

352

CHRISTOPHORUS

OCTOBER
NOVEMBER
2011

PORSCHE CHINA



2:29.640

PANAMERA TURBO BREAKS FOUR-DOOR SEDAN LAP RECORD
AT SHANGHAI INTERNATIONAL CIRCUIT

352

CONTENTS
CHRISTOPHORUS*

PORSCHE IN CHINA

PORSCHE CHINA

04 SPORTS CAR PERFORMANCE
FOR FOUR.

Panamera Turbo breaks four-door sedan lap record at Shanghai International Circuit.

08 THE CALL OF GRASSLAND

The Cayenne Samples the Challenges and Delights of Inner Mongolia.

18 WANG JIANWEI
AND THE RACING DREAM
HE PURSUED AT FULL THROTTLE

When this year's Porsche Carrera Cup Asia comes to an end, the name of a Chinese driver will surely be remembered by millions of Chinese motorsport fans.

35 THE CAYENNE, PERSONALIZED

Accessories from Porsche Tequipment accentuate the sporty and dynamic qualities of this athletic all-terrain car.

36 LIVE FAST, DIE YOUNG

The 40th anniversary approaches of the death of Jo Siffert, one of the greatest Porsche factory drivers.

38 DRIVERS STEER, PORSCHE ASSISTS

Porsche is developing an innovative assistance system for maximum efficiency and individual dynamics.

40 BEARING GIFTS

Porsche Design Driver's Selection offers new products for children, collectors, and fashion-conscious fans.

MARKET PAGES
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PANAMERA TURBO

Engine: 8 Cylinders

Displacement: 4806 cm³

Performance: 368 kW (500 PS) / 6,000 rpm

Max. Torque: 700 Nm

0 – 100 km/h: 4.2 s

Top Speed: 303 km/h

CO₂-Emission: 270 g/km

Consumption:

Urban: 17.0 l/100 km

Extra urban: 8.4 l/100 km

Combined: 11.5 l/100 km



*

Christopher is the Greek name for Saint Christopher. He is often depicted as a giant of a man walking through a river carrying a staff in his hand and the child Jesus on his shoulders. One of the fourteen Holy Helpers, he is known today as the patron saint of automobile drivers.

The following pages contain market information from Porsche China, which is responsible for the texts and photos.

2:29.640



PANAMERA TURBO

SPORTS CAR PERFORMANCE FOR FOUR. **PROVEN**

Panamera Turbo breaks four-door sedan lap record at Shanghai International Circuit.

Text Peter Holland **Photography** Lei Gong

On an early summer morning in Shanghai, a man woke up, put on a pair of khaki trousers, a white shirt and a pair of dark sneakers. He ate breakfast, kissed his wife and young son and drove his car to his job at a multinational firm. Sounds like a typical day for an executive in this commercially thriving city. Except that on this morning, 13 June 2011, Porsche Chief Driving Instructor in China Arnd Stollmann set a lap record for the Shanghai International Circuit, driving a four-door sedan faster than anyone had before.

With his lean physique and steely-eyed gaze, Stollmann is as much a competitive athlete as he is a relaxed family man. Hence, it was appropriate that he set the new mark in an eight-cylinder Porsche Panamera Turbo, designed to be equal parts high performance sports car and family sedan.

Stollman has been driving for Porsche for literally half his life, so when he heard that

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the Cadillac CTS V, and later, BMW M3, had set the record for fastest lap time for a four-door sedan at the Shanghai International Circuit, he took it personally. He also knew that when the front engine all-wheel drive Panamera Turbo had its turn to take a shot at the record, the competition had no chance.

Here lies the significance of Stollman's record lap – it was accomplished driving the same Porsche Panamera Turbo found at your local Porsche Centre. If you're fortunate enough, the same car you too can own. And if you're feeling particularly ambitious, you can attend a Porsche Driving School and take a shot at beating Stollman's time at Shanghai International Circuit, in your own car. You can even opt for the Basalt Black Metallic exterior colour scheme, just like the record-breaking Panamera Turbo.

The grandstand at the Shanghai International Circuit was eerily empty that morning. Shanghai's famous "plum rains" which arrive

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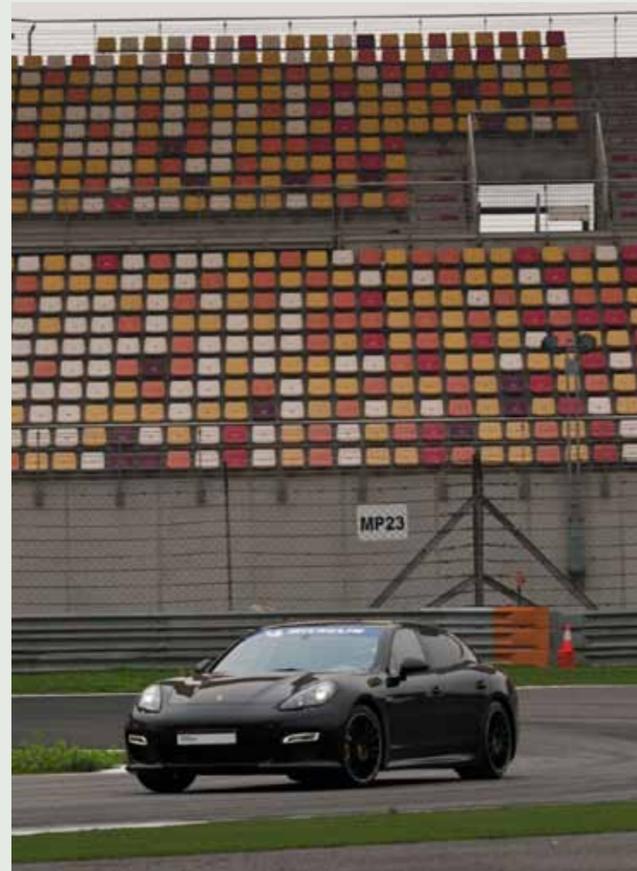
at the beginning of each summer had postponed the highly anticipated lap by ten days. The atmosphere was misty, and the space age style of the track – designed by the famed Hermann Tilke – gave an otherworldly feel to the morning. A few photographers and journalists were on hand, along with officials from the Shanghai International Circuit to ensure accurate timekeeping.

Still clad in his khakis and white shirt, Stollman looked every bit the casual Sunday driver as he watched technicians from Michelin put a fresh set of tires on his Panamera Turbo. One small concession to safety – the silver helmet always worn by Stollmann on laps like these. He briefly checked the time on his steel sports watch, and started the engine.

Appropriately enough, the Shanghai International Circuit is shaped like the Chinese character 上 (shang) meaning "above" or "ascending" and also provides some very

challenging hairpin turns. To watch Stollmann negotiate the course in his black Panamera Turbo evoked a great calligrapher painting an ancient poem – but with 500 bhp! The Panamera Turbo was pushed to its sporty limits as it gripped the track, reaching 245.455 km/h on the famous back straight.

