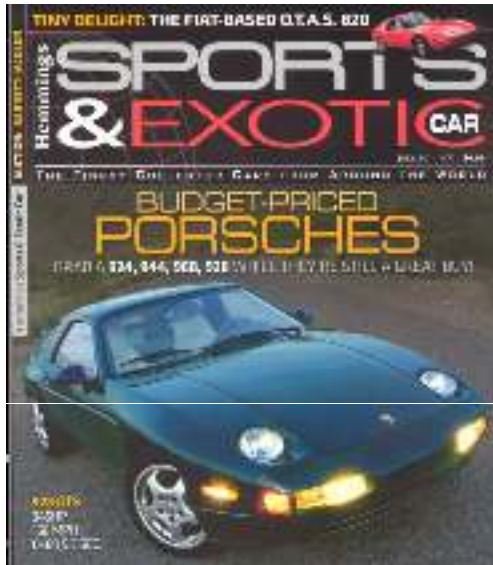


My Version of the History of the Porsche 928

Rich Andrade
928 OC
Membership Chairman
(my 928s pictured)



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The Porsche 928



- It's too expensive
- It isn't a real Porsche
 - Water cooled front engine
 - Is complicated and difficult to work on
 - Looks funny with those pop-up headlights
 - 80% shipped with automatic transmissions

Well, the world changes and much of the 928 is now in every Porsche

The 928 was Utilitarian Long Before the Cayenne



A factory installed trailer hitch was available as an option



Prof. Dr. Ernst Fuhrmann

1918 – 1995

Technical Dir. 1971

Porsche AG Chairman 1972 - 1980



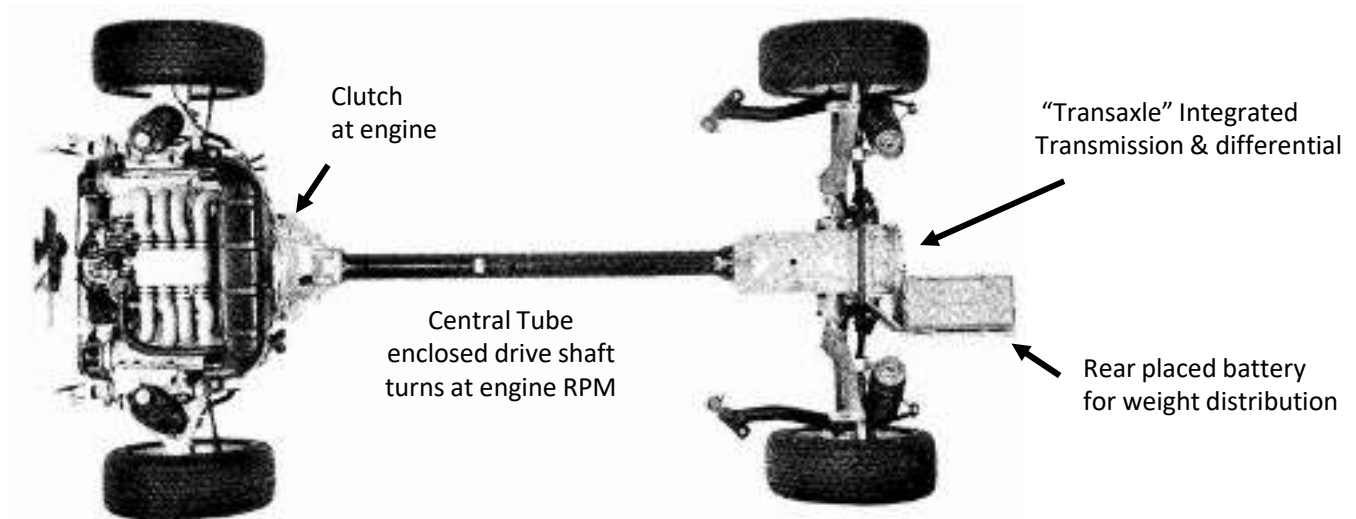
1952 Type 547 "Fuhrmann"

4 overhead cam engine

The year was 1971, what would be the next Porsche?

