FOREIGN CAR & MOTORCYCLE SALES

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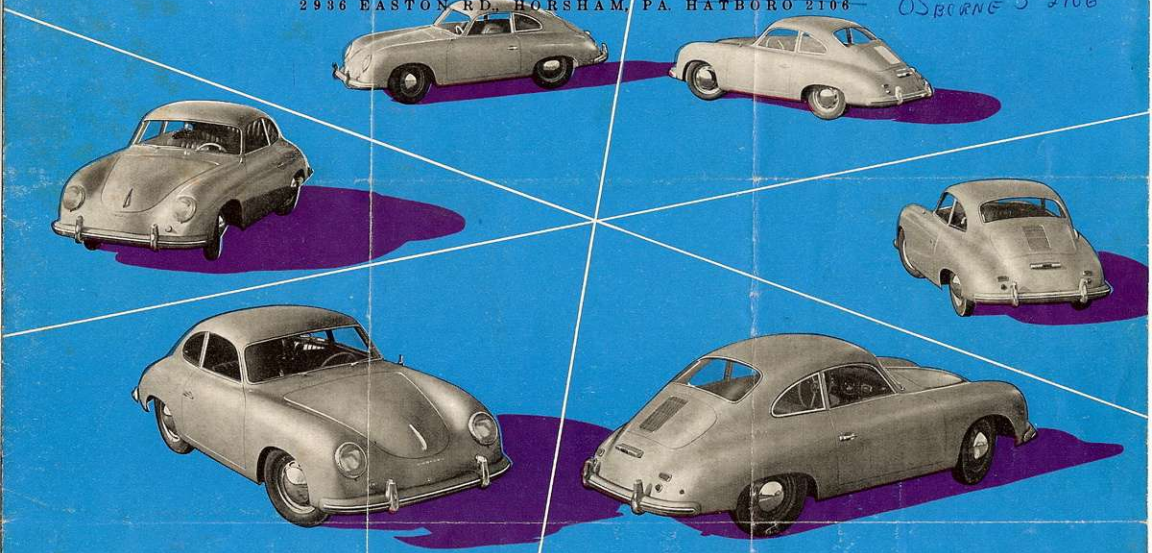
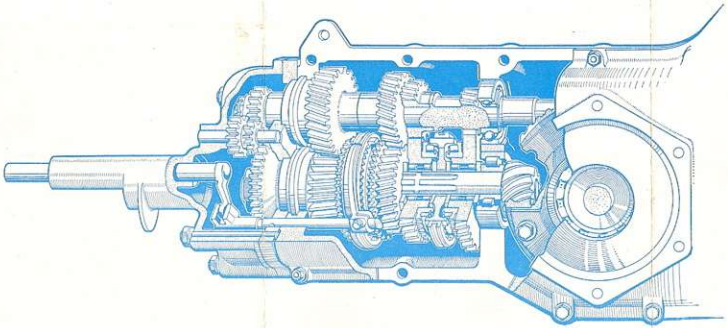


