

# PORSCHE®

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FOR IMMEDIATE RELEASE: Oct. 26, 1992

## PORSCHE CELEBRATES 20th ANNIVERSARY OF 911 RS MODEL WITH 911 RS AMERICA

RENO, NEVADA --- In October of 1972, Porsche unveiled a unique limited production model at the Paris auto show - the Porsche 911 Carrera RS 2.7. This lightweight model, characterized by a distinctive "ducktail" rear spoiler, was created to satisfy quantity regulations for production-based race cars at that time.

The 911 Carrera RS (RS being the German abbreviation for Rennsport or "racing sport") featured a stiff racing-type suspension and a spartan interior lacking rear seats and other creature comforts. Easily identifiable by the stylish "Carrera" script on its sides, it was the fastest production car in Germany at the time and received the title of "dream car of the year" from the motoring press.

The 911 Carrera RS would go on to write racing history, beginning with an overall victory in the 1973 24 Hours of Daytona with Hurley Haywood and the late Peter Gregg sharing the driving duties. Other Carrera RS successes included seven victories in the nine-race European GT Cup. In principle, the RS formed the basis for all of Porsche's future 911-based racing versions such as the RSR, the RSR Turbo, the 934 and the highly successful 935.

Porsche now commemorates the 20th anniversary of the Porsche 911 RS with the creation of the Porsche 911 RS America. Released in the late spring of 1992 as a 1993 model, the RS America is available only in North America.

The 1993 RS America captures the spirit of the original RS with its emphasis on performance. The new model is lighter than the standard production 1993 Porsche 911 Carrera 2, and features a handling package consisting of stiffer springs and shock absorbers and larger wheels and tires than are standard on the Carrera 2. The RS America is easily distinguishable by its "RS" lettering and large fixed-plane rear spoiler that is unique to the model.

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1993 Porsche 911 RS America add 1 . . .

In keeping with the goal of giving the 911 RS America race car-like agility, Porsche engineers have made performance improvements such as fitting 17-inch diameter light alloy wheels - 7 inches wide at the front and 8 inches wide at rear. The front stabilizer bar has been beefed up to 22 mm diameter and the competition-oriented shock absorber package has been made standard as have progressive-rate springs at the rear.

Adding to the performance-oriented handling package, tire profile has been lowered at the front and both the width and profile improved at the rear. Front tires are specified at 205/50 ZR 17, while 255/40 ZR 17 tires are fitted at the rear. Like all current 911 models, the 911 RS America is fitted with fully independent, coil-spring suspension, utilizing MacPherson struts and forged light alloy arms at the front. At the rear, aluminum alloy semi-trailing arms with self-stabilizing toe-characteristics are used.

Like all Porsche models worldwide, the 911 RS America offers powerful four-piston, aluminum-alloy fixed-caliper design four-wheel disc brakes and an Anti-Lock Brake system (ABS) as standard equipment. Airbags for both driver and passenger are also standard. Porsche is the only manufacturer in the world to offer airbags for both driver and front-seat passenger as standard equipment in every one of its models.

The 1993 911 RS America is offered in five exterior colors: red, black, white, silver metallic, and midnight blue metallic. Optional equipment includes a limited slip differential, sunroof, air conditioning, and a Porsche CR1 AM/FM digital display stereo cassette radio.

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