is produced at 8,250 rpm.

The engine fully exploits its 3.8-litre capacity to generate a total power output of 350 kW (475 hp). This corresponds to an output per litre of 92 kW (125 hp).

The new 911 GT3 boasts incredible acceleration: completing the sprint from 0 to 100 km/h in just 3.5 seconds – 0.6 seconds faster than its predecessor. The 200 km/h mark is also reached 0.9 seconds sooner, after precisely 11.4 seconds. How is that possible? Thanks to an impressive power-to-weight ratio of 332.1 hp per tonne\*, a great deal of fine tuning and the short transmission ratios of Porsche Doppelkupplung (PDK).

\* Equals weight-to-power ratio of 4.1 kg/kW (3.0 kg/hp).

**The new 911 GT3:** fuel consumption in l/100 km: urban 18.9 · extra urban 8.9 · combined 12.4 · CO<sub>2</sub> emissions in g/km: 289.





**Motorsport history can be written in 60 years.  
Or in milliseconds.**

**Porsche Doppelkupplung (PDK).**  
It's the year 1984. Porsche unveils the 962. Now legendary: Derek Bell, Hans-Joachim Stuck and Al Holbert secure victories at Le Mans in 1986 and 1987 in a C version of the 962. One of the secrets of its success was the double-clutch transmission that Porsche had been continually refining since the 1960s. In the Porsche 962C, it enabled extremely fast gear changes, shaving off seconds in motorsport and minutes in the 24-hour race. Today, Porsche Doppelkupplung (PDK) is setting standards – in particular, away from the racetrack.

And yet our engineers were still not satisfied. They wanted more. They wanted to get back into the world of motorsport with PDK. So, they pushed the limits once again with the development of the new 911 GT3. Their goal was to produce a transmission with shorter gear ratios specific to the 911 GT3 and with a 50% reduction in shift throw on the even crisper and more dynamic gearshift paddles. The result was a PDK perfectly tuned to match the 3.8-litre engine that has been fitted in a 911 GT3 for the first time.

Goal achieved. Racing feel as standard. With seven performance-oriented gears including a 7th gear that has a sports ratio engineered for maximum speed. Manual operation of the 911 GT3 specific gear selector is based on the established motorsport principle: pull back to shift up, push forward to shift down.

Details about the PDK technology can be found in the Porsche technology glossary on pages 44 and 45.

**The new 911 GT3:** fuel consumption in l/100 km: urban 18.9· extra urban 8.9 · combined 12.4 · CO<sub>2</sub> emissions in g/km: 289.



**Being proactive rather than reactive. Being there now, not soon.  
Instantaneous, not immediate. After all, there is no room for hesitation at the limit.**

The chassis of the new 911 GT3 has been engineered to meet the challenging demands of motorsport – and, for this reason, it also facilitates extremely sporty everyday driving.

**Rear-axle steering.**

Fitted as standard, the new rear-axle steering combines performance and everyday practicality. An electromechanical adjustment system at each rear wheel enables the steering angle to be adapted based on the current driving situation, steering input and vehicle speed.

The advantage for day-to-day driving: during low-speed manoeuvres, the system steers the rear wheels in the opposite direction to that of the front wheels. This has the virtual effect of shortening the wheelbase. The turning circle is also reduced, making it easier to park.

