

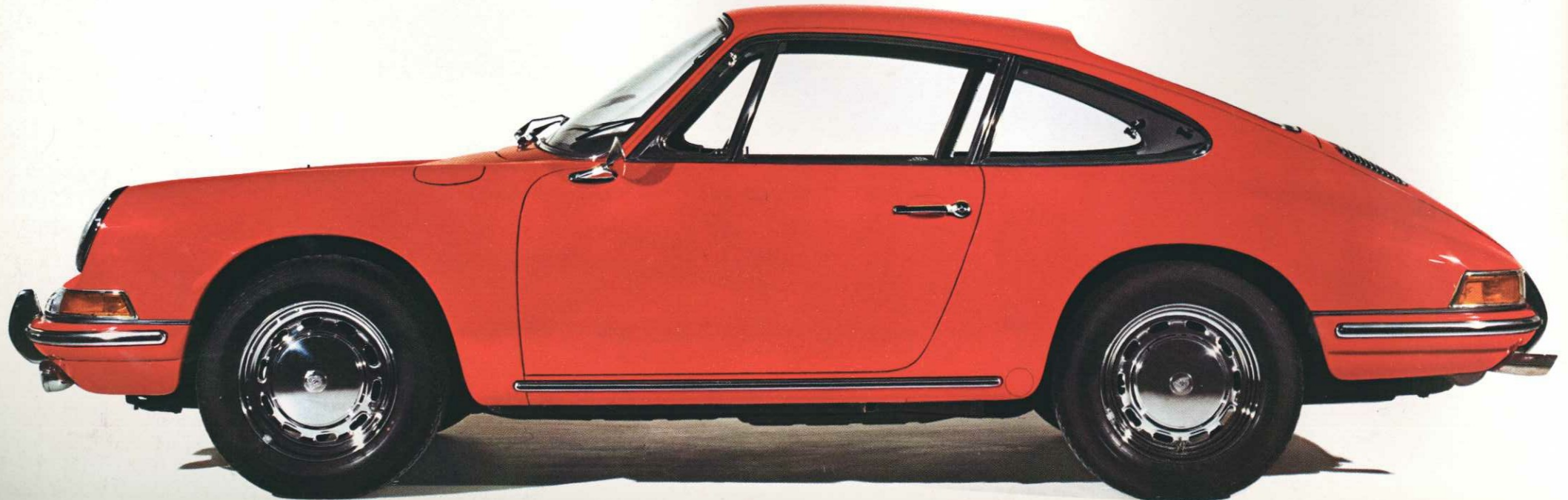
NEUFELD MOTORS, INC.
281 El Camino Real
San Carlos, California



PORSCHE

911

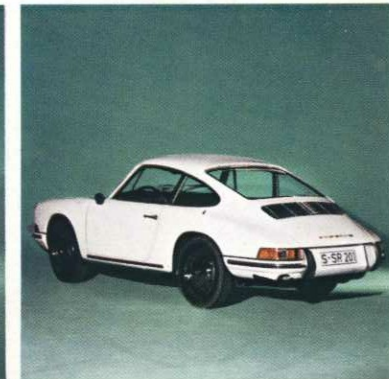
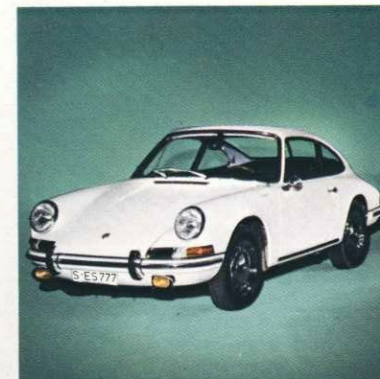
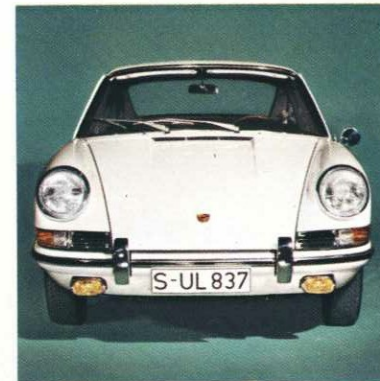
Porsche — Makers of Cars for the Individualist — have now created the bold new PORSCHE "Type 911," using all their know-how and experience with fast cars. A clean, taut, well-balanced, yet handsome body that makes no concessions to passing fancy "styling" . . . this, we thought the best way to clad the "911". Let's put it this way, this completely new 2/2 seater model which takes the place of the two-liter "Carrera" ranks among the best of the "Europeans" and leaves nothing to be desired in performance,



equipment, interior, or in the ride. This newcomer shows that there is much creative talent even in the third Porsche generation.

