



Porsche Type 924:
Only its owner needs to know how affordable it is.

In the frames of reference of their respective times, Porsche has always built cars for those whose budgets may not reach to the most costly Porsches. This has held true from the classic 356's through the 912, 914 and 912E. Now the Porsche 924 fills that vitally important role. It does so in new ways that cope with the driving challenges of the years ahead.

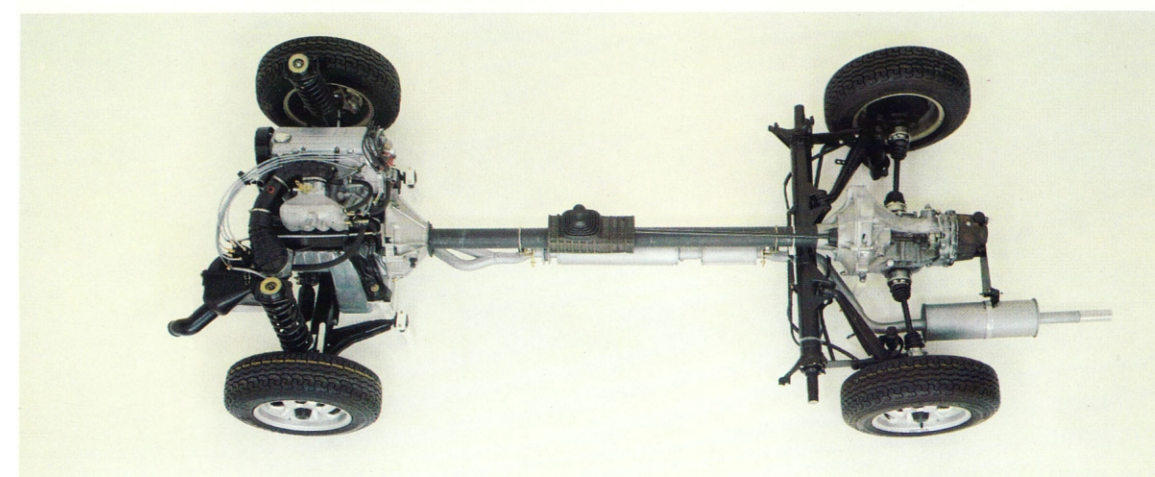
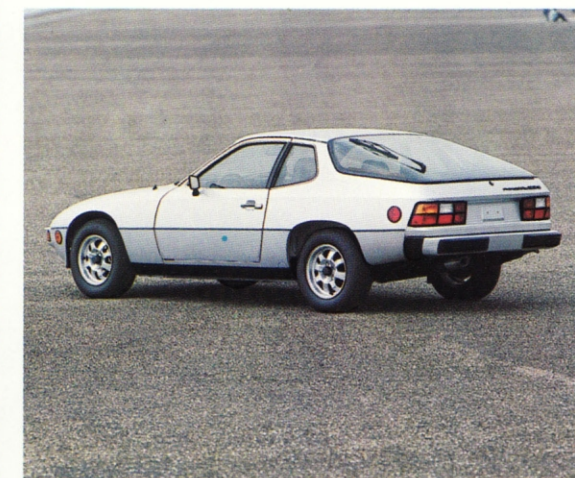
Without being bizarre, the lines of the 924 are advanced – crisp and fresh. Yet the 924 is also unmistakably a Porsche. Its subtly rounded forms identify it as a Porsche, as does its total freedom from superfluous decoration. Carefully studied in the wind tunnel to reduce its air drag, the 924 body delivers a built-in bonus to both roadholding and acceleration. Body details were carefully studied to reduce wind noise and keep the windows and taillights clear of rain and road dirt. The huge rear hatch is held open by struts to give access to a roomy (18.0 cu.ft.) luggage bay.

Under the 924's skin is one of the most advanced power and drive trains in the auto industry. Inclined at 40 degrees to the right, its overhead-cam four-cylinder engine is fuel-injected and lightened by the extensive use of aluminum alloy. Through a high speed shaft in a rigid tube, it powers transmission units located at the rear of the chassis. This "transaxle" system gives better weight distribution, steadier running and more footroom. Two transmission choices are offered for the 924. A four-speed manual shift is standard and a three-speed fully automatic transmission is optional.

Also new are improved power train mounts that help suppress vibration. Suspension is independent at all four wheels and rack and pinion steering and front disc brakes are provided.

The interior of the 924 has the same professional quality as all Porsches – built for driving – with new luxury touches. Inserts of herringbone cloth brighten the deep bucket seats, and a more pronounced grain pattern enriches the look of the leatherette interior trim. Better sound suppression also makes the new 924 quieter inside.

A flow-through ventilation system with face-level dash outlets is standard, and factory-installed air conditioning is an option. Other options include a removable sunroof, a rear window wiper, and a cassette-playing stereo-radio. And built into each Porsche 924 is a nationwide network of quality Porsche+Audi service facilities.



