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Porsche 速报

Porsche 速报 Issue 2/2008



**In top form:
the centre forwards
Boxster and Cayman.**

They have a high level of energy. Their performance is convincing. During sprints, as well as long-distance. And they have a fascinating character. We are talking about the Boxster and Cayman models, which are above all synonymous with one thing: perfected driving pleasure.

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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Porsche China

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Dear Porsche enthusiast,

Hello, and a very warm welcome to the second Porsche newsletter of the year.

Summer is upon us once again, and Porsche has enjoyed an immaculate few months in China as we celebrate our 60th anniversary year. Featured in this newsletter, you can read all about the latest customer events that have been delighting Porsche lovers across the country. As you would expect from Porsche, there are plenty of stories to tell.

The Beijing AutoShow is seen as one of the most important dates in the industry's calendar, as you read how Porsche made its presence felt with the largest display of models ever seen at a Chinese auto exhibition. All the latest Porsche innovations were in attendance, among them a presentation of the revolutionary concept behind the Cayenne Hybrid. In addition, this renowned auto show played host to the first Porsche World

Premiere ever to take place in China, as our top-of-the-range Cayenne Turbo S was unveiled to the international public for the very first time.

Porsche Sport Driving School has been growing steadily over recent years, and you can find out more about its latest contribution to the advanced driver-training programme already on offer in China. Indeed, the Precision Level 2 training day recently offered participants an unforgettable experience, allowing them to fulfill their ambition of taking their Porsche out onto the Formula 1 circuit, whilst dramatically improving their drive performance at the same time.

The Porsche Centres across the country also had cause for further celebrations, as they greeted the arrival of the Cayenne GTS, another welcome addition to the Porsche model range in China. You will find images from these highly enjoyable customer events, as we also learn how technical

achievements from the Porsche engineers have made this particular SUV even sportier than the models to have come before.

With so much going on, it is little wonder everyone at Porsche China is smiling at the moment. I now warmly invite you to share in the celebrations.

Safe driving, I hope you enjoy reading this latest edition of the Porsche newsletter.

Porsche China
Jebesen & Co. (China) Motors Ltd.



Helmut Broeker
Managing Director

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Boxster and Boxster S. The sports cars amongst the roadsters.

The basic concept of the Boxster models already corresponds to the ideal of a pure roadster. A concept which had made the 550 Spyder one of the most successful sports cars of its time. And is already turning the Boxster into a modern classic.

The driver is in the open air, the engine is in the centre, in front of the rear axle. The centre of gravity is extremely low. 6 cylinders in a Boxer arrangement directly behind the driver create an impressive drive. The Boxster has 180 kW (245 bhp), the Boxster S 217 kW (295 bhp).

This means the Boxster reaches a top speed of 258 km/h. The Boxster S reaches 272 km/h.

The chassis design is consistently sporty. The Porsche Stability Management (PSM), an automatic control system for stabilisation when reaching physical handling limitations, is standard. Additionally, the Porsche Active Suspension Management (PASM), an electronic damper adjuster, is available upon request. It

actively and continuously controls the damping power for each individual wheel, depending on driving style and driving situation. Sportiness and driving pleasure are once again increased, the pure driving experience continues.

The design appears powerful, yet without neglecting elegance. The deployable rear spoiler

harmoniously integrates into the overall look and reduces the lift at the rear axle. The aerodynamic result: drag coefficients of 0.29 (Boxster) and 0.30 (Boxster S). Unusual. Just like the high torsional rigidity and flexional resistance.

And what about day-to-day usability? Also unusual. 2 luggage compartments and thus a

total loading capacity of approximately 280 litres offer sufficient space. Even when you are driving with an open top. The top closes – or opens – in approximately 12 seconds. Even while driving. Up to 50 km/h.

