

The new 911 Turbo.



The availability of models and options may vary by market due to local restrictions and regulations. For information on standard and optional equipment, please consult your Porsche Centre. Porsche reserves the right to alter specifications and other product information without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

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Porsche 速报

Porsche News Issue 1 2006

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The new 911 Turbo.

The Porsche 911 Turbo. Unveiled in 1974 at the Paris Motor Show, it quickly advanced to become the absolute epitome of sportscar performance. Each subsequent generation has introduced major technological benchmarks. Among the many milestones in the evolution of the car are the intercooler, the twin-turbo engine and VarioCam Plus variable valve control. The new 911 Turbo continues this tradition, becoming the first ever Porsche to feature turbocharged power with Variable Turbine Geometry (VTG).

Dear Porsche Enthusiast,

Welcome to the first edition of Porsche® – the Porsche China newsletter, which has been created specially for you. This newsletter is designed to bring you news on our products and services and give you a glimpse into Porsche China, our partners and what makes us tick. Over time, you will also get to meet the personalities involved with Porsche and gain a closer look at the facilities and services that are on offer.

Highlights of this issue include the new 911 Turbo. For the first time, Porsche has equipped the 911 Turbo with a turbocharging system featuring variable turbine geometry (VTG). We also have another turbo for you – the new Cayenne Turbo S, which combines boundless driving pleasure with more power and more dynamism. Other topics include the January trip to Camp 4 in Finland where customers from China experienced driving in extreme wintry conditions and an adventure tour to the Desert Safari in Dubai.

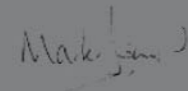
Motorsport plays an important part with the Carrera Cup in Shanghai, Beijing and Macau all happening during 2006! We have a lot of exciting new products as well as launches and events planned for the remainder of this year – we'll keep you informed of these stories in future editions.

Your opinion drives our pursuit of perfection and we would be delighted to hear your comments and suggestions about this first edition. To help us tailor our stories to your interest, I urge you to complete the short questionnaire and fax it back to us as your comments do make a difference!

At Porsche, we continuously aim to improve our way of communicating with you. We feel that email is an ideal medium to deliver Porsche related news to you instantly and directly. Kindly let us know if you would like to receive the Newsletter and other information about your Porsche experience by email in the future. We guarantee that your details are not shared with any party outside of Porsche.

That's all for now, so make yourself comfortable, sit back and enjoy this first edition of Porsche®. We look forward to hearing from you.

With warmest regards,



Mark Bishop
Managing Director
Porsche China - Jepsen & Co (China) Motors Ltd

A masterpiece of engineering and design

Many engineering products go through a process of development. Only one goes from benchmark to benchmark. The new 911 Turbo is a perfect blend of groundbreaking Porsche technologies. It also delivers the inspirational drive of a car which is totally unique.

Revolution through evolution.

The key design objective for each new 911 Turbo is to challenge the limits of technical feasibility. Not only in terms of performance and dynamics, but also when it comes to ride comfort. On this latest model, we've completely redesigned a number of systems and components. The result is an evolution of

the previous 911 Turbo – a car widely acknowledged as the ultimate in sports car design.

Heart of the matter: new 911 Turbo engine.

The new 911 Turbo meets the highest expectations in terms of engine performance. The classic flat-six unit develops 353 kW (480 bhp) at 6,000 rpm from a 3.6-litre displacement. Maximum torque of 620 Nm is available between 1,950 and 5,000 rpm. To achieve that capability, we've combined VarioCam Plus with twin turbocharger units featuring Variable Turbine Geometry (VTG) – a totally new technology on a petrol-engine car. At the heart of this system is a set of adjustable guide vanes which channel the exhaust flow onto the turbines. Primary benefits include faster turbo response, higher torque output from lower engine speeds, and greater top-end power.

