

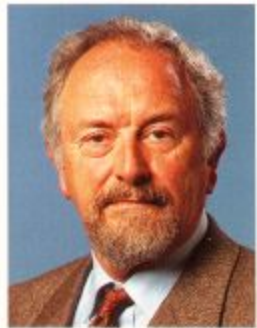
PORSCHE

RJS

Preface



When we concentrate all of our efforts in a single area, with great commitment, we naturally become especially adept at it. Ever since Porsche was founded, the company has specialized in developing sports cars. Our automobiles have always shared one common trait: they approach perfection in their performance and aesthetic design. The Porsche 911 Carrera has embodied this commitment to the highest standard of excellence for more than 27 years now. And it does so each year by incorporating new innovations. The same is true of the Porsche 928, which became the model for a whole generation of sports cars — and it is even more impressive in the 928 GTS version. The new Porsche 968 is a consistent outgrowth of Porsche's design and technical competence and fits seamlessly into the family of Porsche automobiles. All three production models present numerous technical innovations, demonstrating once again that Porsche as a sports car manufacturer consistently delivers unprecedented progress in both design and performance.



Herr F.A. Porsche

A handwritten signature in blue ink, reading 'F.A. Porsche'.

THE EVOLUTION OF CLASSIC SPORTS CARS AT PORSCHE.

Throughout the world, "PORSCHE" is synonymous with classic, thoroughbred sports cars. Ask a Porsche designer about Porsche "styling" and they will tell you that Porsche's basic design philosophy never wavers. That the interpretation of that philosophy necessarily may change, but the solid design concepts in each Porsche are as timeless as the basic laws of physics.

An evolution of fundamentally correct design.

That's why it's understandable when the Porsche 356 owner of 25 years ago appraises today's new Porsche 968 like the one on the facing page and remarks, "Yes, I see the design evolution here — the strong, flowing lines, even the famous Porsche 'face.' It makes perfect sense." Perfect sense, because the Porsche 968 was created in the tradition of the revered Porsche 356, the Porsche 911 and 928: Each a refinement of a basic design that was inherently "correct" from the beginning.

Not "change:" instead, refinement upon refinement.

At Porsche, change merely for the sake of change is abhorred. Instead, Porsche design, like Porsche engineering, is refined through countless subtle improvements, sometimes so subtle only the true enthusiast detects them — but each an improvement over the preceding ones. Taken in sum, minor refinement after minor refinement adds up to a unique automobile that is kept continually "new." The result is an automobile so refined ("a gem so polished," said one Porsche designer) that it could only be a Porsche. Such is the case with the Porsche 911 and 928 Series for 1992.

However, the stunning new Porsche 968 is another matter... anything but subtly improved, the 968 is nothing less than a major redevelopment of classic Porsche design and engineering themes. View the new 968 straight on: large, exposed circular headlights are placed artistically in classic front fenders. When not in use, the headlights partially retract to form a smooth, unbroken hood line. Fluid line follows fluid line as though the designer's pen merely followed windswept tracings. Driving lights, turn signals and two air inlets merge gracefully into the design.

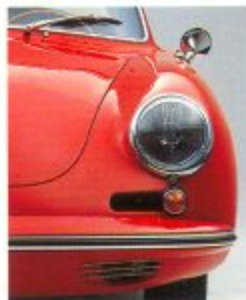
A blending of beauty and function.

As with every classic Porsche, one finds a distinctive blend of beauty and function...

- The fastback profile — clean, elegant and efficient...
- The softly prominent fender line, like rails directing the driver's view to the road ahead...
- A sloping nose so sleek, it betrays its careful wind tunnel development...
- The traditional 2+2 layout in the Coupe, providing abundant seating and/or cargo accommodations for flexible "livability."

Porsche's tradition of evolutionary design is here in abundance. One sees the Porsche 959 supercar's influence. And the Porsche 928's, as well. Porsche designers less subtly incorporated tradition in the 959-like aerodynamic mirrors and Carrera Cup-type wheels enroute to making the 968 precisely what its designers intended:

Another classic Porsche.



The smoothly fluid lines of the Porsche 356 began Porsche's design traditions.



The 911 evolved out of design principles proven on the 356, but retained the family resemblance.