The conclusion: the Boxster models are roadsters. And sports cars. Because they are Porsches. ►

Technical data	Boxster	Boxster S
Engine	6-cylinder boxer engine	6-cylinder boxer engine
Displacement	2.687 cm ³	3.387 cm ³
Power output (DIN) at rev level	180 kW (245 bhp) 6.500 1/min	217 kW (295 bhp) 6.250 1/min
0–100 km/h	6,1 s* / 7,0 s**	5,4 s* / 6,1 s**
Top speed	258 km/h* / 251 km/h**	272 km/h* / 264 km/h**
Maximum torque at rev level	273 Nm 4.600–6.000 1/min	340 Nm 4.400–6.000 1/min
Fuel consumption urban in l/100 km ¹⁾	13,8* / 14,9 **	15,3* / 16,3 **
Fuel consumption non-urban in l/100 km ¹⁾	6,8* / 7,7**	7,8* / 7,9**
Fuel consumption total in l/100 km ¹⁾	9,3* / 10,1**	10,6* / 11,0**
CO ₂ emissions in g/km ¹⁾	222* / 242**	254* / 262**

*Manual transmission. **Tiptronic S. ¹⁾ According to 80/1268/EEC (version valid at time of printing).

Cayman and the Cayman S. Uncompromisingly Sporty.

The Cayman and the Cayman S are sports coupes beyond conformity. Because they unite contradictions. An imposing design and a high level of day-to-day usability. Uncompromising

dynamics and excellent functionality. Cars synonymous with the direct sports car experience.

Their powerful, striking design stands out at first glance. The combination of convex and concave forms conveys pure dynamics. Typical for the Coupé: the fluent, long transition to the rear and the absence of a B-pillar.

In a sports car, the engine is the heart. This also applies to the Cayman models. Their



Technical data	Cayman	Cayman S
Engine	6-cylinder boxer engine	6-cylinder boxer engine
Displacement	2.687 cm ³	3.387 cm ³
Power output (DIN) at rev level	180 kW (245 bhp) 6.500 1/min	217 kW (295 bhp) 6.250 1/min
0–100 km/h	6,1 s*/ 7,0 s**	5,4 s*/ 6,1 s**
Top speed	258 km/h*/253 km/h**	275 km/h*/267 km/h**
Maximum torque at rev level	273 Nm 4.600–6.000 1/min	340 Nm 4.400–6.000 1/min
Fuel consumption urban in l/100 km ¹⁾	13,8*/14,9 **	15,3*/16,3 **
Fuel consumption non-urban in l/100 km ¹⁾	6,8*/7,7**	7,8*/7,9**
Fuel consumption total in l/100 km ¹⁾	9,3*/10,1**	10,6*/11,0**
CO ₂ emissions in g/km ¹⁾	222*/242**	254*/262**

*Manual transmission. **Tiptronic S. ¹⁾ According to 80/1268/EEC (version valid at time of printing).

heart is located in the centre. The Cayman's 6-cylinder Boxer engine achieves 180 kW (245 bhp) from the 2.7-litre displacement and delivers a maximum torque of 273 Nm. The 3.4-litre engine of the Cayman S offers even more: 217 kW (295 bhp) and 340 Nm. The sound is unmistakable. The manual transmissions' short shift throws enable fast gear changes. Also sporty: the 5-speed Tiptronic S which is available as an option.

The mid-engine concept alone is a strong base for agile, dynamic handling. The Cayman models also have access to the standard Porsche Stability Management (PSM) for stabilisation when reaching physical handling limitations. And the sportiness can be consistently increased: the Porsche Active Suspension Management (PASM) is available as an option. It actively and continuously controls the damping power for each individual

wheel, depending on driving style and driving situation.

The cockpit's setup is consistently geared towards the driver. The interior is ergonomically thought out, and the materials used are of a high quality. Therefore, in the Cayman and the Cayman S, day-to-day usability and uncompromising dynamics are no contradiction ■

The mid-engine concept

Porsche's central focus is performance. In the Boxster and the Cayman it also originates there: in the centre.

A consistently sporty performance is what is expected from a Porsche. In order to attain this, the Boxster and Cayman engineers rely on a formula for success which was already used for the Porsche 356 No. 1: the mid-mounted

engine concept. Here, the engine is located in front of the rear axle and thereby moves the centre of gravity towards the centre of the vehicle. With breathtaking effects on dynamics and agility.

▼ 3.4-litre 6-cylinder Cayman S boxer engine



Power from the centre.

Using mid-mounted engines is a tradition which goes back decades at Porsche. Whether Porsche 356 No. 1, Porsche 550 Spyder, Porsche 904 Carrera GTS or the Carrera GT super sports car from the year 2003 – they were all powered by a low-lying mid-mounted engine. The Boxster and Cayman models also deploy this fascinating drive concept.

