

AN AFTER HOURS ADVENTURE

WITH THE NEW 911 CARRERA S



XX | ON THE ROAD

A liberating after-hours excursion with the new 911 Carrera S.

XX | THE NEW BOXSTER NATIONAL LAUNCH

The latest generation of the world famous Porsche roadster, completely redesigned yet unmistakably classic, has arrived nationwide.

XX | IN THE SPOTLIGHT

Two of the most promising Chinese drivers among the field of talents at Porsche Carrera Cup Asia, Li Chao and Zhang Dasheng take it personally.



ON THE ROAD

**AN AFTER HOURS
ADVENTURE**
WITH THE NEW 911 CARRERA S

Text Alexandra Chalmer
Photograph David Breun



In the last few hours of daylight, an autumnal glow still lingers as you end your routine day, step outside and head towards the new 911 Carrera S. It has been sitting there, ready and waiting to head off into the early evening and explore the peripheral serenity of the city's outer spheres.

Turning out of the grid-like maze composed of glass, concrete and neon, the new 911 embraces the unsullied landscape of sky, ocean and open road. The familiar sound of the 911 remains, but the engine has been refined, consuming less fuel and delivering more power. With further efficiency-enhancing technologies, the new 911 retains its ineffable tradition of pedigree, past, and unparalleled fixation on engineering.

With the last few remnants of the day's sun trickling through the clouds, onto the sporty, sleek and iconic silhouette of the new 911, its silver coat is illuminated –

THERE IS NO GREATER TIME TO FEEL
THE SURROUNDING FREEDOM, TO
CATCH YOUR BREATH, AND REFLECT AT
THE END OF THE DAY.



creating an effect that is both striking and powerful upon its new intelligent lightweight body.

Heading into the tunnel, the 911 is immersed in darkness within the cave-like construction – a perfect opportunity to operate the LED lights, whose design is even more slim-lined, yet remains unmistakably 911. Once illuminated, the classic shape of the 911 cruises through the tunnel with a demeanour that is beautifully unique.

A clear unadulterated light at the end of the tunnel welcomes the 911 into the soft glow of an impending sunset. It is time to take in the view and pause by the shore to contemplate the infinite expanse. There is no greater time to feel the surrounding freedom, to catch your breath, and reflect at the end of the day.

Sitting by the roadside, cool, calm and collected, the new 911 is ready to head into the future and embrace all possibilities – and to take you with it. ●



EVENT REVIEW

THE NEW BOXSTER A SPIRIT, DECLARED, A LIFE LIVED TO THE FULLEST

An easy putt on the green, a nocturnal adventure in a kaleidoscopic city, a relaxed stroll on a warm-sandy beach, a merry cigar party on a sea-bound yacht...

Text Huang Ning
Photograph Lei Gong

Imagine a permanent escape from the everyday routine – instead filled with the abounding pleasures of life. It's easy if you try, and it can become reality if you step into the world of the new Boxster.

September saw the arrival of the latest generation of this world famous Porsche roadster at all Porsche Centres across China, completely redesigned yet unmistakably classic. This life-inspiring sports car enticed waves of guests from Porsche Centres in Shanghai, Hangzhou and Suzhou to explore its new design and mesmerising power at the national launch held at the Suzhou Expo Centre. The event demonstrated, boldly and vividly, the Boxster lifestyle, by conjuring up under one giant roof in an interactive setting, a sunny seaside, a golf course, a vibrant nightscape as well as a variety of lively scenes – all symbolising the style and enthusiasm for life that has made the

The new Boxster is the perfect icon for freedom and passion, a spirit that shines in whatever environment, be it a sunny beach or vibrant nightscape.



Boxster an automotive favourite. A live show of beautiful ballet and enticing dance further brought to life the powerful and dynamic aesthetics of the new Boxster.

“More and more Chinese driving enthusiasts are looking for a sports car that is an expression of their lifestyle. And there is no better expression of freedom, passion and excitement than a roadster. And there is no better roadster than the all-new Boxster”, the resounding words from Mr. Helmut Broeker, CEO of Porsche China, highlighted the spirit of the new Boxster.

And this is a spirit which doesn't come out of nowhere. It started with the stunning 550 Spyder, a racing legend which debuted at the 1953 Paris Motor Show and went on to earn the name of the “giant winner” with an impressive record of motorsport victories. The spirit continued in the 1960s with the incredible Porsche 718,

offering power and beauty, designed to make the most of open-top driving. Guests were able to peruse the rich history of this iconic roadster while sipping champagne, before being led up a red carpeted runway, where an inspiring lifestyle film for the new Boxster guided the audience through the endless possibilities this sports car can offer.

The powerful growling of the boxer engine heralded its entrance, which immediately revved up the crowd. The elegantly designed silhouette was sleeker than ever, and the masculine shoulder line, along with contours from the Carrera GT, exhibited a new and more dominant stance. All eyes were fixated, and all hearts longed to take the new Boxster out on the open road. “I have had the opportunity to drive our outstanding new Boxster. And I can personally confirm that it is everything a Porsche should be, with racetrack technology designed to

complement the lifestyle of the driver that is young at heart.” said Mr. Broeker, whose personal recommendation raised the audience's driving enthusiasm even higher. And there is only one way to satisfy their aspiration – a test drive.

