

PORSCHE 356 C

Driving

in its purest form

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Look, a Porsche! Praise, admiration, and respect are spoken on sight whenever one zips by. Be it in Berlin, or the Copacabana, Bond Street or Park Avenue — it is always the same reaction, as if the Porsche world premiere were not 14 years ago.

But the Porsche owners know why. To them there is no question that the car is peerless. It is incomparable in the combination of purity of design, luxury, prestige, safety, response, and complacency. Or can you name another one that can peg 109 mph with an 88 HP engine?

More than 10000 international racing victories have been recorded in the Porsche annals. No car goes through a tougher test and what other proof can we offer to show that everything about it is just simply tops. Already on your first drive in a Porsche — or even if you're just a passenger sitting beside the driver — you'll

notice right from the start the good feeling of seemingly infinite amount of safety in the car's behavior. This can be attributed to several factors, like the low seating position right in the car's center of gravity, flat cornering at high speeds, the rapidly responding and well tracking brakes, the always available surges of power to the rear wheels, and the ease of passing due to quick acceleration. One is constantly fascinated by the almost playful manner in negotiating curves where the laws of traction seem to be nullified. And then the hundred engineering ingenuities which make Porsche driving to sheer pleasure, like Driving At Its Best.

And then something else. Porsches just don't come off an assembly line in thousands. There still is much handwork put into every Porsche. This involves care, devotion, and precision skills. Otherwise it would be just another rig from the run of the mill — and never a Porsche.

Coupe



The adjustable bucket seats are fully reclining and are standard equipment in the Coupe and Cabriolet, being mounted on the underbody in sliding rails. The seats may be moved forward and back and the back rests tilted to suit one's own comfort. The heater can be turned on and off and the hot air supply progressively varied by appropriately adjusting the heater control at the base of the gear shift lever.

The word Coupe dates back to the horsecarriage days. It was a designation for the high-class two and three seaters in which one could show himself. Already in 1948, Porsche has built the first Coupe, the Type 356, which by now has gained such worldwide fame. The basic shape was never changed but each year skillful hands were busy in improving the details. The body is made of steel throughout and is welded to the underbody to form a single unit. The power train — engine and transmission — is situated at rear of the vehicle. Two engine types are offered, the Type 1600 C with 88 HP or the 1600 SC with 107 HP. Chassis details include hydraulic disc brakes, independent wheel suspension at front and rear, and torsion bar springing.



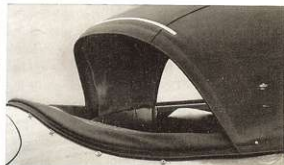
Cabriolet

Have you ever driven an open car? Of course, the ladies must wear a scarf and there is more wind noise than in a closed car. On the other hand, one feels more intimate with the elements of nature and will find car driving more of a sport with wind, sun, and the sky all around. Have you ever taken a close look at the Porsche convertible top? Here is one convertible top still from the old school — solid and tough — and even the worst of downpours can't budge it. Opening and closing isn't even a problem for ladies. The important thing about it is that even with the top up one still can see out. The rear window is large and can be opened by a pull on the zipper. As you can see, Porsche gives much consideration to the little things.

Very practical is the easily accessible fuel tank spout which is located in the right front fender on all cars with left hand drive.

A built-in zipper in the Cabriolet top makes it possible to open the rear panel.

This is quite convenient during the summertime since the top may be kept up to provide shade, while the rear panel is dropped to allow a pleasant breeze to pass through.

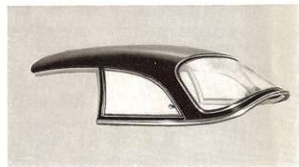


Cabriolet

with removable top

Isn't this ideal? During the summer you're driving a convertible and in winter a limousine, and all that in one car if you choose to order a removable top with your cabriolet. Many Porsche owners admire the drop-back line donned by the hardtop even more than the fast-back of the Coupe but, of course, it is all a matter of individual taste. One thing, though, this way you'll gain a few inches more head room in the jump seat at rear.

The removable top is available in colors contrastingly matching the car's basic color.



