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PORSCHE

IN FOCUS 聚焦保时捷

Issue 2, 2012

■ 918 Spyder First Test A Success

■ In Memoriam Ferdinand Alexander Porsche

■ Porsche Triple Victories at Le Mans in 1982



Cayenne GTS. Purist.

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

Porsche China

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Dear Porsche Enthusiasts,

This has been a very exciting time for Porsche China. After much anticipation, a highly exclusive preview of the 918 Spyder was revealed to a very select group of customers in Shanghai and Beijing at the 918 Spyder Roadshow in June. Prior to this VIP event, the 918 Spyder successfully completed its first test drive in Nardo, Italy, where its performance left no doubt to it being the world's next leading sports car.

Among the new line of Porsche models unveiled this year, the Cayenne GTS made its first appearance at the Auto Show in Beijing. Also inheriting the GTS genes, the Panamera GTS has finally arrived at Porsche Centres across China through a series of POS Launch events. Visit your local Porsche Centre to experience what the sportiest member of the Panamera family has to offer you.

Last but not least, Porsche China has expanded its network to 43 Porsche Centres in China with the recent opening of Jinan Porsche Centre and Beijing opening its fourth Centre in Chaoyang district.

I look forward to sharing more good news with you in the future. I wish you a summer of safe and pleasant driving!

Best regards,

Porsche (China) Motors Limited

Mr. Helmut Broeker
Chief Executive Officer



918 SPYDER: FIRST TEST IN ITALY A SUCCESS

The apex of its breed, the 918 Spyder is tested to its maximum capabilities

A pivotal moment came for the team at the 918 Spyder test drive in Nardo, Italy. As the Porsche team continue to work relentlessly on developing the 918 Spyder's complex and ground-breaking technology, the test drive marked a significant advance within the car's current evolutionary stages. A high-performance hybrid with plug-in technology, the 918 Spyder is estimated to go from 0 to 100 km/h in less than three seconds, ultimately reaching a top speed of over 325 km/h. With fuel consumption of approximately 3.0 litre/ 100 km, the 918 Spyder is set to be a true game changer.

Following much anticipation, an exclusive preview of the 918 Spyder was revealed to a very select group of customers in Beijing and Shanghai this June at the 918 Spyder Roadshow.

Production of the 918 Spyder is set to begin on 18 September 2013.

CAYENNE GTS. PURIST.

The aspiration for sheer, unadulterated driving pleasures are always at the heart of every Porsche enthusiast, whether it is on the open highway or the bustling city street, or even under the most challenging road conditions. The Cayenne GTS, a hero descended from a thoroughbred sports car, satisfies that uncompromising pursuit of driving challenges with enhanced agility, tremendous power, and the sporting spirit of a true purist.



CAYENNE GTS

Engine	4.8-litre V8 engine
Maximum Power	309 kW (420 hp)
Top Speed	261 km/h
0-100 km/h	5.7 s
Fuel Consumption (l/100 km)*	10.7
CO ₂ Emission (g/km)	251
Price	CNY 1,730,000 incl. VAT

* Fuel consumption figures are for combined average of urban and extra-urban driving

EXTERIOR

The athletic character of the new Cayenne GTS is manifested in its every sinew and muscle. Unmistakably dynamic with an elongated bonnet, the front section of the car is clearly reminiscent of Porsche race cars from the 1960s. The striking central air intake underlines the sheer power within – a feature that was unique to the Cayenne Turbo until now.

The rear is also imbued with sporting spirit. Purposeful and streamlined, the rear wheel arches echo the front section. An even more distinctive sound is delivered by the standard sports exhaust system. For the looks to match, it features twin dual-tube tailpipes with a matte black finish. The “Cayenne GTS” logo on the

tailgate hints at the car’s enormous potential. Wholesome sportiness is all about stepping up the power. That’s why the new Cayenne GTS is equipped by default with the Sport-Design package. The sporty lower front and rear apron elements, dynamic side skirts, wheel arch extensions and a rear spoiler with fixed bi-plane design are all finished in exterior colour.