Here is a superior coupé of graceful new proportions which embodies the optimum characteristics and advantages that exacting Porsche drivers have been accustomed to since the introduction of the first Porsche automobile. Let the "Porsche 911" put you in beautiful driving shape . . . for today . . . and tomorrow.

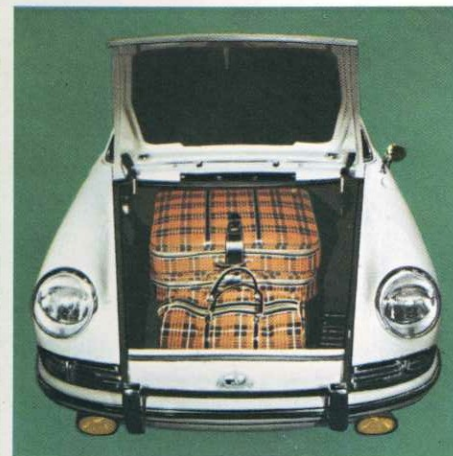
911







Handcrafted quality, superior materials and safe driving characteristics - our most important principle of design and construction - again mark the "Porsche 911" whose low-waistline-body features large window areas giving perfect all-round vision. Wide-sweep doors, which lightly self-lock when ajar, facilitate entry and exit both front and rear. Anatomically shaped individual seats will make you realize, even without driving the "911", the great importance of proper support in a fast car. Plenty of shoulder room, plenty of leg room up front and plenty of room for luggage under the hood - there can be no question now as to who makes the finest GT Class automobile!



STANDARD EQUIPMENT

Windows

Electric windshield washer system combined with windshield wiper operation
Three-speed windshield wiper
FM suppressed windshield wiper motor
Quarter windows, burglarproof, front and rear
Antiglare interior rear view mirror
Laminated windshield
Rear window ventilation

Lights

Two back-up lights
Infinitely variable instrument illumination
Two fog lamps
Luggage compartment illumination

Signal System

Two super-tone horns
Headlight signal — Horn ring

Instruments

Speedometer with total and trip mileage recorder
Tachometer
Fuel gauge with low level warning light
Oil level gauge
Oil temperature gauge
Oil pressure gauge
Indicator lights for generator, high beam, parking lights,

turn signals, handbrake, fog lamps and heating system
Electric clock with elapsed time indicator

Locks

Both doors equipped with locks operated from inside as well as outside
Glove compartment with lock
Fuel tank cap operated from car interior
Steering wheel lock combined with ignition lock

Interior

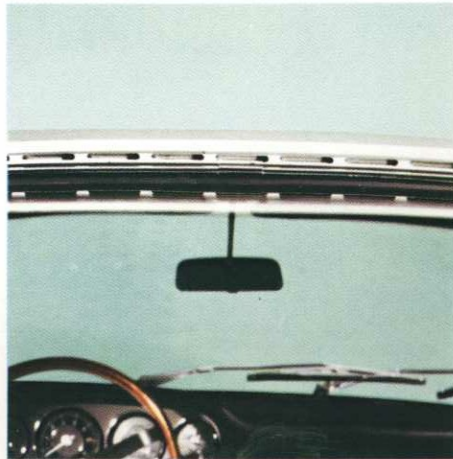
Top and bottom-cushioned antiglare dashboard with wood panelling in center
Cigarette lighter combined with electrical outlet
Courtesy grip for passenger on door inside
Arm rests designed as door-pulls
Seat belt anchorages
Fasteners for luggage straps

Clothes hanger hook at each door post
Two cushioned sun visors with make-up mirror
Map pocket in each door
Reclining seats
Heater and fresh-air vents
Rear seats fold down for extra luggage space — nonslip
Parcel shelf behind rear seats with nonslip bar
Carpeted floors
Slide-in ashtray