- 911 was in its 8th year of production
- Ernst Fuhrmann ordered a 911 upgrade to keep it competitive for the next 4-5 years
- A new project for a next-generation was begun
 - The USA was a major market
 - Had to address future regulations for emissions, 5 mph bumpers, engine noise
- Nov. 8, 1971 the instructions were given for a front engine with rear gearbox connected by a central tube
 - 90 degree V8 with capacity of 4988.8 cc
 - Water cooled
 - Two camshafts driven by a cogged belt
 - Included preliminary design for a "half" engine of 4 cylinders using identical parts

Porsche 928 Transaxle Design



Perfect 50% - 50% front to rear weight distribution



Porsche designed 5-speed manual transmission



Mercedes Benz sourced automatic transmission

Porsche 928 Weissach Axle Design

*Winkel **e**instellende, selbst stabilisierende **A**usgleichs-**C**harakteristik*
(angle-adjusting, self-stabilizing equalization characteristic)

- The 911 was well known for the “tail happy” oversteer, especially with throttle lift in a corner. Porsche wanted to correct that in with the future model
- With the Weissach axle, the front pivot bushing of the trailing arm is replaced by a short link. In this arrangement, when the vehicle decelerates and the wheel is "pulled" back, the result is toe in. This adds to stability and thus, reduces oversteer.



Porsche 928



Newer Porsches

The basic principle of its so-called Weissach axle can be found in nearly every modern Porsche sports car on the road today.



Anatole "Tony" Lapine
1930 - 2012
Chief Designer 1969 - 1989



Wolfgang Möbius

Styling Lead by Tony Lapine with Wolfgang Möbius Lead Designer

- Body Styling:
 - Good coefficient of wind resistance, small frontal area
 - Exterior was to maintain Porsche silhouette and be timeless
 - Plans included integrated bumpers and pop-up headlights
- Interior styling
 - Design had to accommodate the central tube
 - In the past Porsche had emphasized "free access" between front two seats but new design embedded the front seats between the tunnel
 - The result was a dash and console ... which has been carried through in all new Porsches designed ever since
 - Fuhmann commented *"You certainly designed me a fine Jesuit car there"*

Dr. Ernst Fuhmann, Porsche AG Chairman, about Tony Lapine: *"He is, of course, crazy. But that is my problem. One does not expect to ride a fine, spirited horse without some trouble. He is not your average citizen; he is one of the best and that will make anyone unusual."*

Early Design Sketches and Models



Porsche 928 "Cockpit"



First presentation of the 928 design to management
L to R: Heinz Brantzki, Ferry Porsche, Tony Lapine, Dorothea Porsche



928 vs. 911



Dr. Ferry Porsche and the 928



Porsche 4.5-liter 90° V8



From left to right: Dr. Ernst Fuhrmann, Helmut Bott, Wolfgang Eyb and Wolfgang Möbius

The Porsche 928



- Introduced at the 1977 Geneva Auto show as a 1978 model, displacement reduced from 4.988 to 4.5 liter
- Winner of 1978 European Car Of The Year



- Produced from Model Years 1978 to 1995, total production about 61,000

Model	Model years	Numbers made
928 (1, 2)	1978–82	17,669
928 S (3)	1980–83	8,315
928 S/S2 (4, 5, 6, 7)	1984–86	14,347
928 S4 (8)	1987–91	15,682
928 CS (9)	1988–89½	19
928 SE	1988	42
928 GT (10)	1989½–91	2,078
928 GTS (11)	1992–95[9][10][11][12]	2,904
Total	1978–95	61,056



Porsche 928 was the pace car at Le Mans June 10, 1977

Enter Peter Schutz, CEO Porsche AG



- Under Prof. Fuhmann, the Porsche 911 was scheduled to End Production in MY 1982
 - The fear was rear engine air cooled engines could not meet future emissions and noise regulations
 - Sales, profits and corporate moral were at a low level
- Peter Schutz Became CEO in the Spring of 1980
 - He recognized that the 911 was viewed as the heart of Porsche
 - Porsche had withdrawn from racing, Schutz realized that it too was central to Porsche and its image, racing was reinstituted
- Schutz Reversed the Decision to cease 911 production
 - The Porsche 928 price and market position was pushed “above” the 911, it was now positioned as a premium GT car

