

Lust for Loads

High-performance sporting wagon from Porsche and Audi

By Jürgen Pippig (Text) and Christoph Bauer (Photos)

Porsche and Audi. The Porsche name stands for exclusive sports cars, unmatched when it comes to speed, quality, reliability and environmental compatibility and it also stands for production in small series. Experts combine the Audi label with high technical levels. Audi cars are trendsetters in bodywork design, in performance and in consumption. When these two independent automobile manufacturers decide on a (unique) cooperative venture it is time to reinterpret the concept of "high performance." The result of their joint efforts is called the Avant RS 2 – and it is a thoroughbred, high-performance car, a station wagon with top power, available in the spring of 1994 in Porsche Center showrooms. With this Avant RS 2, which will be built at Porsche's home factory in Zuffenhausen in a series of around 2000, Porsche and Audi approach the constantly growing number of customers who have previously driven a powerful sports car or sedan and now require more space for family and leisure time. For many it will naturally also be a wolf in sheep's clothing which prompts them to buy. Understatement is well suited to Porsche and Audi customers.

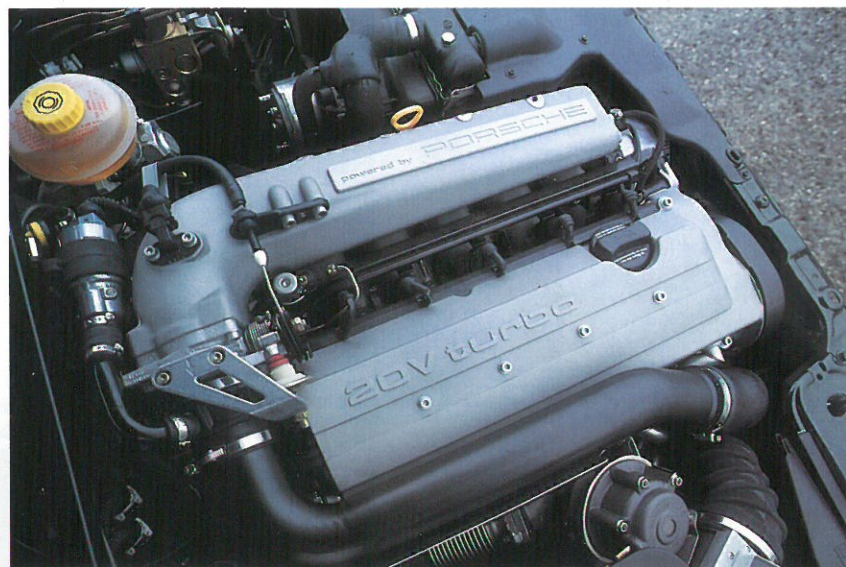
For insiders of both marques, this kind of cooperation is not exactly exciting news because it has historic precedent. It's not merely the fact that the Board Chairman of VW/Audi, Ferdinand Piëch,

has family ties to Porsche and sits on the Supervisory Board of the Porsche AG. Professor Ferdinand Porsche was responsible for design and development of the successful Auto Union racing cars ("silver arrows"). That happened in the thirties. With the legendary 917/30 race sports car, the most powerful racing car

of all time, Porsche and Audi together sought American customers in the early seventies, sharing a common marketing network there.

Basis of this Avant RS 2 development is the compact Audi Avant S 2 with 2.2 liter, five-cylinder, turbo engine which introduced the trend to sporting, compact wagons. "Pow-

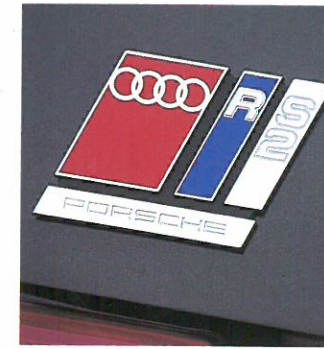
ered by Porsche" can now be clearly read on the valve cover. Using the know-how of Weissach Porsche engineers, output was increased from 230 to 315 HP – while consumption remains a moderate 13 liters per 100 kilometers. They are indeed predestined for such projects: nobody in the world has as much turbo



Power to the people: the Avant RS 2 is a high-performance car and attractive station wagon with 315 HP. Porsche modified the engine and all its ancillaries. In addition, Porsche reworked the chassis and matched it to the increased power. Modest hint: RS 2 emblems front and rear indicate the joint effort of the two marques (above right).