**Dynamic engine mounts.**

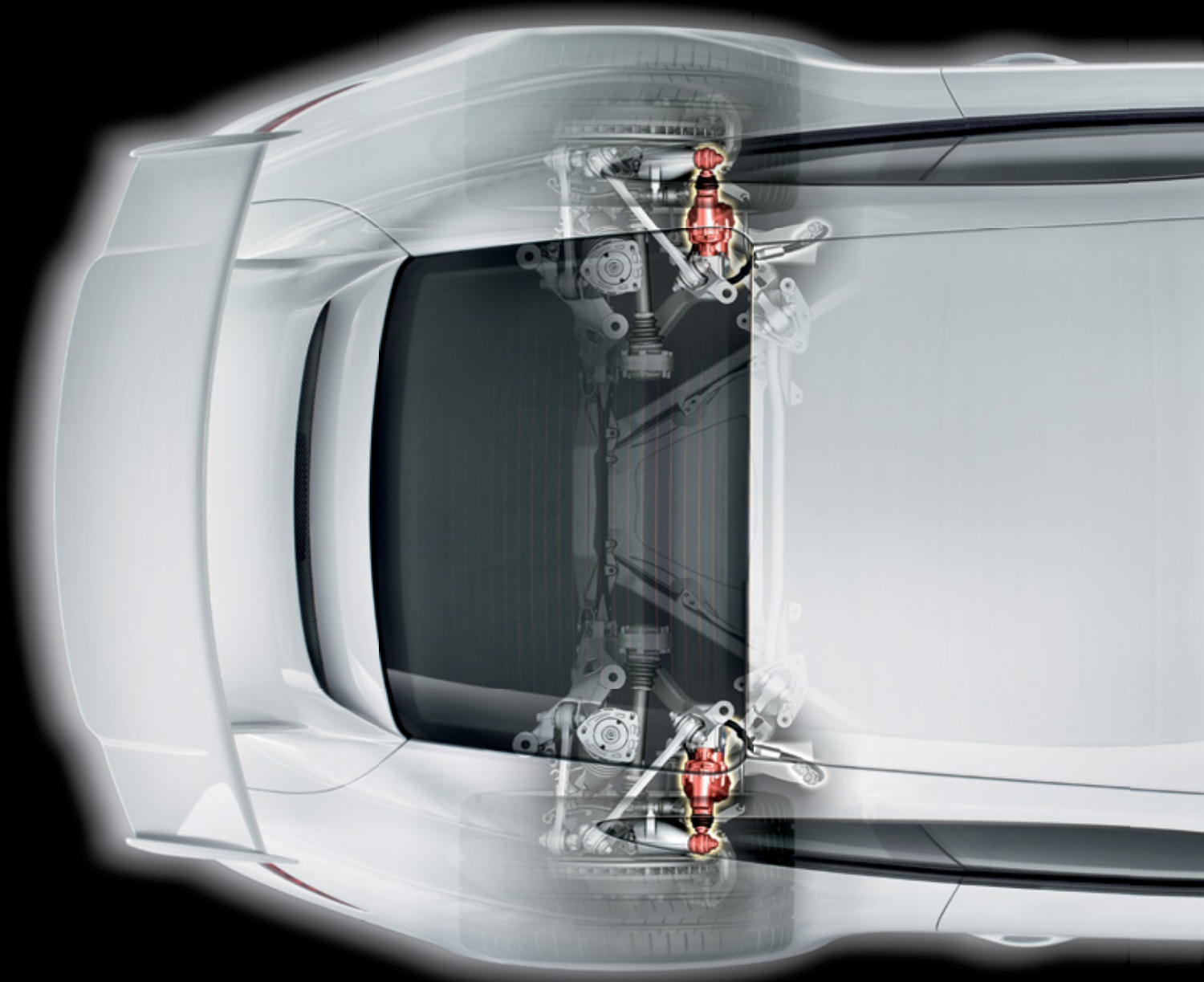
Simply responding at the limit means that you've already lost. For performance driving in particular, it is essential not to underestimate the unforgiving laws of physics. You also need to know how to exploit them in the interests of dynamic performance. To help with this, the car features dynamic engine mounts.

The electronically controlled system minimises the oscillations and vibrations of the entire drivetrain, especially the engine, and combines the benefits of a hard or soft engine mounting arrangement.

Handling is noticeably more stable under load changes and during fast cornering. The dynamic engine mounts also reduce the vertical oscillations of the engine when accelerating under full load. The results are greater and more uniform

drive force at the rear axle, increased traction and faster acceleration. Whenever a less assertive driving style is adopted, the dynamic engine mounts automatically soften to provide a greater level of comfort.

**For further information on the new 911 GT3,  
visit us online at: [www.porsche.com/gt3](http://www.porsche.com/gt3)**



**The new 911 GT3:** fuel consumption in l/100 km: urban 18.9 · extra urban 8.9 · combined 12.4 · CO<sub>2</sub> emissions in g/km: 289.

**Aerodynamics.**

**Two hundredths of a second are worlds apart.  
What are we waiting for?**

Clear rules apply at the limit. One of them being that a sporty design alone is not enough. Each detail must also serve a particular function.

The new front end has further improved the aerodynamics of the centre radiator. This is revealed to the eye by the customary 911 GT3 air outlet to the front of the luggage compartment lid. Together with the wider front spoiler lip, it provides much greater downforce at the front axle.