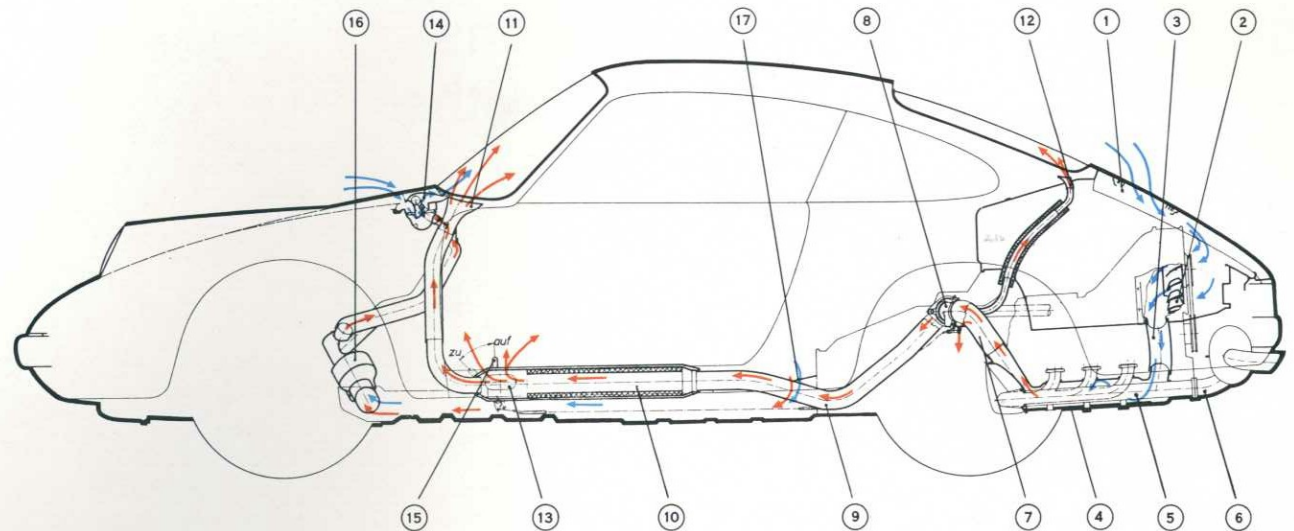
Miscellaneous

Tow ring under front of car
Combustion heater
Draftfree ventilation through headlining
Undercoating
Touch-up paint dispenser
9 standard colors





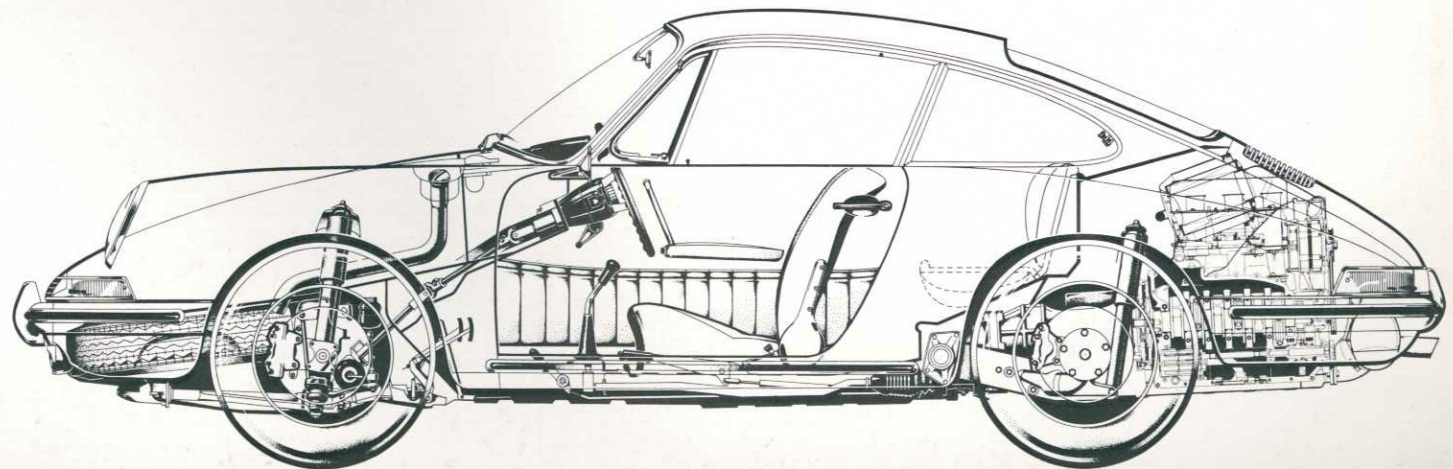
Schematic Illustration of the Heating System



Proper ventilation of the car interior is most important to the comfort and well being of occupants and contributes to driver alertness. For this reason, we have attached particular value to providing

