

Porsche 1975

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1975 PORSCHE LINE ANNOUNCED

Twenty-five years of motoring in its finest form is represented by the 1975 Porsche automobile lineup which again includes a full spectrum of models ranging from the economical 914 to the prestigious 911.

Value leader of the 914 series is the 1.8-liter, the sporty two-seater whose removable hardtop and gas-saving fuel-injected engine make the car one of the most popular Porsches ever. Restyled modestly to incorporate recoverable rubber safety bumpers, the handsome mid-engined sportster also features reengineered powerplants tailored to meet this year's more stringent emissions standards.

At the heart of the 1.8-liter model is a fuel-injected 1795 cc air cooled engine which develops 72 hp (SAE net) and gives the car a top speed of over 107 mph and a 0 to 60 acceleration time of 13.5 seconds. Additionally, for use only in California, this engine is equipped with an exhaust gas recirculation system (EGR) and catalytic converter. The mid-engine location gives the 914 almost neutral handling, a feature sports car owners will appreciate.

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4-11-12/75

Porsche -- page two

Available for the 1.8 this year are a variety of appearance options including a center-cockpit sport console with a temperature guage, ammeter and electric clock; and a padded steering wheel, bumper mounted fog lights and center arm rest.

For those seeking a top-of-the-line model, at lower 914 prices, Porsche offers the 2.0-liter version of the same machine. The 2.0 utilizes a 1971 cc fuel-injected powerplant whose 84 hp (SAE net) gives the car a top speed of 113 mph and a 0 to 60 time of 12 seconds.

With its larger displacement and higher output, the 2.0-liter engine relies on secondary air injection to meet federal emissions standards, and air injection, exhaust gas recirculation and catalytic converter to comply with California's emissions laws.

For the competition minded, the 1.8 and 2.0 models may be ordered with a performance package which includes a front spoiler, cast alloy wheels and front and rear stabilizer bars.

Prestige-conscious automobile buyers will appreciate the 911 which is available this year in "S" and Carrera models. Both cars share the same 2.7-liter, rear-mounted, air cooled engine, which has been designed to provide optimum performance under all American driving conditions.

In U.S. form, this 2687 cc powerplant is equipped with CIS fuel-injection and develops 165 DIN horsepower (157 SAE net) while in California trim, the same engine is fitted with an exhaust gas recirculation device and develops 160 DIN horsepower (152 SAE net).

(more)

Porsche -- page three

Performance figures for the new engine include a top speed of 134 mph with a 0 to 60 time of 8.4 seconds for the U.S. version, and a top speed of 132 mph with a 0 to 60 time of 8.6 seconds for the California model.

For 1975 the "S" becomes the basic 911. Standard equipment includes 6 x 15 inch cast alloy wheels, a full compliment of instruments, tinted glass, intermittent-sweep windshield wipers and pop-open rear windows. Also standard are front and rear stabilizer bars.

This year's top-of-the-line Carrera comes equipped with all of the "S"-model's features, plus a new front and rear spoiler, both with rubber safety edging (7 x 15 inch front, 8 x 15 inch rear), forged alloy wheels and leather seats, velour carpeting and electric windows. A versatile 5-speed transmission is also standard on the Carrera.

Available on both the "S" and Carrera models is Porsche's Targa body style with its integral roll bar. It makes the 911 a convertible when its detachable top is stowed away. A 3-speed Sportomatic transmission is optionally available on both models.

For the connoisseur, Porsche offers a limited number of Silver Anniversary Porsche 911 S Targas and Coupes fitted with custom interior and a special silver metallic paint. Each of these cars bears a personalized dash plaque. Signed by Dr. F. Porsche, head of the family-owned company, it lists the car's limited series number.

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