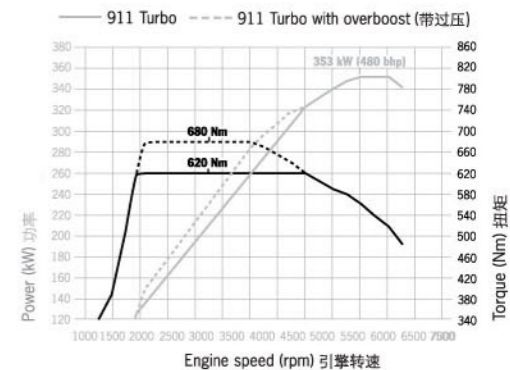
With a standard manual gearbox, the new 911 Turbo requires just 3.9 seconds to reach 100 km/h



(62 mph). With optional Tiptronic S, the car is 0.2 seconds quicker on the standard sprint. Benchmark times to 200 km/h (124 mph) are 12.8 and 12.2 seconds, respectively. Maximum speed with either transmission is 310 km/h (193 mph).

Inspired engineering.

To apply these benefits efficiently to the road, we required another innovation in sports car technology: all-wheel drive with Porsche Traction





Management (PTM). An electronically controlled multi-plate clutch is used to vary the torque between the front and rear axles. This active system has a much faster response than a 'passive' viscous clutch. Porsche Traction Management is also designed to optimise driving dynamics. The additional traction provided by both the all-wheel drive system and PTM represents a major improvement in active safety, especially in the wet or on snow.

Another benchmark technology on the new 911 Turbo is the standard braking system. The front and rear discs have a generous diameter of 350 mm. On the optional Porsche Ceramic Composite Brake (PCCB), the front diameter is increased to 380 mm. As a result, this system has even greater stopping power. Equally matched to the capability of the car are the new evolution of Porsche Stability Management (PSM) and Porsche Active Suspension

Management (PASM) featuring electronic damper control. A limited-slip differential is available for the rear axle as an option.

For even greater performance, the car can be equipped with the optional Sport Chrono Package Turbo. Key features include an 'overboost' function offering as much as 60 Nm of additional torque. Under full acceleration, the boost pressure is increased temporarily by approximately 0.2 bar.

Technical data:

911 Turbo Coupé (997)

| | |
|---|--|
| Engine | 6-cylinder boxer engine, water-cooled |
| Turbocharging system | Twin turbochargers with Variable Turbine Geometry (VTG), twin intercoolers |
| Displacement | 3,600 cm ³ |
| Max. power | 353 kW (480 bhp) at 6,000 rpm |
| Max. torque | 620 Nm (with overboost: 680 Nm) |
| Top speed | 310 km/h (193 mph) |
| 0 – 100 km/h (0 – 62 mph) | 3.9 secs* / 3.7 secs** |
| Power-to-weight ratio | 302.8 bhp per tonne |
| Specific power output | 133.0 bhp per litre (公升) |
| Urban l/100 km (mpg) ¹ | 18.8 (15.0)* / 19.8 (14.3)** |
| Extra urban l/100 km (mpg) ¹ | 9.5 (29.7)* / 9.6 (29.4)** |
| Combined l/100 km (mpg) ¹ | 12.8 (22.1)* / 13.6 (20.8)** |
| CO2 emissions (g/km) ¹ | 307* / 326** |

* Manual gearbox (6-speed) > ** Tiptronic S

¹ In accordance with 80/1268/EC as valid at time of going to press. Provisional data only.

Another important development is the car's lightweight design and construction. In spite of its capability, the new 911 Turbo offers excellent fuel economy. Equipped with a six-speed manual gearbox, it weighs just 1,585 kg, giving a power-to-weight ratio of 302.8 bhp per tonne.

Poised for action, yet always relaxed.

Aerodynamically, the new 911 Turbo is exceptionally well balanced, producing positive downforce at the rear. The drag

coefficient is remarkably low at just 0.31. The body of the car is much wider at the rear than the front. A generous wheel track is combined with wider tyres to achieve enormous lateral grip. The engine lid with bi-plane rear spoiler is another totally new design. The upper wing element is automatically raised at approximately 120 km/h (75 mph) and lowered at around 60 km/h (37 mph).

The interior of the car shares the same elegant and athletic style. The entire cockpit area is exclusively designed around the driver. As a result, the new 911 Turbo combines pure exhilaration with optimum occupant comfort.

