

Why a mid-engine Porsche?



This i

The Porsche 917.

Latest in a long line of Porsche racing cars that started in the mid-fifties with the 550 Spyder.

In its 2 years of competing for the Porsche factory, the 550 finished first in its class seven times, first in 2 classes twice, first overall seven times, first on Index of Performance twice.

In its first full year of competition the 917 has come in first and second overall in the 24-hour Daytona. First-second-third-fourth overall at Brands Hatch, England. First overall at Monza. First-third-fifth-sixth overall at Spa of Belgium. (The last three are 1000-kilometer races.) First and second at Watkins Glen.

The 917 has even won Porsche its first 24-hour Le Mans, and came in second, too, just to show it wasn't a fluke.

Between the old 550 and the new 917 were Porsches like the Carrera 6, with 90 firsts, 50 seconds, 30 thirds in one year. The 904, with 100 firsts, 50 seconds, 30 thirds in one year. The 908, with an actual first-second-third-fourth-fifth in one of the biggest races of the year.

But it's not the victories that the 550 and the 917 and all the others in between have in common.

It's the engine placement.

All these Porsches have their engines located almost exactly

s why.



in the center of the vehicle.

With resulting performance that we figured would be just as desirable on the road as in a race.

That's how our mid-engine Porsches gave us the idea for our mid-engine Porsche.

More important, it's how a Porsche became the first mass-produced car to incorporate the principle of an engine in the middle.

The weight of the mid-engine Porsche is distributed 45% in the front and 55% in the back.

What does this mean on the road?

It means that the brakes perform more evenly.

It means that the tires wear more evenly.

It means there's hardly any oversteer or understeer.

It means something you probably never gave much thought to: improved, smoother deceleration.

All because of a light alloy engine with a low (19.7-inches-off-the-ground) center of gravity located almost exactly mid-car.

The mid-engine Porsche.

An idea we stole.

From ourselves.

The



Porsche® 914.



It's a 2-seater, first of all. Like a sports car should be.

But where other sports cars wedge a back seat, the 914 has an engine. Behind the engine is a trunk. And up in front of the driver is another trunk.

The engine is air-cooled. So it can't boil over or freeze up. With a top and cruising speed of 110 mph. And electronic fuel injection to automatically feed the engine the exact amount of gas you need

in any situation.

The trunk behind the engine is 7 cubic feet big. The trunk in front of the driver is 9 cubic feet big.

Which adds up to 16 cubic feet of trunk space. And it isn't just for luggage, either. The front and rear are collapsible and impact absorbing.

The Porsche 914 is like no other 2-seater on the road.

Except one:

The Porsche

FABULOUS STEAKS
RIDGEWAYS
MUSIC WILDLY SWIMS
Polo Tracks
Biscuits Don't Stop

LOWENBRAU



he 914/6.



To begin with, it has everything the 914 has.

On top of a 2-liter engine. Which gives the 914/6 a top and cruising speed of 125 mph.

And high power engine that it is, the high rpm's, small displacement, large bore and short stroke make it efficient enough to deliver about 26 mpg.

Like the 914, the /6 has a unitized, welded body. Which makes it virtually one-piece and rattleproof.

Like the 914, it has a 4-wheel independent suspension to smooth out the roads.

Along with wide wheels and radial tires that help do the same thing.

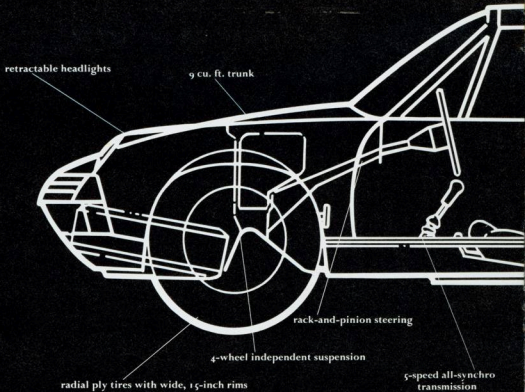
Like the 914, it has a removable fiberglass roof that stores under the rear trunk lid. (There's a window underneath the built-in roll-bar, so you don't get as much of a draft as you'd think.)

Like the Porsche 914, a 5-speed stick shift is standard.

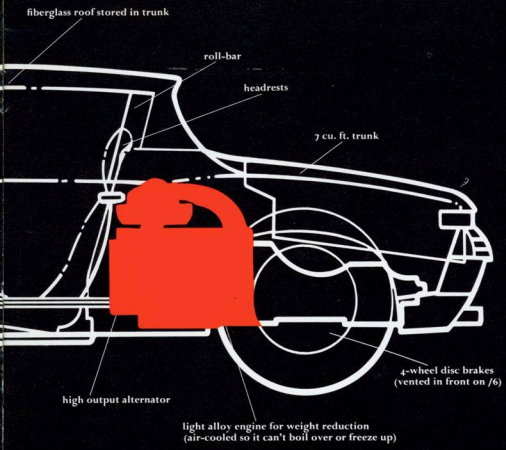
And an electric rear window defogger. And a center armrest and console. And tinted front and side windows.

