



PORSCHE

# Porsche 速报

PorscheNews Issue 3 2006

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## Skydriving.

The new models 911 Targa 4.

The new 911 Targa 4 and 911 Targa 4S. Each defies categorisation. Exhilarating when open, equally so when closed, they are a fascinating combination of our unique panoramic glass roof concept and permanent all-wheel drive.

## Dear Porsche Enthusiast,

In this issue of Porsche速报, we take a good look at the new Porsche 911 Targa 4 and 911 Targa 4S which provide a very special driving experience – offering all the performance of a Porsche 911, the new Targa combines our unique panoramic glass roof with permanent all-wheel drive. We also examine the 911 Targa roof and take a trip back in time to 1956 to the historic Porsche victory in the Targa Florio – the legendary race from which the 911 Targa derives its name. You can also read more about our recent motorsport achievements in the Nürburgring 24 Hours as well as keep up to date with all the latest news and rankings from Porsche Carrera Cup Asia.

The 911 Turbo is once again in the spotlight with a fabulous national launch in Shanghai, followed by local launches held in 7 Porsche Centres across China and most recently prominently featuring at the Guangzhou Auto Show.

Finally, we are delighted to announce that our Chinese website is now live. Members of the Porsche family and friends can learn more about all the news and events at Porsche and Porsche dealerships at their fingertips, [www.porsche.cn](http://www.porsche.cn).

We hope you enjoy this edition of Porsche速报 and look forward to welcoming you at our Porsche Centres.

Yours sincerely



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

# Elegant design. Intelligent functionality.

**The Porsche 911 has always been one of the most individual sportscars in the world. Of all the various models, it's perhaps the Porsche 911 Targa that is most distinctive in its character. Its unique charm is undoubtedly the key to more than 40 years of success.**

## Skydriving. The new models 911 Targa 4.

Since its debut in 1965, the 911 Targa has enjoyed ever-increasing popularity. For the Targa enthusiast, there is nothing to compare with its special blend of qualities. Combining coupé and cabriolet, its superlative performance ensures driving pleasure in all conditions. The electrically

operated glass roof module forms an integral part of the body. Sweeping rearward above your head, it fills the car with space and light – even when the roof is closed.

With their unprecedented combination of full glass roof and permanent all-wheel drive, the new models 911 Targa 4 are totally unrivalled on the road. Few other cars offer such an accomplished blend of performance, practicality and style.

### **Coupé. Cabriolet. And everything in between.**

The new models 911 Targa 4 offer the best of both possible worlds. The roof is operated using a single control on the centre console. When opening, the roof panel is lowered slightly and can then be steplessly retracted to the required position – even when the car is in motion. A wind deflector is automatically deployed to protect against turbulence and noise. The key advantage of the 911 Targa roof is that it provides 'open-air' driving in all weather conditions and on every length of journey.



## The new 911 Targa 4 and 911 Targa 4S

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Open or closed, the driving experience is always totally unique. The transparent roof panel provides an unrestricted view of the sky above that is otherwise only possible in a cabriolet. This exclusive feature is elegantly combined with coupé-like standards of safety.

### **The sky is the limit. With all four wheels firmly on the ground.**

The new 911 Targa 4 has a 3.6-litre engine developing 239 kW (325 bhp). The 911 Targa 4S has a 3.8-litre unit producing 261 kW (355 bhp). Both are equipped with VarioCam Plus variable valve technology.

On both models, the body has been widened by 44 mm across the rear axle. Combined with the standard all-wheel drive, the wider rear track enhances each car's dynamics. Agility is retained with the aid of an electronic differential, which automatically varies the drive to each axle. Maximum power is always applied precisely where it's needed most. The stability of each car is naturally improved, ensuring greater active safety. This is particularly beneficial on difficult surfaces, e.g., mud, ice or snow. Braking is

enhanced thanks to additional functions in the new evolution of Porsche Stability Management (PSM): brake assist and electronic brake prefill (readies brake system when throttle is released quickly).