**Porsche 911 SC and Turbo:
Still more performance for the
cars that set the standard for
the sports car world.**

The longevity and vitality of the Porsche 911 family are already legendary. More than 130,000 have been built – few enough so that the 911 is not an everyday sight on the highway, yet a number large enough to achieve that maturity that sets a Porsche apart from other sports cars. In the fifteen years since the 911 was introduced, each new-model season has brought important improvements. They have kept the rear-engined, air-cooled, all-independently suspended 911 as far ahead of its time as it was when it was originally conceived. The 911 and its turbo-charged stablemate, the Porsche Turbo, still set the standards

against which other sports cars are judged. And both of them are better still – to the frustration of their competitors – in their latest form.

The winning virtues of these great cars remain. Torsion bar springing and vented disc brakes are found at all four wheels. Overhead-camshaft six-cylinder engines have hemispherical combustion chambers and dry-sump lubrication systems with separate oil coolers. Like the other Porsches, these have monocoque bodies with lower body panels made of high rust-resistant hot-dip galvanized steel, with baked-on factory undercoating. Light-

weight, but strong aluminum alloy is used for such vital parts as the engine and transmission housings, front suspension cross-member, rear suspension arms and road wheels. Porsche engineers its cars to stay on the road, where they belong.

The newest offspring of the 911 family is the 911SC, offered in both Coupe and Targa body styles. The hint of Carrera offered by the new "SC" designation is borne out by the car's use of a full three-liter engine, found hitherto only in the Carreras and Turbo Carreras. It offers a higher peak output and also better pulling power from low and medium speeds, for safe passing

and merging. Matched to the 911SC's larger engine is a reinforced differential, wider rear wheels and tires, and, again, a five-speed manual transmission as standard equipment.

Few options need be offered for the Turbo, which may well be the most completely-equipped high-performance sports car in the world. It combines the luxury of air conditioning and deep cut-pile carpeting with the uncanny thrust of a race-bred turbo-charged engine. That engine is further enlarged in the latest model, from 3.0 to 3.3 liters, to improve its low-end to mid-range power. A special cooler for its

intake air, developed from those in the racing Turbos, helps boost its peak output to more than 250 net horsepower. Its breathtaking performance is controlled by more powerful brakes and stabilized by a new rear spoiler design. Like the 911SC Coupe and Targa, the Turbo represents all of Porsche's great heritage, distilled to provide a scintillating driving experience for those who appreciate fine cars.



**Porsche Type 928:
Introducing a redefinition of
the sports car, by Porsche, the
sports car specialist.**

Like the 924, the new Type 928 represents a probe by Porsche into the sports car requirements of the decade ahead, that of the 1980's. For the 928, Porsche set ambitious goals. It was to be a high-performance car that is also quiet, a car that corners superbly and also rides well, a small and sleek car that is also roomy, and a luxury car that is also built for long life. In these

ways and more, Porsche sought a redefinition of the sports car to meet the needs of an age more concerned about the environment, about energy, and about our resources. The 928 is the magnificent result.

Porsche's engineers felt they could only achieve all their aims in a completely new vehicle, designed from the ground up without compromise. They chose a front-mounted engine, a 4.5 liter V-8 of the most progressive kind. Its size means easy, effortless power and torque to satisfy the most demanding sports car driver, but it does not mean bulk or weight. Light yet strong

aluminum alloy is used all the engine housings. Along each cylinder bank is an overhead camshaft. It has self-adjusting hydraulic valve lifters which, like the breakerless transistor ignition and CIS fuel-injection system, needs no periodic maintenance. To balance the engine in the 928 chassis, the transmission was mounted at the rear, ahead of the axle. A choice of either five-speed manual shift or a fully automatic three-speed transmission is offered. Their success in racing encouraged the Porsche engineers to equip all four wheels of the 928 with independent suspension by upper and lower control arms

and coaxial coil springs and shock absorbers. They designed the suspension to compensate automatically for the dynamic forces acting on the car. When accelerating, it keeps the rear end from squatting too much. Under braking it keeps the nose from diving and when braking on uneven surfaces, help the driver maintain directional stability. Entering turns, the rear-wheel alignment self-adjusts to decelerating forces to maintain ideal tracking. Power assist is standard for the 928's rack-and-pinion steering and its vented four-wheel disc brakes.

Porsche also found ways to give the 928

seating for four people that is comfortable for more than short distances. Its riders enjoy every luxury and convenience. The driving position is fully adjustable, even to the angle of the steering wheel and instrument cluster. There are storage compartments in the dash, in the doors, and between the rear seats. An illuminated make up mirror folds safely into the headlining. All glass is tinted, and the door windows are electrically operated. An advanced air-mixing heating and air conditioning system is standard, as is an AM/FM stereo radio with cassette player. Possible problems are signaled by an On-board

Warning System, and a steady freeway speed is maintained by the Automatic Speed Control.

Built to resist corrosion for many years, the 928 body is partly paneled in aluminum and hot-dip galvanized steel. Its form was refined in the wind tunnel by stylists and engineers working together. They relied on taste and logic to create a new shape marked by its subtle elegance. Moving, the 928 has a mercurial fluidity of line. It looks as it is: born to be restless.

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