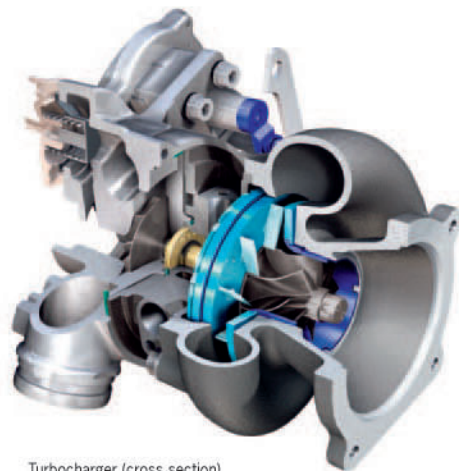
Throughout its history, the 911 Turbo has remained in a class of its own. Always offering the ultimate in performance, always with total aplomb. A technical masterpiece in every respect, it is now more accomplished than ever. The epitome of Porsche sportscar engineering, it continues from strength to strength.

Variable Turbine Geometry (VTG).

The 'Turbo' designation has always been synonymous with ultimate engine performance. The new 911 Turbo is more capable than ever thanks to a new twin-turbo system featuring Variable Turbine Geometry (VTG). How does this technology work?

On a conventional turbocharger, the exhaust flow drives a turbine which is connected to a compressor in the air intake tract. By 'squeezing' the incoming air, the amount of oxygen in a given volume is increased. With more oxygen present in each cylinder charge, more fuel can be burnt yielding greater energy. Since higher exhaust pressures generate corresponding loads on the intake side, the intake pressure must be carefully controlled in order to protect the engine. On the new 911 Turbo, the 'boost pressure' is limited using 'wastegate' valves that bypass excess pressure around the twin exhaust turbines.

Another important factor is the size of the turbo unit. Since a



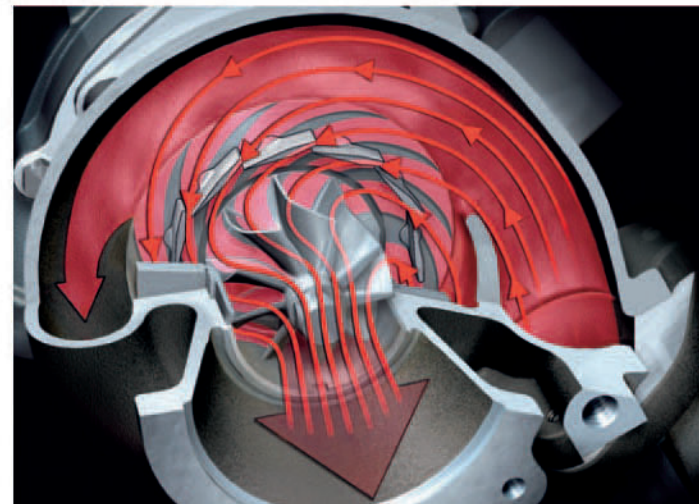
Turbocharger (cross section)

smaller turbine has a lower mass, it generally responds more quickly to increasing pressure, spinning up easily to its optimum speed. The key disadvantage of using a smaller turbo – with a smaller cross-sectional area – is that the back pressure generated at higher engine speeds reduces overall performance. Larger turbo units, which create lower back-pressure at higher rpm, take longer to spin up due to the larger cross-

sectional area and relative inertia of the turbine. Generally, this type of turbo will only be effective in the medium rpm range. This phenomenon, known as 'turbo lag', means there is virtually no turbocharging effect at lower engine speeds.

To overcome this problem, the twin water-cooled turbochargers on the new 911 Turbo feature Variable Turbine Geometry (VTG). With this technology, the gas-flow from the engine is channelled onto the turbines via electronically adjustable guide vanes. By changing the vane angle, the system can replicate the geometry in all types of turbo, large or small. Thus, the system has the optimum flow characteristics in all operating conditions.