### **Safety has never been so exciting.**

The standard braking system on the new models 911 Targa 4 is one of the most advanced ever featured in a standard production car. Both models can also be equipped with the optional Porsche Ceramic Composite Brake (PCCB). The PCCB disc is approximately 50% lighter than comparable metal designs. As well as enhancing performance and fuel economy, this represents an enormous reduction in both unsprung and rotational mass. The result: improved roadholding, comfort and agility with even better handling characteristics.

Both new models 911 Targa 4 offer excellent torsional and flexural strength – despite the large glass roof. They are also equipped with the latest evolution of Porsche Side Impact Protection (POSIP).

### **Form and function. Perfectly combined.**

The tapered geometry of the rear side windows creates an elegant and dynamic silhouette. It also differentiates the models 911 Targa 4 from the 911 Carrera Coupé. The classic 911 roofline is tastefully enhanced with stylish trim elements in anodised and polished aluminium. Originating at the A-pillars, they arc across the car and culminate beyond the rear side windows.

The top-hinged rear screen provides easy access to the interior luggage area. With the rear seats folded forward, both new models 911 Targa 4 offer 230 litres of rear loadspace. A further 105 litres is also available in the front luggage compartment. Together, they represent another example of stylishly practical design.

The new models 911 Targa 4 are a unique interpretation of the Porsche 911 idea. Each combines the power and dynamics of the 911 Carrera 4 models with new design features and even greater functionality. In short: a very special adaptation of a legendary car. ■

**Technical data:****911 Targa 4****911 Targa 4S**

Engine	6 cylinders, horizontally opposed, water-cooled	6 cylinders, horizontally opposed, water-cooled
Displacement	3,596 cm <sup>3</sup>	3,824 cm <sup>3</sup>
Max power	239 kW (325 bhp) at 6,800 rpm	261 kW (355 bhp) at 6,600 rpm
Max. torque	370 Nm at 4,250 rpm	400 Nm at 4,600 rpm
0-100 km/h (0-62 mph)	5.3 secs*/ 5.8 secs**	4.9 secs*/ 5.4 secs**
Top speed	280 km/h (174 mph)* / 275 km/h (171 mph)**	288 km/h (179 mph)* / 280 km/h (174 mph)**
Urban in l/100 km (mpg) <sup>1)</sup>	16.6 (17.0)* / 17.4 (16.2)**	17.5 (16.1)* / 18.0 (15.7)**
Extra urban in l/100 km (mpg) <sup>1)</sup>	8.4 (33.6)* / 8.6 (32.8)**	8.5 (33.2)* / 8.6 (32.8)**
Combined in l/100 km (mpg) <sup>1)</sup>	11.3 (25.0)* / 11.6 (24.4)**	11.8 (23.9)* / 11.9 (23.7)**
CO2 emissions (g/km) <sup>1)</sup>	272* / 280**	285* / 286**

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

<sup>1)</sup> In accordance with 80/1268/EEC as valid at the time of going to press. Provisional data only.

**The new 911 Targa 4 and 911 Targa 4S**



For more information on the new models 911 Targa 4,  
visit [www.porsche.cn](http://www.porsche.cn)





# Coupé or Cabriolet?

## The choice is yours.

Since its launch as a 'safety cabriolet' in 1965, the Porsche 911 Targa has enjoyed ever-increasing popularity. Today, its trademark glass roof concept combines the benefits of the Porsche 911 Coupé and Cabriolet models with innovative and intelligent design.



### The pleasure of a cabriolet.

The glass roof module on the new models 911 Targa 4 provides a totally unique driving experience. The roof aperture alone measures almost half a metre square. Combined with the windscreen and top-hinged rear hatch, it creates a total glass area of approximately 1.5 square metres. Above your head is a view of the sky that only a cabriolet can otherwise provide.

### From 0 to infinity in just 7 seconds.

The glass roof panel and integral sunscreen are opened using a single two-stage switch on the centre console. When opening, the glass panel is lowered slightly and can then be quietly retracted beneath the rear screen. The entire operation requires approximately 7 seconds and can also be performed while the car is in motion. A specially enhanced wind deflector is automatically deployed to minimise turbulence and noise. Its form and deployment angle are precisely designed for optimum aerodynamics when the roof is fully open.



