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Porsche Podcast 9:11

Transcript episode 7: The GT myth – Racing cars with road registration

Guests:

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Host:

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Intro

[00:00:18] **Sebastian Rudolph:** Welcome to the new edition of 9:11, the Porsche podcast. My name is Sebastian Rudolph and I am responsible for the areas of communications, sustainability and politics at Porsche. With this audio magazine, we want to bring the world of Porsche closer to you and find the answers to some interesting questions. For this reason, today we have set up our podcast studio high up in Porsche factory 2 in Stuttgart. This is where our 911 and 718 sports cars and the all-electric Taycan are produced. From here we have a beautiful view of Porsche-Platz with a sculpture in the centre, from which three white 911 sports cars reach into the sky.

Today's episode deals with a very topical subject, namely an integral part of the Porsche DNA. It's about two letters that embody a special legend: GT. In the figurative sense, it is therefore about "racing cars with road approval". Today, I will be talking about this high-performance sport and the legend behind it with Andy Preuninger and Jörg Bergmeister, two absolute experts in this area. But before we start, let me briefly introduce them to you.

[00:01:23] **Speaker:** Andy Preuninger was born in Stuttgart in 1965. He studied mechanical engineering and has specialised in the area of automotive technology. While he was studying, he worked for the testing department of the German automotive magazine, Auto Motor und Sport. After his first career stint at an automotive supplier, he moved to Porsche in 1997. He has been responsible for development of the GT vehicles since 2000 and shapes them in a sustainable way. A.P. has long enjoyed cult status on the sports car scene, and even privately the family man is fascinated with everything that is fast and has



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an engine. Irrespective of whether he is on his enduro bike in the forest or on Lake Constance with his boat, the rock music fan enjoys restoring guitars, plays tennis and he skis. Mechanical chronographs also fascinate the nature lover. And if he's not sitting at the wheel of a GT racer or his air-cooled 911 Cabrio, he's driving a Dodge Ram pick-up truck.

Jörg Bergmeister was born in Leverkusen in 1976 and grew up in a real motorsport family. Both his father Willy and his brother Tim have been active and successful in motorsport for decades. Jörg started karting at the age of three. The tall Rhinelander entered GT racing in the one-make Porsche Carrera Cup, where he won his first championship title in 2000. The business administration graduate also competed in the Porsche Supercup in the same year and became champion in 2001. In 2002, he became a Porsche works driver. His first outing was the 24-hour race at Daytona, which he won. In the years that followed, he won all the major endurance races behind the wheel of the Porsche 911, making him one of the company's most successful works drivers. At the end of 2019, he ended his active racing career. He is the only professional driver in the world to have driven six generations of the Porsche 911 on the racetrack. He has been a Porsche brand ambassador and development driver for sports cars since 2020. The 45-year-old lives with his family in Langenfeld near Düsseldorf.

[00:03:45] **Sebastian Rudolph:** Hello Jörg, hello Andy, thank you for joining me today.

[00:03:47] **Jörg Bergmeister:** Hello Sebastian.

[00:03:48] **Andy Preuninger:** Hello Sebastian, we are pleased to be here! It makes a nice change from a normal working day.

[00:03:53] **Sebastian Rudolph:** A normal working day for you, Andy, means GT. For 20 years, you have worked with only GT and are known as "Mister GT" in Porsche circles and beyond. What do these two letters mean for you?

[00:04:07] **Andy Preuninger:** That's a very good question. GT, literally, means Gran Turismo or Grand Tourisme, i.e. grand tourer. It used to be used in particular in connection with endurance racing. So, GT: as I've done it for so long, 20 years, the reference to endurance racing also applies to me a little. I have been responsible for this type of car for 20 years. And, of course, they have shaped my professional career and my private life – that's logical if you work a lot. And so it is my life's work to develop GT cars and to launch them on the market – and hopefully make customers happy with them.



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[00:04:47] **Sebastian Rudolph:** "Life's work" is a nice phrase if you are fortunate enough to carry out such great work over such a long time. How do you manage to stay so inspired? To have this drive, to keep the flame going and also to keep improving along the way?