A distinguishing feature at the rear: the fixed rear wing. The wing, wing uprights and rear lid are made of a lightweight synthetic material. The ram-air collector intake is now a single unit. That's the downforce and engine air induction prerequisites fulfilled. The aerodynamics have also been enhanced by the new underbody panelling with diffuser function at the rear. The result is considerable downforce for enhanced driving stability and a drag coefficient of 0.33.

With its outstanding performance and excellent vehicle control, the new 911 GT3 breaks through boundaries – both in the mind and on the tarmac. Push your own limits. In the new 911 GT3.

**If you would like more information, simply scan the QR code to discover the new 911 GT3.**

Use your camera phone to scan the QR code and discover the new 911 GT3. To be able to view the content, a dedicated reader, e.g. i-nigma (freeware), must be installed on your smartphone.



**The new 911 GT3:** fuel consumption in l/100 km: urban 18.9 · extra urban 8.9 · combined 12.4 · CO<sub>2</sub> emissions in g/km: 289.





Numbers are not everything. But they are extremely important for top athletes.  
And for the new Porsche 911 GT3, in particular.

When trying to achieve a new personal best, it's those hundredths of a second that can be responsible for victory or defeat. They may just be numbers, but they can often make all the difference – especially when you are driving to the limit. In the new Porsche 911 GT3, for instance. On this page, we present several figures that are key factors on the road to success.

>> 9,000 rpm

In order to stay out in front when driving at the limit, you need an engine you can depend on. One that is higher-revving and maintains its composure, even in the red zone. With a maximum speed of 9,000 rpm, the new flat-six engine in the new 911 GT3 meets these requirements perfectly.

>> 11.4 seconds

Fasten your seat belts: the new 911 GT3 reaches the 200 km/h mark in 11.4 seconds, and it doesn't stop there.

>> 10 cm

Extending the wheelbase by 10 cm has significantly improved the stability of the new 911 GT3. It may be just a few centimetres, but they are crucial.

>> 100 milliseconds

The new 911 GT3 features Porsche Doppelkupplung (PDK) for gearshifts with millisecond precision. It takes less than 0.1 seconds to shift up a gear, i.e. 100 milliseconds. That's the blink of an eye.





**For those for whom 7:30 does not conjure up images of the early train to London, but of lap times in the Eifel. Porsche motorsport.**

**Fighting it out for every hundredth of a second and drawing on more than 60 years of experience – that's Porsche motorsport. Our driving force: everyone who is committed heart and soul to using their expertise to take us forward – from drivers to engineers. On all of the world's racetracks.**

We all share in a common dream. For generations: Ferry Porsche's dream of a vehicle that could be capable of winning and yet also offer everyday practicality. One that has gone on to secure more than 30,000 racing victories to date.

This dream has become a reality. A striking example: the 911 GT3. It forms the basis for our successes in modern-day motor racing and is considered a legend because of its uncompromising performance.

Just like the 911 GT3, there is now also a new generation of the 911 GT3 Cup. A variant designed specifically for motorsport. A racing machine with considerable potential that is truly worthy of the 'GT3' logo.

In 2013, the new 911 GT3 Cup will once again be battling it out for those hundredths of a second on the racetracks of this world – at the Porsche Mobil 1 Supercup.

The vehicle shown is a concept car (incl. long-distance package).





The vehicle shown is a concept car (incl. long-distance package).

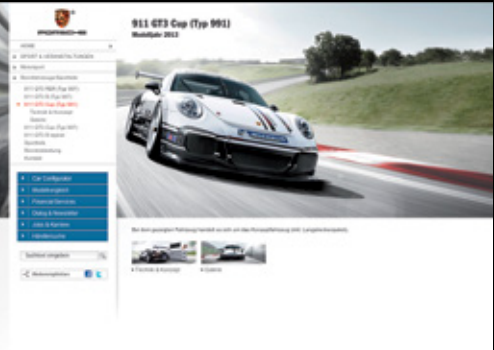
**Porsche Mobil 1 Supercup**

The pinnacle of the one-make championships. Since 1993, the Porsche Mobil 1 Supercup has been held as part of the FIA Formula One World Championship – and as the only Gran Turismo race series. All cars are supported by professional racing teams, which use two to three racing cars in the championship. The events mainly take place during the European Grand Prix, with a race distance of approximately 70 kilometres. The drivers, which include established personalities alongside promising new talent, give everything they have from start to finish. After all, another prize might just be up for grabs: a career in GT racing.

