

**Six ways to  
fall in love with a Porsche  
this year.**

# 914 Mid-Engine.

A lot of people fell in love with our racing Porsches. But not everyone races. So we brought out the 914, a mid-engine Porsche for off-the-track driving.

The 914 is a 2-seater sports car. But where other sports cars wedge a back seat, the 914 has a light-weight engine. And if you're wondering why we chose to put it there, it's because of the many things we learned on the racing circuit.

An engine in the middle gives a car a very low center of gravity. It keeps the weight distribution nearly equal. Which means there's hardly any oversteer or understeer. Deceleration is smoother. Brakes perform more evenly.

An engine in the middle means the 914 has two trunks. One in front and one in back. Both add up to 16 cubic feet of luggage space. And front and rear are designed to absorb impact.

In addition to all this, the 914 engine is air-cooled. So it can't boil over or freeze up. There's a top and cruising speed of 110 mph. And electronic fuel injection that automatically feeds the engine the exact amount of gas under all conditions.

So after years of winning races, we put the best of our big mid-engine Porsches into the 914. Which makes it unlike any other 2-seater on the road.

Except one.



# 914/6 Mid-Engine.

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 even though it's a high power engine, the 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 permanent window underneath the built-in roll bar, so you don't get as much of a draft as you'd think.)

Like the 914, a 5-speed stick shift is standard but you can get Sportomatic as an option. And an electric rear window de-fogger. 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.





# 911T.

The Porsche that won Porsche its first Monte Carlo Rallye.

A 4-speed all-synchromesh transmission is standard. (All Porsche transmissions are all-synchromesh.) Sportomatic, Porsche's semi-automatic transmission, is optional. (You know it's rugged because it proved itself ready for the public when a 911 equipped with it won the 84-hour 6100-mile Marathon de la Route in 1967.) Also optional: a

5-speed transmission.

Some more facts about the 911T: 2 triple-throat Zenith carburetors (individual carburetion for each cylinder); thermostatically controlled oil cooler especially good for high speeds; two batteries (all Porsche 911's have 2 batteries); 142 hp engine with 118 mph top and cruising speed.

And it's only the lowest priced of the three.



## 911 E.

A 5-speed transmission is standard and Sportomatic is optional.

Engine performance is especially precise because fuel injection is standard.

Also standard is hydropneumatic front suspension: no matter how heavy you load your trunk, the front lifts itself to the correct level. You don't

ride nose down.

A high capacity discharge ignition system and faster reaction in the lower rpm ranges quicken acceleration in the E to make it especially good for city driving and short trips in general.

But don't worry about the highway. With its 175 hp, the E will do 137 all day.





# 911S.

With 200 hp and an engine that can do 144 longer than you can, the S is one of the world's only true GT's. It's built for high speed, hard driving, performance and comfort.

Even the wheels are wider than those on the T and E. The pistons are forged. The outer body has additional protection.

Inside, the steering wheel is leather covered,

there's full carpeting, and special instrumentation so you can read about the high performance while it's happening.

The S has the same Bosch fuel injection as the E, and is equipped with adjustable Koni shocks.

But you can't get Sportomatic or a 4-speed transmission for the S. Even if you ask. Only a 5.

Think you can handle it?



# TARGA.

The first convertible with race track protection for everyday driving. For people who don't do everyday driving in their everyday car.

The roll bar is a built-in integral part of the design, and makes the Targa the first 4-cars-in-1 convertible: (1) with the top and rear window open (2) or closed (3) or with the top open and the rear closed (4) or vice versa.

Unless you get it with the permanent, electrically-heated rear window the other 911's have. It doesn't cost anything extra, and you get two rear seats with it.

Please note, though, that the Targa isn't really a Porsche model. It's a Porsche body style.

You can wrap your 911T, 911E, or 911S in a Targa body.







SPECIFICATIONS		914	814/8
ENGINE:	Type	Mid-engine horizontally opposed 4, 4 cycle, air-cooled, ohv.	Mid-engine horizontally opposed 6, 4 cycle, air-cooled, ohv.
	Bore	3.54 in (90 mm)	3.15 in (80 mm)
	Stroke	2.60 in (66 mm)	
	Displacement, act.	102.5 cu in (1679 cc)	121.5 cu in (1991 cc)
	Compression ratio	8.2:1	8.6:1
	Horsepower (SAE)	85 at 5000 rpm	125 at 5800 rpm
ENGINE DESIGN:	Maximum torque (SAE)	99.6 lbs ft at 3500 rpm	131 lbs ft at 4200 rpm
	Valve drive	Pushrods	1 ohv per bank of cylinders—chain driven
	Crankshaft	Forged steel, 4 main bearings	Forged steel, 6 main bearings
PERFORMANCE:	Top speed	Approx. 110 mph.	Approx. 125.5 mph.
	Power/weight ratio 1 person + dry weight DIN	25.2 lbs/HP/SAE	19.8 lbs/HP/SAE
	Fuel consumption	Approx. 28 mpg.	
	Lubrication	Pressure Lubrication	Dry Sump
	Carburetion	Boach electronic fuel injection	Triple throat carburetors 1 per bank of cylinders
ELECTRICAL SYSTEM:	Battery	12V/45Ah (alternator 700 W)	(alternator 770 W)
	Ignition	Battery, coil and distributor	High capacity discharge ignition

SPECIFICATIONS—COUPE/TARGA (1971 MODEL)		911 T	911 E	911 S
ENGINE:	Type	Horizontally opposed 6, 4 stroke cycle, air-cooled, ohv., rear mounted		
	Bore	3.31 in (84 mm)		
	Stroke	2.60 in (86 mm)		
	Displacement, act.	133.9 cu in (2195 cc)		
	Compression ratio	8.8:1	9.1:1	9.8:1
	Horsepower (SAE)	142 at 5800 rpm	175 at 6200 rpm	200 at 6500 rpm
	Maximum torque (SAE)	148 lbs ft at 4200 rpm	160 lbs ft at 4500 rpm	164 lbs ft at 5200 rpm
	Horsepower (per liter)	65 SAE	78 SAE	91 SAE
	Valve drive	1 overhead camshaft per bank of cylinders—chain driven		
	Crankshaft	Forged steel, 8 main bearings		
ELECTRICAL SYSTEM:	Lubrication	Dry sump		
	Carburation	Triple throat carburetors, 1 per bank of cylinders	Bosch fuel injection	
	Battery	2 batteries, 12V/36 Ah. each		
	Ignition	High capacity discharge ignition		
DRIVE TRAIN:	Transmission	4 forward, 1 reverse standard (5 forward, 1 reverse for 911 E & S), fully synchronized, floor shift		
	Axle ratio	4.428:1 (7/31)		
	Power train	Through half axles to rear wheels		
CHASSIS AND SUSPENSION:	Frame	Welded, pressed steel section unitized with body		

Specifications subject to change without notice.

