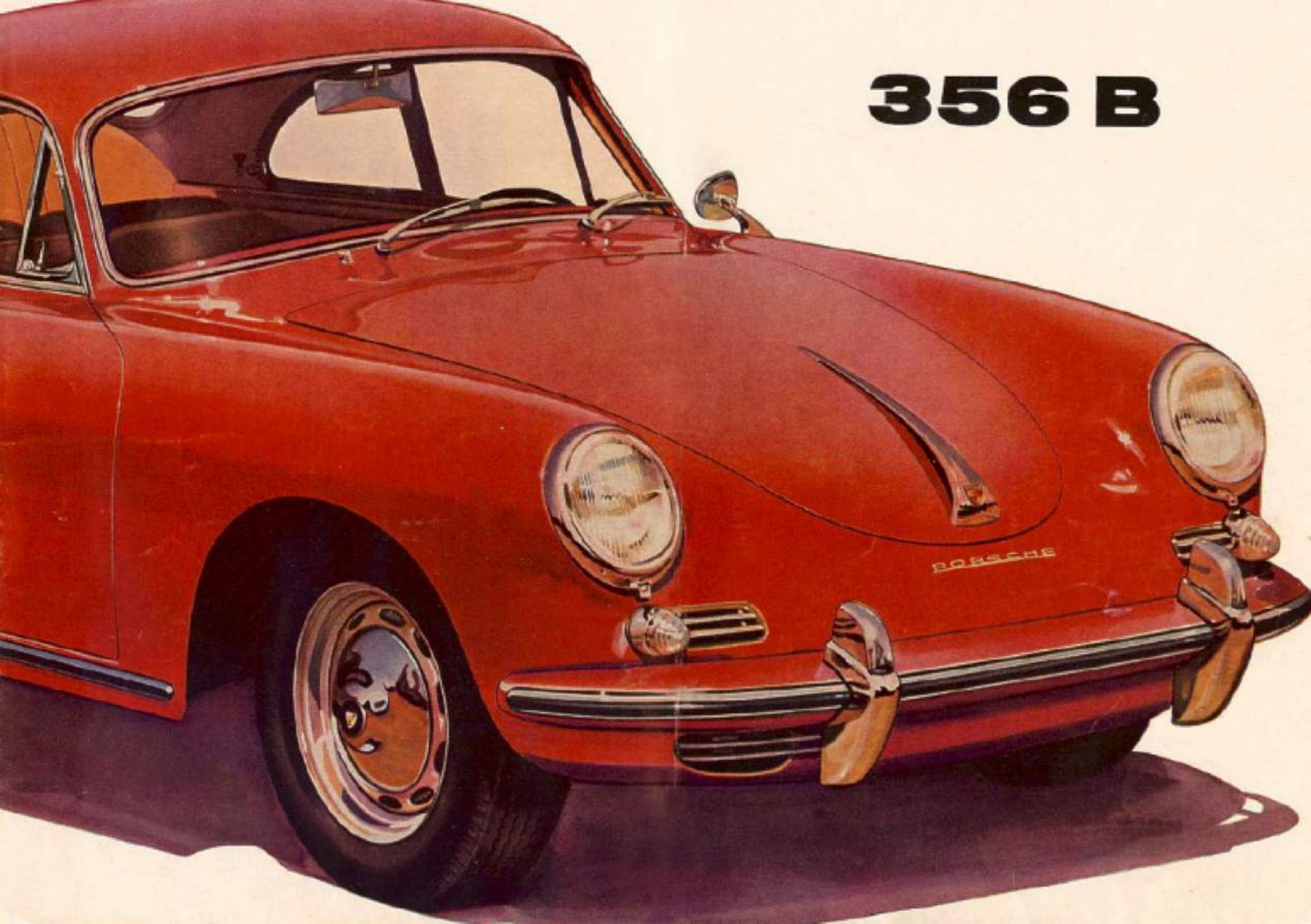


356 B





The Hardtop

is the newest favorite in the Porsche line. Combining the finest features of the Coupé and Cabriolet, this sensational performer is ready for "top down" fun under the sun ... or "top up" all-weather protection whenever needed.