The success formula of the mid-mounted engine.

The idea of the mid-mounted engine concept: as the name suggests, the engine is located in the centre of the vehicle, between the front and rear axles. The vehicle's centre of gravity is therefore in this area – an advantage which is especially noticeable on curves: under- and over-steering tendencies are significantly reduced.

In the Boxster and Cayman models, this effect is further improved by Porsche Stability Management (PSM). With regards to physical handling limitations the standard automatic control system ensures a high level of vehicle stability – and therefore additional safety – through targeted braking of individual wheels.

The basis for this, however, is the flat construction of the boxer engine and the concentration of the weight towards the centre of the vehicle and the road. They enable a neutral weight distribution in the Boxster and Cayman models – and therefore exceptional driving dynamics conditions for a stable vehicle balance. In combination with the extreme torsional rigidity and flexional resistance in the body, and the sportively designed chassis, the vehicles allow a very high degree of lateral



▲ Boxster S chassis and drive units

acceleration, as well as only minimal roll and pitch movements in corners and when braking and accelerating. And therefore more driving pleasure.

More room for sports.

Apart from all the agility and dynamics the mid-engine idea has an interesting side effect: the

engine's central position makes it possible to equip the Boxster and Cayman models with a second luggage compartment in the rear, in addition to the one in the front. This further increases both models' day-to-day usability – and creates an impressive synthesis of functionality and driving pleasure. ■



▲ Targa Florio 1964: Colin Davis and Baron Antonio Pucci in the Porsche Type 904 Carrera GTS

Trendsetter and style icon the Porsche 904 Carrera GTS Coupé.

With the 904 Carrera GTS Coupé, Porsche once again created a motorsports legend in 1964

– and at the same time provided an exciting perspectives for the future of sports car

construction: technologically the 904 Carrera GTS was a trendsetter of a new era – optically it was considered one of the most beautiful race cars of all times by many sports car fans.

The 904 Series.

The Porsche Carrera GTS with the internal designation 904 opened a new chapter of Porsche sports history in 1964. The 904, created by Ferdinand Alexander Porsche, the designer of the 911, already included many aspects which only became the norm in race car construction much later: mixed steel/ plastic construction with plastic body, low weight and small end face.

In order to start in the GT class, the conditions of the GT regulations needed to be adhered to during the development phase. One of these is: at least 100 units of the race car had to be built. A requirement Porsche exceeded by far – with 116 units – due to the high demand.

Serial success.

The 904 had its racing debut in February 1964 at the 12-hour race in Sebring, USA. The 12 prototypes immediately achieved victory in its class. On 26th April 1964 the 904 already started in the GT class at the Targa Florio in Sicily – and paved the way for Porsche's fifth victory at the legendary mountain race. But this was not all: a 904 took second place as well. The 904's high level of reliability was also the key to the following achievements in Spa, at the Les Mans and Reims 24-hour races and at the 1000-kilometre race at the Nürburgring, to name but a few. The 904 also proved its roadworthiness at the 1965 Monte Carlo Rallye, where Eugen Böhringer finished in second place on a completely snow-covered track.

In late 1964, Porsche began developing the 904 GTS further. The 904 was built in several model variants: with a 4-cylinder Boxer engine with 132 kW (180 bhp) and in the road version with 114

kW (155 bhp), with 6-cylinder Boxer engine with 155 kW (210 bhp) and with 8-cylinder Boxer engines with a performance of 170 kW (230 bhp) or 200 kW (270 bhp), respectively.

At the 1965 Targa Florio, the GT victory was successfully defended by the standard 904 with its 4-cylinder engine; a 904 with the 911's 6-cylinder engine finished in third place and contributed to the excellent overall

team result, just like the 904 Spyder and the 904 Carrera GTS Coupé with 8-cylinder engines which also competed.

The 904 was therefore not only a very successful race car in the early 1960s – it is also considered one of the most beautiful ones, even today. The 8-cylinder model can be seen today in the Porsche Museum in Zuffenhausen. ■

▼ Eugen Böhringer at the 1965 Rallye Monte Carlo



Makes long distances shorter: the new Porsche 911 GT3 Cup S.