Crossing the finish line in a victorious time of 2:29.640 and almost three seconds faster than the previous record, there was a fist pump from Stollmann – he admits to being "emotional" – but that was all the celebration he needed before putting his hands back at the 9 and 3 o'clock position and calmly returning to the pit. Just like Stollmann, the Panamera Turbo had won again; now it was back to work. ●



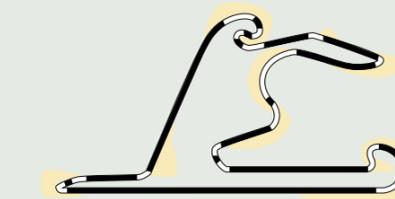
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SHANGHAI INTERNATIONAL CIRCUIT

The Shanghai International Circuit in Jiading District has justly received acclaim as one of the finest motor racing facilities in the world, and is often used as a testing ground



for high performance vehicles in Asia. The trademark 上 – shaped design of the circuit was the brainchild of famed German architect (and former competitive touring car racer) Hermann Tilke, who has designed racetracks all over Europe and Asia. The 5.3 sq km compound has hosted the F1 Chinese Grand Prix since 2004, as well as the Porsche Carrera Cup Asia.

PORSCHE PANAMERA TURBO

The Panamera Turbo is powered by a 4.8-litre V8 twin-turbo engine generating output of 500 hp. Seven-speed Porsche Doppelkupplung (PDK) is fitted as standard, as is Porsche Traction Management (PTM) with active all-wheel drive and air suspension including Porsche Active Suspension Management (PASM) with three damping, suspension and ride-height settings. But like every Porsche, it is a sports car for every day use. The four door sedan features a spacious interior with options including smooth finish leather, adjustable 14-way power seats with memory package in the front, with seat heating front and rear. On the outside, the DNA is unmistakable – with sporty lines clearly inspired by the Carrera GT. Unmistakably a sports car for four.

- 1 The official lap time computer tells the story. A new record.
- 2 Arnd Stollmann, Chief Instructor at Porsche China.
- 3 The Panamera Turbo accelerates out of the hairpin at Turn 14.
- 4 Negotiating the challenging Turn 3, at the Shanghai International Circuit.

7



ON THE ROAD

THE CALL OF THE GRASSLANDS

THE PORSCHE
CAYENNE IN
INNER MONGOLIA

While having no problem negotiating heavy traffic in the city, every Porsche Cayenne is born with an innate craving and capability to take on the challenge of off-road terrain.

Text Huang Ning





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While having no problem negotiating heavy traffic in the city, every Porsche Cayenne is born with an innate craving and capability to take on the challenge of off-road terrain. This nature of the Cayenne has evoked in many city-dwellers a strong desire to cruise in the open field, and this summer, it unleashed the passion of a group of Beijing Porsche owners on a road trip to the vast lands of Inner Mongolia.

On the morning of 7 June, a fleet of ten Cayenne models assembled at Porsche Centre Beijing Haidian and embarked on an exciting journey organised by Beijing Betterlife. On the roads north of Beijing, as the Badaling Highway curved through the mountains, we drove until the serpentine Great Wall emerged across the horizon. Having a feeling that the world was expanding before us, we couldn't help stepping on the gas and enjoyed a full taste of the unparalleled dynamics and agility of Cayenne.



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Before long, the Ancient Cockcrow Post in Hebei province marked our first stop. With antique walls still intact, and pavements carefully preserved as if still waiting for the ancient mail-conveying horses, the 800-year old post instantly plunged us into the remote storied history. After visiting a few of the historical establishments scattered inside the walls, we renewed our journey. A genuine friendship had already begun being forged among the different Cayenne owners – with amusement and entertainment streaming across the walk-talkies linking each car. As our Cayenne sped along the road, our excitement overflowed from the windows, in the form of singing, poem-chanting, and unsurprisingly, hearty laughter.

Hohhot, the capital of Inner Mongolia, welcomed us at twilight hours. With appetite worked up from a whole day of driving, every one of us gorged on the sumptuous dinner at the hotel while exchanging interesting anecdotes from the day. The treat to the palate



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was followed by a pleasure to the eyes – with a fabulous night view of this city that serves as a gateway to the far north.

The next day had even more to offer: a chance to navigate the wide open grasslands, which we had all been looking forward to ever since signing on to this trip. Spirits were running high when we left Hohhot in the rear view mirror. The Cayenne, satisfied with the unchecked smooth roving of the highway the day before, had its first taste of roughness on the less-than-perfect roadway. But the tremors were negligible, thanks to the luxury of adaptable comfort seats, and more importantly, the Porsche Active Suspension Management (PASM), which adapted the car to the changing conditions by constantly adjusting the damping force on each wheel.

Before noon we were already in the embrace of the Gegental Grassland. On either side of us, the sweeping green extended to the farthest horizon, rolling and undulating. And to

commemorate the spectacle and the occasion, we arranged something of a ritual: under the blanket of low clouds scattered across the vast expanse of sky, our ten Cayenne models were lined up abreast on the crest of hillock to salute the great grasslands before us.

The day passed in bliss as we explored the open roads under the expert guidance of the Porsche instructors. The moist grass and uneven terrain should have made it hard to manoeuvre; however, working in conjunction with the anti-slip regulation (ASR) and advanced Porsche Stability Management (PSM), Porsche Traction Management (PTM) helped us enjoy the challenge at great ease by ensuring the required torque split at all time. Roaming the grassland, we were all overcome by the magnificent surroundings, and one of us, Ms. Yan, got so excited that she reached her head out of the sunroof to shout at the top of her lungs. While indulging in the experience, another driver, Sharon, commented, “We

- 1 The convoy of Cayenne cars creates a sporty stripe across the open roads of Inner Mongolia.
- 2 Enjoying some time with family and friends.
- 3 21st Century horsepower: The Cayenne convoy takes a break outside Jimingyi Post Station.

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have learned so much about driving our Cayenne and what it is capable of.”

Leaving the grasslands with reluctance, we headed for the ultimate destination of our journey – Ordos – where we would have the unique opportunity to watch, from the VIP hospitality suites and Pit Lane, the famed Porsche Carrera Cup Asia. Most of us had never been to a race before, so when the growl of the powerful engines of the 911 GT3 Cup cars resounded over the circuit and pressed on our ears, we were truly stunned. Standing outside the racetrack, we were astonished by the sheer speed of the racing cars every time they whizzed by us. “It is such an overwhelming experience,” exclaimed Mr. Lu. To make it more memorable, on hand for a chat and a photo opportunity was Team Betterlife driver, Wang Jianwei. It was a good day for the racing star, as he came second in Saturday’s Class B race.