With Variable Turbine Geometry (VTG), it is possible to achieve higher turbine speeds, and thus higher boost pressure, at lower engine rpm. Cylinder charging is significantly improved, with a corresponding

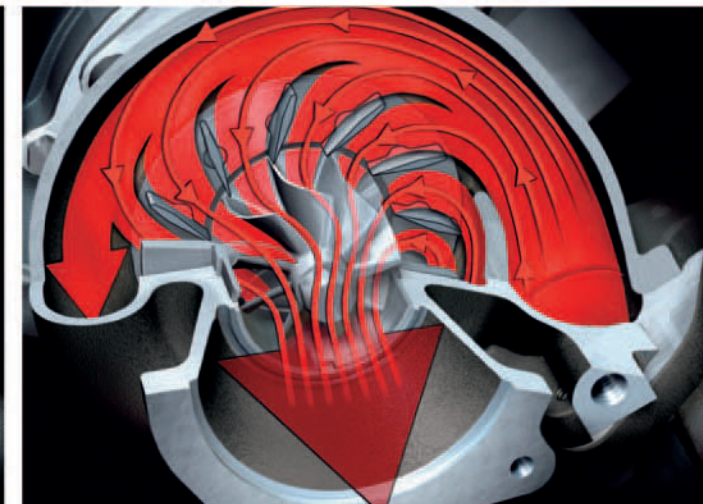


Exhaust flow with guide vanes opened (high engine speed)

increase in both power and torque. Maximum torque is reached at lower rpm and is retained across a wider speed range. A full 620 Nm is available from as low as 1,950 rpm up to 5,000 rpm. Every throttle input is met with exceptional response and phenomenal acceleration. When the boost pressure reaches its maximum value, the guide vanes are opened further. By varying the vane angle, it is possible

to achieve the required boost pressure over the entire engine speed range. As a result, there is no need for excess-pressure valves as found on conventional turbocharged engines.

The capability of the engine can be further enhanced by selecting 'Sport' mode on the optional Sport Chrono Package Turbo. Under full acceleration, the boost is temporarily increased



Exhaust flow with guide vanes closed (low engine speed)

by up to 0.2 bar. During this phase, the engine develops as much as 60 Nm of additional torque.

Matching the superlative performance of the car is the efficiency with which it is generated. In spite of the Variable Turbine Geometry (VTG) increase in power and torque, the new 911 Turbo offers a further reduction in fuel consumption.

The new 911 GT3. Origin: motorsport.

The new 911 GT3 is designed primarily for the road – by Porsche race engineers. Derived exclusively from the racetrack, it is equally well suited to the demands of everyday driving.

Visually and technically, the new 911 GT3 is a highly integrated piece of engineering. As on every Porsche, the exterior form is defined by its technical function. This underlying purpose has again been developed to its maximum possible extent. The front apron moulding has been aerodynamically refined to achieve the requisite cooling for the brakes and central radiator. This third radiator unit is a necessary inclusion given the higher thermal loads on the engine. Naturally, the aerodynamics at the

front of the car are also used to minimise lift. A key feature in this respect is the narrow vent directly ahead of the front lid. Incoming air is channelled through the radiator and expelled over the car, creating positive front-end downforce.

New aerodynamic achievement.

Dominating the design at the rear of the car is a fixed bi-plane wing structure. The upper wing element can be set to a range of different angles to suit individual circuit characteristics. As well as improving rear-end grip, it offers greater highspeed stability. An interesting detail on the lower wing surface is the smaller rubber spoiler or 'Gurney flap', which generates added downforce.

At higher speeds, the twin 'air collector' units on the engine lid begin to 'force' air into the intake manifold and engine compartment. Warm air is expelled from the engine bay through slit-type

vents on the rear apron. The combined effect of these aerodynamic refinements is another remarkable achievement: rather than simply reducing lift, the new 911 GT3 generates positive downforce at front and rear in perfect aerodynamic balance. The results: increased grip, greater directional stability, greater active safety, and better handling at all speeds.

Engineered for racing. Evolved for the road.

The 911 GT3 is instantly recognisable – even from the sound of the engine. The flat-six unit has a unique acoustic presence and a unique power delivery. Rear-mounted, watercooled and naturally aspirated, it features four-valve technology and VarioCam variable valve timing. The 3.6-litre displacement produces 305 kW (415 bhp) at 7,600 rpm. Maximum torque of 405 Nm is available from 5,500 rpm. The maximum engine speed is exhilaratingly high at 8,400 rpm.