The new 911 GT3 Cup S is the latest member of the 911 family: it is based on the 911 GT3 RS road sports car but has been designed solely for racing purposes. The vehicle, which

▼ Even in the cockpit: less weight for more dynamics



is developed and built in Weissach, is used in international championships carried out according to FIA GT3 regulations.

More performance.

The 3.6-litre Boxer engine is mainly identical to the engine used in the Porsche Mobil 1 Supercup and the international Carrera Cups. However, the performance was increased by 20 bhp to 440 bhp (324 kW) at 8,000 l/min. The power increase results from optimised engine control and a modified exhaust system. The maximum torque of 430 Nm is reached at 7,250 l/min. The power-to-weight ratio: a breathtaking 2.66 kg/bhp.

In contrast to the 911 GT3 Cup model, the body of the new 911 GT3 Cup S is not based on the one of the 911 GT3 road cars, but rather on that of the 911 GT3 RS. This means that wheels with significantly wider dimensions could be positioned under the wider wings: at the front, 10.5 inch wheel rims are used, and the rear tyres are even mounted on 12.5 inch wheel rims.

Perfect road grip.

The front end and the wings also noticeably differ from the components used in the



911 GT3 Cup: an adjustable front splitter creates more downforce at the front axle. The rear wing is wider and positioned higher. The result: increased contact pressure at the rear axle as well.

A number of chassis components of the new 911 GT3 Cup S come from the stronger 911 GT3 RSR which competes in the GT2 class in international long-distance races. The brake system was adjusted to the increased engine power compared to the 911 GT3 Cup. At the rear axle the diameter of the brake discs was increased to 355 millimetres.

The new 911 GT3 Cup S was delivered to the customer teams in April 2008. ■

The new Porsche 911 GT3 Cup S ►



Porsche 911 GT3 Cup S (Typ 997)

Engine	6-cylinder boxer engine, water-cooled
Displacement	3.598 cm ³
Power output (DIN) at rev level	324 kW (440 bhp) 8.000 1/min
Maximum torque	430 Nm
Maximum engine speed	8.400 1/min
Weight	1.170 kg

The uniqueness of the exceptional: customisation with Exclusive and Tequipment

It is the small but significant difference. The special “something” which distinguishes a Porsche from a unique Porsche. Something which emphasizes individuality without

concealing its origins. Something which accentuates personality without hiding its own roots. But always that certain something from Porsche Exclusive and Tequipment.

▼ The SportDesign Package for the Porsche Boxster makes it one of a kind



Exclusive and Tequipment. By Porsche.

Each Porsche is a full-blooded sports car. Individual, uncompromising, aesthetic. And still open to personal requests, despite its perfection. Whether ex works via Porsche Exclusive or through retrospective alterations – your Porsche partner offers almost endless opportunities to make your Porsche unique through Tequipment. Two of these are: the SportDesign Package for the Boxster and the AeroKit for the Cayman by Porsche Exclusive and Tequipment.

The Boxster SportDesign Package.

The SportDesign Package for the Boxster and the Boxster S consists of attachments to

the standard front trim (spoiler lips), a new, automatically deployed rear spoiler designed according to the split wing concept, as well as modified rear trim in diffuser look, similar to the Carrera GT.

All parts have been optimised in the wind tunnel and accurately aligned with each other. This ensures that the car's roadster-specific balance is perfected. Because the SportDesign Package not only provides more optical but also technological sportiveness. This is proven by reduced lift at the front and rear axles with no change to the drag level.

The Cayman AeroKit.

The Cayman AeroKit gives the Cayman and Cayman S an even more sporty and dynamic look. Its components, which have been optimised in the Porsche wind tunnel, improve aerodynamics and reduce the lift at the front and rear axles. The front section, which has been



▲ The components of the Cayman AeroKit are optimised in the wind tunnel

optimised in aerodynamics and design through the addition of spoiler lips, as well as a new fixed rear spoiler ensure improved driving stability.

