Why a mid-engine Porsche?

This is why.

The Porsche 917.

Latest in a long line of Porsche racing cars that started in the mid-fifties with the 550 Spyder.

In its 2 years of competing for the Porsche factory, the 550 finished first in its class seven times, first in 2 classes twice, first overall seven times, first on Index of Performance twice.

Between the old 550 and the new 917 were Porsches like the Carrera 6, with 90 firsts, 50 seconds, 30 thirds in one year. The 904, with 100 firsts, 50 seconds, 30 thirds in one year. The 908, with an actual first-second-third-fourth-fifth in one of the biggest races of the year.

But it's not the victories that the 550 and all the others have in common.

Or the races the 917 will *probably* win.

It's *why*.

All these Porsches have their engines located almost in the center of the vehicle.

With resulting performance and behavior that we figured would be just as desirable on the road as in a race.

That's how our mid-engine Porsches gave us the idea for our mid-engine Porsche.

More important, it's how a Porsche became the first mass produced car to incorporate the principle of an engine in the middle.

The weight of the mid-engine Porsche is distributed 45% in the front and 55% in the back.

What does this mean on the road?

It means that brake performance is constant.

It means that tire wear is constant.

It means there's hardly any oversteer *or* understeer.

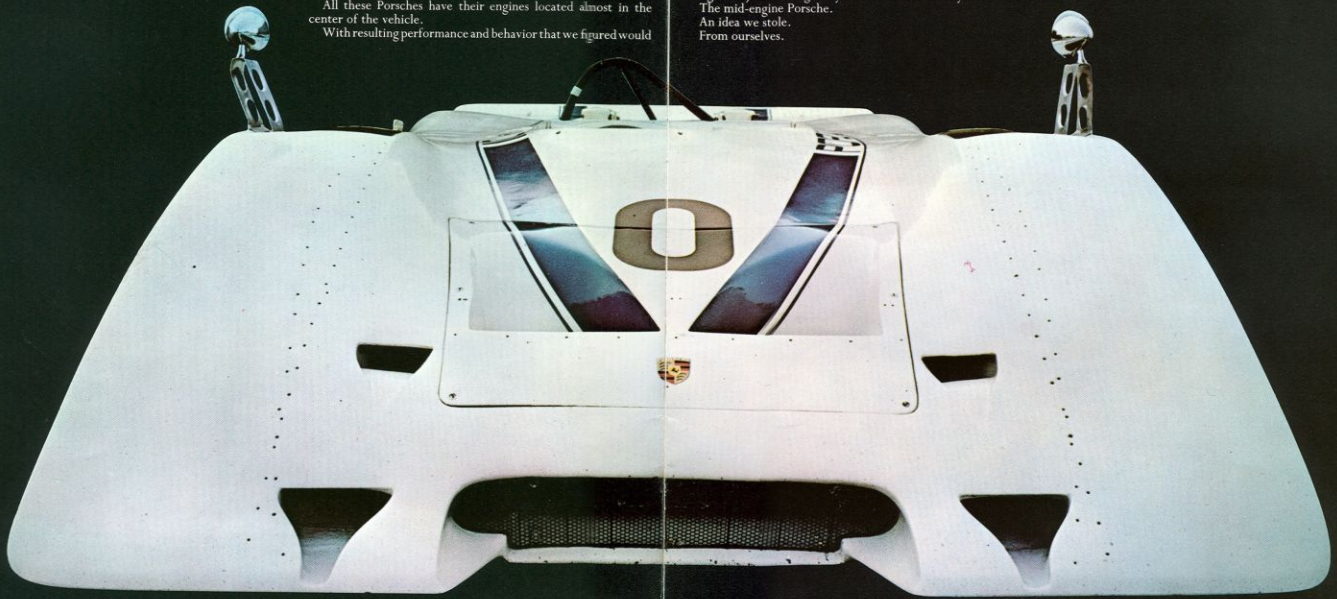
It means something you probably never gave much thought to: improved, smoother *de*celeration.

All because of a light alloy engine with a low (19.7 inches-off-the-ground) center of gravity located almost exactly mid-car.

The mid-engine Porsche.

An idea we stole.

From ourselves.



Introducing a mid-engine Porsche.

914.

It's a 2-seater, first of all. Like a sports car should be.

But where other sports cars wedge a back seat, the 914 has an engine. Behind the engine is a trunk. And up in front of the driver is another trunk.

