

COOL AS ICE

PORSCHE SNOW FORCE 2016



100 | PORSCHE SNOW FORCE 2016

Experience the true thrill of drifting on snow and ice this winter with Porsche Snow Force 2016.

114 | THE DRIVEN

Through the Driven, we meet two more Porsche owners and discover what inspires and drives them in their everyday lives.

120 | PORSCHE CENTRE HONG KONG

Porsche Centre Hong Kong celebrates its 60th anniversary this year with a huge array of exciting events.



COOL AS ICE PORSCHE SNOW FORCE 2016

Racing ultimate sports cars across stretches of ice and snow may seem like a fleeting dream, but each year this becomes reality at Porsche Snow Force. Combining extreme thrill, adrenaline and a stunning location, this exclusive Porsche driving event is filled with unlimited appeal.

Text: Kimberley Hobson



Getting behind the wheel of Porsche sports cars whilst racing around tracks of snow and ice is an adrenaline-fueled experience that would be on anyone's bucket list. Atop the frozen waters of Yunlong Lake, Yakeshi, in Inner Mongolia, enthusiasts and thrill seekers can live this experience and master extreme driving skills in high performance Porsche vehicles. The attraction of Porsche Snow Force knows no bounds, combining spectacular scenery, unadulterated driving fun, and five-star Porsche hospitality in a hidden escape far from the tourist trails.

As you arrive on the icy plains of Yakeshi, the first thing you will notice is the sheer scale of the Porsche Snow Force man-made tracks. Specially designed by professional winter track teams, the ice and snow circuits stretch as far as the eye can see. Each has been specially designed and developed to test a broad range of driving

techniques and challenges, with Porsche certified instructors constantly on hand to guide you through the different sections. Their expertise and commitment will see you master the key manoeuvres and circuits during your winter escape.

As your two-day adventure begins, you will first learn the theory of driving on ice and snow, helping you become familiar with the complexities of driving in this extreme environment. Soon after comes the time to face the elements behind the wheel. Able to break free from the rules of everyday driving, the practice drills and exercises will have you relishing the challenge and exhilaration of driving the world's most advanced sports cars on circuits of packed snow and ice. Feeling the crunch of white powder under your tyres, you will quickly realise you must adapt your driving technique to master the extreme conditions.

Porsche cars line up to await participants in the early morning light.



Each circuit is unique, demanding different speeds, acceleration and steering techniques. What they have in common is the challenge they present, and the icy drift of snow left in your wake as you careen from corner to corner. Perhaps the most formidable circuit of all is the ice track. With minimal traction between the tyres and ground, the art of drifting around the track whilst staying in complete control of your Porsche is just as exhilarating as it is hair-raising, and the sense of accomplishment you feel as you slingshot around the bend rivals no other.

In addition to five completely different and challenging tracks to keep you on your toes, you also get the chance to drive different Porsche models throughout the two days. Just as you think you have mastered a technique in the mid-engine Boxster or Cayman, a quick switch to the rear wheel drive 911 will offer you a

completely different driving experience and challenge to your maneuvers. You will also learn skills you can apply to everyday driving, from controlling oversteer and understeer to coming to a halt on slippery surfaces.

For those that master the fundamentals, the intensity of the programme never ends. Once you have mastered Snow Force, Snow Force S awaits you, where 2-mm stud tyres are used on the 911, Boxster and Cayman vehicles for even more traction on snow and ice. This two-day programme focuses on how to maintain a controlled drift and momentum around the tracks, where you will see your skills vastly improve over time. And if that is not enough to get your pulse racing through the roof, Snow Force RS is your next challenge once you have mastered Snow Force S. Here you can learn to accelerate, spin and even perform Figures

of Eight in the extreme winter terrain, all from the seat of the 911 equipped with 4-mm stud tyres.

If you can bear to pull yourself away from the excitement of the circuits, there is plenty more to discover. Porsche packs as much adventure and pleasure into each day as possible, from go-karting on ice, to fully relaxing amid the warmth and five star hospitality overlooking breathtaking vistas over the whole track. You also have the chance to experience unique Mongolian culture and cuisine through specially organised banquet dinners and shows.

Whether you are an automotive enthusiast, thrill seeker, or someone looking for a venture on the wild side, Porsche Snow Force has it all. With extreme driving, Porsche VIP hospitality and a sense of adventure, Porsche Snow Force will leave you with an experience like no other.

The spacious interior showcases some of the latest Porsche models.



Go karting on the icy track—one of the many thrills to be experienced at Snow Force.



Nothing less than five-star comforts welcome participants after a thrilling day.



Traditional local performances provide participants with a taste of the Mongolian culture.



Porsche Snow Force 2016 Dates	
Snow Force	2–24 January 2016
Snow Force S	25–28 January 2016
Snow Force RS	27–30 January 2016



If you are interested in the upcoming Porsche Snow Force 2016 programme, please scan the QR code or call us on our **Driving Experience Hotline: 4008 205 911**, or alternatively you can email us at drivingexperience@porsche.cn.



DID YOU KNOW?

1. A 28-person hospitality team is on hand daily to serve an array of food selections to guests from morning to night. 80% of the food is shipped from Shanghai. The menu is a rich mix of Chinese and Western cuisine as well as local dishes.
2. The hospitality tent is a two-story, 700-square-metre facility equipped with modern amenities.
3. There are 5 professional snow and ice tracks of immense size, 456 driver's seats, 60 vehicles covering the full model range of Porsche sports cars and 17 professional instructors.