The main focus of the AeroKit, which was developed by Porsche engineers in the Weissach Porsche Development Centre, was the further

optimisation of the aerodynamic efficiency – while maintaining the drag coefficient. The result: an ideally balanced car, due to the aerodynamic tuning of the wheel load at both front and rear axle. Of course without changing the unique style. The result of all these measures: even more driving pleasure. ■

60 Years of Porsche



▲ 11.7.1948 Innsbruck Race (around the Hofgarten)



▲ Porsche Type 356 Roadster No. 1, left Ferdinand Porsche



▲ Porsche Type 356 Roadster No. 1



▲ 1948 Ferry Porsche (left), his father Ferdinand Porsche (right) with the first car with the Porsche name

60 Years of Porsche. How everything started.



“At the beginning I looked around, but could not find the car of my dreams. So I decided to build it myself” – this was Ferry Porsche’s explanation for his unusual plan in 1947. The result: the Porsche 356 No. 1. The car that is the starting point for a brand which has been fascinating both old and young for 60 years.

Porsche. The sports car.

Ferry Porsche was destined to have a passion for sports cars: his father Ferdinand was already significantly involved in developing successful sports cars and road vehicles in the first half of the 20th century. When the Porsche design office which he founded in Stuttgart in 1931 reopened after World War II, it was his son who initially took the lead in developing an all-wheel drive Grand Prix race car for an Italian manufacturer, and soon further developed the idea of his own sports car.

The Porsche technicians were fascinated by Ferry’s plans. A roadworthy chassis was thus already created by February 1948, for which an elegant roadster construction was created from aluminium shortly after. The Porsche mid-engine roadster was approved for registration by the federal state government of Carinthia on 8th June 1948. The chassis number: 356-001. The name: Porsche 356 No. 1.

Motorsports from the first hour.

However, the Porsche family enterprise still needed to fight for its place in the automobile world as a manufacturer of exclusive sports cars. The first step was taken with ease: only one month after its completion the Porsche 356 No. 1, powered by a 26 kW (35 bhp) boxer engine, achieved a class victory at the Innsbruck City Race.

The production of the standard Coupé and Convertible versions of the Type 356/2 already started in the second half of 1948. Just like the prototype the Porsche Type 356/2 also has

an aluminium chassis, but the engine is now positioned in the rear. This makes room for a luggage compartment behind the front seats.

By 1950, 52 units of the Type 356/2 were manually assembled in Gmünd (Carinthia). In 1950 the company returned to Stuttgart and developed the model further. In 1951 the engineering company drew international attention to itself for the first time: in Le Mans the Porsche 356 alloy Coupé won its class with impressive average lap speeds of 145 km/h.

The roots of the Porsche fascination.

Only 10 years after the premiere of the first 356, more than 25,000 Porsche sports cars left the factory in Stuttgart-Zuffenhausen; until production finally ceased in 1965, this was to increase to 78,000 cars.

At this point the next coup was already imminent: Ferry Porsche’s son Ferdinand Alexander designed the successor of the Porsche 356, which finally resulted in the company’s breakthrough as a world leading sports car manufacturer: it was given the designation “Porsche 911”. ■

Celebrating the Past and Looking Forward to the Future

60 Years: A Design for Life



Milestones in our lives are times for reflection, momentary pauses when we look back on our achievements and celebrate with the people who matter to us most. The 'Porsche 60 Year Anniversary' exhibition marked just such an occasion, as Porsche's Chinese enthusiasts embarked on an unforgettable journey through the chronicles of history, gaining a clearer sense of what makes Porsche the legend it is today.

From June 13-15, the expansive atriums of Shanghai's prestigious 1933 exhibition space were awash with smiling faces, as hundreds of distinguished guests and media representatives revelled in the atmosphere that only the tradition of Porsche can provide. Visitors strolled through interactive displays and detailed storyboards, listening to the inspiring words of Ferry Porsche, while watching footage of some of the most legendary racing cars of all time. ▶

◀ Left: Photo opportunity with the 356

Right: A Porsche line-up to greet the guests ▶



Celebrating the Past and Looking Forward to the Future



▲ Rooms to capture the milestones of each decade



▲ The 911 GT1



▲ Upstairs during the day: guests enjoyed the company of the 550 A Spyder, the 356 Speedster, the 911 S2.2 Targa and the Boxster RS 60 Spyder

As you would expect from Porsche, the cars took centre stage, as the exhibition was brought to life by the presence of five vintage museum Porsche models, all flown especially from Germany for this exclusive customer event. Among these Porsche classics were the powerful Porsche 959 Paris-Dakar, and the supremely elegant Porsche 911 GT1 from Le Mans. Turning heads to a different era, there was also the chance for a priceless photo opportunity, as crowds waited patiently to pose behind the wheel of the legendary 356. With so much going on, China's enthusiasts were not just celebrating Porsche memories; they were creating new ones as well.

