

A close-up photograph of the rear of a car. The Audi logo, consisting of four interlocking rings, is mounted on a white surface. Below the logo is a dark, horizontally-slatted grille. To the left, a portion of a red taillight is visible. The overall lighting is dramatic, highlighting the textures and colors of the car's components.

Audi

AUDI '82: THE ART OF ENGINEERING.



# AUDI COUPE & 4000

**The Coupe by Audi. A daring new shape from an ancient town in Bavaria.** Fine-tuned in a wind tunnel, the aerodynamic wedge configuration of the new Coupe is as efficient as it is elegant. EPA estimates 24 estimated mpg, 37 estimated highway mpg.\*

The "Best Sports Coupe" on Road & Track's list of the ten best cars for the '80s,\*\* the Audi Coupe's proud heir to classic Audis that dominated European road racing early in the century. With its 100 hp 5-cylinder engine and 5-speed manual gearbox, The Coupe can move out from 0-50 mph in a mere 7.4 seconds. Front wheel drive and rack and pinion steering make The Coupe as nimble as it is quick. And this superb handling is further enhanced through the use of low profile 185/60HR14 radials mounted on light alloy wheels.

**Audi 4000. Exciting and exhilarating, yet attuned to the demands of the modern world.** This lightweight series of Audi sport sedans combines precise handling with luxurious comfort and outstanding fuel economy. EPA estimates 28 estimated mpg, 42 estimated highway mpg.\*

And now the fuel-injected gasoline engine model is joined by a Diesel-powered Audi 4000. Both cars use front wheel drive pioneered by Audi half a century ago and refined during the intervening years. Responsive rack and pinion steering and well balanced suspension systems give these cars superb handling true to the high standards of the legendary grand touring Audi Cabriolets of the 1930s. EPA estimates 38 estimated mpg, 52 estimated highway mpg.\*

\*1982 EPA estimates. Compare these estimates to the "estimated mpg" of other cars. Your mileage may vary depending on speed, weather and trip length. Your actual highway mileage will probably be less.

\*\*Road & Track, August 1981

Specifications, options, and standard equipment subject to change without notice.



AUDI COUPE



AUDI 4000



# AUDI 5000S & 5000 TURBO

**AUDI 5000S. No other car maker mates front-wheel-drive handling with the powerful 5-cylinder engine.**

Beneath the sleek, aerodynamic skin of this large German luxury sedan is the first successful automotive 5-cylinder gasoline engine. Quiet, smooth, lightweight and powerful.

Audi 5000S provides ample room for five adults to ride in comfort. Yet it is economical; EPA estimates (22) estimated mpg, 34 estimated highway mpg.\*

The sumptuous interior bespeaks old-world craftsmanship. Everywhere you look, fit and finish are in keeping with what you would expect from luxurious German sedans.

**Audi 5000 Turbo. You can pay far more and still not match its performance or luxury.**

Equipped with a turbocharger that literally "manufactures horsepower out of thin air," the Audi 5000 Turbo goes from 0-50 mph in a dazzling 7.5 seconds. The turbocharged 5-cylinder engine's vast reserve of power can be brought into play for passing or merging into fast-moving traffic simply by stepping down on the accelerator. For all its power and performance, the Turbo is surprisingly economical. EPA estimates (18) estimated mpg, 26 estimated highway mpg.\*

The Turbo is equipped with 4-wheel disc brakes, hydraulic shocks, 15" wheels and 205/60HR15 radials. Inside, there is an array of luxurious amenities provided as standard equipment.

