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Porsche News Issue 4 2006

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The new 911 GT3 RS. Origin Motorsport.

RS. Synonymous for moving at the very limit. It stands for motor racing in its purest form. For precision and convincing technology. For reduction to the essence. Origin Motorsport. The new 911 GT3 RS.

Some models or equipment items are not available in various countries due to country-specific regulations and requirements. For more information about the exact equipment specifications, please consult your Porsche Centre/dealer or your importer. Porsche reserves the right to alter design, equipment and delivery package without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

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In Pole Position: The new 911 GT3 RS.

Dear Porsche enthusiast,

A warm welcome to the last issue of Porsche Newsletter for 2006.

First, we would like to take this opportunity to express our sincere thanks for your support to Porsche over the past 12 months. We offer our warmest wishes for the coming new year, which we hope to help make even more exciting.

In this issue, you'll learn about the birth of a legend - the new 911 GT3 RS, which will be introduced into China early in 2007.

On the local news front, you can discover how the Porsche 911 Targa 4S is 'skydriving' into Auto China 2006 in Beijing. We also bring you the fabulous victory of Darryl O'Young and

Team Jebesen in the Porsche Carrera Cup Asia, as well as the resounding success of the Porsche Sports Driving School in the cities of Beijing and Zhuhai.

Furthermore, the official launch of the first regional Porsche Club in China will show you our dedication to all Porsche owners. Finally, you can find details of Porsche's dramatic debut at Top Marques Shanghai and the impressive Porsche calendar for 2007.

We hope you enjoy this issue of Porsche Newsletter.

Kind regards,



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

Built for the Road – Born on the Race Track. The new 911 GT3 RS.

More than 50 years of Porsche motorsport, over 28,000 victories – a success story based mainly on two reasons ever since the first race: innovative technology and the engineers' knowledge that this technology must always focus on the driver and his respective needs. Porsche is now continuing this story – with the new 911 GT3 RS.

▼ Interior 911 GT3 RS



Performance naturally can be measured in horsepower, but that was never the primary concern at Porsche. The perfect balancing of all components plays a more important part. The ideal embodiment of this principle: the new 911 GT3 RS – the homologation model of the 911 GT3 RSR racecar. It was designed according to the official regulations of the racing associations FIA N/GT (Fédération Internationale de l'Automobile) and ACO (Automobile Club de l'Ouest) – making it the road-licensed version of a pure-bred racecar.

High torque, low weight.

The 911 GT3 RS is driven by a 3.6-litre flat-six engine that delivers 305 kW (415 bhp) at 7,500 rpm. The high-revving concept of the engine results in a maximum number of revolutions of 8,400 rpm. The maximum torque of 405 at 5,500 rpm allows the vehicle to accelerate from 0 to 100 km/h in a mere 4.2 s and to reach a top speed of 310 km/h (193 mph).



A precision-guided six-speed manual transmission with cable shifting and short shifter transfers this great power. A single-mass flywheel is used as standard in the 911 GT3 RS. Its low weight appreciably increases the engine's run-up dynamics: Especially in the first three gears, the engine revs even more dynamically up to the maximum number

of revolutions of 8,400 rpm – a decisive advantage on racing circuits with many bends. Like the 911 GT3, the new 911 GT3 RS also features a chassis with Porsche Active Suspension Management (PASM). However, it has an even sportier setup – for high cornering speeds and precise handling on racing circuits. ►



Technology from motorsport.

The new 911 GT3 RS is also uncompromising in terms of safety. Its steel brake discs are internally vented and cross-drilled – for high braking performance in wet conditions as well. An optional feature is the Porsche Ceramic Composite Brake (PCCB) – a ceramic brake system which has

already had to withstand the most stringent demands in the Porsche Michelin Supercup.

The new 911 GT3 RS is fitted with lightweight 19-inch GT3 wheels as standard. It features a 34 mm wider track and thus enhanced anti-rolling stability due to the reduced rim offset of the rear wheels. Road-licensed sport tyres provide the necessary traction. Vital for

driving on closed circuits: fine-tuning of individual components. Height, camber, toe and the anti-roll bars at the front and rear axles are adjustable.

An impressive presence.