The next day we started, a little regretfully, the trip back to Beijing – but soon our

spirits were on the rise again with the promise of our last stop on the road. Pingyao, a city steeped in a heritage of over two millennia, brought us on a journey through time with its ubiquitous ancient city walls, streets and residences. The old-styled inn where we lodged was so refined in simulating the ancient way of decoration that I am sure I was not the only person to wake up with the illusion of being in the Ming Dynasty.

By the afternoon of the fifth day, physically we were back in Beijing, but for many of us our hearts were still venturing across the boundless grasslands in our Porsche Cayenne SUV’s. However, equally memorable – and much easier to relive – is now the friendship we formed on the road. Back in the city, we have already reunited a couple of times, using our Cayenne cars to handle the city driving to which we are much more accustomed. But the thank you still remains, to the Cayenne for bringing us a truly wonderful trip and a chance meeting with our kindred spirits. ●

4 A family snapshot with the 911 GT3 Cup car of Wang Jianwei and Team Betterlife.



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关爱 始于此刻

保时捷承诺

一杯水，或是一个微笑……关爱始于您踏入保时捷中心的那一刻。进入中国十年来，我们始终以自己的满意为己任，真诚以待，时刻欢迎您的莅临。

信仰志造
MADE IN FAITH

拾年 Porsche China
2001 - 2011


PORSCHE



EVENT REVIEW



MADE IN FAITH PORSCHE 911 SCULPTURES EMBARK ON TOUR OF CHINA

What makes Porsche sports cars so appealing is that they embody the marriage of form and function, tradition and innovation, performance and efficiency. Before marvelling at the precision engineering excellence, which drives every Porsche, a Porsche lover is seduced by its aesthetic appeal.

Text Peter Holland

Ferdinand Porsche introduced the 911 series in 1963 with a look inspired by the shape of the classic 356. Since 1963, the evolution of the 911 series has seen subtle changes, but the trademark Porsche lines are unmistakable.

When Porsche decided to produce a limited edition sports car to commemorate its 10th Anniversary in China exclusively for the local market, the iconic status of the 911 made it the obvious choice. And the theme of this anniversary campaign, "Made in Faith" reflects Ferry Porsche's original faith that he could build the car of his dreams – and it would be a success. Today, this faith has evolved around the world. A Faith in Porsche Motorsports, Faith in Intelligent Performance, Faith in Porsche Exclusive and Faith in the success of Porsche in China over the last ten years and into the future.

The success of Porsche in China has been a very unique and special story; hence an important aspect of the anniversary

celebrations is recognition of the various people who made it possible: Porsche owners, employees, media and the wider public, all of whom are captivated by sports car culture.

To capture the voices of these people, Porsche commissioned a set of sculptures – three life-size fibreglass replicas of the 911 "10 Year Anniversary Edition", one each in the colours of the Porsche crest: red, black and gold. Each bearing the same clean lines and noble heritage of the 911 series.

"MADE IN FAITH" REFLECTS FERRY PORSCHE'S ORIGINAL FAITH THAT HE COULD BUILD THE CAR OF HIS DREAMS – AND IT WOULD BE A SUCCESS.

The sculptures were unveiled by Mr. Helmut Broecker, Chief Executive Officer of Porsche China at the opening of 10 Year Anniversary Celebrations in Beijing in May. Since then, they embarked on three separate tours of

China covering a combined total of more than 50,000 km and united at a concluding event in Shanghai in September.

These sculptures serve as ambassadors of Made in Faith, and are unique in that they require the finishing touch of the Porsche fan. At each stop on the tour, guests have now signed this work of art – adding their name to a legend now over sixty years in the making.

- 1 The customers that have provided Porsche with success during the past decade - have been given their chance to leave their mark on the Porsche legend.
- 2 Cutting the celebratory cake in Chengdu.
- 3 A quick snapshot in Guangzhou.
- 4 Dr. Wolfgang Porsche was a special guest when the sculptures were unveiled in Beijing in May.



IN THE
REAR-VIEW
MIRROR


拾年 Porsche China
2001 - 2011

PATRICK CHOU REALISING A CHILDHOOD DREAM

Driving a Porsche is a childhood dream for many. So it was only natural for me to take an interest in working with this prestigious brand.

Text Huang Ning

Mr. Patrick Chou has accompanied Porsche on a ten-year journey. Ever since this world-renowned car marque entered Mainland China in 2001, the Beijing Betterlife Group has been at the forefront. The company he founded in 1998 and now Chairs, was the joint investor in the first Porsche Centre in Beijing and today remains integral to the brand in the world's second largest Porsche market.

Ranked amongst the Top Ten Chinese Entrepreneurial Businessman in China in 2006 and now holding the position as the Vice Chairman of China Automobile Dealers Association, Christophorus recently caught up with this enthusiastic businessman.

Christophorus (C): Betterlife started working with Porsche when the Jepsen Group first brought the brand to Mainland China in 2001. What was the market like back then, and how was it developed?

Patrick Chou (PC): The automobile market of Mainland China was much smaller ten years ago, and Porsche, despite its international fame, was a brand known to very few Chinese. In 2002, for instance, Porsche brought the Boxster and 911 models to the Tianjin Auto Show, and while the fabulous designs were marvelled at by many visitors, most people simply had no idea which brand they were. In these circumstances, increasing brand awareness became our priority. Brand promotions and marketing campaigns were launched. In addition, the new Cayenne, a model most suited to the daily needs of Mainland customers – who weren't as sports-car minded as they are now – was introduced to the Mainland market in 2003. As a result, the influence of Porsche as a brand was gradually established.

C: What initially inspired your idea of working with Porsche?

PC: I grew up in Germany, where as throughout the whole of Europe, driving a Porsche is a childhood dream for many. So it was only natural for me to take an interest in working with this prestigious brand. Moreover, I have always been confident in the future of Porsche in this country. I believe what has been achieved internationally can also be achieved in China.

C: What do you think are the most important factors that have contributed to the success of Porsche in China, and how does it distinguish itself from other car brands?

PC: First and foremost, we have the best products. Second, we have capable people to promote and sell them. Porsche has always aimed to replicate our highest global standards throughout our dealership network. Success is a sure thing when all these advantages are integrated. But Porsche has still more. Porsche distinguishes itself from many other foreign car brands by sticking to the principle of making every car exclusive to its owner. That's how it works in Europe, and the same is true in China. At first, Chinese customers who were used to buying off-the-shelf found it somewhat inconvenient to have to wait three to six months to get the car they've ordered. But now, the concept of

tailor-made cars is better understood and well appreciated. There are buyers who are willing to wait even a year to have a Cayenne that is uniquely their own. That distinguishing character offered by Porsche appeals very strongly to customers.