The Cabriolet

from its sleek, elegant lines to its spacious modern interior ... is a subtle blend of beauty and comfort. Versatile, too — for this Porsche "coupe d'élégance" features an easily installed hardtop for year-ground motoring pleasure!



Automotive design should be more than just a blend of function and beauty — it should masterfully express the spirit of a car. This perfection of form and line is one of Porsche's proudest features! That's why these new models — though refined in detail — remain unchanged in silhouette. Retained is all the action-poised verve — all the timelessly beautiful symmetry that has made Porsche a connoisseur's choice the world over.

Instead, Porsche has concentrated on unseen engineering advancements — in performance, in handling ease, in comfort and in safety. Improvements that reflect the brilliant engineering heritage that is the basis of Porsche's unique distinction. Here then is the new Porsche!

Sleeker, slimmer fenders — reminiscent of the swift, slender lines of the Porsche Spyder — are among the new styling highlights. The bumpers have been raised and equipped with new overriders for extra strength and rigidity. Headlights and parking lights, too, have been raised — increasing the effective illumination of the road. The air intake vents, located below the headlights, have been redesigned to allow an even more ample supply of cooling air to reach the brakes. Now, too, the Porsche

emblem, emblazoned on the sweeping slope of the hood, a proud symbol of prestige. Interiors feature a new, three-spoke steering wheel, with a slightly recessed hub, finished in black to minimize reflections. All control knobs, too, feature this glare-free black finish. The indicator panels are safety-placed near eye-level where they can be read at a glance. Controls are but a fingertip removed. And, a new selector lever — combining blinker, dimmer and signal light indicator — is conveniently placed on the left-hand side of the steering column for easy use.

The shift stick with its new lock-synchronization (a feature built into the world's fastest and finest racing cars under license from Porsche) has been moved inward, towards the driver, for instantaneous "hand-lever" control.

Chassis advancements include new front and rear brakes, equipped with 72 axial cooling fins — built into the high-strength, lightweight brake drums. A specially designed labyrinth, between backing plate and drum keeps water out. Brake linings, too, are new. Heat and water resistant, they provide a full measure of positive action. A new equalizer spring for improved handling control is located near the transmission

housing — contributes to Porsche's amazing cornering sureness, even on the sharpest curves.

As for power, there's your choice of three versions of Porsche's famed competition-proven 4-cylinder engine. Either the 60 HP ... the 75 HP ... or the new "Super 90" that peaks 90 HP @ 5500 RPM. Truly a magnificent power plant, the "Super 90" features outstanding power and elasticity, especially in the lower RPM ranges. Among Porsche's new comfort conveniences you'll find that adjustable side window vents are now a feature in all models. A rear window defroster is another new example of the quality that typifies a Porsche. Passenger comfort in the rear has been improved, too. A rearrangement of the transmission allows for two bucket-type seats with individually controlled folding armrests. And, seat height has been increased.

But, only in motion — with you behind the wheel — can the real spirit of the new Porsche be fully appreciated. Gliding effortlessly through traffic, with silk-smooth handling and flowless roadability, you break-out onto the open road. Here's where Porsche's advanced engineering and wind-sculptured styling takes you into a whole new world of motoring pleasure. Try it — you'll see!

TYPE 356 B

The Roadster

is proud successor to the renowned Porsche Convertible and its equally famous predecessor the Speedster. Light, fast and maneuverable it's the ideal Porsche for the competition-minded sports car enthusiast. Superbly styled and precision-engineered, the Roadster offers outstanding motoring agility and ability for road, race, or rally!

