

ON TRACK WITH THE NEW CAYMAN



XX | ON THE ROAD

We took a drive with the new Cayman on the race track, and a thrilling one!

XX | Porsche Carrera Cup Asia 2013

The 2013 season of Porsche Carrera Cup Asia is back in action with the strongest entry ever.

XX | EMPOWER THE FUTURE TO NEW HEIGHTS

Porsche pushes its Empowering the Future programme one step further with the founding of the Advisory Committee.



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新款保时捷 Cayman S

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PORSCHE

ON THE TARMAC WHERE THE DRIVE WILL SOON
BEGIN, THE NEW CAYMAN S QUIETLY AWAITS US
TO EXPLORE ITS IMMENSE POTENTIAL.



ON THE ROAD

ON TRACK
WITH THE NEW
CAYMAN

*The sleek yellow Cayman S basks in morning
sunlight, surrounded by a vast elliptical race track.
A gleaming jewel in the man-made oasis of
concrete, asphalt and steel, it is the newest model
of its kind to hit the international market.*

Text Jason Miles
Photography David Breun



Kenneth Lim, a Porsche Sport Driving School instructor, reveals the hidden secrets of the new Cayman S after an exhilarating drive on the race track.

A man circles the car, brushing his hand gently over its aerodynamic body, inspecting the improved contours, dips and grooves which have come together in a perfect design. His name is Kenneth Lim, an instructor for the Porsche Sport Driving School, and he's been waiting a long time to test drive the brand new sports car. The new Cayman is noticeably edgier than its predecessor: crisper lines, tauter surfacing and greater structuring within its flanks show that even perfection itself can be improved. Thanks to a decision to carve the body predominantly out of aluminium, it is also a lot lighter – which can only mean good things when it comes to performance.

Kenneth clips open the driver's door and sinks into the more comfortable larger seats, and immediately notices the increased shoulder room and more spacious interior. No stranger to the track and certainly no stranger to Porsche cars, he performs the



necessary checks in seconds, shifts into gear and squeezes the accelerator. The familiar jolt of speedy acceleration passes through him but this time, it feels even quicker. That’s because in just 4.9 seconds, he is traveling at 100 km/h.

Endowed with constantly changing valve timing and valve lift, Kenneth starts to enjoy the improved response time, increased flexibility and unparalleled smoothness of the new engine. Its immediacy and sound is magnificent as he pushes it into the upper rev ranges. With a top speed of 281 km/h, the new Cayman S has plenty of room to move. And as the engine pushes past the 4000 rpm threshold, it unleashes a marvelous roar. Kenneth flips a switch on the center console, activating the Sport mode, now fitted as standard. The engine tuning is modified instantly, providing an added throttle response by virtue of remapped electronic controls.

With the first corner fast approaching, his grip on the steering wheel tightens. The moment of truth for any new sports car reveals itself. Beating all expectations, it is one of the smoothest turns he has ever taken. Updates to the chassis mean added levels of stability and smooth steering even at speeds well beyond posted limits. While the design of the new Cayman is inherently conducive to traction, it has managed to push this even further. The latest model includes the standard Porsche Stability Control and, for the first time, an optional Porsche Torque Vectoring function that incorporates a rear locking differential. Together, these features allow Kenneth to take corners in a terrifically neutral fashion and even begin an early throttle without fear of reprisal. The result is added poise and improved balance without detracting from an exhilarating driving experience.

The sun hangs delicately overhead, its ever-brightening rays refracting off of the sleek exterior. Lap after lap, this new coupé glides effortlessly into the crisp morning air. With more power, compelling looks, sharper handling and improved comfort, the new Cayman is a clear improvement on its predecessor in every discernible area. Kenneth cannot help but marvel at the fact that once again, Porsche has outperformed its own incredibly high standards of design and engineering in pursuit of the perfect automobile.

Following one last lap of pure indulgence in the new Cayman S, the test drive session comes to a close. Stepping out of the car, Kenneth declares in awe: a true sports car. ●

The 918 Spyder quietly awaits its future drivers to experience the thundering power and capabilities it has to offer.



