

The Porsche Family Tree

A guide to Porsche Models
from 1948



to 1971.



The ancestors.

Ferdinand Porsche left his mark on automobile racing for the entire 20th Century.

In 1900, at the age of 25, he built his first car: an electric racer called the Lohner-Porsche.

In the 1920s, as managing director for Austro-Daimler, he developed a host of racing cars for that firm.

In the 1930s, he designed what was to become his most popular car: the Volkswagen.

In 1939, using VW chassis and modified engines, he custom-built three sleek, single-seater racers: the progenitors of the car whose history we're about to unfold.



1939 RACER



1945 PROTOTYPE

The 356.

The Type 356 prototype, completed in May, 1948, had many features of the 1939 racer. Its steering and braking systems, transmission, suspension and engine were, with slight modifications, 100% Volkswagen. But those modifications (like dual carbs and special cylinders) plus aerodynamic lines established what the Porsche was to be: a car built for speed.

The prototype also had the sort of innovative engineering that was to distinguish all Porsches. Like an engine located in front of the rear axle — a position that would not occur again in a production-line Porsche until 1970. But we'll get to that later.



1949 356 COUPE



1952 356 CONVERTIBLE



1953 356 CONVERTIBLE



1954 356 SPEEDSTER

The first production began during late August, 1948, in the Corinthian village of Gmünd, in the south of Austria. Altogether, there were fifty 1949 models produced—each with the engine repositioned behind the rear axle.

Their aluminum bodies were handcrafted on wooden forms, and were, of course, more finished than the prototype, with the addition of chrome trim and hubcaps.

1950 was the first true production year for Porsche, their plant now located in Stuttgart. The '50 models had steel bodies and incorporated VW's hydraulic brakes, instead of mechanical ones. For the first time, a special Porsche engine was built, being identical to the VW's except for lower displacement (1086 cc vs 1131 cc) and the modifications mentioned earlier.

The 356 convertible was introduced in 1952, and in October of that year got the first 1500S (Super) engine, which developed 70 hp. This option, which became available on the coupe in 1953, also came with a beefed-up suspension.

Also introduced in 1952 was Porsche's patented Synchro-lock transmission, a major step forward in shifting ease.

In November, 1953, the 356 got a face lift. New bumpers, which were mounted to bumper brackets, instead of the body. And a new one-piece windshield.

The following year saw the introduction of the Speedster, a spartan, no-nonsense sports car made originally for the California rallye set. Its popularity quickly spread, for reasons only an aficionado could understand.

The Speedster had none of the amenities of the convertible (like a padded top or roll-up side windows). But sitting in its seats (which were more bucketed than in any Porsche before or since) you got the feeling you were going 110 mph, even when the needle pointed to 80. Talk with a Speedster owner, and you'll find someone who scorns luxury—and loves performance above all.

The 356A.

In October, 1955, Porsche introduced the "A" as a 1956 model, for the first time following the Detroit model year syndrome.

In all, the 356A was a better-handling car than earlier Porsches. The front axle and steering system were new. The wheels were changed from 16 to 15 inches, and were slotted for better brake cooling. A 1600 series engine replaced the 1500 versions, upping the output by 5 hp.

You could tell the "A" was new from the front by its curved windshield and new horn grill. And from the back by its new back-up lights.

Inside—truly plush. The dashboard was more padded and housed an odometer, trip odometer, tachometer and—finally—a gas gauge. Other niceties included a defroster, windshield washer and cigarette lighter.

In 1958, the Speedster was replaced by the Convertible D, the letter signifying its bodymaker, Drauz. More like the 356A convertible than the Speedster, it included roll-up side windows and interior padding. It was primarily an interim model, superseded in 1959 by a new Roadster.



1956 356A COUPE

The 356B.

1960 was the year of the new look. The "B" models' hood sloped more gracefully. The headlights were raised and angled to blend with the contour of the fenders. The bumpers were also raised—and strengthened.

Inside, the dashboard was more padded along the top, and even the bottom of the dash (for the first time) was padded. The headlight dimmer was repositioned from the floor to the turn signal lever, the horn ring was dropped, and the rear window was enlarged.

You can identify 1962 "B" models by their squared-off front hood (which made loading easier), fresh air inlet on the center of the windshield apron, and an external gas filler on the right front fender. The engine lid was also enlarged, and sported twin grills, a feature which had previously been reserved for Carrera owners.



1960 356B ROADSTER



1961
356B HARDTOP



1964
356C HARDTOP

The 356C.

The 356C, introduced in July, 1963 as a '64 model, was equipped with 4-wheel disc brakes, which had been used almost exclusively on racers up to then. Its rear window had also been further enlarged, and a lever replaced the rotary heat control knob of previous models.

This last member of the 356 lineage continued to be produced until April, 1965, when it was replaced by the 900 series Porsches.



1964 356C COUPE

The 900 series.

