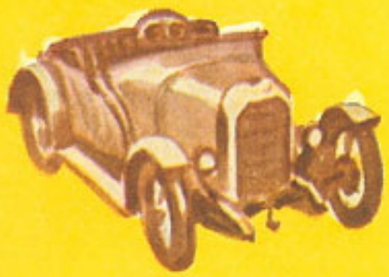
1900

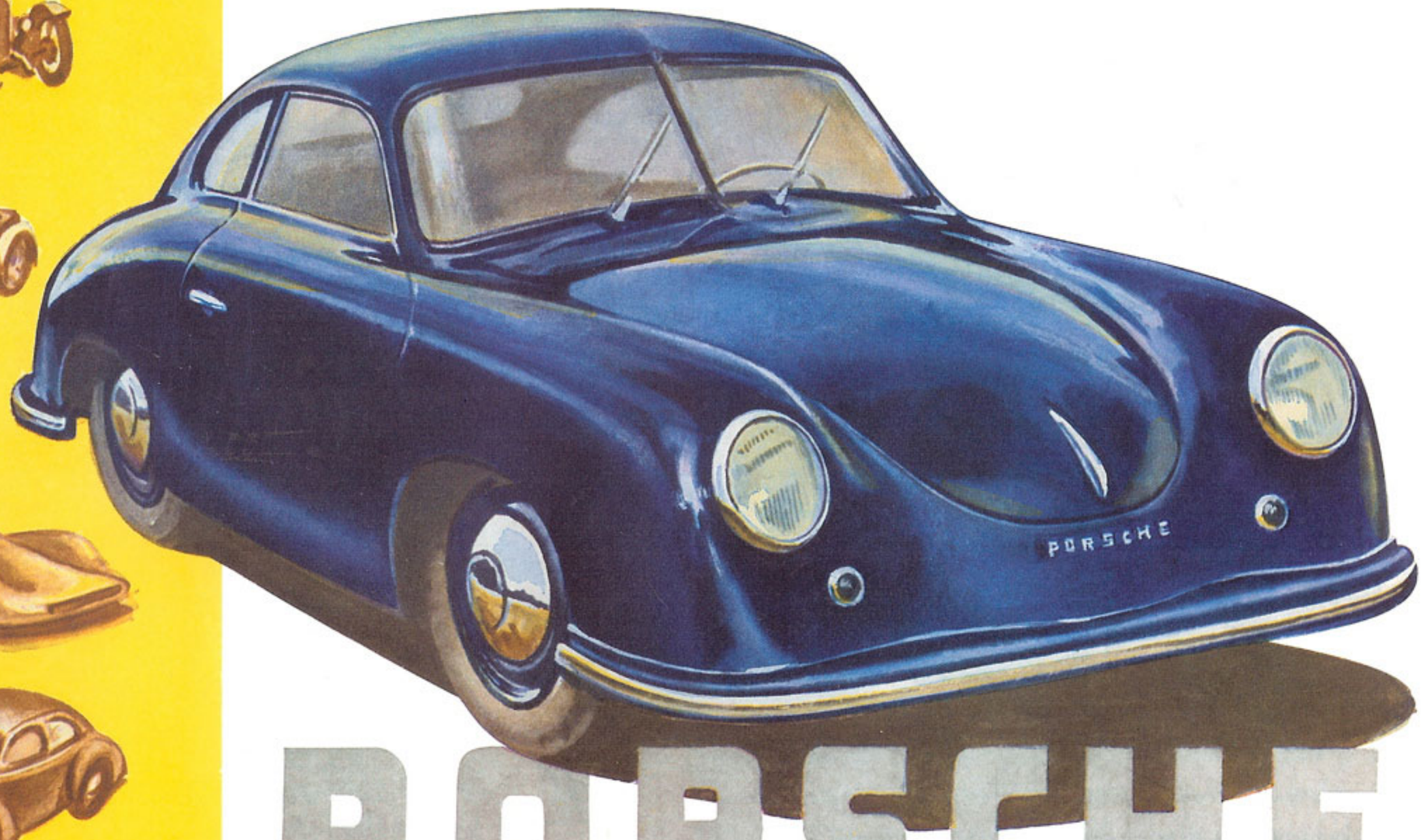


1910

1925

1935

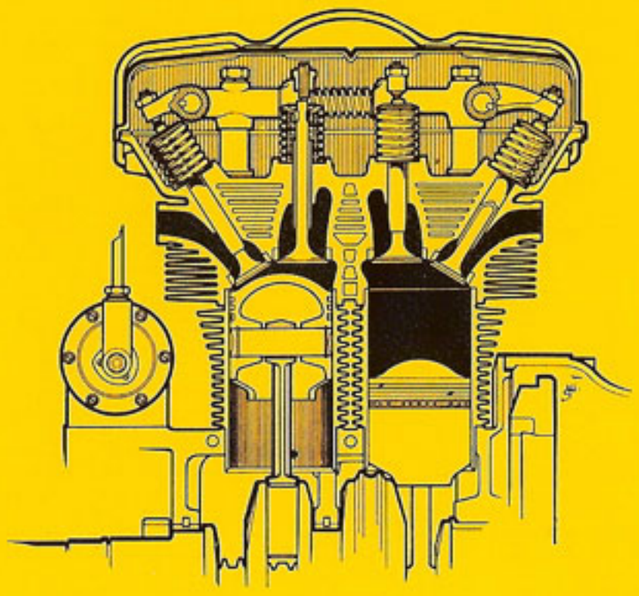
1945

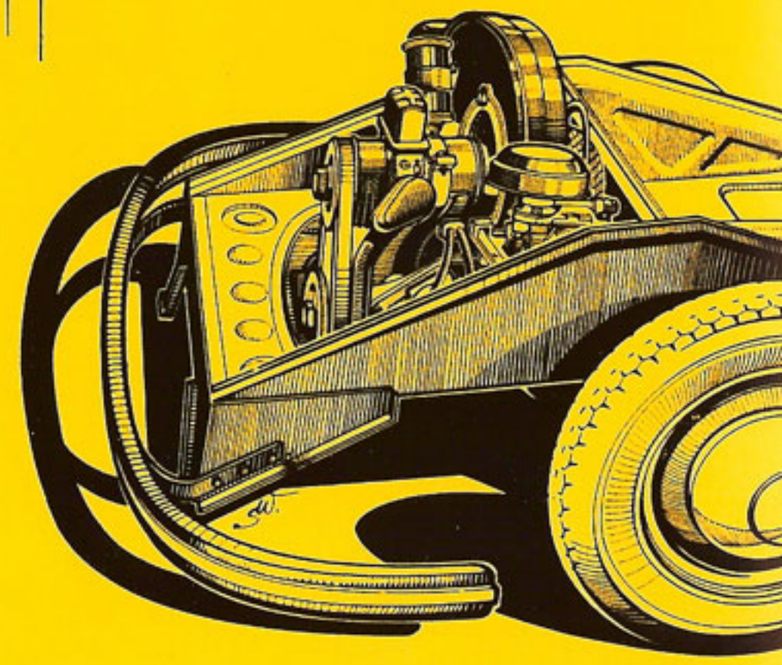


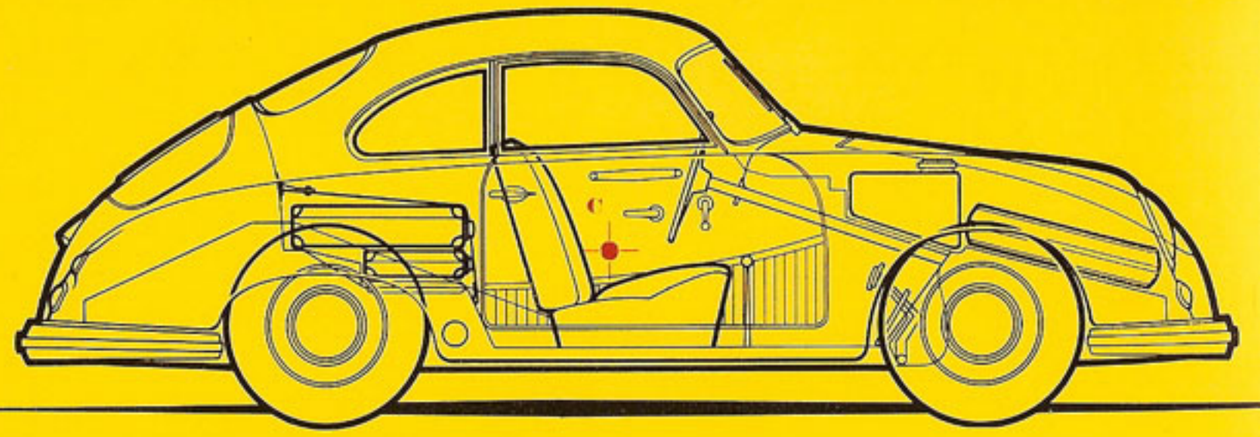
PORSCHE

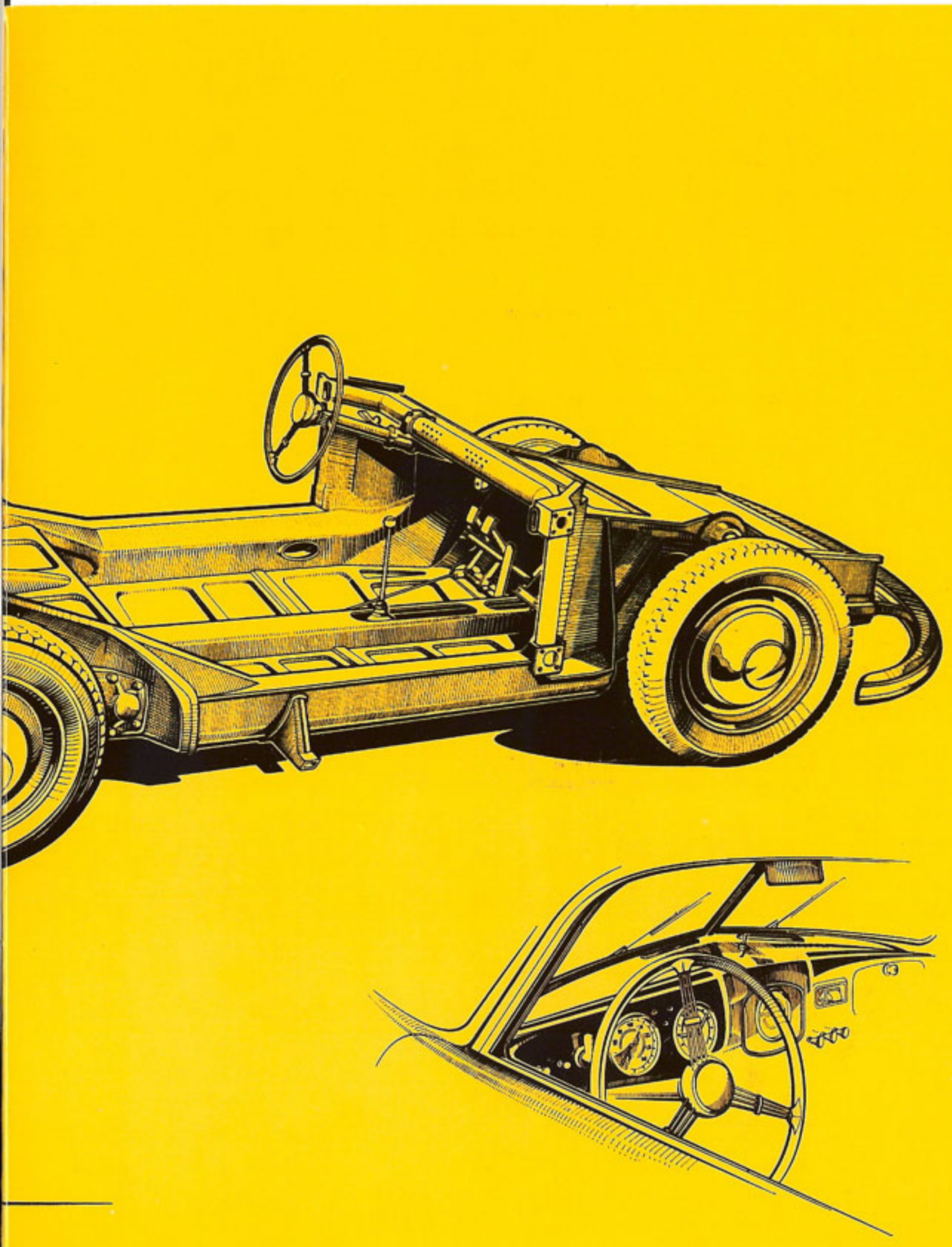
Porsche a name which is synonymous with progress in the automotive field. Whenever the name of the engineer-designer Porsche is mentioned, important technical developments, each one a step ahead on the road to the perfect automobile, come to mind: The Lohner-Porsche car, sensation of the Paris Auto Show of 1900; Austro-Daimler's winning streak in international automobile racing before the First World War; The Mercedes-SSK of the 1930's, one of the fastest and most famous sports cars of all time; the Auto-Union racing car with its radical innovations and unequalled success in the history of Grand Prix racing; last, but not least, the Volkswagen, easily the most advanced small utility car in the world today.