AN EPIC FIGHT TO THE FINISH PORSCHE CARRERA CUP ASIA ROUNDS 9 TO 12

In unrelenting battles to the top of the scoreboard, the 28-grid of the world's finest GT drivers from the Porsche Carrera Cup Asia delivered blistering performances on some of the most challenging racing circuits in the region in Round 9 to 12 of the 2015 season.

Text: Ronni Rowland

Round 9 & 10, Sepang International Circuit, Malaysia, 4-6 September

Porsche Carrera Cup Asia presented motorsport fans with a thrilling experience from start to chequered flag in Malaysia's unforgiving heat from 4 to 6 September. While pole-sitter Martin Ragginger of Team Porsche Holding roared off the grid and set off towards the flag with a brilliant start, the youngest racer in the competitive field of drivers, 17-year-old Nico Menzel of PICC Team StarChase, won a dramatic maiden victory for the season with a first place win in Round 9. Blazing into the top spot in Round 10 was Kamlung Racing's Chris van der Drift, who raised his number of Porsche Carrera Cup Asia wins to seven. Second across the line in both rounds was Team Porsche Holding's Martin Ragginger. Taking third in Round 9 was Craig Baird of Clearwater Racing, while Menzel fought on to grab his fourth consecutive

podium finish with a third place win in Round 10.

In Class B, the final laps saw a feverish battle among the contenders for the top spot. Egidio Perfetti of Spark Motorsports delivered a scorching performance and claimed a first place podium finish in both Round 9 and Round 10. Thailand's Vutthikorn Intraphuvasak of Est Cola Racing Team also took a double victory, coming in second in both rounds. Third in Round 9 was Modena Motorsports' Wayne Shen, after a spinout by Ro Charlz Skyangel took out Francis Tjia, who had been running third in Class B until that point. Yuey Tan of Team Jebsen claimed third in Round 10, remaining the point leader for Class B.

An unexpected highlight of the weekend was a flash mob event that sprang up in Central Kuala Lumpur. Bystanders came

Roaring engines blast off the starting line at Sepang International Circuit in Round 9.



17-year old Nico Menzel is thrilled with his first place win in Round 9.



From left to right: Martin Ragginger, Chris van der Drift and Nico Menzel celebrate their podium finishes after Round 10.



A surprise show was conducted in central Kuala Lumpur with 15 911 GT3 Cup cars.



The grueling Marina Bay Circuit in Singapore hosts Rounds 11 & 12 of the Porsche Carrera Cup Asia.



Egidio Perfetti celebrates his fourth consecutive win in Class B.



Ho-Pin Tung embraces his team following his first place win in Round 12.



Podium winners for Round 12: first place winner Ho-Pin Tung (middle), runner-up Craig Baird (left) and third place winner Chris van der Drift (right).



to a curious standstill when mechanics from the Porsche Carrera Cup Asia drove 15 911 GT3 Cup Cars into the downtown area and recreated the starting grid of a Porsche Carrera Cup Asia race. Spectators jumped at the chance to be photographed with the Porsche GT3 Cup cars and see them up close. This spontaneous event brought the thrill of motorsports even closer to the enthusiastic fans of Malaysia.

Round 11 & 12, Marina Bay Circuit, Singapore, 18–20 September

Porsche Carrera Cup Asia roared into the “Lion City” and gave passionate spectators an intense racing experience from 18 to 20 September as part of Singapore’s glittering Grand Prix weekend. The Marina Bay street circuit is notoriously challenging, and the series saw its share of dramatic events with two false starts and a Safety Car session of 10 minutes

in Round 11, followed by fiercely tight battles and hard-charging spinouts in Round 12.

Clearwater Racing’s Craig Baird took the top spot with a perfectly executed race in Round 11, with Budweiser Team Absolute Racing’s Ho-Pin Tung crossing the line for a second place win. Making an extraordinary Singapore debut and bringing home the fifth consecutive podium finish for PICC Team StarChase was 17-year-old Nico Menzel who crossed the line in third. Tung blazed into Round 12 with a decisive first place finish, pulling an impressive gap of 2.842 seconds in front of Baird, who took second in the round. Championship point leader Chris van der Drift of Kamlung Racing grabbed third in his Singapore debut performance.

In Class B, it was hometown favourite and 2013 Class B champion Egidio Perfetti of

Spark Motorsports who delivered a wheel-perfect performance and sped into the top spot in both Round 11 and Round 12. Vutthikorn Inthraphuvasak of Est Racing Team took second in Round 11, while OpenRoad Racing’s Francis Tjia was thrilled to approach the podium twice during the weekend, with a third place win in Round 11 and second place in Round 12. Point leader for Class B, Yuey Tan of Team Jebesen was delighted to take home third place in Round 12, recovering from his disappointment in Round 11 when he was forced to retire after his engine overheated.

