

VW-Porsche 914

The mid-engined sports car



Together, VW and Porsche have developed the sports car concept of the future.



There are certainly sports cars comparable in performance with the VW-Porsche 914. And there are sports cars on sale at the same price. But you will look in vain for one that, taken all in all, offers you as much as this new sports car.

VW and Porsche designed this vehicle with the deliberate aim of offering genuine sports-car driving.

It had to possess the roadholding of a competition car, combined with all the desirable qualities of an "everyday" runabout.

This is why the VW-Porsche has a roomy, comfortable interior conforming to the latest occupant safety requirements. And why we provided two luggage compartments with a combined capacity of more than 16.1 cubic feet.

Workmanship and finish, too, are up to the high standards which VW and Porsche have always maintained.

Racing experience has shown that only the mid-engine position can yield optimum roadholding — so the VW-Porsche 914 has a mid-engine.

Scarcely any racing cars still retain the front or rear engine layout. These cars have proved incapable of competing against a mid-engined design.

What is the reason?

A mid-engine puts the car's center of gravity just where it's wanted, and ensures ideal weight distribution. So roadholding is never less than perfect. Frontal area is reduced and a true aerodynamic body shape becomes possible. Braking force is also evenly distributed, since the car's weight is exerted evenly downwards on all four wheels. And with a mid-engine layout, excessive body overhang is eliminated.

The handling characteristics of the VW-Porsche are neutral, resulting in the ample reserves of lateral acceleration which a sports car needs.

How is it, then, that mid-engines are still mainly restricted to the racing circuit, and not often found in "everyday" cars?

Quite simply: space. A mid-engine takes up the space where rear passengers would normally be seated.

So the VW-Porsche has no occasional seats at the rear — but the interior is so wide that three people can sit abreast.

The no-compromise body design concept. Coupé and convertible at the same time, with two above-average luggage compartments.

No need to make up your mind whether you want the VW-Porsche as a coupé or a convertible. It's both in one.

It comes equipped with a safety roll bar and a removable roof panel which stows away easily in the rear luggage compartment with hardly any loss of space.

Incidentally, you will have saved yourself the cost of a separate hardtop.

What the VW-Porsche offers in the way of luggage accommodation is not only unusual for a sports car — it would not disgrace quite a number of family compacts: 5.7 cu. ft. at the front, 7.4 cu. ft. at the rear.

Not forgetting, too, that these spacious luggage compartments also act as impact absorbing zones which combine with the rigid passenger compartment to offer the occupants maximum protection in an accident.

So the mid-engine not only gives the VW-Porsche the handling qualities of a racing car — it brings a host of advantages for day-to-day driving on our roads.

- 1 Sporting, clearly laid out instrumental panel
- 2 Pop-up main headlights with quartz-iodine additional headlights
- 3 Front luggage compartment capacity 5.7 cu. ft.
- 4 Rear luggage compartment capacity 7.4 cu. ft.
- 5 Safety roll bar included in specification
- 6 Comfortable seats incorporating head restraints
- 7 Easily distinguishable stop, rear and turn indicator lights



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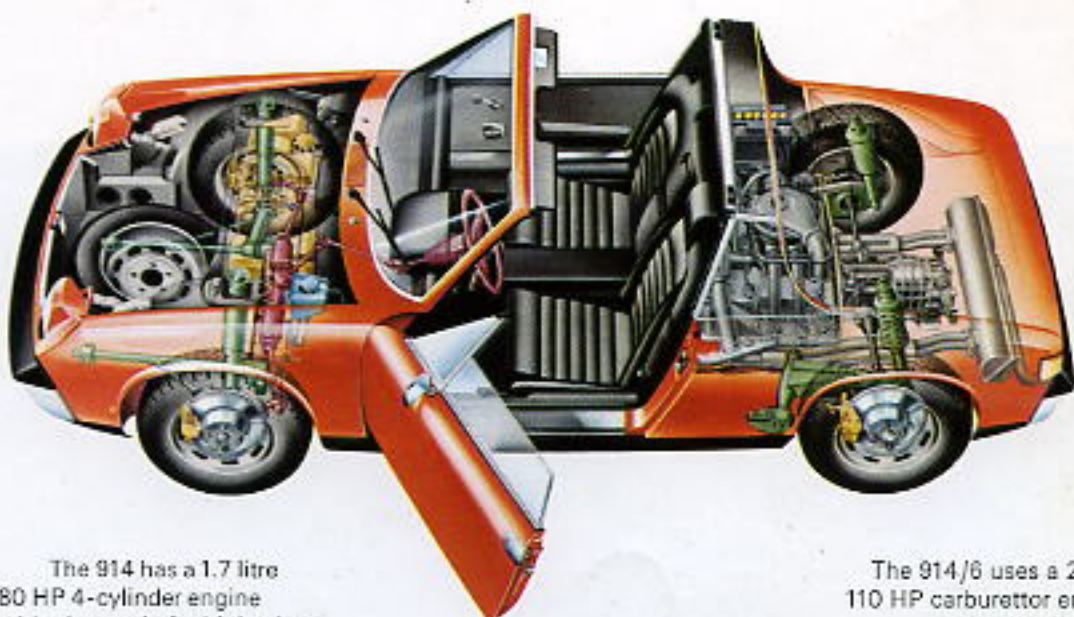


