



**The pure pleasure of driving**



stiege

Einstieg

S E Schaffnerloser Wagen  
mit Entwerter für Mehrfahrtenkarten 1

15

S E Schaffnerloser Wagen  
mit Entwerter für Mehrfahrtenkarten 1

MIT PROGRAMM  
FÜR AUTOMATEN  
GEW

27

S-ZW 55

JK 9

# The more you drive a Porsche, the more fun it is to drive.

Whatever your mood, this thoroughbred matches it: calmly competent on your way to work, intently competitive on racing weekends.

The Porsche is so responsive to your touch, it seems to read your mind. You can almost *think* it through a turn, knowing it will corner safely on virtually any line you choose. And it is as comfortable as it is maneuverable—whether you're on commuter-clogged expressways, back-country washboards, stop-and-go streets or wide-open highways.

Driving a Porsche is a deeply satisfying experience. It restores to motoring the uncommon pleasure of doing a thing as well as it can possibly be done.

So think twice before road-testing a Porsche. It spoils you for other cars.





# Excellence of engineering and functional design

A beautiful example of applied logic, the Porsche makes automotive science and art inseparable qualities.

The very shape of this car is an engineering function; the geometry of its suspension, an esthetic design.

When you're at the wheel of a Porsche, you know you're in a car made for driving. The instruments and controls are placed where they can be used most easily. The positive-action, rack-and-pinion steering gives you reflex-fast control of the car's direction, without kickback from the road. Porsche's torsion bar suspension system keeps each wheel in contact with the ground, from one edge of the tread to the other. The rear-mounted air-cooled engine rarely needs tuning. It won't overheat—even at sustained racing speeds or idling in a traffic jam.

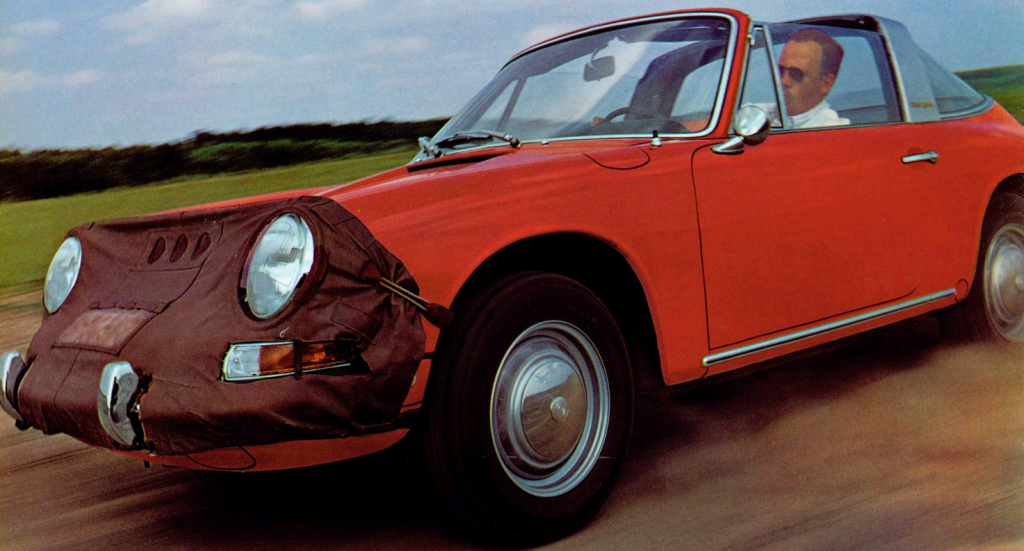
In every aspect of the Porsche, form and purpose are fully merged with advanced technology. The result is what many experts believe to be the finest gran turismo car in the world. For confirmation, ask any car buff his opinion of the Porsche.



**Porsche's new 900 series**



From left to right: **The new Targa convertible**, described on the following pages. **The 911L coupe**, for the discerning driver who appreciates the finest in **gran turismo** cars and is unwilling to settle for anything less. The 911L, equipped with a 148-hp street version of the superb 2-liter Carrera 6 engine, is the masterpiece of the production GT's conceived, designed and built by Porsche. **The 911 coupe**, for the individual who is familiar with high-performance cars and ready for a vehicle to match his driving skill. The 911 has a compact, 2-liter, horizontally opposed 6-cylinder engine with overhead camshafts, delivering 148-hp. **The 912 coupe**, an excellent choice for the driver making his first venture into the high-performance field. The 912 is powered by Porsche's famous 102-hp air-cooled 4-cylinder engine.





# Some day, all convertibles will have a roll bar.

At last. The basic problem of open car safety has been solved. With a roll bar fully integrated into the total design of the car.

The new Porsche Targa is the first production-series convertible to have it. Like all Porsches, the distinctive new Targa is rugged, racing-inspired and designed to be driven hard and fast—with maximum safety.

For years, roll bars have been standard equipment on all open racing cars. In the Targa—appropriately named for the punishing Sicilian mountain road race that's become one of Porsche's most successful proving grounds—the built-in roll bar provides race-track protection for everyday driving. It also separates top and back, so you can use either part without the other, if you wish. Porsche offers the Targa in three versions, each with the same engine and equipment as the corresponding Porsche coupe: the 912, 911 and 911L.





# The Porsche: a magnificent investment in racing-bred safety, tractability and endurance.

International races are said to be the ultimate test of a car. In them, a car must do all the things it does in normal driving—accelerate, brake, shift gears, turn—but under brutal conditions that reveal the most minute flaws in design or construction.

That's why Porsche's formidable racing record is so significant. From such severe testing has emerged today's Porsche, a car that's fun to drive simply because it does so many things better than any other car can do them.

The Porsche is a well-mannered champion, a tough competition car that's surprisingly tractable. And because every Porsche is built to meet the highest performance standards for competition cars, it has an impressive built-in margin of safety for everyday street driving.

When you buy a Porsche, you've got a self-protecting investment, a true GT car with the stamina of a work horse. It's low in maintenance and miserly in fuel consumption. It doesn't drop hundreds of dollars in market value the instant you buy it, or thousands of dollars as the anniversaries roll by.

Doesn't the Porsche have everything you want in a personal car?

As always, Porsche reserves the right to discontinue or change specifications or designs at any time without notice or obligation. For details see your authorized Porsche dealer.



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