As day turned to night, VIP guests arrived for a private tour of the exhibition, followed by a five-course gourmet dinner and an evening of entertainment. Mr. Helmut Broeker, Managing Director of Porsche China, led the proceedings, speaking of his delight at celebrating such an occasion on the Chinese mainland.

With the exhibition drawing to a close, it was time for guests to turn their eyes to the future, as the unveiling of the limited edition Boxster RS 60 Spyder ushered in the seventh decade of Porsche evolution and design.

The image presented on stage struck to the very heart of what this exhibition had sought to achieve. Overlooking this latest contribution from the Porsche engineers were classic Porsche cars from an earlier age, with the 550 A Spyder, the 911 S 2.2 Targa and the 356 Speedster all in attendance. Regardless of the eras from which they came, each of the models is distinctly a Porsche, reflecting how the achievements of today are to become the innovation of tomorrow. From the expression on the faces of everyone present, it seems this latest celebration of the Porsche spirit will live on in the memory for years to come. ■

If you want to know more about 'Porsche 60 years Anniversary' exhibition, please visit www.porsche.cn



▲ The latest addition to the Porsche model range, the Boxster RS 60 Spyder



▲ Upstairs during the night: Porsche VIP guests celebrated Porsche's 60 Year Anniversary

From the race track to the road

With 60 years of success in racing, you might forgive Porsche for feeling a little nostalgic at the Shanghai exhibition this year. Yet Porsche has never been one to think only of times past, since the importance of our history lies mainly in what it tells us about the present. This is the principle behind every Porsche success story. Here we take a closer look at how a proud racing tradition has enhanced the performance of four of the Porsche sports cars we see today.



356 Gmünd Coupé - 911 Carrera S

As the first Porsche sports cars ever produced after the 'Number 1', the 356 Gmünd Coupé was the first official racing entry for Porsche, claiming victory at the Le Mans 24-Hour endurance classic back in 1951. Built with style that lasts, the design of the 356 now finds expression in the sleek curves of the iconic Porsche 911 Carrera S. Both models are uncommonly beautiful, yet will forever remain pure racing cars at heart.



550 Spyder - Boxster S

The 550 Spyder burst onto racing's world stage in 1956 with an outright victory at the gruelling Targa Florio road race, leaving an entire generation of competitors struggle to keep up. Over the next five years, the victories flooded in for the 550 Spyder, marking it one of the greatest racing cars the world has ever seen. The Porsche Boxster has developed from this winning formula, making it one of the clearest of jewels in the Porsche crown.



904 Coupé - Cayman S

The 904 Coupé is often described as the first of the 'modern' Porsche cars, with its full fibreglass body bonded to a steel channel frame. Revolutionary in its day, the 904's racing debut came in 1964, with it totally dominating its class for the next two years. Phenomenal success alongside striking design; many technical features from this original racer are translated into the Cayman S, reflecting a sportier sense of style that remains unmistakably Porsche.



959 Paris-Dakar - Cayenne

The 959 is a truly legendary sports car, as demonstrated in its incredible performance at the Paris-Dakar Rally back in 1986. Here the 959 became only the second sports car ever to win this race, widely regarded as the toughest off-road event in the world. Lessons learnt in securing such success have influenced the innovations behind the latest Cayenne range, where uncompromising off-road potential combines with unquestionably sporty handling out on the road. ■

China welcomes the Porsche Cayenne GTS



China welcomes the Porsche Cayenne GTS

On March 29 and 30, Porsche Centres across China were celebrating in style, as the brand new Cayenne GTS was introduced to Porsche lovers across the country for the very first time. The excitement was there for all to see, as vast crowds gathered to witness the unveiling of the sportiest Porsche SUV yet.