However, what is more important for Porsche than a position on the podium is the opportunity to gain experience, ideas and visions. All of the knowledge gathered on the racetrack is transferred into design and test principles for our production vehicles.

This close connection between racetrack and road is absolutely unique. It enables every Porsche customer to participate in racing – either directly or indirectly, allowing them to feel what drives us. Past, present and future. With soul, conviction and vision.

**For further information, visit us online at:**  
**[www.porsche.com/motorsport](http://www.porsche.com/motorsport)**





## An icon celebrates its birthday – 50 years of Porsche 911.

**For five decades, the Porsche 911 has been considered the most iconic of all sports cars. More than 820,000 units and seven generations of the Porsche 911 have been produced since its world premiere in September 1963. In Stuttgart-Zuffenhausen, of course. No other car can look back on such a long history of tradition and continuity.**

The recipe for this success: the 911 combines technical precision, exemplary everyday practicality and all the performance you'd expect of a Porsche. This basic character has never been in question and continues to be reflected in further design developments.

The Porsche 911 has been unmistakable since 1963 – irrespective of its generation and year of manufacture. The car's unique silhouette was designed by Ferdinand Alexander Porsche, son of the company's founder Ferdinand Porsche, and remains unchanged to this day: at the front, the wings are higher than the bonnet, while the rear features the shoulder line so typical of Porsche.

Ferdinand Porsche summed up the characteristics of the 911 in a nutshell: “the 911 is the only car that you can drive from an African safari to Le Mans, to the theatre and then on the streets of New York.”

Join us for the birthday celebrations, by visiting your Porsche Centre and with our extraordinary microsite, which will present a whole host of innovations and special insights into ‘50 years of Porsche 911’ throughout this anniversary year. Get inspired at: [www.porsche.com/50years-911](http://www.porsche.com/50years-911)

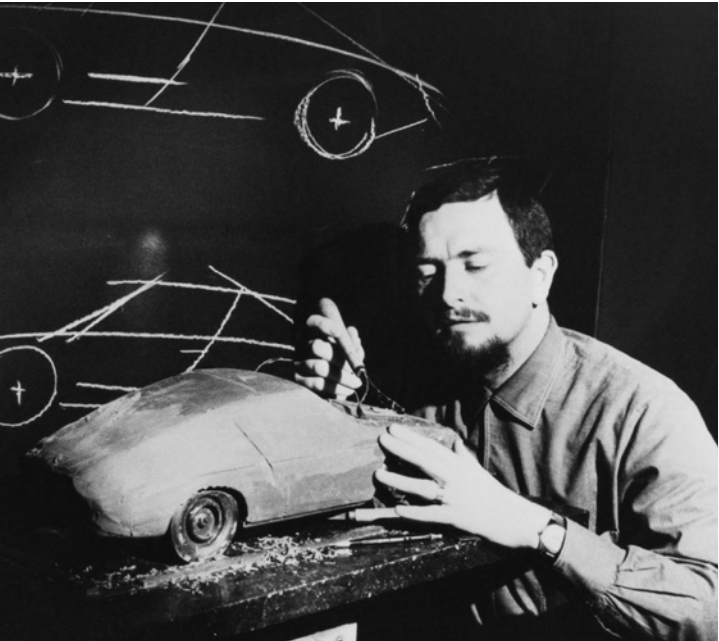
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50 years

## 911 (original model).





## 911 (G series).



## 911 (Type 964).





## 911 (Type 993).



## 911 (Type 996).





911 (Type 997).



The 911 Carrera Turbo models: fuel consumption in l/100 km: urban 16.5–16.5 · extra urban 8.1–8.3 · combined 11.4–11.6 · CO<sub>2</sub> emissions (in g/km) 272–268.

911 (Type 991).



The 911 Carrera models: fuel consumption in l/100 km: urban 11.2–14.4 · extra urban 6.5–7.6 · combined 8.2–10.0 · CO<sub>2</sub> emissions in g/km: 236–194.



911 on a diet.

With the new 911, Porsche is continuing to perfect lightweight construction for sports cars. The resulting new car body shell has also led to changes in the production process in Zuffenhausen.

