

Chapter 1 : Porsche S Pre Amp Results

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By the late s Porsche had firmly established itself as a manufacturer of high-performance sports cars. Executives, including owner Ferdinand Porsche , were beginning to consider adding a luxury touring car to the line-up. Managing director Ernst Fuhrmann was pressuring Ferdinand to approve development of the new model due to concerns that the then-current flagship model, the , was reaching the limits of its potential. Slumping sales of the seemed to confirm that the model was approaching the end of its economic life cycle. This would set it apart from the , with a relatively spartan interior and true sports car performance. Early Porsche Ordered by Ferdinand Porsche to design a production-feasible concept for the new model, Fuhrmann initiated a design study in , eventually yielding the Several drivetrain layouts were considered during early development, including rear and mid-engined designs, but most were dismissed because of technical and legislative difficulties. Having the engine, transmission , catalytic converter s and exhaust all cramped into a small rear engine bay made emission and noise control difficult, problems Porsche had with the After deciding that the mid-engine layout did not allow enough room in the passenger compartment, a front-engine, rear-wheel drive layout was chosen. Porsche may have feared that the U. The five-cylinder unit is a derivative of the Volkswagen Golf EA engine, essentially an inline-four with another cylinder added. Several members of the Porsche board objected, chiefly because they wanted Porsche AG to maintain some separation from Volkswagen. The resulting M28 engine has multiple unusual features. This engine uses thick aluminum cylinder barrels, hence the lower displacement. The engine was designed for air flow first, thus the spark plugs are located at the top of the head. The four-bolt bearings are sizeable and are fed oil via grooves in the bottom surface of the block. The oil and water pumps are driven by the timing belt, and the design of the engine allows for sufficient air flow with a low hood. The cars were sold with the planned Bosch K-Jetronic fuel injection system. When increasing concern within the company over price and availability of fuel during the oil crisis of the s became an issue of contention, smaller engines were considered in the interest of fuel economy. A push began for the development of a 3. Both sides finally settled on a 4. The finished car debuted at the Geneva Motor Show before going on sale later that year as a model. Although it won early acclaim for its comfort and power, sales were slow. Legislation against rear-engined vehicles did not materialize. Although it never sold in the numbers Fuhrmann envisioned, the developed an avid following and had an year production run. Design and specifications[edit] This section does not cite any sources. November Porsche headlights Porsche S4 interior The featured a large, front-mounted and water-cooled V8 engine driving the rear wheels. Porsche upgraded the engine from mechanical to electronic fuel injection in for US models, although power remained the same. This design marked a major change in direction for Porsche started with the introduction of the Porsche in , whose cars had until then used only rear- or mid-mounted air-cooled flat engines with four or six cylinders. Although it weighed more than the difficult-to-handle , its more neutral weight balance and higher power output gave it similar performance on the track. The was regarded as the more relaxing car to drive at the time. It came with either a five-speed dog leg manual transmission , or a Mercedes-Benz -derived automatic transmission , originally with three speeds, with four-speed from in North America and in other markets. It had a substantial luggage area accessed via a large hatchback. The new polyurethane elastic bumpers were integrated into the nose and tail and covered in body-coloured plastic; an unusual feature for the time that aided the car visually and reduced its drag. Porsche opted not to offer a convertible variant but several aftermarket modifiers offered convertible conversions. Both rear seats could be folded down to enlarge the luggage area, and both the front and rear seats had sun visors for occupants. The rear seats are small due to the prominent transmission hump and have very little leg room; they are only suitable for adults on very short trips or children. The was also the first vehicle in which the instrument cluster