Standard Equipment

Windows

Windshield washer system
Windshield wiper variable speed
Wind wings in front and rear
Glare-proof rear view mirror
Laminated safety glass windshield
FM suppressed windshield wiper motor
Ventilated rear window (except Cabriolet)
Cabriolet rear window with zip fastener

Lights

Back-up light
Variable instrument illumination
Reading light on dashboard

Signal System

Headlight signal
Two tone horn

Instruments

Speedometer with total mileage and trip mileage

Tachometer

Fuel gauge
Oil temperature gauge
Indicator lights for generator, turn signal, high beam, parking lights, oil pressure and emergency brake
Electric clock

Locks

Both doors are equipped with locks and can also be locked from the inside
Glove compartment with lock
Fuel tank cap to be opened from inside
Front lid lock for Cabriolet
Gearshift lock

Accessories

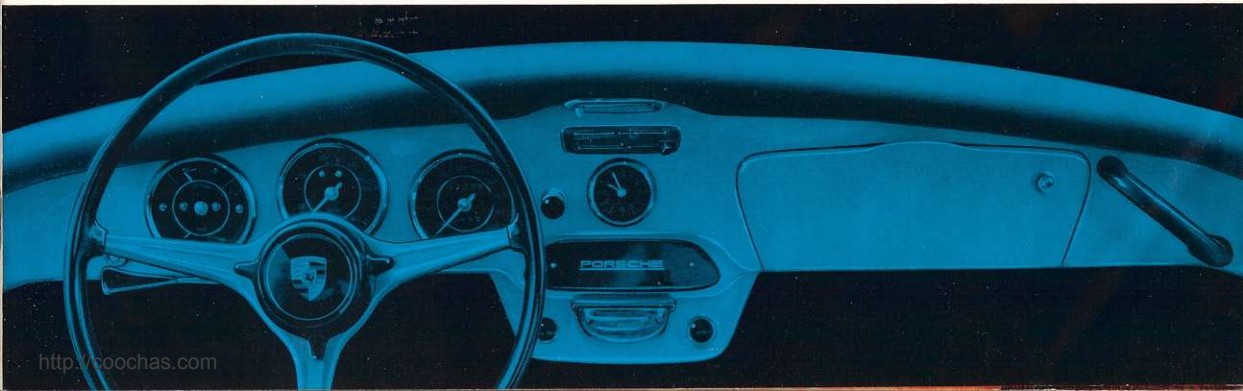
Ash tray
Cushioned dashboard
Cigarette lighter combined with electrical outlet
Courtesy grip for passenger

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Two armrests
Fasteners for luggage straps
Clothes hanger hook at each door post (except Cabriolet)
Cushioned sun visors with a make-up mirror for passenger
Map pocket in each door
Reclining seats
Heater and fresh air vents
Fuel valve with reserve position
Sockets for safety belts

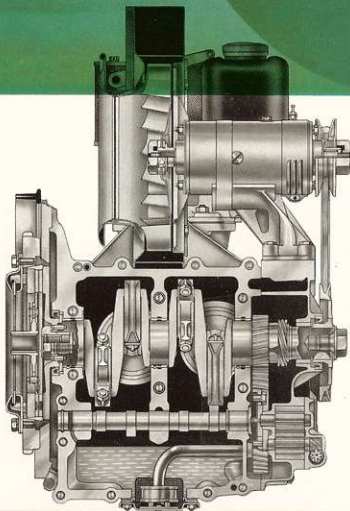
Others

Tow ring under front of car
Top cover for Cabriolet
Undercoating
1 touch-up paint dispenser
7 standard colors and 6 interior combinations from which to choose