## The safety of a coupé.

The body shell structure offers excellent rigidity, despite the large roof opening. Contributing to that strength are a lateral member in the middle of the roof module and reinforced rails on either side. The retractable roof panel is made from 6.3-mm laminated safety glass. The glass is tinted and almost entirely resistant to ultraviolet light. The interior temperature remains as stable in strong sunlight as it does in the Porsche 911 Carrera Coupé. For added protection against heat and cold, both models 911 Targa 4 have an electrically operated roll-up screen made from semi-transparent black fabric. When fully extended, it protects against direct sunlight as well as insulating the car in winter. Running close to the roofline, it does not detract from the generous interior space.

The 911 Targa 4 roof is a perfect combination of coupé and cabriolet design. Offering the best of both worlds, the new 911 Targa 4 and 911 Targa 4S are both powerfully familiar and totally unique. ■





▲ 1973: Targa Florio, Porsche 911 Carrera RSR

▼ Targa Florio, Porsche 906 Carrera 6



# 50th anniversary: our first overall victory in the Targa Florio.

The history of Porsche motorsport is one of unparalleled achievement. To date, Porsche works and customer drivers have scored more than 28,000 victories around the world in many different racing categories. One of our most spectacular triumphs was exactly 50 years ago in the legendary Targa Florio on Sicily.

## A historic victory.

10 June 1956. After almost eight hours of racing through the mountains of northern Sicily, the Italian driver, Umberto Maglioli, claimed a surprise outright victory in the Targa Florio at the wheel of a Porsche 550 A Spyder. Maglioli completed the winding and undulating 720-km course without the benefit of a driver swap. Indeed, such was the technical reliability of the Porsche that the only stops were for fuel.

Finishing almost 15 minutes ahead of the second-placed car, Maglioli not only claimed the 2-litre title, he also outclassed the much more powerful cars in the higher-capacity categories. In the process, he recorded the first outright victory for a Porsche vehicle in a major world sportscar event.

This remarkable win was all the more surprising given that the 550 A Spyder had only made its debut eleven days earlier in the 1,000-km race at the Nürburgring. Encouraged by a class

victory at the famous German circuit, Porsche set its sights on the Targa Florio. This legendary Sicilian road race was created in 1906 by local automobile enthusiast, Count Vincenzo Florio. The 'Targa' of the title refers to the shield-like trophy which was awarded to the winning driver.

## Porsche and the Targa Florio.

Even before this first outright victory, the Porsche name had been closely associated with the Targa Florio. In 1922, the Austro-Daimler 'Sascha' designed by Ferdinand Porsche achieved victory in its class. Just two years

later, a supercharged 2-litre Mercedes model, also developed by Ferdinand Porsche, claimed outright victory in Sicily.

## 11 victories in 18 years.

However, it was the victory in 1956 that marked the beginning of a remarkable track record in the Targa Florio. Over the next 17 years, Porsche would emerge as overall winner on 10 occasions - more than any other manufacturer. Successful race vehicles included the Porsche 904 Carrera GTS which even defeated the prototype classes en route to victory in 1964. Five years

later, in 1969, the Porsche 908/02 Spyder set a new record time of 6 hours, 7 minutes and 45 seconds. Porsche also won the final world championship Targa Florio with the Porsche 911 Carrera RSR.

Having been the scene of so many Porsche achievements, the Targa Florio was itself consigned to history in 1973. Although gone from the calendar, it will never be forgotten thanks in no small measure to the Porsche 911 Targa. ■

Umberto Maglioli claimed the first outright Porsche victory in the Targa Florio in a 550 A Spyder on 10 June 1956. ▼