[00:05:04] **Andy Preuninger:** Well, I'm often asked that and, funnily enough, it really is a topic that I don't really think about or deal with a lot. We have seen in the past that we have always found ways to keep the cars attractive, to make them better, and to keep them interesting for people who are upgrading, who perhaps already have the previous model. I also think that it is very important to live the cars yourself, to love them yourself and to develop them a little bit – let me put it bluntly – for yourself. So if you yourself like it, and if after a certain amount of time you know that customers will think the same, then you have a very good orientation. I find it an incredibly exciting task when, after every product we launch, you have to think about how you could top that and then find the drive to somehow manage it. I always say that if the flame is not alive in you, yourself, then you cannot light that fire in anybody else – and that's a bit true for me. The flame is still alive.

[00:05:57] **Sebastian Rudolph:** Nice to hear that. To live and love cars. Jörg, that has also applied to you from the start. You began your career on the kart track, which also links you to the Schumacher family. Let's start with that. Can you tell our listeners a little bit about it?

[00:06:12] **Jörg Bergmeister:** That was long, long ago. The kart track in Kerpen was our home track, and where my brother and I learnt how to drive karts. We were virtually at home there many weekends and, of course, we got to know the Schumacher family. Ralf and Michael's father was a track supervisor in Kerpen at the time, and Michael wanted to train as a car mechanic. He first went to Darmstadt for the training but he wasn't really happy. My father then offered him [the opportunity] to continue his training with us at the workplace – which was of course very practical for us as, on Mondays, when the track was normally closed, we would train with Michael on the track.

[00:06:51] **Sebastian Rudolph:** He in turn had a good partner at the kart track and, most of all, you too. The interesting thing is the automotive training, which means really getting to grips with cars. To learn from the kart, from the ground up, not to be an engineer, but to come from the racing driver's side. What fascinates you so much about GT cars?

[00:07:12] **Jörg Bergmeister:** Yes, I have a strong family background, of course. My grandfather raced motorbikes and my father also raced cars. And if you're really involved in it from an early age, GT racing is great, of course. Especially since my father drove with Porsche later in life, for example the 24-hour race



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in Spa in 1993 with the 964 RSR 3.8. That was a dream car. I have to admit that as a normal up-and-coming driver, your first goal is always to get into Formula One. But, physically, I was just too tall. That's when GT racing became attractive to me. There's nothing better than Porsche then.

[00:07:51] **Sebastian Rudolph:** Experienced racing drivers like you, Jörg, always mention "seat-of-the-pants feeling". Please tell us something about that.

[00:07:59] **Jörg Bergmeister:** That's simply the feeling for or connection with the car or kart. That's actually the best training you can get. It's simply about getting the feeling of what the car is doing and then working together with the engineers in the various formula series, or in GT racing, to get the car to drive as well as possible and as fast as possible around the circuit.

[00:08:24] **Sebastian Rudolph:** The interesting thing about it, Andy, to come back to you again: from motorsport, from the racetrack to the road – there is huge fascination. It is said that elements and the technology that we learn from [the racetrack] can be transferred to the road. Why is that the case and what is so special about it?

[00:08:46] **Andy Preuninger:** I believe that it is indeed a characteristic that applies in particular to the GT road vehicles, as the vehicles have always been developed in motorsport, by the engineers who also develop the racing cars. And then, of course, it's a relatively short process in terms of thinking about technology transfer. It doesn't go from one department to the next, but it's mostly the same people who work on the road car and the racing car. So technology transfer takes the shortest conceivable route, namely from one brain hemisphere, or cell, to the next. You learn a lot on the racetrack, you can try out a lot – that's where technologies are brought to bear, of course. An excellent example is the aerodynamics in the new GT3 road vehicle that we presented recently: we can only do this in such a targeted and advanced way because we've already tried it out in the racing car. And vice versa. Of course, there are also many components that have been endurance-tested, and we naturally have to do that with the road car. We want them to last a long time. There are extremely long tests, and if it can withstand a road test, then it is of course very suitable for the racing car, where it can actually be replaced after a few races. Symbiosis, I would say, and it's really fun. I think that's also a unique selling point that we have in the company – that we have a division here that designs road and racing cars at the same time.