Porsche distinguishes itself from many other foreign car brands by sticking to the principle of making every car exclusive to its owner.

PORSCHE DISTINGUISHES ITSELF FROM MANY OTHER FOREIGN CAR BRANDS BY STICKING TO THE PRINCIPLE OF MAKING EVERY CAR EXCLUSIVE TO ITS OWNER.

C: Porsche has focussed heavily on hybrid technology in new models – what is your perspective on hybrid technology in sports cars?

PC: In an age where people are growing more and more conscious of environmental protection, hybrid technology undoubtedly has great potential. Other car manufacturers may have launched their hybrid models earlier than Porsche, but the latest efforts from Porsche have proven to be the most outstanding. The new 918 Spyder is a shining example. This car sets unrivalled levels of performance while also reducing fuel consumption to as low as 3.0 litres per 100 km, a figure that has immensely impressed people around the world. Right now, its price makes it less affordable, but I believe Porsche will introduce more hybrid models priced at various ranges as the technology matures in the future.

C: Each Porsche car has its unique character, design, performance and handling. Which model impresses you most?

PC: Definitely the Porsche 911. I do have driven many cars, but none of them gives me as much pleasure as a 911. It is so user friendly, and offers a truly superb driving experience while also remaining perfect for daily use. The Cayenne is nice too, and is easily the best SUV on the market as far as I am concerned. But still, the 911 is unrivalled when it comes to driving pleasure. That said, one needs to have at least a Cayenne and a 911 to truly understand the complete essence of Porsche!

C: Looking to the future, where do you see Porsche in China after another ten years?

PC: China will become the biggest market for Porsche in the world ten years from now,

that's for sure. By then its brand awareness and influence will rise to a level unparalleled in China's car market. Porsche is expanding rapidly and will build a stronger presence in the second-tier, and even third-tier cities. These efforts will continuously push up its sales. Ten years ago, some partners and I estimated the number of units Porsche would sell by now, and the most optimistic figure one of us came up with was only a couple of thousand, which is a far cry from the fifteen thousand we sold in 2010! With that remarkable achievement in mind, we look forward to continued success over the next decade.

Thank you, Mr. Chou, for your unique perspective on the journey of Porsche in China. As a successful first decade comes to a close, the next ten years look certain to offer Porsche yet more opportunities to set new milestones and to continue spreading this acclaimed sports car culture in this ever-changing and exciting market. ●



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DRIVER HIGHLIGHT

WANG JIANWEI AND THE RACING AMBITION HE PURSUED AT FULL THROTTLE

When this year's Porsche Carrera Cup Asia comes to an end, the name of a Chinese driver will surely be remembered by millions of Chinese motorsport fans.

Text Huang Ning

As a first-timer in the series, he has already garnered three Class B victories and so far – and at the time of writing – ranks first on the Class B standings. But it has not been an overnight success. The past ten years have been spent honing driving skills and building mental toughness, years that coincided with a decade when Chinese motorsport has been undergoing a long and hard take-off phase. The new driver from Team Betterlife is now achieving his hard-earned success. His name is Wang Jianwei.

A RISING STAR IN A RISING SPORT

Thanks to his father's early fascination with cars, Wang fell in love with them during childhood. By the age of 17, he was racing in rallies. It is an age that may be considered an advantage amongst a new generation of Chinese racers that started much later, but it lags way behind that of his foreign peers. Motorsport in China was "blank and barren" ten years ago, with only a handful of amateur teams competing in loosely-organised,

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underfunded games. Regular circuits were few, and even decent karting circuits could be easily counted on one hand. Those in existence were constantly teetering on the brink of bust due to a lack of customers. "Rallying was the only form of racing in China back then. No formula racing series, and no touring cars," Wang recalls.

The first time Wang participated in rallying, his father played the role of co-driver, and the father-son duo eventually came away with two cups. His enthusiasm in motorsport, along with his confidence, was heightened as a result, but rallying failed to keep him more than two years – for growing up watching Formula 1 and V8 Supercars, he found himself more inclined to drive on circuits. Wang slowly got more experience on racetracks, taking part in various competitions, including the China Circuit Championship (predecessor of the China Touring Car Championship), Formula BMW and Scirocco Cup China, before joining Team Betterlife this year, to

embark on a new endeavour in Porsche Carrera Cup Asia.

As Wang continued to press forward in his racing career, motorsport in China also progressed into a chapter of boom success, helped by the sky-rocket rise of the country's car industry. Racing competitions of different categories and classes began to make their way into China, bringing vibrant changes to a once monotonous motorsport landscape.

Now that China has one of the largest car markets in the world, "many big players are willing to invest in racing games here, and it's only natural for Porsche China to take over the organisation of Porsche Carrera Cup Asia," says Wang, "it really shows the importance of our market and will definitely give a further boost to our motorsport culture."

1 The 911 GT3 Cup car raced by Wang Jianwei and Team Betterlife.

2 Celebrating victory in the B Class in Zhuhai this last May.

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RACING IN THE PORSCHE CARRERA CUP ASIA

This year's Porsche Carrera Cup Asia is of particular significance to Wang. When asked about the single race that meant the most to him during his career so far, Wang's answer was quick and straightforward: "The Zhuhai stop this year." Wang dominated the B Class in both rounds at the Zhuhai International Circuit in May, and "the victories were more than a simple recognition of my status. They made me feel that years of practice and experience had finally accumulated to generate some qualitative change in me. It felt great."

The 911 GT3 Cup car has been new to Wang. "It's a very powerful GT car. I quite like it, but its gearbox is giving me some trouble, as heel-and-toe downshifting is required sometimes," said Wang after the test drive in Sepang, Malaysia, "I probably still need a couple of races to get used to it." This proved to be an understatement, or an example of his

humility, for he came third in Class B in his debut round at Shanghai stop, but went on to claim victory in the class the very next day, "my formula racing experience helps me a lot in getting adapted to the car."

Wang certainly has a special affinity for Porsche Carrera Cup Asia. "At this point in my career, I'd like to race in no other competition than this one. For the last two years, I've been shifting my focus from formula to GT race, and I am very happy that I've made it to Porsche Carrera Cup Asia, which is more influential and challenging than any of its kind in this region," admitted Wang, "And the cars are much better too." One thing he likes especially about the series is that technicians are allowed to make adjustments on different parts of the 911 GT3 Cup, such as the chassis and lip spoiler, based on a driver's requirements. "This is something that other single-brand race series like Scirocco Cup can't provide," Wang says. Throughout the

entire Porsche Carrera Cup Asia, the organisation of logistics and car maintenance has never disappointed him.

Wang's achievement as a first-timer in the championship would not have been possible without backing by Team Betterlife, which since its inception in 2008, has made great contributions to the promotion of motorsport in China and have constantly strived for better performances on the racetrack. "It's an honour to be part of such a great team," declares Wang, "as we work more and more closely, I believe we are in for even bigger successes in the future."