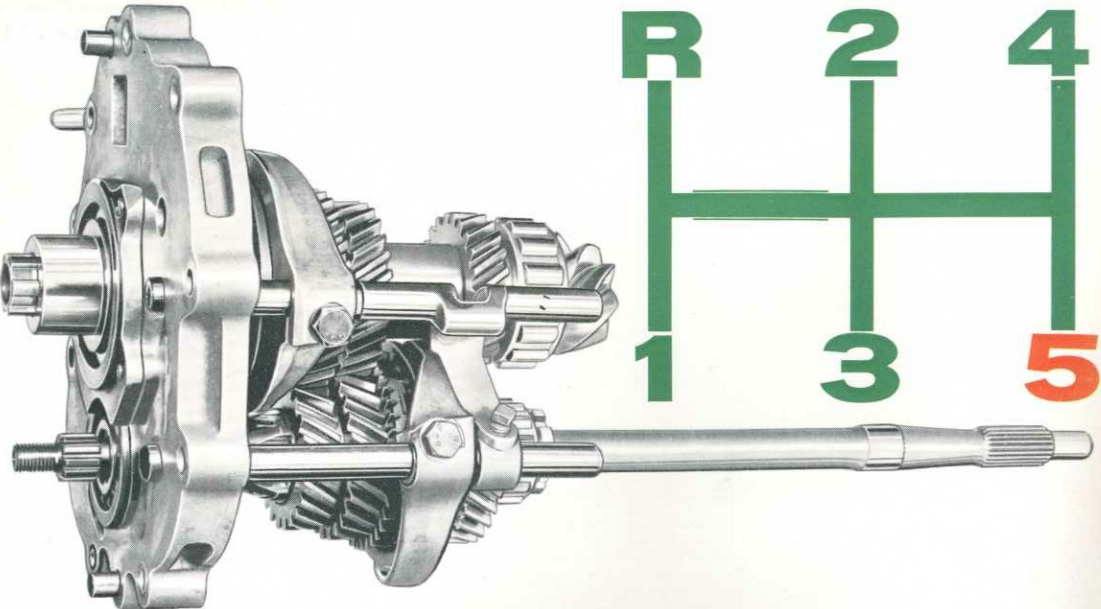
a sound system. The interior, for instance, is ventilated by way of outlet slots above the rear window. In the "911" a hot-air system and a separate combustion system form part of the standard equipment!

- | | |
|-----------------------------------|---|
| ① Air intake | ⑫ Defroster nozzle for rear window |
| ② Axial-type blower | ⑬ Gate valve |
| ③ Air duct | ⑭ Fresh-air supply system |
| ④ Heat exchanger | ⑮ Heater control lever |
| ⑤ Exhaust manifold | ⑯ Supplementary heating system |