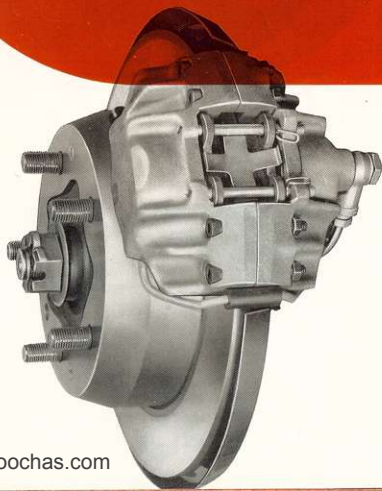




The Engine



The unforgettable Professor Porsche was devoting his skills to initial experiments of cooling engines with air as early as 1912 when he designed an air cooled aircraft engine for Austro Daimler. When drawing up the plans for the Volkswagen prototype, he reintroduced air cooling again. Since then, many automobile manufacturers have switched to air cooled engines, even relocating these to the rear of the vehicle. The Porsche engine is air cooled, gasoline combustion principle. The four cylinders are arranged in two flat banks opposing each other, sometimes referred to as the pancake type. The camshaft, located in the crankcase and running in three bearings, controls the overhead valves over pushrods and rocker arms. Two dual-throat downdraft carburetors supply the fuel/air mixture required for combustion. Porsche engines are "potent" not only at top revs but are also surprisingly flexible at low speeds, and the main thing is: they stay together.



Porsche now has switched to disc brakes. Funny, some poople will say "a bit late" since disc brakes have been with us for years. But those critics are simply underestimating our technicians. Every new concept in designs must first prove itself before it can be put to hard use and Porsche, having had excellent drum brakes, could afford to wait until there was available a disc brake of the kind which would successfully stand under the toughest tests.

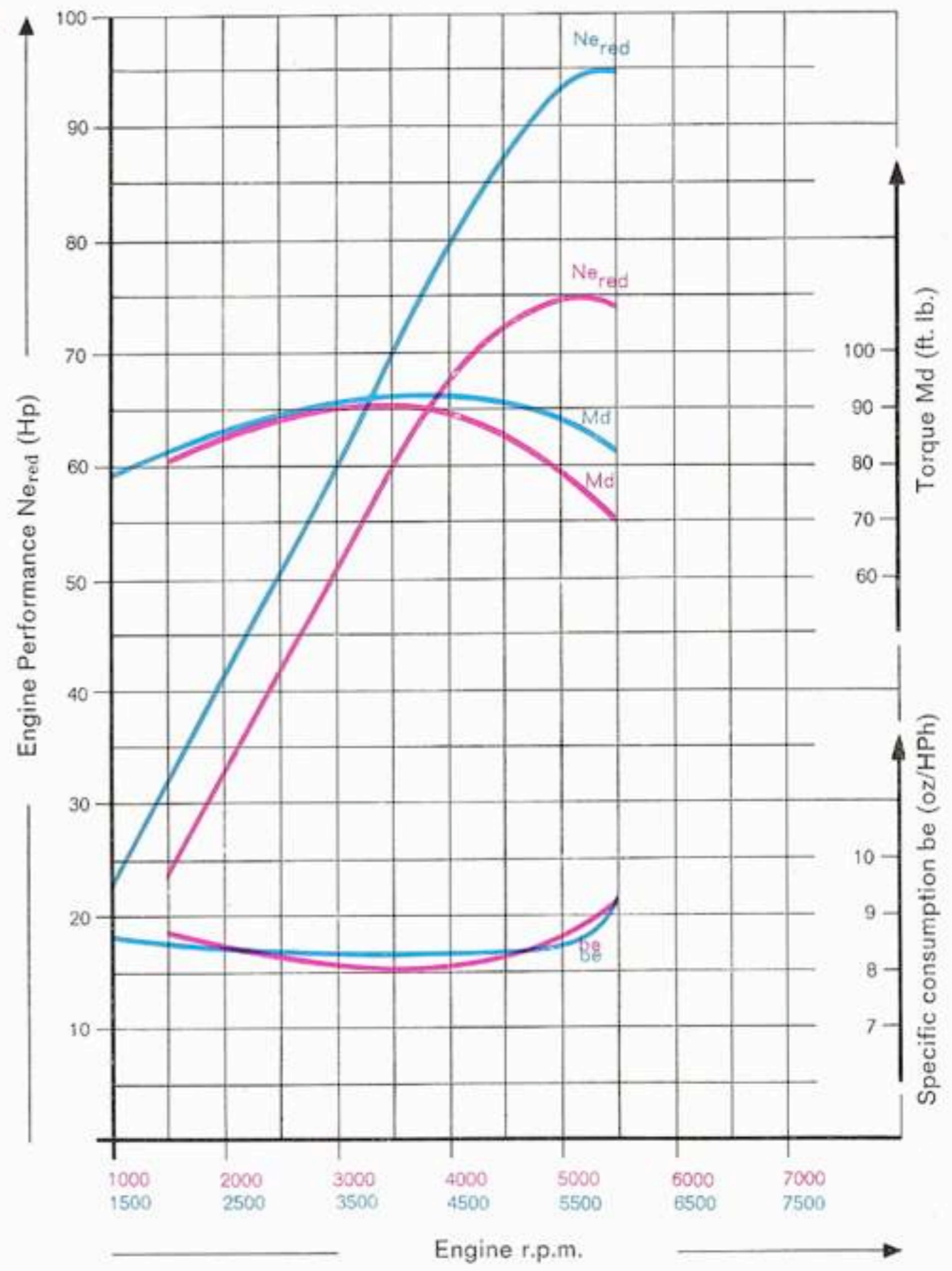
The brake pedal actuates the disc brakes on all four wheels. Heat generated through braking friction quickly dissipates from the brake discs which are cooled by exposure to the airstream. Maintenance-free, automatic adjustment devices in the brake pistons ensure a constant brake pedal travel.