The engine is air-cooled. So it can't boil over or freeze up. With a top and cruising speed of 110 mph. And electronic fuel injection to automatically feed the engine the exact amount of gas you need in any situation.

The trunk behind the engine is 7 cubic feet big. The trunk in front of the driver is 9 cubic feet big.

Which adds up to 16 cubic feet of trunk space. And it isn't just for luggage, either. The front and rear are collapsible and impact absorbing.

The Porsche 914 is like no other 2-seater on the road.

Except one:

Introducing another one.

914/6.

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 high power engine that it is, the high rpm's, 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.

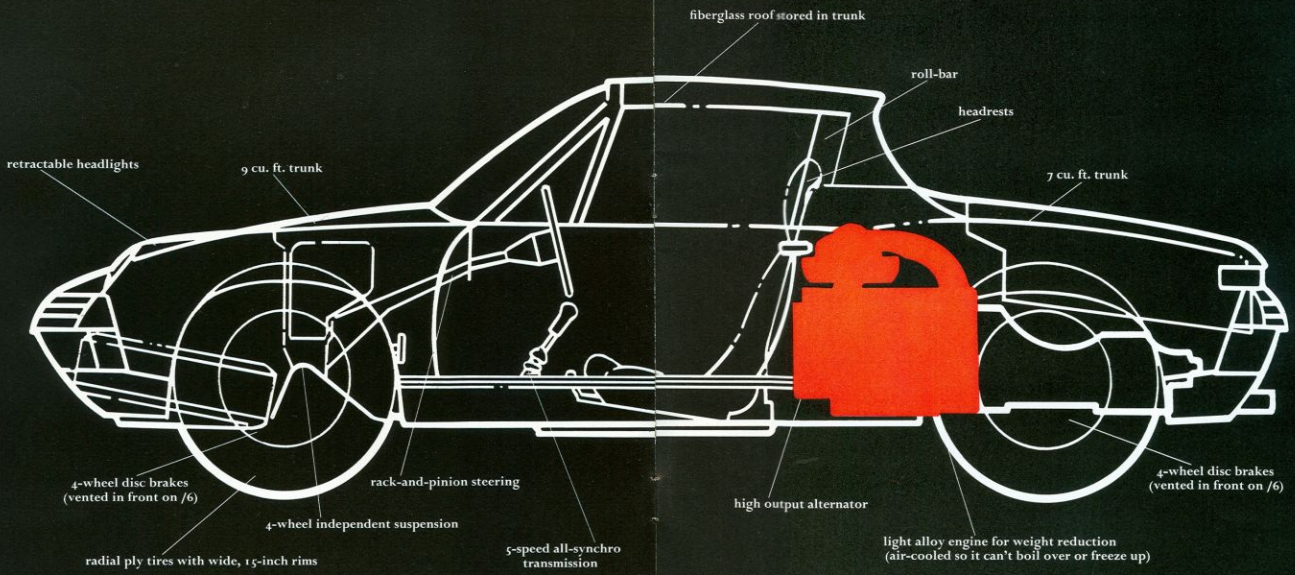
Along with wide wheels and radial tires that help do the same thing.

Like the 914, it has a removable fiberglass roof that stores under the rear trunk lid. (There's a window underneath the built-in roll-bar, so you don't get as much of a draft as you'd think.)

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

There's more to a mid-engine Porsche than an engine in the middle.



Introducing the features of the two mid-engine Porsches.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Introducing the specifications of the two mid-engine Porsches.