More than 1000 VIP guests and media representatives attended numerous elaborate events in all Porsche Centres across China, entertained by breathtaking musical and dance performances, whilst sipping on glasses of champagne. With Porsche enthusiasts in Tianjin being treated to a violin rendition from some of China's most gifted musicians and guests of Porsche Centre Shenyang and Dalian relished in a unique performance of Latin ballroom dancing. Entertainment aside, all were eager to take a first glimpse at the new sporty Cayenne GTS.

Chequered flags do not normally accompany the unveiling of SUVs, yet was perfectly suited for the Cayenne GTS. With an enhanced 4.8-litre, direct injected normally aspirated V8 engine, the Cayenne GTS gains 20 bhp more power than the Cayenne S, raising its maximum output to 405 bhp at 6,500 rpm and produces maximum torque of 500 Nm, sprinting from 0-100 km/h in just 6.5 seconds.



China welcomes the Porsche Cayenne GTS

The new Porsche family member not only has more power, but looks good. The Cayenne GTS features enhanced exterior and interior styling, with sports seats finished in a sporty blend of leather and alcantara, 21-inch alloy wheels as standard, and a 20 mm reduction in ride height, ensures for even sportier handling. The new Porsche member is instantly recognisable as a special model with two new exclusive interior colours, GTS Red and Nordic Gold Metallic, it is sure to get noticed.

As the evening drew to a close, guests took a closer look at the sportiest SUV available in the market; with everyone agreeing the latest achievements of Porsche engineering had been cause well worthy of celebration. ■

You can find out more about the new Cayenne GTS in your Porsche Centre and in our web special at www.porsche.cn

Porsche Centre Cayenne GTS launch -
 Previous page, top row - Beijing 3S;
 middle row - Chongqing;
 bottom row - Hangzhou;
 This page, top row - Kunming;
 middle row - Nanjing;
 bottom row - Shanghai;
 Opposite page, top row - Shenyang / Dalian;
 middle row - Tianjing;
 bottom row - Wenzhou; Far right - Wuhan



World Premiere at Auto China 2008

*Cayenne
turbo S*



Ambitious Unveiling: World Premiere of the Porsche Cayenne Turbo S at Auto China 2008

Reaffirming ongoing commitment to China, Porsche highlights further expansion with the debut of its instantly coveted Cayenne Turbo S at the International Automotive Exhibition in Beijing.

Playing host to Porsche's inaugural world premiere of its latest Cayenne in China, the 2008 Beijing International Automotive Exhibition featured 11 of the German marque's

most renowned models, along with the unprecedented launch of the Cayenne Turbo S on Chinese soil.



Underscoring China's rising significance for the carmaker and the automotive industry, Porsche unveiled the most comprehensive display of its current model range for Chinese auto enthusiasts at this year's exhibition.

The stage was set at the Beijing International Automotive Exhibition for a pure Porsche experience, with a remarkable showcase of the marque's most celebrated vehicles including the 911 Carrera S, the Porsche RS Spyder and the Cayenne GTS in an impressive exhibition stand also comprising of a hospitality area designated for visitors.



To the delight of China's Porsche fans, Beijing was chosen to be the location for the first ever worldwide premiere of the latest Cayenne model in Asia – a clear testament to the central role of the Chinese market for the luxury carmaker's future growth.

The historic debut of the second generation Cayenne Turbo S and preview of the new prototype Cayenne Hybrid in Beijing highlights China's surging demand for Porsche vehicles. ▶

World Premiere at Auto China 2008

Commenting on the auto show, Executive Vice President of Sales and Marketing for Porsche AG, Mr. Klaus Berning said the launch of the Turbo S in China further reflects the prominence of the Chinese

market. "China has now become one of Porsche's most important growth drivers worldwide," he added at the opening of the exhibition.

Being the most powerful Cayenne ever built with a 4.8 liter V8 engine boasting 550 horsepower, Porsche's new Cayenne Turbo S was created in response to global customer demand. Despite a 10 per cent horsepower

advantage over the Cayenne Turbo, the latest addition to the Cayenne family shares identical fuel efficiency figures with its predecessor.

Compared to the 520 bhp performance of the previous Cayenne Turbo S, the new Cayenne Turbo S pushes the envelope up to 550 bhp and 750 Nm, with modifications in its exhaust system and an improved engine control unit.

