



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.

Porsche, the Porsche Crest, 911, Carrera, Boxster, Cayenne, Tiptronic, Tequipment, PCCB, PCM and PSM are registered trademarks of Dr. Ing. h.c. F. Porsche AG, Porscheplatz 1, D-70435 Stuttgart.

#### Porsche China

Jebsen & Co. (China) Motors Ltd.  
Unit C, 14/F East Ocean Centre  
618 Yan An Road East  
Shanghai, P.R. China 200001



PORSCHE

# Porsche 速报

Porsche News Issue 2 2006

## Contents:

- The new Cayman.
- VarioCam Plus.
- American Le Mans Series (ALMS).
- Porsche Carrera Cup Asia.
- Porsche World Roadshow.
- Porsche Sports Driving School.
- Millionaire Fair.
- New Dealership Opening.



## Instantly Porsche: The new Cayman.

Designed entirely around the driver, the new Cayman is a contemporary interpretation of a classic Porsche concept. The six-cylinder boxer engine has a 2.7-litre displacement generating 180 kW (245 bhp) at 6,400 rpm. The maximum torque output is 273 Nm.

# It's one thing having a good idea. Applying it is another.

The new Cayman and the Cayman S are a challenge to conventional ways of thinking. They successfully resolve so many apparent contradictions, uniting the extremes of design and practicality, performance and all-round economy. Together, they epitomise the sports car experience. Because they are instantly Porsche.

## Dear Porsche Enthusiast,

I am delighted to bring you our 2nd issue of Porsche 速报 and thank you to everyone who provided constructive feedback about our inaugural issue – we will continue to develop relevant and exciting content in future issues.

This issue introduces the Cayman – a stylish, uncompromising sports coupé with a lively mid-mounted engine providing plenty of torque reserve for acceleration. In addition to the new Cayman, our technology section features the VarioCam Plus, which creates two engines out of one,

delivering more power and even more torque from the 6-cylinder boxer engines. And – just as pleasingly – delivers lower fuel consumption and fewer emissions.

In the Motorsports section, we take you on a journey into contemporary Porsche motorsports with the Porsche RS Spyder. Closer to home, we continue following the unfolding developments within Porsche Carrera Cup Asia. This time we review the race in Malaysia and Beijing and provide you with the latest driver rankings.

There were many Porsche activities during May and June with the sensational

911 Turbo unveiled at the Millionaire Fair in Shanghai attracting significant interest from attendees. Other activities included the Porsche World Roadshow held in Shanghai and the inaugural China Porsche Driving School.

Finally, I am proud to announce the expansion of Porsche in China with the recent formal openings of three new Porsche Centres in Wuhan, Shenyang and Dalian. Now we are able to provide a more comprehensive level of services to Porsche owners in these cities and surrounding areas.

I hope that you enjoy this issue of Porsche 速报 and as always look

## Evolved for the enjoyment of driving.

The key is the underlying vehicle concept. This unique combination of mid-mounted engine and coupe body was originally prototyped in 1953 on the Porsche 550 coupé. A closed-top version of the legendary 550 Spyder, it was specially developed for the 24 Hours of Le Mans.

Now we've combined this race-winning concept with

forward to any feedback or comments you may have with regards to content for future articles.

Yours sincerely,



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

more than five decades of road and race experience. The result: the new Cayman and the Cayman S. Each is powered by a free-revving, high-torque, mid-mounted engine with a low-lying centre of gravity. Each car has an elegant and purposeful exterior design, offering more than just visual appeal. Viewed from the front, this powerful capability is immediately conveyed by the large air-intake openings. Their distinctive design gives each Cayman model a unique and provocative look. Neatly positioned within the outermost intakes are the twin fog and side light units. Their rounded form is elegantly combined with horizontal aerofoil elements. Move around to the side, and we can trace the design as it extends across the rest of the car. The arcing lines of the front and rear wings create a gracefully narrowed mid-section. The coupé roofline is lightly domed as it sweeps back from the windscreen pillars to merge with the powerful rear section. The sharply contoured side skirts track the flow of air as it streams into the side intake openings. Within each opening are three vertically divided sections



which optimise the airflow to the engine. Another typical coupé feature is the absence of a B pillar. To the rear of each door, the lower window edge makes a dramatic upward surge. Above the side windows are two additional lines which channel the roof into the rear of the car.

