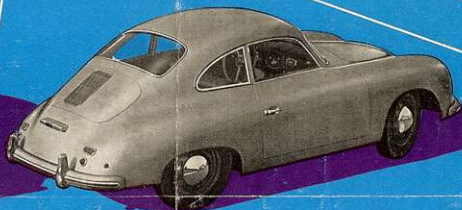


FOREIGN CAR & MOTORCYCLE SALES

George K. Maginniss

2936 EASTON RD. HORSHAM, PA. HATBORO 2106

OSBORNE 5-2106



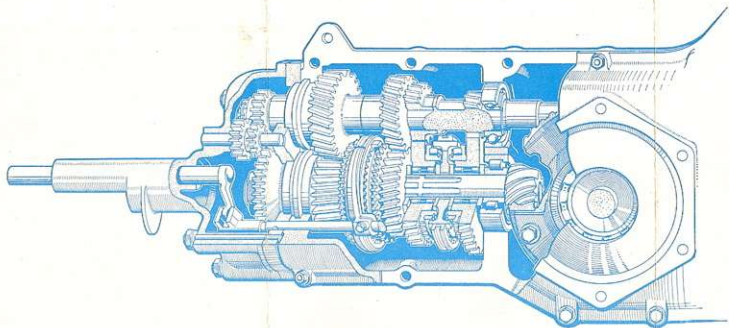
PORSCHE

GEORGE K. MAGINNISS
COWPATH ROAD BELOW BROAD ST.
LANSDALE, PA.
LANSDALE 4615

DR.-ING. h. c. F. PORSCHE KG STUTTGART-ZUFFENHAUSEN

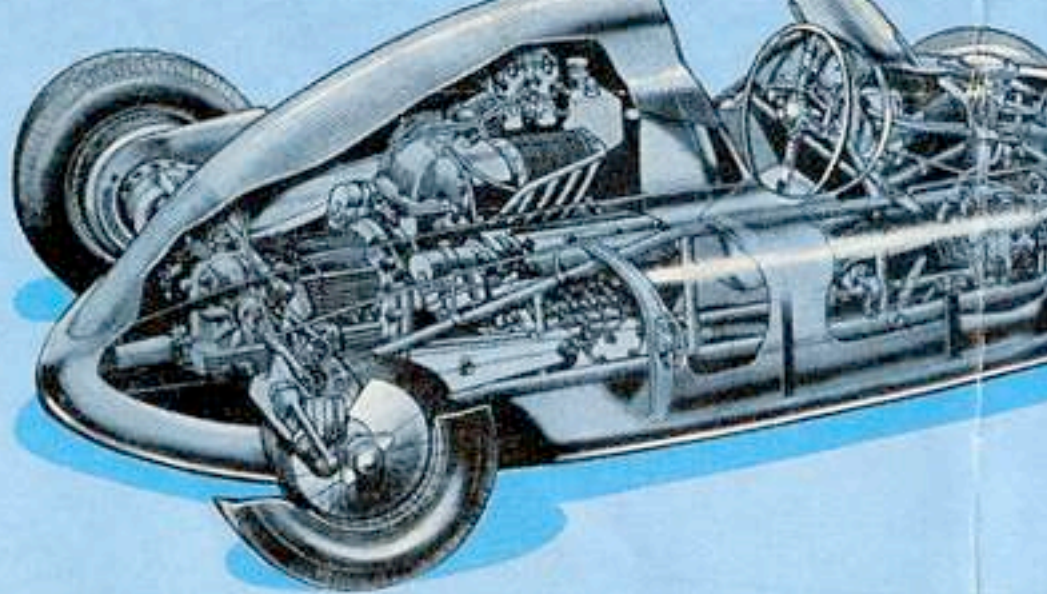
Among the many technical innovations

that are admired both by automobile experts and by laymen, the Servo Synchronmesh Transmission is the most significant. A synchronization by means of prestressed resilient sleeves was once deemed an impossible construction, because it seemed too simple. Then it was believed that the advent of the torque converter spelled the doom of the normal transmission. However, the Porsche Servo Synchronmesh Transmission set up a new yardstick for transmission engineering: shifting is now quicker and easier than ever before. The first gear, too, is synchronized and a full-fledged driving gear. The efficiency of the Porsche Synchronmesh Transmission soon becomes apparent, whether driving in dense city traffic or on the hair pin curves of mountain passes. To play the gears and get full acceleration and engine performance out of the Porsche is a source of unmitigated pleasure. Even "spoiled" drivers delight in this transmission and once more find pleasure in gear shifting and mastering speed.







