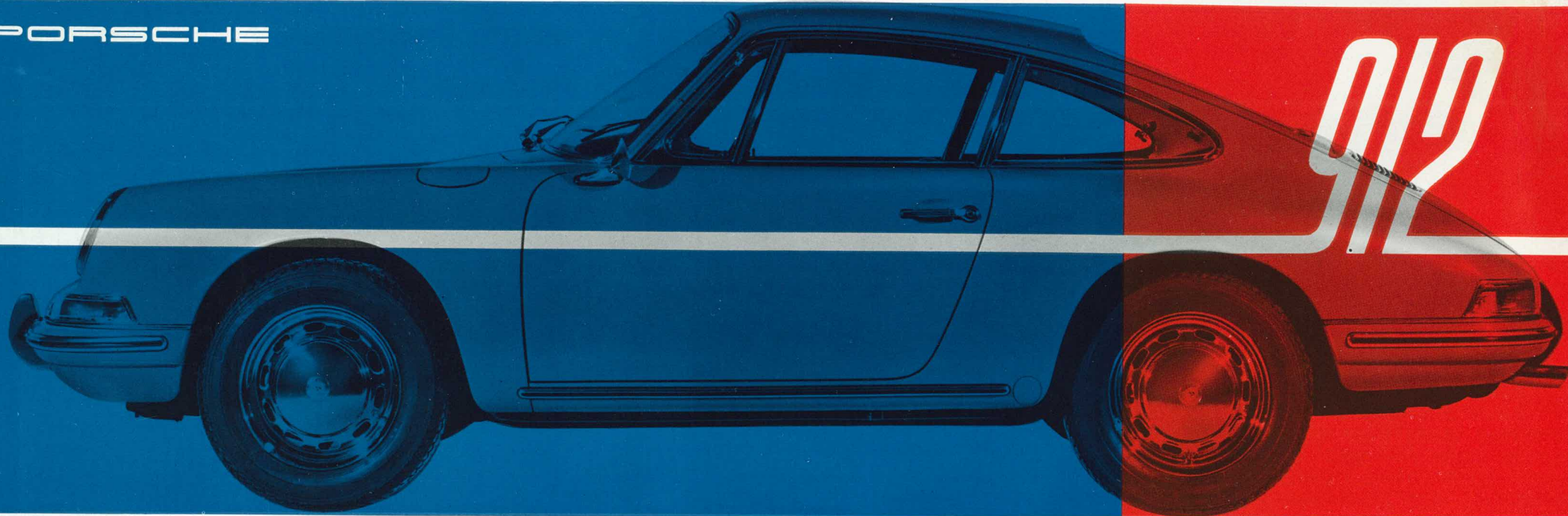


PORSCHE



66

JOHNSON - PACIFIC  
VOLKSWAGEN - PORSCHE  
2901 BROADWAY AT 29TH STREET  
Phone: 834-7711  
OAKLAND, CALIFORNIA 94611

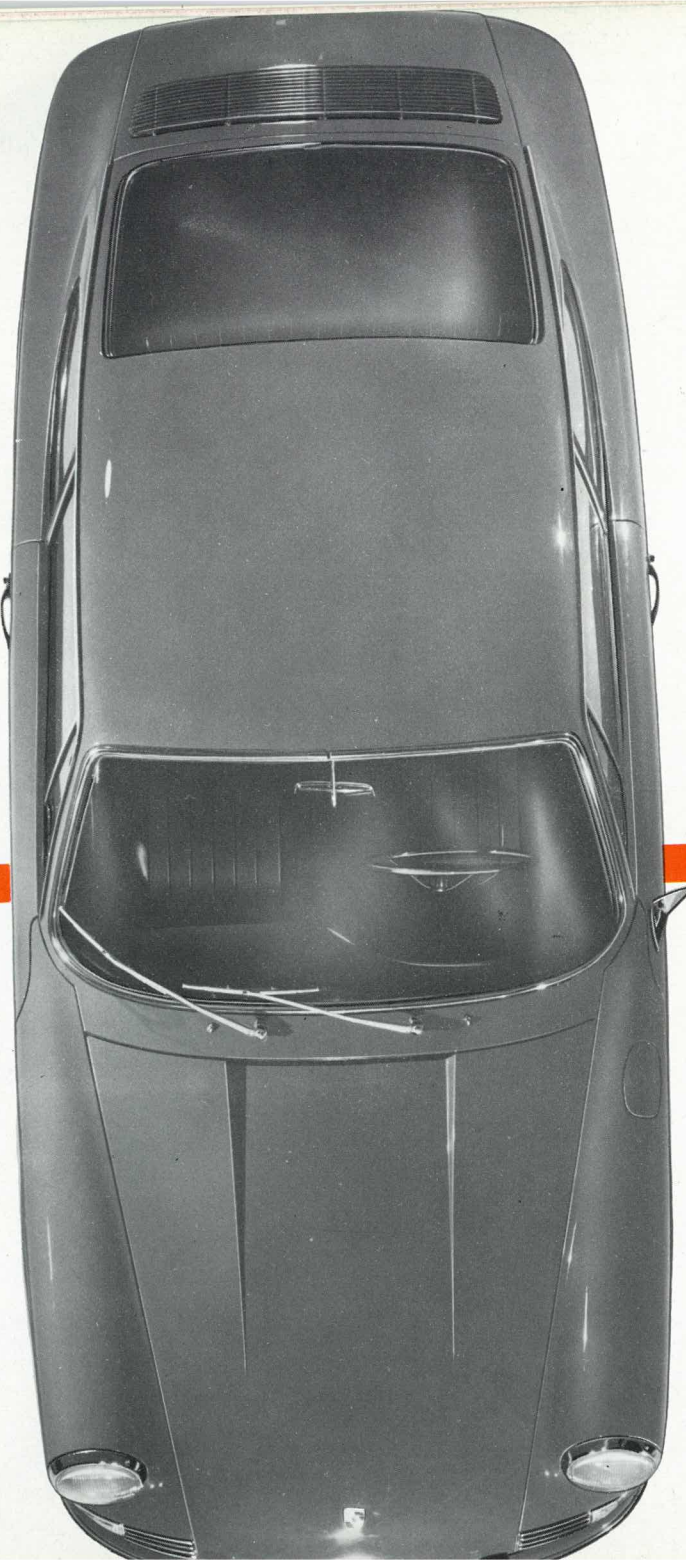
A large, stylized red logo consisting of the numbers '912' in a bold, rounded, sans-serif font. The '9' and '1' are connected at the top, and the '2' is separate. The logo is positioned in the upper right quadrant of the page, above a thick red horizontal line that spans the width of the advertisement.

***This is the NEW Porsche . . . changed, distinctively different, yet faithful to Prof. Porsche's original concept of the perfect motor car. All that we've learned in more than a generation of perfecting, improving, testing, racing . . . with what many have called the ultimate car . . . has gone into creating this new one, "the Porsche that's BETTER than a Porsche".***

***The new Porsche Type 912 is faster, more nimble, roomier and far more beautiful. Though it's but a few inches longer, it has nearly twice the luggage space and glass area . . . yet it still LOOKS like a Porsche. Enthusiasts will quickly recognize the distinctive down-swooping front deck now sharp-***