Even more impressive is the car's specific power output of more than 115 bhp per litre. Indeed, the new 911 GT3 offers more power per unit of engine displacement than any other naturally aspirated production Porsche. The benchmark sprint to 100 km/h (62 mph) requires as little as 4.3 seconds. Maximum speed is 310 km/h (193 mph).

Matching the engine is a race-proven chassis featuring Porsche Active Suspension Management

(PASM) and Traction Control (TC) as standard. Combined these systems offer natural agility, superlative handling and exceptional balance and control.

In everyday road driving, this power and athleticism are always there in reserve. Ready to apply for even greater enjoyment and even greater active safety.

Technical data:

911 GT3

| | |
|--|---------------------------------------|
| Engine | 6-cylinder boxer engine, water-cooled |
| Displacement | 3,600 cm ³ |
| Max. power | 305 kW (415 bhp) |
| Max. torque | 405 Nm |
| Top speed | 310 km/h (193 mph) |
| 0 – 100 km/h (0 – 62 mph) | 4.3 secs* |
| Fuel consumption combined in l/100 km (mpg) ¹ | 12.8 (22.1)* |
| CO ₂ emissions (in g/km) ¹ | 307*/326** |

* Manual gearbox (6-speed)

¹ In accordance with 80/1268/EC as valid at time of going to press. Provisional data only.



Limitless. The new Cayenne Turbo S.

Cayenne Turbo S: the name alone is enough to set the pulse racing. Encapsulated within it is a vision of superlative performance. In every type of tarmac and off-road terrain. The 4.5-litre twin-turbo V8 is derived from the Cayenne Turbo. Specially enhanced, its character and capability are unique to the Cayenne Turbo S.

Unprecedented energy. Inspirational sound.

The new Cayenne Turbo S has a maximum power output of 383 kW (521 bhp) at 5,500 rpm. Maximum torque output includes an additional 100 Nm compared with the standard Cayenne Turbo, totalling 720 Nm between 2,750 and 3,750 rpm. To achieve this performance, we've combined a modified throttle map in the engine management system with a pair of larger and more efficient intercoolers. The twin cooler units feature revised flow dynamics offering a major reduction in pressure losses. This, in turn, provides the thermodynamic basis for increased power and torque.

Apply the throttle fully from a standing start and you are pressed back into your seat. Drive is transmitted with optimum traction through the standard 20-inch Cayenne SportTechno



wheels. The sprint to 100 km/h (62 mph) is completed in 5.2 seconds against a powerful backdrop of sound. In appropriate conditions, the maximum speed is 270 km/h (168 mph). Lift off the throttle, apply the brakes, and you'll quickly discover how effectively this system has been matched to the car's performance. The discs are larger than those on the Cayenne Turbo, measuring 380 mm in diameter and 38 mm in thickness, up from 350 mm and 34 mm, respectively.

Elegance and comfort combined. The interior.

The Cayenne Turbo S has a powerful presence that is instantly recognisable. Externally, its character is clearly conveyed through subtle yet distinctive details. The most obvious of these is the new and exclusive exterior colour: Marine Blue Metallic. You can also choose from all the other colour options available for the Cayenne range. The car's athletic capability is elegantly reflected in the high-gloss four-tube sports tailpipes. A matching chrome finish can also be found on the Cayenne Turbo S tailgate logo.

For even greater visual impact, there's the optional SportDesign pack. Winner of an iF Design Award in 2005, it is the perfect addition to this superlative car. Included in the pack are a lower front moulding with integral round foglights, lower rear moulding, larger roof spoiler and specially designed side skirt elements. Honed in the Porsche wind tunnel, the SportDesign pack appears to lower the ride height of the car. Selected areas of the lower front moulding, diffuser-style rear moulding and roof spoiler elements have a matt Aluminium Look finish.

Step inside and it is immediately apparent that you are entering the flagship Cayenne. Logos can be found on the stainless steel door-sill guards ('Cayenne Turbo S') and the cover for the air-conditioning controls ('Turbo S'). The seats are upholstered in sumptuous leather with the Porsche Crest embossed on the front head restraints. The padded leather steering wheel is elegantly designed with a secure and positive grip. In short: the perfect environment for the ultimate Cayenne experience.