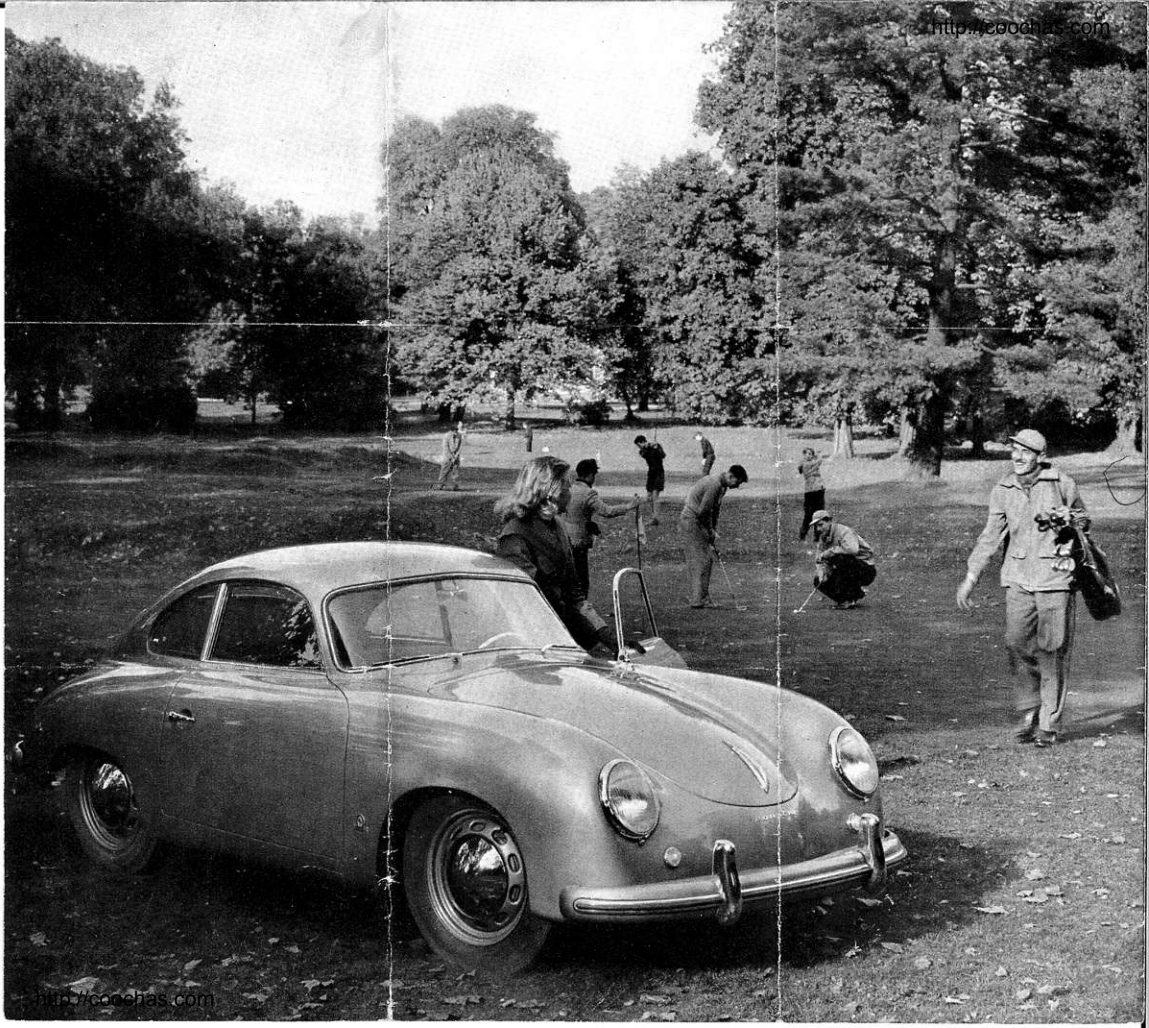
PORSCHE

DR.-ING. h. c. F. PORSCHE KG STUTTGART-ZUFFENHAUSEN

AMONG THE MANY TECHNICAL INNOVATIONS

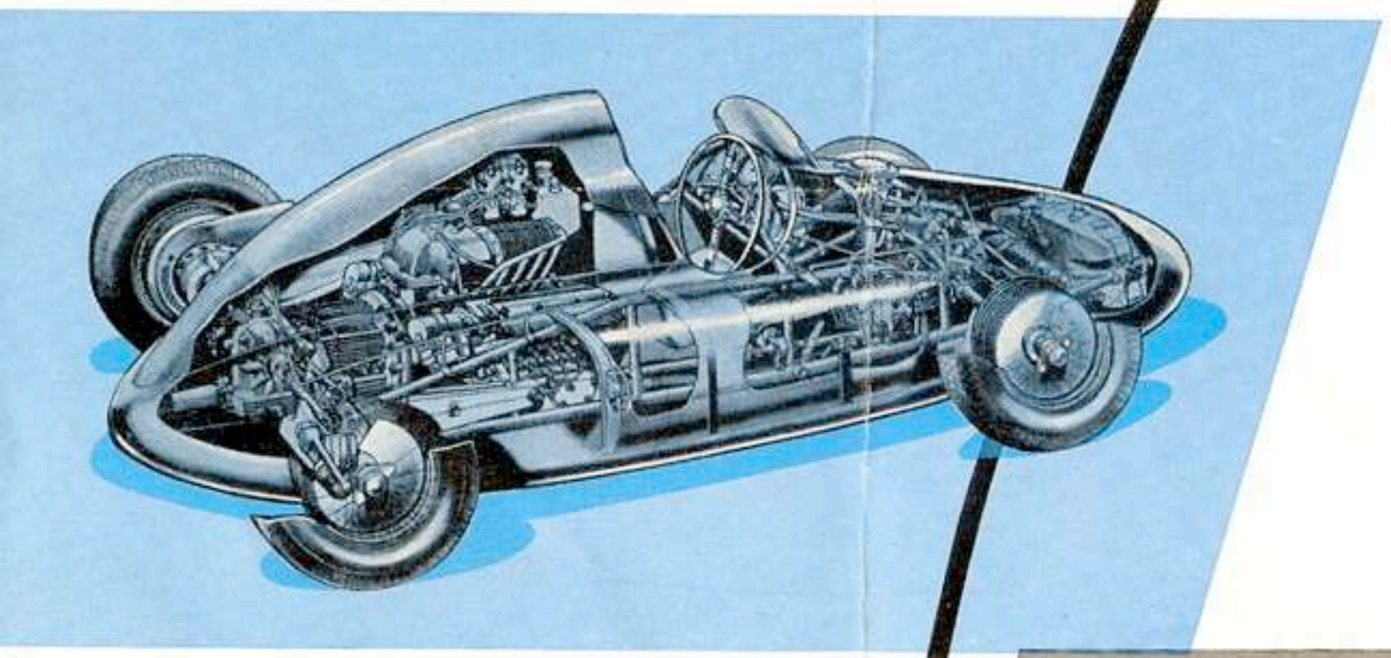
that are admired both by automobile experts and by laymen, the Servo Synchromesh Transmission is the most significant. A synchronization by means of prestressed resilient sleeves was once deemed an impossible construction, because it seemed too simple. Then it was believed that the advent of the torque converter spelled the doom of the normal transmission. However, the Porsche Servo Synchromesh Transmission set up a new yardstick for transmission engineering: shifting is now quicker and easier than ever before. The first gear, too, is synchronized and a full-fledged driving gear. The efficiency of the Porsche Synchromesh Transmission soon becomes apparent, whether driving in dense city