At the 1963 Frankfurt Auto Show, Porsche previewed an all-new model, the 901. Longer, narrower and sleeker than any 356 had ever been. Some viewers called it the most beautiful car ever built.

Gone were such vestiges as the "rubber ball" floor-mounted windshield washer and the fuel cock lever. The inside was clean, modern — no, more than modern, it had the look of tomorrow.

This vehicle was to be tested, raced and debugged until September, 1964, when its first production run began. It was also to be renamed the 911, since every three-digit number with a zero in the middle had been pre-empted by a French auto maker.



1964 911 COUPE

The 911 was the first 6-cylinder production car to bear the Porsche nameplate. A 4-cylinder model was maintained in the form of the 912, but its 80 hp engine was overshadowed by the 911's 130-horse plant. The 912 was discontinued after the 1969 model run.

Targa, an all-new body style, debuted in 1967. In a very real sense, it filled the niche earlier occupied by the Speedsters and Roadsters. It had a built-in roll bar, neatly covered by a wide chrome band. It also had an optional removable rear window that, combined with a removable top, gave the Targa four open/closed variations.

Beginning with the 1968 model year, an optional Sportomatic transmission became available on the 911 series. Although not an automatic in the American sense (it eliminated the clutch pedal, but required some shifting for optimum performance), this option was a departure for Porsche. Would the public accept an automatic — even a partial one — on a sports car? Not taking any chances, the factory entered a Sportomatic model in the grueling 84-hour Nürburgring competition, hoping it would place. It exceeded their hopes by winning the overall classification. And also won its right to be part of any Porsche.



1967 911 TARGA



1971 914 ROADSTER

Also beginning with the '68 model year, the suffixes for the 911 series start to get a bit tricky.

First of all, a 911T (for Touring class) was introduced, with a 110 hp engine. The regular 911 became the 911L (for Luxury), with a 130 hp engine.

The following year, the 911S (Super), introduced two years earlier in Europe, became available to the American public. Its 160 hp engine was capable of speeds up to 140 mph, making this model the fastest production Porsche ever built.

The '69 model year also saw the advent of fuel injection. The 911L became the 911E (for Einspritzung, the German word for fuel injection). This feature was also found on the 911S, but not on the 911T.

OK, now you know what the letters mean.

Other changes for '69 included extending the wheelbase by 2.25 inches (although the overall length did not change), which resulted in better weight distribution and better handling. Electric defroster wires were added to the rear window, and the brakes were enlarged.

The latest Porsche model, the mid-engine 914, was introduced in the 1970 model year. Like the 1948 prototype, the 914's engine (in 4 or 6 cylinders) is positioned between the rear axle and the seats. And, with its Targa-style top removed, it becomes an open two-seater roadster. Again like the prototype.

Perhaps it is true that the more things change, the more they stay the same.

A numerical guide to Porsche history.

Year of Mfg.	Model & Engine Designation	HP DIN @RPM	Engine Ser. Nos.	Chassis Serial Numbers Coupe	Convertible
1960	356/1100	40@4200	0101-0411	5001-5419	
1961	356/1100	40@4200	0412-0099 10001-10137 1001-1099	5132-5162 5411-5600 10001-10170 10050-10432 10531-11123	
	356/1500 From Oct 356/1500	44@4200 60@5000	20001-20821 30001-30737		
1962	356/1300 356/1300 Till Sept 356/1500 From Sept 356/1500 From Oct 356/1500S	40@4200 44@4200 60@5000 55@4400 70@5000	10138-10191 20822-21297 30738-30750 30751-31025 40001-40117	11126-12084 50001-50098	10433-10469 12301-12387 15001-15116
1963	356/1300 356/1300 356/1500 356/1500S From Nov 356/1300S	40@4200 44@4200 55@4400 70@5000 90@5500	10152-10161 21298-21636 31026-32549 40118-40685 50001-50017	50099-51645	60001-60394
1964	356/1300 356/1300 Till May 356/1300S June to Nov 356/1300S Till Nov 356/1500 Till Nov 356/1500S 356/1300 356/1300S From Nov 356/1500 356/1500S	40@4200 44@4200 60@5500 44@4200 55@4400 70@5000 44@4200 60@5500 55@4400 70@5000	10162-10199 21637-21780 50018-50099 21781-21999 32570-33889 40686-40999 22001-22021 50101- 33891-34119 41001-43048	51646-53008	60395-60722
1965	356/1300 Till Oct 356/1300S 356/1500 356/1500S	44@4200 60@5500 55@4400 70@5000	22022-22045 -50127 34120-35790 41049-41999	53009-55000	60723-81900
	(1966 Model) From Oct 356A/1300 356A/1300S 356A/1500 356A/1500S	44@4200 60@5500 60@4500 75@5000	22046-22073 50128-50135 60001-60668 80001-80110	55001-55390	81001-81069
1966	356A/1300 356A/1300S 356A/1500 356A/1500S	44@4200 60@5500 60@4500 75@5000	22074-22471 50136-50155 60669-63026 80111-80756	55391-58311	81070-81499
1967	Till Sept 356A/1300 356A/1300S 356A/1500 356A/1500S From Sept 356A/1500 356A/1500S	44@4200 60@5500 60@4500 75@5000 60@4500 75@5000	22472-22999 50156-50299 63027-63069 80757-81199 67001-88216 81201-81521	58312-59290 From March 100001-101692 (T 2) 101693-102504 150001-150149	81500-81700 81701-81892
1968	356A/1500 356A/1500S	60@4500 75@5000	88217-72488 81522-83145	102505-106174	150150-151531
1969	Till Sept 356A/1500 356A/1500S	60@4500 75@5000	72489-79999 83146-84770	106175-108917	151532-152475
	(1960 Model) From Sept 356B/1600 356B/1600S	60@4500 75@5000	600001-601500 84771-89550	(T 3) 108918-110237	152476-152943
1960	356B/1600 356B/1600S 356B/1600S-90	60@4500 75@5000 90@5500	601501-604700 85551-88320 800101-802000	110238-114550	152944-154560
1961	356B/1600 Till Sept 356B/1600S 356B/1600S-90	60@4500 75@5000 90@5500	604701-606799 88321-89999 085001-085670 802001-803999	114551-117476 Karm./Ward, 200001-201048	154561-155569