| ⑥ Exhaust muffler | ⑰ Air intake for supplementary heating system |
| ⑦ Connecting hoses | |
| ⑧ Air gates | |
| ⑨ Duct tubes | |
| ⑩ Heating system silencer | |
| ⑪ Defroster nozzle for windshield | |



Completely new is the light but positive-to-shift five-speed transmission which is integral with the axle drive.

Locking elements improve the synchronizing action, reducing shifting effort and enabling split-second gear changing.

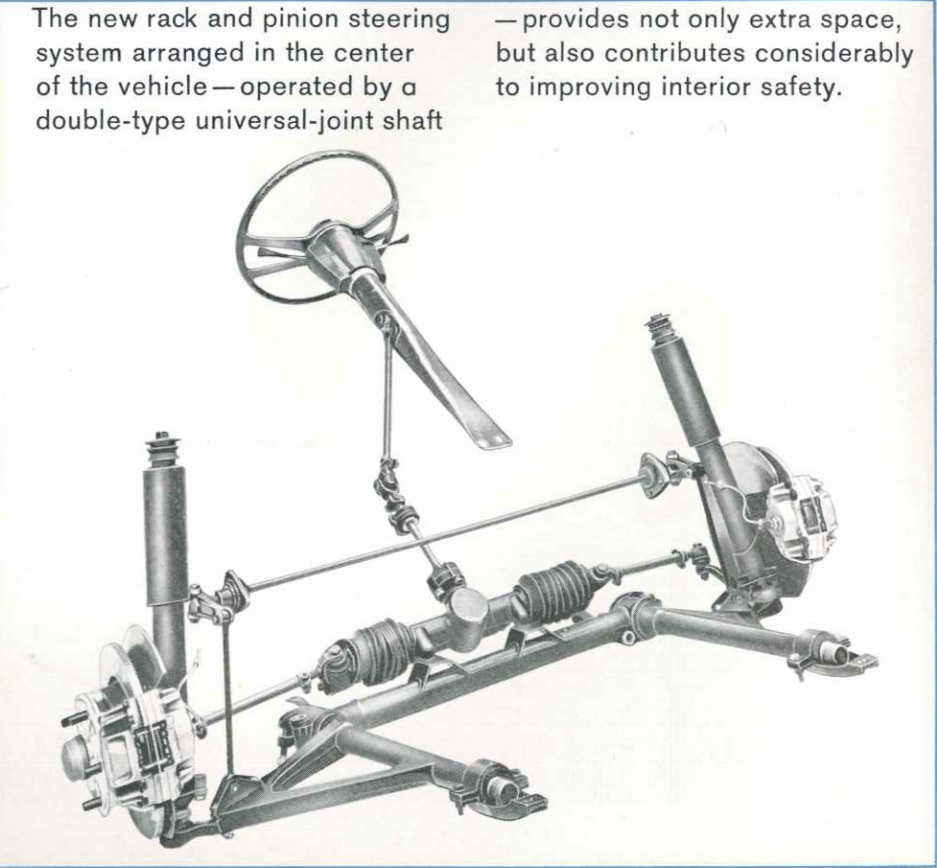
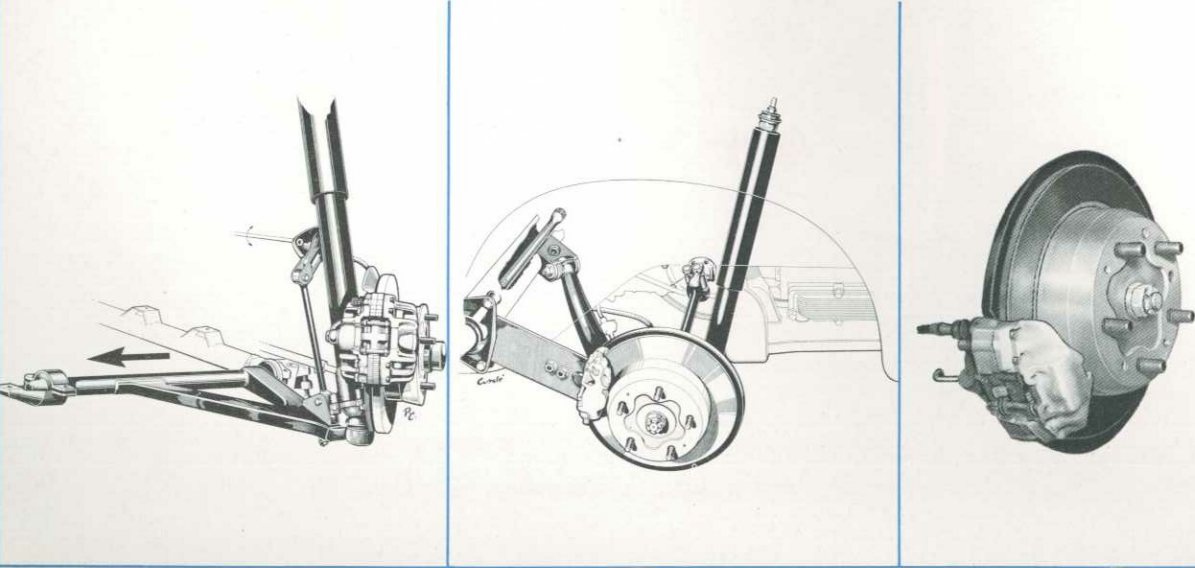