traffic or on the hair pin curves of mountain passes. To play the gears and get full acceleration and engine performance out of the Porsche is a source of unmitigated pleasure. Even "spoiled" drivers delight in this transmission and once more find pleasure in gear shifting and mastering speed.



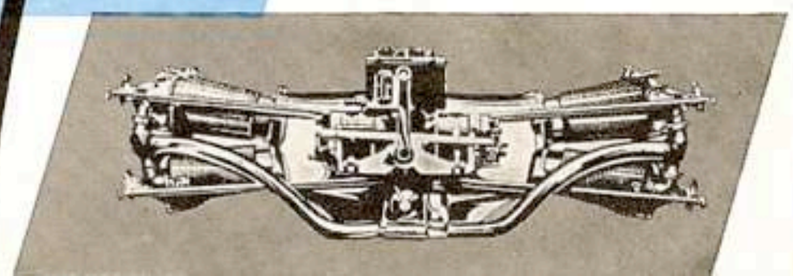


PORSCHE

Wherever Porsche cars appear they arouse the astonishment and admiration of all automobile friends. Peak technical performance and a superb body are combined in rare harmony. On the basis of 50 years of experience gained in building extraordinary automobiles, Ferry Porsche and his cooperators have created a car of international grading. Its performance and roadability are as high above the average as the comfort it affords for any length of driving. Driving a Porsche is tantamount to enjoying driving in its finest form.