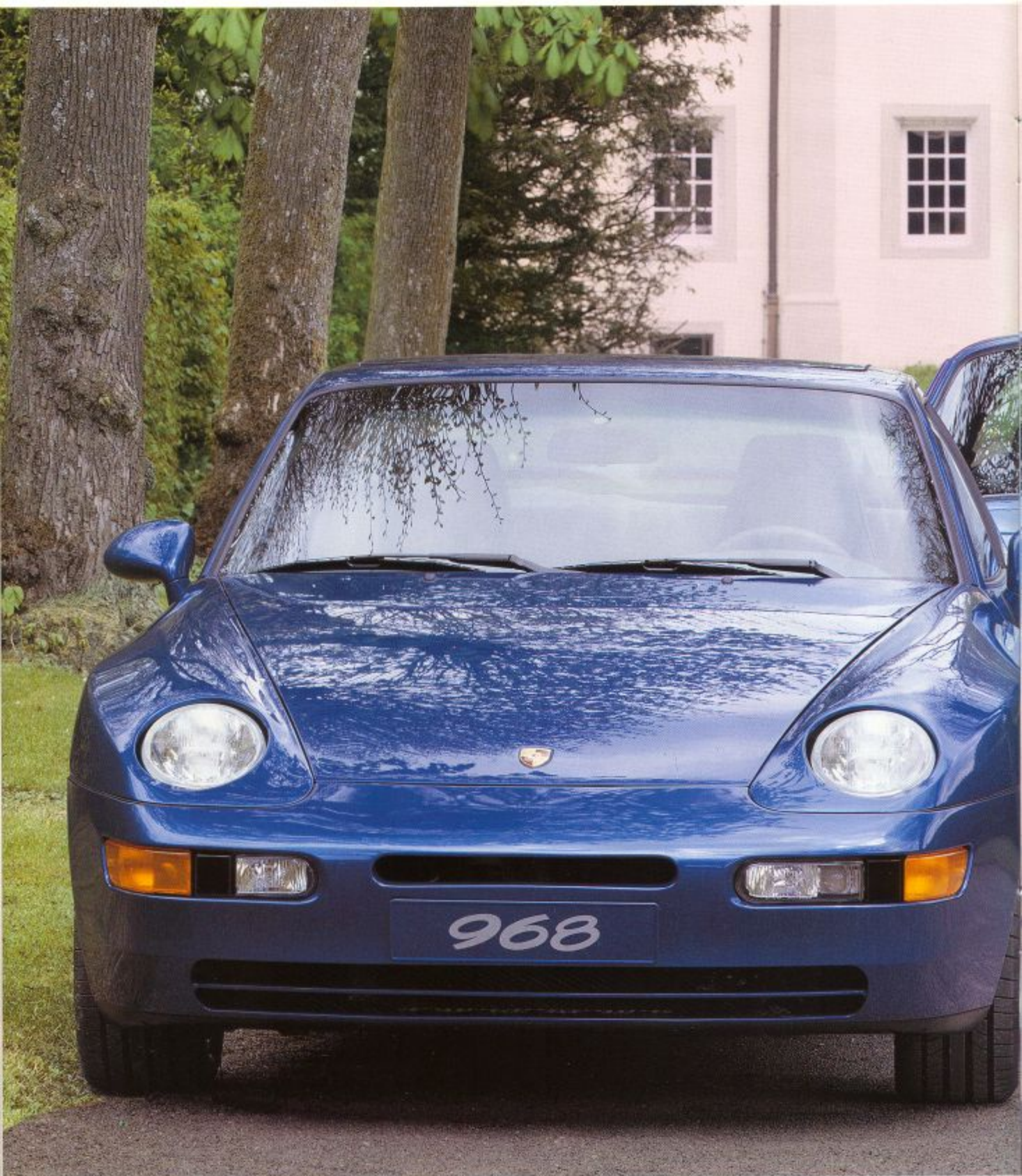


The Porsche 959; a limited-edition masterpiece with past and future design cues.



The 968, with close design ties between Porsche road and race cars.







THE PORSCHE 968: REDEFINING THE MODERN SPORTS CAR.

The first new Porsche model in nearly 10 years, the 968 is immediately recognizable as a Porsche. This is true whether its owner is seated behind the leather steering wheel, or admiring the 968 parked in their driveway. A profoundly satisfying driver's car above all, the new 968 combines what Porsche believes to be both valuable and desirable in today's modern automotive technology.