In trying to get more room up front we gave the "911" a new front-wheel suspension incorporating a lower transverse control arm and longitudinally arranged torsion bar with the shock absorber guiding the upper end. The suspension of the rear wheels is similar to our previous models, by longitudinal

control arms which are supported by transverse torsion bars, i.e., each wheel is individually suspended. The "Porsche 911" features a disk brake on each of the four wheels plus an automatic adjusting device for the brake linings. The hand brake is of shoe type and incorporates a separate drum system.

The new rack and pinion steering system arranged in the center of the vehicle—operated by a double-type universal-joint shaft

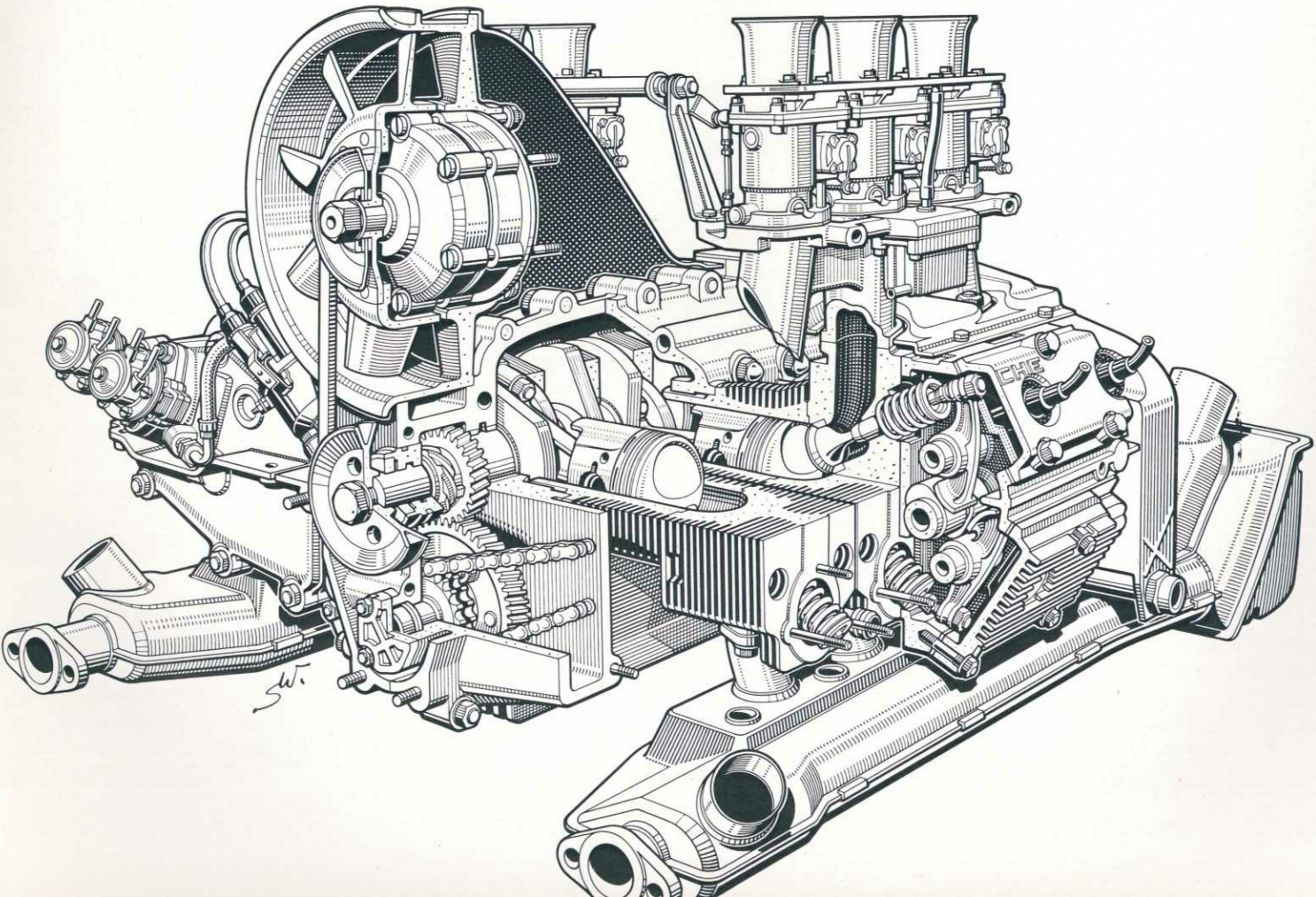
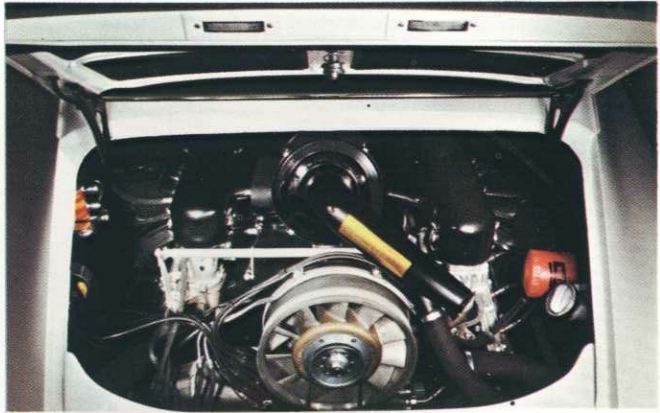
—provides not only extra space, but also contributes considerably to improving interior safety.



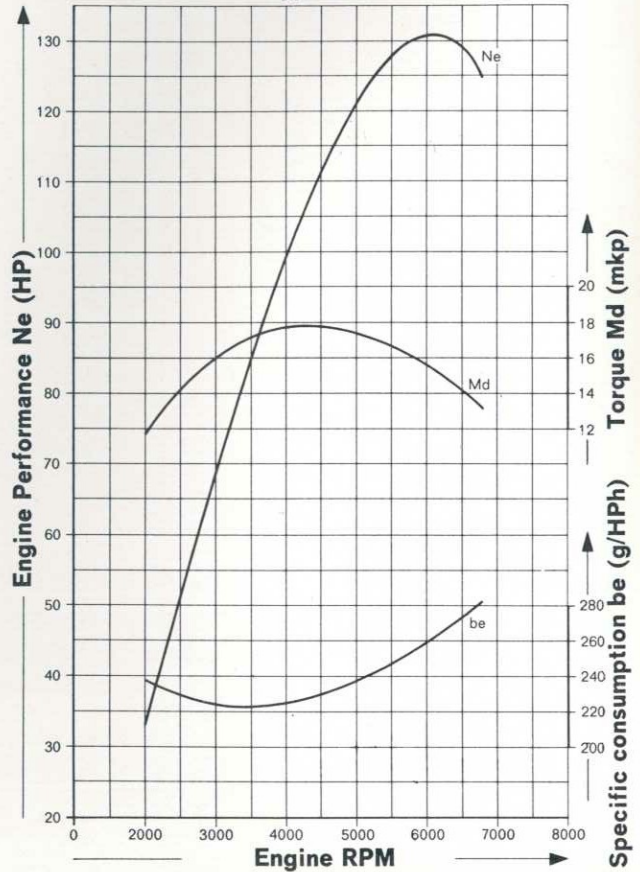


The new Porsche is powered by an "oversquare" engine. Three cylinders each are horizontally arranged on the left and right side of the crankcase. Each cylinder is securely linked with the crankcase by means of a heavily finned light-alloy cylinder head. The overhead valves in the cylinder heads are in a Vee arrangement and are actuated by an overhead camshaft and rocker arms. Camshafts and rocker arms are supported in a common housing which is designed to cover three cylinders.

