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sports car driver,
you've been
hearing about the
mid-engine 914
for 6 years.

Isn't it about
time you took it
on the road?

CHECK-OUT CARD ENCLOSED.



**+ PORSCHE
AUDI**
AUTHORIZED DEALER

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**A mid-engine sports car handles
like no car you've ever driven.**

We believe you are uniquely qualified to appreciate the Porsche 914. Why? Because you understand sports cars. As soon as you drive the 914, you'll know it's not just another sports car. It handles and responds as precisely as a racer. The most important reason is its mid-engine design.

From our 25 years of racing experience, we know a lot about the difference a mid-engine can make. Many great racing cars have the mid-engine design because it gives the car balance, maneuverability, and sure tracking. Characteristics that are crucial on a race course. And our 914 has mid-engine design because we feel these characteristics are equally important on the road.

There are additional benefits you might not expect. For example, the 914 accelerates and decelerates with a directional stability you just don't find in a conventional sports car.

**There's more to the Porsche 914
than its unique mid-engine design.**

We've learned other lessons from the race course. And we've built them into the 914, too. Features such as rack-and-pinion steering, 4-wheel disc brakes and a fast 5-speed gearbox.

We've equipped the Porsche 914 with electronic fuel injection. It gives you smooth pick up. And efficient use of fuel. In fact, the 914 gets 30 miles per gallon on the highway, 20 miles per gallon in the city, according to the Federal Environmental Protection Agency 1975 Fuel Economy Report.

We've also included other design principles that make sense on the road as well as the track.

Like 4-wheel independent suspension that handles bumps and potholes with sure-footed confidence. And an integrated roll-type bar for added protection. Plus headlights that retract to give you ideal aerodynamics for day driving, then open into a position of maximum visibility for night driving.

The uniqueness of the 914 isn't restricted to performance alone. Our mid-engine is flat, with horizontally-opposed cylinders—and, being air cooled, no bulky radiator. Result: extra room—enough, in fact, for two trunks. One in the front. One in the rear. And two comfortable, roomy seats.

Special invitation: A Porsche 914 Check-out.

Because of your background as a sports car driver, you've been selected to participate in a 914 Check-out. Call the dealer whose name appears on the back of this folder, tell him you've received a 914 Check-out Card, and arrange an appointment.

Once you take the Porsche 914 out on the road, you'll understand the differences we've been talking about. Notice how it reacts: quickly and decisively. Notice how it performs, as you climb, corner and brake. This, as you well know, is what sports car driving is all about.

A short time after you've completed your Check-out, you'll receive a specially-prepared certificate as a memento of the event.

Incidentally, if you prefer, you can check out in the 914's bigger brother, the Porsche 911S.

So call your Porsche dealer and use your Check-out Card. We think you'll find the Porsche 914 Check-out an enjoyable and instructive experience. The more you know about sports cars, the more you'll enjoy driving the Porsche 914.

Porsche. There is no substitute.

This see-through view clearly illustrates some of the design advantages of the Porsche 914. You can see how the weight is distributed for optimum balance. Note the 4-wheel independent suspension, rack-and-pinion steering and 4-wheel disc brakes.

And although the trunk compartments are not shown in this illustration, the design allows for a 6 cu. ft. trunk in front, plus a 9 cu. ft. trunk in the rear.