<b>1956</b>	Umberto Maglioli	Porsche 550 A Spyder
<b>1959</b>	Edgar Barth/Wolfgang Seidel	Porsche 718 RSK Spyder
<b>1960</b>	Joakim Bonnier/Hans Herrmann	Porsche 718 RS 60 Spyder
<b>1963</b>	Joakim Bonnier/Carlo Abate	Porsche 718 GTR
<b>1964</b>	Colin Davis/Antonio Pucci	Porsche 904 Carrera GTS
<b>1966</b>	Herbert Müller/Willy Mairesse	Porsche 906 Carrera 6
<b>1967</b>	Paul Hawkins/Rolf Stommelen	Porsche 910-8
<b>1968</b>	Vic Elford/Umberto Maglioli	Porsche 907-8
<b>1969</b>	Gerhard Mitter/Udo Schütz	Porsche 908/02 Spyder
<b>1970</b>	Jo Siffert/Brian Redman	Porsche 908/03 Spyder
<b>1973</b>	1973 Gijs van Lennep/Herbert Müller	Porsche 911 Carrera RSR



# Porsche claims outright victory and distance record at the Nürburgring.



This year's Nürburgring 24 Hours was won by a privately entered Porsche 911 GT3 run by the German Manthey-Racing team. The winning margin was more than one lap of the 25.4-km Nordschleife circuit. Porsche works drivers, Timo Bernhard (Dittweiler, Germany), Lucas Luhr (Monaco) and Mike Rockenfeller (Monaco) teamed up with former DTM pilot Marcel Tiemann (Monaco) to start the race from pole. While the lead changed hands in the opening stages, the team regained the advantage after the first pitstop period and successfully held it until the chequered flag after 151 laps (3,832.07 km). In the process, Manthey-Racing, led by Olaf Manthey (Bonn, Germany), broke the previous record distance set in 2001 of 3,727.77 km. It also marked the first outright victory for a Porsche customer team in the Nürburgring 24 Hours since the year 2000.

Porsche 911 GT3 run by the Manthey-Racing team: overall winner of the Nürburgring 24 Hours, 2006 ▲

Second place overall went to another privately run Porsche 911 GT3 driven by the all-German lineup of Jürgen Alzen, Uwe Alzen (both Betzdorf), Klaus Ludwig (Bornheim) and Christian Abt (Kempten). Seven of the top ten positions in the overall classification were claimed by Porsche customer teams.

### Impressive performance at Le Mans.

At the 74th running of the Le Mans 24 Hours, Porsche customer teams came second and fourth in the GT2 category for production-based cars. The 911 GT3 of the German Seikel Motorsport team had actually led the GT2 class until a few laps prior to the finish. Hampered by gearbox problems, it eventually finished a very worthy second in class. Fourth position went to the US-based Flying Lizard Motorsports team. ■



▲ Left to right: Mike Rockenfeller, Marcel Tiemann, Timo Bernhard and Lucas Luhr, winners of the Nürburgring 24 Hours, 2006



# Porsche Carrera Cup Asia.

## Power to Victory.

Round 7&8

Sentul Circuit, Indonesia

July 21 - 23, 2006

Speed, heat and roaring engines. Indonesia's 4km Sentul Circuit witnessed the most skilled sportscar drivers in Asia, all racing brand new, identical 997-based Porsche 911 GT3 Cup cars, in the Porsche Carrera Cup Asia 2006 season.

The Porsche Carrera Cup Asia field is divided into two categories, with both championships equally hard fought. Class A is for professional drivers, while Class B is designated for non-professional but equally determined racers.



Tomo Racing's Shinichi Yamaji notched up his third win of the season – winning Round 8 of the competition in Class A.

It was a perfect pole-to-flag victory, after he won the Round 7, and his best result to date. Fellow countryman Keita Sawa of Cref Motorsport came in second, unable to rattle Yamaji's unshakable concentration. Third was SCC Racing's Charoen-sukhawatana Nattavude who had started from 4th on the grid.

Yamaji was grateful to the organisers for staging the race, mindful of the recent tsunami to hit the country: "I feel very sorry for all the victims. I could see many children in the grandstand and I wanted to give them a good race more than I wanted to win." Yamaji, along with the rest of the field, certainly did not disappoint.

At the start of the thrilling 15-lap race, Yamaji got away cleanly, but Team Jebesen's Darryl O'Young was right on the tail of Sawa off the grid.

However, Sawa held firm and, while the two were engaged, Nattavude seized the advantage to get by O'Young into 3rd.