The sound? Unmistakable. And the look? Here too, the new 911 GT3 RS is the front-runner. Nevertheless, every detail serves first and foremost to enhance performance: an additional spoiler on the front spoiler lip increases the car's roadhugging properties by providing even more downforce at the front. It also improves the flow of cooling air to the central radiator. The body is 44 mm wider above the rear axle than on the 911 GT3, providing a wider track and thus further enhanced cornering performance.

The design of the adjustable rear wing is based on that of the 911 GT3 Cup vehicles. It is not only lighter than on the 911 GT3, it's also larger – further increasing downforce at the rear and providing good driving stability even at high speeds. As the speed increases, two separate ram air



boxes on the rear lid force additional air into the engine compartment and the intake system. This enhances engine cooling and engine performance.

The result of all these aerodynamic improvements: a cd value of only 0.30 – and downforce at front and rear. In aerodynamic balance. For a good grip on the road, greater directional stability, safer driving, and excellent traction even

at high speeds. Standard equipment in the vehicle's interior: the Clubsport package. The rear roll cage bolted to the body provides additional protection. The lightweight carbonfibre bucket seats provide excellent lateral support. The gear lever, handbrake lever and steering wheel of the new 911 GT3 RS are finished in Alcantara for a good grip. The steering wheel additionally features a 12 o'clock marking, which

serves to indicate the position of the front wheels to the driver. Every detail in the 911 GT3 RS is tailored to achieve maximum performance. Impressive, intense and fascinating: the new 911 GT3 RS. A sports car for day-to-day use – especially for day-to-day use on the race track. ■

(911 GT3 RS: Fuel consumption in l/100 km: city 19.8; highway 8.9; combined 12.8. CO2 emissions: 307 g/km. Provisional values according to 80/1268/EEC; official values were not available at the time of publication.)

Nothing But Muscle: The Lightweight Design of the new 911 GT3 RS.

Systematic weight saving is the key to success in motorsport. There are no superfluous parts. The new 911 GT3 RS was developed according to these principles. The result: every part in the vehicle has a function – and a very sporty appearance.

Sometimes, less is more.

When it comes to weight optimisation, the Porsche motor racing engineers are also right in their element. The latest evidence: the new 911 GT3 RS. Despite being equipped with a standard roll cage and a widened body, its unladen weight is a

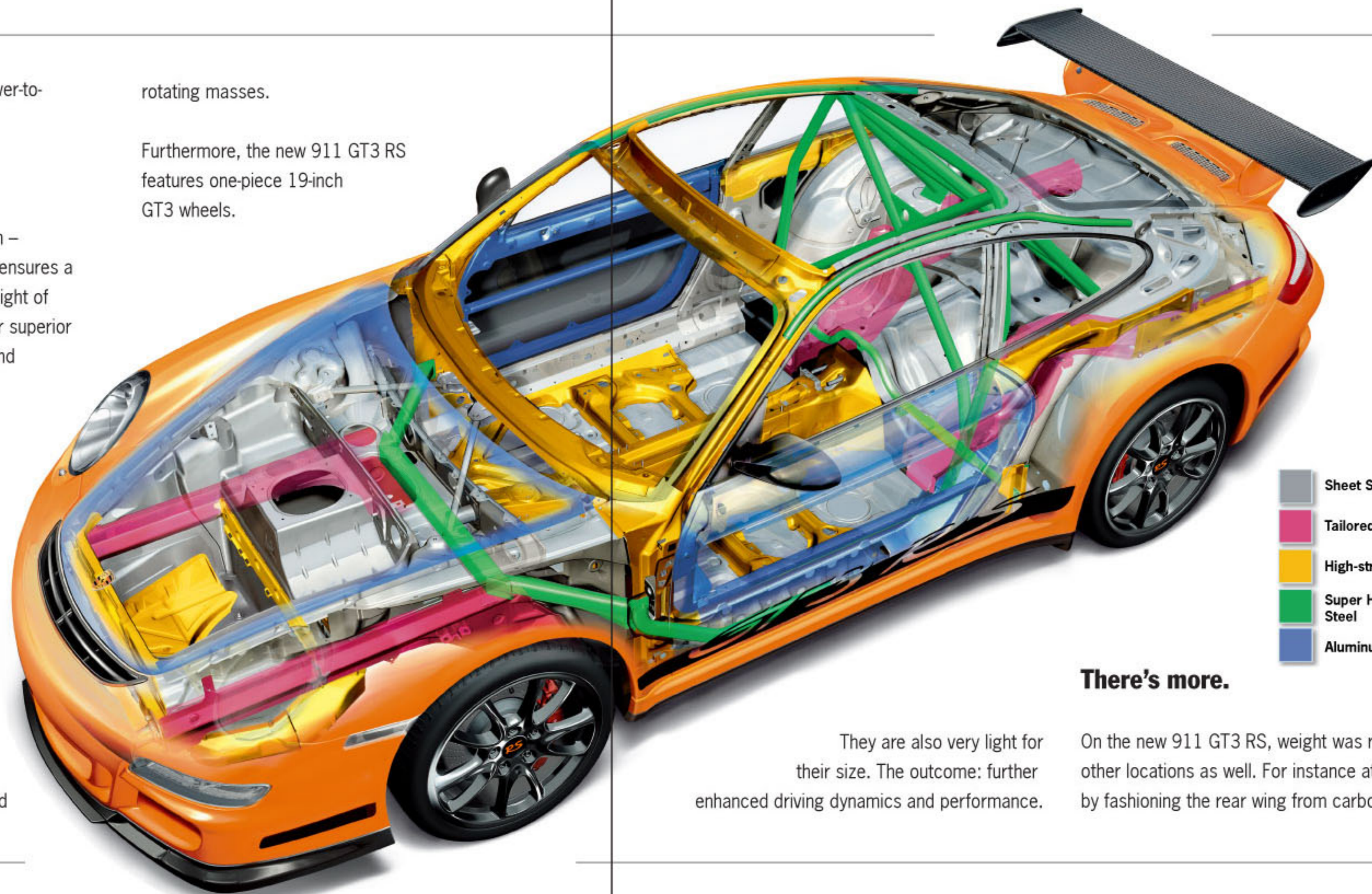
mere 1,375 kg. And its specific power-to-weight ratio only 3.31 kg/bhp.