The handbrake is of the drum type and acts mechanically on the rear wheels.

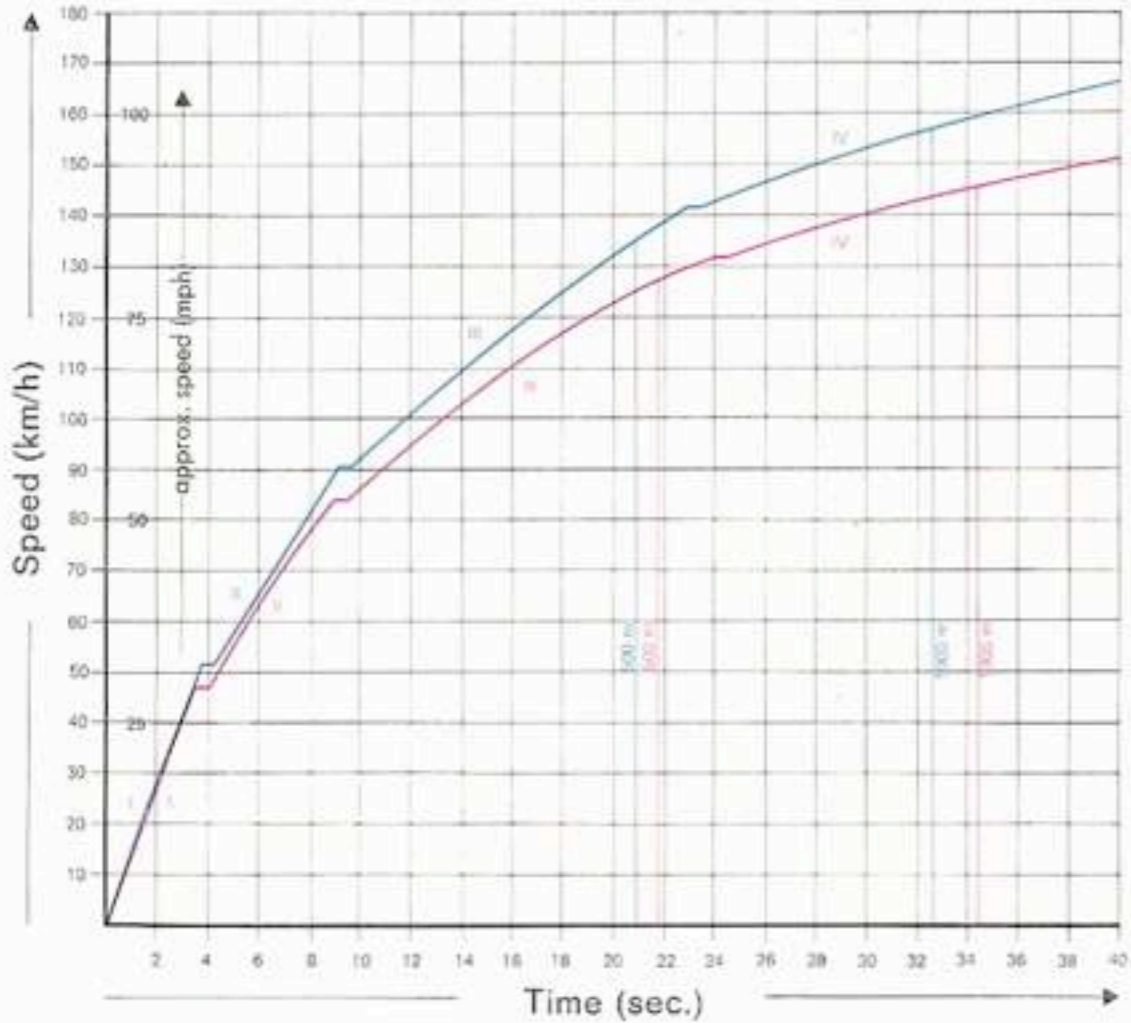
The Disc Brakes



Power Curves



Acceleration Curves



Acceleration and average speed for 1 km (.621 mile) (standing start)
 Type 356 C / 1600 C Coupe, time for driving 1 km 34.4 sec., average speed 104.7 km/h (64.4 m.p.h.)



Acceleration and average speed for 1 km (.621 mile) (standing start)
 Type 356 C / 1600 SC Coupe, time for driving 1 km 32.6 sec., average speed 110.4 km/h (67.5 m.p.h.)