The "high performance" standard must be reinterpreted

experience as Porsche. Weissach technicians have provided this Avant RS 2 with performance characteristics which ensure outstanding pulling power and exceptional elasticity over a wide rev band. This Avant RS 2 sprints to 100 km/h in just 5.5 seconds, takes less than 23 seconds to 200 and offers a top speed of



262 km/h. Maximum torque of 400 newtons is available between 2800 RPM and 4900 RPM. This performance increase is achieved by fine tuning of the engine management and valve timing, modifications to the intake tract and exhaust system, as well as the use of an optimized intercooler with larger turbocharger which produces greater boost pressure. A properly shaped nose with large air intakes provides sufficient fresh air to brakes and intercooler. This nose unit is a typical Porsche styling element, as are the outside mirrors.

Porsche saw to and is responsible for a chassis whose relevant changes to stabilizers and adjustment of spring/shock rates (without being too hard) are attuned to the greater sporting performance. Porsche also had the proper, proven, race-tested, fixed-

saddle brakes available (vented discs front and rear as well as four brake pistons per disc, special housing stiffness, a low brake fluid temperature level and favorable brake performance weight). As a typical note, all brake saddles are painted red and carry the Porsche script on their outer surfaces – just like a 911 Turbo 3.6. The driving manners of this Avant RS 2 are primarily determined by standard, permanent, Audi all-wheel drive which makes it possible to put such high output onto the road in sovereign manner. Tires in the dimension of 245/40 ZR 17, on 7 J x 17 inch, light-alloy wheels in Porsche Cup design, contribute to that as well. The distinct impression of the RS 2 is underlined by a notable tail section with transverse light strip and typical, low Porsche license mount. ➤



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The new Avant RS 2 – a power play

RS 2 emblems and Porsche script, discretely mounted front and rear, indicate the common inputs of the two marques.

Audi will provide painted bodies, including assemblies unchanged from the S 2 such as dashboard, rear seat or Quattro drive, to Zuffenhausen. Porsche expands this with its own and purchased parts, such as the white, 300 km/h speedometer or Recaro sports seats (electric height and back-rest adjustment). The customer has a choice of five exterior colors: RS blue pearl effect, laser red, Ragusa metallic (green), volcano black pearl effect or Porsche polar silver. Interior trim in Alcantara or black silk napa leather (special trim) is available in RS blue, red or gray to suit the paint. RS 2 emblem and Porsche script decorate the sports steering wheel. Wheel spokes are covered in Alcantara to match the interior or, optionally, in black leather. This sports steering

wheel is delivered in conjunction with the Audi procon-ten safety system. An alternative, at no extra price, is the standard wheel for all Audi models with driver air bag. Trim strips with carbon fiber inlays for dashboard and door panels underline the sporty look of this interior.

Extensive standard fittings include, among other things, electric window lifts front and

rear, headlight wash system and, naturally, the fully-galvanized body, obligatory for Porsches and Audis. Available in addition are roof rack, automatic air-conditioning, front-passenger air bag, electric sliding/lifting roof panel, cruise control and a net divider for the luggage area – so that you never forget what every Avant RS 2 offers: a lust for loads. □

Technical Data and Measured Values

Engine

Five-cylinder turbo engine, four valves per cylinder, electronic boost-pressure control, three-way, metal-core, catalytic converter, displacement 2226 cc, compression 9.0:1, output 232 kW at 6500 RPM (315 HP), maximum torque 400 newtons from 2800 RPM to 4900 RPM.

Driveline

All-wheel drive with self-locking center differential.

Chassis

Fixed-saddle brakes with four vent-

ed discs, ABS, 245/40 ZR 17 tires on 7 J x 17 light-alloy rims.

Bodywork

Fully-galvanized body, empty weight 1595 kg, permitted total weight 2100 kg.

Performance and consumption

0-100 km/h	5,5 s
0-200 km/h	22,2 s
Top speed	262 km/h
DIN fuel consumption	liters/100 km
90 km/h	8.1
120 km/h	9.9
city cycle	14.5



How you'll usually see it on the road: from the rear. The Avant RS 2 carries typical Porsche styling elements. These include rims in Cup design, red brake saddles, Porsche mirrors, lower license mount and new tail panel.

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einzelnen Teile
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