No wonder Road & Track named Audi 5000 Turbo "Best Family Sedan" in the magazine's list of the ten best cars for the '80s.\*\*



**Audi: The Art of Engineering.**



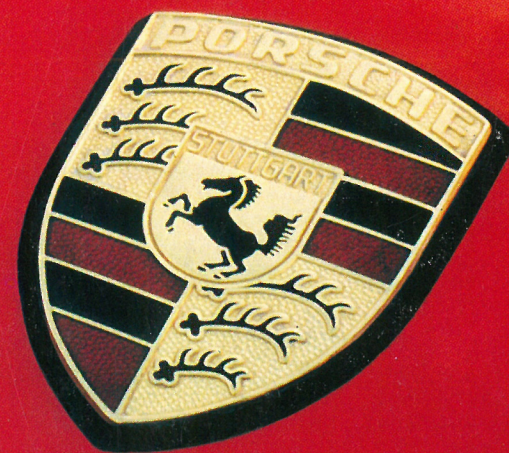
AUDI 5000S



AUDI 5000 TURBO



PORSCHE '82: NOTHING EVEN COMES CLOSE.





# P ORSCHE

## 911SC & 928

**Porsche 911SC. The classic Porsche evolves.** Porsche's policy of gradually refining a series is best illustrated by these classic lines strikingly similar to those of the first 911s built nearly two decades ago.

More luxurious than ever, with such standard features as leather-upholstered seats available at no extra charge, today's 911SC continues to set performance and handling standards attained by few other sports cars. Its 3-liter, air-cooled, 6-cylinder engine can propel the lightweight monocoque body from 0-60 mph in just 6.9 seconds.

For drivers with a taste for the great outdoors, Porsche 911SC Targa combines the all-weather comfort of a coupe with the exhilaration of open air driving. The roof folds neatly, and can be removed and stowed away in just minutes.

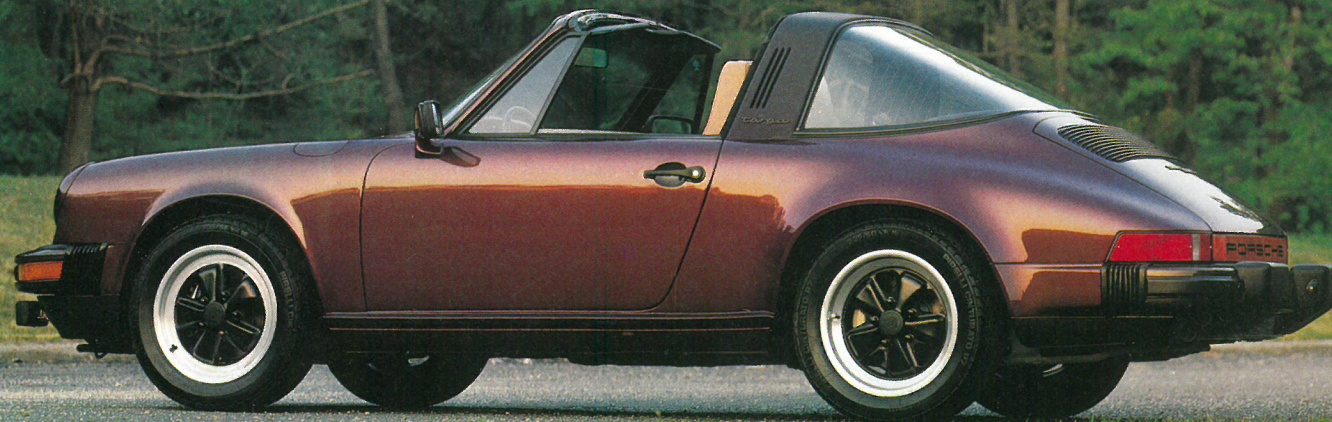
**Porsche 928. Out of Weissach comes an unprecedented Porsche.** The "Exotic Sports GT" on Road & Track's list of the ten best cars for the '80s\* has an aerodynamic shape that is at once futuristic, yet true to Porsche design concepts that have become the hallmark of the breed. This car is the culmination of decades of Porsche research and racing.

Porsche 928 is powered by an aluminum 220 hp V-8 engine that is fully capable of accelerating the vehicle from 0-60 mph in just 7.5 seconds. The Weissach rear axle endows Porsche 928 with superb handling. Its unique design helps control the direction of the vehicle and aids in minimizing oversteer.

