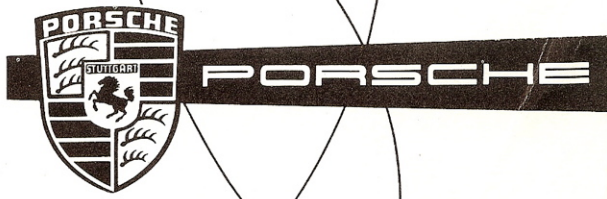
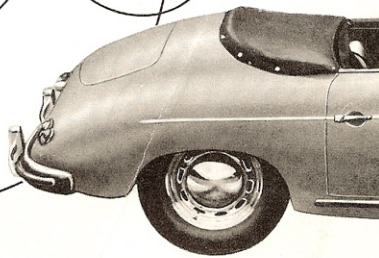


Henry Carroll
HENRY CARROLL INC.
160-164 Vestal Parkway E.
Vestal, N.Y.
13857



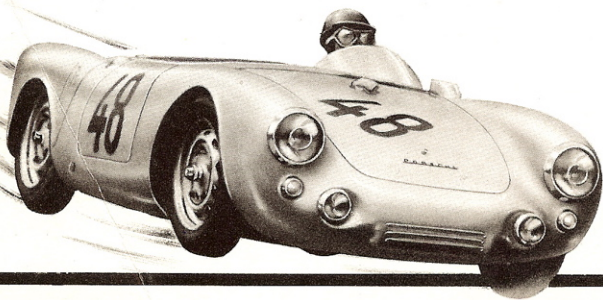
**years ahead
in engineering...
miles ahead
on the road**



more racing victories
than any car in its class

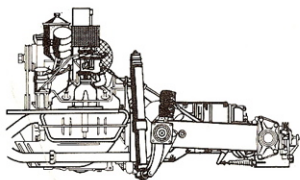
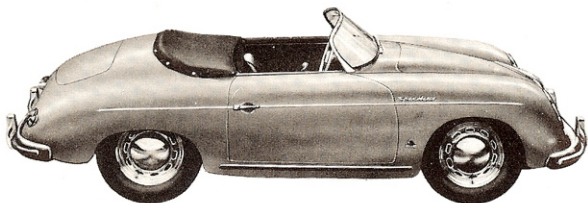
The Spyder, Porsche's
famed championship racer,
is in effect the prototype
model for every Porsche
sports-touring car made.
Sebring, Le Mans, Targa
Florio, Mille Miglia—to name
a few recent Porsche
victories—were the proving
grounds for Porsche's years-
ahead engineering features.

Spyder



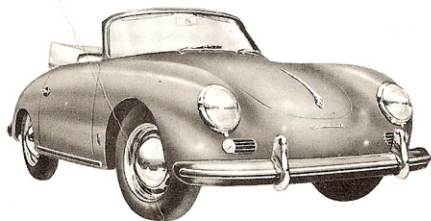
PORSCHE 1600 SPEEDSTER

A basic Porsche sports model – primed for competition – and equipped with all-weather top and simulated leather upholstered contour seats, for touring comfort unique in a two-seater.



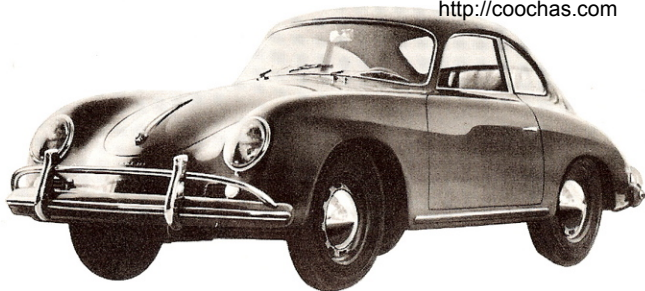
RACE-TESTED FEATURES

Air-cooled rear engine, servo-mesh transmission, torsion bar suspension, twice-size brakes—all these Porsche engineering features are found in every Porsche model.



PORSCHE 1600 CONVERTIBLE

With its elegance of line, its jewel-like precision of every detail, and perfection of sports car performance, the Convertible is the ideal pleasure car. Felt insulated top assures all-weather protection.



PORSCHE 1600 COUPE

Luxurious passenger accommodations and hand-finished coachwork make the Coupe the "limousine" of sports cars—combining big-car comfort with the handling qualities synonymous with the Porsche name.

SPECIFICATIONS

All three Porsche models available with any of these three engines.

Type	356 A/1600	356 A/1600S	356 A/1500 GS Carrera
Design	4-cylinder, 4-cycle, Boxer type rear engine, air-cooled		
Bore	82.5 mm (3.25 in.)	82.5 mm (3.25 in.)	85 mm (3.35 in.)
Stroke	74 mm (2.92 in.)	74 mm (2.92 in.)	66 mm (2.62 in.)
Piston displacement	1582 cc (96.5 cu. in.)	1582 cc (96.5 cu. in.)	1498 cc (91.5 cu. in.)
Max. H.P. at R.P.M.	60/4500 (70 SAE)	75/5000 (88 SAE)	100/6200 (115 SAE)
Compression ratio	7.5:1	8.5:1	9.0:1
Valve arrangement	V-shaped, overhead valves	V-shaped, overhead valves	V-shaped, overhead valves 4 overhead camshafts — driven by king-shafts (vertical shafts)
Lubrication	Forced feed lubrication	Forced feed lubrication	Dry sump lubrication
Transmission	4 forward speeds, 1 reverse, fully synchronized		
Chassis	Welded pressed steel box type frame		
Front wheel suspension	2 longitudinal suspension arms		
Front springing	2 transverse square torsion bars		
Rear wheel suspension	Oscillating half axles, radius arm guided		
Rear springing	1 round transverse torsion bar on each side		
Shock Absorber	Double-action telescopic shock absorbers, front and rear		
Foot brake	Oil hydraulic foot brake to all 4 wheels; front Duplex type, rear monocylindric type		
Wheels	Steel disk with drop center 4.5J x 15		
Wheelbase	2100 mm (83 in.)	2100 mm (83 in.)	2100 mm (83 in.)
Tires	5.60 — 15 Sport	5.60 — 15 Sport	5.90 — 15 Supersport
Fuel Tank	Located under front hood, contains 13 U.S. gals. (1½ gals. reserve)		
Length	3950 mm (155½ in.)	3950 mm (155½ in.)	3950 mm (155½ in.)
Width	1670 mm (66 in.)	1670 mm (66 in.)	1670 mm (66 in.)
Height	1310 mm (51 in.)	1310 mm (51 in.)	1310 mm (51 in.)
Empty weight	850 kg (1865 lbs.)	850 kg (1865 lbs.)	850 kg (1865 lbs.)
Top Speed	160 km/h (100 mph)	175 km/h (110 mph)	200 km/h (125 mph)

The Speedster: Empty weight 760 kg (1670 lbs.), increased to 790 kg (1745 lbs.) if 1500 GS engine is installed. Overall height 1220 mm (4 ft.)