EVENT REVIEW

A DREAM COMING TRUE MEETING THE 918 SPYDER PROTOTYPE

On 6 December 2012, a highly exclusive “Meet the Prototype” event brought a select group of Chinese 918 Spyder customers to Las Vegas where they were introduced to their dream car.

Text Miranda Mao

Engineers and designers flew in from the Research and Development Centre in Weissach, Germany, to give participants an update on the groundbreaking technologies this super sports car has adopted. The true potential of this model was brought to life on the race track, where an exhilarating taxi-ride with factory drivers provided them with the unique opportunity to experience the unrivaled performance of the 918 Spyder. Powered by a completely redeveloped V8 engine and two extremely powerful electric motors, the 918 Spyder delivers a total output of over 887 hp with acceleration from 0 to 100 km/h in 2.8 seconds. In every aspect, the 918 Spyder is the embodiment of the perfect sports car.

And there is more! Factory specialists and experts from Germany were on hand to introduce the various options available to 918 Spyder customers to customise the look and feel of their own model – some of

which include 20-inch front and 21-inch rear 918 Spyder Magnesium wheels, a front-axle-lifting system which allows it to adjust to city roads, electric seat comfort heating and a Martini-Racing or Salzburg-Racing design package.

Rounding off an exhilarating day, this exclusive event not only provided customers with an experience of a lifetime, but also a clear affirmation for their choice: The 918 Spyder is without doubt the super sports car ahead of its time.

Production of the 918 Spyder is set to begin on 18 September 2013. For further information, please visit your nearest Porsche Centre. ●

PORSCHE CARRERA CUP ASIA

THRILLING NEW SEASON CELEBRATES TEN YEARS AT THE FOREFRONT PORSCHE CARRERA CUP ASIA 2013

The most competitive and thrilling racing series in Asia is back for another enthralling season.

Text Huang Ning
Photography Lei Gong

Porsche Carrera Cup Asia 2013 season Group A drivers (left to right): Wang Jian Wei, Ho-Pin Tung, Benjamin Rouget, Peter Li Zhi Cong, Rodolfe Avila, Ringo Chong, Alexandre Imperatori, Keita Sawa, Wayne Shen, Zhang Da Sheng, Earl Bamber, Martin Ragginger and Jason Zhang Zhi Qiang.



Amid soaring expectations from racing enthusiasts, the 2013 season of Porsche Carrera Cup Asia has begun the year with huge celebrations as it marks its first ten years' as the premier racing event in Asia.

Blasting off the grid in March as part of the 2013 Formula 1 Petronas Malaysian Grand Prix and thundering to Shanghai in April in support of the nation's most high-profile annual racing event, the Formula 1 UBS Chinese Grand Prix, the new season of the championship proved to be every second as enthralling as it was expected, and the scorching fight on the racetrack kept the crowds constantly on their feet.

On its exciting seven stop calendar which spans the entire Asian region, more adrenaline-pumping races are planned with three high profile appearances in

support of the famed Formula 1 race in Sepang, Singapore, and Shanghai as well as three thrilling weekends in Zhuhai, Ordos and South Korea's brand new Inje Autopia Circuit before returning to Shanghai for its Season Finale.

To make the tenth anniversary year even more memorable, the Porsche Carrera Cup Asia will make a triumphant return to the Macau Grand Prix on 9 and 10 November as an invitational race to celebrate the 60th year of the famous event, as well as the 50 years of the iconic Porsche 911. The race will also offer drivers from the Porsche Carrera Cup Japan and Australia the opportunity to compete against their counterparts from the Asia championship for the first time in history.

While a field of veteran driving talents have returned to the race track with a keen thirst for victory, the competition this year is even

higher with the addition of fast new forces, including New Zealand's Earl Bamber with Nexus Racing, who, at the age of just 22, comes with an impressive single seater career and has already stunned the crowds by taking the final podium place in a sensational debut in Sepang. Also amongst the professionals making their first appearances are Kamlung Racing's Peter Li Zhi Cong, and the up-and-coming 19-year-old Shanghai driver Jason Zhang Zhi Qiang of Team C&D. In Class B, the field is equally strong for 2013, with vastly experienced Hong Kong racer Samson Chan contending for the title this season. Another Class B debutante is 22-year-old Malaysian Alif Hamdan joined by fellow countryman and team mate Adrian Henry D'Silva to fight for Nexus Racing.

