





Ripened by Trial!

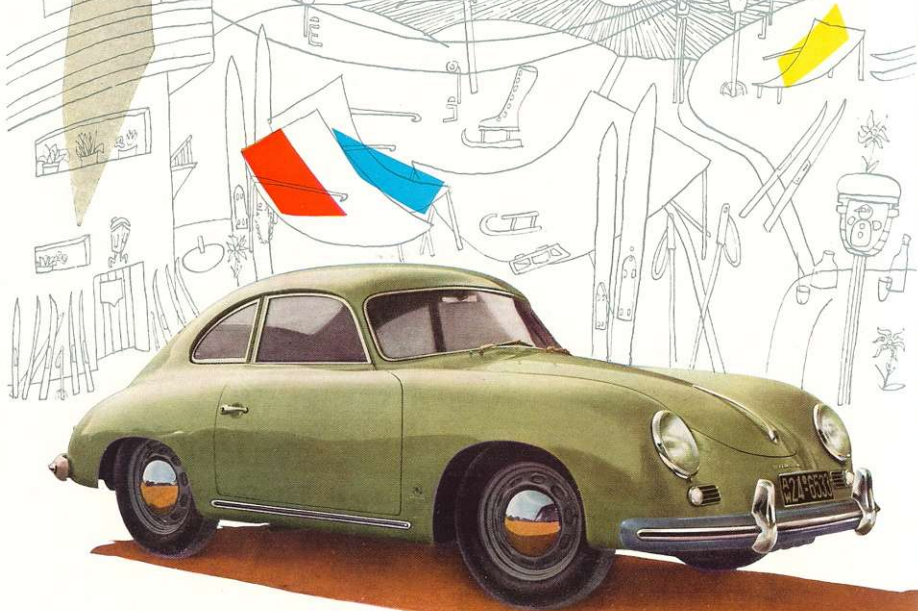
Although the Porsche car is comparatively new in the automotive field, it can by no stretch of the imagination be termed an untried creation. On the contrary, the present model is the result of many years of searching, trying, testing – always seeking for the ultimate in automobile performance and luxury. In every race only about 40% of the competitors finish. The other 60% fall by the wayside. It is important to know that over 90% of Porsche cars finish in the great races such as the Le Mans, the Mille Miglia, and the Carrera Mexicana. This remarkable record is the result of untold thousands of miles of racing and rally participation, and the developments which result from them. "Boss" Kettering, of General Motors fame, said this, "If you seek a new way of doing something, look into the past". The Porsche Company subscribes to this idea. The major engineering features of its present models had their beginning years ago in the fertile mind of Prof. Ferdinand Porsche.





Porsche's creed — Craftmanship, not quantity

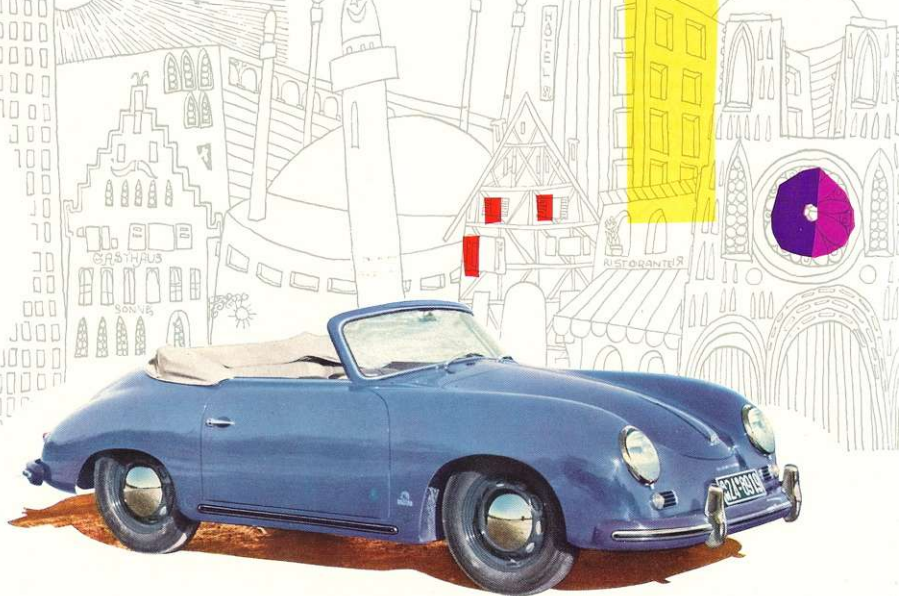
In keeping with the traditional excellence associated with hand produced possessions, Porsche will not allow modern progress to detract from the policy that our cars must remain exclusive and carefully created.