## At the heart of each car: something to set the pulse racing.

Both Cayman models have a midmounted

six-cylinder boxer engine featuring VarioCam Plus technology. Ideally positioned directly behind the driver, the 'flat-six' engine provides an exceptionally low centre of gravity. Important characteristics include exhilarating power delivery, a free-revving throttle, optimum cylinder charging, smooth engine running and superlative all-round performance. The power of each engine is perfectly augmented by the agility its position in the car provides. The new Cayman has a 2.7-litre engine developing 180 kW (245 bhp).



The 3.4-litre unit in the Cayman S produces 217 kW (295 bhp). On both cars, maximum torque output is available for use over much of the engine speed range. The new Cayman has a maximum rating of 273 Nm between 4,600 and 6,000 rpm. On the Cayman S, the maximum output of 340 Nm is available between 4,400 and 6,000 rpm. Maximum speed is 258 km/h (160

mph) for the Cayman and 275 km/h (171 mph) for the Cayman S.

Both the Cayman and Cayman S are exceptionally quick under acceleration. Even more impressive is the speed of response from the standard braking system. All four brake callipers have a four-piston monobloc

aluminium construction. Key characteristics include excellent rigidity, compact dimensions and a very modest contribution to unsprung weight. The fast and positive pedal response is eagerly assisted by a powerful vacuum brake booster. The Porsche Ceramic Composite Brake (PCCB) is also available as an option for the Cayman S.

### When driving pleasure makes perfect sense.

The Cayman models are uncompromising in performance – and in everyday use. The low-level seats, sweeping domed roof and expansive glass surfaces create a unique sense of transparency and space. All seat options provide exemplary comfort and excellent lateral support. The choice of materials and clarity of design are central to the ambience of each car. The familiar Porsche grouping of symmetrical round instruments forms an integral part of the cockpit design. The load-carrying capability has been carefully designed for optimum practicality. The generous front compartment is balanced at the rear by a large, two-part storage area beneath the hinged rear lid.

### Technical data:

|   | Cayman                                     | Cayman S                                   |
|---|--|--|
| Engine  | 6-cylinder boxer, water-cooled             | 6-cylinder boxer, water-cooled             |
| Displacement  | 2,687 cm <sup>3</sup>                      | 3,387 cm <sup>3</sup>                      |
| Max. power  | 180 kW (245 bhp) at 6,500 rpm              | 217 kW (295 bhp) at 6,250 rpm              |
| Maximum torque  | 273 Nm at 4,600 – 6,000 rpm                | 340 Nm at 4,400 – 6,000 rpm                |
| 0–100 km/h (0–62 mph)   | 6.1 secs*/ 7.0 secs**                      | 5.4 secs*/ 6.1 secs**                      |
| Top speed   | 258 km/h (160 mph)* / 253 km/h (157 mph)** | 275 km/h (171 mph)* / 267 km/h (166 mph)** |
| Fuel consumption, urban in l/100 km (mpg) <sup>1)</sup>       | 13.8 (20.5)* / 14.9 (19.0)**               | 15.3 (18.5)* / 16.3 (17.3)**               |
| Fuel consumption, extra urban in l/100 km (mpg) <sup>1)</sup> | 6.8 (41.5)* / 7.7 (36.7)**                 | 7.8 (36.2)* / 7.9 (35.8)**                 |
| Fuel consumption, combined in l/100 km (mpg) <sup>1)</sup>    | 9.3 (30.4)* / 10.1 (28.0)**                | 10.6 (26.6)* / 11.0 (25.7)**               |
| CO2 emissions (g/km) <sup>1)</sup>                            | 222* / 242**                               | 254* / 262**                               |

\* Manual gearbox (Cayman: 5-speed/Cayman S: 6-speed) \*\* Tiptronic S

<sup>1)</sup> According to 80/1268/EEC as amended as of printing date.