Greater performance with accompanying active safety.

The Porsche 968 is powered by the most powerful 3-liter normally aspirated engine in the world today. Its rated output of 236 bhp and 225 ft lbs of torque is produced in part by Vario-Cam,TM new variable inlet valve timing technology providing razor-sharp throttle response. So equipped, the 968 accelerates effortlessly from 0 to 60 mph in only 6.5 seconds. It reaches freeway speeds after a single gear change with its new six-speed gearbox. As a delightful alternative, the Tiptronic Dual Function Transmission mates perfectly with the new engine

to bring a new synthesis of convenience and high performance to driving a Porsche.

To ensure that the outstanding performance capabilities of the Porsche 968 are fully translated to the road, Porsche gave the 968 a race-bred chassis and transaxle layout for ideal, 50/50 weight distribution. The result: exceptional handling and, in conjunction with the high performance braking system with anti-lock control, an excellent margin of safety even when the car is driven on the track at peak performance — or braked continually on a long downhill mountain road.

Coupe or Cabriolet, Tiptronic or six-speed manual transmission.

With the 968, you may have precisely the sports car of your choice: A classic Porsche Coupe, or a stylish Cabriolet. A new close-ratio six-speed transmission, or enjoy the advantages of the celebrated TiptronicTM Dual Function transmission (both are state of the art). Regardless, the interior of all three versions has superb ergonomics, functional luxury, handy storage compartments — even airbag supplemental restraint systems for *both driver and passenger*.

The fashionable new 968 Cabriolet.

With its distinctive top up, driver and passengers enjoy all-weather comfort.

To lower the top, release two latches and push a button. The silky "whirr" of the top motors is one clue to how carefully Porsche engineered the 968 Cabriolet. There are others: The precise fit of the boot, the infinitely variable heated seats (optional) and the almost total absence of turbulence in the passenger



Unmistakably Porsche: 16-inch Cup design alloy wheels.

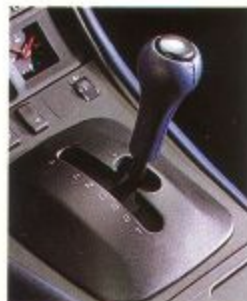


The optimally designed spoiler provides both a distinctive Porsche "look" and exceptional aerodynamic qualities.

compartment.

In many ways the new 968 is a vastly refined derivative of the popular 944 S2, a sports car proven over 50 million miles of owner use and racing. Nevertheless, Porsche showed no mercy in endurance testing it: Through the frigid Canadian Winter Test, through a 50,000 mile endurance test including high-speed oval test runs, through Autobahn, city and highway testing at various speeds, and, finally, through more than 10,000 high-speed miles of lap tests at the grueling Nurburgring race circuit.

As only Porsche would, in redefining the modern sports car.



Tiptronic: the convenience of an "automatic", the pleasures of a "manual".



For the first time, a road Porsche is offered with a close-ratio 6-speed.



**THE ALL-WHEEL
DRIVE 911 CARRERA 4:
THE CLASSIC PORSCHE,
WITH MORE USABLE
POWER AND ROAD-
HOLDING.**

The Carrera 4 feels alive and dynamic the first time one lets out the clutch and begins gathering speed. And rightly so: Porsche's objective in developing the 911 Carrera 4 was not merely a sports car that would be ideal under "four-wheel drive" type conditions – mud, snow and low traction situations. Instead, Weissach sought a new 911 providing a new level of performance under all conditions found on "normal" roads. After the engineering team had presented the first production Carrera 4s to the press for extensive road testing, this new 911 received some of the highest praise yet published about any automobile. Typical comments: "redefines the delivery of all-out road performance," "most sophisticated 4-wheel drive system yet..." and "unshakably precise over any kind of road."

Easier for more drivers to drive safely.

The technology that earned such high praise, Porsche's Dynamic All-Wheel Drive,

was designed to "sense" road conditions and divide the power between all four wheels for the best driveability and handling. In doing this, the Carrera 4 encourages a different style of driving than any other automobile. Because it resolutely refuses to slide around a corner, it allows the driver to drive the desired "line" through a corner, with the knowledge and security that this very special sports car works with you better than perhaps any other production automobile.