moved along with the adjustable steering wheel in order to maintain maximum instrument visibility. The included several other features such as the "Weissach Axle", a simple rear-wheel steering system that provides passive rear-wheel steering to increase stability while braking during a turn, and an unsleeved, silicon alloy engine block made of aluminum, which reduced weight and provided a highly durable cylinder bore. This is regarded as proof of how advanced the was, compared to its contemporaries. Styling changes[edit] Styling was the same in both and , with the body lacking both front and rear spoilers. From in North America through , front and rear spoilers were present on "S" models, rear spoilers being integrated into the hatch. From through , the front spoiler was integrated into the nose and the rear spoiler became a separated wing rather than an integrated piece, and side skirts were added. The rear tail-light configuration was also different from previous models. GTS models had wider rear fenders added to give more room for 9-inch wide wheels. Another easily noticeable visual difference between versions is the style of the wheels. Early s had inch or inch "phone dial"-style wheels, while most s s had inch slotted "flat disc" wheels, CSs, SEs and GTs had inch "Club Sport" wheels, later GTs had inch "Design 90" style wheels which were also option on same period S4s shared with the as well , the GTS used two variations of the inch "CUP" wheels. November This article may contain an excessive amount of intricate detail that may interest only a particular audience. November Learn how and when to remove this template message Porsche GTS Porsche introduced a refreshed S into the European market in model year, although it was summer of and MY before the model reached North America. Externally, the S wore new front and rear spoilers and sported wider wheels and tires than the older variant, but the main change for the S was under the hood, where a revised 4. From to , the S model was called S2 in United Kingdom. These cars used Bosch LH-Jetronic fuel injection system and purely electronic Bosch ignition, the same systems used on the later valve cars, though without the pollution controls. Due to low grade fuel, the valve low compression S engine was made for Australian market in the model year. It had a 9. As the faster European model was not available in the United States and Canada during the first three years of its existence, a "Competition Group" option was created to allow North American customers to have an S model lookalike with front and rear spoilers, inch flat disc wheels, sport seats, sport springs and Bilstein Shock Absorbers. Customers could specify paint and interior colours the same way as on a normal Two cars were made in the late model year for U. The package was officially available in and model years and was canceled in when the S model became available for these markets. Many cars have had S model features added by subsequent owners, making original "Competition Group" cars difficult to distinguish without checking option codes. In the model year, two special models were available for different markets. Unusual features were champagne gold metallic paint, matching brushed gold flat disc wheels, two-tone leather interior, a plaque containing the production number on the dash and the extremely collectible three-piece Porsche luggage set. The "Weissach Edition" option was also available for the US market for the model year and for the model year. This model is also sometimes referred to as the "Ferry Porsche Edition" because his signature was embroidered into the front seats. It featured meteor metallic paint and was fitted with flat disc wheels, wine red leather and special striped fabric seat centers. Similar and specials were also made for world markets. Porsche updated the North American S for , replacing the 4. Seats were also updated to a new style, these cars are sometimes unofficially called S3 to distinguish them from valve "S" models. European models kept a 4. In , revised suspension settings, larger brakes with 4-piston callipers and modified exhaust system was available on the S, marking the final changes to old body style cars. These were straight from the S4, which was slated to debut a few months later. These changes came starting from VIN , which means that the first thousand cars had the old brakes, but later cars had this equipment available. The S4 variant debuted in the second half of as a model, an updated version of the 5. S4 was much closer to being a truly world car than previous models as only major differences for North American models were instrumentation in either kilometers or miles, lighting, front and rear bumper shocks and the availability of catalytic converters in many other markets. Even this was achieved without engine changes. This model was the toned down version of the factory prototype which had a lightened body. Also in , the factory made four white lightweight S4 models with a manual transmission for racecar drivers who were on their payroll at the time. These were close to same as later actual Club Sport models and can also be considered prototypes for it. An SE sometimes called the S4 Sport due to

model designation on rear bumper , a sort of halfway point between a normally equipped S4 and the more race-oriented Club Sport, became available for the UK market. Some of them had stronger, short ratio manual transmission. The automatic transmission was not available for this model. For the model year, a visible change inside was digital trip computer in the dashboard. In terms of equipment, the GT was like the SE, having more equipment than a Club Sport model but less than a S4 to keep the weight down somewhat. This system is much like the one from the flagship and gives the vehicle even more grip on the track. In , the S4 was no longer available with a manual transmission. The S4 and GT variants halted production at the end of the model year, making way for the final version of the The GTS was available for sale in late as a model in Europe and in spring of as an early model in North America. Changed bodywork , larger front brakes and a new, more powerful 5. Total worldwide production for all years was a little over 61, cars. Many parts suppliers and enthusiast networks exist, especially in the United States, Germany and the UK. Evolution[edit] The M28 V8 engine The evolution of the during its 18 years of production was quite subtle. The tables below show the major differences, which were made to the nose, tail, interior, engine, and wheels.

Chapter 2 : Porsche , , and History | HowStuffWorks

The Porsche is a sports car produced by Porsche AG of Germany from to A two-door, 2+2 coupé, the was intended to replace the Porsche as the company's entry-level model. Although the water-cooled, front-engined gran turismo was designed first, the was the first road-going Porsche to have a front engine rear.