[00:10:06] **Sebastian Rudolph:** And part of this unique selling point, this DNA, is also the fact that this GT philosophy has already been around for decades. Heritage – that's the key word – that's what we have here. When I think about a car like the 904 Carrera GTS, that has such grace, elegance and also



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such power, so to speak, under the bonnet. What are your thoughts, Andy, when you virtually look back into the history, the heritage? What were the decisions or models that pointed the way forward?

[00:10:35] **Andy Preuninger:** Well, history is really important in our vehicles and I think customers also see it this way. If you really look at it, Porsche has a brand core that comes from motorsport. The vehicles are lightweight, previously open, and have mostly been used on racetracks, also as a hobby for the drivers, not just as pure racing cars. This idea of customer sport has been in our blood ever since the company was founded. And it's not going away, we don't want to let go of it either, because I think that's what sets us apart. It's definitely the case that we have a really great heritage with these racing cars from the past. Personally, I have to say that for me, of course, it was only in the 1970s that I started to look at it all so closely. I will never forget the Carrera RS, the white car with the red and blue stripes. It was a poster above my bed as a child, when I was five, six or seven-years-old. It really captured my imagination early on, this car, because it's just so incredible. Of course, there are also more historic racing cars. Personally, I don't have that much of a relationship with them. I like to look at them in the Museum but we have tended to focus on the Carrera, on the 911 model series, with all the models that we have brought out in recent years. And the history helps tremendously to get new inspiration and ideas.

[00:11:53] **Sebastian Rudolph:** History, the origin of a brand ... Jörg: which posters or model cars decorated your room?

[00:12:00] **Jörg Bergmeister:** When I was in primary school it was more playing the trump cards game, where a car such as the Moby Dick, in other words the 935, was of course always the best card. It's simply the whole history, and now to actually be able to enjoy driving cars like the 904, that's just a dream. And to race for a company like Porsche is of course a child's dream – it's hard to imagine anything better.

[00:12:26] **Sebastian Rudolph:** We'll talk about these dreams and about the products behind them again in a minute. First, let's hear about a few facts about them.

[00:12:32] **Speaker:** The abbreviation GT stands for Gran Turismo which, literally translated, means 'grand tourer'. These are appropriately comfortable, weight-reduced and well-powered sports cars that are suitable for endurance races. Initially, these would include Italian classics such as the Targa Florio and Mille Miglia or the Carrera Panamericana in Mexico. GT cars today are typically used for 24-hour races such as Le Mans, Daytona or the Nürburgring.



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At Porsche, GT stands for motorsport with road approval, in the figurative sense. In 1956, the 356A 1500 GT Coupé was the first Porsche to be given this special abbreviation. This was later followed by the 904 Carrera GTS, 914/6 GT, 911 GT2, 911 GT1, 911 GT3, Carrera GT and Cayman GT4 models, among others.

911 GT3 cars are production vehicles created in close collaboration with the engineers from the Porsche Motorsport department at the Weissach Development Centre. The first generation was launched in 1999 and was the first road-going sports car to complete the Nürburgring Nordschleife in under eight minutes. The brand-new GT3 achieved another impressive performance there. During the final set-up work, it lapped the track 17.5 seconds faster than its predecessor. For Porsche test driver Jörg Bergmeister, the new 911 GT3 is "by far the best production car" that the experienced professional driver has ever driven at the 'Green Hell'.

[00:14:24] **Sebastian Rudolph:** By far the best production car, Jörg. We've just heard the quote in the clip. Why? Can you explain it?

[00:14:33] **Jörg Bergmeister:** Basically if, as a motorsport professional, you're used to a racing car on the racetrack, you have to take your expectations down a notch. The reason for this is that everything happens a little bit slower in a road car than a thoroughbred racing car. And that was actually a huge surprise. The new GT3 was truly the first car where I said "wow" when it comes to the balance. In particular the link between the front axle and rear axle – it's like a racing car. The level is so brutally high, especially in combination with the tyres. With the Michelin Cup 2R, the grip level is at the level of a racing car, like with pure slick tyres. They were really impressive laps.