The Cisitalia racing car, designed 1946/47 with a 1.5 litre compressor engine of approx. 450 hp is the only racing car in the world in which the four-wheel drive can be engaged or disengaged at he driver's option. It has an opposed 12 cylinder rear engine drive. This was the first car equipped with the Porsche servo synchromesh transmission with sleeve synchronizing

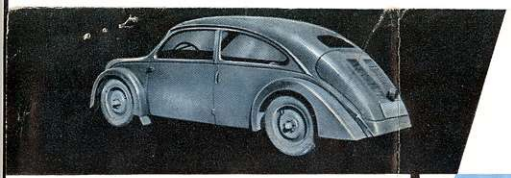


TECHNICAL DATA

Engine	~~1/1 Liter~~	~~1/3 Liter~~	1500	1500 Super
Design	Air cooled, horizontally opposed 4-cylinder engine			
Bore	73,5 mm	80 mm	80 mm	80 mm
Stroke	64 mm	64 mm	74 mm	74 mm
Capacity	1086c.cm.	1286c.cm.	1488c.cm.	1488c.cm.
Maximum Horsepower	40 hp at 4000 r. p. m.	44 hp at 4000 r. p. m.	55 hp at 4400 r. p. m.	70 hp at 5000 r. p. m.
Compression Ratio	7,0 : 1	6,5 : 1	7,0 : 1	8,2 : 1
Transmission	4 speeds forward, 1 reverse, fully synchronized			
Gear Ratios	First 1 : 3,18 Second 1 : 1,76 Third 1 : 1,13 Top 1 : 0,815 Reverse 1 : 3,56			
Differential	Driving gear ratio reduced through spiral bevel gear with conical wheel compensating gear			
Differential Gear Ratio	1 : 4,375			
Chassis				
Tyres	5,00x16 (RS) (optional: 5,25x16)			
Tyre Pressure	Front 1,4 at (19,9 psi), Rear 1,8 at (26,5 psi)			
Fuel Tank	Capacity 50 liters (13,2 U.S. gals./ 11 Imp. gals.)			
Turning Circle	10,2 m (34 feet)			
Wheel Base	2100 mm (83 inches)			
Track Front	1290 mm (50¾ in.)			
Rear	1250 mm (49¼ in.)			
Dimensions Overall				
Length	3850 mm (12'7½")			
Width	1660 mm (5'5⅜")			
Height	1300 mm (4'3¼")			
Min. Ground Clearance	160 mm (6¼")			
Weights				
Proper Weight of Coupé, Dry	745 kg (1640 lbs)			
Permissible Load	340 kg (750 lbs)			

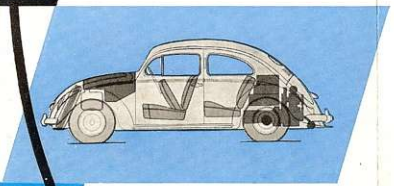
Performance

	1,1 Liter	1,3 Liter	1500	1500 Super
Top Speed km-miles/h	140-87	145-90	155-96	170-106
Fuel Consumption ltr./100 km	7-8	7,5-8,5	8-9	11-12
1 Gal. U.S./miles	29-34	28-31	26-29	20-21
1 Gal. Imp./miles	35-40	33-38	31-35	24-26
Output Weight Ratio (empty) kg/hp	18,6	17,0	13,5	10,6
Power To Stroke Ratio hp/liter	36,9	34,3	37,0	46,9
Top Speeds in Gears				
Gear	1st.	2nd.	3rd.	4th.
km/h - mph at 4000 rpm	34/21	61/50	96/60	133/83
at 5000 rpm	42 5/26	77/48	120/75	167/104

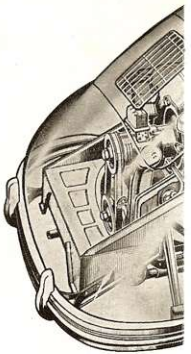


Opposed air cooled cylinders built in 1912

A forerunner of the VW
The present day features were laid down from 1931 to 1933

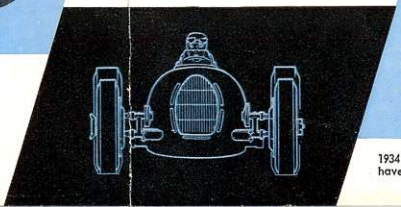


The first three VW cars were made by hand in Prof. Porsche's home garage and subjected to test runs covering 100,000 km (60,000 miles). The next series of thirty cars was chased through 2 million kilometers of test running. In 1938 the foundation was laid for large series VW production. The severest possible testing ground was provided by the war



To determine the best possible stream lines for model 356, Porsche engineers made wool thread tests with the original test car