Each camshaft is driven by the crankshaft via chain and an intermediate gear wheel. Chains are automatically tensioned. Each cylinder bank feeds from a triple-throat carburetor with appropriate intake pipes. A dry-sump lubrication system is used, and a thermostat-controlled oil cooler insures that the correct oil temperature is maintained. Relief valves control the oil pressure in the lubrication system which, of course, is equipped with a full-flow filter to keep dirt out of the system. The three-phase generator is now housed within the crankcase-mounted axial cooling fan which directs, via baffles, cooling air over the engine.

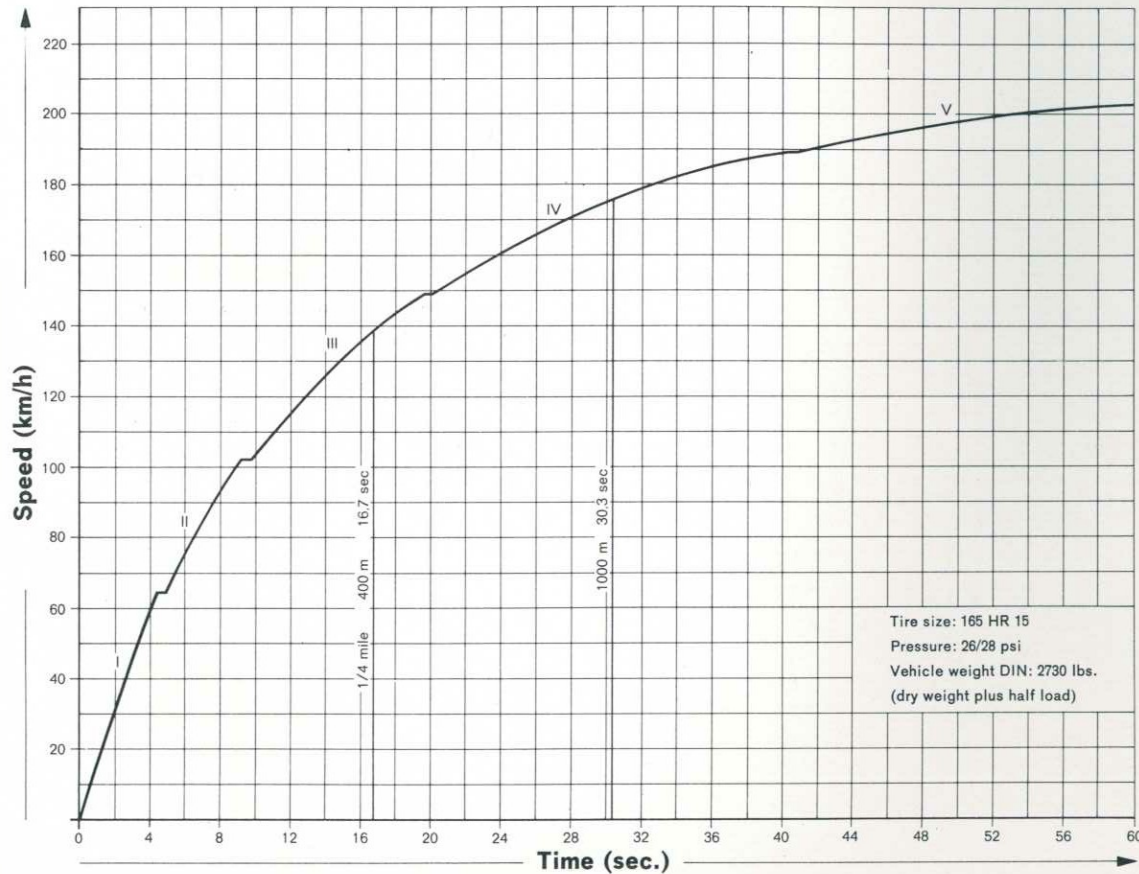


**Engine Performance and Fuel Consumption
Type 2000**




Porsche — The Renowned Car Makers — believe in adhering to their traditional principles of design and construction. Thus, the "911" also has an air-cooled rear-mounted powerplant horizontally opposed, but it is now a compact two-liter six-cylinder engine with an overhead camshaft on each cylinder bank and an eight-bearing crankshaft. To achieve higher output and a freer revving engine (130 DIN HP at 6100 RPM - 130 MPH), it was logical to change from four to six cylinders.

