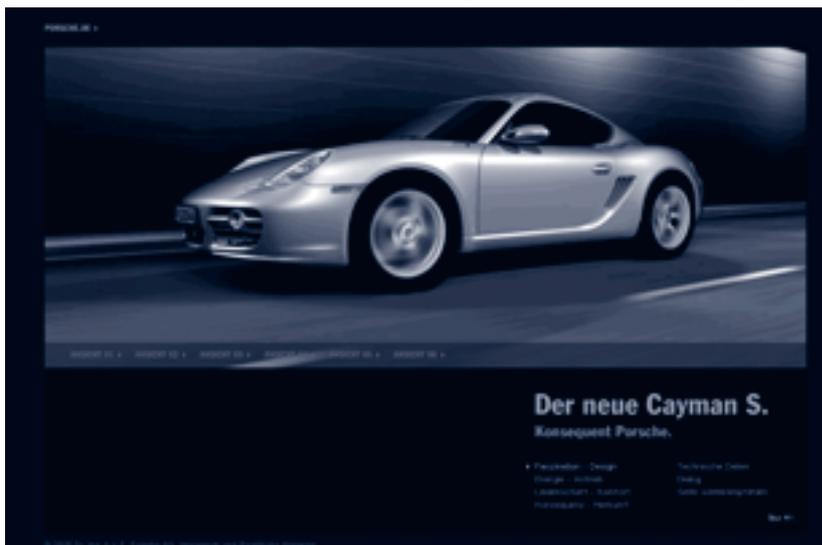


1. New from Porsche AG

Consistently Porsche: the Cayman S



Its new, it's different – but it's very much still a Porsche. At the heart of the new Cayman S. is a mid-engine concept which provides the bite, dynamism and spontaneous reactions that set new standards and are sure to fascinate every sports car enthusiast. The Boxer engine mounted in front of the rear axle forms the basis for outstanding driving dynamics, provides a balanced axle load distribution for balanced roll steer effect, and enables outstanding lateral stability during cornering. The mid-engine arrangement is also suitable for the low inertial moment around the vertical axis, superb agility and precise steering.

Thanks to a sophisticated chassis and suspension construction with a low centre of gravity, the Cayman S offers handling that is particularly sporty. Over two million test kilometres and more than 10,000 hours on the test bench speak for themselves. The lightweight construction of the chassis and suspension, with large track width, emphasises the dynamic sporty

appearance of the vehicle which is fitted with 18" wheels as standard.

When combined with the standard Porsche Stability Management (PSM) system, which stabilises the car during cornering in the boundary zone, the result is excellent active safety. The interventions of this control system –

which takes into account, amongst other things, speed, direction of travel, lateral acceleration and actual direction of movement – are precise and consciously retarded for an even more agile driving experience.

The optional Porsche Active Suspension Management (PASM) system provides even more sporting appeal and driving pleasure. In addition to the body being lowered by ten millimetres, this extra feature includes automatic damping adjustment to driving conditions. The damping is altered in a matter of milliseconds, and can be individually adjusted for each wheel. In addition, PASM allows the driver to choose – via a button on the centre console – between two different programmes: Normal, with a sporty yet comfortable damper setting, and Sport, which provides a tighter, more sporty ride.

The Sport Chrono package, which is available on request, provides the ultimate in sporting appeal. It enables, for example quicker responsiveness of





the accelerator pedal, and therefore motorsport-like engine dynamics.

There was no compromise when it came to the breaks. They were designed to be particularly firm and effective. A 4-piston aluminium monobloc with fixed calipers is fitted as standard which, thanks to the use of lightweight materials, provides a low weight and a high degree of rigidity thanks to the monobloc construction. The Porsche Ceramic Composite Brake (PCCB) system is also available – ceramic brake discs with 6-piston aluminium calipers fitted on the front axle and 4-piston aluminium calipers on the rear. The advantage to you: lower weight, constant and high friction coefficients, and a long service life.

And the drive system? The sporty two-seater uses a newly developed six-cylinder Boxer engine whose 3.4-litre capacity generates 295 bhp (217 kW). The unit is impressive, not just with its liveliness, but also with its high and constant power in the lower and middle revs range. Thanks to Porsche's VarioCam Plus system for variable intake camshaft control and valve lift timing, the Cayman S generates 30 Nm of torque which is available at between 4,400 and 6,000 revs. VarioCam Plus

was previously reserved for the 911 series.

But the Cayman S performance is very much Porsche – with the mid-engine manual version of the sports car boasting a top speed of 275 kilometres per hour and acceleration of 0 to 100 km/h in 5.4 seconds.