"T 80" was the designation of the super racing car that Porsche designed for Daimler-Benz to break the absolute world's speed record for automobiles. On this car, Porsche gained invaluable experience regarding the critical values of automobile construction



1934: The Auto Unio
have been incorpora

It's our Hobby to Build Your Hobby

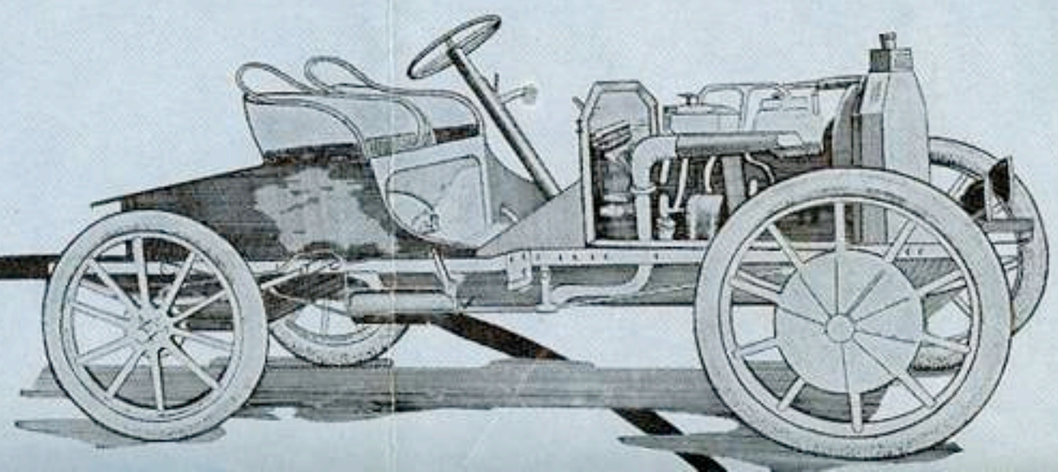
Prof. Dr. Ing. h. c. F. Porsche, *whose sobriquet was "the Wizard", the man under whose ingenious hand the most famous developments of the Automobile Age were created, from the wheel hub engine to the Auto Union's world record car, from the torsion rod spring to the VW. His creative life covered a span of 50 years; his store of knowledge was invaluable. Great and many were the honors bestowed upon him, but he always remained the quiet, modest man who lived only for his work and his great idea.*

In 1921 a Viennese automobile journal wrote "Young Porsche proved that he was a perfect driver". In that year **Ferry Porsche,** *the son of the founder of the Porsche KG., was 12 years old and already driving his own small sports car. Today he is carrying on the tradition of his inventive father. While Prof. Porsche was still alive, Ferry Porsche set up new milestones in automobile history by creating the Cisitalia racing car and developing model 356.*

The cradle of Chief Engineer **Karl Rabe** *stood in Lower Austria. He has been working with Porsche almost without interruption since 1913. The old professor employed Rabe as a stripling of 17 years because he had already developed the best and simplest solution of a difficult tractor problem. Although he has been solving weighty technical problems for over a generation, he is not a scholarly dreamer but has remained a typical amicable Austrian.*

"There is one thing wrong with these people" said an eminent journalist after interviewing **Erwin Komenda,** *"they are too modest". Komenda, chief of the body designing department has been with Porsche for over 20 years. He created the Volkswagen body and is responsible for the much admired form of model 356: a man who thinks technically but brings forth artistic creations. His work is progressive in the best sense of the word.*