Pitting brilliant driving talents against each other on the most prestigious arenas in the region, the 2013 Porsche Carrera Cup

Class B contestants (left to right): Christian Chia, Francis Tjia, Marcel Tjia, John Shen, Alif Hamdan, Egidio Perfetti, Samson Chan, Alan SIU Yuk Lung, Dr. Ma Chi Min, Yuey Tan, Adrian Henry D'Silva and Li Chao.



Asia is set to bring more exciting moments to racing enthusiasts as it celebrates a decade of glory and ushers in a new era of Asian motorsport.

ROUND 1, SEPANG INTERNATIONAL CIRCUIT, MARCH 22-24

The season opener saw Team Eagle’s Martin Ragginger bolt off from pole position and hold the lead into Turn 1. Behind him, defending Swiss champion Alexandre Imperatori of PICC Team StarChase dived past Earl Bamber of Nexus Racing and up to second, while Team Jebson’s Rodolfo Avila passed Ho-Pin Tung of Budweiser Kamlung Racing on the outside. Tung went off at Turn 5 after a tangle with Team Yongda Dongfang’s Benjamin Rouget, before regaining his position.

The close, breathtaking battle between Ragginger and Imperatori continued for the most part of the 10-lap thriller, as

Imperatori kept piling on the pressure in a desperate bid to claim the opening win. Despite the lock-up on the penultimate lap, which increased the intensity of the fight, Ragginger held firm and stormed to victory. Third across the line was series newcomer Bamber, ahead of LKM Racing Team’s Keita Sawa of Japan, followed by Avila. Tung crossed the line 6th, but was later excluded for a technical infringement.

In Class B it was category pole sitter Egidio Perfetti who took the win in his Mentos Racing Porsche 911 GT3 Cup, finishing 7th overall amongst an intensely competitive field. OpenRoad Racing’s Francis Tjia dived with newcomer, Alif Hamdan of Nexus Racing for Class B runner-up position, putting on an exciting battle for the crowds. Tjia won the day this time, claiming second, but the stage is set for a thrilling season in the category.

ROUNDS 2-3, SHANGHAI INTERNATIONAL CIRCUIT, APRIL 12-14

The battle then moved onto the Shanghai International Circuit. As the light went out in Round 2, Bamber got a brilliant start, powering past pole-sitter Ragginger to grab the lead. But he was unable to shake the experienced Austrian racer despite setting the fastest lap of the race on Lap 2. Two laps later, Ragginger dived past Bamber with a stunning move, and behind them, the battle was equally fierce as Sawa had his work cut out defending from a hard-charging Darryl O’Young, the guest driver of Team Carrera Cup Asia, while Avila piled on the pressure onto Chinese driver Zhang Da Sheng of Basetex Racing. Ragginger eventually crossed the line with a margin of just over a second over Bamber, who was followed by Sawa, ahead of O’Young. Zhang had to settle for sixth place after Avila got by him in the closing stage of the 12-lap race.

Martin Ragginger (middle), Earl Bamber (left) and Rodolfo Avila (right) rounded up the F1 weekend at Shanghai International Circuit by taking the top three spots on the podium.



In Round 3, Ragginer rounded off a perfect weekend by taking his third successive victory in the series so far, while Bamber continued his impressive debut with his second runner-up finish of the weekend. Avila made a scorching getaway from the field and powered his way to a podium finish. In Class B, Perfetti grabbed consecutive victories in both rounds. Hamdan finished second in Round 2, ahead of Dorr McElrea Racing’s Yuey Tan, while Round 3 saw them swap positions on the podium.

The Porsche Carrera Cup Asia truly shone at China’s most prestigious motor-sport weekend, treating the crowds to an unforgettable weekend of thrilling GT competition in its finest form.

The Porsche Carrera Cup Asia will be back in action next month at the Zhuhai International Circuit from 3 to 5 May, for Rounds 4 and 5.