But lately, the FR-layout Porsches , , , seem to be enjoying their day in the sun, giving the collectors a run for their money. For many, a car bearing the Porsche badge always means a clamshell body style or nothing. But, many have accepted that not all Porsches have to look the same. Newer, front-engine models, including the dreaded Cayenne, have become more enhanced with high performance options influencing Porschophiles design sights. The body style was introduced in the lates and not everybody loved it. But today, they look great on the road. Porsche enthusiasts have always had a hard time embracing change, especially to their engines. In , the became the first production Porsche powered by a water-cooled, front-mounted engine. This shift from the traditional rear-engine design was considered exciting to some, yet blasphemous to most Stuttgart enthusiasts. Since then, the switched from air-cooled to liquid-cooled. It started an uproar with fans who missed the distinctive engine noise. The whiz of fans and clinking of various chains is a mechanical overture that used to define the Porsche name. Then along came a Porsche supercar which had everything against itâ€”a mid-engine gasp! In the last decade, old s have shot up in value. Making it really hard for the young collector to get in on the game for less than 5 figures. But because the , and models, are less popular, many enthusiasts are using these models as an entry-level vehicle. They may just be on to something â€” because they may not be s, but the Porsche and variants can be extremely rare and collectable. It was introduced at a time where Porsche was in a financial crisis, so serious that its future was in question. By teaming up with VW and creating this innovative entry-vehicle to their line up, Porsche sold over , units, putting the company back in black. What do you think about the new concept?

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In , Porsche unveiled a concept version of the at the Frankfurt Auto show wearing Carrera badges. One year later, in , Porsche released the Carrera GT, making clear their intention to enter the in competition. By adding an intercooler and increasing compression to 8. Visually, the Carrera GT differed from the standard Turbo in that it had polyurethane plastic front and rear flared guards, a polyurethane plastic front spoiler, a top mounted air scoop for the intercooler, a much larger rubber rear spoiler and a flush mounted front windscreen. It featured Pirelli P6 tires as standard, and Pirelli P7 tires were available as an option along with a limited slip differential. This more aggressive styling was later used for as motivation for the This last variant managed a seventh place overall finish and spent the least time out of any other car in the pits. Production of the Turbo ceased in except for the Italian market which lasted until This was due to the restrictions on engines larger than two liters, putting the forthcoming 2. In , VW decided to stop manufacturing the engine blocks used in the 2. The was considerably cheaper than its stablemate, and dropping the model left Porsche without an affordable entry-level option. This made the S slightly faster than the base due to its lighter weight [19] and more aerodynamic body. The model also gained three point safety belts in the rear seats. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. Only Club Sport option cars were built in total. Inside, all the cars featured cloth-upholstered "Turbo" sports seats, with the cloth door panels also colour-coded. On ROW cars there was no Le Mans logo, nor striping and the phone dial wheels in white or black matching color had outer rims of respectively ochre or turquoise. Black only paint scheme with optional SE Edition decal. Equipped with manual steering, manual windows and door locks, sunroof delete, radio delete, AC delete, cruise delete, passenger side door mirror delete, wider 15x7 phone dial alloys for the rear while retaining 15x6 in front, and the M package which included stiffer springs and Koni shocks. The cars had a unique lightweight gray knit cloth upholstery which deteriorated very quickly with maroon pinstriping, and maroon carpeting. The Porsche Championship was started in by Jeff May who was championship coordinator until his death on 10 November In the United States, the S is also eligible to race in the Spec racing class.

Chapter 4 : Porsche celebrates , , and transaxle cars

Porsche Club - - has 8, members. Der Club hat sich spezialisiert auf die Porsche Modelle: - - Der Club kommt aus.

Chapter 5 : CARFAX Fahrzeughistorie für amerikanische Autos

The Porsche is a sports car produced by Porsche AG of Germany from to A two-door, 2+2 coupé, the was intended to replace the as the company's entry-level model, but when.

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Chapter 9 : Porsche - Wikipedia

The Porsche is a luxury grand tourer produced by Porsche AG of Germany from to Originally intended to replace the company's iconic , the combined the power, poise, and handling of a sports car with the refinement, comfort, and equipment of a luxury saloon.