The chassis: light.

Carbon fibre, aluminium, magnesium – uncompromising lightweight design ensures a low overall weight and keeps the weight of unsprung masses to a minimum. For superior handling, great safety on the road and stable handling, especially in bends. One example of this is the lightweight rear axle following the LSA concept (Light, Stable, Agile). Another is the standard brake system with aluminium monobloc brake callipers. Even lighter is the optional ceramic brake system, the Porsche Ceramic Composite Brake (PCCB): Its brake discs are around 50% lighter than grey cast iron brake discs of the same design and size. This permits a further reduction in the unsprung and

rotating masses.

Furthermore, the new 911 GT3 RS features one-piece 19-inch GT3 wheels.



There's more.

They are also very light for their size. The outcome: further enhanced driving dynamics and performance.

On the new 911 GT3 RS, weight was reduced in other locations as well. For instance at the rear by fashioning the rear wing from carbon fibre

(CFRP). Yet more weight was lost by using aluminium for the doors and luggage compartment lid. Another source of weight savings is the rear window. It is made of plastic and is thus around 3 kg lighter than the glass version. The high-revving engine? The sports exhaust system? The transmission? The Porsche motor racing engineers again surpassed themselves in reducing the weight. This also applies to the interior: The 911 GT3 RS features lightweight bucket seats as standard. As on the Carrera GT, they are constructed from carbon fibre. Together they weigh only around 20 kg and are thus among the lightest bucket seats ever available for a standard production vehicle. Lightweight design straight from the race track. For race-track agility,

Weight savings of often only a few grammes in individual cases add up to produce a significant result: Lower fuel consumption. Greater performance. And ultimately shorter lap times. It is precisely here where the new 911 GT3 RS scores points. ■

The Birth of a Legend – Porsche 911 Carrera RS 2.7 and 911 Carrera RSR.

Although primarily intended to be a basic motor sport vehicle, the appearance of the Porsche 911

Carrera RS 2.7 at the Paris Motor Show in 1972 sparked worldwide interest. The enhanced

▼ Porsche 911 Carrera RS 2.7 (1973)



210-bhp 6-cylinder engine accelerated the lightest version of the low-weight high-power sports car, which weighed only 960 kg, to 100 km/h (62 mph) in only 5.8 seconds. Its top speed of over 240 km/h (150 mph) – an incredible speed for the early seventies – made it Germany’s fastest standard production car. The front and rear spoiler – affectionately termed “Enten-Bürzel” (duck’s tail) – together with the widened rear wings offered correspondingly stable handling and an unmistakable look.