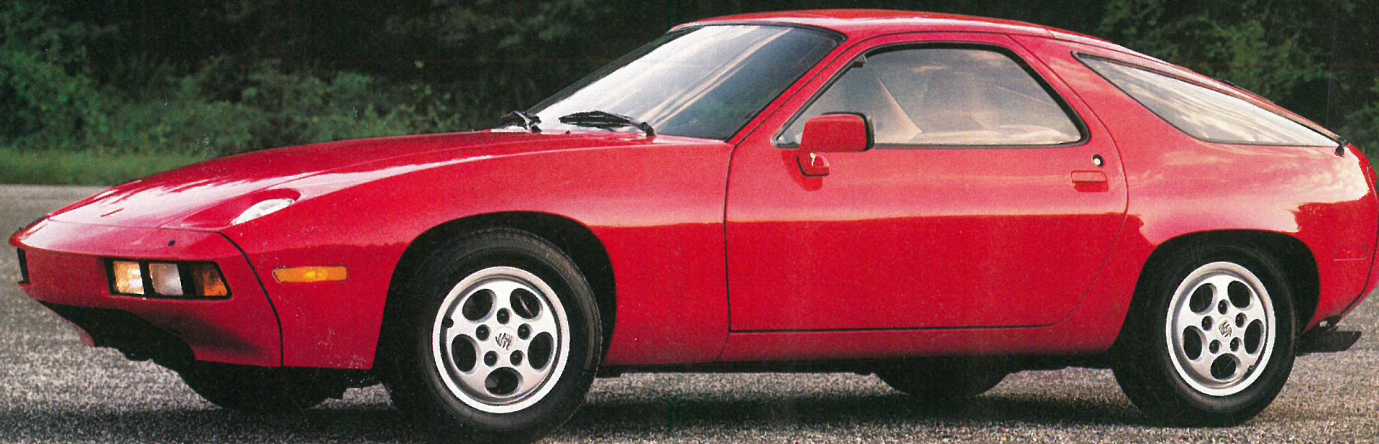
Its list of standard luxuries is lengthy. They range from available leather-upholstered seats, leather-covered steering wheel, dashboard and center console, to a headlight washing system, air conditioning, power windows, and automatic speed control.

\*Road & Track, August 1981

Specifications, options, and standard equipment subject to change without notice.



PORSCHE 911SC



PORSCHE 928





PORSCHE 924

# PORSCHE 924 & 924 TURBO

**Porsche 924. On the track or on the street, it's a winner.** Faithful to a racing heritage traced back through three decades, Porsche 924 has answered the challenge of SCCA competition and come away a winner.

Equally at home in grand touring, Porsche 924, with its low drag coefficient of just 0.36, combines high performance with a low sensitivity to crosswinds. Further enhancing handling, the engine in front and transaxle in back provide a near perfect weight distribution.

For '82, the already long list of standard amenities has been lengthened to include air conditioning and power windows. Yet for all its Porsche quality and luxury, it carries a price tag that's surprisingly low.



PORSCHE 924 TURBO

**Porsche 924 Turbo. An abundance of power.** With 40% more horsepower than its normally aspirated sister, Porsche 924 Turbo is a pleasure to handle in slow moving traffic, and a sheer joy on the open road. The turbo brings extra boost into play only as engine rpm's rise into the middle range. This extra thrust, always on call beneath the driver's right foot, gives 924 Turbo its stunning 9.1 second 0-60 mph acceleration.

Contributing to this outstanding performance is Porsche 924 Turbo's specially designed cylinder head and combustion chamber, a digital ignition system with idle stabilization, a second fuel pump, a beefed-up drive shaft, taller gearing, a modified suspension, and 15" radials.

**PORSCHE**  
NOTHING EVEN COMES CLOSE