Introduced in 1989, the 911 Carrera 4 was the first of the "new generation" 911s. Fully 85% of the car was new: engine, chassis, suspension, power-assisted steering, anti-lock brakes (ABS), heating/air conditioning/ventilation system, backlit instruments, resilient polymer nose and tail sections, aerodynamics and much more.

Porsche Dynamic All-Wheel Drive: two substantial advantages.

Porsche Development Center engineers who develop AWD both for Porsche production sports cars and under contract for the world's auto makers know there to be two substantial advantages of using AWD: ■ *Unsurpassed traction*, by transmitting all power to the road using all of the car's weight; and

■ *Unsurpassed handling stability*, by optimally dividing power output front to rear between two driven axles.

Some four-wheel drive systems simply transmit equal power to the front and rear wheels regardless of load or road surface conditions. Others provide the necessary variable torque split, but the secondary drive wheels are powered from the primary axle only when the wheels on that axle lose traction. *This is where the 911 Carrera 4's innovative engineering begins to stand apart dramatically.*

The Porsche all-wheel drive advantage.

In action, the 911 Carrera 4's AWD system works lightning fast to apply power to the road surface in the most effective way possible: using the same electronic sensors employed in the car's anti-lock brake system (ABS), the system computer monitors traction, lateral and longitudinal acceleration forces – simultaneously. When wheel slippage is detected, hydraulic devices engage the clutches in center and rear differentials precisely as needed to redistribute torque most effectively – all in less than one-tenth second (three times faster than the legendary 959 supercar's AWD system)!

A new-generation 911 offering a new standard in roadholding.



To reduce drag and lift, the extendible rear spoiler engages automatically at about 40 mph.

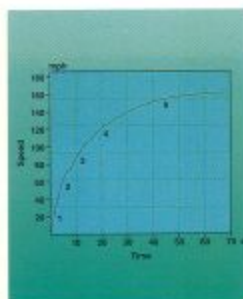
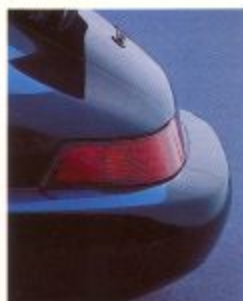


Diagram of driving pleasure: superb low-rpm torque, soaring power upon demand.



Integrated front and rear bumpers are designed to withstand impacts of up to 3 mph.



Standard with the Carrera 4: new Cup design wheel, with greater brake cooling capacity.



911 CARRERA 2: THE CLASSIC RACE-BRED PORSCHE.

At Porsche, we are proud that it has been said, and said often, out loud and in print, that nothing is more fun to drive, more rewarding to own, than a Porsche 911.

A living heritage creates a timeless sports car.

This is not surprising, considering that Porsche is an independent company with a living heritage of hand-crafting timeless race-bred German sports cars. Our 911 customers are a limited number of drivers who demand the best. Today Porsche offers those customers both a timeless sports car and an exhilarating driving experience. Because the car has been refined over and over to be the best of its kind — its unique rear-engine layout gives it immense inherent superiority in accelerative traction, handling and braking responsiveness — the driving experience is also something very special: breathtaking acceleration, agility and stopping power, all at the driver's command.

Legendary, incomparable: "driving in its finest form."

A 911 could never be mistaken for anything else. This

legendary sports car remains the very symbol of "PORSCHE" throughout the world. True aficionados of automotive excellence could be blindfolded, placed in a 911, and they could identify it immediately from its distinctive sound and feel alone. The powerful smoothness of its air-cooled flat six engine as it approaches redline, the directness of its throttle, power-assisted steering and massive brakes, the incomparable solidity of its body continue to convince those who will settle for nothing less than "driving in its finest form."

A new generation in air-cooled power.

The 911 Carrera 2 is powered by a 3.6 liter, 247 bhp engine approaching theoretical perfection, with its low mass, center of gravity and friction; vanishing vibration; and excellent combustion efficiency. Its two-piece crankcase, cylinders, cylinder heads and camshaft drive housings are individually cast and machined from advanced lightweight alloys, with their high strength-to-weight ratio and excellent heat dissipation characteristics. Pistons and crankshaft are forged, and the short crankshaft turns on eight bearings. The engine is packed with exciting new technology such as domed forged pistons, twin plug ignition race- and air-

craft proven, and new-generation DME engine management controls so advanced, the computer even updates itself to remain fully responsive to changing conditions, always.