As the 3.4 litre flat-six engine of the Boxster S effortlessly roared to life, every guest found their passion instantly unbridled. Led by instructors along the scenic roads of Suzhou, guests were free to explore the full potential of the new Boxster, which, with a longer wheelbase and shorter overhangs, boasts improved performance and aerodynamics. Thanks to a completely new lightweight body and a revamped chassis, the new Boxster has also shed 35 kg for better fuel efficiency and less CO₂ emissions.

The early-autumn sun was still hot in this southern city, but this caused no issue.

Attendees take the new Boxster onto the open roads of Suzhou, where they experience firsthand its true spirit of freedom.



A media participant happily waves as he sits in align second line the car and excitedly awaits the test drive ahead.



Within just nine seconds, the fully-electric roof closed smoothly while driving, shielding every guest from the heat outside. While the road rules on city streets did not allow guests to push this powerful roadster to its top speed of 262 km/h – or even 277 km/h in the Boxster S – there was still a unique opportunity to experience its thrilling acceleration on a long straight. And when a few guests still yearned for more adrenaline, a simple press on the “Sport” button on the central console, which comes as an additional option, satisfied them with a surge of immense power.

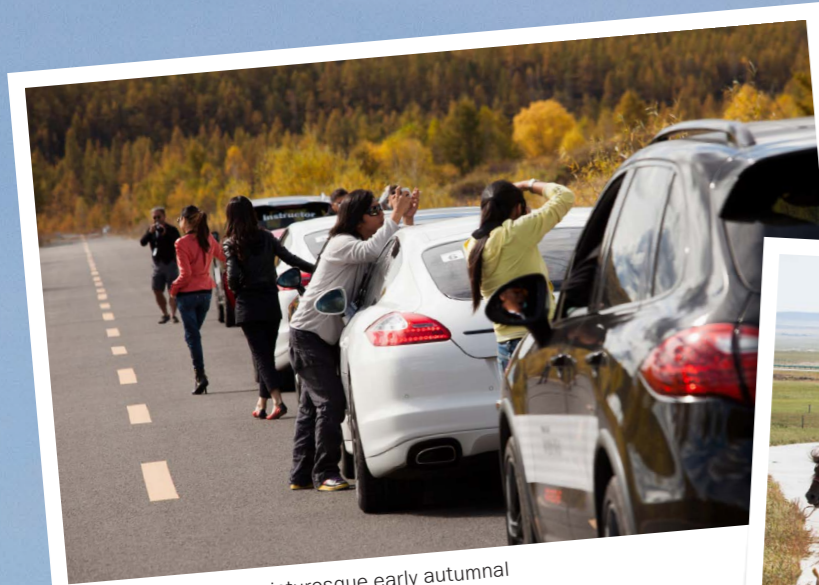
The test drive could not quench the desire for more from some guests, whose hands lingered for quite a while on the steering wheel after it was over. And there was only one way to find the cure – drive the new Boxster home.

Encompassing everyday usability with

incredible power and engineering excellence, the new Boxster offers the unique opportunity to explore the passion, excitement and freedom of life. Endowed with enhanced cutting edge designs and technologies, it is an embodiment of a life lived to the fullest, a free spirit that is tied to nothing but the open road. That lifestyle, that spirit, is what Porsche is so keen to share with its enthusiasts across China and it has, with the launch of the new Boxster.

The new Boxster is now available across Mainland China. Simply contact your Porsche Centre for more details – or even a test drive.

MODEL	RETAIL PRICE
Boxster	CNY 732,000 incl. VAT
Boxster S	CNY 976,000 incl. VAT



A stop to savour the picturesque early autumnal beauty at the Moerdaoga National Forest.



Deep into the grassland of Barhu Grasslands, where guests savour the joy on horseback under the guidance of local guide.



A happy group shot in front of the yurt in Hailar with the new 911 and the Panamera.



On the stretching freeway through the Genhe Wetland lake.

EVENT REVIEW

DISCOVERING THE DELIGHTS OF INNER MONGOLIA PORSCHE TRAVEL CLUB'S FIRST TOUR IN CHINA

Text Nick Buckley Wood
Photograph Mark Gong

Imagine tasting unique culinary delights, relaxing in luxury accommodations and driving along some of the most fascinating routes in China – all with one of the most impressive travelling companions you will find: a Porsche. That is the picture painted by a group of driving enthusiasts, who ventured off into the mysterious charm of Inner Mongolia this autumn with Porsche Travel Club China.

The Porsche Travel Club has established a reputation for organising some of the world's most exclusive and exhilarating driving tours to European destinations. For the first time ever, Porsche Travel Club has come to China and conducted once-in-a-lifetime trips for Chinese enthusiasts. With existing tour destinations to Southern Germany, the Alps and Andalusia, the Porsche Travel Club once again set out in September and for the first time, led its followers to explore the most beautiful and undiscovered areas of China.

