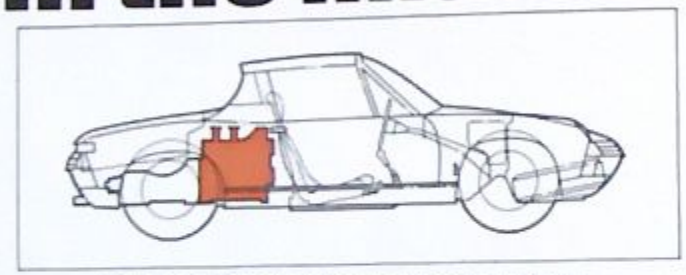
If you don't get a back seat, you should at least get an engine in its place.

A brand new Porsche.

With its engine in the middle.



Balanced to corner and brake better than any mass produced car on the road.

If there's one thing we've learned from racing, it's where to put the engine.

A sports car built just for racing doesn't need a back seat. So unlike a Grand Touring car, its engine can be mounted in front of the rear axle, near the middle of the car.

That distributes its weight more equally, front and rear. And gives it a whole bundle of advantages over ordinary cars.

We think it's time you shared those advantages. So we've built a couple of mid-engine cars you can use on the street.

They hold the road better, because the center of gravity is lower.

They corner better, because there's no heavy front end to steer and no heavy back end to slide out.

They brake faster and save tire life, because all the wheels carry a more equal load.

And they're safer. Because both front and back ends are designed to absorb impact.

The 4-cylinder 914 model costs $3,595.* It has an electronically fuel-injected engine, goes 110 mph and does 0-60 in 13 seconds.

The 6-cylinder 914/6 model costs $5,999.* goes 125 mph and does 0-60 in 9.9 seconds.

Both come with a built-in roll bar, removable fiberglass roof, 5-speed stick or optional 4-speed Sportomatic, two trunks, and the kind of craftsmanship expected from Porsche.

So if you're thinking about a true, two-seat sports car, think about this:

When you don't get a back seat, you should at least get an engine in its place.

The Mid-Engine Porsche. $3,600

SPECIFICATIONS	(1970 MODEL)	914	914/6
ENGINE:	Number of cylinders	4	6
	Bore	3.54 in (90 mm)	3.15 in (80 mm)
	Stroke	2.80 in (66 mm)	
	Displacement, est.	122.3 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	128 (110 HP, DIN) at 5800 rpm
	Maximum torque (SAE)	109 lbs ft (13.4 mkp) at 2800 rpm	131 lbs ft (18 mkp) at 4200 rpm
	Horsepower per liter	51 SAE (48 DIN)	62.5 SAE (58 DIN)
ENGINE DESIGN:	Type	Horizontally opposed 4, 4 stroke cycle, air cooled	Horizontally opposed 6, 4 stroke cycle, air cooled
	Cylinders	Cast iron	
	Cylinder heads	Light alloy	
	Number of valves	1 intake, 1 exhaust per cylinder	
	Valve arrangement	Overhead	Overhead in V
	Valve drive	Pushrods	1 ohc per bank of cylinders
	Camshaft drive	Gear type	By double chain
	Crankshaft	Forged, 4 bearings	Forged steel, 8 main bearings
	Connecting rod	Plain bearings	
DIMENSIONS:	Wheelbase	96.5 in (2400 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)	
	Overall width	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 mm)	
WEIGHTS:	Dry weight (Din)	1962 lbs (900 kp)	2070 lbs (940 kp)
	Max. permissible weight	2697 lbs (1220 kp)	2760 lbs (1260 kp)
	Max. axle load, front	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 (1 person + dry weight DIN)	25.2 lbs/HP, SAE (11.20 kp/HP, DIN)	19.8 lbs/HP, SAE (8.5 kp/HP, DIN)
	Fuel consumption	approx. 26.2 mpg (9.0 l/100km)	
	Blower drive	directly through crankshaft	V-belt through alternator
	Lubrication	Pressure lubrication	Dry sump
	Fuel supply	1 electric fuel pump	
	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	
	Ignition	Battery, coil and distributor	High capacity discharge ingition with battery, coil & distributor
	Firing order	1-4-3-2	1-6-2-4-3-5
DRIVE TRAIN:	Location of engine	Mid-engine, in front of rear axle	
	Clutch	Single dry plate	
	Transmission	Porsche servo-thrust synchronization	
	Number of speeds	5 forward, 1 reverse	
	Location of shift lever	Central floor change	
	Final drive	Spiral bevel gears and bevel gear differential	
	Axle ratio	4.429:1 (7/31)	
	Power train	Through half axles to rear wheels	
CHASSIS and SUSPENSION:	Frame	Welded, pressed steel sections utilized with body	
	Front suspension	Independent, with transverse control arms and telescopic hydraulic dampers	
	Front springing	Longitudinally mounted round section torsion bar, one per wheel	
	Rear suspension	Independent, with longitudinal control arms	
	Rear springing	Coil springs, with hydraulic, double-acting telescopic shock absorbers, one 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). Rear 11.1 in (282 mm)	Front 11.12 in (282.5 mm) Rear 11.26 in (286 mm)
	Total brake swept area (service brake)	28 sq. in.	32.5 sq. in.
	Hand brake disc diam.	Same disc as used for service brake	
	Rims	4½ J x 15 (steel)	5½ J x 15 (steel)
	Tires	155 SR 15 Tubeless	165 HR 15 with tube
	Steering	ZF rack and pinion	
	Steering ratio	1:17.78	
TRANSMISSION GEAR RATIOS:		1st gear = 34:11	1st gear = 34:11
		2nd gear = 34:18	2nd gear = 32:18
		3rd gear = 29:23	3rd gear = 29:23
		4th gear = 26:27	4th gear = 26:27
		5th gear = 22:31	5th gear = 22:29
		Reverse = 16:11	Reverse = 16:11
GRADE CLIMBING:	Weight of vehicle	1982 lbs (900 kp)	2070 lbs (940 kp)
	1st gear, max. gradient	60%	67%
	2nd gear, max. gradient	29%	32%
	3rd gear, max. gradient	18%	19%
	4th gear, max. gradient	12%	13%
	5th gear, max. gradient	8%	9%
CAPACITIES:	Engine	approx. 3.75 qts (3.5 ltr) HD oil	approx. 9.5 qts (9 ltr) HD oil
	Transmission and differential	2.65 qts (2.5 ltr)	
	Fuel tank	16.4 US gallons (62 ltr)	
	Brake fluid reservoir	approx. 11.9 fl oz (0.35 ltr)	
	Windshield washer	approx. 2.65 qts (2.5 ltr)	approx. 3.0 qts (2.8 ltr)

*Specifications subject to change without notice