





Look, a Porsche! Praise, admiration, and respect are spoken on sight whenever one zips by. Be it in Berlin, or the Copacabana, Bond Street or Park Avenue — it is always the same reaction, as if the Porsche world premiere were not 14 years ago.

But the Porsche owners know why. To them there is no question that the car is peerless. It is incomparable in the combination of purity of design, luxury, prestige, safety, response, and complacency. Or can you name another one that can peg 109 mph with an 88 HP engine?

More than 10000 international racing victories have been recorded in the Porsche annals. No car goes through a tougher test and what other proof can we offer to show that everything about it is just simply tops. Already on your first drive in a Porsche — or even if you're just a passenger sitting beside the driver — you'll

notice right from the start the good feeling of seemingly infinite amount of safety in the car's behavior. This can be attributed to several factors, like the low seating position right in the car's center of gravity, flat cornering at high speeds, the rapidly responding and well tracking brakes, the always available surges of power to the rear wheels, and the ease of passing due to quick acceleration. One is constantly fascinated by the almost playful manner in negotiating curves where the laws of traction seem to be nullified. And then the hundred engineering ingenuities which make Porsche driving to sheer pleasure, like Driving At Its Best.

And then something else. Porsches just don't come off an assembly line in thousands. There still is much handwork put into every Porsche. This involves care, devotion, and precision skills. Otherwise it would be just another rig from the run of the mill — and never a Porsche.



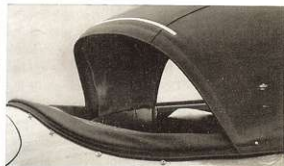
Cabriolet

Have you ever driven an open car? Of course, the ladies must wear a scarf and there is more wind noise than in a closed car. On the other hand, one feels more intimate with the elements of nature and will find car driving more of a sport with wind, sun, and the sky all around. Have you ever taken a close look at the Porsche convertible top? Here is one convertible top still from the old school — solid and tough — and even the worst of downpours can't budge it. Opening and closing isn't even a problem for ladies. The important thing about it is that even with the top up one still can see out. The rear window is large and can be opened by a pull on the zipper. As you can see, Porsche gives much consideration to the little things.

Very practical is the easily accessible fuel tank spout which is located in the right front fender on all cars with left hand drive.

A built-in zipper in the Cabriolet top makes it possible to open the rear panel.

This is quite convenient during the summertime since the top may be kept up to provide shade, while the rear panel is dropped to allow a pleasant breeze to pass through.

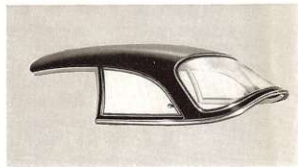


Cabriolet

with removable top

Isn't this ideal? During the summer you're driving a convertible and in winter a limousine, and all that in one car if you choose to order a removable top with your cabriolet. Many Porsche owners admire the drop-back line donned by the hardtop even more than the fast-back of the Coupe but, of course, it is all a matter of individual taste. One thing, though, this way you'll gain a few inches more head room in the jump seat at rear.

The removable top is available in colors contrastingly matching the car's basic color.



Windshield wiper variable speed
Wind wings in front and rear
Glare-proof rear view mirror
Laminated safety glass windshield
FM suppressed windshield wiper motor
Ventilated rear window (except Cabriolet)
Cabriolet rear window with zip fastener

Lights

Back-up light
Variable instrument illumination
Reading light on dashboard

Signal System

Headlight signal
Two tone horn

Instruments

Speedometer with total mileage and trip mileage

Oil temperature gauge
Indicator lights for generator, turn signal, high beam, parking lights, oil pressure and emergency brake
Electric clock

Locks

Both doors are equipped with locks and can also be locked from the inside
Glove compartment with lock
Fuel tank cap to be opened from inside
Front lid lock for Cabriolet
Gearshift lock

Accessories

Ash tray
Cushioned dashboard
Cigarette lighter combined with electrical outlet
Courtesy grip for passenger

Clothes hanger hook at each door post (except Cabriolet)
Cushioned sun visors with a make-up mirror for passenger
Map pocket in each door
Reclining seats
Heater and fresh air vents
Fuel valve with reserve position
Sockets for safety belts