MOTORSPORT: THRILLING BUT SAFE

The Shanghai International and Sepang International Circuits, which Porsche Carrera Cup Asia has already visited this year, sit at the top of Wang's list of favourite racetracks, simply because they boast "some of the most challenging hairpin turns",

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where the adrenaline is pumped, driving skills tested, and an entire understanding of racing required.

"The performance of engines and brakes may be the decisive factor on a straight, but once the car corners, it's the driving skill that matters most," says Wang. Like many racers, he believes that making a hard turn is the best opportunity to push the limits of traction of each car and determine the very best drivers. Tight hairpin turns, such as Turn 14 at the Shanghai International Circuit and Turn 15 at the Sepang International Circuit, are the best coach that any driver can have.

These challenging turns are points where accidents are most likely to occur and thus have contributed to so many breathtaking scenes on the TV screen as well as the public's perception of motorsport as dangerous. "It's not dangerous at all," explains Wang, "As a matter of fact, it's much safer than driving on the street. Racing cars are designed with

even more protection and reinforcement than the ordinary cars, and the racing outfit, consisting of racing suit, helmet and shoes, is made of fire-proof materials to ensure maximum safety."

His family was the first to get that clarification from him, and now their attitude toward his racing pursuit has undergone a dramatic shift from opposition to absolute support. "That means a lot to me, and when sometimes they come to see me race and cheer me up, I feel great – like I can take on the world."

Competition is getting more and more intense as the series draws to a close. Wang has proved his worth by becoming one of the top racers in Class B, but that is not enough for him. "Our team will race in Class A next year," confirms Wang. "After a year of adaptation, I believe we will be ready to take the challenge of a higher class." But for the present, he has only one focus – becoming the ultimate Champion of Class B. One step at a time. ●

3 Enjoying some time with visiting fans from the Beijing Betterlife Group.

4 A few quiet seconds to focus, before the race begins.

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EVENT REVIEW

DRIVERS' DREAM: PORSCHE WORLD ROADSHOW DIARY 2011

Recently, I had the good fortune of being invited to the Shanghai International Circuit for a chance to participate in the Porsche World Roadshow. I had viewed the racing exploits of Porsche Carrera Cup Asia stars like Alexandre Imperatori and Darryl O'Young from the comforts of the press box, and was eager to try my luck behind the wheel.

Text Peter Holland **Photography** Lei Gong

Upon arrival, I was immediately handed a bag of Porsche branded goodies and treated to a hot cup of strong European-style coffee and a sumptuous breakfast buffet, which I'd definitely need to remain alert and energised. Catering and services were impeccable; in fact, they were superior to the often indifferent assistance received at some of the finer dining establishments in town. And the desserts were too good, but let me get to the point – the cars.

Being presented with the entire model range of Porsche sports cars and SUVs is like being a kid in a candy shop. Actually, it's better because you don't need a visit to the dentist afterwards (we'll ignore the effects of the dessert buffet for now). There they sit, beautifully arrayed along pit row at the famed Shanghai International Circuit: 911, Panamera, Cayman and Cayenne. They came with various Porsche Exclusive and Tequipment extras, such as Recaro racing-style bucket seats, and the SportDesign

package with lipspoiler elements on the Boxster, plus vibrant colours such as Ice Blue and Platinum Silver Metallic for the 911.

This was the sixth Porsche World Roadshow in Shanghai, and it was clear that everyone from the instructors to the caterers and the hostesses all knew their roles and were focused on their jobs. The head instructor for the day was Frank, from Germany. He loosened up the crowd with a few jokes, but was nothing but serious when referring to the "power, precision and performance" of the sports cars and SUVs we'd be driving on the day. He concluded his opening remarks by warning all of us: "Today you're going to be infected by the Porsche virus, and the only medicine can be found at a Porsche Centre showroom!"

A quick word on the instructors: these gentlemen ooze "cool". This team of driving experts are flown in from all over the world to teach at each Porsche World Roadshow. It is easy to get the sense that these guys realise that they have the coolest job in the world. They were all very confident, but not brash and all very patient with us amateur drivers.

On the day I attended the Porsche Roadshow, my classmates were guests of Porsche Centre Qingdao. It was interesting how quickly the class bonded. From the beginning everybody had a smile they just couldn't lose, and soon we were exchanging high-fives after drives; by the end of the day we were lustily cheering our classmates at the awards ceremony, and planning to meet again in Shanghai or Shandong Province.



2

There were forty of us on the day, and we were divided into four groups of ten led by two instructors each. The course was divided into four modules and we rotated through each section, focusing on a different aspect of Porsche driving. Never has school seemed so fun. The Shanghai International Circuit's

5.5 km circuit was divided into four sections – one for each module.

Our first module, Four-Door Guided Driving, was a lesson on how to drive, brake and handle corners in the Porsche Cayenne and Panamera. It was immediately obvious, that even these four-door sedans and SUVs very much possessed Porsche racing heritage – with exceptional performance and handling, thanks to the award-winning engines and features such as Porsche Traction Management serving to ensure optimum lateral stability with a perfect distribution of drive to all wheels. We took turns doing modified laps along this portion of the track, which included a couple of hairpin turns (challenging and fun) as well as the long straightaway (just very fun).

Next was the Braking module, from the safety of the illustrious Porsche 911 Targa 4, a sports car with a unique heritage combining the pleasures of a cabriolet with the practicality of a coupe and cabriolet that is justly famed for its precision driving. Before beginning, our instructors briefed us on the ABS technology, which allowed the car to brake and swerve to avoid an object at the last second. Beginning 500 metres from a set of cones, we were advised to swerve left or right at the very last instant, testing our reflexes to the limit. Although a scent like burning rubber floated in the air from our constant punishment of the car, the Porsche brake callipers and Michelin tyres never faulted – and we were two weeks into the rigours of the Porsche World Roadshow!

Things got competitive in the Slalom module, where a set of cones marked a course along the famed home straight. We observed as CK our instructor negotiated the course quickly and smoothly in a Porsche Boxster, demonstrating the exceptional manoeuvrability which is possible with a mid-engined sports car. CK's hands never left the 9 and 3 o'clock position and he kept his eyes focused on the task. But some drivers fell victim to pressure, something even a technologically advanced Porsche could not help. Upon being told that shaving one second from my time would give me victory, I promptly knocked over a cone – receiving a three-second penalty. Our last module, "Handling Sports Cars"

3



included driving the legendary 911 Carrera with direct fuel injection (DFI) through the first three turns of the raceway before taking a shortcut through pit row. Each of us felt like we were getting just a small taste of what the lucky and talented Porsche Carrera Cup Asia drivers get to experience on a regular basis as we applied the knowledge gained in the previous modules to accelerating, braking and turning (almost) like the pros do.