This first domestic tour took place in two waves, embarking a group of Porsche aficionados on a four-day trip through the stunning scenery of Inner Mongolia. Led by four experienced instructors, the group drove the new 911, Cayenne and the Panamera through vast grasslands and forests.

Guests were greeted by the Porsche team in the charming township of Manzhouli and escorted to the luxurious five-star Shangri-La Hotel. The tour kicked off with an exhilarating drive down winding roads and past expansive views on the way to Eerguna, a city famous for its cultural diversity and spectacular scenery. The group was then immersed in the natural beauty at one of Asia's largest wetlands – Genhe Wetland. Its lush natural treasure-trove of flowers, plants and wild animals was a welcome break from the city streets. In the evening, whilst the group enjoyed a Russian-style banquet, local musicians graced them with a spirited accordion performance.

The second day proved to be another fantastic highlight of the tour. On the winding roads of the picture-perfect Moerdaoga National Forest Park, the new 911, Cayenne and Panamera unleashed their power to the fullest while guests savoured the cool air and unforgettable views. Mr. Xie Yining, a participant from Porsche Centre Shanghai Puxi, expressed his surprise after driving the new 911, "It is understated, yet it offers great comfort, handling and dynamics which was a surprise to me as I never push my car too fast."

The tour also provided a taste of the unique history and culture of this vast and less-explored region of China. The fascinating town of Shiwei was another stop on this adventurous route. Situated at the border of China and Russia, Shiwei is influenced by the unique mix of Chinese, Mongolian and Russian cultures and as a result boasts unique architecture and food. From there, guests headed to Hailar, a beautiful city

located at the centre of the grassland, where they visited yurts and were introduced to more local delicacies.

On the final day, the group wound down their windows and kicked off with a higher gear on the Hailar-Manzhouli highway, flanked on both sides by a boundless stretch of lush grassland. Those who still had energy, travelled to the hinterlands of Baerhu Grassland where they swapped their state-of-the-art vehicles for a more traditional mode of transport – riding horses under the rolling blue sky.

Sandy Zheng, one of the staff from Porsche Centre Puxi, was as equally impressed by the tour as the participants. "I think it is very professionally organised, from the route selection, registration, accommodation and hospitality to crew management," She said. "I will definitely recommend the Porsche Travel Club tours to more customers, especially those who share a passion for

travelling and driving." Other participants also returned with a lingering eagerness to come back. Mr. Liu Yongsheng, another participant from Porsche Centre Shanghai Puxi, shared his joy from the trip, "Everything was very well planned and managed and I had great fun. The experience will definitely shine in my memory and I will always think of it merrily." Similar feedbacks were also voiced by other participants, with many already enquiring about future tours to other regions and countries.

Following the huge success of the first Porsche Travel Club tour in China, there are already many fantastic domestic tours planned for 2013, giving Porsche lovers the opportunity to drive incredible cars in unique surroundings both in and out of China.

For further information on our next Porsche Travel Club tours in 2013 please visit www.porsche.cn/travelclub or simply visit your preferred Porsche Centre. ●



EVENT REVIEW

DISCOVER WHAT IT TAKES TO BECOME A PROFESSIONAL DRIVER

Transforming enthusiasts into skilled motorists since 1974, Porsche Sport Driving School helps to uncover the skills of professional driving with its exciting courses.

Text Alexandra Chalmer
Photograph Mark Gong

From 15 to 19 September, the Porsche Sport Driving School held a series of three driving courses at the Shanghai International Circuit. Beginning on 15 September with the two-day Performance course, 41 participants capitalised on their knowledge acquired in the introductory Precision course and further developed their vehicle control. With the chance to test their capabilities on the entire circuit and during the free driving session on the second day, precedence was given to enhancing skills with instructors on hand, who were assessing their progress at all times. On completion of the course, participants were fully equipped with the basics of advanced driving skills. Some drivers took it one step further by taking on the challenges of the next level.

Building on what was learnt in the Performance course, the succeeding programme, Master, introduced a variety of elements



related to motorsports to the 28 participants. Over the two day course, participants had the unique opportunity to receive professional driving tips from VIP racing instructor Ho-Pin Tung - the first F1 Chinese driver and one of PCCA's current racing drivers. Participants worked on tricks such as precision braking, controlled acceleration, safe overtaking manoeuvres and performing 'standing' and 'flying' starts. Particularly poignant for the participants was the chance to qualify for the International C-Class Racing License. 27 of them were granted the license, allowing them to compete in international motorsport events such as the Porsche Carrera Cup Asia. With the Porsche Sport Driving School being the only provider in China to offer such a unique opportunity without obtaining prior licenses of lower classes, there is no denying that those who qualified have secured a rare opportunity sought after by many motorsport enthusiasts.