Porsche sold the 911 Carrera RS 2.7 from October 1972 to July 1973. Although this vehicle was initially intended as a homologation series of only 500 units, customer demand for the RS was so high that Porsche produced 1,525 units of this high-performance sports car, each of which cost at least 34,000 German marks at the time. Today, the 911 Carrera RS 2.7 is counted as one of the most sought-after collector’s vehicles and has earned a legendary reputation not only among Porsche enthusiasts. As a pure-bred racing version, the Porsche 911 Carrera RSR was predestined for use in near-series motorsport.



▲ Porsche 911 Carrera RSR (1973)

State-of-the-art technology such as the internally vented brake system from the legendary Porsche 917 combined with the robust 2.8-litre engine made the abbreviation RSR known on racing circuits around the world. Raced for the first time at the Corsica Rally in November 1972, the RSR attracted attention in the 1973 season though

victories in the 6 Hours of Vallelunga and the 1000 Kilometres of Dijon and Spa, amongst other successes. In addition to the Porsche company cars, it was customer teams that established the reputation of the 911 Carrera RSR as a winning vehicle. In the very first run of the manufacturer’s world

championship in 1973, the private drivers P. Gregg and H. Haywood demonstrated the capabilities of the new racecar by achieving victory in the Dayton 24 hour race. The season ended with various national championship titles, including overall successes in the TransAm and IMSA series, as well as victories in the German and European Rally championships. In 1973, the private driver Sepp Greger raced his RSR to victory in the European Mountain championship for GT and touring cars. The 911 Carrera RSR and the driver team of Herbert Müller and Gijs van Lennep made motorsport history by attaining overall victory in the last Targa Florio to be held as a world championship in 1973. ■

▼ 911 Carrera RSR 2.8 (front): overall victory in Daytona in 1973



365 days of Porsche fascination per year. The new Porsche Calendars for 2007.

In 2007, Porsche will again provide enthusiastic drivers with the opportunity to enjoy the fascination of our sportscars in between drives. At the office or at home, these four attractive Porsche calendars will accompany you through the year 2007.

Fascination to order.

Although 2007 won't officially begin until January 1, the Porsche calendars will already be available in Porsche Centres and the Porsche Online Shop as of October 30, 2006.

The Porsche calendar.

Pure fascination, captured in a brief moment in time. In the 2007 Porsche calendar, the new exterior colours of the Porsche models will be at the centre of a dramatic natural production. The vehicles will merge with a monochromatic world or

will be depicted in contrast with breathtaking landscapes. A Porsche collector's coin will make the popular calendar even more attractive.

Porsche calendar, 13 images
Size: 59 x 55.5 cm
WAP 092 001 17



The Porsche Style calendar.

Created by Porsche designers: the artistic Porsche Style calendar. It features 13 images depicting the technology showcase, the Porsche 911 Turbo. Included: a fascinating screensaver on CD-ROM.

Porsche Style calendar, 13 images
Size: 50 x 70 cm
WAP 092 003 17



The Porsche Historics calendar.

Whoever looks into the future should also keep the past in mind. Typical for Porsche. Under the motto "On the Move", the spiral-bound calendar offers exciting glimpses behind the scenes at the Porsche Museum.

Porsche Historics calendar, 13 images
Size: 60 x 42 cm (open)
WAP 092 002 17



The Porsche date planner.

A trusty companion, just like a Porsche sportscar itself: the Porsche date planner. It depicts over 50 fascinating advertising images from more than 50 years in the history of Porsche, and offers plenty of space for notes and entries.

Porsche date planner,
over 50 images, format: A5
WAP 092 004 17



Porsche 911 Targa 4S “skydrives” into Auto China 2006



Accompanied by the spectacular sight of Chinese acrobatics and a climatic crescendo provided by live drummers, the new 911 Targa 4S was unveiled at Auto China 2006 in Beijing.

A breathtaking video presentation added to the drama and marked Porsche's first appearance at the event. But, despite the stunning theatrics, there was no doubt over what left the most lasting impression – the latest model itself.

