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The Boxster RS 60 Spyder

Light-weight construction, a low centre of gravity, mid-mounted engine. Even today, these are the crucial points that make a sports car out of a Roadster at Porsche. These values are more alive than ever in the limited edition special Boxster RS 60 Spyder.

VarioCam Plus
Propulsive power and low in consumption

The Porsche 718 RS 60 Spyder
King of the mountains

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The Boxster RS 60 Spyder.

Dear Porsche Enthusiast,

Lightweight construction, a low centre of gravity, mid-mounted engine – the new Boxster RS 60 Spyder is strongly reminiscent of the Porsche motor sports of the 60s. No coincidence: Because the special model has many things in common with the victorious Porsche 718 RS 60 Spyder. In this edition of Porsche News, we will be presenting this legendary predecessor to you and introducing you to the fascinating Boxster RS 60 Spyder.

In our special feature on technology you will find out how VarioCam Plus makes it possible to achieve both high performance and torque values in the Boxster models, while at the same time cutting consumption and emissions. Furthermore, we will show you how even more performance can be exploited from the already strong turbo engine of the Cayenne Turbo. We will also report about the motor sport activities of Porsche with the Porsche Carrera Cup Asia all set for season 2008 and looking onward to be the official support race for Formula 1™ in Singapore. In addition, you will find out how Porsche established a Training and Recruitment Centre in the Philippines in order to cater for the high demand of qualified technicians by the Porsche dealer network. Last but not least, we will update you on the latest Porsche news and happenings in Singapore.

I hope you will find this edition of Porsche News to be an exciting and entertaining read.

A handwritten signature in black ink, appearing to read 'Karsono Kwee', is written in a cursive style.

Karsono Kwee
Executive Chairman



History can't be turned back, but it can be revived. The Boxster RS 60 Spyder.

Forests, serpentine, and magnificent views; typical for the popular mountain races in the 1960s. Unpredictable and at times extreme corners put special demands on the vehicles. The Porsche 718 RS 60 Spyder mastered them with bravado and at that time wrote racing history. Its decisive advantages: low weight and high agility – the classic Roadster virtues at Porsche to this day. The most recent proof: the Boxster S special model “RS 60 Spyder” limited to 1,960 cars.

Agile, athletic, authentic.

High performance, agility, a low centre of gravity and the mid-engine concept – the core values of the 718 type are more alive than ever in the new Boxster RS 60 Spyder. Its power-enhanced mid-engine and chassis coordinated for agility result in an authentic driving experience. The design? Just as expressive as its role model. Together with the colouring, it is reminiscent of the aesthetics of the Porsche racing car 718 RS 60 Spyder.

The design: Dynamic.

The 718 RS 60 Spyder's design vocabulary was characterised by its function, and the direct linking of functionality and design. The expression of this styling can be found in the Boxster today. For example on the front section: elegantly rounded, flattened down, and pulled closer to the road. The overall impression? Powerful, purist and elegant like its predecessor – just far more suitable for daily use. In addition to these design features, the Boxster RS 60 Spyder also assumed the silver paintwork typical for the 718 RS 60 Spyder. Even if it is in a special version: the GT Silver Metallic. Reminiscent of the super sports car Carrera GT,

also with mid-engine. The windshield frame painted black and the striking red hood underscore the classic sports car genes of the Boxster RS 60 Spyder – and stand in elegant contrast to the body paintwork. The hood can be opened and closed in just 12 seconds. Another recognisable feature of the special model: the tail lights with the lenses kept entirely in red – for an especially dynamic and imposing look. ▶

Its available power: High.

A 6-cylinder boxer engine with 3.4-litre displacement drives the Boxster RS 60 Spyder. The mid-engine delivers 223 kW (303 bhp) at 6,250 rpm and a maximum torque of 340 Nm between 4,400 and 6,000 rpm.

Acceleration: 0 to 100 km/h in just 5.4 seconds. Its top speed is 274 km/h. On the road, this power is transferred via a precision-guided 6-speed manual transmission. Upon request, you can also get the 5-speed Tiptronic S. The engine has the VarioCam Plus as standard (more about that in the technology feature). In addition to excellent running quality, low fuel consumption and fewer exhaust emissions, above

all it makes high performance and torque values possible. Optimisations on the exhaust flow and the additional standard sports exhaust system on the Boxster RS 60 Spyder with a twin-branch tailpipe akin to the 911 GT3 contribute to increasing the power output to an impressive 303 bhp.

The standard 19-inch SportDesign wheels with 5-mm wheel spacers for the Boxster RS 60 Spyder let the car appear more muscular and enhance its connection with the road.

The brake system has 4-piston aluminium monobloc brake callipers. Advantages include high inherent rigidity and low weight resulting in particularly fast and effective responsiveness.