2013 PORSCHE CARRERA CUP ASIA SCOREBOARD AS OF ROUND 3

OVERALL			
RANK	DRIVER	TEAM	POINTS
1	Martin Ragginger	Team Eagle	62
2	Earl Bamber	Nexus Racing	52
3	Keita Sawa	LKM Racing Team	44
4	Rodolfo Avila	Team Jebson	42
5	Benjamin Rouget	Team Yongda Dongfang	28

CLASS B			
RANK	DRIVER	TEAM	POINTS
1	Egidio Perfetti	Team Mentos	62
2	Yuey Tan	Dorr McElrea Racing	48
3	Alif Hamdan	Nexus Racing	44
4	John Shen	Modena Motorsports	34
	Christian Chia	OpenRoad Racing	34

Members of the Empowering the Future Advisory Committee (from left to right): Mr. Kevin Wu, Mr. Thomas Shao, Mr. Zhang Yimou, Mr. Helmut Broeker, Mr. Luo Zhongli, Ms. Bu Wei and Mr. Li Yuesheng.



Mr. Helmut Broeker
CEO of Porsche China



Mr. Zhang Yimou
Famous Film Director



Mr. Luo Zhongli
Head of Sichuan Fine
Arts Institute



Mr. Thomas Shao
Chairman and Executive
Director Modern Media



Ms. Bu Wei
Professor at the Chinese
Academy of Social Sciences



Mr. Kevin Wu
President of Sunfonda
Automobile Group



Mr. Li Yuesheng
Chairman and CEO of
Wenzhou Kaiyuan Group

EVENT REVIEW

EMPOWER
THE FUTURE
TO NEW
HEIGHTS

Porsche Joins Chinese Elites to Found Programme Advisory Committee. That is how the marque has retained its leadership for decades not only in the automobile industry, but also in fulfilling and promoting corporate social responsibility in China.

Text Huang Ning
Photography Mark Gong

Ever since the 2008 Sichuan Earthquake, Porsche has been committing itself to supporting the education and welfare of children in the remote areas of China through its “Empowering the Future” initiative, which has already benefited about 150,000 children. Through this programme, Porsche has not only pledged continuous support in facilitating the growth of these underprivileged children, but also to explore new ways of reinforcing the “Empowering the Future” programme and reach out to more children across China.

Founded on 12 March 2013, the Advisory Committee of the “Empowering the Future” programme brings together social elites from various sectors of Chinese society with the aim to leverage the influence of its members and solicit wider support for long-term youth development in China.

“The key tasks for the committee members are to promote ‘Empowering the Future’ through their business and social activities, help fundraising and create opportunities to better communicate the importance of this programme. We are proud that these elites were chosen to join this organisation at this time. With their collaboration, Porsche hopes to not only improve the future of young children but also the youth education and welfare of children in remote areas of China,” stated Mr. Helmut Broeker, CEO of Porsche China and a member of the Committee, at the founding ceremony.

During the meeting, the Advisory Committee reviewed ongoing projects of the “Empowering the Future” programme, including the Mobile Educational and Training Resources Unit (METRU) and Integrated Early Childhood Development (IECD) carried out in joint efforts with UNICEF, and the “Empowering the Future”

Art Contest held in collaboration with the Sichuan Fine Arts Institute (SFAI). Each member disclosed insightful proposals and ideas, with Professor Bu Wei, a distinguished scholar and Professor at the Institute of Journalism and Communication, sharing her years of experience in studying the critical needs of underprivileged children and providing expert advice on the use of the arts, poetry, music, photography and drama, to instil confidence, hope and love in their everyday lives.

Echoing these practical ideas, world famous Film Director Zhang Yimou, who is also involved in the Committee, provided further suggestions on how to encourage children to express their feelings using creative means. “We could put video cameras in the hands of those children and have them make a documentary from their own perspective, about themselves, their moments of frustration and exaltation, the hardship they face

and how they are helped to overcome them. It would be rough, with very little editing from our side, but it would create a sincere and truthful picture. I believe that in this way, many hearts will be touched. We could even expand it into a series that track the progress of those children in the course of five to ten years, and see how the consistent efforts of Porsche have made a difference to their lives,” said Zhang Yimou thoughtfully. “It is important that we do not portray it like a show, but always with a focus on practicality, just like a Porsche. I am a fan of Porsche, and I know it takes decades of striving towards excellence to build these powerful cars, and when that same persistence is used to empower those children, I believe we can indeed create a better future for them.”