The 911 Targa 4 and Targa 4S possesses unparalleled characteristics. No other vehicle ▶





manages to combine driving dynamics and stylish functionality with such elegance. The glass-roofed creation provides a 'skydrive' experience that enables you to see the world in

an entirely new light.

Visitors to the show were able to experience first-hand a skydriving simulation chamber,

featuring an impressive overhead plasma screen to portray clear blue skies and moving clouds.

Also vying for attention at the show was the 911 GT3, which could claim to be the most agile vehicle in the 911 family.

"Auto China has become one of the most influential motor shows for both the domestic and the international car market." according to Mark Bishop, Managing Director of Porsche China – Jepsen & Co. (China) Motors Ltd.

"Our presence was a strong indicator of our ever-increasing focus on the Chinese market and our commitment to our Chinese customers." he added.

The basic price for the 911 Targa 4 will be RMB 1,370,000, or RMB 1,490,000 for the 911 Targa 4S. Pre-orders are already being accepted at Porsche Centres across the country. ■



Immediately Engaging, Instantly Porsche

What's your definition of a car that's particularly suited to Chinese conditions? Our definition is the new version of the mid-engine sports coupe, the Cayman, now available across China. Its bold design, superior driving performance and urban image make it perfect in our eyes.



The new version was launched in September in Porsche Centres across China including Beijing, Shanghai, Guangzhou, Qingdao, Hangzhou, Chengdu, Chongqing, Xiamen, Wuhan, Shenyang, and Dalian. It follows the successful Chinese market entry of the Cayman S at the end of 2005 and completes the Porsche sports car range.

Based on the Boxster series, the two-seater Cayman has a top speed of 258 kilometres per hour. This sports car with manual transmission accelerates from 0 to 100 km/h in 6.1 seconds.

And it is convincing proof of the fact that outstanding performance statistics do not necessarily mean high fuel consumption; according to European standards, it consumes on average only 9.3 litres per 100 kilometres. ■



Experience the difference at Porsche Centre Wenzhou

The Porsche family just got that little bit bigger! We would like to welcome Porsche Centre Wenzhou to the stable, which together with Porsche Centre Shanghai and Porsche Centre Hangzhou helps form the most comprehensive, professional and high-standard service network covering the vast area of the Changjiang River Delta.

The new centre will guarantee local Porsche users a service that meets Porsche's global high-standards. Top-of-the-range car models, such as the new Cayman, along with exclusive Porsche lifestyle accessories, will all be available at the site. And it doesn't end there. Another new Porsche Centre Wenzhou, which will offer even



more quality services to customers, will be up and running by spring next year.

For Patrick Chen, General Manager of Porsche Centre Wenzhou, it means the opportunity to enhance Porsche's respect, credibility and trust in a new area of China. "We would like to extend a warm welcome to all Porsche fans to our showroom," he said. "We are very excited to become a part of the Porsche family, and to offer first-class services to all our customers in the area. Porsche aficionados will experience the full range, including the latest models, brand and lifestyle accessories."

Porsche Centre Wenzhou, centrally located at Xueyuan Middle Road, will provide comprehensive professional after-sales services – including but not limited to maintenance. Repairs and technical consultation will be offered by technicians who are specifically trained for each particular model. Staff will offer the highest standards of service, and expert and friendly advice to make the entire Porsche experience special. ■



The first regional Porsche Club launched in Shanghai

Porsche is much more than a manufacturer of premium sports cars. It's an experience that transcends the cars themselves to inspire the souls of enthusiasts, bringing them together as a discerning family.

So, on a special day in September, a select group gathered for the launch of Porsche Club Shanghai, the first regional Porsche Club in China. The setting at Le Meridien in Sheshan, just outside the city, was perfect. In the heart of a National Tourist Resort, breathtaking panoramas of Yuehu Lake and majestic mountain ranges could be enjoyed.

Around 70 Porsche owners who purchased their



cars from Porsche Centre Shanghai gathered with their family members at the exclusive venue.

Mark Bishop, Managing Director of Porsche China – Jepsen & Co. (China) Motors Ltd, was there to welcome them all personally.

Mild summer breezes supplemented a delicious buffet grill perfectly.