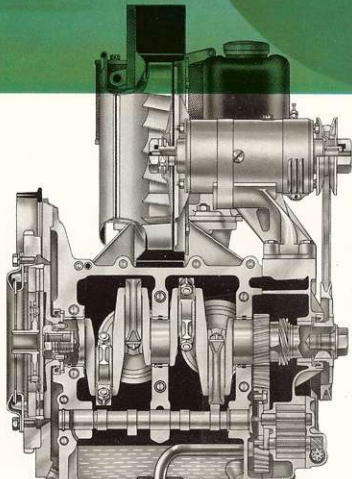
Others

Tow ring under front of car
Top cover for Cabriolet
Undercoating
1 touch-up paint dispenser
7 standard colors and 6 interior combinations from which to choose



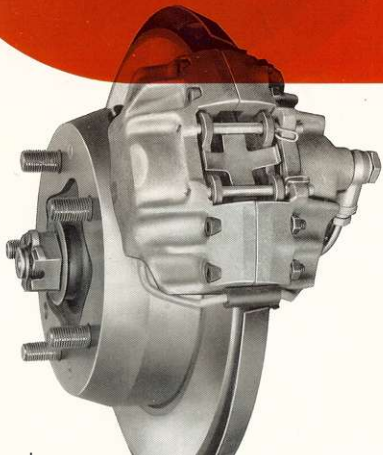


The Engine



The unforgettable Professor Porsche was devoting his skills to initial experiments of cooling engines with air as early as 1912 when he designed an air cooled aircraft engine for Austro Daimler. When drawing up the plans for the Volkswagen prototype, he reintroduced air cooling again. Since then, many automobile manufacturers have switched to air cooled engines, even relocating these to the rear of the vehicle.

The Porsche engine is air cooled. It operates on the four stroke cycle, gasoline combustion principle. The four cylinders are arranged in two flat banks opposing each other, sometimes referred to as the pancake type. The camshaft, located in the crankcase and running in three bearings, controls the overhead valves over pushrods and rocker arms. Two dual-throat downdraft carburetors supply the fuel/air mixture required for combustion. Porsche engines are "potent" not only at top revs but are also surprisingly flexible at low speeds, and the main thing is: they stay together.

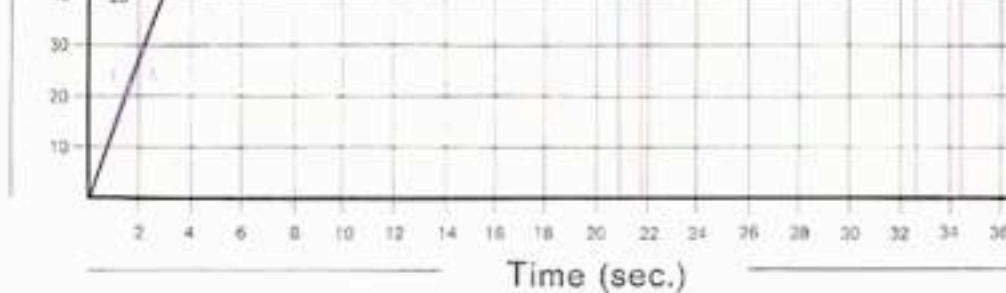


Porsche now has switched to disc brakes. Funny, some people will say "a bit late" since disc brakes have been with us for years. But those critics are simply underestimating our technicians. Every new concept in designs must first prove itself before it can be put to hard use and Porsche, having had excellent drum brakes, could afford to wait until there was available a disc brake of the kind which would successfully stand under the toughest tests.

The brake pedal actuates the disc brakes on all four wheels. Heat generated through braking friction quickly dissipates from the brake discs which are cooled by exposure to the air stream. Maintenance-free, automatic adjustment devices in the brake pistons ensure a constant brake pedal travel.

The handbrake is of the drum type and acts mechanically on the rear wheels.

