

**Subject:**

Introduction, Specifications, and
Performance of the 911SC Cabriolet.
The newest Porsche under the Sun.

The very first Porsche was an open car: the famed Gmünd No.1 car. Built by hand in the Carinthian village of Gmünd, in southern Austria, and tested on the steep, grueling Katschberg Pass (5,382-ft elevation, 18% grade), it made its debut on June 8, 1948. It was the prototype for the 356 series—including the Cabriolet, Speedster, Roadster, and Convertible models, which provided the pure optical and acoustical pleasures of open-air driving. The second Porsche was, and still is, the 911. Introduced in 1964, the 911 is forever young. (See Technical Paper No. 18.) It was first produced as a Coupe. And in 1967, the Coupe was joined by the Targa: an all-new body design with a tightly-sealed, easily-detachable roof panel. Now both the 911SC Coupe and Targa are joined by the new 911SC Cabriolet. Open, it re-introduces the freedom and fun of the very first Porsche's form of driving. In addition, the closed 911SC Cabriolet achieves the same performance as both the Coupe and the Targa. Thus, it is the fastest production Cabriolet in the world.



All three Porsche 911SC models have the same 3-liter, aluminum-silicon alloy engine: rear-mounted, air-cooled, 6 cylinders. The same maximum output: 172 hp at 5500 rpm. And the same maximum torque: 175 ft lbs at 4200 rpm.

Because performance is everything at Porsche, the new Cabriolet's top matches the flowing form of the Coupe's roof line to produce minimal wind resistance. As a result, on the track, the Cabriolet has the same acceleration as the Coupe and the Targa: 0-50 mph in 5.8 seconds. And the same top speed: 139 mph.

The top itself is a three-bow design with self-adjusting, spring-loaded steel cables to ensure that the fabric fits snugly. Padded steel panels run across the entire width of the roof to stabilize the cloth top at high speeds and to provide good sealing, low wind noise, and minimal temperature loss.

To further reduce draft, suppress wind noise, and add stability at top speed, tough rubber seals have been fitted to those parts of the roof where the canvas meets the rear window.

The torsionally-stiff frame has one-piece, folding side members made of light alloy to save weight.

Opening and closing the top can be easily accomplished in only seconds—by hand. This eliminates the need for a motor-driven system and saves further weight. (As much as 60 lbs.)

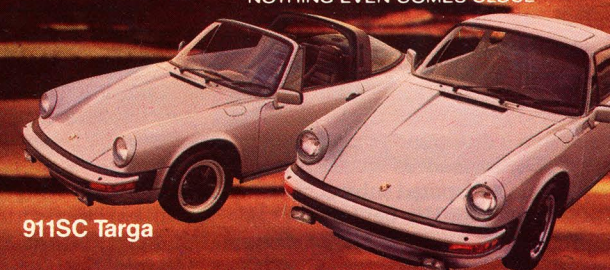
The body of the Cabriolet is similar to that of the Targa. However, the area where the rear-suspension mounts to the body assembly has been strengthened to increase the torsional rigidity of the body. Endurance tests on the track at Weissach show the Cabriolet produces exactly the same torsional stiffness as the Targa.

The new Porsche 911SC Cabriolet: With our newest car,

as with our very first car, excellence is expected.

For your nearest dealer, call toll-free: (800) 447-4700. In Illinois, (1-800) 322-4400.

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911SC Targa

911SC Coupe