Following a review of the safety features of a Porsche, including Porsche Stability Management (PSM) and anti-slip regulation (ASR) we each got a chance to take a "Demo Lap". Each of us gained a wealth of knowledge on the day, but riding along with an experienced Porsche instructor made me realise how much more it takes. Sitting in the passenger seat while CK expertly drove a Porsche 911, I watched as he did everything I did on the day, just infinitely more smooth, more quick and just plain better!

The day closed with an awards ceremony. So many of the trophies handed out at corporate events surely end up collecting dust in the bottom of a closet. But rest assured, these Porsche World Roadshow trophies have earned prime real estate on the desks and mantelpieces of the lucky winners. ●

- 1 The slalom course awaits. On the home straight of the Shanghai International Circuit.
- 2 Instruction on some finer points of driving is a key element of the Porsche World Roadshow.
- 3 Seat positioning is one of the first skills covered by instructors.

RECARO ADVERTORIAL

FEEL THE DIFFERENCE

What exactly makes a car seat a genuine RECARO? RECARO are not just a world-leading manufacturer of sports and ergonomic seats; RECARO offers signature designs that give the feeling of owning something special with a touch of luxury.



Reutter plant in 1960's

Today, RECARO seats are not only produced for renowned international vehicle manufacturers but they are also available worldwide as premium aftermarket products at select dealerships to those customers that wish to add a more individualised and unique design. RECARO caters to the performance enthusiasts who appreciate exclusive design and desire to own something truly special. RECARO seats come in a wide range from high-performance motorsport shells and sports seats to comfort and ergonomic seating systems.

This range of performance-based products have been shaped by a wide variety of influences to best meet customers' needs but they all embody the unique aesthetics and design, high-quality materials and genuine craftsmanship of the RECARO brand. Never overstated, our seating solutions are minimalistic yet distinctively expressive. RECARO seats are designed to coordinate into a wide variety of vehicle interiors and always deliver performance with style.

A STRONG HERITAGE

RECARO always start with their innovative spirit, outstanding creativity and founder's often quoted aim "We want to be better." Wilhelm Reutter's philosophy of quality still prevails and has made RECARO the premium brand that it is today. This outstanding experience gained over more than a century of exquisite design and manufacturing is integrated into each RECARO product. RECARO has grown with the German automotive industry and been a part of advancing the technology, safety, ergonomics, design, comfort and quality of the industry. In a philosophy of maintaining the industry's cutting edge, RECARO seats comply with the extremely stringent requirements that renowned vehicle manufacturers maintain and reflect a concern for ecological issues and ethical responsibilities. RECARO seating systems are packed with state-of-the-art

technology such as a weight-saving hybrid construction, which reduces overall vehicle weight and therefore emissions without sacrificing their high standards for strength, performance and safety. With Nature as a role model, RECARO ensure efficiency and sustainability with production based on strict ecological considerations in order to protect our future.

DRIVEN TO QUALITY

As every sports car enthusiast knows, it is essential to test and experience high-performance products in order to feel the difference. Therefore, RECARO opted



RECARO Automotive Headquarter, 2011

to become the main sponsor for the 2011 Porsche Sport Driving School and Porsche World Roadshow in China. From racing circuits around the country, RECARO are offering participants the chance to experience exceptional craftsmanship and exactly what makes RECARO seats special. RECARO has specially equipped three Porsche sports car models with seats for this event where participants will get a chance to experience real driving conditions to compare the performance and body support of a RECARO seat and a standard OEM seat during cornering or slalom turns where it is most noticeable.

Additionally, RECARO prepared demo seats representing their complete aftermarket product line-up, consisting of motorsport shells, sports seats, comfort and ergonomics seats, which allows visitors to test what best fits their personal tastes and performance driving requirements. During all event days, RECARO staff are on location guaranteeing

that everybody gets expert support, consultation and advice. We hope you have the chance to participate in these events.

You can also learn more about RECARO and its products online. Please visit: www.recaro-automotive.com or email to media@recaro-automotive.jp



Live experience

RECARO Automotive's European headquarters are located in Germany in Kirchheim / Teck near Stuttgart, with North American headquarters in Auburn Hills, Michigan, USA, and Asian headquarters in Higashiomi, Japan. These regional headquarters provide the highest level of R&D, manufacturing and distribution within their region both directly and through top local importers with trusted experience in the premium automotive and aftermarket business. This dedication to the highest level of support also holds true in China where they are represented through OD Motorsport (www.odmotorsport.com) with offices in Beijing and Chengdu and dealerships nationwide in major cities providing coverage throughout China.

OWN SOMETHING SPECIAL



RECARO Racing Shell Series



RECARO Sports Seats Series



RECARO Comfort & Ergonomics Seats Series

AN AUTOMOTIVE HISTORY WITH PORSCHE

RECARO is famed as the world's most renowned performance automotive seating manufacturer. Based in Stuttgart, it was formed in the heart of the German automotive industry where its origin stretches back more



Porsche 356 production

than 100 years. Its never-ending quest is to be the best in the development, production and distribution of premium, complete seating systems and continually advancing ergonomics, style, quality, safety and innovation.

BEGINNING WITH DESIGN

Wilhelm Reutter was a man driven by appreciation of form, design & craftsmanship. From this basis in stylistic attention to detail, RECARO was formed in 1906 as the Wilhelm Reutter Automobil Corrosserien or "car body." With years of successful vehicle shell production, the company collaborated with Porsche on building the Beetle prototype. In the 1950s, Reutter applied their expertise in high-quality fabrication to producing the bodies of the Porsche 356 sports car and in 1961 Reutter developed and produced the 901 prototype, which would later influence the Porsche 911. In 1963, based on long years of successful

collaboration, Porsche acquired the complete body plant from Reutter and Reutter CAROserien became RECARO.

This new company took their attention to form and design and concentrated that expertise into creating vehicle seats fit for Porsche and other high-performance automobiles. The company introduced its light-weight sport seat for the 1968 Porsche 356. RECARO provides seating solutions for select premium brands and aftermarket supply with unparalleled comfort and performance. Porsche continues to work with RECARO to equip the seating systems of recent cars, such as the Porsche Carrera GT, 911 GT3 and GT3 RS models.

RECARO IN THESE PORSCHE MODELS



Porsche Carrera GT (standard seat)



Porsche 911 GT3 (standard seat)



Porsche 911 GT3 RS (option seat)



EMPOWERING THE FUTURE

A PILGRIMAGE IN THE NAME OF ART THE PORSCHE “EMPOWERING THE FUTURE” ART CONTEST WINNERS TOUR OF GERMANY

Hu Defu, a Taiwanese bard, used to sing: The longest road this is, that leads me nearest to thee – and such might be the verse chanted by every pilgrim who finally comes to bask in the glory of what he has long worshipped from afar, be it a divine mountain, lake, temple or shrine.