The Telemetric course held on the last day, proved to be the final tool to help define the participants' driving skills. Their performance was constantly monitored by a data recording system, which kept track of their improvement each step of the way. With both an international and a local instructor on hand to assess their performance afterwards, drivers were able to gain first-hand insight on how to significantly improve their driving skills. All drivers quickened their time by about 5 to 10 seconds, with one customer improving by about 20 seconds. Another participant achieved a lap time of only 2 seconds slower than the instructor, which is an extremely close score for a race track measuring over 5km.

Porsche Sport Driving School offered participants a clear insight into the full power of a Porsche, and their own potentials as drivers. Now free to explore the limitless opportunities of a Porsche, these were lessons that certainly won't be forgotten. ●

1. Guests lap on the entire circuit during the onroad training module of the Performance course, where the instructors closely monitor their performance.
2. VIP Instructor Ho-Pin Tung ready to take one participant onto the race track to demonstrate some of the motorsports tricks during the Master course.
3. Students who have successfully qualified for the International C-Class Racing License stand proudly together for a memorable shot with their instructors.
4. Two of the participants practise overtaking manoeuvres on the race track.

At the Porsche exhibition hall at the SH Contemporary Art fair, visitors wander amidst the artworks created by the young talents from the Sichuan Fine Art Institute.



EVENT REVIEW

THE ART OF DRIVING CHANGE

Text Nick Buckley Wood
Photograph Lei Gong

At the monumental entrance of the Shanghai Contemporary art fair held at the Shanghai Exhibition Centre this September, visitors were greeted by works of art on four wheels: the legendary 911, the renowned Boxster, the Cayenne and the Panamera. For the second year running, Porsche partnered with Mainland China's largest and most dynamic art fair, and as part of its on-going global Corporate Social Responsibility programme, it exhibited award-winning paintings and reaffirmed its commitment to promoting and delivering educational support to the youth of China.

Shanghai Contemporary, now in its sixth year, showcases some of the most important developments in contemporary art from China and across Asia-Pacific. As well as displaying a full array of high-performance sports cars at the impressive entrance to the fair, the Porsche stand, in a prime location under a domed hallway, displayed

works which were selected from more than 300 creations by young artists who have competed in the Porsche "Empowering the Future" Art Contest. The contest, held in conjunction with the Sichuan Fine Arts Institute (SFAI), is designed to provide educational support and opportunities for young artists in China. It creates a unique platform for driving awareness across the country for the importance of improving children's health and education in remote areas.

As art-lovers walked the ornate halls filled with world-class galleries, they arrived at the Porsche stand, where high-quality works of varied styles and subject matter were on display. Amongst this year's entries, themes included innocence, hope, change and positivity. Li Cheng's painting "Happiness", which took first place at the Art Contest in 2011, captures the joy and purity of first experiences. Yan Meiru,

The artworks presented by Porsche represent the company's sustaining concern on the welfare and education of the young in remote areas of China.



who came in second with "A Pleasant Tour", expresses the dream of a cleaner world for the children of the future, and in "Cinderella," third-place winner Cong Xuming portrays the yearning among rural youth for Cinderella-like change.

"We were proud to welcome Porsche and its 'Empowering the Future' gallery back to our fair," said Shanghai Contemporary Fair Director Mr. Massimo Torrigiani. "Porsche's outstanding exhibition confirmed that this is precisely the type of philanthropic arts programme that we always hope to promote at Shanghai Contemporary. It gives young artists an exceptional opportunity to gain recognition while simultaneously focusing attention on an important social cause."

"It is a privilege to work alongside Porsche and showcase our students' work through a major platform like Shanghai Contemporary,"

said Mr. Luo Zhongli, Head of the SFAI. "Just as the Porsche 'Empowering the Future' Art Contest has helped students gain the skills they need for their future careers, outlets like Shanghai Contemporary help them obtain the recognition they deserve."

In addition to supporting young Chinese artists, the "Empowering the Future" project also comprises the Mobile Educational Training and Resource Units programme (METRU) held in partnership with UNICEF. METRU has donated more than 15 million RMB to improve the welfare of children in rural areas and facilitate the transportation of essential supplies for their health and education. As well as delivering training, qualified instructors and resources to schools in Sichuan, Gansu and Yunnan Provinces, Porsche has donated six Cayenne. These high performance SUVs have been specially modified to overcome the geographic

obstacles that have long prevented these areas from receiving regular aid and support in the past.

With the successful conclusion of the sixth edition of Shanghai Contemporary, Porsche and the SFAI have once again begun preparations for the third annual Art Contest to be held in Chongqing in the autumn. Porsche is dedicated to driving positive change in every continent and the "Empowering the Future" project will continue to raise awareness to improve education in China's underprivileged regions whilst supporting the next generation of Chinese artists. ●



IN THE SPOTLIGHT

POISE AND PRECISION LI CHAO'S RACING PHILOSOPHY

"It is somewhat like needlework." Such is Li Chao's remark on racing, an unorthodox metaphor that is likely to upset many people's established notion about motorsport.