Year on year, the motorsport culture in Asia rapidly grows, and enthusiastic fans fill the stands to cheer on their local favourites. Further fuelling the passion for motorsport in the region, the 2016 China Junior Development Programme has been launched to attract and support the most

promising motorsport talent across China and Southeast Asia, which will provide candidates with more than 60 years of Porsche motorsports expertise, as well as participation in the 2016 Porsche Carrera Cup Asia and other prestigious motorsport races. This strong commitment to emerging talent here in Asia will certainly attract the best of the best across the region and elevate the one-make championship to an even higher level. ●



To stay in the loop, please scan the QR code to follow the Porsche Carrera Cup Asia WeChat account: CarreraCupAsia.

Overall Points after Round 12 (top 5)			
Pos	Driver	Team	Points
1	Chris van der Drift	Kamlung Racing	202
2	Craig Baird	Clearwater Racing	194
3	Nico Menzel	PICC Team StarChase	158
4	Tung Ho-Pin	Budweiser Team Absolute Racing	133
5	Martin Ragginger	Team Porsche Holding	120

Class B Points after Round 12 (top 5)			
Pos	Driver	Team	Points
1	Yuey Tan	Team Jebesen	169
2	Francis Tjia	OpenRoad Racing	162
3	Vutthikorn Inthraphuvasak	Est Racing Team	161
4	Wayne Shen	Modena Motorsports	160
5	Li Chao	Team Betterlife	114

CLASSIC PORSCHE SPORTS CARS STEAL THE SHOW AT TOP CITY CLASSIC RALLY CHINA 2015

Iconic and rare Porsche classic sports cars brought passion and excitement to the Top City Classic Cars Rally 2015, held from 18 to 25 September, where over 30 classic cars participated in this competitive time trial. This annual event showcased the legendary timelessness of the Porsche brand with three classic models specially selected from the Porsche Museum in Germany, reflecting the evolution of sports cars and important milestones through the history of Porsche.

Text: Ronni Rowland



The ground-breaking 356 A 1600 Speedster (1956) was joined by the 911 Carrera 3.6 Cabriolet (1997) along a stunning 1,000 km round trip over two weekends, first from Beijing to Zhangjiakou, and then from Shanghai to Qiandao Lake, where a 1980's 911 Carrera Speedster also joined the rally.

"This is not only a competition, but also a great opportunity for us to introduce the sports car culture, our brand history, and our superb technology to enthusiastic fans here in China," stated Alexander Klein, Manager Porsche Museum Car Pool.

From the natural beauty of Zhejiang Province with its rolling hills and scenic landscapes to Shanghai's bustling and stylish urban centre, three legendary 'open top' Porsche sports cars were chosen for the drivers to not only feel closer to the fascinating landscape, but also closer

to the cheering crowds of spectators along the way. This rally provided enthusiasts with an exclusive opportunity to experience the enduring prestige and classic appeal of the Porsche brand first-hand.

The 356 A 1600 Speedster (1956) was part of the first prestigious model line to bear the Porsche name. Designed by Ferry Porsche, the 356 was a lightweight and agile rear-engine 2-door sports car available in hardtop coupé, cabriolet and speedster models. One of the most popular was the 356 Speedster, which was well received in the United States, especially in Southern California, a perfect spot for sunny open-top driving. Delivering blistering performance for its time, the 356 A 1600 Speedster came with a larger 1,582 cc engine and significantly revised suspension, as well as other enhancements to support the innovations in gasoline and tyre technologies during that

period. The distinctive design feature of these Porsche models is the aerodynamic low and curved-glass windshield.

"The 356 is the first model to bear the Porsche name," says Jiang Tao from Super Power, who drove the 356 A 1600 Speedster south from Beijing. "It is the most elegant and charming model in the event, from its dashing interior to its incredible enduring power. It is so exciting to be able to experience it up close."

The 911 Carrera 3.6 Cabriolet (1997) is from the unique 993 generation available between 1993 and 1998, and the last 911 with an air-cooled engine. A stunning example of this model series, the 911 Carrera 3.6 Cabriolet cruised through breath-taking scenery and old villages under a crystal blue sky, with curious spectators along the way. For the first time in the history of the 911, the shape of the

The 911 Carrera 3.6 Cabriolet (left) and 356 A 1600 Speedster (right) took part in the race from Beijing to Zhangjiakou.



911 Carrera 3.6 Cabriolet handles the winding roads of the Chinese countryside with elegance.



sports car was changed. While the exterior of the 993 kept the iconic body-shell of the 964 and other earlier 911 models, it featured a more aerodynamic, sleeker design, smoothly integrating the signature "torpedo tube design" of the front fenders and headlights into the body. The 993 Cabriolet, introduced in 1994, featured a fully electrical and hand-stitched soft-top and a small rear-mounted spoiler with a third braking light. This nimble open-top sports car was especially popular in the United States.

"It's hard to believe that the 993 Cabriolet can still be so at ease on so many different road conditions, considering it was produced in 1997," says Liu Tao of Xcar.com.cn, who drove the 911 Carrera 3.6 Cabriolet from Beijing to Shijiazhuang. "When I got into this classic sports car and started its engine, I was amazed by its sophisticated design and engineering."

The iconic two-seater convertible 911 Speedster produced in 1988 equally thrilled the crowds on its journey from Shanghai to Qiandao Lake. Designed by Helmuth Bott, revered as the 'spiritual father' of the 911, Porsche introduced the first official 911 Speedster at the Frankfurt Motor Show in 1987 after the development of several prototypes. An instant classic and collectable item, the Speedster model, which Bott created by redesigning the Carrera, sported the 911 body and was reminiscent of the iconic 356 Speedster of the 1950s. This newer variation was renowned for its revolutionary, removable cut-down windshield and the innovative, lightweight convertible top that could be completely hidden under a plastic hatch. A limited number of 911 Speedsters were produced, available in both standard and turbo. The latter was equipped with the highly anticipated five-speed transmission, delivering an unforgettable driving experience.