[00:15:12] **Sebastian Rudolph:** You also talk about balance when you say the car is really lightweight compared to other road cars but comparatively it has a lot of power under the bonnet. How important is it to also keep this car in balance, when it comes to the safety that the driver gets as a result?

[00:15:27] **Jörg Bergmeister:** That's a huge topic. Especially the front and rear axle balance. We took a huge step with the double-wishbone axle for the front axle. We then got significantly more grip, but the rear axle can really take it. And the car actually talks to you. There is no surprise, you feel good in the car right from the start and these reserves, this high grip level, it's then also a safety reserve in everyday life.



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[00:15:58] **Sebastian Rudolph:** Everything that Jörg describes, you not only tested on the Nordschleife but even set a record. Then you also think that, at some point, it can't go any faster, but then it goes faster. Andy, take us with you on such a record-breaking drive and the dimensions you have now reached.

[00:16:14] **Andy Preuninger:** Of course, we are also very happy about the lap time that our dream team of test drivers, namely Jörg, who is sitting opposite me, and Lars Kern, got out of the car. It's even a little beyond our own expectations, I have to say. We didn't really expect that we would be going so incredibly fast after all. But it was worth it. How does a record-breaking drive or timing of the fastest lap work? It doesn't always have to be a record, but we always want to show what the car can do under certain conditions in expert hands on the Nordschleife. After all, it interests customers and it interests the media. It's a benchmark and that's just how it is. Many people say: "It's not so important. What's more important is what happens on the road". I think that both are important, but it's simply a really good benchmark. We do it relatively casually, I have to say. It's not a meticulous planning process that starts months in advance. Of course we need a slot on the racetrack, because I think it would be negligent to drive in traffic. You have to make sure that you have a suitable stretch for yourself. The Nürburgring has to make a slot available, that's all part of the preliminary planning. We go there together with our engineers who developed the car, especially those who are responsible for the chassis, for the aerodynamics and for the engine application, and we do some test laps. We look with the drivers at what the drivers are saying. Of course, we try to give the driver the best possible feeling within the set-up possibilities of the vehicle. But always only within the scope of the set-up options that are also possible for the customer. And yes, we then repeat this for two to three days, I would say, until we reach the optimum under good conditions. It is always very important to us that the notary is also present. You can claim a lot, but it is always good to prove something under notarial supervision. We then set up the light barriers together with Nürburgring GmbH on a suitable day where possible – if it rains, the result will obviously not be good, you have to have some luck and it should also not be in winter – and try it.

[00:18:19] **Jörg Bergmeister:** And then you also have to have fun.

[00:18:21] **Andy Preuninger:** Yes, we're also all keyed up, Jörg. The fun comes afterwards. There is a tremendous amount of pressure on the guys. Of course, we want to make sure that nothing bad happens. We don't want to be too fixated about getting the very last ounce of performance. But of course we're interested in what the car can do. It's always a highlight of the year to do this, but it's much less of a meticulous plan or a huge operation than you might imagine it to be. I know that other factories



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put a lot more effort into it over months, sometimes years. But not in our case, we have been quite lucky so far.

[00:18:58] **Sebastian Rudolph:** But that is also the big difference. To prepare for something in a sporty way but, at the same time, keep that sporty casualness. There are certain things that you can't force. Your body has to also play the game, and that starts in the mind.

[00:19:09] **Andy Preuninger:** Absolutely. I mean, it also depends to a certain extent on how well you get on with each other as a team, and I must say that is something I have to highlight at Porsche. We're actually a family – we're happy when we see each other. I'm happy when I see the drivers at the 'Ring. They know all the engineers, we really enjoy arriving the night before and having a beer – not so many beers for the drivers, of course – and chatting a bit. That's so great, this family feeling that binds us together at Porsche – it really benefits us immensely. It's also what gives us a good gut feeling. Even if it doesn't work out, which hasn't happened yet – touch wood – it wouldn't be a disaster.

[00:19:48] **Sebastian Rudolph:** Of course, you mean alcohol-free beer... that goes without saying.

[00:19:49] **Andy Preuninger:** Of course.