Porsche's popularity stems from the fact that it has been from the outset, not only a fine sports car, but also a beautiful and luxurious automobile. It is difficult to imagine how a car which reaches so close to the ultimate could be made better. Here are some of the things the ever- progressive Porsche engineering staff have incorporated into the latest models: They have demonstrated that, contrary to popular belief, it is possible to improve road-holding qualities and have a softer cruising ride on the same suspension system. Add to this concrete fact exciting new colors, better sound-proofing, smarter interiors and improved visibility.

The Porsche coupe combines sport car performance with luxury appearance and riding qualities. Sliding roof available for the selective buyer

FACT Porsche's daring departure from the old method makes its aircooled engine remarkable. It is at home either under Africa's desert sun or breasting the snows of Canada's Northwest.

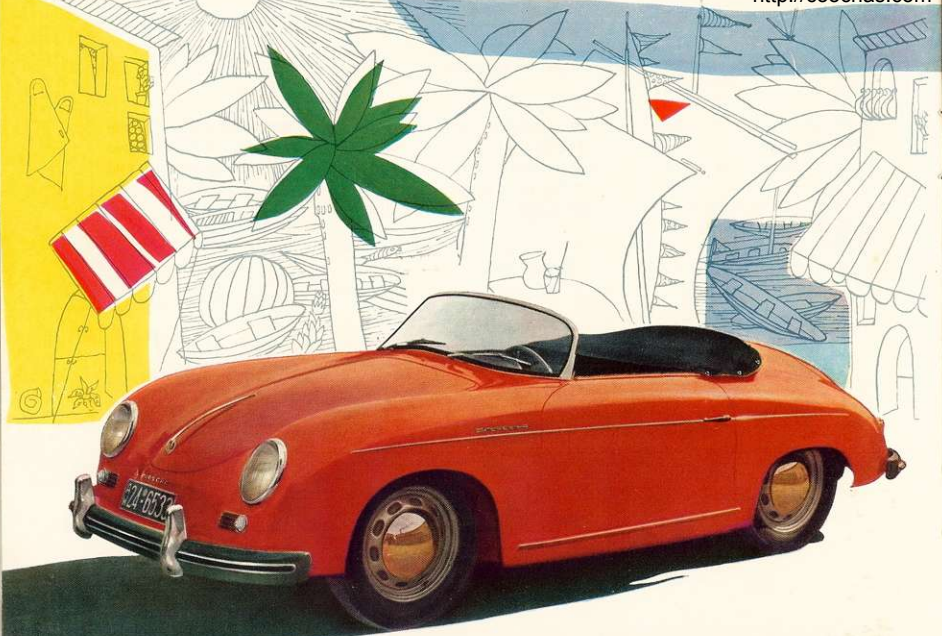


The words luxury, comfort, and Porsche cannot be separated

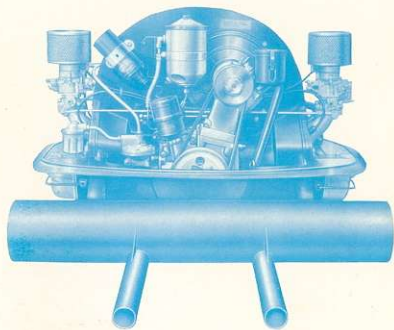
The phrases "armchair comfort", and "as comfortable as your favorite chair" have been heard often in describing the automobile. We would like to emphasize the fact that your Porsche is not a rolling room. We are proud of the fact that it is the most comfortable automobile in the world. And what comfort. Deep curved seats hold you snugly and securely, and recline so that you may nap along the way. One rides relaxed, removed from engine noise by highly effective soundproofing and engine mountings. It is difficult to ride in a Porsche and visualize the word fatigue.