TECHN

Coupe
Cabriolet/Hardtop
Roadster
Type 356 B 1600

Models

Engine Construction 4 cylinder, four stroke
(boxer) V-type valve system
Bore 2.25"
Stroke 2.90"
Actual Displacement 1962 cc
Compression ratio 7.5:1
Performance (DIN) 40 HP at 4500 RPM
Transmission 4 synchronized forward
and 1 reverse speed

Body

Frame pressed and welded frame
Front wheel mounting 2 suspension arms and
Front wheel suspension 2 square torsion bars
Rear wheel mounting swinging half axle suspension
Rear wheel suspension 1 round torsion bar and
Shock absorbers double acting telescopic
Footbrake hydraulic, on all wheels
Wheels pressed steel 4.5 J x 15
Tires 5.60 x 15 sport
Fuel tank under front hood, 13.9
11.4 imp. gallons, 1.3

Dimensions

Wheel base 81.7" (2080 mm)
Front track 51.4" (1306 mm)
Rear track 58.1" (1475 mm)
Length 151.7" (4010 mm)
Width 65.7" (1670 mm)
Height Coupe, Cabriolet 52.4"
Smallest turning circle approx. 36' (11 m)



356 B 1600

356 B 1600 S

356 B 1600 S 90

Weight (dry) Coupe, Hardtop/Cabriolet 2760 lbs Roadster 2840 lbs
Total recommended weight 3200 lbs 3260 lbs 3340 lbs
Top speed 106 mph 108 mph 112 mph
Fuel consumption 31.4 mpg 32.7 mpg 33 mpg

ICAL DATA

Coupe,
Cabriolet/Hardtop,
Roadster
Type 316 B/1600 S

Coupe,
Cabriolet/Hardtop,
Roadster
Type 356 B/1600 S-90

gasoline engine with opposing cylinders
suspension

3.25"	3.25"
3.90"	3.90"
1582 cc	1582 cc
8.5:1	9:1
75 HP at 5000 RPM	90 HP at 5000 RPM
4 synchronized forward and 1 reverse speed	4 synchronized forward and 1 reverse speed