Year of Mfg.	Model & Engine Designation	HP DIN @RPM	Engine Ser. Nos.	Chassis Serial Numbers Coupe Convertible
(1962 Model) From Sept	356B/1600 356B/1600S	60@4500 75@5000	606801-607760 706001-701200	(T 6) 117601-118050 Karm./Hardt. 201601-202200
	356B/1600S-90	90@5500	804001-804630	156601-156200
1962	Till July	60@4500 75@5000 90@5500	607751-608900 701201-702800 804631-805600	118991-121099 Karm./Hardt. 202201-202299 Karm./Coupe 210001-210899
				156201-156999
(1963 Model) From July	356B/1600 356B/1600S 356B/1600S-90	60@4500 75@5000 90@5500	608901-610000 702801-705050 805601-806600	(T 6) (shroud) 221100-223042 Karm./Coupe 219900-221371
1963	Till July	60@4500	610001-611000 0600501-0600600 611001-611200 709051-709060 0700501-0701200 709001-707200 806601-807000 0800501-0801000 807001-807400	125239-132304 Karm./Coupe 212172-214400
	356B/1600S	75@5000		157709-158700
	356B/1600S-90	90@5500		
(1964 Model) From July	356C/1600C	75@5200	710001-711870 730001-731102 810001-811001 820001-820572 711871-711884 731103-733027	126001-128104 Karm./Coupe 215001-216738 300001-300235 128105-131927
	356C/1600SC	95@5800		159001-159832
	From Sept	130@6100 90@5800	811001-813562 829523-821701	156833-161577
	356C/1600SC	95@5800		

Model Year	Model & Engine Designation	HP DIN @RPM	Engine Ser. Nos.	Chassis Serial Numbers Coupe	Convertible
1965	356C/1600C	75@5200	715805 etc. 733028 etc. 813563 etc. 821702 etc.	138928 etc. Karm./Coupe 221483 etc.	
	356C/1600SC	95@5800			161578 etc.
	911	130@6100	900561-900590 740001-740710 830001-830690	300236-303390	
	912	90@5800		350001-351970	
1966	911	130@6100	903551 907000 907901 909000	303391-305100	
	911	130@6100			
	912	90@5800	E744211 756001 8332091 836000	351971-353000 454470-485100	
1967	911	130@6100	909001 911000 911001 911190 911191 911192 911193 911194 911195 911196 911197 911198 911199 911200 911201 911202 911203 911204 911205 911206 911207 911208 911209 911210 911211 911212 911213 911214 911215 911216 911217 911218 911219 911220 911221 911222 911223 911224 911225 911226 911227 911228 911229 911230 911231 911232 911233 911234 911235 911236 911237 911238 911239 911240 911241 911242 911243 911244 911245 911246 911247 911248 911249 911250 911251 911252 911253 911254 911255 911256 911257 911258 911259 911260 911261 911262 911263 911264 911265 911266 911267 911268 911269 911270 911271 911272 911273 911274 911275 911276 911277 911278 911279 911280 911281 911282 911283 911284 911285 911286 911287 911288 911289 911290 911291 911292 911293 911294 911295 911296 911297 911298 911299 911300 911301 911302 911303 911304 911305 911306 911307 911308 911309 911310 911311 911312 911313 911314 911315 911316 911317 911318 911319 911320 911321 911322 911323 911324 911325 911326 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