For the woman of taste. The convertible's smart and elegant appearance make it ideal for visiting the club. It is gay. It is intimate.

FACT Every Porsche steering gear unit is pre-run for the equivalent of 3,500 miles. It is then carefully inspected and adjusted before installation.

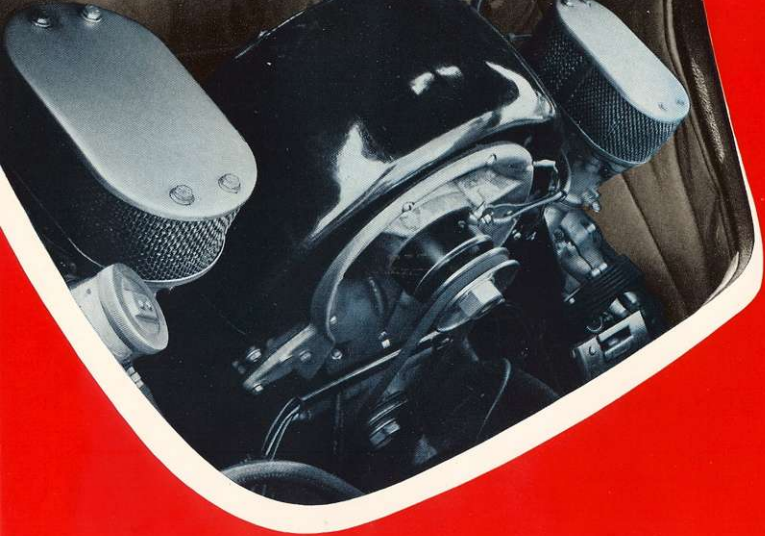


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To possess his dream is man's desire

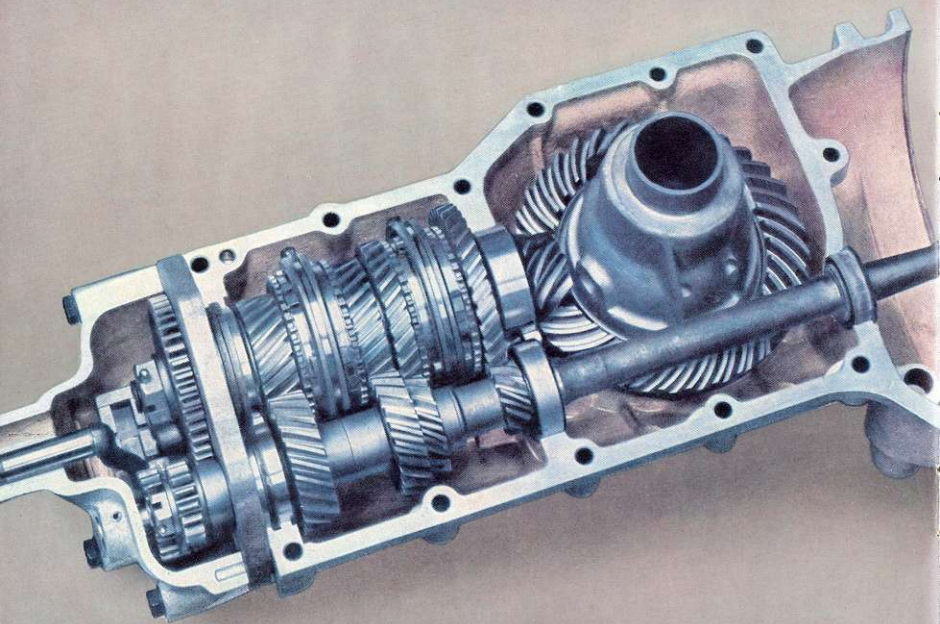
Porsche's elegance and timeless beauty lift it above the fleeting prominence of ultra-modern body styling. Only a master-piece survives the test of time. Porsche has that elusive quality, the ability to appear outstanding in any setting, and inevitably, backs up its promise with performance. This is the dream of every motorist – to own a car as wonderful as it looks. To own a Porsche is to join that exclusive group who proudly salute with flashing lights when another Porsche draws near.