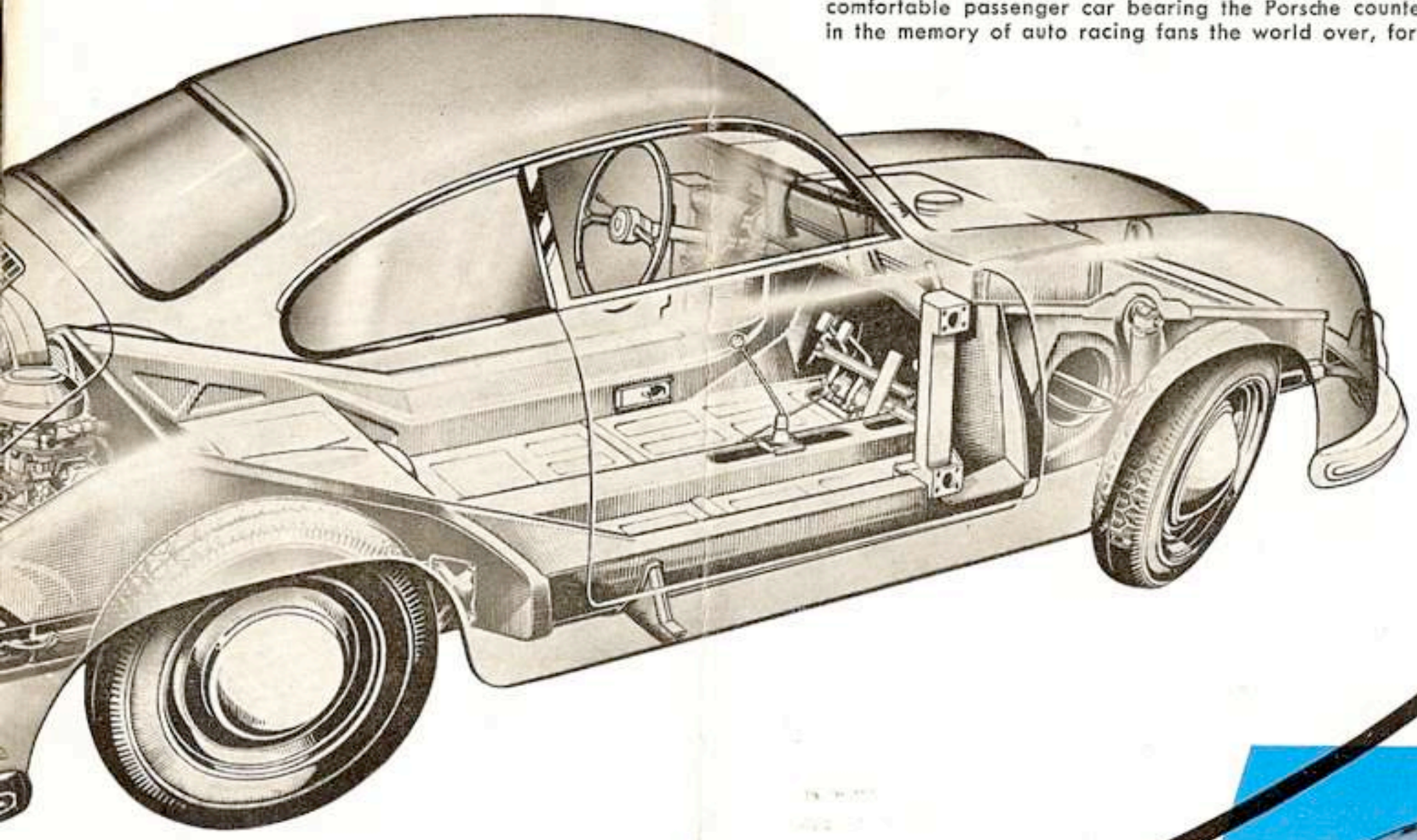
As early as 1910 Porsche realized that it was possible to increase driving speed by reducing air resistance. The result was the "tulip form" of the Prinz Heinrich car