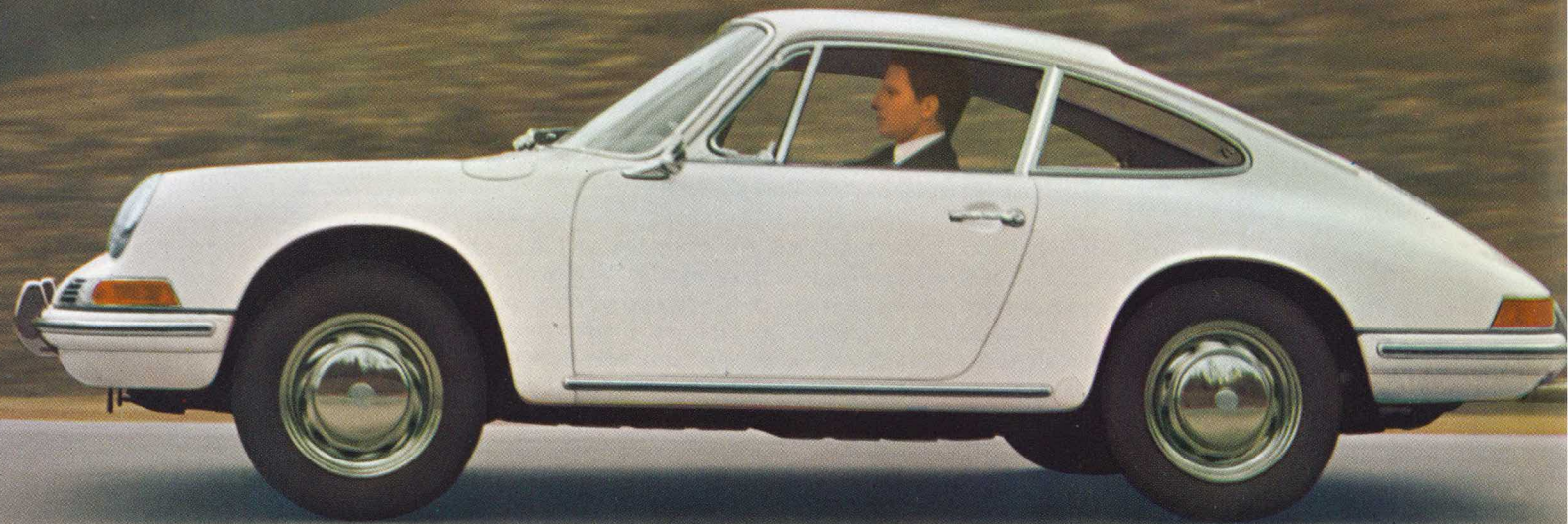
***ened to a knife-edge . . . while the increased rake of the unmistakable Porsche fast-back, gives the 912 an exciting, forward-thrusting silhouette. Technical refinements and developments from the past 17 years are a part of the new car. Steering is better, more precise. Safer too, with the shaft offset to connect indirectly to the front-end through a double universal joint. Even the Porsche ride . . . one of life's great pleasures, has been improved. The famous Super 90 engine powers the 912 through the improved Porsche synchromesh transmission with a choice of 4 or 5 forward speeds. This is the second generation of Porsche . . . "the Porsche that's BETTER than a Porsche".***





912

Tachometers, Odometers, Bucket Seats and Torsion Bar Suspension are standard on all Porsche cars ... they always have been. They're not "extras" or sales "gimmicks" ... but are as essential to the safe operation of any proper motor car as wheels or disc brakes ... and we have those too, standard on all 4 wheels. The original Porsche patent on Torsion Bar Suspension (that's what makes the Porsche ride so safe and pleasurable) ... ran 'out a long time ago so now there are several copies of this sensible Porsche idea. The Porsche Bucket Seats are fabulously comfortable, support hip and shoulder firmly. They're secured to rails and adjust fore and aft to suit over 6 footers or under 5 footers, with seat-





# 912

## STANDARD EQUIPMENT

### Windows

- Electric windshield washers with automatic wiper actuation
- Three-speed windshield wipers
- Ventilating quarter windows, burglarproof, front and rear
- Antiglare interior rear view mirror
- Laminated windshield
- Hot air defrosting for rear window

### Illumination

- Asymmetric low beam (for all countries in which authorized)
- Two backup lights
- Infinitely variable instrument illumination
- Luggage compartment illumination