A pocketful of victories

We predict that the new Carrera engine by Porsche will take the motoring world by storm. The name "Carrera" was given to this great power plant in honor of its victories in the Carrera Mexicana in 1952, 1953, and 1954. With the Carrera engine, the Porsche production car takes advantage of the FIA Grand Turismo class, and becomes the first production sports car in the 1500 class to reach 125 MPH limit, and at the same time remain a comfortable and easy handling touring car. No engine was ever put to such rigorous test as the Carrera. Known during its trial period as the engine which powered the famous Porsche Spyder to victory after victory, the Carrera is in keeping with the Porsche spirit and is the latest in a series which has dominated the scene since its first day on the track. The Carrera may be had in either the Coupe, the convertible or the Speedster.

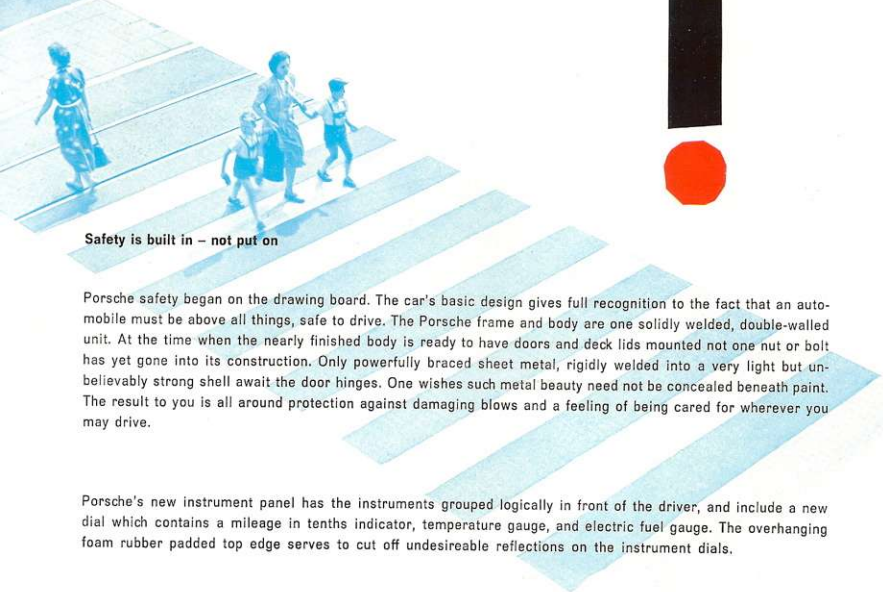




Shifting gears can be a pleasure

No transmission so simple, so functional has ever been seen. The Porsche Servo-mesh transmission takes the work out of changing gears, yet leaves you master of the car every moment. One goes instantly from fourth to third-without sound, without grating. Whether one is in the midst of downtown traffic, or coiling through a mountain range, the easy operated Porsche transmission makes one master of the road.





Safety is built in – not put on

Porsche safety began on the drawing board. The car's basic design gives full recognition to the fact that an automobile must be above all things, safe to drive. The Porsche frame and body are one solidly welded, double-walled unit. At the time when the nearly finished body is ready to have doors and deck lids mounted not one nut or bolt has yet gone into its construction. Only powerfully braced sheet metal, rigidly welded into a very light but unbelievably strong shell await the door hinges. One wishes such metal beauty need not be concealed beneath paint. The result to you is all around protection against damaging blows and a feeling of being cared for wherever you may drive.

Porsche's new instrument panel has the instruments grouped logically in front of the driver, and include a new dial which contains a mileage in tenths indicator, temperature gauge, and electric fuel gauge. The overhanging foam rubber padded top edge serves to cut off undesirable reflections on the instrument dials.



Gracious living begins at home – but goes forth in a Porsche

No small item has been forgotten in the new Porsche's contributions to luxurious driving. The flooring has been lowered to give you a more comfortable seat. The instrument panel has been regrouped so that glove compartment, ash tray, and cigaret lighter are at your finger tips. The wide, curved, panoramic windshield removes all strain. A full circle horn ring, easy grip parking brake . . . These are among those little things which mean so much, and which makes Porsche always more than just a sports car, and prove again the years-ahead thinking of Porsche designers.

The Speedster takes us back to the carefree days of roadster driving – but it does so with features as modern as tomorrow.