"The Top City Classic Cars Rally is running for the second year which shows the growing interest from Chinese enthusiasts in the classic car culture. This is very inspiring to see. It was great to see so many spectators along the road, who took great interest in the classic Porsche cars. China has a long standing tradition, which fits well with these iconic cars", observed Alexander Klein.

Today, more than two-thirds of Porsche cars ever produced are still on the road. ●

Representatives from Porsche China and Porsche Centre Chengdu stand with the 911 Carrera Style Edition and Boxster Style Edition at the Chengdu Auto Show.



PORSCHE SHOWS ALL-STAR LINE-UP IN SOUTHERN CHINA CHENGDU AUTO SHOW 2015

Taking place at the Century City New International Convention and Exhibition Centre from 4 to 13 September, the Chengdu Motor Show 2015 presented the perfect platform for car enthusiasts in southern China to witness the latest line up of Porsche's innovative sports cars.

Text: Carla Thomas

Among the impressive line-up from Porsche were the 911 Carrera Style Edition and Boxster Style Edition. Making their exciting debut in South China since their World Premiere in Shanghai this April, the glittering pair garnered extensive attention from both the media and fans.

Specially tailored for the Chinese market, the 911 Carrera Style Edition perfectly integrates sportiness and practicality. The iconic round LED main headlights now come with Porsche Dynamic Light System Plus (PDLS+) as standard, making the car even more visible at night. Further features include the Porsche Communication Management (PCM) with phone modules, full electric sports seats and Parking Assist. It is also fitted with the Sport Chrono package and 20-inch Turbo Design wheels, further enhancing its sportiness and aesthetic appeal.

The futuristic 918 Spyder also dominated the show on stage.



The Boxster Style Edition, on the other hand, highlights the entire equipment package of the iconic roadster. The roll-over bars are painted in the exterior colour; the world-class Bi-Xenon main headlights with Porsche Dynamic Light System (PDLS) ensure optimum visibility. Throughout the interior, the Boxster Style Edition makes a clear statement: doorsill guards with 'Style Edition' logo, SportDesign steering wheel and leather seats with embossed Porsche Crests on the headrests put it into a class of its own.

Equally awaited was the first glimpse of the 911 Targa 4 GTS for southern China spectators, the first showcase since its premiere in Shanghai earlier this year. The 911 Targa 4 GTS was launched in honor of the 50th anniversary of the 911 Targa model and pushes the boundaries of racing innovation by introducing the revolutionary GTS concept into its Targa

model series for the first time. The result is a powerful sports car with a captivating appeal: a powerful front, a broad rear and a sharpened design. With a 400 hp engine capable of reaching 100 km/h in 4.4 seconds, the 911 Targa 4 GTS combines the high performance of the race-track with everyday sportiness.

Meanwhile, highlighting the future hybrid technology of the Porsche brand, the 918 Spyder model also dominated the attention on stage. With a 4.6-litre V8 combustion engine, the 918 Spyder achieved a phenomenal 6 minute 57 second record lap around the Nürburgring, making it the fastest production car on the road and Porsche's most advanced road vehicle to date. Limited to 918 units worldwide, this super sports car is not only a collector's item but also a glimpse into the future possibilities of engineering: a true super sports car ahead of its time.

The Porsche name has always been synonymous with all-round excellence. Whether it's breaking records on the race track, delivering pulse racing experiences on the road, or astonishing crowds at the Chengdu Motor Show, the Porsche philosophy remains pure and resolute: to deliver a sports car for the race track and a racecar for the road.

Models	Retail Price (CNY) incl. VAT
911 Carrera Style Edition	1,327,000
Boxster Style Edition	747,000
911 Targa 4 GTS	1,777,000

For further information on these new Porsche models, please contact your preferred Porsche Centre.

A BLUEPRINT FOR THE FUTURE THE 918 SPYDER

Radical thinking breeds radical breakthroughs. Such is the 918 Spyder, the essence of the Porsche idea: it combines pedigree motor racing technology with everyday utility, and maximum performance with minimum consumption. The result? The most advanced plug-in performance hybrid which boasts striking curves and futuristic engineering.

Text: Nicholas Echevarria

For Porsche, high-level performance and sustainability are not mutually exclusive. In fact, these are perfectly matched synergies that have led Porsche to create a sports car ahead of its time with very distinctive engineering. One is its unique drive concept. Within its all-carbon body, two electric motors work in tandem to liberate the high-performance combustion engine, which can generate 887 hp and achieve a top speed of 345 km/h — in other words, heart-racing power most people never get a chance to experience. Combined with its regenerative braking system, the 918 Spyder converts more kinetic energy into electric energy than any other hybrid vehicle, allowing for dynamic driving experiences while significantly minimising the fuel consumption.