Text Huang Ning

And this June, in the Stuttgart State Gallery, at the sight of the original masterpieces by Rembrandt, Canaletto and other masters, the same emotional words could be drawn from the lips of Yansha Zian, Zhu Qing and Li Fangxue, three up-and-coming artists from Sichuan Fine Arts Institute in China.

As the winners of the 2010 Porsche “Empowering the Future” Art Contest, the three embarked on a Porsche sponsored week-long summer tour to Germany, where they had the chance to admire and study some of the most influential artworks and symbolic architecture in Europe.

YANSHA ZIAN: THE END OF ONE JOURNEY – AND THE BEGINNING OF ANOTHER.

Having just completed his post-graduate study this summer, Yansha saw the German art tour as a reward for the persistent pursuit of his own artistic concepts over the years. Cherishing a volunteer teaching experience

in the underprivileged areas in Yunnan province, where children’s rough lives touched him deeply, he is devoted to sharing what he had seen and felt with the public. “These children are our future just as any other children,” says Yansha passionately. “They deserve equal attention from us.” This compassionate theme found in his art echoes well with the commitment from Porsche to the education of Chinese youths and children through the “Empowering the Future” programme.



To Yansha, these children embody the rawest purity of humanity, while the artworks in the Berlin Gallery and Stuttgart State Gallery revealed some of the most basic and fundamental elements and techniques in western art. By a close-up study of the paintings of Gerhard Richter and Rembrandt, two of his most admired artists, Yansha gained a more straightforward insight into the eloquent philosophical expressiveness innate in the art of painting. Rembrandt’s self-portraits, sophisticated and vigorous in strokes, awe-inspiring with powerful juxtaposition of shade and light, cast such a strong spell on him that he found himself almost unable to move away. “This trip offered me a precious chance to closely appreciate the artworks of many great painters,” says Yansha gratefully. “My only regret was that I didn’t have all the time in the world to examine them inch by inch.”

An idea of “starting anew” was formed in his mind at the end of the enlightening art tour. The week-long contact with an exotic culture and some of the finest artworks had him realise that his path of art studies had just begun. Not to say that he was discouraged from his pursuits. On the contrary, the concern for humanity manifested in European art and culture only enhanced his devotion to continue portraying the life and growth of under-privileged children.

ZHU QING: THE WORLD FROM A HUMAN’S PERSPECTIVE

The Cathedral of Cologne, along with the hundreds of years’ history behind it, was what impressed Zhu most during the art tour. “It was the first time I walked into a church with such solemnity,” she recalls. “The initial brightness of the twin towers has already faded into black brown due to the relentless effect of weather and wars, but this harsh and rich history only makes it more appealing. And I was nearly paralysed with excitement at the sight of the magnificent coloured paintings on the walls inside.” The largest of its kind in Germany, the Cathedral stands as an icon of Gothic architecture in Europe during middle ages. Drawing beholders’ eyes up into the sky, its high pinnacles were regarded as a symbol of mankind’s desire to communicate with God, in an effort to understand their inconstant fate.



“To know the world from a human’s perspective,” such was the common concept Zhu found to be shared between architecture, painting and other art forms she encountered in Germany. She discerned that a major emphasis of classic Western art lies in understanding and expressing the lives and fates of human beings, while its contemporary art underlines the relationship between humans and nature. These themes differ hugely from what she has seen in Chinese art, and the clashes between the two cultures have stirred new thoughts in her. “This knowledge is very valuable to my work, though I have only a vague understanding of it right now,” says Zhu. “With some reflection, I think I will find what I truly want to express on canvas.”

LI FANGXUE: ART OF THE SOUL

A pious Christian, Li was quite interested in some religious works that she viewed on the art tour, and was most notably enlightened by the differences between Chinese and western art stemming from the two cultures’ different ideologies. “In many great western artworks, I saw enormous attention paid to the life of individuals,” says Li, “and it is not limited to the life of one’s body, but reaches deep into the life of one’s soul.” Norwegian artist Edvard Munch’s paintings struck her especially with the expression of the supremacy and beauty of life, a theme which she has been exploring herself over the years. Li’s unwavering effort is reflected obviously in Faces of Children, her winning work in the art contest.



Besides religious culture, contemporary art in Germany was also thought-provoking to her. The visit to the Bauhaus Archive showed her how much things in the daily lives of Chinese are influenced by the Bauhaus design concepts, and more excitingly, she found that similarities in style were shared between her own paintings and some contemporary artworks exhibited in Berlin Gallery.

“I switched to expressionism about three years ago,” says Li. “On this tour, I saw quite a few works of the same school, some of which touched me deeply. I am sure they will be very inspiring to my future work.”

With the tour now ended, Yansha, Zhu and Li still share the memories of this eye-opening experience and will for a long long time. Illuminated by some of the greatest artworks on the essence of humanity, they all expressed, in separate occasion, the same concern for life, especially for the lives of young children – also the concern of the “Empowering the Future” programme. A programme where Porsche is steadfastly working with UNICEF to bring a better education to younger generations of Chinese, helping them fulfil their own dreams in life.



NEWS

DRIVING SERVICE TO THE NEXT LEVEL IN TAIZHOU

There are many reasons to visit the scenic and thriving city of Taizhou and there is no better way to arrive in style than in a Porsche. And the people of Zhejiang are increasingly appreciating the pleasure of leisure driving in the countryside, whether it be the thrill of the open road on the Yongtaiwen Expressway or relishing rewarding Porsche performance on twisting mountain roads overlooking perfect ocean views.

To meet the increasing demand for this high performance brand, Porsche has now established Porsche Centre Taizhou, the 32nd Porsche Centre in China and the fifth in Zhejiang Province. The event marks another important milestone for the brand in China.

“This year we are celebrating the ten year anniversary of Porsche in China and, in our nationwide celebrations, we are excited to see the popularity of Porsche in new markets like Taizhou,” said Chief Executive Officer of Porsche China Mr. Helmut Broeker. “Porsche China will continue to offer our customers superior standards of service in facilities like the new Porsche Centre Taizhou that are convenient, modern and tailored to our customer’s needs. As we expand our Porsche Centre network, we demonstrate the key role that China plays in our operations worldwide.”

The new Centre celebrated with a Grand Opening Ceremony on 27 May during which

Porsche Centre Taizhou General Manager Mr. Alex Chen hosted VIP Porsche owners from across the region and welcomed dignitaries including Mr. Zhao Yuejin, Vice Mayor of Taizhou, Mr. Markus Angerer, Chairman of the Board of Porsche Automotive Investment GmbH, Mr. Christoph Aringer, CEO of Porsche Automotive Investment GmbH China and Mr. Helmut Broeker.