If you want to become lighter, you have to lose weight – this applies not only to a human sense of well-being. More and more car makers are putting their vehicles on a diet. Ever greater demands placed on safety and comfort have increased vehicle weights to an excessive degree. So every kilogram lost means more horsepower and lower CO<sub>2</sub> levels, and also greater dynamism – or in other words more of what makes up a sports car. So the key to success is lightweight construction. For the first time, the current generation of the 911 has a lighter overall weight than its predecessor, by some 40 kilograms. This is the case despite the additional weight originally anticipated on account of the longer wheelbase, the increased safety requirements, and the higher-grade product materials.

253.6 hp/tonne



911 power-to-weight ratio in hp per tonne (weight-to-power ratio in kg/hp)\*

Original model (1963)	120.3	(8.31)
G model (1973)	162.7	(7.17)
964 (1989)	185.1	(5.40)
993 (1993)	194.2	(5.05)
996 (1998)	231.8	(4.58)
997 (2004)	254.4	(4.29)

991 (2011) 253.6 (3.94)

\* Basic model with manual transmission.

Material mix in the 911 body

- Aluminium
- Dual-phase steels
- Soft deep-drawn steels
- Micro-alloyed higher-strength steels
- Ultra-strength pressure-hardened steels



The drive system, electric system, and suspension have shed 20 kilos. “The new shell accounts for the majority of the 80 kilograms cut from the car body vis-à-vis the previous model,” says Lorenz Heinisch (EKR1), who has been active in developing the car body from the very start. “A composite aluminum-steel construction will be used for the first time,” he adds. The front part of the car as well as large parts of its floor and rear – with the exception of isolated reinforcing components – consist of aluminum, as do the hoods, fenders, and door shells. “That means a 44-percent share of aluminum for the 911 coupé and 43 percent for the convertible,” reports Heinisch.

Together with the new car body shell, the production process at the main factory in Zuffenhausen has also changed. In the age of steel car bodies,

resistance spot-welding used to be the dominant joining technique. Today, the material mix means that additional joining techniques are used – for up to 400 individual components which make up a car body shell. Of crucial significance are the many steel and aluminium interfaces that cannot be welded onto each other. “For mixed assemblies of aluminum and steel, you have to pay special attention to the risk of corrosion,” explains Martin Eppel (PKR3), who specializes in joining techniques at the production department. This is resolved by a greater use of structural adhesives for the aluminum-steel interfaces. These adhesives provide a separating layer which is a reliable means of preventing contact corrosion. New mechanical joining processes are also now used at Porsche. These commonly include clinching, punch riveting, and flow-drill bolting, all known as “cold” mechanical joining processes because they do not require the use of heat.

“Numerous criteria are used to select the best joining technique,” says Eppel. “For example, important roles are played by the direction in which the materials are joined, by the thickness of the materials, and by the accessibility of the tools.” Each joined area is evaluated for use, and checked in the course of three control loops during the production process. “The monitoring process represents the foundation of our work,” says Claudia Amme (PKR) from the production quality department. “We have visual inspections too, and ultimately also destructive testing,” she adds. “Every defect found is immediately eliminated and used to optimize the process.” The production process has a 95-percent degree of automation, and an 80-percent vertical range of manufacture. Some 146 robots are involved in everything from setting the first joining point to completing the car body shell.

New potential ways of reducing weight are already being analyzed for the next generation of the 911. “Magnesium could play a key role as a substance here,” reveals Heinisch. As everyone knows with diets, the last few kilos are the hardest. But all those who know Porsche also know that this sports car maker always goes to the limits of what is technically possible.



**1947**  
The Cisitalia racing car developed under Ferry Porsche already featured a particularly lightweight magnesium body.



**1948**  
The Porsche 356 bodies from Gmünd were made from lightweight aluminium.



**1968**  
The 909 Bergspyder weighed in at approx. 375 kilogrammes thanks to the use of beryllium, titanium, magnesium and aluminium.



**1970**  
With its particularly light tubular frame made of glass-fibre reinforced plastic (GRP), the Porsche 908/03 featured an exemplary lightweight construction.



**1971**  
The 917 KH short tail racing car had a magnesium frame. Gijs van Lennep and Helmut Marko set a track record at the 24 Hours of Le Mans.