In summary, each car provides a unique combination of everyday practicality, exceptional active safety and uncompromising, dynamic performance. These apparent contradictions are successfully reconciled within a proven and elegant vehicle concept that is perfectly realised on the road. The new Cayman and Cayman S. Instantly Porsche. ■



▲ Cayman dashboard with optional equipment, e.g., leather interior package with two-tone combination, PCM, 3-spoke multifunction steering wheel with AluLook trim.

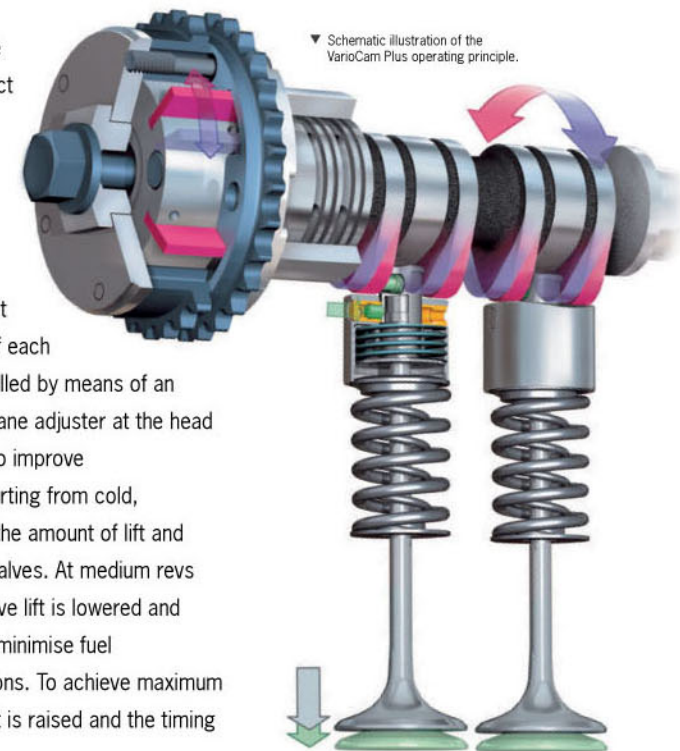


## VarioCam Plus: two engines out of one.

Both Cayman models have a midmounted six-cylinder boxer engine featuring VarioCam Plus technology. VarioCam Plus combines variable valve timing with two-stage lift on the inlet side. The resulting benefits include greater power and torque at all engine speeds, as well as smoother running, better fuel economy and fewer exhaust emissions. Essentially, the system creates two engines out of one, switching seamlessly between them as driver inputs change. All operations are centrally controlled by the Motronic ME7.8 engine management system.

The result: rapid acceleration and balanced running characteristics. The two-stage valve lift mechanism on the inlet side incorporates a series of electrohydraulically switchable tappets. Each of the 12 tappets consists of two concentric lifters which can be locked together by means of a pin when required by the engine management system. When the tappets are locked, the outermost ring – which is

driven by two large-profile cams – is in direct contact with the valve. When the pin is removed, the innermost lifter – operated by a smaller cam lobe – has sole influence over the amount of valve lift. The timing of each valve is steplessly controlled by means of an electro-hydraulic rotary vane adjuster at the head of each inlet camshaft. To improve responsiveness when starting from cold, VarioCam Plus will raise the amount of lift and retard the timing of the valves. At medium revs and minimal load, the valve lift is lowered and timing advanced to help minimise fuel consumption and emissions. To achieve maximum power and torque, the lift is raised and the timing advanced. ■



## American Le Mans Series (ALMS).



▲ 12 Hours of Sebring: Porsche RS Spyder.