DRIVE

Equipped with the aspirated 4.8-litre V8 engine, the new Cayenne GTS completes the benchmark sprint

from 0 to 100 km/h in just 5.7 seconds, with a top speed of 261km/h. During performance driving with heavy acceleration and braking phases, the standard fitted Porsche Active Suspension Management (PASM) offers continuous adjustment of the damping forces on each wheel so as to reduce the tendency of body sway. Meanwhile, Porsche Traction Management (PTM) active all-wheel drive enables high levels of traction and driving dynamics. Drive is transmitted to the road with smoothness and precision by the standard eight-speed Tiptronic S transmission. As you would expect from a true top performer, the new Cayenne GTS is also highly efficient, thanks to Porsche Intelligent Performance.

Standard fuel-saving technologies include the auto start/stop function, VarioCam Plus and direct fuel injection (DFI). Thermal management activates the different cooling circuits individually, thereby ensuring that the optimum temperature for the engine and transmission is reached more quickly after a cold start. This minimises friction and keeps fuel consumption and CO₂ emissions low during warm-up.

INTERIOR

When you step inside the new Cayenne GTS, the style which Porsche engineers envisioned is immediately transparent: pure sports appeal, both exclusive and exhilarating. The interior layout is designed for an even more involving driving

experience. The rising centre console pays homage to the Carrera GT super sports car, reducing the distance between the steering wheel and the Tiptronic S gear selector.



The GTS sports seats with 8-way adjustment are extremely sporty thanks to their low positioning. With adjustable fore/aft, height and squab/backrest angle settings, they also offer exceptional comfort and support – even during performance driving. All the door panels, armrests,

seat centres and roof-lining are finished as standard in Alcantara, a material used extensively in motor racing.

Sometimes life is to be enjoyed in its purest form – concentrated, in the truest sense. This was the approach Porsche took when designing the Cayenne GTS. A concept reduced to its essential elements – output, performance, intelligence. A purist in every aspect.

Find out more about the Cayenne GTS at: www.porsche.cn





PANAMERA GTS	
Engine	4.8-litre V8 engine
Maximum Power	316 kW (430 hp)
Top Speed	288 km/h
0-100 km/h	4.5 s
Fuel Consumption (l/100 km)*	10.9
CO ₂ Emission (g/km)	256
Price	CNY 2,172,000 incl. VAT

* Fuel consumption figures are for combined average of urban and extra-urban driving



PANAMERA GTS: THE SPORTIEST OF A PURIST FAMILY

Some still question whether a four-door, four seat model is genuinely entitled to be called a sports car. However, such suspicions invariably vanish when they find themselves behind the wheel of the Panamera GTS.

Incorporating everything that Porsche stands for: the passionate crafting of highly efficient sports cars, the Panamera GTS emerges as the sportiest model in the Panamera range with a clear focus on performance. Despite offering ample room for four, it has a sleek compact build typical of Porsche sports cars and is able to tackle street corners with uncompromised sportiness and agility.

Sporty in nature but suitable for everyday use, The Panamera GTS is based on the active all-wheel-drive Panamera 4S while featuring 30 more horsepower, larger brakes and a ten millimetre lower body. It sprints from 0 to 100 km/h in a mere 4.5 seconds and masters all types of lateral acceleration, thanks to its double-clutch transmission and Sport Chrono package. Powered by a modified 4.8-liter naturally aspirated V8 engine, it boasts a top speed of 288 km/h.

Yet these figures only scratch the surface of the new Panamera GTS's sporty character. An even firmer Porsche Active Suspension Management (PASM) system and a

standard adaptive air suspension connects the chassis and body which is constantly adapting to the driving challenges by adjusting height, modifying the spring rate and electrically modulating the shock absorber system for all road conditions.

Supreme sportiness is also reflected in the distinctive design features of the new Panamera GTS, including standard Bi-Xenon main headlights with inner trims finished in black, and SportDesign front apron with large air intakes on both the right and left for supplying air to the two GTS-specific air filter modules. A matching interior highlights a combination of leather

and Alcantara in a choice of five colours.

Four doors and four seats, but sporty in the purest form. Here comes the new Panamera GTS, pairing perfect practicality and pure driving pleasure.

Find out more about the Panamera GTS at: www.porsche.cn



Panamera GTS. Purist.

If you would like to have more information, please provide your contact details below and return to us via fax (021) 61682 911, or the postage paid envelope enclosed. Alternatively, simply visit your local Porsche Centre.