Technical data:

Cayenne Turbo S

| | |
|--|-------------------------------|
| Engine | Twin-turbo V8 |
| Displacement | 4,511 cm ³ |
| Max. power | 383 kW (521 bhp) at 5,500 rpm |
| Max. torque | 720 Nm at 2,750 – 3,750 rpm |
| Top speed | 270 km/h (168 mph)* |
| 0 – 100 km/h (0 – 62 mph) | 5.2 secs* |
| Fuel consumption combined in l/100 km (mpg) ¹⁾ | 15.7 (18.0)* |
| CO ₂ emissions (in g/km) ¹⁾ | 378* |

* Tiptronic S.

¹⁾ In accordance with 80/1268/EC as valid at time of going to press. Provisional data only.

Porsche Carrera Cup Asia.

The past three seasons of the Carrera Cup Asia have been nothing less than exciting, fast proving itself as a tremendous success all over Asia and establishing itself as a high-class race series. The brand cup is an excellent springboard for young Asian racing drivers' careers.

Carrera Cup Asia, Asia's premier one-make sports car series, which permits only minimal adjustments to the ultra-reliable racing Porsche, thus ensuring results are based on driver skill alone, includes separate categories for professional and non-professional drivers. This year both Class A and Class B are well represented and two equally hard-fought battles for the respective championships are on the cards.

The field includes an intriguing mixture of series regulars and newcomers from across the globe: Japan, Sri Lanka, Australia, Hong Kong,



Thailand, Taiwan and the United Kingdom.

Team Jebesen returns for a third season with exciting Darryl O'Young of Hong Kong who finished third in the championship last year. The 26-year-old notched up seven podium finishes in 11 races last year, including three wins – two in Beijing and a superb victory at the season-closer at the Macau Grand Prix in November. That win

has put O'Young firmly in the spotlight and he will be determined to continue this performance in 2006.

The 2006 season will bring the Carrera Cup Asia to a new level with the arrival of the all-new 911 GT3 Cup race cars. The 2006 911 GT3 Cup (Type 997) is tailor-made for customer motorsport with near-standard

vehicles. With a sterling field confirmed for this season, the introduction of the 997-based Porsche 911 GT3 Cup car will mean faster, closer racing than ever before. The new features incorporated into the car include a six-speed sequential gearbox to make gear shifting faster and more failsafe, and tandem racing master cylinders with an in-car brake bias adjustment control to enable drivers to brake later and gain maximum effect. The revised front end aerodynamics further improve handling, and the full digital readout data logging dash (MOTEC) gives drivers and engineers more of the data so crucial in finding that extra tenth of a second.

Only 18 of the 997-based Porsche have been made available and are exclusively for competition in the Porsche Carrera Cup Asia. The car will not be available to private purchasers until 2007, however Porsche fans will be able to see exactly what it is capable of as the series sweeps across Asia.

For this new season, we will also see our races

Ranking after Round 2 / 第二回合比赛后的排名

| Class A / A 组 | | | | | |
|---------------|------------------|------------------------------|--------------------|-----------------|-----------------|
| Place 排名 | Race No. 赛车编号 | Name 姓名 | Total Points 总分 | Round 1 第1回合 | Round 2 第2回合 |
| 1 | 3 | Shinichi YAMAJI / 山路慎一 | 36 | 16 | 20 |
| 2 | 88 | Darryl O'YOUNG / 欧阳若曦 | 34 | 20 | 14 |
| 3 | 5 | Nigel Peter ALBON | 30 | 12 | 18 |
| 3 | 36 | Nattavude CHAROENSUKAWATTANA | 30 | 18 | 12 |
| 5 | 1 | Matthew MARSH | 26 | 10 | 16 |
| 6 | 2 | Kazuyuki NISHIZAWA / 西泽和之 | 19 | 9 | 10 |
| 7 | 18 | Inthraphuvasak VUTTHIKORN | 17 | 8 | 9 |
| 8 | 6 | Dilantha MALAGAMUWA | 15 | 7 | 8 |
| 9 | 80 | Keita SAWA / 泽圭太 | 14 | 14 | DNF |
| 10 | 11 | Alain LI / 李国法 | 7 | DNF | 7 |