Since 1999, the American Le Mans Series (ALMS) has offered participants of the legendary 24 Hours of Le Mans the possibility to take part in an entire racing season. The regulations of the ALMS are therefore based on the classic long-distance race: two prototypes (LMP1 and LMP2) and two GT classes (GT1 and GT2) participate simultaneously in one and the same race. The spectators get to see 4 races in one – it is all about the overall victory as well as victories in the

respective class. Constant fighting for position and overtaking manoeuvres provide plenty of extremely exciting racing.

Porsche has taken part in the ALMS from the start, and very successfully: the first 7 seasons saw Porsche claim the manufacturer's title 6 times, on 5 occasions Porsche customer teams were in the top position and 6 driver's titles have gone to a Porsche driver. With 58 victories, Porsche is the

leading manufacturer across all classes and holds the record with 21 successive class victories.

### RS Spyder in the LMP2 class.

Porsche is returning to racing prototypes with the RS Spyder. It was developed by Porsche from scratch and specifically for the LMP2 regulations. Its key data are: a 3.4-litre V8 long-distance racing

engine with approx. 480 bhp, sequential 6-speed racing gearbox, monocoque and body made from carbon fibre, 775 kg (minimum weight). In its first full racing season, two RS Spyders will be used exclusively by the American Penske team in the ALMS. The aim is to win class victories in the LMP2 category and high placings in the overall assessment against its more powerful competitors in the LMP1 class.

### 911 GT3 RSR in the GT2 class.

The 911 GT3 RSR was the dominating vehicle in the GT2 class in recent years. In the 2006 season, numerous private Porsche teams will be driving with this vehicle, in order to continue the history of successes against a stronger competition. The private Porsche teams have got off to a good start in the first few races of the 2006 ALMS season. ■



▲ Dominance in the GT2 class: the 911 GT3 RSR at a race in the Le Mans Endurance Series 2005.

### American Le Mans Series 2006 – an overview

|            |   |
|------------|---|
| 18.03.2006 | 12 Hours of Sebring, Florida (USA)                            |
| 12.05.2006 | Lone Star Grand Prix, Houston, Texas (USA)                    |
| 21.05.2006 | American Le Mans at Mid Ohio, Lexington, Ohio (USA)           |
| 01.07.2006 | New England Grand Prix, Lakeville, Connecticut (USA)          |
| 15.07.2006 | Grand Prix of Utah, Salt Lake City, Utah (USA)                |
| 22.07.2006 | Grand Prix of Portland, Portland, Oregon (USA)                |
| 20.08.2006 | Generac 500 at Road America, Elkhart Lake, Wisconsin (USA)    |
| 03.09.2006 | Grand Prix of Mosport, Bowmanville, Ontario (Canada)          |
| 30.09.2006 | Petit Le Mans, Braselton, Georgia (USA)                       |
| 21.10.2006 | Monterey Sports Car Championships, Monterey, California (USA) |

## Porsche Carrera Cup Asia.

### O'Young Gives Hong Kong Victory in Malaysia.

Rounds 3 & 4  
Sepang International Circuit, Malaysia  
12~14 May 2006

Team Jebesen's Darryl O'Young dominated Rounds 3 & 4 of the Porsche Carrera Cup Asia at Malaysia's Sepang International Circuit on May 14, 2006. In Round 3, O'Young won a perfect lights-to-flag victory, setting the fastest lap of the 10-lap race and running away at the front of the chasing pack. In Round 4, he grabbed his second victory of the day and immediately dedicated his double wins to his mother. O'Young is proving almost unbeatable with three wins out of four races so far this season.

