Why did Porsche make six Porsches this year?

Because Porsche refuses to leave well enough alone.

We never stop racing. We never stop rallying. And we never stop learning.

And when you've learned how to come through over 1000 races and rallies every year, you've pretty well learned how to build a car that'll come through every kind of highway and traffic situation.

But we've never learned so much that we can't learn a little more.

Introducing the mid-engine Porsches.

Putting a lightweight engine mid-car distributes car weight equally front and back.

If that doesn't mean anything to you, the results may:

(1) Car has very low center of gravity, (2) under normal circumstances, weight distribution will remain the same, so (3) there's hardly any oversteer or understeer, and (4) deceleration is smoother, (5) brake performance is constant, and (6) so is tire wear.

All of which means the car will hold the road better. Even in the rain.

What gave us the idea for our mid-engine Porsche? Our mid-engine Porsches. The 917. The Carreras. The 904. 910. 907. 908.

We've been winning with them for years.

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 there's 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:

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 even though it's a high power engine, the 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 permanent window underneath the built-in roll bar, so you don't get as much of a draft as you'd think.)

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

The Porsche 911's.
with
10% more power than last year.

HORSEPOWER, SAE			0-60 mph, SEC.			TOP SPEED, mph		
Model	1969	1970	Model	1969	1970	Model	1969	1970
911 T	125	142	911 T	11.0	10.5	911 T	125	128
911 E	158	175	911 E	9.0	8.0	911 E	134	137
911 S	190	200	911 S	8.0	7.2	911 S	140	144

More power. Faster acceleration. Higher speed. Because we increased the engine size from 2 liters to 2.2 liters.

911T.

The Porsche that won Porsche its first Monte Carlo Rallye.

A 4-speed all-synchromesh transmission is standard. (*All* Porsche transmissions are all-synchromesh.) Sportomatic, Porsche's semi-automatic transmission, is optional. (You know it's rugged because it proved itself ready for the public when a 911 equipped with it won the 84-hour 6100-mile Marathon de la Route in 1967.) Also optional: a 5-speed transmission.

Some more facts about the 911T: 2 triple-throat Zenith carburetors (individual carburetion for each cylinder); thermostatically controlled oil cooler especially good for high speeds; two batteries (all Porsche 911's have 2 batteries); 142 hp engine with 128 mph top and cruising speed.

And it's only the lowest priced of the three.

911E.

A 5-speed transmission is standard and Sportomatic is optional.

Engine performance is especially precise because fuel injection is standard.

Also standard is hydropneumatic front suspension: no matter how heavy you load your trunk, the front lifts itself to the correct level. You don't ride nose down.

A high capacity discharge ignition system and faster reaction in the lower rpm ranges quicken acceleration in the E to make it especially good for city driving and short trips in general.

But don't worry about the highway. With its 175 hp, the E will do 137 all day.

911S.

With 200 hp and an engine that can do 144 longer than you can, the S is one of the world's only true GT's. It's built for high speed, hard driving, performance and comfort.

Even the wheels are wider than those on the T and E. The pistons are forged. The outer body has additional protection.

Inside, the steering wheel is leather covered, there's full carpeting, and special instrumentation so you can read about the high performance while it's happening.

The S has the same Bosch fuel injection as the E, and is equipped with adjustable Koni shocks.

But you can't get Sportomatic or a 4-speed transmission for the S. Even if you ask. Only a 5.

Think you can handle it?

TARGA.

The first convertible with race track protection for everyday driving. For people who don't do everyday driving in their everyday car.

The roll bar is a built-in integral part of the design, and makes the Targa the first 4-cars-in-1 convertible: (1) with the top and rear window open (2) or closed (3) or with the top open and the rear closed (4) or vice versa.

Unless you get it with the permanent, electrically-heated rear window the other 911's have. It doesn't cost anything extra, and you get two rear seats with it.

Please note, though, that the Targa isn't really a Porsche model. It's a Porsche body style.

You can wrap your 911T, 911E, or 911S in a Targa body.

SPECIFICATIONS		914	914/6
ENGINE:	Type	Mid-engine horizontally opposed 4, 4 cycle, air-cooled, ohv.	Mid-engine horizontally opposed 6, 4 cycle, air-cooled, ohv.
	Bore	3.54 in (90 mm)	3.15 in (80 mm)
	Stroke	2.60 in (66 mm)	
	Displacement, act.	102.3 cu in (1678 ccm)	121.5 cu in (1991 ccm)
	Compression ratio	8.2:1	8.6:1
	Horsepower (SAE)	85 (80 HP/DIN) at 4900 rpm	125 (110 HP/DIN) at 6800 rpm
	Maximum torque (SAE)	109 lbs ft (13.4 mkp) at 2500 rpm	131 lbs ft (16 mkp) at 4200 rpm
ENGINE DESIGN:	Valve drive	Pushrods	1 ohc per bank of cylinders—chain driven
	Crankshaft	Forged steel, 4 main bearings	Forged steel, 8 main bearings
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 lit/100 km)	
	Lubrication	Pressure Lubrication	Dry Sump
	Carburetion	Bosch electronic fuel injection	Triple throat carburetors 1 per bank of cylinders
ELECTRICAL SYSTEM:	Battery	12V/45Ah (alternator 700 W)	(alternator 770 W)
	Ignition	Battery, coil and distributor	High capacity discharge ignition

SPECIFICATIONS—COUPE/TARGA (1970 MODEL)		911 T	911 E	911 S
ENGINE:	Type	Horizontally opposed 6, 4 stroke cycle, air-cooled, ohv., rear mounted		
	Bore	3.31 in (84 mm)		
	Stroke	2.60 in (66 mm)		
	Displacement, act.	133.8 cu in (2195 cc)		
	Compression ratio	8.6:1	9.1:1	9.8:1
	Horsepower (SAE)	142 (125 HP/DIN) at 5800 rpm	175 (155 HP/DIN) at 6200 rpm	200 (180 HP/DIN) at 6500 rpm
	Maximum torque (SAE)	148 lbs ft (18 mkp) at 4200 rpm	160 lbs ft (19.5 mkp) at 4600 rpm	164 lbs ft (20.3 mkp) at 5200 rpm
	Horsepower (per liter)	65 SAE (57 DIN)	79 SAE (70 DIN)	91 SAE (82 DIN)
	Valve drive	1 overhead camshaft per bank of cylinders—chain driven		
	Crankshaft	Forged steel, 8 main bearings		
	Lubrication	Dry sump		
	Carburetion	Triple throat carburetors, 1 per bank of cylinders	Bosch fuel injection	
ELECTRICAL SYSTEM:	Battery	2 batteries, 12V/36 Ah. each		
	Ignition	High capacity discharge ignition		
DRIVE TRAIN:	Transmission	5 forward, 1 reverse standard (4 forward, 1 reverse for 911 T), fully synchronized, floor shift		
	Axle ratio	4.429:1 (7/31)		
	Power train	Through half axles to rear wheels		
CHASSIS AND SUSPENSION:	Frame	Welded, pressed steel section unitized with body		

Specifications subject to change without notice.

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