The Very Special 25th Anniversary of the Porsche 928

September 12-15, 2002



Porsche Club
928



- The Porsche Club 928 Germany is affiliated with Porsche AG like the PCA, but is 928 specific
- They have very close relations with past and present Porsche AG employees.
- For the 25th anniversary, they invited many of the Porsche management team who created the Porsche 928. They offered their unique memories and insight into this very special automobile
- The Porsche Club 928 graciously allowed a few non-members to attend. Betsy and I jumped at the chance for this once in a lifetime opportunity

Porsche Personalities That We Had the Honor of Meeting



Porsche Personalities, Left to right: Paul Hensler, Prof. Helmut Flegl, Manfred Krämer, Wolfhelm Gorissen, Dietmar Scherzer, Prof. Klaus Schellmann, Rainer List, Herbert Linge, Anatole Lapine, Dr. Heinz Rabe, Peter Falk.



Wolfhelm Gorrison
1st Project Manager



Helmut Flegl
2nd Project Manager



Tony Lapine
Design Chief



Peter Falk and Herbert Linge



Wolfgang Möbius, Lead Designer



Peter Falk explains
the Weissach Axle



Tony Lapine explains
the 928 design concepts



My 30 min. discussion with
Tony Lapine about all things 928



Tony Lapine autographed my 928 book

Porsche 928 History Rediscovered



Porsche 928 preproduction press cars #1 (left) and #6 (right)



Fahrgestell-Nr. (we call it VIN) 92088100011. Porsche started the VIN sequence at 11, so 11 = #1

Porsche 928 #1 Was Discovered in a N. Carolina Field

The first pre-production
928

VPN 12880001
 Completion Date: February 24, 1977
 Current registration: Texas plate 288-287
 by license: NC 288-287
 Disposition: Private Party - Auction Ltd

Press Fleet Construction:
 February 1977: The first 12 hand built in a single
 week at the factory in the 928 design room
 VPN 12880001 288-287

Factory History:

February 1977: Construction
 February: March 1977: Press Launch at Mas
 D'Artigny Hotel - St. Paul, France
 April 1977: 1st race: Factory and Wehrach

Ownership History:

1977-1979: Porsche
 1979: Ralfay Porsche Dealership, Hamburg Germany
 (see serial #12880001)
 1979-1981: Private individual, Northbrook, California
 1981: Imported to USA
 1981-1987: Private individual, NJ and NC
 1987-1997: Private individual, VA
 1997: Current Owner

Pre-Production Features:

Being the first "complete" pre-production 928
 construction, we have hundreds of unique prototype
 design and found in production only words later

Factory: Ownership
 1977-1979

Headliner Board:
 A hand-written serial
 off to Wehrach

928 Press Launch 2-22-77 to 3-8-77
 Mas D'Artigny Hotel - St. Paul, France

Car & Driver coverage at
 Mas D'Artigny Hotel - St. Paul, France

Post-Factory Owners

Ralfay Porsche
 Hamburg Germany, 1979

Hamburg Germany 1982

Spoilers added
 Nordstedt Germany 1981

Craigslie - North Carolina, 2011

Fine Dining Porsche 928 Style: 40th Anniversary



The Porsche 928 40th Anniversary Banquet was held at Motorworld, the former Württemberg state airport near Stuttgart.

A Porsche 928 Racecar

The Trigema 1982 Porsche 928 race car. Initially a research vehicle, the team convinced Porsche management to allow them to race it. Hans Clausecker and Günther Steckkönig entered the 1983 VLN Nürburgring 4-hour race – and won a total of three overall wins.



Hans Clausecker and Günther Steckkönig were guests of honor at the 40th Anniversary Banquet and told their story of developing and racing the 928 with a minimum of factory support. The car has been painstakingly Restored and is in the rotating display at the Porsche Museum.

Risky Business Porsche 928

Then owner Kevin Shows with his
RB 928 February 2020 at the Fountain
Hills Car Show



Tom Cruise's Risky Business Porsche 928
Sells For \$1.98 Million At Auction



My red 1979 928
with the RB928
behind and above
It at Exotic
Motorwerks



This wasn't
the Risky Business
"Hero Car"

Yes, we do have fun in our Porsche 928s!