### Signals

- Twin horns
- Headlamp flasher

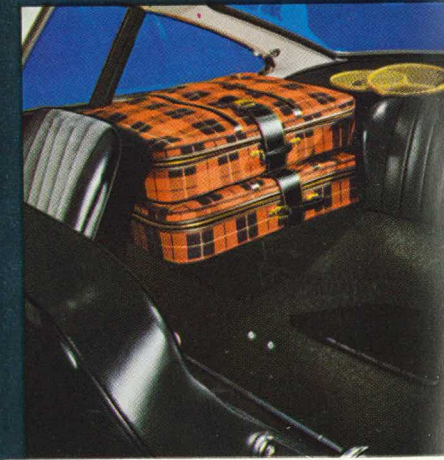
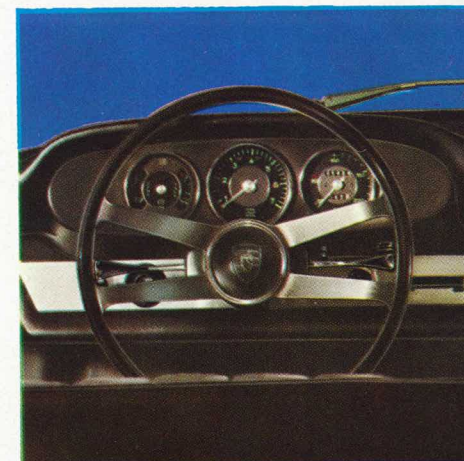
What should the ideal automobile be like ... what's it for ... what's it to do ... how should it LOOK? Should it carry only two, or be big enough for ten ... ? There were countless possibilities and questions as we set out with but a dream and a clean sheet of paper, to design and build a BETTER Porsche.

We already had a few answers ... from our 17 years of experience working with the successful Porsche Type 356, we had learned much about air-cooled engines, torsion bar suspension, steering, transmissions and good design. And we'd already decided that the new car must be faster, with a bit more room for passengers and luggage, though it must still follow the basic Porsche concept ... it would be a small, high-performance, custom-finished motor car of limited production.

And we believe that, in the NEW Porsche Type 912, there's just about everything that you (and we) have ever hoped for in an automobile ... it's more fun to drive than anything else on wheels. And you do have to **drive** it ... it responds to **you**, not to push-buttons. If you like to ride a horse, or sail a boat, or even push a lawn mower ... you'll love driving a Porsche. The improved 4-speed gear-box (you'll like the optional 5-speed one even better), makes driving in any kind of traffic a challenge ... a thrilling achievement, not a chore. It's YOU who directs and controls, delicately yet firmly, the surging power of 102 horses exactly as you want it ... through the gears to the road. Up front, the new longitudinal torsion bar suspension helps to provide tighter springing for a great smooth ride. There's more room in the front compartment, nearly 16 cubic feet. Inside its roomier too ... seats are two inches wider, more comfortable, and there's adult leg-room for passengers in the enlarged rear seats.

Some people don't like the Porsche car ... they say it's too little and too expensive. True enough, it's not as big as a station wagon ... it's not supposed to be, nor is it a compact. It's just the right size to take two adults (big ones), plus small children, plus luggage for a weekend or three weeks' vacation ... from here to there in the fastest, safest, most comfortable and enjoyable manner possible. The Porsche is one of the finest Gran Turismo cars in the world, and still custom-built ... nothing that good can ever be cheap (though at its **price it is** a bargain).

If automobiles are, to you, only transportation ... then certainly you'd better go by BUS. But if you like to live totally ... need to participate, to experience ... then sooner or later you'll want to own and drive a Porsche 912. There's nothing else quite like it, anywhere ... at any price.