The 914 and the 914/6: The first mid-engine Porsches not designed exclusively for the race track.

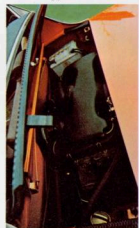
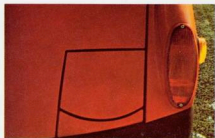
There's more to a than an engine



mid-engine Porsche in the middle.



Features



1. Driver's eye view of 914. 2. Combination driver's armrest and storage compartment. 3. Pop-up headlight as seen before it pops up. 4. 914 engine. 5. 914 roll-bar. 6. Door handle. 7. Air-cooling control. 8. Front trunk (9 cu ft capacity). 9. Shift handle. 10. Roll-bar for /6. 11. Rear trunk (7 cu ft capacity) showing tool kit included. 12. Antenna when you don't want to listen to anything. 13. Reflector. (There's one up front on each side, on fenders. 14. Headlights in up

Specifications

PORSCHE (1971 MODEL)		914	914/6
ENGINE:	Number of cylinders	4	6
	Bore	3.54 in (90 mm)	3.15 in (80 mm)
	Stroke	2.60 in (66 mm)	2.60 in (66 mm)
	Displacement, act.	102.5 cu in (1.679 ccm)	121.5 cu in (1.991 ccm)
	Compression ratio	8.2:1	8.6:1
	Horsepower SAE	85 at 5000 rpm	125 at 5800 rpm
	Maximum torque SAE	99.6 lbs ft at 3500 rpm	131 lbs ft at 4200 rpm
	Horsepower per liter	50 SAE	62.5 SAE
ENGINE DESIGN:	Type	Horizontally opposed 4, 4 stroke cycle, air cooled	Horizontally opposed 6, 4 stroke cycle, air cooled
	Valve arrangement	Overhead	Overhead in V
	Valve drive	Pushrods	1 ohc per bank of cylinders
	Camshaft drive	Gear type	Chain
	Crankshaft	Forged steel, 4 main bearings	Forged steel, 8 main bearings
DIMENSIONS:	Wheelbase	96.5 in	96.5 in
	Track, front	52.8 in	53.6 in
	Track, rear	54.3 in	54.5 in
	Overall length	157.0 in	157.0 in
	Overall width	65.0 in	65.0 in
	Overall height (unloaded)	48.0 in	48.4 in
	Ground clearance (loaded)	4.7 in	5.4 in
	Turning circle	approx. 33.5 ft	approx. 33.5 ft
WEIGHTS:	Dry weight DIN	1982 lbs	2070 lbs
	Max. permissible weight	2687 lbs	2780 lbs
	Max. axle load, front	1430 lbs	1430 lbs
	Max. axle load, rear	1430 lbs	1540 lbs
PERFORMANCE:	Top speed	approx. 110 mph	approx. 125.5 mph
	Power/weight ratio	25.2 lbs/HP/SAE	19.8 lbs/HP/SAE
	1 person + dry weight DIN	(11.20 kp/HP/DIN)	(8.5 kp/HP/DIN)
	Fuel consumption	approx. 26 mpg	approx. 26 mpg
	Lubrication	Pressure lubrication	Dry sump
	Carburetion	Bosch electronic fuel injection	Triple throat carburetors, 1 per bank of cylinders
ELECTRICAL SYSTEM:	Rated voltage	12 Volt (alternator 700 W)	12 Volt (alternator 770 W)
	Battery	45 Ah	45 Ah
	Ignition	Battery, coil and distributor	High capacity discharge ignition with battery, coil & distributor
DRIVE TRAIN:	Location of engine	Mid-engine, in front of rear axle	Mid-engine, in front of rear axle
	Clutch	Single dry plate	Single dry plate
	Number of speeds	5 forward, 1 reverse, fully synchronized	5 forward, 1 reverse, fully synchronized
	Axis ratio	4.429:1 (7/31)	4.429:1 (7/31)
CHASSIS and SUSPENSION:	Frame	Welded, pressed steel sections unitized with body	Welded, pressed steel sections unitized with body
	Front springing	Longitudinally mounted round section torsion bar, 1 per wheel	
	Rear springing	Coil springs—with hydraulic, double-acting telescopic shock absorbers, 1 per wheel—and rubber buffers	
	Service brake	Dual brake system, hydraulic disc brakes on all 4 wheels. For 914/6 internally ventilated discs in front	
	Hand brake	Mechanical disc brake on rear wheels with control light	
	Brake disc diam.	Front 11.0 in (281 mm)	Front 11.12 in (282.5 mm)
		Rear 11.1 in (282 mm)	Rear 11.26 in (286 mm)
	Rims	4 1/2 x 15 (steel)	5 1/2 x 15 (steel)
	Tires	155 SR 15 Tubeless	165 HR 15 with tube
	Steering	ZF rack and pinion	ZF rack and pinion
Steering ratio	1:17.78	1:17.78	