Text Huang Ning
Photography Lei Gong

"It is somewhat like needlework." Such is Li Chao's remark on racing, an unorthodox metaphor that is likely to upset many people's established notion about motorsport. The deafening growling of engines, the lightening speed, the relentless wheel-to-wheel jostling... This is definitely one of the ultimate sport of power and courage. Needlework? You must be kidding.

But that is exactly how Li understands racing after having been tempered by many battles on the racetrack, especially the first eight rounds of the Porsche Carrera Cup Asia. "Of course the race is about skill, stamina and valour, but all things considered, it's about how good you are in dealing with the smallest details, about precision, just like needlework," Li explains. "The best drivers in the championship, such as Imperatori and Ragginger, are all masters of details. Those millisecond advantages in minor executions can add up to a huge difference."



That is the truth: a driver is only as good as how well he handles the details, such as at every braking point, or any fleeting opportunity for an overtaking manoeuvre.

Li's understanding of racing is profound, even though he has not been long in the profession compared to most drivers in the series. His racing career did not begin until 2009, if the dabbling in motorcycle racing in 1999 is not counted. However, being an enthusiast of enthusiasts of motorsport, as he calls himself, Li managed to cut a wide path in his debut year through the motor racing world in China, as he finished the Polo Cup with an overall runner-up placing. Switching to the China Formula Grand Prix for the next two years, Li continued to shine. Successive achievements testified his talent, boosted his confidence and predictably, whetted his appetite for a more competitive arena. At this point, the Porsche Carrera Cup Asia, the premium

one-make racing series in the region, became his natural and most desired choice.

A new entrant in the championship, Li knows his place and is thirsty for experience and knowledge. "I'm fully aware of my weaknesses," he confesses. "I know little about the car and the racetracks. I had raced on the Shanghai International Circuit before enrolling in the series, but not the entirety of it. As for the Sepang and Marina Bay Street Circuits, never once." Quite a few rivals have logged hundreds of laps on these tracks, hence they are far more experienced than him in choosing braking points and negotiating turns.

Disadvantages like these can be frustrating and plunge one into an agitated fluster, but Li is able to keep his head cool during each race, thanks to a hard lesson learned two years ago. That time, he sat on the pole, and being one of fastest amongst the grid, he

already smelled victory. But an overwhelming fear of loss seized him when the race started. Constrained by overcautious moves, he soon lost the lead before pushing frantically to take it back. Impatient aggressiveness led to a messy accident, which cost him the race after only four laps, a bitter experience that forever etched in him the importance of composure. "I have learned to fight every race with poise now, no matter whether I start first or last," recalls Li. "I think I should be grateful for that loss. I became more mature since then."

One of the best examples of his levelheadedness came in Rounds 3 & 4 at Zhuhai International Circuit. A huge chain crash in Round 3 forced more than ten drivers to retire, and amongst them was Li, whose excellent performance in the Qualifying Round went down the drain and he had to start from the last row the next day. He was disappointed, but not discouraged, and by the time Round 4 began, he had all his anxieties allayed. Calm and poised, he was able to make better and quicker judgement amongst the fierce competition and react with more dexterous handling of the vehicle. Overtaking one car after another with a series of sensational moves, Li steadily and smartly charged his way through the battling pack ahead. By the chequered flag he had overtaken nine cars to land a fifth-place finish in Class B.

"This result reaffirmed my position among the 28-strong field. Of course I would be thrilled if I could make it to the podium in Class B once," Li laughs heartily. But that is only the plan for his debut season. Fuelled by the red-hot competition of Porsche Carrera Cup Asia, his passion for motorsport has grown even stronger than ever, and with a higher ambition, he is determined to commit himself to the series in the next two years. Eyeing the Class B title, Li is confident what two years will benefit him in terms of driving skills and experience. "The third season - that will be the time to reap." ●

IN THE SPOTLIGHT

ZHANG DASHENG A LEGEND IN THE MAKING

When millions of Chinese have their TVs all tuned to a sports game and get keyed up over every minor move of one of their fellowmen, it is a sure sign that the person in question has become the pride of the country and successfully imprinted his or her name in its collective memory.

Text Huang Ning
Photography Lei Gong



Zhang Dasheng and his race car at the pit stop.
A young shy smile. A promising and striving heart.



In motorsport, regrettably, we have yet to see a native driver of such popularity. But here I venture to plant, like a seed, the name of a lesser-known young man in the readers' hearts, confident that it has every potential to grow to a height attained by Yao Ming, Liu Xiang, Li Na and their likes, and be the focus of many households, as he races his way unremittingly towards the much-worshipped Formula 1, still a virgin field to Chinese drivers as of now.

Young as he is, Zhang Dasheng has already made his mark on the motorsport scene in China, boasting a wealth of remarkable achievements even before reaching 20 this summer. A dozen of titles under his belt since his first appearance in the National Go-Karting Championship at eight do full justice to his name Dasheng, which literally means "big victory" in Chinese. "Races were unchallenging to me for quite a while. I had the feeling of being

the destined champion," says Zhang, with utmost candour yet without the slightest trace of conceit.