While these breakthroughs are integral to the 918 Spyder experience, they ultimately change the course of future sports car developments as well. The 918 Spyder's drive concept uses five drive modes conveniently mapped to five buttons on the steering wheel. For example, the zero-emission all-electric E-Power Mode is the ultimate

in elegance and sustainability, providing a quiet crisp ride perfect for neighbourhood streets. Hybrid Mode achieves maximum efficiency, alternating between the combustion engine and electric motors for dynamic driving with minimal fuel consumption. And of course, there is the Race Hybrid mode, capable of delivering a thrilling racing experience at top speeds of 345 km/h. Each mode is controlled by algorithms shaped by Porsche's unique understanding of hybrid technology.

Another breakthrough is the thermal management and regenerative braking systems of the 918 Spyder, which have already inspired changes. A similar form of this energy recovery system is implemented in the LMP1 prototypes of the 919 Hybrid, the very model which triumphed a one-two victory at the 24 hours of Le Mans. The 918 Spyder's technology platform also blazed new trails with spectacular design solutions like its all-carbon body, fully variable aerodynamics and adaptive rear axle steering, with these last two examples already available in production sports cars such as the 911 Turbo models, 911 GT3 and 911 GT3 RS.

Uniting these technological breakthroughs into one, the 918 Spyder set history at the Nürburgring in September 2013 with a lap time of 6 minutes and 57 seconds, a feat that stands unrivalled even today for road vehicles. Yet its fuel consumption is just 3 l/100 km, a number that not only beats most of the small vehicles of today, but also sets a benchmark for what is possible for the future. With the 918 Spyder, the potential of plug-in hybrid technology is clearly showcased for all to see — not only for more economical, sustainable driving, but more importantly for the unparalleled sports car experience it can offer.

Only 918 editions of the 918 Spyder exist in the world. As such, it is not only the pinnacle of modern sports car design and technology representing an important turning point in hybrid engineering; it is also a collector's item and a masterpiece in its own right.

All legacies start somewhere. One starts right now with the 918 Spyder. ●

The 918 Spyder boasts superior technology for expert handling on and off the racetrack.



Champion of the 24 Hours of Le Mans 2015 — the 919 Hybrid shares some of the pioneering technologies embedded in the 918 Spyder.



918 SPYDER
Power: 652 kW (887 hp)
Acceleration from 0–100 km/h: 2.6 secs
Top Speed: 345 km/h
Fuel Consumption Combined: 3 l/100 km
CO₂ Emission Combined: 70 g/km

For more information on the 918 Spyder, please contact your preferred Porsche Center.

THE DRIVEN CAPTURING THE EXTRAORDINARY

The Porsche name is not just about manufacturing sports cars — it also embodies a sense of passion and freedom, and a unique attitude towards life. Throughout 2015, Porsche has been exploring the lives of select Porsche owners from around China with The Driven, an ongoing campaign which highlights the true drive and passion of Porsche owners.

Text: Kimberly Hobson



Through The Driven, we continue to explore the inspirational lives of Porsche customers, uncovering the fuel that drives their passion. By taking a closer look into the journeys they have taken, we dive deeper into the philosophy and zest for life that unites each and every Porsche owner. In this issue, we meet two more Porsche owners to discover what inspires them and drives them in their everyday lives.



For more information, please scan the QR code to watch our web special or simply visit thedriven-stories.com



HOU XIAOMING
CLASSIC CAR COLLECTOR

A devoted fan of classic cars, Hou Xiaoming is fascinated by the workmanship, history and culture of the automobile. Every piece in his collection has a different story to tell, and he believes that the unique charm of an automobile only reveals itself with age. For Hou, the second generation 911 — the G Series — is the iteration of the 911 that stands out the most. After fully restoring it himself, he finds getting behind the wheel of this classic car a joy and pleasure that's indescribable.

“EVERY MODEL CAN MAKE YOU THINK OF THE REVOLUTIONARY HISTORY OF THE AUTOMOBILE. WHAT I LIKE IS THE FINE ENGINEERING AND CRAFTSMANSHIP WHICH GOES INTO PORSCHE CARS. IT'S A VERY PRECISE COMBINATION OF PARTS.”



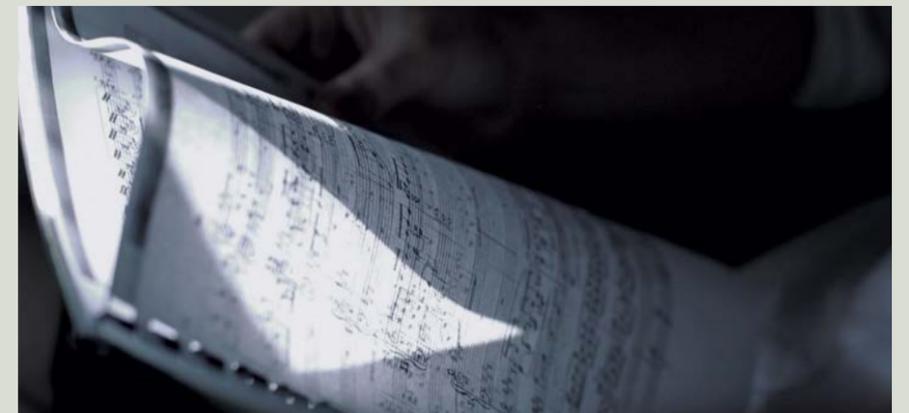
“TIME NEVER STOPS. ONLY OLD OBJECTS CAN BRING US BACK TO THE PAST.”