Acceleration Curve Type 911/2000



604

Engine		Effective brake disk dia.	front 9.26 in. (235 mm), rear 9.57 in. (243 mm)
Number of cylinders	6	Braking area per wheel (service brake)	front 8.14 sq. in. (52.5 cm ²), rear 6.20 sq. in. (40 cm ²)
Bore	3.15 in. (80 mm)	Total brake swept area (service brake)	29.45 sq. in. (185 cm ²)
Stroke	2.60 in. (66 mm)	Handbrake drum dia.	7.09 in. (180 mm)
Displacement, actual	121.5 cu. in. (1991 cc)	Total brake swept area (handbrake)	30.1 sq. in. (194 cm ²)
Compression ratio	9:1	Rims	4.5 J x 15
Horsepower (SAE)	148 at 6100 rpm (DIN 130 at 6100 rpm)	Tires	165 HR 15
Maximum torque (SAE)	140 lb. ft. at 4300 rpm (19.3 mkp at 4300 rpm)	Steering	ZF rack and pinion, with hydraulic damper
Horsepower per liter (DIN)	65	Steering ratio	1:16.5
Engine Design		Grade Climbing	
Type	Horizontally opposed six, carburetor type, four stroke cycle, air-cooled	Weight of vehicle (DIN)	2730 lbs. (1240 kp), dry weight plus 2 persons and 66 lbs. (30 kp) of luggage
Cylinders	Biral (cast iron liner with light alloy fins)	1st gear, max. gradient	59 %
Cylinder heads	Light alloy	2nd gear, max. gradient	32 %
Number of valves	1 intake, 1 exhaust per cylinder	3rd gear, max. gradient	19 %
Valve arrangement	Overhead in V	4th gear, max. gradient	13 %
Valve gear	1 overhead camshaft per bank of cylinders	5th gear, max. gradient	10 %
Camshaft drive	By chain	Capacities	
Crankshaft	Forged steel, 8 main bearings	Engine	approx. 9 qt. (9 lit.) HD oil
Connecting rod	Plain bearings	Transmission and differential	approx. 2.5 qt. (2.5 lit.) Hypoid SAE 90
Blower drive	By V-belt through generator	Fuel tank	15.5 U.S. gal. of which 1.5 gal. are reserve (62 liters, 6 liters reserve). Rating of 98 to 100 Octane (ROZ) Super
Lubrication	Dry sump	Brake fluid reservoir	approx. 6.8 fl. oz. (0.2 lit.)
Fuel supply	1 electric fuel pump, 1 mechanical dual fuel pump	Windshield washer	approx. 1.5 qt. (1.5 lit.)
Carburetor	SOLEX 40 PI triple throat carburetors, one per bank of cylinders	Dimensions	
Electrical System		Wheelbase	87.1 in. (2211 mm)
Rated Voltage	12 volts	Track, front	52.7 in. (1337 mm)
Battery	45 Ah	rear	51.9 in. (1317 mm)
Ignition	Coil and distributor	Overall length	164.0 in. (4163 mm)
Firing order	1-6-2-4-3-5	Overall width	63.4 in. (1610 mm)
Spark plugs	BOSCH W 250 P 21 (platinum plug)	Overall height (unladen)	51.97 in. (1320 mm)
Spark plug gap	0.14 in. (0.35 mm)	Ground clearance	5.91 in. (150 mm)
Drive Train		Turning circle	approx. 33.8 ft. (10.3 m)
Location of engine	At rear, behind rear axle	Weights	
Clutch	Single dry plate	Dry weight (DIN)	2376 lbs. (1080 kp)
Transmission	Porsche servo-thrust synchronization	Max. permissible weight	3080 lbs. (1400 kp)
Number of speeds	5 forward, 1 reverse	Max. axle load, front	1320 lbs. (600 kp)
Location of shift lever	Central floor change	rear	1848 lbs. (840 kp)
Final drive	Spiral bevel gears and bevel gear differential	Engine weight	approx. 405 lbs. (184 kp) complete without oil
Axle ratio	7:31, i = 4.428	Performance	
Power train	Through half axles to rear wheels	Top speed	130 mph (210 km/h)
Chassis and Suspension		Power/weight ratio	19.4 lbs./HP (8.8 kp/PS) (1 person plus dry weight DIN)
Frame	Welded, pressed-steel sections unitized with body	Fuel consumption (DIN)	24.5 mpg (9.6 lit./100 km)
Front suspension	Independent, with transverse control arms and telescopic hydraulic dampers		
Front springing	Longitudinally mounted round section torsion bar, one per wheel		
Rear suspension	Independent, with longitudinal control arms. Drive through half axles		
Rear springing	Transversely mounted round section torsion bar, one per wheel		
Shock absorbers	Hydraulic, double-acting telescopic shock absorbers front and rear		
Service brake	Hydraulic disk brakes on all four wheels		
Handbrake	Mechanical twin-servo drum brake, on rear wheels		