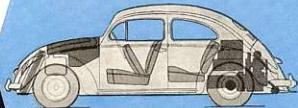


The Cisitalia racing car, designed 1946/47 with a 1.5 litre compressor engine of approx. 450 hp is the only racing car in the world in which the four-wheel drive can be engaged or disengaged at the driver's option. It has an opposed 12 cylinder rear engine drive. This was the first car equipped with the Porsche servo synchromesh transmission with sleeve synchronizing.

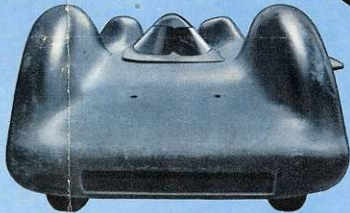


A forerunner of the VW
The present day features were laid down from 1931 to 1933

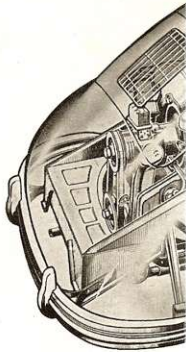
The first three VW cars were made by hand in Prof. Porsche's home garage and subjected to test runs covering 100,000 km (60,000 miles). The next series of thirty cars was crossed through 2 million kilometers of test running. In 1938 the foundation was laid for large series VW production. The severest possible testing ground was provided by the war



To determine the best possible stream lines for model 356, Porsche engineers made wool thread tests with the original test car



"T 80" was the designation of the super racing car that Porsche designed for Daimler-Benz to break the absolute world's speed record for automobiles. On this car, Porsche gained invaluable experience regarding the critical values of automobile construction

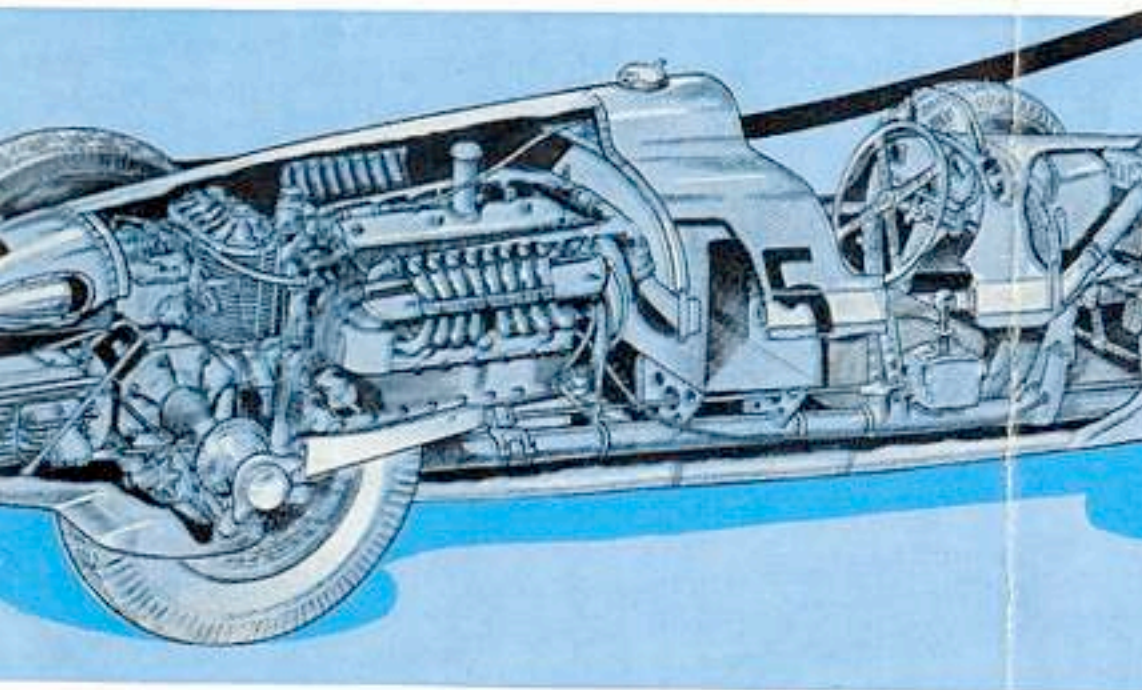


life covered a span of 50 years, his store of knowledge was invaluable. Great and many were the honors bestowed upon him, but he always remained the quiet, modest man who lived only for his work and his great idea.

carrying on the
ventive father.
was still alive,
new milestones
by creating th
and developing



As early as 1910
was possible to in
reducing air resist
"tulip form" of th



... racing car after the 750 kg formula. Its spring suspension and steering system were used in model 356