SPECIFICATIONS—PORSCHE (1970 MODEL)		914	914/6
ENGINE:	Number of cylinders	4	6
	Bore	3.54 in (90 mm)	3.15 in (80 mm)
	Stroke	2.60 in (66 mm)	2.60 in (66 mm)
	Displacement, act.	102.3 cu in (1.679 ccm)	121.5 cu in (1.991 ccm)
	Compression ratio	8.2:1	8.6:1
	Horsepower SAE	85 (80 HP/DIN) at 4900 rpm	125 (110 HP/DIN) at 5800 rpm
	Maximum torque SAE	109 lbs ft (13.4 mkp) at 2800 rpm	131 lbs ft (16 mkp) at 4200 rpm
	Horsepower per liter	51 SAE (48 DIN)	62.5 SAE (55 DIN)
ENGINE DESIGN:	Type	Horizontally opposed 4, 4 stroke cycle, air cooled	Horizontally opposed 6, 4 stroke cycle, air cooled
	Valve arrangement	Overhead	Overhead in V
	Valve drive	Pushrods	1 ohc per bank of cylinders
	Camshaft drive	Gear type	Chain
	Crankshaft	Forged steel, 4 main bearings	Forged steel, 8 main bearings
DIMENSIONS:	Wheelbase	96.5 in (2450 mm)	96.5 in (2450 mm)
	Track, front	52.8 in (1337 mm)	53.6 in (1361 mm)
	Track, rear	54.3 in (1374 mm)	54.5 in (1382 mm)
	Overall length	157.0 in (3985 mm)	157.0 in (3985 mm)
	Overall width	65.0 in (1650 mm)	65.0 in (1650 mm)
	Overall height (unloaded)	48.0 in (1220 mm)	48.4 in (1230 mm)
	Ground clearance (loaded)	4.7 in (120 mm)	5.4 in (128 mm)
	Turning circle	approx. 33.5 ft (11 m)	approx. 33.5 ft (11 m)
WEIGHTS:	Dry weight (DIN)	1982 lbs (900 kp)	2070 lbs (940 kp)
	Max. permissible weight	2687 lbs (1220 kp)	2780 lbs (1260 kp)
	Max. axle load, front	1430 lbs (650 kp)	1430 lbs (650 kp)
	Max. axle load, rear	1430 lbs (650 kp)	1540 lbs (700 kp)
PERFORMANCE:	Top speed	approx. 110 mph (177 km/h)	approx. 125.5 mph (201 km/h)
	Power/weight ratio	25.2 lbs/HP/SAE	19.8 lbs/HP/SAE
	1 person + dry weight DIN	(11.20 kp/HP/DIN)	(8.5 kp/HP/DIN)
	Fuel consumption	approx. 26.2 mpg	approx. 26.2 mpg
	Lubrication	Pressure lubrication	Dry sump
	Carburetion	Bosch electronic fuel injection	Triple throat carburetors, 1 per bank of cylinders
ELECTRICAL SYSTEM:	Rated voltage	12 Volt (alternator 700 W)	12 Volt (alternator 770 W)
	Battery	45 Ah	45 Ah
	Ignition	Battery, coil and distributor	High capacity discharge ignition with battery, coil & distributor
DRIVE TRAIN:	Location of engine	Mid-engine, in front of rear axle	Mid-engine, in front of rear axle
	Clutch	Single dry plate	Single dry plate
	Number of speeds	5 forward, 1 reverse, fully synchronized	5 forward, 1 reverse, fully synchronized
	Axle ratio	4.429:1 (7/31)	4.429:1 (7/31)
CHASSIS and SUSPENSION:	Frame	Welded, pressed steel sections unitized with body	Welded, pressed steel sections unitized with body
	Front springing	Longitudinally mounted round section torsion bar, 1 per wheel	
	Rear springing	Coil springs—with hydraulic, double-acting telescopic shock absorbers, 1 per wheel—and rubber buffers	
	Service brake	Dual brake system, hydraulic disc brakes on all 4 wheels. For 914/6 internally ventilated discs in front	
	Hand brake	Mechanical disc brake on rear wheels with control light	
	Brake disc diam.	Front 11.0 in (281 mm)	Front 11.12 in (282.5 mm)
		Rear 11.1 in (282 mm)	Rear 11.26 in (286 mm)
	Rims	4½J x 15 (steel)	5½J x 15 (steel)
	Tires	155 SR 15 Tubeless	165 HR 15 with tube
	Steering	ZF rack and pinion	ZF rack and pinion
	Steering ratio	1:17.78	1:17.78

1. Driver's eye view of 914. 2. Combination driver's armrest and storage compartment. 3. Pop-up headlight as seen before it pops up. 4. 914 engine. 5. 914 roll-bar. 6. Door handle. 7. Air-cooling control. 8. Front trunk (9 cu ft capacity). 9. Shift handle. 10. Roll-bar for /6. 11. Rear trunk (7 cu ft capacity) showing tool kit included. 12. Antenna when you don't want to listen to anything. 13. Reflector. (There's one up front on each side, on fenders.) 14. Headlights in up position. 15. Passenger seat. 16. 914/6 engine.

Specifications subject to change without notice.