In Round 3, second across the line was Cref



Motorsports' Keita Sawa of Japan, who had been chasing pole man and championship leader Shinichi Yamaji of Tomo Racing right up until the closing moments of the race when he made his decisive move. Dramatically, the pair came

together and Yamaji eventually crossed the line in fifth place, behind Team Vertu's Nigel Albon. Third was 2004 Champion, Hong Kong's Matthew Marsh, taking the final podium place for Gates GR Asia. Although the results stood, race





officials decided to penalize Sawa for the move, and he did not earn points for his second place, and was also put back ten grid positions for the start of Round 4 in the afternoon.

In Round 4, second place went to Hong Kong driver Matthew Marsh of Gates GR Asia after a hard-fought battle with O'Young at the front of the chasing pack. Third was series newcomer,

Japan's Kazuyuki Nishizawa of Tomo Racing, notching up his first podium finish of the season, ahead of team mate Shinichi Yamaji. Pole sitter O'Young lost the lead to Marsh off the start, only regaining it on the penultimate lap of the 10-lap race. The pair enjoyed the duel, although their off-track friendship was nowhere in sight. Nishizawa was thrilled with his result and fans can expect to see a lot more of him on the

podium as the season progresses.

### Class B.

In Round 3, it was pole man and series debutante Geoff Morgan of Australia who took the win, followed by Dr. Hashimura and William "Chip" Connor after what was a tough race for all. Morgan was full of praise for the EKS



mechanics, describing the preparation of his car as "fantastic". Connor believes the competition is even more intense this season: "I've been hit three times in three races and I wasn't hit once last year."

In Round 4, newcomer Rusty French of Australia grabbed the title, having leapt into the lead on the opening lap from 4th on the Class B grid,

followed by Taiwan's Max Chen and Dr. Toshihide Hashimura of Japan. Fellow Australian Geoff Morgan, who had taken Class honours in Round 3, was involved in an incident on the opening lap and the resulting damage put him out of the running. ■



## Untouchable O'Young takes Fourth Successive Victory.

Rounds 5&6  
Beijing's Goldenport Circuit, China  
9~11 June 2006

Team Jebesen's Darryl O'Young put Hong Kong on the podium twice in a day on June 11, notching up an impressive fifth win in six races, and repeating his double victories at Beijing's Goldenport Circuit last year. Gates GR Asia and 2004 Champion Matthew Marsh, also of Hong Kong, was 2nd while Cref Motorsports' Keita Sawa crossed the line in 3rd, in both rounds 5 and 6.

Said O'Young: "I've been really fortunate these past few races. We've had good team work and some luck. I'm not thinking about the Championship, I'm just concentrating on each race. I hope I can carry on this success to Indonesia next month. I've never been to Indonesia, so it'll be a challenge, but I love a challenge!"

Despite missing out on a win, Marsh was nevertheless pleased with his pair of podiums: "They were two brilliant races, and it just goes to prove that the Porsche Carrera Cup Asia is the best motorsport in the region."

### Class B.

In Round 5, it was pole-sitter Geoff Morgan of Australia who took the victors' laurels, with Hong Kong's Philip Ma second and Porsche Carrera Cup newcomer Fumihiko Watanabe of Japan taking the final podium slot. Said Morgan: "It was very hard and very hot. This circuit is so challenging and unforgiving – one mistake and it bites! Max (Chen) gave me a hard time at the beginning, then he had a moment. Next it was Philip (Ma) trying to catch me. I was very glad to see that chequered flag!"

Class B points leader going in to Round 5, Rusty French, was downcast after he was awarded a penalty by race stewards relating to the course chicane. French had been running 3rd in the Class and was challenging for the second spot

when he was directed to take the penalty, effectively ending his chances.