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There are two powerful VW-Porsche 914 models.



The 914 has a 1.7 litre
80 HP 4-cylinder engine
with electronic fuel injection.

Its top speed is 110 mph, and it accelerates
from 0-100 kph (0-62 mph) in 13 seconds. Fuel
consumption is 29.2 mpg (US), 34.8 mpg (Imp.)
by the DIN standard test method.

The 914/6 uses a 2-litre
110 HP carburettor engine
with 6 cylinders.

It can reach 125 mph and accelerate from
0-100 kph (0-62 mph) in 9.9 seconds.

Fuel consumption (DIN standard test) is
26 mpg (US), 31.4 mpg (Imp.).

	914	914/6
Engine		
Number of cylinders	4	6
Bore/stroke	90/86 mm (3.54/2.60 in.)	80/66 mm (3.15/2.60 in.)
Displacement	1679 cc (102.4 cu. in.)	1991 cc (121.5 cu. in.)
Compression ratio	8.2:1	8.6:1
Output (DIN)	80 HP at 4800 RPM	110 HP at 5800 RPM
Max. torque	13.6 mkg (98.3 ft/lb) at 2700 RPM	16 mkg (115.7 ft/lb) at 4200 RPM
Electrical system		
Generator	700 W alternator	770 W alternator
Battery	12 V 45 Amp/hr	12 V 45 Amp/hr
Brakes		
Foot brake	4-wheel dual circuit disc brakes	
Filling capacities		
Engine oil	3.5 litres (3.7 US quarts, 6.2 Imp. pints)	9 litres (9.5 US quarts, 15.8 Imp. pints)
Fuel tank	62 litres (16.4 US gal., 13.6 Imp. gal.)	82 litres (16.4 US gal., 13.6 Imp. gal.)
Dimensions		
Wheelbase	2450 mm (96.8 in.)	2450 mm (96.8 in.)
Track front/rear	1337/1374 mm (52.6/54.1 in.)	1361/1382 mm (53.6/54.4 in.)
Length	3985 mm (156.9 in.)	3985 mm (156.9 in.)
Width	1650 mm (65.0 in.)	1650 mm (65.0 in.)
Height (unladen)	1230 mm (48.4 in.)	1240 mm (48.8 in.)
Ground clearance	120 mm (4.7 in.) (laden)	128 mm (5.0 in.) (laden)
Turning circle	11 m (36 ft)	11 m (36 ft)
Rims	4 1/2 J x 15 (steel)	5 1/2 J x 15 (steel)
Tires	155 SR 15 tubeless	165 HR 15 tubed
Luggage compartments	front 160 litres (5.7 cu. ft) rear 210 litres (7.4 cu. ft)	front 160 litres (5.7 cu. ft) rear 210 litres (7.4 cu. ft)
Weights		
Dry weight (DIN)	900 kp (1984 lb)	940 kp (2072 lb)
Permissible gross weight	122 kp (2690 lb)	1260 kp (2778 lb)
Performance		
Top speed	177 kph (110 mph)	201 kph (125 mph)
Acceleration 0-100 kph (0-62 mph)	13 sec.	9.9 sec.
Fuel consumption (DIN standard test method)	approx. 8 litres per 100 km (29.2 US mpg, 34.8 Imp. mpg)	approx. 9 litres per 100 km (26 US mpg, 31.4 Imp. mpg)



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