FACT Porsche's unique torsion bar suspension on all four wheels guarantees positive road contact under all conditions and all speeds.



Technical Data

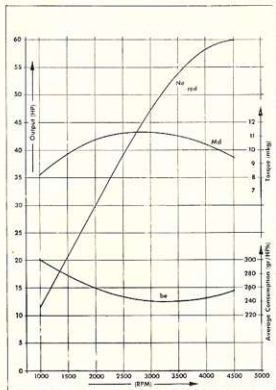
Type	356 A/1300	356 A/1300 S	356 A/1600	356 A/1600 S	356 A/1500 GS (Carrera)	560/1500 RS (Spyder)
Design	4-cylinder, 4-cycle, Boxer type rear engine, air-cooled					
Bore mm	74.5 (2.94 in.)	74.5 (2.94 in.)	82.5 (3.25 in.)	82.5 (3.25 in.)	85 (3.35 in.)	85 (3.35 in.)
Stroke mm	74 (2.92 in.)	74 (2.92 in.)	74 (2.92 in.)	74 (2.92 in.)	66 (2.62 in.)	66 (2.62 in.)
Piston displacement c.c.	1290 (78.7 cu.in.)	1290 (78.7 cu.in.)	1582 (96.5 cu.in.)	1582 (96.5 cu.in.)	1498 (91.5 cu.in.)	1498 (91.5 cu.in.)
Max. H.P. at R.P.M. (DIN)	44/4200	60/5500	60/4500	75/5000	100/6200	110/6200
Max. H.P. (SAE)	50	71	70	88	115	125
Compression ratio	6.5:1	8.2:1	7.5:1	8.5:1	9:1	9.5:1
Valve-arrangement	V-shaped, overhead valves			V-shaped, overhead valves, 4 overhead camshafts driven by king-shafts (vertical shafts)		
Lubrication	forced feed lubrication			dry sump lubrication		
Transmission	4 forward speeds, 1 reverse, fully synchronized					
Chassis	welded pressed steel box type frame					tubular, seamless steel tubing
Front wheel suspension	2 longitudinal suspension arms					
Front springing	2 transverse square torsion bars					
Rear wheel suspension	oscillating half axles, radius arm guided					
Rear springing	1 round transverse torsion bar on each side					
Shock absorber	double-action telescopic shock absorbers, front and rear					
Foot-brake	oil hydraulic foot brake to all 4 wheels; front Duplex type, rear monocylindric type					
Wheels	steel disk with drop center 4.5 J x 15					steel disk with drop center 3.50 D x 16
Tires (or correspond. dimens. in mm)	5.60-15 Sport				5.90-15 Supersport	
Fuel tank	located under front hood, contains 52 ltr. (5 ltr. reserve)					located under front hood, contains 90 ltr.
Wheelbase mm	2100 (83 in.)	2100 (83 in.)	2100 (83 in.)	2100 (83 in.)	2100 (83 in.)	2100 (83 in.)
Tread front mm	1306 (51 1/2 in.)	1306 (51 1/2 in.)	1306 (51 1/2 in.)	1306 (51 1/2 in.)	1306 (51 1/2 in.)	1290 (50 3/4 in.)
Tread rear mm	1272 (50 in.)	1272 (50 in.)	1272 (50 in.)	1272 (50 in.)	1272 (50 in.)	1250 (49 1/4 in.)
Length mm	3950 (155 1/2 in.)	3950 (155 1/2 in.)	3950 (155 1/2 in.)	3950 (155 1/2 in.)	3950 (155 1/2 in.)	3600 (141 3/4 in.)
Width mm	1670 (65 3/4 in.)	1670 (65 3/4 in.)	1670 (65 3/4 in.)	1670 (65 3/4 in.)	1670 (65 3/4 in.)	1550 (61 in.)
Height mm	1310 (51 1/2 in.)	1310 (51 1/2 in.)	1310 (51 1/2 in.)	1310 (51 1/2 in.)	1310 (51 1/2 in.)	1015 (40 in.)
Empty weight (DIN) kg	850 (1865 lbs.)	850 (1865 lbs.)	850 (1865 lbs.)	850 (1865 lbs.)	840 (1850 lbs.)	685 (1510 lbs.)
Top speed km/h	145 (90 m.p.h.)	160 (100 m.p.h.)	160 (100 m.p.h.)	175 (110 m.p.h.)	200 (125 m.p.h.)	220 (140 m.p.h.)