Behind them were Team Vertu's Nigel Albon, SCC Racing's Vutthikorn Inthraphuvasak, Hong Kong's Alain Li and 2004 Champion Matthew Marsh.

## Class B.

In Class B, it was Geoff Morgan who took the honours, with Rusty French in second. Kimihiro Yashiro took the final podium place in only his second Porsche Carrera Cup Asia race. The Japanese driver was thrilled with the result, having suffered badly with the extreme conditions in Indonesia: "I spun in the first race, but I never expected this result. I'm very tired, but extremely happy!" he said.

Despite having his run of wins interrupted this weekend, keeping his eyes firmly on the points has paid off for O'Young and he retains his Championship lead, 14 points ahead of Yamaji, with Matthew Marsh third on the leaderboard. In Class B, Morgan has a seven point lead over fellow Australian French, while William "Chip"



## Porsche Carrera Cup Asia

Connor is just six points behind him. With four rounds to go, both titles are still wide open.

As part of the Asian Festival of Speed, the Porsche Carrera Cup Asia now moves to China where the remaining four rounds of the season will be run. Next up is Shanghai where Round 9 will be a supporting event at the 2006 Formula 1TM Sinopec Chinese Grand Prix over the weekend of September 29 to October 1. From there, the series moves to Zhuhai International Circuit in Southern China, before the Grand Finale which is part of the Macau Grand Prix in November. ■



### Round 7 Results

Pos.	Comp No.	Driver	Cls	Entrant	Time
1	3	Shinichi YAMAJI (JPN)	A	Tomo Racing	+23:02.2
2	80	Keita SAWA (JPN)	A	Cref Motorsports	+1.132
3	88	Darryl O' YOUNG (HKG)	A	Team Jebesen	+9.336
4	36	C. NATTAVUDE (THA)	A	C. Nattavude	+14.083
5	18	V. INTHRAPHUVASAK (THA)	A	V. Inthraphuvasak	+15.073
6	5	Nigel ALBON (GBR)	A	Team Vertu	+17.761
7	33	Matthew MARSH (HKG)	A	Gates GR Asia	+20.100
8	11	Alain LI (HKG)	A	Alain Li	+34.758
9	41	Geoff MORGAN (AUS)	B	Geoff Morgan	+38.042
10	6	Dilantha MALAGAMUWA (JPN)	A	Team Hayashi	+41.225
11	14	Ricardo H. PROOST (THA)	B	Ricardo H. Proost	+52.296
12	7	Rusty FRENCH (AUS)	B	Rusty French	+53.662
13	98	Philip MA (HKG)	B	Philip Ma	+53.927
14	8	William E. CONNOR II (HKG)	B	W. E. Connor II	+55.484
15	77	Peter BOYLAN (AUS)	B	Peter Boylan	+1:22.074
16	15	Kimihiro YASHIRO (JPN)	B	Kimihiro Yashiro	+1:26.710
17	2	Kazuyuki NISHIZAWA (JPN)	A	Tomo Racing	+1:46.905
18	28	Toshihide HASHIMURA (JPN)	B	T. Hashimura	+1 Lap



Find out more about Porsche Carrera Cup Asia, visit your Porsche Centre, or [www.porsche.cn](http://www.porsche.cn)





## Round 8 Results

Pos.	Comp No.	Driver	Cls	Entrant	Time
1	3	Shinichi YAMAJI (JPN)	A	Tomo Racing	23:02.521
2	80	Keita SAWA (JPN)	A	Cref Motorsports	+0.660
3	36	C. NATTAVUDE (THA)	A	C. Nattavude	+9.589
4	88	Darryl O' YOUNG (HKG)	A	Team Jebesen	+17.213
5	5	Nigel ALBON (GBR)	A	Team Vertu	+21.546
6	18	V. INTRAPHUVASAK (THA)	A	V. Intraphuvasak	+22.736
7	11	Alain LI (HKG)	A	Alain Li	+23.098
8	33	Matthew MARSH (HKG)	A	Gates GR Asia	+23.353
9	6	Dilantha MALAGAMUWA (JPN)	A	Team Hayashi	+37.078
10	41	Geoff MORGAN (AUS)	B	Geoff Morgan	+37.362
11	7	Rusty FRENCH (AUS)	B	Rusty French	+55.672
12	15	Kimihiko YASHIRO (JPN)	B	Kimihiko Yashiro	+56.738
13	98	Philip MA (HKG)	B	Philip Ma	+58.398
14	8	William E. CONNOR II (HKG)	B	William E. Connor II	+1:10.405
15	77	Peter BOYLAN (AUS)	B	Peter Boylan	+1:18.285
16	14	Ricardo H. PROOST (THA)	B	Ricardo H. Proost	+1:19.181
17	28	Toshihide HASHIMURA (JPN)	B	Toshihide Hashimura	1 Lap
18	2	Kazuyuki NISHIZAWA (JPN)	A	Tomo Racing	DNF