Echoing that determination, Mr. Kevin Wu and Mr. Li Yuesheng, representatives of two Porsche dealerships, also expressed

their faith in the programme. “I am very glad Porsche is spearheading the philanthropic efforts and building a platform where we can all pitch in. The transparency of the programme in terms of where our donation goes has been very assuring, and we will continue to make our contribution to the cause of supporting Chinese children in need,” said Mr. Wu.

The meeting concluded with each member of the Advisory Committee signing the Charter for the “Empowering the Future” programme, which marked a significant step for Porsche towards furthering its commitment to fulfilling its corporate social responsibility and building a bright future for the next generation of China. As the wheels of Porsche keep rolling, so is our dedication to supporting those children in need. ●



Sports Car Night 极速夜

EVENT REVIEW

PERFECTION
UNVEILED
PORSCHE
SPORTS CAR
NIGHT

In early March 2013, Porsche rolled out the red carpet in Porsche Centres throughout China to welcome Porsche fans and sports car aficionados alike to its glamorous Sports Car Night event.

Text Ronni Rowland

Enthusiasts jump at the chance to observe the newly unveiled 911 Carrera 4 up close.



On the night of the exclusive affair, Porsche customers and fans were welcomed with exquisite cocktails and a sumptuous selection of canapés. Guests put their Porsche knowledge to the test at interactive quiz stations while the entertainment was in full swing with dancers, bartenders and a live DJ performing a dazzling show to the delight of on looking guests.

But the evening's entertainment did not just stop there. The long-awaited main attraction was finally revealed as the new 911 Carrera 4 took centre stage. Porsche fans were in awe as they admired the new features of the 911 Carrera 4 in all its glory – the wider rear section with subtly flared fenders, wider rear wheel arches and tyres and of course the eye-catching red light strip at the rear proudly showcasing its identity. Undoubtedly, the new 911 Carrera 4 perfectly embodies the unique philosophy

of Porsche: lower fuel consumption with out compromise on driving performance. Also making its appearance at the Sports Car Night was the new Boxster, the legendary middle-engine sports car.

For guests with a keen interest in the exclusive developments at Porsche, a special stand was presented for the 918 Spyder, where guests could discover the latest breakthroughs in it's technology, performance and design.

Porsche Sports Car Night was a celebration of Porsche innovation and a tribute to an incomparable driving experience. Guests enjoyed the exclusive opportunity to meet the powerful new 911 Carrera 4 and to mingle with other like-minded sports car enthusiasts.

The 911 Carrera 4 is now ready for a spin. Visit your preferred dealership for

a test drive and experience its incredible performance firsthand. ●

CULTURE & HEALTH

PORSCHE 911

AN EVOLVING LEGEND REVISITED

Celebrating its 50th anniversary this year, the iconic Porsche 911 has raised genuine excitement time and again over its latest offerings in the showroom and numerous victories on the racetrack.

Text Huang Ning



1.

Here let us look back and marvel together at some of the most remarkable members in the illustrious history of the 911 family.

911 CARRERA RSR TURBO 2.14: THE MOST VALUABLE 911 TO DATE
Sold at the Amelia Island Auction early last year for \$3.245 million, the second of only four Martini Works Turbo 2.14 models ever built set an all-time price record for the Porsche 911. Built in 1974, the 911 Carrera RSR Turbo 2.14, with a turbo charged 2.14 L engine that produced a whopping 500 hp, made its official race debut at the 1000 km of Monza in 1974, where it finished fifth, but a greater achievement followed immediately the same year - the second place of the podium at the 24 Hours of Le Mans.

Aesthetically, one of the most significant features of this model is the remarkable width of the rear axle, which reaches two

meters with prominent wheel arches. The huge spoiler also contributes to the stunning image of the model. This striking vehicle was the first turbocharged Porsche 911 and served as the basis and inspiration for many future models of competition, such as the Porsche 935 (also known as Moby Dick) or even the Porsche 961. Currently one of the few RSR Turbo manufactured cars can be admired at the Porsche Museum in Stuttgart.