An "automatic" for the 911.

The 911 Carrera 2 is only one of two cars in the world that may be ordered with Porsche's revolutionary Tiptronic™ Dual Function Transmission (the other is the new Porsche 968). In automatic mode, it adapts to driving style through five computer-managed shift programs. Or slide it over to the manual gate and tip it forward for upshifts, back for downshifts.

Open-air exhilaration: Cabriolet or Targa.

Porsche's now-classic designs for incomparable open-air driving enjoyment ... the timeless 911 Targa like the example shown on the facing page, and the popular 911 Cabriolet. Both offer all-weather driving comfort. And both are available in rear-wheel drive 911 Carrera 2 or all-wheel drive 911 Carrera 4. For 1992, Porsche also offers the limited-edition America Roadster. Its special detailing and even higher performance chassis make it attractive to all who are drawn to superb design and the 911 driving experience.



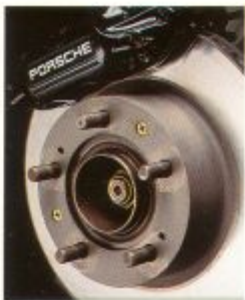
The Porsche "comfort seat": easily adjustable for both touring and sport driving.



In manual mode, tip the selector forward to shift up, tip back to shift down.



Five shift patterns in Automatic. tip up and back in Manual; computer-monitored in both.



Front disc brake technology common to all 911s: four-piston fixed caliper, internally vented.



SIGNIFICANT NEW TECHNOLOGY BRINGING NEW MEANING TO "HIGH PERFORMANCE" THROUGHOUT THE PORSCHE MODEL RANGE.

To our engineers and designers, "high performance" means more than merely acceleration and handling. Active and passive safety, comfort and convenience, good fuel efficiency and environmental compatibility are all major design considerations for the Porsche engineer. In recent years, Porsche has been quietly redefining and advancing the sports car in line with these aims. Here are some examples.

Airbags for both driver and passenger, for all 1992 Porsches.

As a leader in airbag research, development and production implementation for over 5 years, it is fitting that our entire U.S. model lineup for 1992 again carries airbag supplemental restraint systems for both driver and front seat passenger.

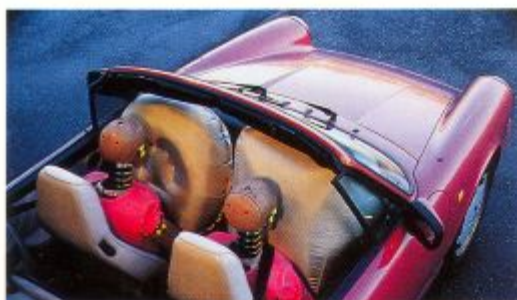
High-performance brake systems, all Porsche models.

Each Porsche is fitted with an exquisitely engineered brake system: massive four-

piston fixed-caliper discs front and rear, anti-lock equipped, based on Porsche's motor racing experience. Seemingly no technology is exempt in Porsche's cost-no-object drive to keep brake temperatures within safe limits. The open wheel design of the new Carrera Cup wheel was developed expressly to help brakes cool, both during and after a brake system challenge, such as braking continually on a long downhill mountain road.

Engine design goals encompassing fuel efficiency and emission purity.

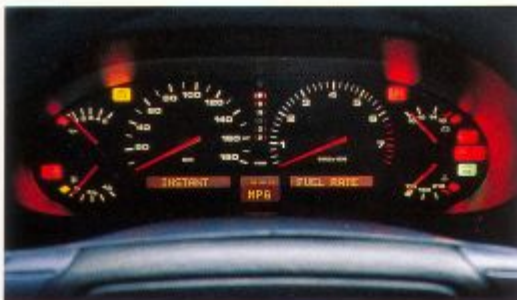
Advanced combustion and airflow technologies for free-revving response and high output without sacrificing low-speed torque, fuel efficiency or emission purity. Resonant induction systems that effectively transform torque from a curve to a broad band, potentially saving fuel and emissions vs higher-revving designs. Low-friction, high-thermodynamic-efficiency designs enabling each Porsche engine to run more economically, for long intervals between scheduled services (15,000-mile oil change intervals; 7,500 miles, Turbo).