▲ The power-enhanced 6-cylinder boxer engine directly behind the driver as well as the standard sports exhaust system with twin-branch tailpipe



The standard vehicle stability system, Porsche Stability Management (PSM), provides for additional safety. Upon deviation from the desired direction of movement, it initiates targeted braking of individual wheels. Also standard is the Porsche Active Suspension Management (PASM), an active damper system that additionally optimises road holding. With PASM, the body is lowered by 10 mm. Through the electronic adjustment of the damping system, the damping power is actively and continuously controlled for each individual wheel – depending on the driving style, driving situation and the selected programme “Normal” or “Sport”. For outstanding agility, increased driving pleasure and increased active safety for every driving style. ▶

The interior: Sporty.

The "RS 60 Spyder" logo on the door entry guards made of stainless steel already promise exclusivity. A discreet limited edition plaque on the cover of the glove compartment provides the proof: This special model is one of a limited edition numbering just 1,960 cars.

The striking leather interior in natural Carrera Red leather is reminiscent of early motor sport. It is colour coordinated with the exterior of the car – like the red hood. With the option available – at no additional cost – black hood, the interior is in dark grey natural leather. Driver and passenger airbags are also standard as is the Porsche Side Impact Protection System (POSIP) with its separate head and thorax airbags as well as side impact protection – all effective even when the hood is open.



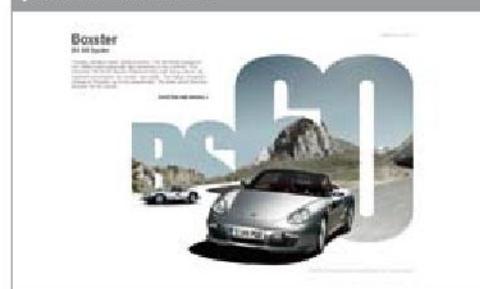
▲ The interior picks up the exterior paintwork in the GT Silver Metallic – for an even more harmonious coordination of the overall concept



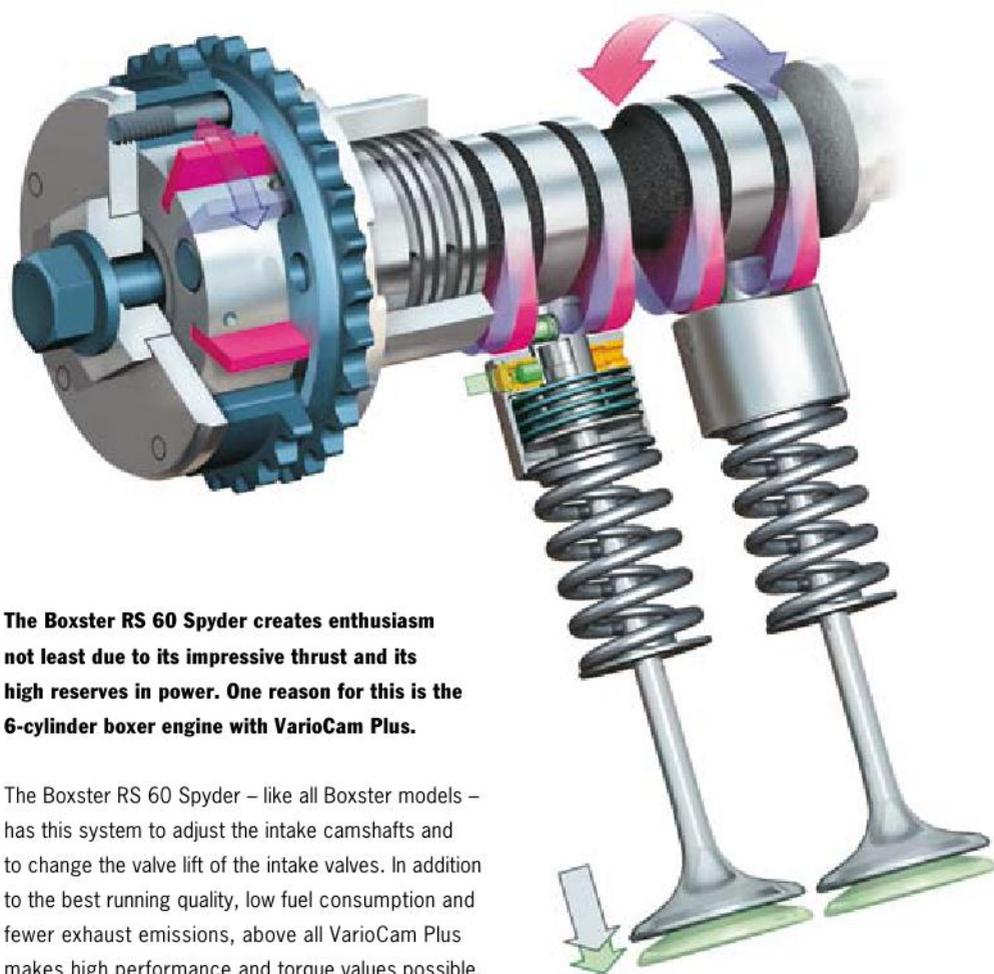
On the finishing line: The Boxster RS 60 Spyder.