| Class B / B 组 | | | | | |
|---------------|------------------|-------------------------|--------------------|-----------------|-----------------|
| Place 排名 | Race No. 赛车编号 | Name 姓名 | Total Points 总分 | Round 1 第1回合 | Round 2 第2回合 |
| 1 | 15 | Toshiya ICHIRAKU / 一乐智也 | 10 | 4 | 6 |
| 2 | 8 | William E. CONNOR II | 8 | 5 | 3 |
| 2 | 7 | Rusty FRENCH | 8 | 3 | 5 |
| 4 | 28 | Max CHEN / 陈文阁 | 6 | 6 | DNF |
| 5 | 14 | Ricardo H. PROOST | 4 | - | 4 |
| 6 | 41 | Peter Boylan | 3 | 2 | 1 |
| 6 | 98 | Philip MA / 马清扬 | 3 | 1 | 2 |

Carrera Cup Asia.

heading to new locations such as Indonesia and Taiwan, in addition to Malaysia and China.

Results

**Round 1, Sepang International Circuit, Malaysia
March 18, 2006**

Hong Kong's Darryl O'Young gave his Team Jepsen a perfect lights-to-chequered-flag victory in Round 1 of the Porsche Carrera Cup, which was running as an official support race to the 2006 Formula 1 Petronas Malaysian Grand Prix. O'Young led from pole, opening up an impressive lead of more than five seconds by the chequered flag.

Behind him one of the fiercest battles the series has seen was being fought - arguably the finest display of professional Asian sportscar racing seen yet. SCC Racing's Charoensukhawatana Nattavude

took second after a performance that was nothing short of brilliant, followed across the line by Tomo Racing newcomer Shinichi Yamaji.

Class B honours went to Max Chen, a spectacular return to the series after a one-year absence, followed by Chip Connor and series newcomer Toshiya



Ichiraku. Chen had earlier said he was still getting to grips with the new car, but proved he adapts quickly!

**Round 2, Sepang International Circuit, Malaysia
March 19, 2006**

In Round 2, Porsche Carrera Cup Asia newcomer,

Shinichi Yamaji of Tomo Racing, won an incident-filled 10-lap race. Starting from third on the grid, the Japanese ace was untouchable once clear of the start-line drama which saw pole man Darryl O'Young of Team Jepsen out-gunned by Yamaji into the first turn.

Second across the line was Briton Nigel Albon, who gave his new Team Vertu an impressive podium finish in only the second race of the season, with 2004 champion, Matthew Marsh of

Hong Kong taking third in Class A.

In Class B it was three newcomers clinched the top three places. In what was a good day for Japanese drivers, Toshiya Ichiraku took the win in front of eight delighted family members who had made the trip to Malaysia especially to watch him race. Second in the category for non-professional racers was Australian racer Rusty French, with Thailand's Ricardo Proost taking the final podium place.

Porsche Carrera Cup Asia

2006 Race Calendar, as of 23.02.2006

| Date | Circuit, Country | Event | Round(s) |
|-------------------------|----------------------------|------------------|----------|
| March 17-19, 2006 | Sepang, Malaysia | F1 Support Race | 1 & 2 |
| May 12-14, 2006 | Sepang, Malaysia | AFOS | 3 & 4 |
| June 09-11, 2006 | Beijing, China* | AFOS | 5 & 6 |
| July 21-23, 2006 | Sentul, Indonesia* | AFOS | 7 & 8 |
| Sep. 29 - Oct. 01, 2006 | Shanghai, China | F1 Support Race | 9 |
| October 20-22, 2006 | Taichung, Taiwan | AFOS | 10 & 11 |
| November 16-19, 2006 | Macau Guaia Circuit, China | Macau Grand Prix | 12 |

* Subject to issuance of circuit homologation and license.





Porsche Travel Club takes you on once-in-a-lifetime experiences!

The Porsche Travel Club offers you all kinds of fantastic driving experiences.

'Porsche Travel Club Adventure Tours' offer a varied programme of unforgettable driving holidays to suit all tastes. The adventure tour to the Desert Safari in Dubai offers all the enchantment and mystery of this fascinating landscape first-hand. We are planning to recruit Porsche owners in China to join the next adventure tour to the Desert Safari in Dubai in December 2006. We will share with you the details in the near future.