XUE TINGZHE
PIANIST

Combining passion, ingenuity and boldness, Xue Tingzhe spreads his story to the world through music. His ambition is to push the boundaries of the musical landscape, spreading a love for classical music across China. He is best known for his complex scores that make the most of unusual techniques. Through commitment, talent and exceptional expression, Xue creates striking melodies that touch the ears and hearts of the public, sparking a new era for classical music in China.

“I THINK MUSIC ACTS LIKE A CHANNEL FOR ME — PROVIDING A NATURAL FLOW FOR MY INNER THOUGHTS.”



“IN THE WORLD OF CLASSICAL MUSIC, I SEEK CREATIVITY. I LIKE TO PLAY THE MUSIC I HAVE COMPOSED BECAUSE EACH NOTE IS LIKE AN ENCRYPTED DIARY OF MINE. AND THE SAME MELODY CAN EVOKE DIFFERENT EMOTIONS FOR EACH PERSON.”



A FAMILY OF PORSCHE ENTHUSIASTS

Exactly 60 years ago, the first Porsche 356 was shipped to Hong Kong. Starting with five Porsche cars in 1955, this dynamic and sophisticated Asian city has since become one of the most successful hubs for Porsche in China, thanks in no small way to the Jepsen Group.

So what is it about Porsche that inspires such fascination and loyalty from the people of Hong Kong? We caught up with two members of a family of Porsche enthusiasts to find out: Mr. Fritz Wong, the Founding Chairman of Porsche Club Hong Kong and his nephew, Mr. Eric Wong.

Text: Rosheen Rodwell
Photography: Chris Lusher

Mr. Fritz Wong is the Founding Chairman of Porsche Club Hong Kong.



Both of you are Porsche enthusiasts and Porsche classic car collectors. Can you tell me about your early days as Porsche owners?

Fritz: My brother Kevin and I always liked cars, anything with four wheels! As a child I used to get round-shaped objects and use them as a steering wheel, while using a stick as a gear lever to pretend I was driving. Kevin was the first member of our family to buy a Porsche. It was a late 1970s 928. I quickly caught up, buying my very first Porsche, a 911 2.7 RS, in the early 1980s which cost me HK\$95,000. There is no question the 911 2.7 RS was my favourite, but unfortunately I sold it after about four years. At the time I wanted to look for a better one, but it was a crazy dream, which never came true!

Eric, having grown up around Porsche cars, was it a natural step for you to be a Porsche owner?

Eric: My memories of sports cars have always been Porsche, so that planted the seed for later on in my life and I have been lucky enough to own a couple of Porsche cars over the years. In terms of simplicity and timeless elegance, I do think the pre-impact bumper era Porsche models from the mid-1960s to 1973 are really nice. These original Jepsen imported models remain quite rare in Hong Kong, but with a growing interest in classic cars, their number is slowly increasing.

Can you describe what it is about Porsche that has inspired your loyalty for so long?

Eric: I think Porsche has been able to continuously refine and push the envelope of performance, generation after generation. To me, that is amazing. Porsche has always been a car with a 6-cylinder boxer engine sitting behind the rear axle, which has been refined over five decades. Somehow Porsche engineers have been stubborn enough to keep this layout but managed to make it better, generation after generation. For example, the 996 GT3 was a car ahead of its time back in the early 2000s and I wondered whether they could still improve this model with such a small compartment in the back and a naturally aspirated 6-cylinder engine. They made it possible with the 997 GT3. When this car

A 993 Turbo S from 1998.



came out I wondered again whether they could do better. Then they came out with the 991, which, even in non-GT guise, a normal Carrera S with all the luxuries and creature comforts onboard, is already as capable as the previous track orientated GT3. That is definitely no small engineering feat.

Similarly, Porsche handling, balance and performance have become a benchmark by which all other sports cars are measured. So when another manufacturer comes up with a new sports car, reviews in magazines invariably compare it by asking, "Is it better than a 911?"

Fritz: Because of the engine layout in previous generations of the 911, it can be a challenge to drive older models to the limit. To drive a 911 fast, you have to have a working knowledge of how to use the throttle and brakes to manipulate the balance of the car and find traction to make the car go where you want it to go. For me, I feel there is always room for improvement corner after corner, and I never get bored of driving this iconic car.

Fritz, you have been an active racing driver since the 1970s, can you explain how you got into racing?

Fritz: My brother Kevin participated in quite a number of events

Family portrait: Mr. Fritz Wong (left), Mr. Eric Wong (right) stand with their selection of classic Porsche sports cars.



Engine layout of the Porsche 911 T from 1973.

An inside look into a 993 Turbo S produced in 1998.



in Hong Kong, Macau and South East Asia. He was one of the top drivers in Hong Kong back in the 1970s and 1980s. My first taste of motor racing was in 1984 in Macau, which has one of the most challenging circuits, known as the Monte Carlo of the Far East. My last race was in 1992 in a 964 RS.

You must have seen a great deal of change in Porsche over the years. In terms of technology, what are the most notable changes from past to present?

Eric: I think it is the change from air-cooled to water-cooled engines. Back in the mid-1990s, to improve noise and emission control, Porsche changed from an air-cooled to water-cooled engine design. I think the 996 was a transition period for Porsche, which allowed it to be where and what it is today. It was a very steep learning curve from the 996 to the 991, but it was the change that made Porsche such a profitable and enviable company that it is today. With the change of engine, they also expanded their product line-up.