**2003**  
The Carrera GT made its debut with an exceptional power-to-weight ratio of 443.4 hp per tonne (weight-to-power ratio of 2.25 kg/hp). The monocoque was made of carbon-fibre reinforced plastic (CRP).



## Success with the ‘ducktail’ – the Porsche 911 Carrera RSR 3.0.

After nine years, the first Porsche 911 to bear the ‘Carrera’ name was presented in 1972: the 911 Carrera RS 2.7.

An extraordinary vehicle in many respects: the exterior design was characterised by an engine lid with a spoiler – also known as the ‘ducktail’ – and larger flares at the rear. It was also the first Porsche 911 to be offered with a range of tyre dimensions. The sporty basic version sold 1,580 units, but only 55 examples were converted into thoroughbred racing machines. The result: the 300-hp RSR 2.8. This model was ideally suited for the big entrance Porsche made into the world of GT racing. With the even more powerful version, the

RSR 3.0, Porsche had a production car that was capable of competing in the world manufacturers’ championship for prototypes. The career of the works RSR 3.0 sporting the livery of the sponsor Martini began with a sensational overall win at the 24 Hours of Daytona, along with victories at the 12 Hours of Sebring and the Targa Florio in 1973. As a prototype, the RSR 3.0 came third behind Matra and Ferrari in the world manufacturers’ championship. However, in its own category, the GT Class, it won the European Cup for private drivers in four consecutive years between 1973 and 1976. Whether on the racetrack, rally course or mountain road – the 911 models with their characteristic ducktails were always the ones to beat.



Porsche 911 Carrera RSR 3.0



The legendary Porsche 911 Carrera RS 2.7

Model:	Porsche 911 Carrera RSR 3.0
Period of manufacture:	1973–75
Engine:	6-cylinder boxer engine, air-cooled
Valves:	two valves per cylinder, single overhead camshafts with chain drive
Displacement:	2,993 m³
W x H:	95 x 70.4 mm
Max. power:	330 hp at 8,000 rpm
Max. torque:	32 mkp at 6,500 rpm
Fuel induction:	double row fuel injection pump
Transmission:	5 forward, 1 reverse, locking differential
Brakes:	dual-circuit disc brakes
Top speed:	280 km/h
Unladen weight:	850 kg
Tyres (front/rear):	230/600-15 / 260/600-15
Wheelbase:	2,271 mm
Track (front/rear):	1,472 / 1,528 mm
L x W x H:	4,235 x 1,796 x 1,320 mm



## As light as once in racing use: thin sheet metal spare parts for the legendary 911 Carrera RS 2.7

**It was regarded as one of the most powerful 911 models of its time. Today, it is one of the world's most desirable collector's items: the Porsche 911 Carrera RS 2.7.**

The iconic sports car from 1972–73 secured its place in the history books as the world's first road vehicle to feature a front spoiler as well as a standard rear spoiler. Less visually striking, but highly effective in racing, the light-weight body construction was another of the car's highlights. For instance, many of the body components of the 911 Carrera RS 2.7 shell were formed from much thinner sheet metal than on other 911 models.

As the authenticity of racing legends is something close to our hearts at Porsche Classic, we are now offering these thin sheet metal components as replacement parts for the first time. The original wings, front bonnet, side parts and door outer skin are now available for the Porsche 911 Carrera RS 2.7 – a reminder of a vehicle of which only a total of 1,580 examples were ever built.





**The perfect companion on a journey  
through the Scottish Highlands?  
There can be only one.**

The Scottish Highlands have provided the impressive backdrop for many a big Hollywood blockbuster. In real life too, they offer a movie-like setting with ancient castle ruins on the shores of deep blue lakes, endless lush valleys, jagged mountains, and an incredible coastline. All that's missing is the main character. One that exudes the same genuine sense of boundless freedom as the landscape itself. There can be only one to play this starring role: a Porsche – with you at the wheel.

Discover Scotland on this seven-day Porsche Travel Club tour.

**Tour highlights:**

- The challenging route through the majestic scenery of the Scottish Highlands
- A visit to the most famous Scottish castle ruins at Eilean Donan
- A guided tour of a whisky distillery

**Dates:**

21.06.–27.06.2013

28.06.–04.07.2013

If you have any questions about the Porsche Travel Club or would like to make a booking, please contact us on:

**Tel: +49 (0) 711 / 911 233 60**

**E-mail: [info@porschetravelclub.de](mailto:info@porschetravelclub.de)**

**Internet: [www.porsche.com/travelclub](http://www.porsche.com/travelclub)**



**The 911 Carrera:** fuel consumption in l/100 km (mpg):  
urban 11.2–12.8 · extra urban 6.5–6.8 · combined 8.2–9.0 ·  
CO<sub>2</sub> emissions (in g/km) 212–194.