Please fill in your correct contact details in the box below:

First & Last Name: _____

City & Address: _____

Postal Code: _____

Home Telephone Work Telephone Mobile

E-mail (please note: email address is compulsory): _____

Preferred Porsche Centre: _____

I am planning to buy my next car:

In less than 3 months In 3 – 6 months
 In 6 – 12 months Over 12 months

I am interested in:

Panamera Panamera S
 Panamera 4 Panamera 4S
 Panamera S Hybrid Panamera GTS
 Panamera Turbo Panamera Turbo S

Other Porsche models:

Boxster Cayman
 911 Cayenne
 918 Spyder

Tell a friend:
 If you have a friend or family member who is interested in buying a new Porsche, please fill in their details below and we will contact them to arrange an appointment.

Your friend's name: _____

Your friend's tel. number: _____



保时捷推荐 Mobil 1

请登录 www.porsche.cn 了解详情

风驰电掣

全新保时捷 Panamera GTS

“GTS” 是保时捷赛车精神的完美体现。今天，我们将代表着保时捷跑车卓越性能的“GT”

和代表着保时捷出众运动性的“S” 赋予 Panamera，打造出全新保时捷 Panamera GTS。

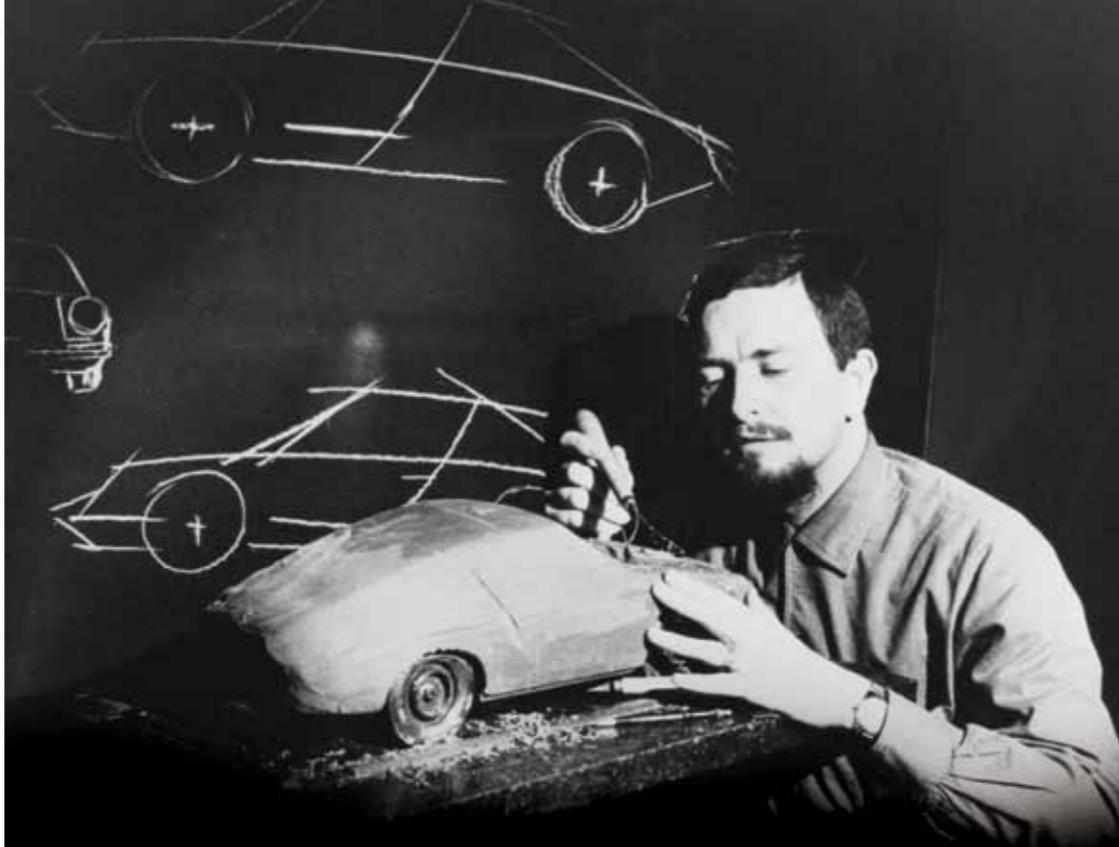
从加大的进气格栅到动感十足的车身红色，每处细节完美诠释 SportDesign 理念；