# 911 Turbo Launch in China.

## In the mood for Porsche.

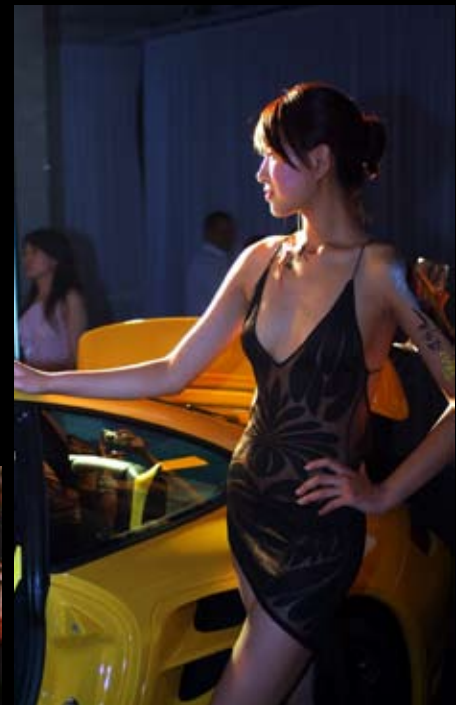
It was already hot in Shanghai in the early days of summer in June. The city seemed to get even hotter with the arrival of the latest version of the legendary 911 Turbo on 17th June.

The launch party of this legendary Porsche model was held at the renowned "Shanghai Gallery of Art," also known as "3 on the Bund." 180 guests, comprised of Porsche VIP customers and those selectively invited from the media, were the first to view this sixth generation of 911 Turbo, Porsche's flagship.

The exclusive Bund venue was a perfect venue for the launch with the gallery atmosphere

complementing the modern lines of the Porsche 911 Turbo. Guests not only marveled at the new model, but also appreciated the environment in which the three 911 Turbos were displayed. The sleek styling of the 911 Turbos reflected both metaphorically and literally off the polished third floor. Thanks to the venue's atrium-like design, the glistening Porsche could also be admired from the uppermost levels. Porsche did more than just unveil the 911 Turbo – it made clever use of the environment to exhibit the 30 years of 911 Turbo history and display its outstanding technological performance and eye-catching design.

A glass of fine champagne, a soothing live music scene, body painting performances by famous artist Simon Ma, and of course the three Porsches, all these features made for a fabulous party. ■







# 911 Turbo Launch Porsche Centre Events.

Porsche Centre Hangzhou





Porsche Centre 3S Beijing



Porsche Centre Qingdao



Porsche Centre Xiamen



## 911 Turbo Launch Porsche Centre Events

Porsche Centre Beijing



Porsche Centre Shenyang



Porsche Centre Chengdu



Find out more about 911 Turbo Launch Porsche Centre Events, visit your Porsche Centre, or [www.porsche.cn](http://www.porsche.cn)



# Chongqing Magic.



## Porsche Centre Chongqing Opening.

The mountainous paths challenge autos, but not Porsche. That's why the opening of Porsche Centre Chongqing is such good news to Porsche fans in China's fourth Municipality and, far beyond that, the mountainous Southwest region.