The 3,000 sqm facility offers a Showroom and Service Centre with state-of-the-art Porsche products and services for customers across Zhejiang. The convenient and central location in the growing market of Taizhou is sure to be a focal point for sports car enthusiasts in the region for many years to come. ●

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NEWS

PORSCHE BRIDGES THE CHANNEL TO HAINAN

With endless kilometres of shoreline along pristine beaches and unspoiled natural beauty unmatched elsewhere in China, Hainan Island is a top vacation destination and may be one of the best places in China to enjoy your Porsche. But until recently, sports car enthusiasts have had to look to the mainland to purchase and properly service their Porsche.

Porsche Centre Haikou heralds a new era of development for Porsche in the region providing customers the personalised service with leading-edge Porsche technology that has become the hallmark of Porsche worldwide.

In conjunction with the 10th anniversary of Porsche China, Porsche Center Haikou celebrated its Grand Opening on 21 June. At this gala celebration marking the 33rd Porsche Centre in China, Mr. Gong Bingchao, General Manager of Porsche Centre Haikou, welcomed more than 120 guests, including representatives of the Haikou government, VIP Porsche owners and Mr. Helmut Broeker, Chief Executive Officer of Porsche China.

“The great achievements of Hainan over recent years have given us the perfect reason to bring this new Porsche Centre to the people in this region,” said Mr. Broeker. “Porsche enthusiasts will now have easier and

improved access to our world-renown sports cars brand and will enjoy convenient and experienced After Sales.”

The 2,900 sqm showroom and service centre, the first to be opened in partnership with the Yongda Group, will offer a full range of premium Porsche sports cars and the exemplary customer care in state-of-the-art facilities that will satisfy customers from across Hainan as well as visitors from across China who seek the ultimate sports car touring destinations. ●

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CULTURE & HEALTH

AUTUMN CRABS DELIGHT THE FINE PALATES

As the season for crab-feasting descends upon the poetic land of Jiangnan, an area immediately to the south of the lower reaches of China's Yangtze River, locals from all walks of life and age groups are once again ready to have their palates tickled by the tasty crustaceans, especially those crawling in the freshwater of Yangcheng Lake.

Text Candy Bai **Photography** © Yang Liu/Corbis

The Chinese might have been one of the earliest civilisations to find crabs pleasantly edible, and to build a comprehensive crab eating etiquette. Crab sauce was officially recorded in Rites of the Zhou Dynasty, a cultural classic dating back over 2,000 years. Henceforth, a legion of professional works studying the shelled animal and the art of consuming it evolved. Its fame culminated in the high praise by Li Yu, an unorthodox literature guru during the Qing Dynasty, who, hailing crabs as a delicacy unparalleled in colour, flavour and smell, scrimped and saved to buy loads of them in season, and nursed jars of drunken or pickled crabs during the off-season.

Chinese men of letters and taste claimed to drool, not without a touch of pride, for the meat and fat of this pincer-wielding, vicious-looking crawler, and shared a common recipe to exploit its taste to the fullest: steam it and savour it without any seasoning – for a crab is already well-flavoured in itself.

Nowadays, more crab cooking methods have been invented in the Chinese culinary

arts, employing an entire spectrum of indigenous spices, sometimes even with a dab of western herbs like basil. But Li Yu's steaming recipe still remains a highly recommended method: clean the crabs (preferably Chinese Mitten Crabs from Yangcheng Lake), fill two soaked Sichuan peppers into each one's belly, cocoon them one by one in palm leaves, dip them into yellow wine before placing them into a steaming wooden oven, add a few orange peels, cover with a lid, and let them steam over a strong fire for roughly ten minutes.

When it comes to eating crabs, the perfect pairing is warmed Chinese yellow wine. "A cup of wine in one hand, a crab pincer in the other" is regarded as an ultimate indulgence – relishing crabs and warmed vintage yellow wine with friends and families around the Double Ninth Festival, which falls upon the ninth day of the ninth lunar month. Moreover, Chinese medicine identifies crabs as "cold" in nature while yellow wine as "warm" in nature, so they provide the perfect complement and balance. Wine is also used to make drunken crabs in order to preserve these delicacies well into the off-season.



Another way to preserve crabs is by sugaring them – a method said to be much appreciated by the gourmand Emperor Yang of Sui Dynasty, fourteen centuries ago. Unfortunately, the exact recipe has long been lost, and sugared crabs are nowhere to be seen on the market. But a glimpse of what might be the general technique is offered by in the *Essential Techniques for the Peasantry (Qimin Yaoshu)*, an agriculture encyclopaedia from the North Wei Dynasty, which suggests crabs be soaked in thin sugar water for one night before being pickled in a salted fleece flower root soup. You may try it out sometime and adjust the concentration of the sugared water, salted soup and pickling time to your taste. There's a chance that your palate may stumble upon something enjoyed exclusively by the ancient royals.

As fine incense is best appreciated by lighting it yourself, and good tea by pouring it yourself, the Mitten Crab gives the most

scrumptious bit of itself to eaters who take pleasure in cracking it on their own. To make the process more entertaining and rewarding, connoisseurs of food from Ming Dynasty even invented a whole kit of exquisite tools known as the “Eight Instruments for Crab Eating”, including a small hammer, a pair of scissors, a long-handled mini axe, a spoon, a fork, a shovel, a razor and a needle. These tools, usually fashioned from silver or bronze, once served as an indispensable part of a dowry in the marriage traditions of Suzhou.

RELISHING CRABS AND WARMED VINTAGE YELLOW WINE WITH FRIENDS AND FAMILIES AROUND THE DOUBLE NINTH FESTIVAL, WHICH FALLS UPON THE NINTH DAY OF THE NINTH LUNAR MONTH.

With the aid of these tools, crab eating amounts to somewhat of an art form. The first step is to cut off its two pincers and eight legs with scissors, followed by lightly

hammering the shell around the edge and ripping it off with the axe. Then the fork, razor and needle are used to extract and wiggle out the delectable contents, including the golden eggs, greasy fat, and snow-white meat. A spoonful of home-made sauce may be sprinkled on to bring out more flavours.

This procedure sounds quite complicated for eating a mere crab, but there are people who take it even further. Li Yu, the famous crab eater, claimed there should even be an order when consuming various parts of a crab. First goes the abdomen, then the belly, followed by the four pairs of legs, which ought to be snapped into two halves and sucked till the last trace of meat is out. And finally, the pincers are consumed. It takes almost half an hour to finish off a single crab in such a meticulous fashion, but for true crab-lovers, half the pleasure lies in this slow, unhurried process, wherein all the troubles of life are brushed aside for a moment of pure and peaceful enjoyment. ●