The 718 has found a worthy successor in the Boxster RS 60 Spyder. It is only logical that the boxer mid-engine was again power-enhanced compared with the already very sporty Boxster S. It is only consistent if the special model supports this added agility and dynamism visually. And it is only Porsche if a Roadster drives like a sports car. The result: more comfort than in the past from mountain race driving. ■

You will find more information in our web special at: www.porsche.com/boxsters60



The Boxster RS 60 Spyder: Propulsive power and low in consumption thanks to VarioCam Plus.



The Boxster RS 60 Spyder creates enthusiasm not least due to its impressive thrust and its high reserves in power. One reason for this is the 6-cylinder boxer engine with VarioCam Plus.

The Boxster RS 60 Spyder – like all Boxster models – has this system to adjust the intake camshafts and to change the valve lift of the intake valves. In addition to the best running quality, low fuel consumption and fewer exhaust emissions, above all VarioCam Plus makes high performance and torque values possible. And VarioCam Plus is a 2-in-1 engine concept. It adjusts itself to the respective demand for power. The switch occurs without being noticed by means of the Motronic ME7.8. This results in spontaneous acceleration and extremely low engine noise.

▲ Schematic representation of VarioCam Plus

The valve-lift adjustment system consists of switchable bucket tappets that are guided by an electro-hydraulic switch valve. They consist of 2 interlocking tappets that can be locked by means of a bolt. Either a large



cam works on the intake valves via the exterior tappet or a small cam via the internal tappet. The intake control times are infinitely variable via a camshaft controller attached to the front of the camshaft that works according to the vane principle. The control occurs via an electro-hydraulic control valve.

exhaust emission by switching to small valve lifts with advanced valve timings.

To achieve maximum power and torque, the valve lift is raised and the timing advanced. ■

For example, in order to optimise the petrol intake during the warm-up phase at low temperatures, VarioCam Plus selects large valve lifts with retarded valve timing. In the mid engine speed and low load range, the system reduces fuel consumption and

King of the mountains: The Porsche 718 RS 60 Spyder.



▲ Schauinsland (Freiburg) in 1961, 99 Heini Walter, winner with Porsche RS 60 (718)

At the beginning of the 1960s, Porsche used the 718 RS 60 Spyder to expand on their concept of success in the legendary Porsche 550 Spyder: light-weight construction, a low centre of gravity, mid-mounted engine. Even today these are the crucial points that make a sports car out of a Roadster at Porsche.

High dynamics and high functionality.

The starting point for the development of the 718 RS 60 Spyder was a change in the rules of the FIA that required a closer proximity to series production for the racing cars of the 1960 racing

season. At Porsche this was seen as a challenge, resulting in the creation of the 718 RS 60 Spyder on the basis of the 718 RSK, a sports car that – if not intended for the road – could in principle be used on the road. Nevertheless it concentrated on the most important features: agile and precise handling. It had rather unusual features for a racing car: for example, a larger windshield, a functioning hood and a luggage compartment that was in the rear behind the power-enhanced engine.

The engine itself: a boxer engine with displacement enlarged to 1,587 cc and 160 bhp at 7,800 rpm. In combination with the low gross weight of 550 kg



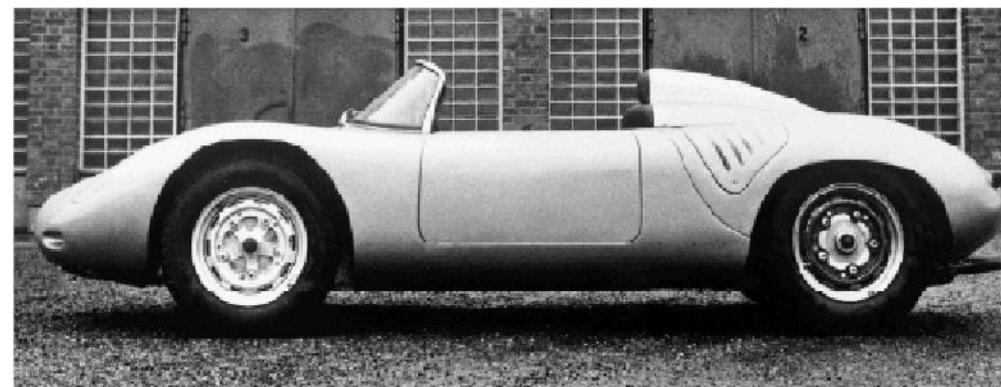
▲ The newly produced 718 RS 60 Spydery in 1960 in the yard of factory I in Zuffenhausen (Stuttgart)

and the low centre of gravity, it decisively improved the agility and the performance of the car.

The concept: Victorious.

What effect did the vehicle concept have in combination with the additionally enhanced power output of the 718 RS 60 Spyder? Extreme manoeuvrability and the ability to accelerate quickly out of a corner; especially important particularly for mountain racing. And so its drivers made it to the winners' rostrum

worldwide in the host of disciplines. The victories speak for themselves: The 718 RS 60 Spyder won the 44th Targa Florio 1960 – with a margin of 6 minutes. It won at the 4th and 5th European Hill Climb Championship in 1960 and 1961 and excelled at the 12 hours of Sebring in the US. Twice, because it won both first and second place. It thus counts among the outstanding racing cars of the 1960s. ■



▲ Stirling Moss' vehicle in 1961