**Instruments**

Speedometer with odometer and trip mileage recorder  
Tachometer  
Fuel gauge  
Oil temperature gauge  
Indicator lights for generator, oil pressure, parking lights, turn signals, and parking brake

**Locks**

Both doors securable from outside by key, inside by lever  
Glove compartment with lock  
Fuel tank cap operated from car interior  
Ignition switch combined with steering lock

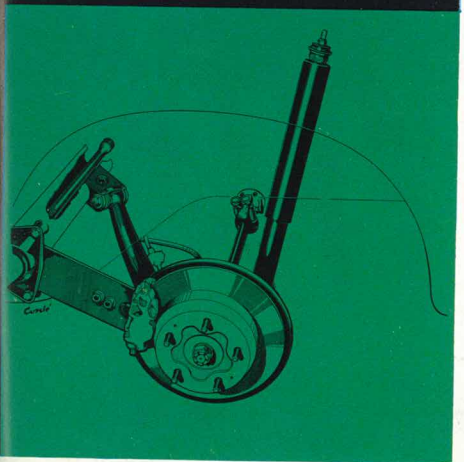
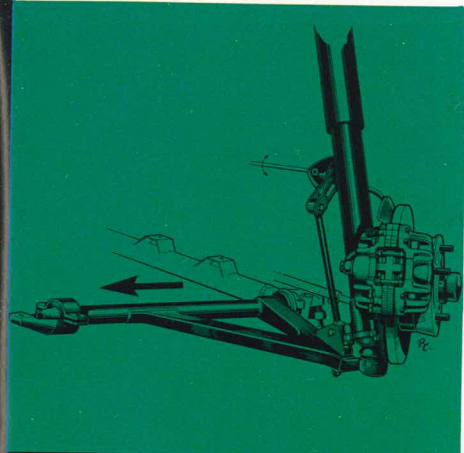
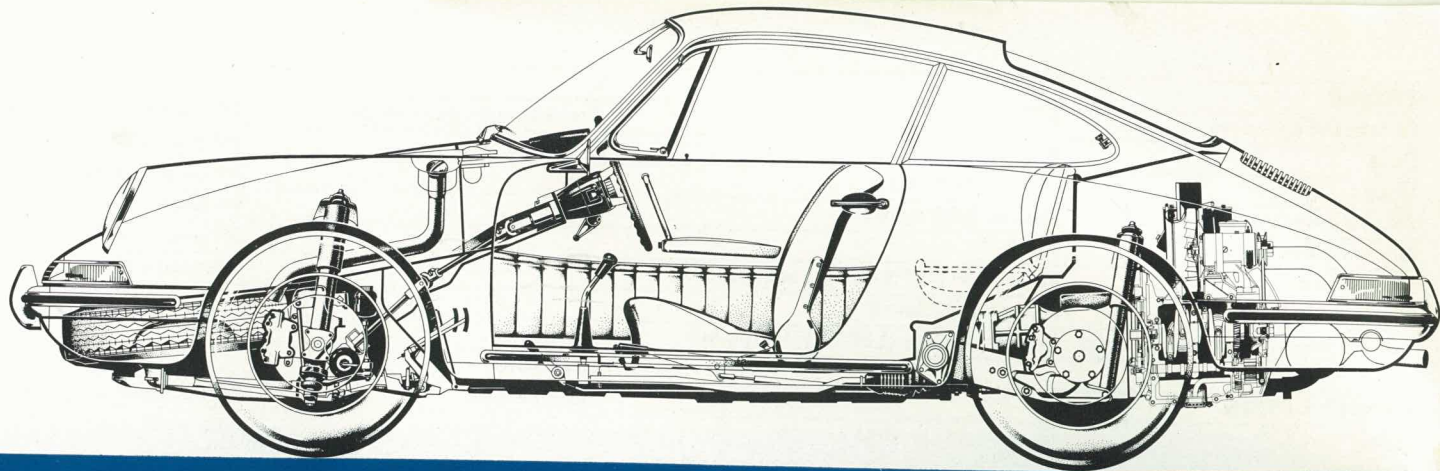
**Interior**

Antiglare instrument panel, padded on top and bottom  
Cigarette lighter combined with electrical outlet  
Courtesy grip for passenger on door inside