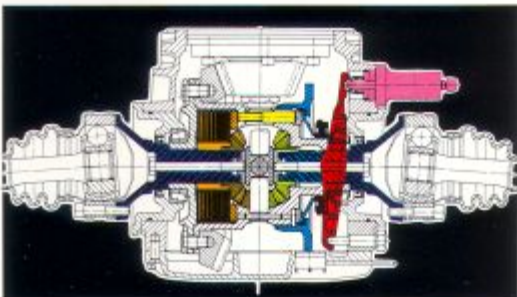
Porsche's standard-equipment airbag system protects both driver and front seat passenger.



Porsche's revolutionary Tiptronic Transmission offers both automatic and manual operation.



The Porsche 928 GTS's Driver Information Center monitors and prioritizes 22 functions; a flip of a column stalk activates a 10-function onboard computer.



PSD infinitely variable limited slip differential provides added traction and stability at almost any speed.



The 911 Cabriolet offers fully automatic top up/down operation: push one button, and motors do it all – even latching and unlatching the locking clips!



Each Porsche's galvanized body carries a limited 10-year anti-corrosion warranty.



Anti-lock brake systems are standard equipment on all 1992 Porsches.



A familiar scene near the factory: endurance-testing to ensure durability and reliability.

New VarioCam™ Variable Inlet Valve Timing, 968.

Dramatic new Porsche-patented technology also includes VarioCam™ variable inlet valve timing. The inlet camshaft on the 968 engine is controlled electro-hydraulically to provide optimum cylinder filling at any rpm. As a result, the engine combines the best features of horsepower- and torque-oriented engines in one brilliant design.

The Porsche Tiptronic Dual Function Transmission, 968 and 911 Carrera 2.

First introduced on the Porsche 911 Carrera 2, and now offered on the new Porsche 968, Porsche's exclusive Tiptronic concept is so advanced, it has won "best new technology" awards as a breakthrough transmission – specifically for its computer-assisted, driving style-oriented "automatic" and "manual" modes.

New 6-speed close-ratio manual transmission for the 968.

The 6-speed transmission designed expressly for the new Porsche 968 was developed by Porsche to meet many aggressive goals: brisker acceleration and throttle response; fuel economy of a 5-speed transmission; ability to

reach freeway speeds after a single shift, from 1st to 2nd; easy shifting, with a short, convenient throw.

PSD electronically variable limited-slip differential for the 928 GTS and Carrera 4.

First proven on the Porsche 959 supercar, the state-of-the-art PSD limited-slip differential provides impressive benefits at all speeds. Utilizing the anti-lock brake sensors and an additional lateral acceleration sensor, it *automatically varies the locking action from 0 to 100%* to provide higher stability and traction under all conditions.

**THE 928 GTS:
FOR THE UNCOMPRO-
MISING DRIVER WHO
DEMANDS LUXURY,
PERFORMANCE AND
STYLE.**

Surrounded by a full complement of comfort, luxury and convenience features, driving the superb new 928 GTS becomes an effortless, exhilarating adventure. Indeed, the 928 continues to be unique among luxury performance automobiles, being much quicker than anything else as luxurious, and much more comfortable than anything else as quick!

Even higher performance for 1992.

Porsche engineers never tire of wringing more performance from proven designs, the 1992 GTS being an excellent case in point. For 1992, the exquisitely designed and assembled 5-liter aluminum alloy V-8 is enlarged to 5.4 liters. Now, power is up to a supercar-like 335 bhp (from 316 bhp in the former 928 S4) and torque is 12% greater, to 354 ft lb at 4,250 rpm. Now the 928 feels more agile, more

responsive, more entertaining than ever. Both the 5-speed manual and automatic transmission versions receive the same engine. Those who select the automatic will find their 928 is nearly a half second faster to 60 mph than before, its 5.6 second 0-60 time matching that of the former 928 GT, an acclaimed driver's car of the first rank. And the 5-speed manual version is even quicker!

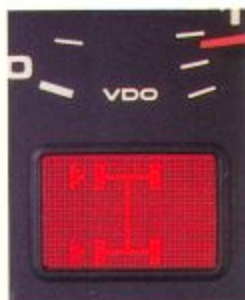
New wider body for 1992.