搭载 4.8 升 V8 自然进气发动机，瞬间迸发 430 马力强悍动能；更配置 Sport Plus 模式，

令赛车基因顷刻激活。从容运筹之间，尽享纯正驾索体验。



信仰志造
MADE IN FAITH



DESIGN OF IMMORTALITY FERDINAND ALEXANDER PORSCHE LIVES ON THROUGH HIS WORK

Porsche as a world-renowned sports car marque has always been closely associated with the prestigious Porsche family. Ferdinand Porsche, who was posthumously awarded the “Car Engineer of the Century”, laid the foundations for the Porsche Intelligent Performance philosophy in the early 20th century. His son, Ferry Porsche was responsible for the creation of the 356 in 1948, the very first Porsche car. Ferdinand Alexander Porsche gave the marquee its ever-lasting identity – the Porsche 911, an immortal icon worshipped by sports car enthusiasts since its inception.

On 5 April 2012, F.A. Porsche passed away in Salzburg at the age of 76. Here we take the opportunity to pay

tribute to his legendary life and his outstanding contributions to the sports car manufacturer, and we remember his talent and achievements in the art of design.

Born in Stuttgart on 11 December 1935, F.A. Porsche was surrounded by all things automotive, spending much of his childhood in the engineering offices and developmental workshops of his grandfather, Ferdinand Porsche. In 1950, he attended the private Waldorf School before enrolling in the distinguished Ulm School of Design.

Leaving school in 1958, he joined the family business, immersing himself in the details of engine construc-



tion, aerodynamics and car body styling. Having honed his expertise for five years, F.A. Porsche, with a keen mind for aesthetics, exhibited his great talent in design by sculpting the first successor to the 356 model – the 911. This proved to be both an immediate and enduring hit, and survives to this day in what is now the seventh 911 generation. In spite of a myriad design of tweaks and updates in parts and technology throughout the decades, it remains an unmistakable descendant of F. A. Porsche's original vision. But his achievements in design are not confined to passenger cars only. Masterpieces that he created for the purpose of motorsport, such as the Type 804 Formula One racing car, were also well known, and the Porsche 904 Carrera GTS in particular is now widely considered to be one of the most beautiful racing cars ever designed.

In 1972, F.A. Porsche stepped down as head of the company and founded the Porsche Design Studio, where he committed himself to the innovative designing

of consumer durables, industrial products and household appliances, such as wristwatches, spectacles, knives, desk lamps as well as furniture.

F.A. Porsche once said that “design must be functional and functionality has to be translated visually into aesthetics, without gags that have to be explained first.” This philosophy has been evident in every single one of his creations, many of which have brought him major awards and are now among the most coveted collectibles in the world.

Although no longer at the wheel of the Porsche AG, F.A. Porsche retained a close lifelong relationship with the company, contributing to the design of Porsche sports cars over many decades. Even now, the legacy he left behind will continue to inspire Porsche engineers for more ground-breaking innovations, and through them, his philosophy will live on.

A LASTING LEGEND AT LE MANS: THE PORSCHE 956

The Porsche 956 model was produced from 1982 to 1984 as a purpose-built racing car to represent Porsche in a variety of competitions. One of the most distinguished of these races was the 24 Hours of Le Mans in 1982.

Organised by the Automobile Club de l'Ouest, the 24 Hours of Le Mans is considered one of the most famous races in the world, dating back to 1923 and ultimately acting as an endurance test for both cars and drivers. Once the race begins, the car does not stop for twenty-four hours except for changing drivers and refueling.

Within the 24 Hours of Le Mans, cars could enter into one of three different groups, A, B or C. Each having specific restrictions on power, weight, technology and costs, it was an attempt at leveling the playing field for participants of the race. The Porsche 956 entered the historic 1982 race under the newly added Group C,

which demanded higher fuel economy from the race cars, largely in response to the worldwide oil shortages of the time.

At the 24 Hours of Le Mans of 1982, the Porsche 956 achieved a stunning triple victory. With an average speed of 205 km/h and total fuel consumption of 0.4779 l/km, this race proved just the beginning for Porsche: the Porsche 956, and later the Porsche 962, went on to win Le Mans six years in a row, along with a combination of five team, manufacturer, and driver world championships.

This legacy left by the Porsche 956 has defined and set the standards for future of Porsche. The continued success of Porsche cars in the motorsport league has clearly placed Porsche ahead of the pack in the motorsport car industry.