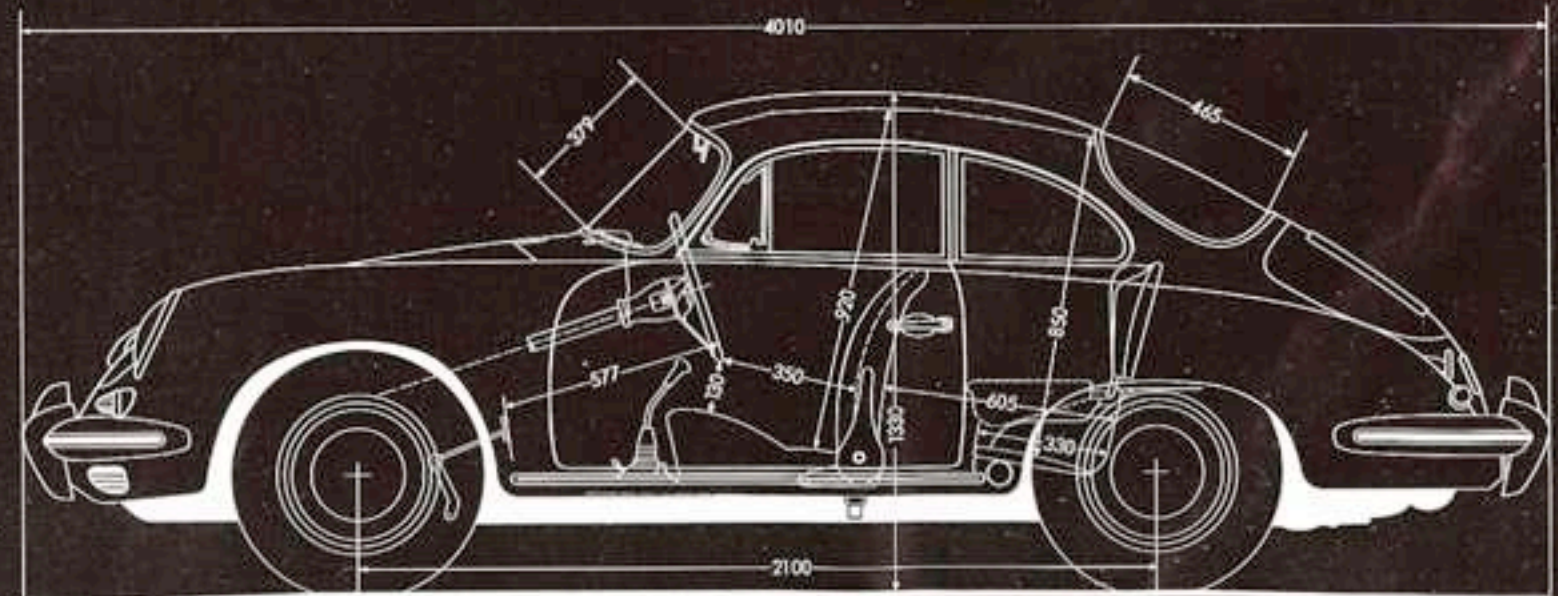
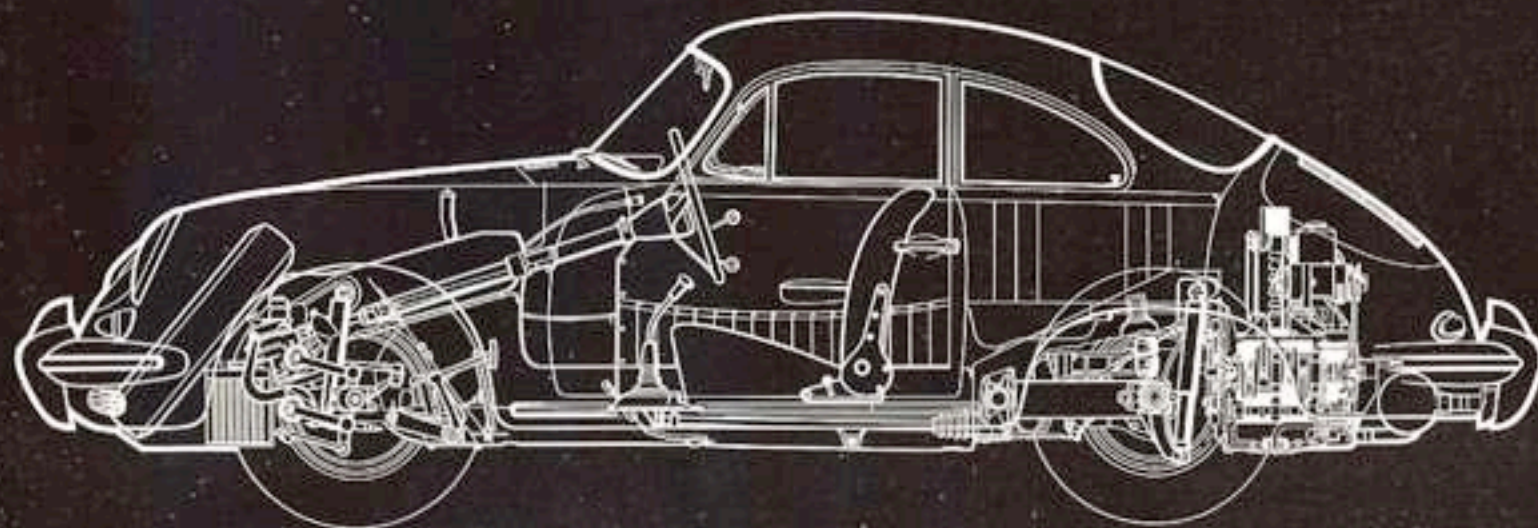
Engine Performance and Fuel Consumption Type 1600 C



Engine Performance and Fuel Consumption Type 1600 SC

Typical Porsche Characteristics

1. The two dual downdraft carburetors equal four individual carburetors so that each cylinder is provided with its own supply of the fuel mixture. This results in high performance, maximum torque, and an economical fuel consumption.
2. The innermost engine essentials — crankshaft and camshaft — are mounted between the two crankcase halves. Cooling fins in the two housing halves facilitate a quick dissipation of heat from the insides of the air cooled engine.
3. All four forward speeds are synchronized with the world-famous Porsche servo-thrust synchronization. The working parts of the transmission, including the drive pinion and input shaft, are preassembled into a complete cluster ready for insertion into the transmission housing assembly.
4. The longitudinal trailing arms are guided and cushioned by two transversely located torsion bars.



