

The Sports Car with the Race Car Design: The VW-Porsche 914



The VW-Porsche 914 has made the distinction between a pseudo-sports car and a genuine sports car considerably more clear. The reason: the VW-Porsche 914 is the only standard German sports car with the engine in the same place race cars have it: in the middle. This engine placement, together with the high-quality chassis, give it lateral acceleration values which cannot be matched by any other car in this price class.

But, the mid-engine concept makes the 914 superior in more than driving performance: also in driving safety. With the engine located in the middle, the VW-Porsche has not one but two impact zones which protect the safety-cell passenger compartment.

Another safety factor is the roll bar which has already

performed well in the Porsche Targa. After removing the light plastic top (only 7.9 kg; 17.4 lbs.), the VW-Porsche can be driven at high speeds safely and without drafts. The roof is stowed in the rear luggage compartment which, by the way, can still accommodate 335 l (11.8 ft³) of luggage — a luggage capacity that was previously limited to sedans.

The interior design is practical and simple but still comfortable. The comfortable seats provide good lateral holding even in curves and make even longer distances a pleasant driving experience.

In addition to all this, the quality of workmanship, the service and the high resale value all combine to give you a sports car which can hardly be matched in terms of performance, price and everyday reliability.





The combi-instrument for the temperature, fuel gauge and oil warning light also displays the warning light that tells you the handbrake is on.

The control and service elements are arranged so that the driver can read them or reach them without changing his sitting position.



The anatomically-contoured seats with integral headrests and side rail padding are located in that part of the car with optimum suspension: between the axles.



The VW-Porsche 914 is the only two-seater with a luggage capacity for four. In front - 160l (5.7 ft³), in back 210l (7.4 ft³).



The safety roll bar adds to the distortion-free stability of the body, increases occupant safety and cuts down drafts when driving with the top removed.

The VW-Porsche comes in 3 equipment variations

		914	914 with S equipment	914/6
Engine	Cylinder/displacement	4/1.7l	same as 914	6/2.0l
	Bore/stroke	90 mm (3.54 in.)/66 mm (2.6 in.)	same as 914	80 mm (3.15 in.)/66 mm (2.6 in.)
	Compression ratio	8.2:1	same as 914	8.6:1
	Performance	80 DIN HP (85 SAE HP) 4900 rpm	same as 914	110 DIN HP (125 SAE HP) 5800 rpm
	Max. torque	13.6 mkg (98.3 lbs. ft.) at 2700 rpm	same as 914	16 mkg (115.7 lbs. ft.) at 4200 rpm
Chassis	Fuel mixture	electronic fuel injection	same as 914	two triple carburetors
	Front suspension	wishbones and shock absorber struts	same as 914	wishbones and shock absorber struts
	Rear suspension	semi-trailing arms	same as 914	semi-trailing arms
	Foot brake	dual-circuit disc brakes on all 4 wheels	same as 914	dual-circuit disc brakes on all 4 wheels, ventilated front discs
Electrical equipment	Alternator	alternator 700 W	same as 914	alternator 770 W
	Battery	12 V/45 Amp/hr	same as 914	12 V/45 Amp/hr
Wheels		4-1/2 J x 15/155 SR15	5-1/2 J x 15/165 SR15	5-1/2 J x 15/165 HR15
Tires		tubeless	tubeless	with tube
Dimensions weights	Length/width/height	3985/1650/1230 mm (156.9/65/48.4 in.)	same as 914	3985/1650/1240 mm (156.9/65/48.8 in.)
	Unladen weight	900 kg (1984 lb.)	same as 914	940 kg (2072 lb.)
	Permissible load	320 kg (705 lb.)	same as 914	320 kg (705 lb.)
Equipment differences	Interior	tachometer 0-7000 rpm speedometer 0-200 km/h (0-125 mph) needlefelt carpet	same as 914 same as 914 pile-type carpeting leather-covered steering wheel	tachometer 800-8000 rpm speedometer 20-250 km/h (12-155 mph) pile-type carpeting leather-covered steering wheel
	Exterior	Bumpers and roll bar painted same color as automobile	Chrome bumpers. Roll bar with black-grained leatherette and chrome molding. Two-tone horn	
Driving performance	Maximum speed	177 km/h (110 mph)	same as 914	201 km/h (126 mph)
	Acceleration 0-100 km/h (0-62 mph)	13.0 seconds	same as 914	9.9 seconds
	Fuel consumption (DIN standard test)	8 l per 100 km (29 US mpg, 34.8 imp. mpg)	same as 914	9 l per 100 km (26 US mpg, 31.2 imp. mpg)