[00:19:52] **Sebastian Rudolph:** The interesting thing is that Thomas Müller from FC Bayern Munich once said that there were times at FC Bayern when fingers were pointed and it was said: "he made the mistake" or "it was him". And in the current phase he said last season, when Bayern won the triple, in that phase you argue about who can iron out the mistakes. So this family spirit doesn't just apply to the racetrack, but to team sports in general, and also to success. Now let's go to the person who then goes out on the track all by himself. Jörg, how important is the team around you for that feel-good factor, and also to achieve these top performances?

[00:20:29] **Jörg Bergmeister:** Yes, absolutely. It's extremely important. Motorsport is a team sport. Sure, at that moment you're in the car all by yourself, but the whole preparation, designing and building a car like that and then putting it on the racetrack in perfect conditions, that's teamwork – and you can't do it alone. You really have to keep the main goal in mind right from the start, even if there is some friction in between. You always have to point everyone in the same direction so that success is the important factor that is the focus.



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[00:20:57] **Andy Preuninger:** Friction tends to be rare. When you talk about friction, you probably mean about how the car is set up – what's better. And then the driver maybe says this and the other one says that and, every now and then, there has to be a bit of mediation, but the cars can be set up differently like that. Of course, there is also tension behind it, but we manage it quite well through this good personal relationship that we have with each other.

[00:21:20] **Jörg Bergmeister:** Yes, it's really a lot of fun. Well, I couldn't be happier with the new task and enjoyment is definitely the most important thing for me. And it's always a great challenge to work together with the engineers, to be able to give new impetus, to bring in new ideas. Because of my many years of experience in motorsport, I have an idea or two about what we could try, and that's really great.

[00:21:43] **Andy Preuninger:** That's also extremely important for us in the engineering work – to get an external opinion like that, from the outside-in so to speak. But the engineers, and I see myself as one of them, we sometimes get ourselves stuck in the proverbial corner and say that's how it is or that's how it has to be, and maybe we have different opinions sometimes. Because this kind of friction also generates heat. Now and then you need a mediator who really says with the expertise of the user: "no, we have to go this way because ...". And something like that becomes clear in a race like this, where it really comes down to the last tenth of a second. And we're really happy that we have such experienced motorsport specialists. Even our works drivers, our colleagues, they always come knocking on my door when they're in Weissach to ask if they can help, if they can have the key, to let them drive, because they're interested. So the whole factory really wants to help with this road vehicle development – they are fans themselves. Most of them also have one.

[00:22:38] **Sebastian Rudolph:** Helping – that's a good cue. Jörg, when you look back on your career, on your active career, starting with karting with Michael and Ralf Schumacher, but also, as we heard earlier in the clip, you have driven all the 911 generations. What experience do you bring in from the outside, when you realise "yes, I can also contribute some inspiration here."?

[00:22:59] **Jörg Bergmeister:** That's a difficult question. I mean, in over 40 years in and around motorsport, of course you learn a thing or two. But throughout my career, I have not been particularly interested in the past, I have always looked forward. I don't think that's changed yet and I'm always trying to come up with new ideas, which is why I annoy Andy from time to time.

[00:23:26] **Andy Preuninger:** Not at all. You only phone at unusual times.



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[00:23:33] **Jörg Bergmeister:** Of course, part of it is that in motorsport you have the regulating factor – the stewards. Now we have the legislator. But if you can still implement one or two things, despite these factors, it is of course a lot of fun.

[00:23:47] **Sebastian Rudolph:** You have to look forward – into the future. There are a few buzzwords that the industry as a whole uses. Digitalisation, electrification, sustainability – these are also very important for Porsche. The question is, how does this fit into the world of GT that we are now talking about?