This substantially higher performance is experienced in a more aggressive looking, wider body. Lest this be considered merely "new styling," consider: the GTS's wide body is what resulted from Porsche's disciplined form-follows-function systems engineering. (At Weissach our chassis engineers say, "Always have more chassis and brakes than top speed.") Several examples: to most effectively apply the GTS's higher power to the road, Porsche fitted wider high performance tires — 255/40s, ZR-rated, on 17-inch alloy wheels a full 9 inches in width. For even greater stopping power, front brakes were upgraded to the same 12.68 inch discs fitted to the 911 Turbo. For even greater stability, the rear track was widened by nearly 3 inches. So it was the chassis and brakes that ultimately defined the new, wider body

on the higher performance 928 GTS.

Active safety: inherent and innovative, by Porsche design.

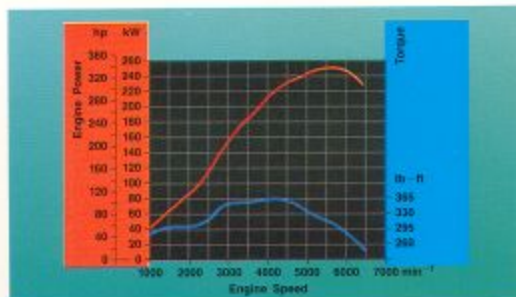
Active safety is virtually inherent in the 928's trans-axle layout designed for neutral handling from its nearly perfect 50/50 weight distribution. But Porsche has continued to expand the 928's active safety through many refinements in recent years. For example, the braking system fitted to the 928 GTS almost refuses to fade, regardless of how long and how steep the downhill mountain road. The 928 GTS owner is further reassured by Porsche-devel-



The tire pressure warning system is another convenient feature of the 928 GTS.



The PSD variable limited slip differential provides added stability under all conditions.



Performance portrait of a thoroughbred: high hp, very broad torque band are characteristic of 928 GTS.

oped, innovative safety technology that includes: airbags for both driver and passenger, the sophisticated PSD limited-slip differential for added stability under virtually all conditions, and highly responsive force-sensitive power-assisted steering (still the standard in its class).



The 928 GTS automatic transmission is electronically controlled for added smoothness.



Car depicted is European version. U.S. version will be different.

INVITATION TO AN INCOMPARABLE DRIVING EXPERIENCE.

In the preceding pages of this brochure, we have briefly described eleven superbly crafted sports cars... the new Porsche 968 Coupe and Cabriolet, the 911 Turbo Coupe, the 911 Carrera 2 and 4 available in Coupe, Targa and Cabriolet, the exciting new 911 Carrera 2 America Roadster, and the 928 GTS Coupe. Individual brochures describing the 968, 911 and 928 Series and the America Roadster in much greater detail are available from a certified Porsche sales representative at your authorized Porsche dealer.

All over the world, there are Porsche owners who once paused before discovering the very special fascination of owning and driving a Porsche. Today, few of them would willingly give up their Porsche for anything but another Porsche.

A test drive should provide you with further insight into whether a Porsche belongs as a part of your lifestyle. Your Porsche test drive provides you the opportunity to appraise at least seven elusive qualities, *qualities that clearly are blended more masterfully in Porsches than in any other automobile today:*

■ **Power...** smooth, strong acceleration, great low-end torque

■ **Handling...** competency, balance, sure-footedness

■ **Steering...** superb road feel, effortless responsiveness

■ **Braking...** impressive capabilities, linear action, confidence-inspiring

■ **Body and chassis quality...**



solid, satisfying, beautifully finished

■ **Controls...** easy to use, substantial feeling, responsive

■ **Ergonomics...** comfortable, quiet, many convenience features.

Your Porsche certified sales representative will be delighted to arrange your test drive. We invite you to make an appointment today.

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Note: Some of the vehicles shown have optional features that are supplied at extra charge; others are shown with non-U.S.-specification equipment. Porsche reserves the right to make changes in design, form and supply, as well as variations in color.

See the brochure on 1992 Warranty Coverages and Roadside Assistance Program.

*Acceleration and deceleration times shown for comparison purposes only.

Porsche recommends seat belt usage and observance of all traffic laws at all times.

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