Technical data

Type 356 C

	Coupe, Cabriolet Type 356 C / 1600 C	Coupe, Cabriolet Type 356 C / 1600 SC
Engines		
Type	Four-cylinder, four-cylinder carburetor engine in flat-four arrangement with overhead valves	Four-cylinder, four-cylinder carburetor engine in flat-four arrangement with overhead valves
Bore	3.25 in. (82.5 mm)	3.25 in. (82.5 mm)
Stroke	2.92 in. (74.3 mm)	3.02 in. (77.0 mm)
Displacement	96.5 cu. in. (1582 cm ³)	96.5 cu. in. (1582 cm ³)
Compression ratio	9.5:1	9.5:1
Horsepower (DIN)	70 HP at 5200 rpm	55 HP at 5300 rpm
Maximum power (DIN)	80 HP at 5200 rpm	100 HP at 5500 rpm
Max. Torque (DIN)	50.5 lb. lbs. (12.5 mkg) at 5000 rpm	81 lb. lbs. (19.6 mkg) at 4500 rpm
Transmission		
Gear ratios	Four fully synchronized forward speeds and two reverse gear	Four fully synchronized forward speeds and two reverse gear
	Europe	Europe
1st	1: 3.09 (31:34)	1st: 2: 3.09 (31:34)
2nd	1: 1.785 (17:30)	2nd: 2: 1.785 (17:30)
3rd	1: 1.18 (23:26)	3rd: 2: 1.18 (23:26)
4th	1: 0.815 (27:22)	4th: 2: 0.822 (27:22)
4th (USA)	1: 0.822 (27:22)	
Reverse	1: 3.29	Reverse: 1: 3.29
Body		
Frame	Reinforced flat welded sections welded to body	Reinforced flat welded sections welded to body
Front suspension	Rigid front axle assembly with coil-over bar	Rigid front axle assembly with coil-over bar
Front steering	Two ball joints, upper ball joint torsion bar transversely mounted	Two ball joints, upper ball joint torsion bar transversely mounted
Rear suspension	Swinging half axles moving 1 composite spring additionally about a diagonal axle	Swinging half axles moving 1 composite spring additionally about a diagonal axle
Rear steering	One coil-over torsion bar per wheel transversely mounted	One coil-over torsion bar per wheel transversely mounted
Shock absorbers	Double acting telescopic shock absorbers front and rear	Double acting telescopic shock absorbers front and rear
Service brakes	Disc brakes on all wheels	Disc brakes on all wheels
Wheels		
Tires	Steel disc with deep grooves rim 4.5 x 15	Steel disc with deep grooves rim 4.5 x 15
Tire pressure	165-15 Speed	165-15 Speed
	Normal driving	Normal driving
	front 18 psi (1.2 atm)	front 23 psi (1.6 atm)
	rear 22 psi (1.5 atm)	rear 23 psi (1.6 atm)
	Road or Sport driving	Road or Sport driving
	front 21 psi (1.5 atm)	front 26 psi (1.8 atm)
	rear 25 psi (1.8 atm)	rear 28 psi (2.0 atm)
Front wheel steering	ratio of 16.2:1 (16 of which 7.5 gear 10.5 are reserved for steering, 8.7 are reserved)	ratio of 16.2:1 (16 of which 7.5 gear 10.5 are reserved for steering, 8.7 are reserved)
Dimensions		
Wheel base	89.7" (2280 mm)	89.7" (2280 mm)
front track	51.4" (1300 mm)	51.4" (1300 mm)
rear track	50.1" (1272 mm)	50.1" (1272 mm)
Length	158" (4010 mm)	158" (4010 mm)
Width	66.9" (1699 mm)	66.9" (1699 mm)
Height	Coupe, Cabriolet 51.8 in. (1315 mm)	Coupe, Cabriolet 51.8 in. (1315 mm)
trunk depth	25.4 in. (647 mm)	25.4 in. (647 mm)
Weights		
Dep. curbside (DIN)	2000 lbs. (907 kg)	Coupe, Cabriolet 2000 lbs. (907 kg)
Max. loaded weight	2720 lbs. (1234 kg)	Coupe, Cabriolet 2720 lbs. (1234 kg)
Max. speed	100 mph	115 mph

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