In Round 6, Australian Geoff Morgan took his second win of the day, continuing his impressive form in this, his debut Porsche Carrera Cup Asia season. Second was Fumihiko Watanabe notching up his second podium finish in as many races in his first outing in a Porsche and setting the fastest Class lap of the race, while Rusty French's podium finish made up for the disappointment of the previous round. ■



### Ranking after Round 6 – Class A

| Place | Race No. | Driver                           | Total Points |
|-------|----------|----------------------------------|--------------|
| 1     | 88       | 欧阳若曦 Darryl O' YOUNG             | 114          |
| 2     | 33       | 马依思 Matthew MARSH                | 96           |
| 3     | 3        | 山路慎一 Shinichi YAMAJI             | 90           |
| 4     | 3        | 西泽和之 Kazuyuki NISHIZAWA          | 65           |
| 5     | 36       | 拿达活 Nattavude CHAROENSUKAWATTANA | 64           |
| 6     | 80       | 泽圭太 Keita SAWA                   | 58           |
| 7     | 5        | 埃尔本 Nigel Peter ALBON            | 54           |
| 8     | 6        | 马拉格慕瓦 Dilantha MALAGAMUWA        | 52           |
| 9     | 18       | 符迪干 Inthraphuvasak VUTTHIKORN    | 29           |
| 10    | 11       | 李国法 Alain LI                     | 20           |

### Ranking after Round 6 – Class B

| Place | Race No. | Driver                  | Total Points |
|-------|----------|-------------------------|--------------|
| 1     | 41       | 摩根 Geoff MORGAN         | 24           |
| 2     | 7        | 法兰治 Rusty FRENCH        | 22           |
| 3     | 8        | 干拿 William E. CONNOR II | 21           |
| 4     | 98       | 马清扬 Philip MA           | 16           |
| 5     | 15       | 渡边史彦 Fumihiko Watanabe  | 13           |
| 6     | 28       | 陈文阁 Max CHEN            | 12           |
| 6     | 14       | 普斯 Ricardo H. PROOST    | 12           |





# Porsche World Roadshow.

**Shanghai International Circuit  
20 May ~ 2 June 2006**

**Experience the Excitement of Porsche!  
There is no better way to experience  
the excitement of Porsche than to drive  
one!**

From May 20th to June 2nd, Porsche World Roadshow, an international driving event designed to give Porsche enthusiasts the opportunity to drive a range of Porsche models in different situations, was hosted in Shanghai – the 5th time this event has come to China.

Participants could choose from twenty current Porsche models and experience the car's performance in a number of different conditions



giving them first hand experience in various disciplines such as handling, braking and slalom driving. An off-road track was especially built to enable guests to experience the Cayenne's superb performance and handling. Specially trained German and Chinese driving instructors were on hand to accompany guests and provide them with handling tips.

Each performance discipline began with instructors providing some theory and handling guidance. Then participants were able to put into practice what they had learned. Everyone enjoyed the speed and handling of Porsche on the F1 track as well as the opportunity to drive the Cayenne in off-road conditions.

It was a wonderful day packed with actions for all guests, who would definitely memorize this experience for a long time and look forward to the next round in the future. ■

# Porsche Sports Driving School.

**Shanghai International Circuit  
3 & 4 June 2006**

Following Porsche World Roadshow, was a one-day pre-level training course by the Porsche Sports Driving School – the first time this event has been held in China. The training course is designed to improve Porsche owners' driving skills in their own car – develop a better understanding and feel for their own cars performance. This perfectly demonstrated that: at Porsche, we are not only concerned with the evolution of the sports car, but also with the evolution of the driver.

A team of specially trained Porsche instructors provided a full day of training, including both theory and practical implementation, to 31



Porsche owners in two groups. They learned tips on how to handle their car, maximizing its performance in a variety of conditions, including some extreme situations like sudden braking, driving in poor weather conditions and more. Many participants expressed their interest in attending a higher level training course to further develop their driving skills.

In the near future, Porsche will provide more

opportunities to experience the uniqueness of Porsche with events planned for Shanghai, Beijing and Zhuhai. We will keep you posted of details of these events, alternatively you can always contact your dealer to find out more. ■

For more details, please contact [patrick.pesch@porsche-china.cn](mailto:patrick.pesch@porsche-china.cn).