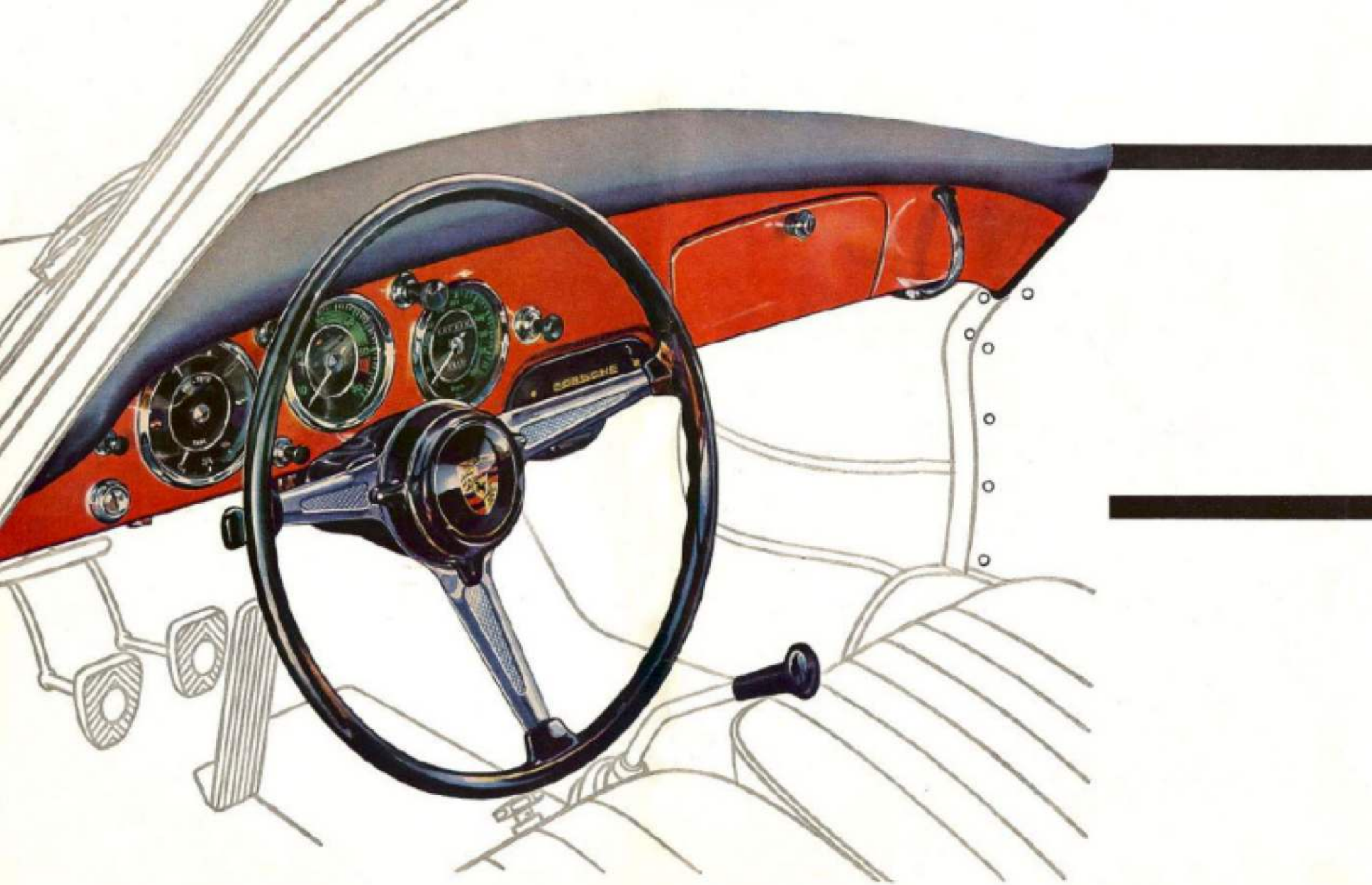
were welded to body
stabilizer bar
(4 leaves)
supported by radius arm
each side
on front and rear
suspension, duplex in front, single cylinder in rear

pressed steel 4.51 x 15
5.80 x 15 sport
1.5 US gallons, 1.3 US gallons reserve
approx. gallons reserve

81.7" (2100 mm)	82.7" (2100 mm)
51.4" (1306 mm)	51.4" (1306 mm)
50.1" (1272 mm)	50.1" (1272 mm)
157.7" (4016 mm)	157.7" (4016 mm)
65.7" (1670 mm)	65.7" (1670 mm)
(1330 mm), Hardtop 51.7" (1315 mm)	Roadster 51.6" (1310 mm)
approx. 36" (11 m)	approx. 36" (11 m)



PORSCHE



PORSCHE

356 B



More room in back

is another comfort innovation of the new Porsche models. A redesigned transmission now allows for two bucket-type seats with folding backrests.

Comfort is part of the fun of driving

And comfort in a Porsche Coupé is unexcelled whether you're on highway or byway ... at low speed or full-out! Everything, from Porsche's comfort-contoured seats to its low center of gravity, has been designed to contribute to the superb riding qualities. Even the longest trips are a refreshing experience in motoring ease ... for you'll find driving in a Porsche exhilarating relaxation ... mile after mile.

Lightning response is yours to command ... for your Porsche is precision-powered and transmission-tailored to meet the most exacting demands. The ruggedest roads — the sharpest curves — the steepest hills are taken in stride ... effortlessly, smoothly, safely.

Cutaway view

of the sensational new Porsche Super "90" — a 90 HP @ 5500 RPM version of Porsche's famous, competition-proven 4-cylinder engine



DR.-ING. h. c. F. PORSCHE K.-G. STUTTGART-ZUFFENHAUSEN