The sold car was formerly owned by avid Porsche enthusiast Matthew Drendel, whose impressive collection of another eight Porsche vehicles was also sold at the same auction posthumously.

THE SONDERWUNSCH SPEEDSTER: RAREST OF THE RARE
Internally known as the Porsche 964 and sold between 1989 and 1994, this model was the first generation of the 911 to be

equipped with the optional Tiptronic automatic transmission and to offer four-wheel drive.

The last 964 Speedster produced, a right-hand drive example finished in slate grey, was known as the Sonderwunsch (special wish) Speedster, Leichtbau (lightweight) for its extensive use of light weight materials and its Porsche Exclusive Werk 1 provenance. This particular model is now widely regarded as one of the most collectable items of all. Produced in 1994, the Sonderwunsch Speedster was specified in the same shade of slate grey as the 1970 911 S used by Steve McQueen in the movie Le Mans - and was the only 964 Speedster painted in this colour. It took almost nine months to complete the car from start to finish, which has resided in Hong Kong with its current custodian since 2008. In 2010, Spark Models, a world-renowned model manufacturer,



Photography Daryl Chapman

3.

produced a series of 1:43 scale models to salute this car.

911 CARRERA RS 2.7: BUILT FOR RACETRACK VICTORY
Porsche dominated the world’s race tracks in the late 1960s and early 1970s with the purpose-built 917, but when rule changes made that car obsolete, a sister model was created to continue the motor-sport legend. The 911 Carrera RS 2.7 was a homologation specially built to compete in what was the precursor to today’s FIA GT racing series.

The new rules in the early 1970s required that 500 examples be sold to the public before a car could qualify for the FIA Group 4 class, and after its unveiling at the 1972 Paris Auto Show, 500 units of the RS 2.7 were sold out completely in less than a week. The strong demand prompted Porsche to release another batch of 500,

and another 500 after that – including a slightly more comfortable “Touring” model. In total, 1580 units were made.

In its first year of competition, the car dominated the racetrack. The racing version of the RS, the RSR 2.8, handily won its debut race at the Daytona 24 Hours, beating the likes of the 4.4 litre Ferrari 365 GTB/4 Daytona Competizione and the 7 litre Corvettes. It eventually went on to win seven German titles and three international championships, including the GT championship it was designed for.

Representing the highest achievement in automobile technology at their own times, these three 911 models are but part of a legendary family that epitomises the rich heritage of Porsche. Many more of them have also made their unique mark in the history, and many more will surely continue to do so in the foreseeable future. ●



2.

1. 911 Carrera RS 2.7 – born for the race track.
2. 911 Carrera RSR Turbo 2.14 – the most valuable Porsche 911 to date.
3. The Sonderwunsch Speedster – rarest of the rare.

A group shot of Mr. Helmut Broeker (left), CEO of Porsche China, Mr. Zhang Da Sheng, Team Basetex driver (second from right) and Dr. Lloyd Hong, Chairman of Basetex Group to commemorate this great moment.



Mr. Gabor A. Csurgai (right), Director After Sales of Porsche China presents a gift to Mr. Jason Tai, General Manager of Porsche Centre Nanjing.



51st PORSCHE CENTRE OPENS IN QUANZHOU

On 28 March, Porsche Centre Quanzhou opened as the 51st Centre nationwide and the third one in Fujian province.

A collaboration with Basetex Group, the new Centre is the latest sign of continued network expansion. Located in Nan'an town in Quanzhou, the over 4,000 square-metre complex houses a state-of-the-art showroom and a more than 1,940 square-metre After Sales Service Centre. This latest addition to the Porsche network will continue to bring the full range of supreme sports cars and world-class Porsche customer service to more enthusiasts in Fujian.

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NEW CITY SHOWROOM OPENS IN NANJING

On 29 March, Porsche Centre Nanjing Hexi, a centrally located Porsche showroom and the second Porsche Centre in Nanjing, was officially opened as the 52nd member of the Porsche China network.

Located in the downtown area of Nanjing, the 850 square-metre city showroom complements the 4S facility in Ningnan District and brings the Porsche brand within reach of a greater number of customers and allow new Porsche enthusiasts in Nanjing a second location to experience the latest models from Porsche.

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