Porsche Travel Club has also put together a





range of outstanding on-road and off-road driver training courses for maximum enjoyment. For example, you can visit the Porsche Camp4 or Camp4S and hone your driving skills at the Arctic Circle in Finland.

Porsche Camp4 is a winter driving training course where participants take the wheel of a 911 Carrera 4, 911 Carrera 4S or Cayenne S to develop their driving skills on ice and snow.

Now in its eighth year, the Porsche Camp4 experience is more popular than ever before. Largely due to the number of Porsche enthusiasts who come back year after year, 2005 marked the first time Camp4 included intensive winter training courses for advanced drivers, an enhancement to its already outstanding package. Of course novice drivers were also welcome; Camp4 is specially designed to suit

individual ability, giving you an opportunity to apply your car control skills on snow and ice.

The excitement generated by the camp is three-fold, with the highlight definitely being the chance to test your extreme driving skills in a Porsche Carrera 4 and a Cayenne S. However, learning under the tutelage of Rauno Aaltonen, one of the world's most successful rally drivers, is also an experience to remember. Of course, most consider the third ingredient to Camp4's popularity to be the evenings spent behind the wheel of a snowmobile...

For more information, please visit www.porsche.com.



Porsche Sports Driving School

Improve your driving skills with your own Porsche!

At Porsche, we are not only concerned with the evolution of the sports car. But also with the evolution of the driver.

Porsche Sports Driving School Shanghai

- Dates:** 3 June 2006, 4 June 2006
Location: Shanghai International Circuit, Shanghai
Time: 9:00 – 17:00
Training Level: Pre-level Training Course
Participation Fee: RMB 5500 (includes one-day driver's training and exclusive hospitality at the track.)

Limited spaces available – register now!

You are now the proud owner of a Porsche and would like to enhance your driving skills and knowledge of the car? Then we can offer you the perfect opportunity to do this in your own Porsche!

Porsche China is proud to present to you, the first Porsche Sports Driving School event in China.

Driving a car can be a lot of fun. However, when you lose control over your car, the fun can become dangerous. The Porsche Sports Driving School aims to give you a better understanding of your car and thereby help you keep control –



even in extreme situations.

A team of specially trained Porsche instructors will provide a full day of training, including both theory and practical implementation.

Experience this exciting training on the newest and most exciting race track in Asia – the Shanghai International Circuit.

Program contents:

- ▶ Correct seating position
- ▶ Precise steering
- ▶ Driving physics



- ▶ Driving the ideal line
- ▶ Braking
- ▶ Under steering and over steering
- ▶ Slalom
- ▶ Effects of load alternation
- ▶ Accelerating out of the curve

Interested?

For more details on how to register, please contact your local Porsche Dealer or contact patrick.pesch@porsche-china.cn.





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 Potential Porsche Centre Location
 即将建立的 Porsche 保时捷中心

Porsche China – Who are we?

Porsche China – Jepsen & Co. (China) Motors Ltd. is the official Porsche Importer for Mainland China, Hong Kong and Macau.

The Shanghai office was established in 2001 to foster closer ties with our local Porsche partners and customers and provide integral support. Porsche China is responsible for ensuring that our Porsche Centres get complete support through dedicated personnel looking after all aspects of sales, marketing and after-sales service. We also liaise with our factories in Germany to ensure that all our dealers are kept up to date with the latest in product and technical information. To do so, we conduct an intensive training programme for all the qualified staff from the dealer organisation at showrooms and workshops.

The office is located in Shanghai and managed by Mr. Mark Bishop who has been with Porsche for more than 15 years. Before taking the responsibility for Porsche in Greater China, Mark was Managing Director of Porsche Middle East; a Porsche subsidiary covering the Middle East, South Africa and India.

Porsche Centre network

There are currently 16 appointed Porsche Centres in Greater China: Beijing has two, Chengdu, Chongqing, Dalian, Guangzhou, Hangzhou, Hong Kong, Macau, Shenyang, Tianjin, Qingdao, Shanghai, Wuhan, Wenzhou and Xiamen. All these centres are authorised representatives of Porsche and offer a range of products and services to Porsche customers in China. By the end of 2006, the number of Porsche partners is expected to increase to around 22.