The opening ceremony on 28th July began with a magic performance, during which a gift from Porsche China was presented to the new Centre. And the magic continued. The showroom's new top-of-the-range car models as well as exclusive Porsche lifestyle accessories were definitely a strong magnet as within the first week of business, the new Centre saw 2 Porsches purchased! Within two weeks after the opening, more than 50 customers have visited the showroom, to learn more about Porsche personally or seeking maintenance and other services.

Such a great start to business is a reflection of the successful opening ceremony. "Many attendees at the party agreed that the ceremony was not merely a marketing event, but more an introduction to Porsche culture and lifestyle," said Anderson Wang, General Manager of Porsche Centre Chongqing. ■



# Porsche Impresses at Guangzhou Auto Show.



The moment the sixth generation red 911 Turbo was unveiled at the 4th China (Guangzhou) International Automobile Exhibition, there was a dazzle of flashing lights as onlookers took photos. The crowds at other stands thinned as visitors jostled to view Porsche's flagship. The 911 Turbo was accompanied by a range of Porsche roadsters, including the Boxster S, the Cayman S, the 911 Carrera and the Cayenne series.

This is the second time Porsche has exhibited at this event, widely regarded as the third largest

international auto show in China after Beijing and Shanghai international auto shows. Porsche's presence was significant with a large number of models on display, a reflection of the expanding interest in sports cars.

The design, engineering and technological features of the 911 Turbo's was a favourite amongst attendees with car fans rating the model with five stars, the top rate on websites that were covering the Guangzhou auto show. ■



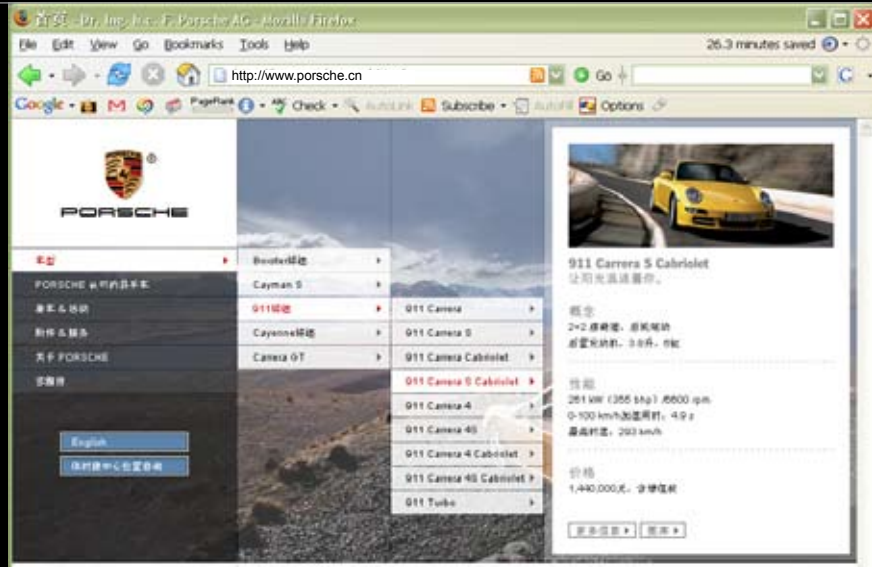


# Porsche Chinese Website.

Porsche China launched a new online home for its customers on Mainland China in July. Providing up to the minute news about Porsche in Chinese as well as English, the site at [www.porsche.cn](http://www.porsche.cn) is symbolic of Porsche's commitment to its customers in China.

"China is a major market for Porsche with tremendous potential. As a result, Porsche is willing to make a significant investment into this ever growing market," said Mark Bishop, Managing Director of Porsche China – Jepsen & Co. (China) Motors Ltd.

Linked to Porsche's international web-portal, the new Porsche China site is a great resource for anyone looking for information on Porsche China's dealership network and model range, as



well as those wanting to find out more about the company's proud history.

At [www.porsche.cn](http://www.porsche.cn) visitors can find details on every Porsche model, including technical specifications and a comprehensive photo gallery – including stunning 360° panorama images.

A multimedia resource already accessed by tens of millions of users, the online portal also has a

variety of Porsche wallpapers, screensavers and other interactive content which can be downloaded from the site free of charge.