His notion, however, took a hit after a race in Germany. "I was amazed to find that there are plenty of drivers of my age and better than me abroad." The reality spurred him, and thrilled him at the prospect of taking on stronger rivals and the possibility of sweeter victories when triumphing over them. Vowing to be better, he decided racing was his calling in life, with all his hobbies such as skateboarding, skiing and horse-riding practiced with an aim to improve balance and reaction. Fuelled by a young passion and a persistence amounting to faith, his career blasted off in the speed of a racing car. In 2009, Zhang landed the overall title in the Formula Sprint before being crowned the champion in the Asian Geely Formula, the most competitive formula racing series in China. The next year, in 2010, he once again

stunned the crowds by pocketing the championship title of the Scirocco Cup. As a gifted and ambitious young driver, who was steaming ahead in pursuit of his dreams and teeming with energy, Zhang began looking for his next motorsport challenge.

Great drivers are only born in great races — this is a truth Zhang could not be more aware of. So competing in the Porsche Carrera Cup Asia, the premium one-make racing series in the region, proved to be a vital step for him on the way to greatness. Entering its tenth milestone season, the championship has set itself apart from other Asian racing events and established an unparalleled reputation in terms of history, organisation and racing performance. Mustering a constellation of world-class racing aces, it is widely known as the most competitive racing series across Asia.

Composed and ready to burst off before the race starts.



Charging hard on the race track after the kick-off.



“Driving for the resourceful Team Basetex in the Porsche Carrera Cup Asia meant nothing less than a milestone for me,” Zhang claimed. For the first time, he was finally liberated from the tangle of non-racing issues such as logistics and schedules and could fully concentrate on the race itself with one simplified mission: to fight and to win – just like a professional driver. And more importantly, he has achieved a deeper understanding of racing by going up against elite drivers like Alexandre Imperatori and Martin Ragginger. Every race provided nutrition for his growth, every setback toughened him, and every overtaking manoeuvre gave a boost to his confidence.

In the sizzling competition against the other 27 contestants in the series, Zhang has made it to the Top 8 three times so far, with a fourth place finish being his best result, which happened to come on

July 9 - his 20th birthday, during Round 6 at the Ordos International Circuit. An unexpected drizzle in the notoriously dry Inner Mongolia city caught many teams off guard on that morning, but Zhang was poised as his Basetex engineer had wisely prepared a rain setup for his vehicle.

With a bitter lesson from the poor start in the previous round in mind, Zhang, who started 9th, resorted to a less aggressive strategy, holding firm to his position before bidding his time for overtaking. With the wet racetrack in his favour, Zhang steadily moved up in the order, overtaking strong rivals including the defending champion Keita Sawa, and by the time it dried, he was safely in the 6th. The next few laps saw him in a close thrilling tussle with Wang Jianwei, Ho-Pin Tung and Allan Simonsen, all more experienced than him. But Zhang was unfazed and unyielding.

On the last-but-two lap, he passed Tung with an agile move before running wide and losing the position. The race was drawing toward its end at this point, but Zhang, instead of being discouraged, grew even more determined and kept pushing himself harder. The unrelenting effort paid off, as he managed to seize back his lost position just before the finishing line.

Despite missing the podium by one place, the composure and perseverance Zhang displayed in the battle towards those formidable opponents were admirable, and his ability to rally from loss increased the admiration that the cheering Chinese crowd had for him. In Round 8 at the Sepang International Circuit, he stunned spectators with an even more sensational comeback feat, thundering past 19 cars in the 11-lap thriller to advance from the 27th at the start to the 8th in the end.

As with any aspiring driver, Zhang’s spectacular performance on the racetrack was the result of gruelling efforts off the track. Every day, a total of four hours were spent on strenuous physical training, ranging from cycling, swimming to running and muscle building. In addition he spent hours studying videos of top-notch European drivers and analysing videos of his own races. English learning also became one of his priorities. “I won’t be able to expand my knowledge about racing and discussing with foreign drivers if I can’t overcome the language barrier.”

The easy and friendly bond between rivals in the Porsche Carrera Cup Asia allowed Zhang more opportunities to communicate with the best of foreign drivers, which opened his eyes to better training approaches and more effective training facilities. “The gap between Chinese and European drivers is deep and wide,”

acknowledged Zhang, “so is the gap between the two motorsport cultures.” Under such circumstances, Zhang knows that the road ahead of him – to make it to the highest motorsport arena — has been explored by few and is an extremely big challenge. But he is not deterred. Fully prepared for setbacks and challenges to come, he believes that tenacity and talent will eventually lead him to success.

“I was born for racing,” Zhang insists. This remark sounds like a declaration, which might echo across the Chinese motorsport community when one day his legendary undertaking is accomplished. ●

A field of 28 drivers blast off on the challenging road circuit of Singapore, striving for a position on the podium.