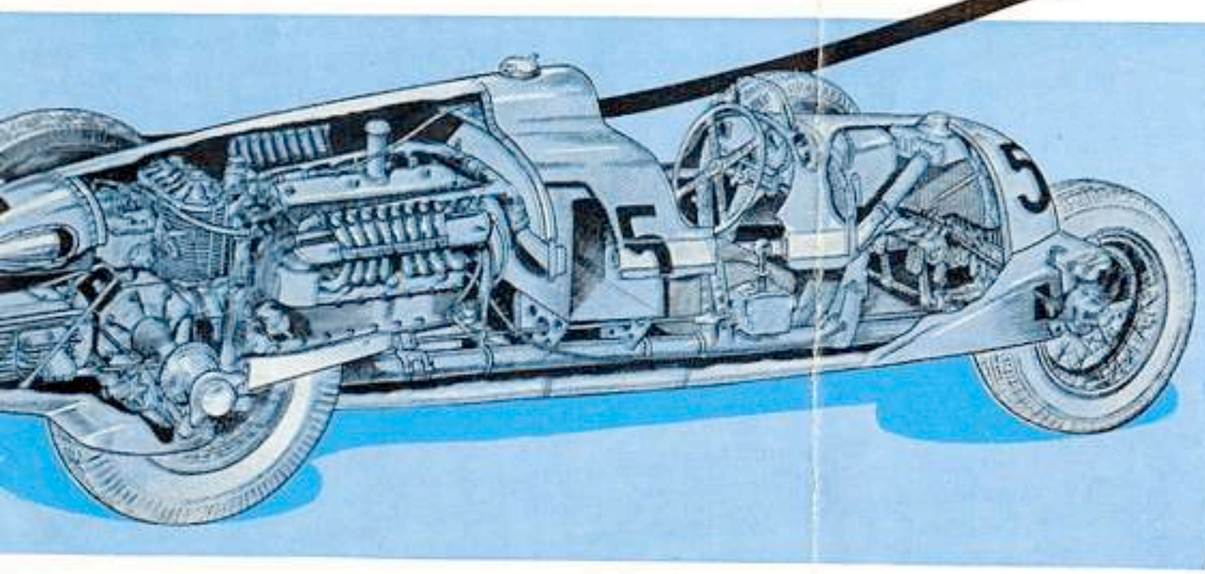


Back in 1902 Porsche already built victorious racing cars of low weight

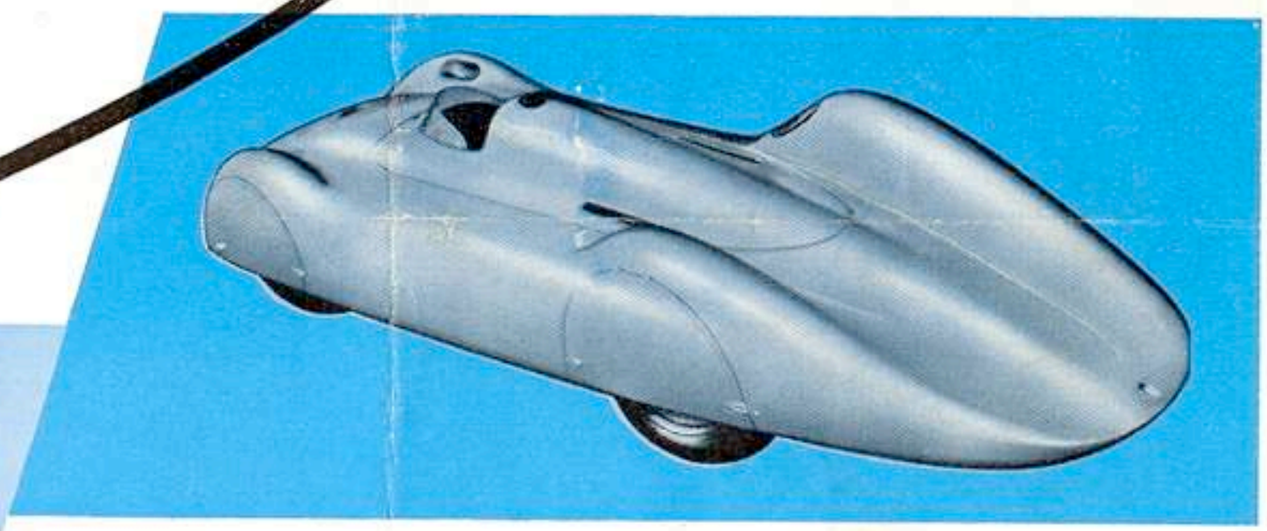
PORSCHE *Model 356*

This car embodies the sum of all the technical experience gained by Prof. Porsche and his cooperators. The saying goes that it looks like a racing car, it is so low, like a panther crouched to spring. There is a lot of truth in this opinion. It is an elegant and comfortable passenger car bearing the Porsche countenance that has remained fresh in the memory of auto racing fans the world over, for 20 years





racing car after the 750 kg formula. Its spring suspension and steering system
ed in model 356



1937 the unforgotten Bernd Rosemeyer set up a number of world's records with the closed Auto Union full streamliner

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