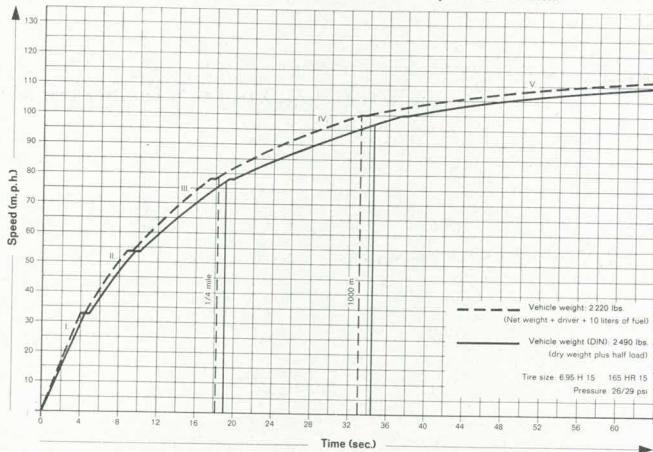
Arm rests designed as door-pulls  
Seat belt anchorages  
Fasteners for luggage straps  
Clothes hanger hook at each door post  
Two padded sunvisors with mirror on passenger side  
Map pocket in each door  
Reclining seats  
Heater and fresh air vents  
Rear seat backrests fold down to a luggage platform, with non-skid strip  
Parcel shelf behind rear seats, with non-skid strip  
Slide-in ashtray

**Miscellaneous**

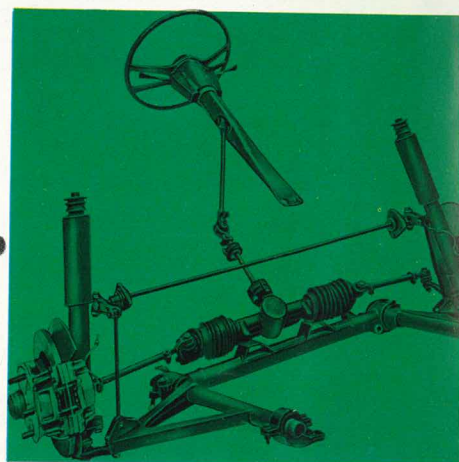
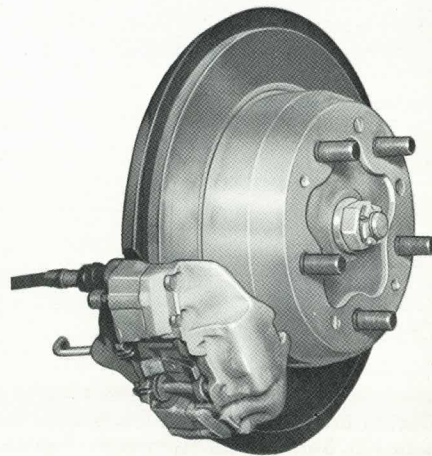
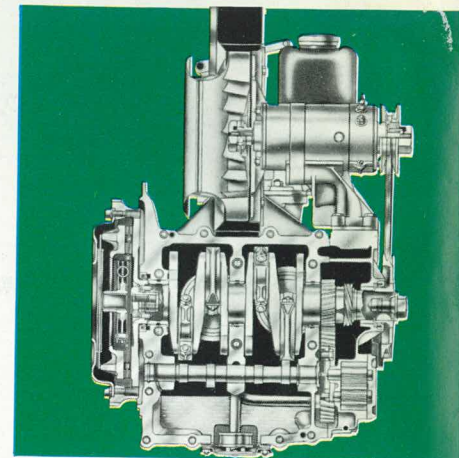
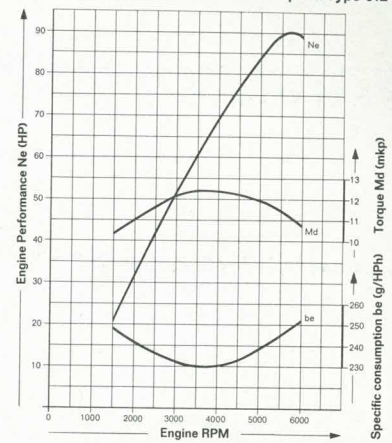
12-Volt system  
Towing hook in front  
Draftfree ventilation through headlining  
Undercoating  
Touch-up paint dispenser