It was an interesting afternoon among friends, with discussions centering on a range of Porsche-related matters. Porsche owners were also given the opportunity to vote on the logo for



the new club.

A fitting climax was provided by a dazzling display of fireworks. It was a day of fun, excitement and special camaraderie – the essence of a Porsche Club. ■



Porsche starts at the Top Marques Shanghai

Cars were the biggest attraction at Top Marques in Shanghai – and it was the chance for Porsche to reaffirm its position as the world’s most prestigious sports car brand for everyday use.

It was Porsche’s debut at the prestigious four-day event for luxury names, held at the city’s International Convention & Exhibition Centre in October.



Crowds flocked to the Porsche zone to see its exclusive Driver’s Selection accessories and two exciting car models on display: the 911 Carrera 4 Cabriolet and the Cayenne Turbo S.

Visitors were given a glimpse of what was to come at the entrance to the show, where a black Carrera GT, the most powerful model of Porsche as well as one of the most expensive items at the show, took pride of place.

It allowed Porsche to prove it’s not only a manufacturer of premium sports but that Porsche reflects an attitude and a way of life, which could be seen in the remarkable range of accessories on display from the Driver’s Selection. For Tommy Zhao, General Manager of Porsche Centre Shanghai, the dazzling show provided the perfect opportunity to meet discerning consumers from across China looking for luxurious lifestyles.

“The Top Marques is a unique event where exclusivity, timeless class, glamour, showbiz, professionalism and a pleasant atmosphere are combined into an extraordinary experience,” he said. “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.” ■



Experience performance and precision to the fullest

Offering owners the chance to consciously develop their driving skills and derive even greater enjoyment from their car, Porsche Sports Driving School events have been successfully staged for the first time in Beijing and Zhuhai.

Driving consultants, all professional driving experts from road, rally and circuit backgrounds, personally tutored participants to bring a new dimension to Porsche motoring with their coaching and inside knowledge.

The events took place at the capital's Goldenport Circuit in August and Zhuhai International Circuit in October. It gave numerous Porsche owners the unique opportunity to learn and experience the ▶





fundamentals of driving the finest of sports cars.

The objective of the Porsche Sports Driving School is to provide participants with an in-depth knowledge of their Porsche cars and better driving skills. Emphasis is placed on discovering individual strengths as a driver and learning to appreciate and use the dynamic capabilities of a