[00:24:05] **Andy Preuninger:** I think it fits very well. If I may pick one: sustainability. We've been building these GT3 models for more than 20 years and, as far as I know, all of them are still on the road and are still in top form. There are just a few that ended up in accidents. Now that is long-lasting. It's a very long-lasting product and not an item that's replaced by something else in three or four years. So I also think that with the materials we use and the way we construct the car, it's built to last – and I think that's an important point. Digitalisation, too, of course. We can't close ourselves off to that, nor should we. You have to move with the times, otherwise the times move you. There's some truth in that. But we have to integrate it into the car – especially into this very historic car, in a positive sense – in such a way that it doesn't betray its own history. So that things are not pushed forward that are not actually part of the core of the car. What this means, however, is that when you look at the new GT3, it's at the absolute cutting edge of digital technology in the car. But without taking control away from the driver in any way and without overwhelming the driver, because it often takes a while to understand all the controls and menus in today's cars. That's where we've really made an effort to make sure that we provide exactly that – that everything we have in the car helps the driver to actually drive. That's the important thing. So from that point of view, I think there is also a catch to it. And yes, of course we have to struggle a bit because of the legal conditions we face. The combustion engine is currently already under pressure, and that is of course also an essential part of our car. It requires engineering finesse, which we have been able to demonstrate so far, so I also think that we can continue to follow this change in the times without taking away the authenticity of the car in any way.

[00:25:55] **Sebastian Rudolph:** Moving with the times so that the times don't eventually move you is an interesting saying. Jörg, what's it like as a driver? These things that practically come from outside, but that you have to deal with intensively in order to remain successful or enjoy what you are doing. How do you deal with it as a driver? Is it also an inspiration that you absorb or are there hurdles that sometimes make you despair?



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[00:26:21] **Jörg Bergmeister:** Of course, there are always hurdles. As Andy has already said, the legislator and the regulations are becoming ever stricter. Andy also said at the beginning of the interview that we try to build cars that we ourselves enjoy. As long as we keep that in mind, I think we will continue to have fans and customers who will enjoy buying the product. Overall, the task is not getting any easier. Sustainability is a huge topic, and Porsche is of course already very active in this area with the topic of eFuels. The first pilot plant is now being built together with Siemens. I personally have high hopes that we will continue to have high-revving combustion engines in GT cars. I can see it in my little son, three-years-old. Every time he sits in the car, he says "Daddy, step on it" and a big grin appears on his face when he hears the engine.

[00:27:12] **Andy Preuninger:** We want the children of the future, when they play with cars on the floor, to be able to make engine noises, not just a buzz.

[00:27:20] **Sebastian Rudolph:** You mentioned eFuels, synthetic fuels from the pilot project that we are now starting with Siemens. It's about green hydrogen. Andy – sustainability, synthetic fuels, CO2 neutrality. To what extent will GT cars or motorsport, where these fuels will be used, continue to give so much pleasure?

[00:27:43] **Andy Preuninger:** I think they are particularly important for exactly this kind of message. I'm really proud of the company and think the kind of discussion we have started with synthetic fuels is a great initiative. I think we are the pioneers to a certain extent. I myself absolutely believe in this concept. Yes, it may be that a litre of fuel will initially become a little more expensive. With regard to my cars in particular – I'll just call them the cars that customers buy – I don't think it would make a huge difference, because they are mostly cars that are used for hobby purposes. One very important step that we plan to take with synthetic fuels, which allow us to achieve almost zero emissions, is to use them for racing cars. We will use them to fuel cars in the one-make cups and then roll them out for the existing fleet of combustion engines. And the great thing about it is that you can even run classic cars – I'll just call them that for now – on this fuel. They, too, will run much cleaner. It's not a fuel that has negative consequences anywhere. It's a very pure petrol, which contains considerably fewer impurities or by-products than petrol derived from mineral oil, and it can therefore burn much more cleanly. So I think it's a great story and I very much hope that politicians will support it accordingly. If you imagine that only a fraction of the money that we are investing in electric mobility, and rightly so, could also be invested in this fuel issue, then I think it would also be a great dual strategy.



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[00:29:15] **Sebastian Rudolph:** Strategy: that's a great cue, because we are now going to play a little game, and you have to think strategically to find the right answer. It's about engine sounds, namely the sounds of famous Porsche GT cars. Let's listen to them first and I look forward to hearing your answers.

Here is the question. I wanted Jörg and Andy to familiarise themselves with the sounds first. Which engine sound is that of the new 911 GT3?

[00:30:05] **Jörg Bergmeister:** Number three

[00:30:06] **Sebastian Rudolph:** That was very quick and very correct.

[00:30:08] **Jörg Bergmeister:** Luckily that one was relatively easy.