## A glamorous comeback.

MARTINI RACING – a new collection that is as sporty, casual and glamorous as the racing drivers who first created the look. Every item takes inspiration from the design elements used by the sponsor at the time: four light blue stripes and one red stripe on a dark blue background. Other characteristic features include the historical start numbers 8 and 20, which frequently appear throughout the collection. Whether you enjoy watching live action on the track or are simply an enthusiast whose mind is always on Porsche, this range of accessories will definitely have something for you. Take our

Martini sports bag, for instance: made of durable truck tarpaulin, it is the ideal accessory for camping at the racetrack, a BBQ or at the beach. While there, why not leave the mark of your favourite car in the sand with our flip flops, which have the Porsche logo embossed into the sole.

If you wish to view the entire collection, please visit us online at:  
[www.porsche.com/shop](http://www.porsche.com/shop)



**[1] Men's polo shirt.**

WAP 770 00S-3XL 0C

**[2] Board shorts.**

WAP 553 00S-3XL 0D

**[3] Women's polo shirt.**

WAP 780 0XS-XXL 0C

**[4] Canvas belt.**

WAP 080 360 0D

**[5] Aviator sunglasses.**

WAP 075 022 0C

**[6] Flip flops.**

WAP 89 3638-4546 0D

**[7] Sports bag.**

WAP 035 007 0D

**[8] Women's T-shirt.**

WAP 556 0XS-XXL 0D



## Porsche technology glossary.

“Rather than building lots of cars, we prefer to focus on building good ones.” This quote by our company founder, Dr. Ing. h.c. Ferdinand Porsche, clearly reflects our philosophy. After all, the basic principle of our company, the added value of Porsche, is encapsulated by the abbreviation ‘Dr. Ing.’ It reflects the very engineering artistry that has made us what we are today. And our engineers are still successfully pushing the boundaries of what’s

possible, time and time again. We are driven by the motivation to take the innovative ideas of Ferdinand Porsche and use them to develop intelligent technologies.

With this glossary, we will present a selection of these intelligent technologies in every edition of Porsche News from now on.

### Porsche Doppelkupplung (PDK).

Making sporty gearshifts easy, PDK consists of two gearboxes housed in one assembly. Two gearboxes require two clutches. The double clutch system provides an alternating, non-positive connection between the gearbox and the engine by means of two separate input shafts. When the next gear is selected, one clutch opens and the other one closes at the same time, enabling gearshifts with millisecond precision. Special highlights include the electronic transmission control of the Intelligent Shift Programme (ISP), which ensures faster and more spontaneous traction upshifts and downshifts with throttle blipping. This boosts agility – for an even more dynamic driving experience.

### VarioCam.

The enhanced VarioCam is an engine control concept that distinguishes between different engine speeds and load scenarios, adapting to the corresponding power requirement.

In doing this, it not only adjusts the camshafts on the inlet side, it also controls the exhaust camshafts – for even greater power and torque. The result: smoother running characteristics, better fuel economy, lower emissions and, most importantly of all, added power and torque across the entire engine speed range.

### Porsche Active Suspension Management (PASM).

Optional PASM is an electronic damping control system that offers active and continuous adjustment of the damping force on each wheel based on road conditions and driving style.

PASM remains active at all times, automatically adapting to the prevailing driving conditions. However, the driver can adjust to his chosen driving style at the push of a button. The system offers a choice of two different modes: ‘Normal’ which is a blend of performance and comfort, and ‘Sport’ where the setup is much firmer. Depending on the mode selected, therefore, PASM can

be both sportier and more comfortable than the standard chassis. The PASM control unit evaluates the driving conditions and modifies the damping force on each of the wheels within the parameters defined for the selected mode.

**911 Carrera 4S:** fuel consumption in l/100 km: urban 12.7–14.2 · extra urban 7.0–7.5 · combined 9.1–9.9 · CO<sub>2</sub> emissions in g/km: 234–215.