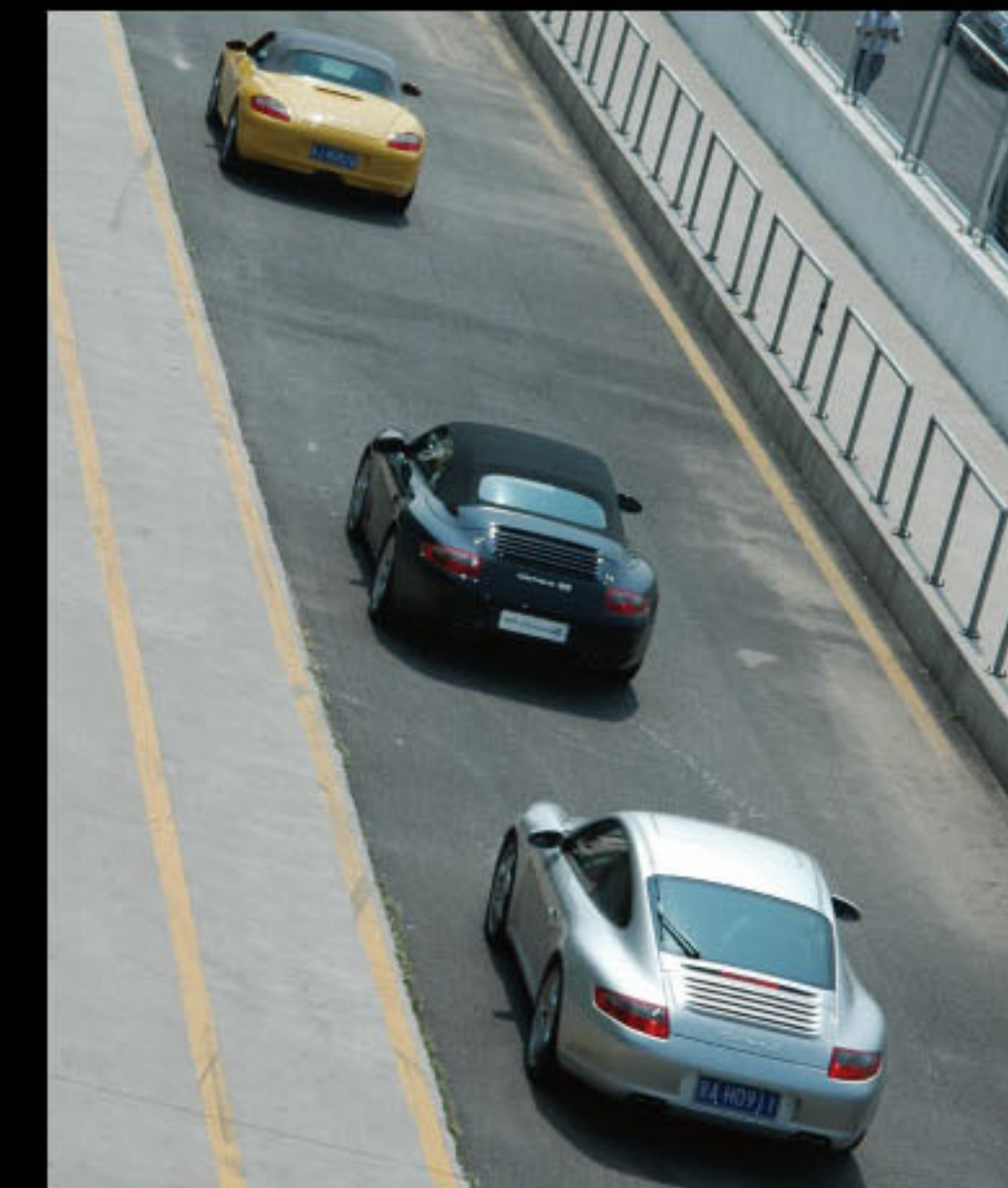
Porsche car. Lessons were given on how to maintain control of the car, even under extreme driving conditions, and fully utilising Porsche's advanced safety features.

The specially trained instructors at the events provided a full day of training, both in theory and practice, offering different levels of courses to



suit the needs of individual owners. With the help of Michelin and Mobil, participants also had the opportunity to learn more about tyres and oil. All of the participants left the events as better and safer drivers – and with a greater understanding of what Porsche truly stands for.

Due to their success, Porsche Sports Driving School events will now be held at various locations in the Chinese mainland on a regular basis. Porsche owners wishing to find out further details about events should contact their local Porsche Centres or Porsche China directly, or send an email to marketing@porsche-china.cn ■





Team Jebesen, O'Young crowned in Porsche Carrera Cup Asia

Porsche Carrera Cup Asia offers spectacular motor racing coupled with prestige, glamour and

excitement – something provided in abundance by this year's winners Team Jebesen and Darryl O'Young.



Although, O'Young was unable to commemorate his title with a victory at the final race in Macau, arguably the most dramatic of the 12-round season, - it was dominated by Gates GR Asia's Danny Watts, who took victory in the 10-lap race at the Guia Circuit with a massive margin of more than eight seconds, Team Jebesen and Darryl

O'Young clinched the 2006 Porsche Carrera Cup Asia title after a superb pole-to-flag win at Zhuhai International Circuit in October. O'Young was overjoyed at his title win, having finished in third place in the 2005 season. "It's been a long, tough year," said O'Young after the series' debut at the circuit. "It's an amazing feeling to be champion."



The final 2006 Porsche Carrera Cup Asia standings saw O'Young take the championship by 30 points from Yamaji, with Keita Sawa third and Matthew Marsh fourth. ▶



Place	Car No.	Name	Total
1	88	Darryl O'YOUNG	218
2	3	Shinichi YAMAJI	188
3	80	Keita SAWA	162
4	33	Matthew MARSH	137
5	36	Nattavude CHAROENSUKAWATTANA	128
6	2	Kazuyuki NISHIZAWA	111
7	5	Nigel Peter ALBON	109
8	18	Inthraphuvasak VUTTHIKORN	87
9	6	Dilantha MALAGAMUWA	83
10	11	Alain LI	44