After 50 years' experience in the construction of automobiles Professor Porsche has now given his own name to his latest creation. This new, fast sports car, incorporating the structural ideas of the Auto-Union and the Volkswagen, is indeed the paragon in modern motorcar design. The problem of low fuel consumption (35 M. P. G.) with high performance (85 M. P. H. with terrific acceleration) has been exceptionally well solved. Here is an automobile with real character, made for the connoisseur of fine cars. Its capability of unusually high average speeds in true safety and comfort is the result of a perfect blending of high performance, excellent roadholding, visibility, brakes, driving position and fingerlight but precise steering. The following construction features mark the Porsche as the outstanding car among modern automobiles: 4 cylinder, opposed, rear engine; pressed steel frame; lowest possible center of gravity; torsion bar independent suspension on all wheels, completely aerodynamic bodies in sedan and convertible form.





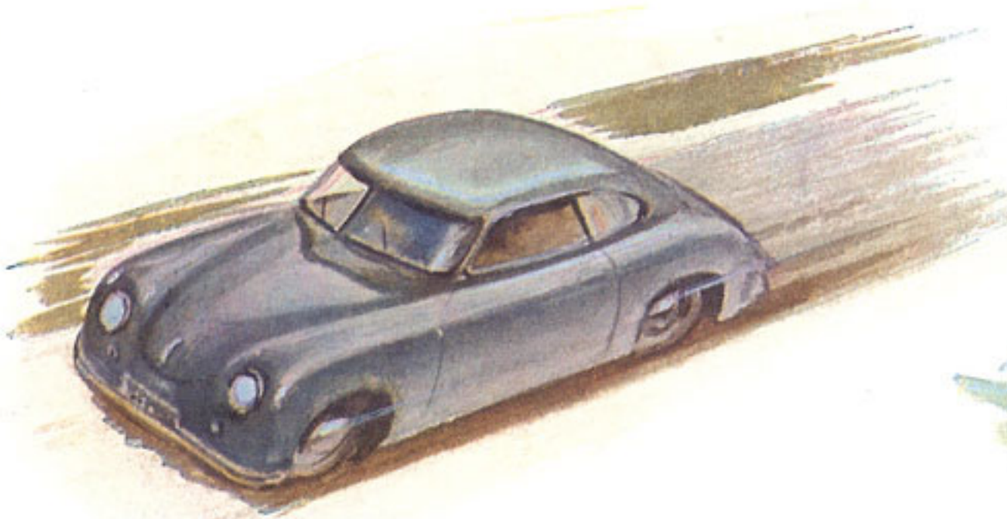




ENGINE: 4 cylinder, opposed (pancake) O. H. V, rear engine of 1286 (or 1086) ccs. Bore: 3.15″ (or 2.9), stroke: 2.52″ 44 (or 40) brake horsepowers at 4,000 R. P. M.; high performance cylinder head of light alloy with totally new combustion chambers design; mechanical fuel pump; two down draft carburators with acceleration pumps and air cleaners: six volt coil ignition; air cooling by blower; full pressure lubrication incorporation and oil cooler.

CHASSIS: The reinforced, flat, pressed steel frame in conjunction with the all-steel body provides extraordinary stiffness against torsional and bending stresses. The transmission consists of a single dry plate clutch and four speed and reverse-gear box, giving the following maximum speeds: first-20 M. P. H., second-40 M. P. H., third-65 M. P. H., fourth-85 M. P. H.; suspension is independent on all four wheels by torsion bars and parallel trailing links. The hydraulic shock absorbers are provided for all wheels. The hydraulic foot brake acts on all four wheels while the handbrake operates by cable to the rear wheels only. The spare wheel and fuel tank are located under the front hood. Tank capacity is 12 gallons giving a driving range of approximately 420 miles.

BODY: Streamlined sedan and streamlined convertible, two very comfortable, independently adjustable seats. Extra large luggage compartment behind seats. Seats for two children, or one adult, can be installed in this compartment. A large, two-piece, curved windshield provides excellent visibility. The hot-air heating system is fully adjustable to cope with any climatic condition and adds to the driving comfort. Directional signals are standard equipment.



Technical Specifications

Maximum Speed	85 M. P. H.
Overall Length	152 ins.
Overall Width	66 ins.
Overall Height	51 ins.
Wheel base	83 ins.
Track, Front	50 3/4 ins.
Track, Rear	49 1/4 ins.
Ground Clearance	7 ins.
Turning radius	16 ft.
Weight, Chassis	990 lbs.
Weight, Total, Dry	1640 lbs.
Tire Size	5.00–16
Capacity, Fuel Tank	12 gals.
	inc. 1 1/2 gals. reserve
Capacity, Engine Oil Sump	5 pts.
Fuel Consumption	35 M. P. G.

Technical alteration reserved