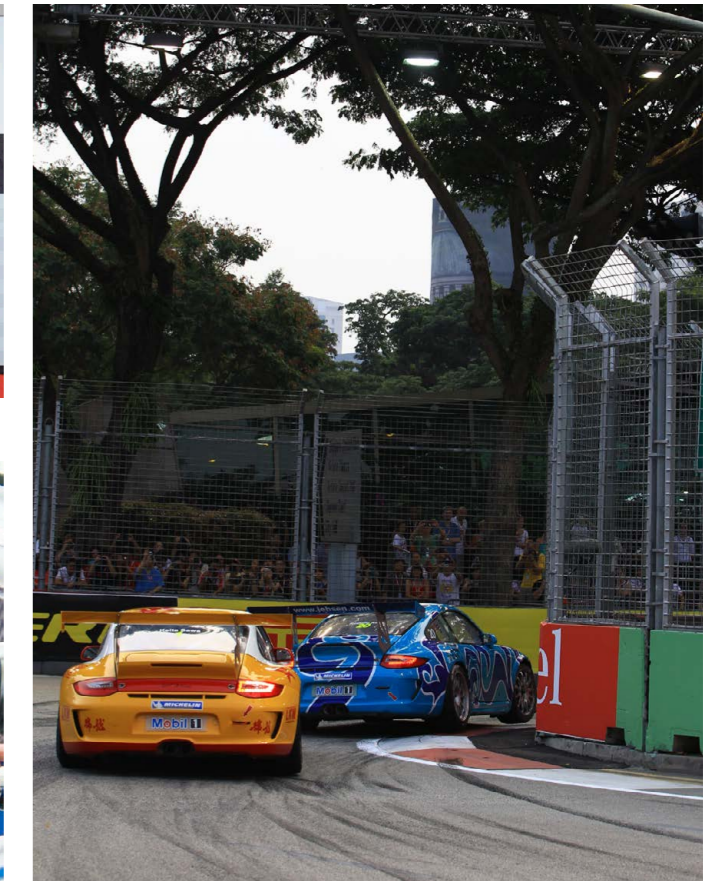
Craig Baird (middle) tops Round 9 with Martin Ragginger (left) and Alexandre Imperatori claiming the 2nd and 3rd place respectively.



Roldofo Avila and his engineer had a last minute chat before the race kicks off on Malaysia's Sepang International Circuit.



The close jousting between Rodolfo Avila and Keita Sawa on the narrow streets of Singapore put the crowds constantly on their feet.



PORSCHE CARRERA CUP ASIA

BATTLES BEFORE THE FINAL SHOWDOWN
 RECAP OF THE 2012 PORSCHE CARRERA CUP ASIA ROUNDS 7 TO 9

More than half way through its milestone tenth season, the Porsche Carrera Cup Asia proved to be packed with even more drama and adrenaline rushes, as the battling on the racetrack grew searing hot and every driver put their shoulders to the wheel to fight for a desired position on the leaderboard before the final showdown.

Text Huang Ning
Photography Lei Gong

Sepang International Circuit, Malaysia, 30 August to 2 September, Round 7-8

A dramatic start in Round 7 saw a collision between Team Seminole driver Edigio Perfetti and Team Basetex driver Zhang Dasheng going into Turn 2, which caused the retirement of several drivers and brought out the Safety Car. Alexandre Imperatori of PICC Team StarChase, who made a clear getaway from the pole, held on to the lead at the restart on Lap 5 and sped all the way to the chequered flag to take victory. Ragginger finished second, with Ho-Pin Tung of Budweiser Team StarChase securing the last spot on the podium.

In Class B, Modena Motorsports' Wayne Shen took honours after 11 laps of superb racing action, while OpenRoad Racing's Francis Tjia and Huang Chuhan of Asia Racing Team finished second and third respectively.

The thrilling chase between Imperatori and Ragginger continued in Round 8, who started 8th and 7th but were up in the top five after the first few corners. This time, however, it was Ragginger who crossed the line first, yet a 30-second penalty due to overtaking under yellow flag was handed to him, demoting him to 9th. Third across the line, but second in the results, was Team Jebesen's Rodolfo Avila, with just over half a second separating the top three at the finish. Reigning champion Sawa claimed third.

Huang took the Class B win, and Shen finished second, with Francis Tjia joining them on the podium.

Marina Bay Street Circuit, Singapore, 21 to 23 September, Round 9

Held at the famously challenging street circuit of Singapore at night as an F1 support race, Round 9 overflowed with action and adrenaline. Ragginger made an impressive

debut by topping the times in the qualifying round to secure the pole, but he miscalculated his start, and, grappling with wheelspin in the first few laps, handed the lead to Craig Baird, who was making a guest appearance for race title sponsor SC Global Developments. By the end of Lap 7, Baird had built a 4.7-second margin from Ragginger, with championship leader Imperatori in the third, comfortably ahead of the ferocious battling pack made up of Sawa, Avila, Tung and Rouget.