Instantly recognised by its 21-inch SportPlus alloy wheels and exclusive "lava gray metallic" paint option, the Turbo S aims to impress with stylish interiors encompassing individual seat contours and aluminium door panels, complemented by leather upholstery in two dual-colour combinations.

The Porsche Cayenne Turbo S accelerates from zero to 100 km/h in 4.8 seconds, reaching a top speed of 280 km/h, and is expected to be introduced to the China Porsche enthusiasts later this year. ■

For more information on 2008 Beijing International Automotive Exhibition, please visit www.porsche.cn



Porsche Sport Driving School: Dreams are in the making

**Sitting behind the wheel of your Porsche,
the engine purring obediently, you gaze out
expectantly over long straights and tight turns**

**at Shanghai's world class Formula 1 race track.
A dream? Not if Porsche Sport Driving School
has anything to do with it.**



Porsche Sport Driving School, the oldest training school of its kind in the world, has been helping people realise their driving ambitions for many years now. Introduced to China back in 2006, this exclusive driver training programme has gone from strength to strength, and now offers two distinct levels of advanced driver tuition, Precision Level 1 and Precision Level 2.

Set at the prestigious Formula 1 circuit in Shanghai, Precision Level 2 enjoyed a successful debut on May 10 of this year, as 22 Porsche enthusiasts arrived to enjoy the latest offering from Porsche Sport Driving School here in China. Over the course of a day packed full with driving, the participants completed a range of exercises aimed at showing them how to achieve premium levels of performance, without pushing themselves or their vehicles to the absolute limits.

Such is the nature of the tuition provided, the participants had to have completed Precision Level 1 before taking their training to this advanced level. This appeared well justified as the participants made exceptional progress throughout the day, building on their experience to confidently face the challenges that are only found in a race track environment.

The Porsche instructors arranged the driving exercises to progress logically in terms of difficulty and performance, enabling the participants to see tangible improvement in their driving ability as the day went on. Each individual exercise was preceded by a short briefing on how and why professional drivers do the things they do, variously focusing on steering techniques and when precisely to brake and accelerate in and out of those bends. These theories were then put to the test over three separate sections of the track, as participants became more intimately aware of the particular challenges posed by the Shanghai circuit. ▶



Porsche Sport Driving School



Over the course of the day, the group discovered how to identify the perfect driving line on the track, as well as practising steering manoeuvres and all-out braking in the situations where it was needed most. The afternoon's activities saw the participants complete lap after lap of guided driving, following the ideal racing line set by the Porsche instructors and practising the advanced driving techniques learnt earlier in the day. With continual feedback on their performance,

the participants soon recognised that even the most subtle adjustments to what we do behind the wheel can end up making all the difference. The end result? Participants become safer drivers, better equipped to face more challenging driving situations, and gain a greater understanding of their Porsche.

Whether they were sat behind the wheel of a Cayenne or a 911 Turbo, participants all enjoyed discovering how to get the most

out of their Porsche cars in an atmosphere that they were designed for. Mr Han was one enthusiast who greatly enjoyed his Precision Level 2 training, commenting at the time, "I decided to take this course to have fun in my Porsche and also to improve my driving skills. I enjoyed all of the activities on this training. They were really exciting, and it's difficult for me to choose a favourite one." Another of the participants, Patrick Bolaud, agreed with Mr Han's assessment, speaking of his pleasure at

discovering how best to handle the Porsche 911 GT3 RS out on the track.

"The step-by-step approach of the instructors really makes the driving tuition stay in your mind. It becomes second nature. I actually met some of the instructors before at the Porsche World Road Show last March, and I'm always impressed by their knowledge of the individual models. They provide continual feedback on our driving performance, extremely

professional and always keeping safety in mind. I particularly enjoyed practising taking corners at high speeds, and discovering when exactly to apply the brakes at different points on the race track. I'll definitely do more of this training in the future, perhaps even at the Porsche Sport Driving Schools in Australia or Europe next time. I definitely will recommend it to my friends as well."

Not everyone can say they have followed in the treadmarks of the most gifted racing drivers in the world today, whilst also developing the skills and understanding necessary to perform in such an environment. From recent events at the Shanghai International circuit, however, it would seem the latest addition to Porsche Sport Driving School allowed the participants to do just that. ■

If you want to know more about Porsche Sport Driving School, please visit www.porsche.cn