Acceleration Curve Type 912 (5-speed transmission)



Engine Performance and Fuel Consumption Type 912



**ENGINE**

Number of cylinders	4	Transmission gear ratios	1st gear = 11:34 / 11:34
Bore	82.5 mm (3.25 in.)		2nd gear = 18:34 / 19:32
Stroke	74.0 mm (2.91 in.)		3rd gear = 22:29 / 24:27
Displacement, actual	1582 cc (96.5 cu.in.)		4th gear = 25:26 / 28:24
Compression ratio	9.3 : 1		5th gear = 28:24
Horsepower	90 DIN HP (102 SAE HP) at 5800 RPM		Reverse = 11:16
Maximum torque	12.4 mkp (90 lbs/ft)		20:43
Horsepower/displacement ratio	57 DIN HP/liter (1.07 SAE HP/cu.in.)		

**ENGINE DESIGN**

Type	Opposed, four stroke cycle
Cooling	Air cooled
Crankcase	Light alloy
Cylinders	Cast iron liner in finned light alloy jacket
Cylinder heads	Light alloy
Valves per cylinder	2
Valve arrangement	Overhead
Valve timing	Pushrods
Camshaft drive	Gear-type
Camshaft bearings	Plain journals
Crankshaft	Forged, 4 plain journal main bearings
Connecting rod bearings	Plain journals
Air blower drive	V-belt through generator
Crankshaft / air blower ratio	approx. 1:1.8
Lubrication	Forced feed, gear-type
Fuel pump	Mechanical, diaphragm
Carburetors	2 dual-throat downdraft, Solex 40 P II-4

**ELECTRICAL SYSTEM**

Battery voltage	12 V
Battery capacity	45 Ah
Generator output	300 W max.
Ignition	Battery coil
Distributor	Centrifugal advance
Firing order	1-4-3-2
Ignition timing	3° BTC

**POWER TRAIN**

Number gears	4 or 5 speed option, 1 reverse
Synchronized gears	All forward speeds
Final drive	Spiral bevel
Rear axle ratio	7:31

**CHASSIS**

Chassis type	Monocoque, unitized with frame
Service brake	Hydraulic, single circuit
Effective friction area	185 cm <sup>2</sup> (28.7 sq.in.)
Wheels	Perforated, steel disc
Tires	6.95 H 15 (165 HR 15 optional)
Steering	Rack and pinion
Steering ratio	1:16.5

**DIMENSIONS**

Wheelbase	2211 mm (87.05 in.)
Track, front	1337 mm (52.63 in.)
Track, rear	1317 mm (51.85 in.)
Overall length	4163 mm (163.90 in.)
Overall width	1610 mm (63.39 in.)
Height (unladen)	1320 mm (51.97 in.)
Ground clearance	150 mm (5.91 in.)

**WEIGHTS**

Dry weight (DIN)	970 kp (2134 lbs)
Maximum permissible weight	1290 kp (2838 lbs)
Maximum axle load, front	570 kp (1254 lbs)
rear	750 kp (1650 lbs)

**CAPACITIES**

Fuel tank	62 liters (16.4 U.S. gals)
Oil sump	approx. 5 liters (5.3 qts)
Transmission and differential	2.5 liters (2.65 qts)
Hydraulic fluid reservoir	0.2 liters (7 fl.oz.)

**PERFORMANCE**

Range w/o refueling	approx. 450-500 km (280-310 mi.)
Top speed	approx. 185 km/h (115 mph)
Fuel consumption (DIN)	8.5 liters/100 km (29.5 mpg)