Despite the unrelenting effort from Ragginger to close the gap lap-by-lap, Baird held firm under the pressure to take the win. Imperatori finished third to extend his lead over defending champion Sawa on the leaderboard to 40 points.

Class B winner was Seminole Racing Team's Egidio Perfetti, his fourth class victory this season, with Tjia second, and Singapore

racer Yuey Tan taking the final podium position for his Dorr McElrea Racing team.

After nine rounds, Imperatori remains high on top of the overall ranking, followed by Sawa and Ragginger. With suspense and tension building up to the season grand finale, the battle for the championship title, slated to be fought at the inaugural Shanghai SportsCar Festival from 9-11 November, promises to be one of the most exciting occasions for Chinese motorsport enthusiasts.

OVERALL RANKING AFTER ROUND 9

No.1	Alexandre Imperatori	PICC Team StarChase	165
No.2	Keita Sawa	LKM Racing Team	125
No.3	Martin Ragginger	Team Eagle-Jiejun & Junbaojie	108

CLASS B AFTER ROUND 9

No.1	Wayne Shen	Modena Motorsports	152
No.2	Egidio Perfetti	Seminole Racing Team	126
No.3	Francis Tjia	OpenRoad Racing	116

CULTURE & HEALTH

ICE, SNOW, AND ILLUMINATED BRILLIANCE

Every year hordes of visitors brave the cold to attend a great winter spectacle held in January in Harbin, Heilongjiang province.

Text Alexandra Chalmer

Photography Andy Poole & Lukas Hlavac / Shutterstock.com

Their destination is Harbin's world-renowned Ice and Snow Sculpture Festival where Siberian winds and sub-zero temperatures are promptly forgotten for this extremely unique event. Indeed these intrepid adventurers have come to see the array of intricate and wonderfully eccentric ice sculptures that play the lead role in this magnificent annual winter display.

Harbin is famously dubbed China's "City of Ice". Bordering Russia to the north and east, it boasts a quaint European charm with a strong presence of Russian architecture, providing an enchanting backdrop for the city's daily life. And when these fascinating ice and snow sculptures are executed across the city, Harbin is illuminated, the locals enlivened and the festival packed with admirers from afar. In its coldest season, Harbin comes alive.

The Ice and Snow festival evolved from a fascination with the simple but unique ice lanterns used by local peasants and fishermen during night hunting or fishing. Eventually the lanterns were being placed outside peoples' homes and used during traditional festivals. The lanterns were made from bucket-shaped blocks of ice, with a hole drilled in the centre to make room for a candle. The display of these simple windproof ice torches soon became a popular attraction, which then inspired the establishment of a small festival in 1963. Over time, with advances in artistry, skills and technology, the "ice lanterns" were transformed into marvellous exhibits of sculpture illuminated by radiant neon lighting and the festival itself became a spectacle of ice, snow and electric genius.

Preparation begins in early December, with a level of speed and efficiency that year-by-year mirrors the increasing professionalism of the festival. Taking ice from the frozen banks of Harbin's epic 1,840-km Songhua River, sculptors use saws, chisels and ice picks to carve out intricate and impressive designs. For further effect, de-ionised water is used to produce clear transparent ice that looks like glass with LED lights frozen inside, creating markedly more magical displays. Previous creations have reflected the wonderful fusion of European and Chinese cultures, with recreations of pagodas and pavilions stood alongside churches, castles, and cathedrals. Sculptures of animals, people, mythical creatures, and even ice slides add further fun and amusement to the event. These ice art pieces are wonderful displays of skill and mastery.



The ice replica of the terracotta warriors is one of the many finest ice carvings one would encounter at the Harbin Ice and Snow Festival.



The festival usually lasts one month, at the end of which, guests can join in on the fun of destroying the sculptures with mini axes, wiping the slate clean for next year's array of fantastic pieces.

The festival isn't confined to one area but spread across the city at various beautiful and interesting sites. The Sun Island Park for example, is a surreal winter wonderland of snow sculptures that are best seen in daylight. With the sunshine illuminating the glistening white snow, exploring this maze of frosted marvels is truly a unique experience. At the Ice and Snow World, visitors can see some of the world's finest ice carvings, which are even more enchanting when illuminated at night. Zhaolin Park provides another fantastic site to visit after sunset, with radiant sculptures and replicas of buildings scattered amongst the trees.

A small and simple affair in the 1960s, the Ice and Snow Sculpture Festival is now emblematic of Harbin's efforts to modernise and build a worldwide reputation. It is one of the world's four largest ice and snow festivals, along with Japan's Sapporo Snow festival, Canada's Quebec City Winter Carnival, and Norway's Ski Festival. The festival has become widely famed across the world, receiving about 800,000 visitors a year, not only because of the ice and snow sculptures but also because of the various activities and small events that take place at the same time. During the festival, the city also holds international competitions for ice and snow sculpture, winter swimming, speed skating, mountain skiing and cross-field skiing competitions. ●

MARKET PAGES CHINA

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