## Millionaire Fair.

### Porsche stars at the Millionaire Fair in Shanghai.

From 28th to 30th April 2006, Porsche reaffirmed its position as the world's most prestigious sports car for everyday use with an exciting show at the Millionaire Fair red carpet reception in Shanghai, exhibiting its exclusive Driver's Selection lifestyle accessories and displaying two new top-of-the-range car models: the first public display of Cayenne Turbo S in China and a sneak preview of 911 Turbo for the first time ever in Asia.

The Millionaire Fair activities gave ample proof that Porsche is not just a manufacturer of premium sports cars and SUV's – Porsche is an attitude and a way of life. 'As an exclusive sports car brand, Porsche is for those successful

people who want to live their life to the fullest. Porsche, recognised as a luxury brand aims to catch up with China's booming economy.' said Mr. Mark Bishop, Managing Director of Porsche China – Jepsen & Co (China) Motors, Ltd.

The Porsche Driver's Selection items on display were an expression of this lifestyle: Porsche owners can purchase a wide range of individually tailored accessories such as suitcases in leather matching their car seats, or cufflinks made from the same material as the interior of their car.

As one of the key highlights of the Millionaire Fair, Porsche arguably attracted the most attention from guests. VIP guest Jordan was also fascinated by the new Porsches and spent a considerable amount of time viewing the two new Porsche models. She is also currently a proud owner of Porsche.

Porsche wowed the audience on the gala night

with a dance and video performance in the display area. The dancers reflected the unique Porsche essence of uncompromising quality, freedom, and technical superiority. The inspiring performance captivated the audience. ■



## Three new Porsche Centres open in China.

We are very pleased to announce the expansion of Porsche in China with the formal opening of three new Porsche Centres in Wuhan, Shenyang and Dalian. The establishment of these new Centres enable us to expand Porsche's superior service to new areas within China, providing owners living in those cities and their surrounds with a comprehensive range of services. ■



### Porsche Centre Wuhan

Operating since December 2005, Porsche Centre Wuhan has entered into a new era with the completion and full operation of the new showroom and service centre. This location is critical as it extends Porsche's network coverage to the rapidly expanding region of Central China. 'Located in the centre of central China area, Porsche Centre Wuhan is the first Porsche centre in central China. We are pleased to serve to all the existing and potential Porsche owners around with best practices.' said Mr. Jacky Wu, General Manager of Porsche Centre Wuhan.

For more details, please visit our showroom or contact us directly:

Address: 83 Jiefang Road, Jiang An Dist.  
Wuhan 430019

Tel: +86 27 8264 2311



### Porsche Centre Shenyang

'Northeast China has become the next economic hot zone of China and Porsche will become the leading sports car brand with the rejuvenation of China's oldest industrial centre. We are ready for that and will serve our customers with the highest quality,' stated Mr. Paul Zhao, General Manager of Porsche Centre Shenyang. The opening of a Porsche Centre in Shenyang is an indication of Porsche's confidence and commitment to assist with the economic development of Northeast China.

For more details, please visit our showroom or contact us directly:

Address: 17-2 Beier East Road, Tiexi Dist.  
Shenyang 110025

Tel: +86 24 2512 0911



### Porsche Centre Dalian

Another critical location in Northeast China, Porsche Centre Dalian is located in the most Northeast China's most dynamic harbour city. General Manager Mr. Paul Zhao stated, 'We are fully confident that Porsche will become the number one sports car brand in Northeast China and northeast Chinese will love Porsche, since we are the best of the best.' Now that Porsche is firmly established in the Northeast's two critical cities, Owners and enthusiasts alike in this region will enjoy the superior level of service that is uniquely Porsche.

For more details, please visit our showroom or contact us directly:

Address: 219 Zhong Nan Road, Zhong Shan Dist.  
Dalian 116013

Tel: +86 411 82883 911