What drove you to establish the Porsche Club in Hong Kong during the 1980s?

Fritz: We started out as a group of car enthusiasts engaged in a "Sunday Morning Drive". We gradually realised that within this group most were Porsche owners, and we thought, "Why don't we start a club?" Subsequently, with the help and support of Jebsen, we got approval from Porsche AG to be registered and recognised as the official Porsche Club in Hong Kong. We started with just 18 founding members in March 1990. Since then, there have been about 1,000 members in total. As the founding chairman, my membership number is 0001!

Can you tell us about the early days of the club?

Fritz: Because Hong Kong is a small congested city with limited roads to drive on, aside from our Sunday morning gatherings, all our events had to be held overseas. For our inaugural event, we shipped our cars to Thailand to conduct a driving workshop and mini race. We enlisted the help of local drivers such as my brother Kevin, Hong Kong's most successful racing driver, Charles Kwan, and fellow racer, Winston Mak. Porsche AG was kind enough to send two instructors to teach and assist in the event.

We had our driving workshop in Malaysia for the next few years. We also organised quite a few driving tours from Singapore to Malaysia and Thailand. These driving events and tours were joint ventures between Porsche Club Hong Kong and the respective local Porsche Clubs, and they were great opportunities for us to socialise and get to know members of Porsche Clubs in other parts of South East Asia. In 2005 we were the first motoring club to drive from Hong Kong to Shanghai. That year we had 60 cars, and the convoy took up several miles on the road. In recent years, we moved our events to Zhuhai International Circuit and the logistics have become much easier.

Do you think that you will always remain loyal to Porsche?

Eric: Porsche cars are very reliable. I think I will continue to be a Porsche fan. I prefer lighter cars, and I prefer changing gears

Mr. Eric Wong explains his long standing passion for Porsche.



myself and want a car to handle well. Nowadays, most modern sports cars have a paddle shift and various electronic driving aids. I think Porsche is going forward by taking a step back, by making cars that have the quality and reliability of Porsche, but with less weight, manual transmission and a high-revving, naturally aspirated engine. Porsche is putting fun back into driving. The new Cayman GT4 and Boxster Spyder have been very well received by customers as well as automobile journalists in Hong Kong. I think Porsche is going in the right direction to preserve its heritage and legacy as a driver's car. I think there is a big difference between a car that can go very fast and a true driver's car.

Fritz: I personally think Porsche cars are not only fast, but also practical and reliable. Many other sports cars may come close in terms of speed and performance, but to me, Porsche is still the only sports car that you can truly utilise and enjoy on a daily basis.