The Speedster, an open two-seater sport car with all weather top can be equipped with either the 1600-, the 1600 S (Super)- or the 1500 GS (Grand Sport)-engine. The empty weight is 760 kg (1670 lbs.), the overall height is 1220 mm (4 ft.).

Subject to modification

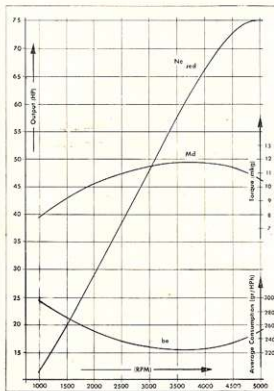
Performance, torque an fuel consumption curves .

SAE Performance — 70 HP



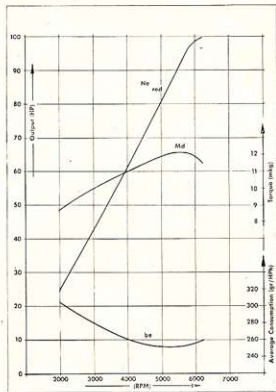
Motor type 1600

SAE Performance — 88 HP



Motor type 1600 S

SAE Performance — 115 HP



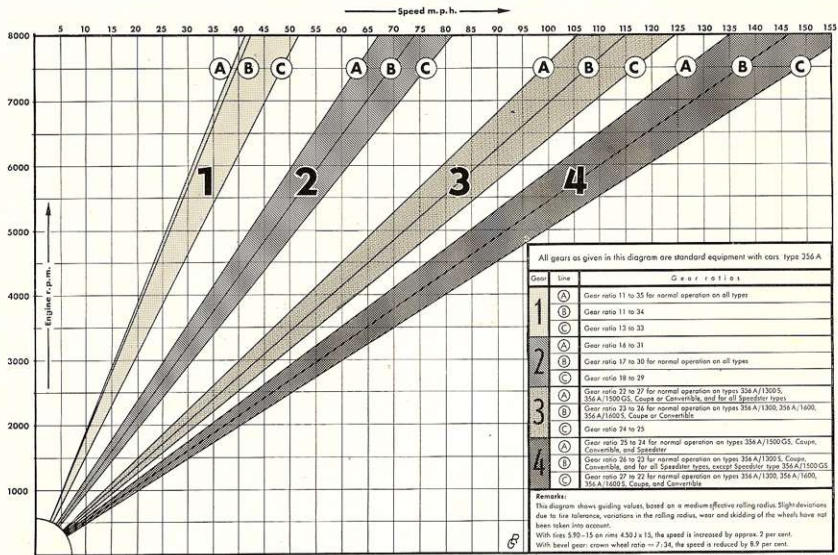
Motor type 1500 GS (Carrera)

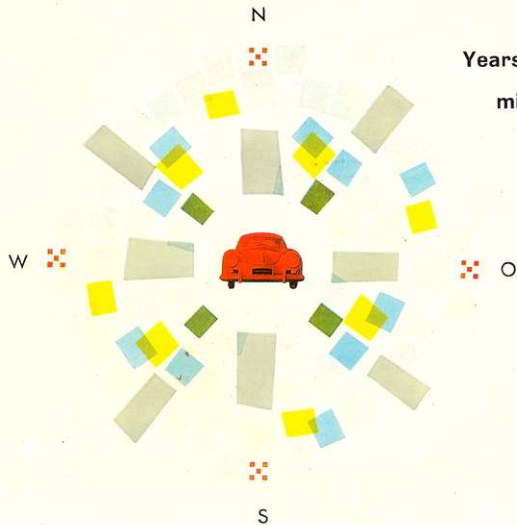
Transmission Diagram Type 356 A

Bevel gear Crown wheel ratio 7 to 31

Tires: 5.60 - 15

Tire pressure: front 21.5 psi (1.5 atü) rear 25.5 psi (1.8 atü)





**Years ahead in engineering
miles ahead on the road**