DEFINITIVE DECELERATION: THE PORSCHE CERAMIC COMPOSITE BRAKE

The sensational acceleration power of Porsche sports cars is widely known, however, less well known is how they also excel in deceleration. With innovative design and ground-breaking technology, Porsche braking systems rank among the world's top performers.

Available as an option on all Porsche models, the Porsche Ceramic Composite Brake (PCCB) has already proven its ability to cope with the harshest requirements of the racetrack. By specially treating the carbon fibre, Porsche engineers succeeded in combining the high performance of carbon brakes with the durability and temperature-neutral properties of ceramic. As a result, it provides exceptionally low abrasion and consistently high friction properties over a broad temperature range – a crucial advantage as temperature can surge to over 200°C in high deceleration and up to 450°C when coming to a full stop from top speed.

Moreover, the PCCB is significantly lighter than standard discs of similar design and size, which not only helps

enhance performance and fuel economy, but also brings about a major reduction in unsprung and rotating masses. The result is better road holding and increased comfort, particularly on uneven roads, as well as greater agility and improved handling.

Available for a range of Porsche models, the braking system is even able to cope with the harsh requirements on the racetrack, and has already found its way into many motor racing events, including the demanding Porsche Mobil 1 Supercup.



PERFORMANCE PRINCIPLES

Porsche Sport Driving School with Chief Instructor Arnd Stollmann



Welcome to *Performance Principles*, as we look at some more questions from the Porsche Sport Driving School. In this issue, Porsche China Chief Instructor, Arnd Stollmann, shares some tips on driving in the mountains.

In every issue of *In Focus*, Arnd Stollmann answers a PSDS question from participant around China. To find out more about advanced driving and safety, join the Porsche Sport Driving School. For more information, please feel free to contact us at sportdrivingschool@porsche.cn.

I'm planning to drive in a mountainous region, anything I should keep in mind when driving there?

~ Mrs.Zhang, Shanghai



You must make sure that your brakes, pads and tires are in good working condition. This is imperative for any safe driving experience. Make sure to check into your local Porsche Centre to perform regular maintenance, if the Porsche is in good working condition a mountain trip should be easy on you. Nevertheless, it is recommended that you follow a few simple procedures before taking off on your mountainous excursion.

If your car's engine, transmission and rear end are working well, you should have no problem climbing a mountain road with your Porsche. However, when descending a mountain road, you might find some places in the road to be steep or sharp in turns, so to avoid constant braking it's suggested you place your automatic car transmission in a lower gear or second gear. This lowering of the gear will save your brake pads as heavy braking from high speeds heats up your brakes, which can lead to brake failure.

Watch your speed, feeling the wind through your hair is pleasant but the higher the speed the more risk your driving presents. Maintaining a reasonably mild speed offers more control over the vehicle. Once you reach the bottom of a slope or the mountain itself, it is key to return to a higher gear to save gas and to take the strain off of the power train since you are travelling on a more level terrain.

If you like music, listen to CDs so you aren't changing the radio and driving with one-hand. Another basic safety precaution is that you should slow down if it's raining. In conclusion, it is recommended to be a more conservative driver in general; the consequences of mistakes while driving on a mountain far outweigh those of driving in the countryside.



NO SIMPLE FEAT: THE CHALLENGING ROAD TO BECOMING A PORSCHE TECHNICIAN

The role of a Porsche Technician requires diligence and supreme ability. This is why Porsche ensures that all of its technicians undergo its Certified Porsche Technician Programme to receive the correct training and gain the relevant experience needed for the specialised job of a Porsche Technician.

Led by Porsche AG, the programme certifies those who successfully complete its Bronze, Silver and Gold levels and provides a development path for each individual technician within the Porsche Network. At each of these levels, the programme consists of a series of training and hands-on experience to prepare them for a gruelling one-day assessment test.

The assessment consists of six practical and theoretical tasks that simulate real-life procedures. Technicians are faced with technical faults or potential challenges that can be found in a Porsche Workshop and these tasks are kept top secret until the day of assessment. The Porsche China Assessment Team monitors every

step the technicians take, providing an opportunity for them to showcase what they have learnt and prove they can perform well under pressure. Although highly stressful, this test aims to assure that the quality of their work meets the exemplary standards of an accredited Porsche technician.