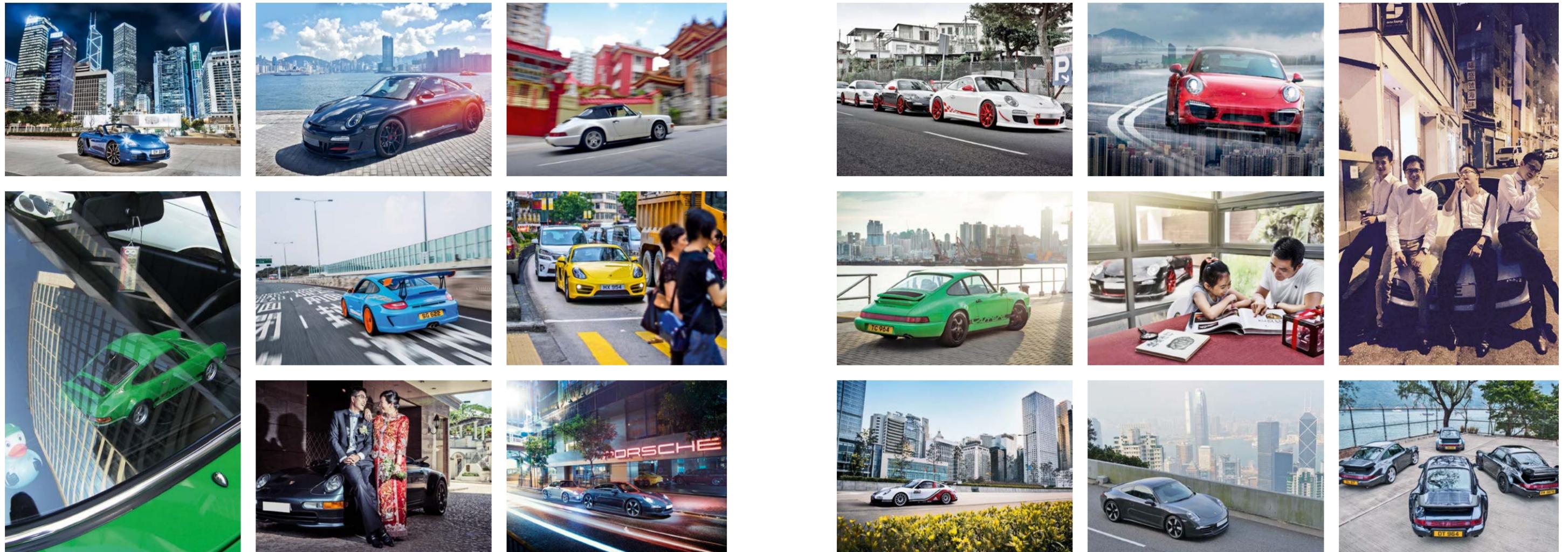
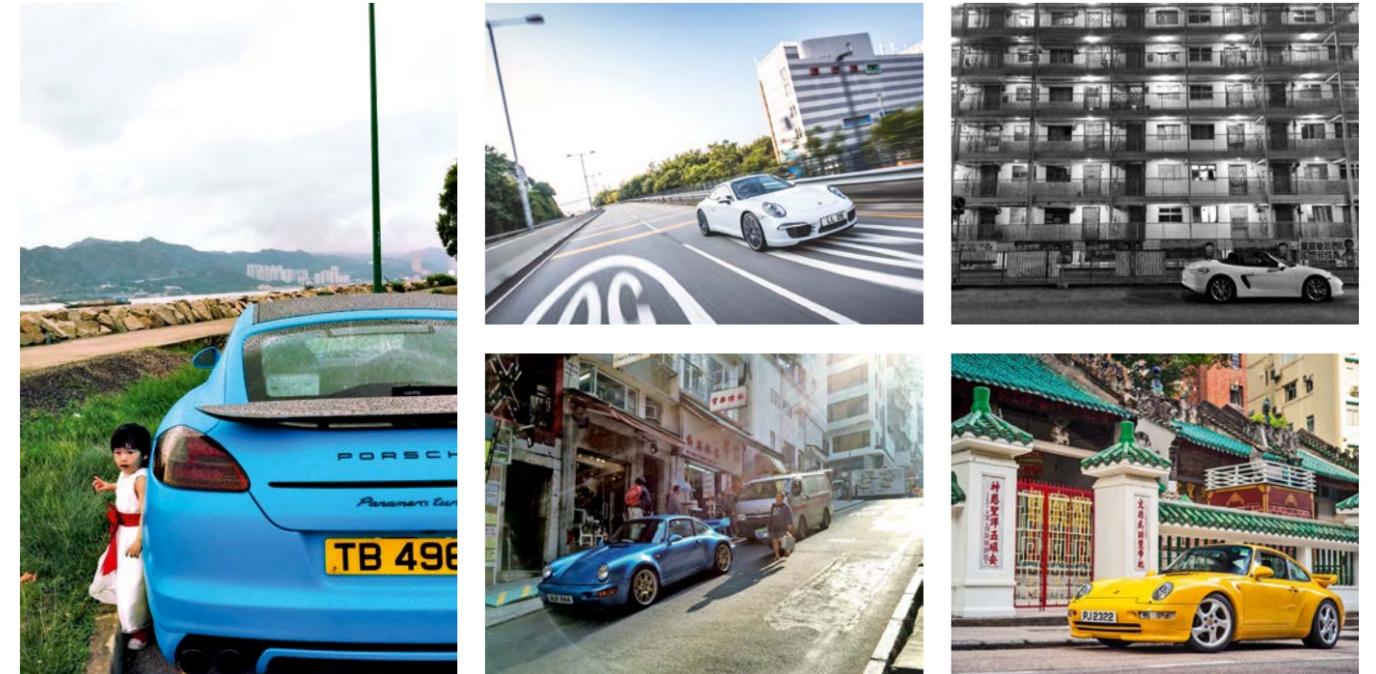
How about the future? Fritz, is there another new Porsche on the horizon?

Fritz: I think in the future, if I have the financial resources and luck, I would love to own an A Series 356. ●

60-YEAR ANNIVERSARY OF PORSCHE CENTRE HONG KONG PHOTO CONTEST

To commemorate the 60th anniversary of Porsche Centre Hong Kong and Jepsen Motors Limited, Porsche enthusiasts and customers in Hong Kong were invited to submit their photos in a special photography competition to portray their view and love of the Porsche brand in a Hong Kong setting. Customers with the best photos were awarded exciting prizes, including an invitation to the 60th anniversary event and VIP tickets to the Porsche Carrera Cup Asia 2015 Finale in Shanghai.

Below we present some of the best submissions from the contest. We would like to thank all participants for their incredible support and enthusiasm.



A memorable group shot outside Porsche Centre Stuttgart.



Guests drove through the heart of the Black Forest.



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NEWS

A TAILOR-MADE TRIP TO THE HEART OF PORSCHE

As part of its 60th anniversary celebrations, Porsche Centre Hong Kong organised its first ever trip abroad exclusively for its customers.

Text: Kimberley Hobson

For this inaugural trip, there was no place more befitting than the automaker's German homeland, where participants could discover the history of the Porsche brand and the country's iconic landmarks, all from the seat of the world's most spectacular sports cars. Accompanied by expert Porsche instructors, the tour took guests through the heart of the Black Forest and along the country's world-famous Autobahn. A visit to the Frankfurt Motor Show uncovered the latest innovations from Porsche, while a trip to the Porsche

Museum in Stuttgart gave participants a tour through the marque's history. In between, the convoy stopped at some of Germany's best-loved cities, from sight-seeing in Frankfurt to a tour through the rich history of Munich. Along the way, participants experienced five-star hospitality, staying at the region's most iconic hotels and exploring culinary delicacies in the company of fellow Porsche aficionados. Embarking on a truly authentic Porsche experience, participants enjoyed an unforgettable journey into the very heart of Porsche. ●