Transmission is provided by the proven six-speed unit currently used in the Boxster S, now redeveloped with its short, precise shift travel. The well-known Tiptronic S five-speed automatic gearbox is available as an option: the rocker switches housed in the steering wheel spokes allow effortless quick gear changing. The Tiptronic S gearbox has been specially adapted for the Cayman S. It has also been given new electronic and hydraulic control.

The Cayman S's packaging is also new, of course. At first glance, anybody will recognise it as a typical Porsche. However, styling features such as the particularly distinctive roof line and sloping rear assembly ensure that this particular coupé has an appearance that is both unique and striking. Not forgetting the practical side of this powerful package: under the large tailgate is a 260-litre boot, which,

when combined with the front luggage compartment (150 litres) provides an impressive amount of space.

One thing is for certain: this car will not just enrich the world of sportscars – it will also be a valuable addition to the Porsche Club scene. Porsche Club members will get an opportunity to see the car at close quarters for the first time on the occasion of the Club evening to be held on the 19th of September at the IAA in Frankfurt.

The character and facilities of the Cayman S will provide you with additional opportunities in the development of event programmes. See for yourself with a test drive, perhaps as part of one of the trips arranged by the Porsche Travel Club shown on page 13.

The Cayman S will be available from the 26th of November 2005.

Current information available on Porsche's website (www.porsche.com) will help to bridge the waiting period.

Bernd Woytal
on behalf of Porsche Club Support

New variants of the Porsche 911 Carrera

Addition to the 911 family



Porsche continues its model offensive with several variants of the 911. The new 911 Carrera Cabrio has been in dealers' showrooms since April. As with the coupé version, potential customers can choose from two models: the 239 kW (325 bhp) Carrera with its 3.6-litre Boxer engine, and the 3.8-litre engined 261 kW (355 bhp) Carrera S55 PS). Larger wheels, a windbreak, Porsche Stability Management (PSM) and Porsche Communication Management (PCM) have all been added as standard.

The two open-top 911 variants have exactly the same top speed as the coupés – 285 km/h and 293 km/h. With its 3.6-litre engine, the open Carrera accelerates from 0 to 100 in 5.2 seconds (4.9 seconds for the Carrera S Cabriolet).

The 911 family now includes the new four-wheel-drive Carrera 4 and Carrera 4S coupés, both of which represent the continuation of a long and successful tradition. As early as 1988 Porsche had demonstrated its com-

petence in matters of four-wheel drive technology when it launched the legendary 959 and the first Carrera 4.

The most striking feature of the new 911 models are the rear wings, which have been widened by some 44 millimetres. With the Carrera 4, this enables the use of rear wheels with 295/35 ZR 18 tyres, while its "big brother" is fitted with 305/30 ZR 19s.

The Carrera 4 is powered by the well-known 3.6-litre 6-cylinder 239 kW (325 bhp) engine. It accelerates from 0 to 100 km/h in 5.1 seconds, and has a top speed of 280 km per hour. The 4S variant is fitted with a 3.8-litre 261 kW (355 bhp) engine. It can do 0 to 100 km/h in 4.8 seconds, and has a top speed of 288 km per hour.

Through four-wheel drive with viscous multi-plate coupling, which permanently brings between 5 and 40 per cent of the driving power to the road via the front wheels, the two new coupés shine with their well-balanced forward propulsion when cornering under extreme conditions, absolutely stable straight-line stability up to top speed, and improved traction – even on road surfaces with poor grip.

The Porsche Stability Management (PSM) system has two new functions. The braking system is pre-filled during full braking, with so-called "air play" between the brake pads and the brake disc eliminated and the stopping distance further reduced. The second



new function of the PSM comes into play when the driver applies the brake quickly but not with full force. In this situation, the hydraulic pump compensates for the lack of pressure so that all wheels are brought within the ABS-controlled range to achieve optimum braking performance.

The Porsche Active Suspension Management (PASM) system provides a sporty yet comfortable basic configuration of the shock absorbers at normal setting, but activates characteristics with decidedly stiffer adjustment after actuating the Sport button. In both positions, however, the adjustment is directed permanently at the driving style and road surface conditions. The active shock absorber system comes as standard on the 911 Carrera 4S, and is optional on the Carrera 4. If required, both models can also be fitted with sports suspension that is 20 millimetres lower, including mechanical rear axle differential lock.

The optional Sport Chrono Package Plus is also offered for the new four-wheel drive models. It changes the characteristics of the engine management systems and the control response of PSM and PASM. The Carrera 4 and 4 S will be launched worldwide from the 22nd of October 2005.

Bernd Woytal
on behalf of Porsche Club Support