If successful, the technician will be officially recognised by both Porsche China and Porsche AG with a certificate and name badge for their uniform which reflects their achievement and current status. The qualification is valid for three years and at the end of this period, in order to maintain their qualification, these technicians will be required to undertake a reassessment at the last level that they previously achieved.

As exemplified above, the road to becoming a Porsche Technician is difficult and demanding. These technicians that perform under such immense pressure symbolise the unrelenting approach to work and service that Porsche has subscribed to for so long.



60 YEARS OF PORSCHE CLUB EXHIBITION AT PORSCHE MUSEUM

To honour the 60th anniversary of the world's first Porsche Club founded in 1952 by 13 Porsche drivers in Germany, the Porsche Museum is holding a special exhibition featuring 12 vehicles, rare photographs and personal documents from the club members in appreciation for their loyalty and support. The exhibit will showcase the 911 T Coupe, a restored 1973 vintage US version. Further information is available at www.porsche.com/museum.



PORSCHE 911 CARRERA WINS "RED DOT AWARD: PRODUCTION DESIGN 2012"

The highly esteemed "Red Dot Award: Best of the Best 2012" was awarded to the Porsche 911 Carrera for its unique design language. Combining innovation and tradition, power and elegance, the 911 Carrera was selected by a panel of 30 judges from more than 4,500 product designs from 58 different countries. The award also pays tribute to the late Ferdinand Alexander Porsche who set the foundation of design that shaped the marque to date, and continues to be implemented by Porsche.



COMMITTED TO EMPOWERING THE FUTURE IN CHINA

On 7 June at a ceremony held in Beijing, Porsche China and UNICEF celebrated three years of collaboration on the Mobile Educational and Training Resource Units (METRU) programme, which was launched with an initiative to improve access to quality education in remote areas of Sichuan, Gansu and Yunnan Provinces. Porsche announced its forthcoming collaboration with UNICEF on the Integrated Early China Development (IECD) programme, which will provide care and assistance to mothers and children in rural areas. Porsche pledged to donate four Cayenne SUVs and contribute more than 23 million RMB in the next three years.

PORSCHE CENTRE BEIJING GOLDENPORT OPENS AS THE 4TH IN THE REGION

On 3 June, Beijing saw the opening of its fourth Porsche Centre, indicative of the brand's growing reputation within China's northeast region. Porsche Centre Beijing Goldenport is now the 42nd centre in China and its vast 4000 square-metre space hosts the region's largest showroom to date. The Centre has also dedicated half of its space to an After Sales service centre, collectively providing supreme service alongside a comprehensive brand experience.

SHANDONG OPENS ITS 1ST PORSCHE CENTRE IN JINAN

Porsche has at long last arrived in the city of Jinan, Shandong Province. As a major administrative, economic and transportation centre, Jinan is an apt place for Porsche to continue to build its network across China. 250 guests attended the opening ceremony on 12 June, to witness a momentous occasion for Porsche as it continues to grow within China. Porsche Centre Jinan is the 43rd Centre in China.

2012 CALENDAR*

PORSCHE CARRERA CUP ASIA 2012

Date: 6 – 8 July

Location: Ordos International Circuit

PORSCHE TRAVEL CLUB

Alpine Tour

Date: 9 – 14 July

PORSCHE CARRERA CUP ASIA 2012

Date: 31 August – 2 September

Location: Sepang International Circuit

PORSCHE SPORTS DRIVING SCHOOL PRECISION

Date: 1 – 2 September

Location: Shanghai International Circuit

EXPLORE THE CORE

Date: 4 – 9 September

Location: Shanghai International Circuit

TURBO EXPERIENCE

Date: 10 September

Location: Shanghai International Circuit

PORSCHE WORLD ROADSHOW

Date: 12 – 14 September

Location: Shanghai International Circuit

PORSCHE SPORTS DRIVING SCHOOL PERFORMANCE

Date: 15 – 16 September

Location: Shanghai International Circuit

PORSCHE SPORTS DRIVING SCHOOL MASTER

Date: 17 – 18 September

Location: Shanghai International Circuit

PORSCHE SPORTS DRIVING SCHOOL TELEMETRIC

Date: 19 September

Location: Shanghai International Circuit

* Please note the calendar above is not final and might be subject to change.