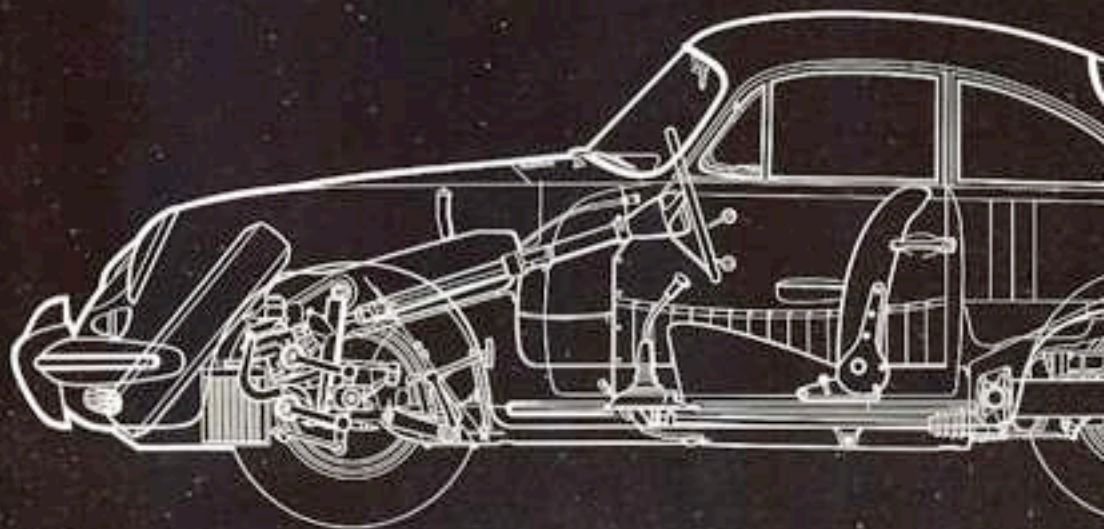
The Disc Brakes



Acceleration and average speed for 1 km (.621 mi)
Type 356 C/1600 C Coupe, time for driving 1 km.



Acceleration and average speed for 1 km (.621 mi)
Type 356 C/1600 SC Coupe, time for driving 1 km.



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Engine		Type	
Four-cylinder	Four-cylinder carburetor engine in flat-four arrangement with overhead valves		
Bore	3.25 in. (82.5 mm)	3.25 in. (82.5 mm)	
Stroke	2.92 in. (74.0 mm)	2.92 in. (74.0 mm)	
Displacement	96.5 cu. in. (1582 cm ³)	96.5 cu. in. (1582 cm ³)	
Compression ratio	8.5 : 1	8.5 : 1	
Horsepower (DIN)	76 HP at 5200 rpm	95 HP at 5800 rpm	
Horsepower (SAE)	88 HP at 5200 rpm	101 HP at 5500 rpm	
Max. Torque (DIN)	90.5 ft. lbs. (12.5 mkg) at 3000 rpm	91 ft. lbs. (12.5 mkg) at 4800 rpm	
Transmission		Four fully synchronized forward speeds and one reverse gear	
Gear ratios	Europe		
1st	1 : 3.09 (31 : 34)	1st	1 : 3.09 (31 : 34)
2nd	1 : 1.765 (37 : 39)	2nd	1 : 1.765 (37 : 39)
3rd	1 : 1.13 (23 : 25)	3rd	1 : 1.13 (23 : 25)
4th	1 : 0.815 (27 : 29)	4th	1 : 0.882 (27 : 29)
4th (USA)	1 : 0.882 (27 : 29)		
Reverse	1 : 3.58	Reverse	1 : 3.58
Body			
Frame	Repaired thin-walled sections welded to body		
Front suspension	Ball-bearing rim suspension links with struts/leaf		
Front springs	Two (torsion bars) upper/lower torsion bars transversely oriented		
Rear suspension	Swinging half-axle moving 1 compensating spring additionally about a diagonal axis		
Rear springs	One round-section torsion bar per wheel transversely mounted		
Shock absorbers	Diatomic acting telescopic shock absorbers front and rear		
Service brake	Disc brake on all wheels		
Wheels			
Tires	8.80-15 Sport	165-15 Bracon (racer)	
Tire pressure	Normal driving front 18 psi (1.3 atm) rear 28 psi (1.9 atm)	Normal driving front 28 psi (1.8 atm) rear 26 psi (1.8 atm)	
	Race or Sport driving front 21 psi (1.5 atm) rear 26 psi (1.8 atm)	Race or Sport driving front 26 psi (1.8 atm) rear 28 psi (2.0 atm)	
Fuel tank capacity	Total of 13.5 gal. US of which 1.5 gal. US are reserve (20 liters, 6 liters reserve)		
Dimensions			
Wheel base	32.7" (830 mm)	32.7" (830 mm)	
Front track	31.4" (799 mm)	31.4" (799 mm)	
Rear track	30.7" (779 mm)	30.1" (772 mm)	
Length	185" (4670 mm)	183" (4610 mm)	
Width	65.8" (1670 mm)	65.8" (1670 mm)	
Height	Coupe, Cabriolet 51.8 in. (1315 mm)		
Turning circle	33.5 ft. (10 m)	33.5 ft. (10 m)	
Weights			
Dry weight (DIN)	2200 lbs. (985 kg)	Coupe, Cabriolet	
Max. loaded weight	2700 lbs. (1230 kg)	Coupe, Cabriolet	
Max. speed	100 mph	115 mph	