[00:30:09] **Sebastian Rudolph:** When two experts agree.

[00:30:11] **Andy Preuninger:** Well, he's always wearing a helmet – he doesn't always hear it properly.

[00:30:16] **Jörg Bergmeister:** Yes, but the sound is so great.

[00:30:18] **Andy Preuninger:** You can hear a turbo engine so clearly apart from the naturally aspirated engine, that just revs much more aggressively, then gets that harsh note that we also love so much – as do the customers. And the turbo just blows more, and that was the one before it.

[00:30:30] **Jörg Bergmeister:** And then there's the whistling noise from the turbo.

[00:30:32] **Andy Preuninger:** Which is also very cool, I must say.

[00:30:33] **Jörg Bergmeister:** Yes, it also has its good sides.

[00:30:36] **Sebastian Rudolph:** All the explanations have been done. So all that remains is for me to add that the first sound was from the Cayman GT4 and the second from the 911 GT1 double Le Mans-winner in 1998. By the way, there's only one car there with road approval. That's also interesting.

[00:30:49] **Andy Preuninger:** A single one. Hopefully it will be with us for a long time and won't be destroyed somewhere. I think we even had it in Weissach once, because I think it comes in for renovation or overhaul regularly. If you look at the mileage between overhauls, it's between seven and nine, so it doesn't get driven much. But it's a very impressive vehicle.



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[00:31:11] **Jörg Bergmeister:** But it's not a car you necessarily want to drive.

[00:31:14] **Andy Preuninger:** It's also hard for me to get in, but you are the right person to say that.

[00:31:18] **Jörg Bergmeister:** Exactly, I speak from experience.

[00:31:20] **Andy Preuninger:** Yes, the beauty is that our cars are also made for tall people.

[00:31:22] **Jörg Bergmeister:** Yes, most of them.

[00:31:25] **Sebastian Rudolph:** Now here's something historic. Another sound and, I can tell you, it's one of my favourite cars. That doesn't help you much yet, but let's have a listen.

[00:31:48] **Andy Preuninger:** Quite an open exhaust.

[00:31:50] **Sebastian Rudolph:** Do you have any idea? Otherwise I'll tell you the variants.

[00:31:52] **Jörg Bergmeister:** Yes, that would be great.

[00:31:55] **Sebastian Rudolph:** 356 A 1500 GT, 904 Carrera GTS or 914/6 GT?

[00:32:05] **Jörg Bergmeister:** That's mean – I've already driven the last two.

[00:32:08] **Andy Preuninger:** I would say ... the second one.

[00:32:11] **Sebastian Rudolph:** 904 Carrera GTS? Jörg can listen to it again.

[00:32:22] **Andy Preuninger:** Yes, I'm sticking with my answer. The 914/6 is not so full-bodied somehow, it's more dampened.

[00:32:25] **Jörg Bergmeister:** I agree.

[00:32:29] **Sebastian Rudolph:** Andy at the wheel, Jörg took the co-driver's seat and both successfully crossed the finish line. Yes, it's the 904 Carrera GTS, a beautiful car.

[00:32:41] **Jörg Bergmeister:** Dream car. That's the only way to put it.

[00:32:45] **Andy Preuninger:** I would also love to drive it sometime. You're always so lucky that you get to drive the historic cars. I only ever get to watch. I only ever see them at Goodwood.



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[00:32:50] **Sebastian Rudolph:** We have one more, and it's about the difference between a 911 GT2 RS and a 911 GT3. So you see, dear listeners, we are really in the gourmet area. It's all about turbo engines and naturally aspirated engines. And now let's play these sounds.

[00:33:28] **Andy Preuninger:** Both are so cool. What would you say? In retrospect, I have to say that the GT2 RS was obviously the second one, but I'm still proud of the team for creating such a great turbo sound. It sounds so great.

[00:33:39] **Jörg Bergmeister:** But we both had big grins on our faces at the first sound.

[00:33:43] **Andy Preuninger:** Yes, the naturally aspirated engine is just... Well, the turbo has a really hard time competing with a naturally aspirated engine that is really well-made and revs up.