The launch of Porsche China's bilingual website represents a significant further step by the company into Mainland China.

Click your mouse, Porsche world is just in front of you. ■

# Porsche Sports Driving School.

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

## Improve your driving skills with your own Porsche!

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.

## Porsche Sports Driving School - Zhuhai

**Date:** 13th October 2006

**Location:** Zhuhai International Circuit

**Time:** 09:00 – 17:00

**Training Level:** Pre-level Training Course

**Participation Fee:** Promotional price of RMB 5500 (including tax) per person

Only 30 places available so make your reservation now to avoid disappointment.

## Programme 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
- Safety and control

**Limited spaces available – please fill in attached form and fax back to 021 6351 5910 or email [marketing@porsche-china.cn](mailto:marketing@porsche-china.cn).**



金 港 赛 道



GOLDENPORT CIRCUIT



PORSCHE

Porsche Sports Driving School - 26 & 27 August 2006



PORSCHE







PORSCHE

# Registration Form

- I would like to take part in Zhuhai Porsche Sports Driving School on October 13, 2006.
- I would like someone to contact me.

## Contact Information

Name: \_\_\_\_\_

Tel/Mobile: \_\_\_\_\_

E-mail: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

## Vehicle Information

Model: \_\_\_\_\_

Purchase date: Year                  Month

Porsche Centre: \_\_\_\_\_

**Please fax to: 021 6351 5910**

**Attn: Patrick Pesch**

# Porsche Centre Directory.

## **Porsche Centre Beijing**

Contact: Mr. Victor Zhang, SM  
Phone: 010 6521 1911  
Ground Floor, Chang An Club,  
10 Dong Chang An Avenue, Beijing Tower,  
Beijing, China, 100006

## **Porsche Centre 3S Beijing**

Contact: Ms. Vivian Wei, GM  
Phone: 010 6786 9911  
No.A1, East Ring North Rd, BDA  
Beijing, China, 100176

## **Porsche Centre Chengdu**

Contact: Ms. Tina Hu, GM  
Phone: 028 8759 2911  
173 Shuxi Road, Yangxi Xian,  
Chengdu International Automobile Yard,  
Chengdu, China, 610091

## **Porsche Centre Chongqing**

Contact: Mr. Anderson Wang, GM  
Phone: 023 6367 1776  
2F Platinum Times Building,  
60 Yangtze River 1st Road, Yuzhong District,  
Chongqing, China, 400014

## **Porsche Centre Dalian**

Contact: Mr. Paul Zhao, GM  
Phone: 0411 8288 3911  
219 Zhong Nan Road, Zhong Shan District,  
Dalian, China, 116001

## **Porsche Centre Guangzhou**

Contact: Mr. Tony Lam, GM  
Phone: 020 8659 8911  
G/F, 237 Central Guangyuan Road,  
Baiyun District,  
Guangzhou, China, 510071

## **Porsche Centre Hangzhou**

Contact: Mr. Clifford Choi, GM  
Phone: 0571 8708 8911  
218 Nan Shan Road, Shang Cheng District,  
Hangzhou, China, 310002

## **Porsche Centre Qingdao**

Contact: Mr. Julian Hardy, GRD  
Phone: 0532 8667 9911  
38 Xianggang Middle Road,  
Qingdao, China, 266071

## **Porsche Centre Shanghai**

Contact: Mr. Tommy Zhao, GM  
Phone: 021 5383 8911  
177 Central Huai Hai Road,  
Shanghai, China, 200105

## **Porsche Centre Shenyang**

Contact: Mr. Paul Zhao, GM  
Phone: 024 2512 0911  
17-2 Beier East Road, Tiexi District,  
Shenyang, China, 110025

## **Porsche Centre Wuhan**

Contact: Mr. Jacky Wu, GM  
Phone: 027 8266 9911  
Panlong Auto City, Panlong City Economic Zone,  
Wuhan, China, 430312

## **Porsche Centre Xiamen**

Contact: Mr. William Huang, OM  
Tel: 0592 2393 911  
105-107 Xinlong Town (phase2), #16 Xidi Nanli,  
Xiamen, China, 361001

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## **Porsche China**

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