[00:33:51] **Sebastian Rudolph:** Jörg said it, you couldn't see it, but the big grin was clear to see. One more question? This audible difference Jörg, can you take us into the world of what makes each one special?

[00:34:04] **Jörg Bergmeister:** With the high-revving naturally aspirated engine at 9,000 revs, the orchestra behind you just sounds wonderful. I'm a fan of high-revving engines. Sure, a turbo sounds great too, it has its own characteristics, the turbo whistle is also really cool. But yes, I'm a fan of naturally aspirated engines.

[00:34:25] **Andy Preuninger:** But when you look at the drivability, I mean the GT2 RS, when you drive the car for a while, it's still one of my absolute favourite cars, even though it doesn't have a naturally aspirated engine. The confidence that this car exudes and envelops the driver with is unparalleled. No matter what gear, no matter what situation. You have so much power, and power that can be controlled well, you don't even have to downshift. That is, I would say, divine.

[00:34:55] **Jörg Bergmeister:** The 911 Turbo is an absolutely super car, especially if you use it as a daily driver. Plenty of power and you always have a lot of fun with it.

[00:35:04] **Sebastian Rudolph:** You, dear listeners, should have a lot of fun with the competition. Because in this episode of our 9:11 podcast we again have something up for grabs.

[00:35:16] **Speaker:** Porsche AG is giving away three model cars of the brand-new 911 GT3 on a scale of 1:43. The competition starts now and will run up to the release date of the next 9:11 podcast edition. To participate, simply send an email with your answer to the competition question to [911-](#)



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podcast@porsche.de. Porsche will draw one winner from all correct entries. Everyone aged 18 or over can take part. The detailed competition rules – as well as the odd hint or two – can be found in Porsche Newsroom at newsroom.porsche.de/podcast. Good luck!

[00:35:55] **Sebastian Rudolph:** Andy and Jörg aren't allowed to give the odd hint or two now when I read out the question, which is: What is the exact lap time of the new 911 GT3 on the complete Nürburgring Nordschleife? Simply send your answer by email to 911-podcast@porsche.de. Good luck.

Today's podcast episode is coming to an end. Andy, Jörg, thank you for an interesting conversation. But I have one last question. Let's start with you, Andy. This GT legend that has been going on for decades and this special heritage component with all that you have said about it today – will it still be there in the coming decades, in the next 50 years, and if so, why?

[00:36:45] **Andy Preuninger:** Interesting question. I am basically certain that the cars that have come onto the market so far, in other words in the last 20 or 30 years, will of course always retain their cult status. Even in 50 years' time, I'm really convinced of that. Before that, we talked about sustainability – that they will still exist then and that they have their fans. On the other hand, I'm also certain that the need for individual and highly emotive mobility will also not change in the future unless people change significantly. And I simply don't believe that. Higher, faster, further already existed in the Wild West. Then it was with horses, today it's with cars. I think the fan community for such cars will remain, as manufacturers we just have to find a way to design these cars so credibly, true to their origins and history, that this driver factor of desiring or wanting to drive such a car in the first place remains there. This direct experience in the car, these emotions that affect the driver while driving, this desire to perform, to operate the car. I think we can do that in the future, too. Maybe they will look a little different then. I am often asked: electric GT, can you imagine that? I think so, once we're a bit further ahead in terms of technology, of course. Weight is a very important issue. I really don't believe in a GT car that weighs over two tonnes. But I also firmly believe that engineers will find ways to make all this technology much lighter in the future and then we'll be back in business, I think.

[00:38:09] **Sebastian Rudolph:** And in any case, people's dreams will come true. And the closer you are to these dreams, the further you will carry this dream into the future. Jörg, how do you see it?

[00:38:20] **Jörg Bergmeister:** Yes, I'm with Andy. I think that as long as we manage to build cars that you can drive on the road and little boys stand there and give the thumbs up, then we're doing everything right, because then we've already got the customers of the future. The legend continues to grow.



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[00:38:37] **Sebastian Rudolph:** That's a nice closing remark. Thank you both. The time has literally flown by and I hope that you, dear listeners, have enjoyed this podcast as much as I have. Please subscribe and rate us, send us your feedback and suggestions to 911-podcast@porsche.de. Take care and stay healthy. Bye!