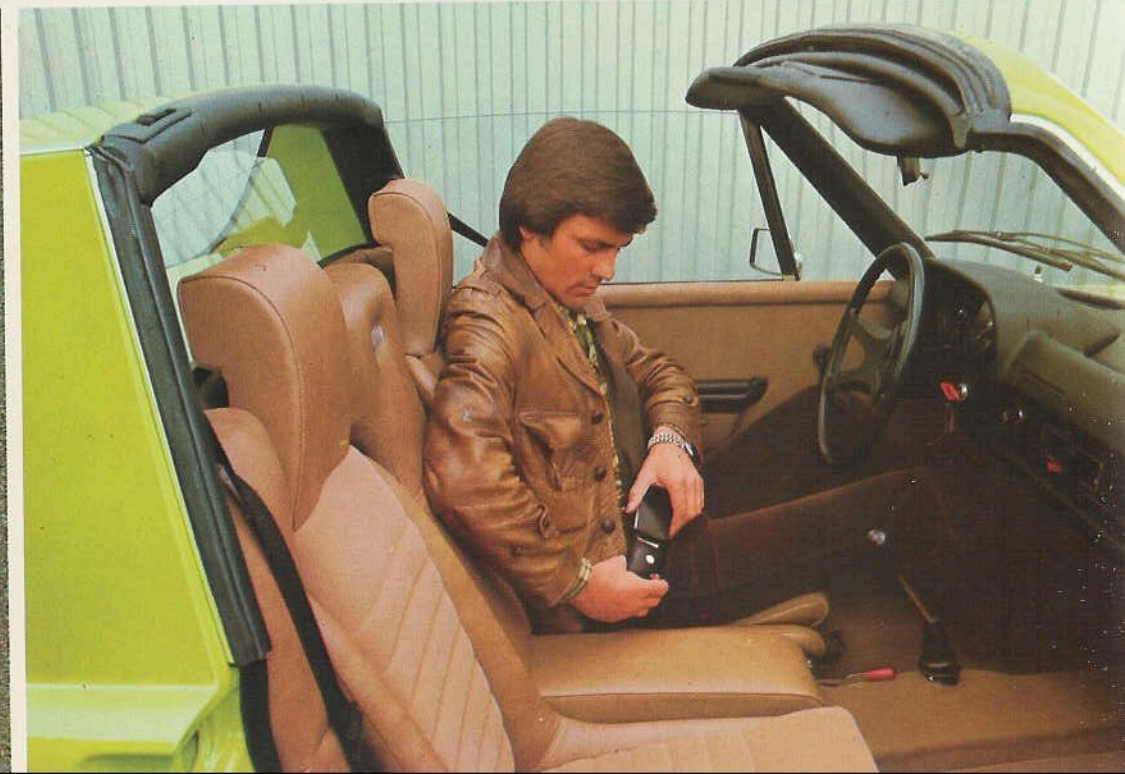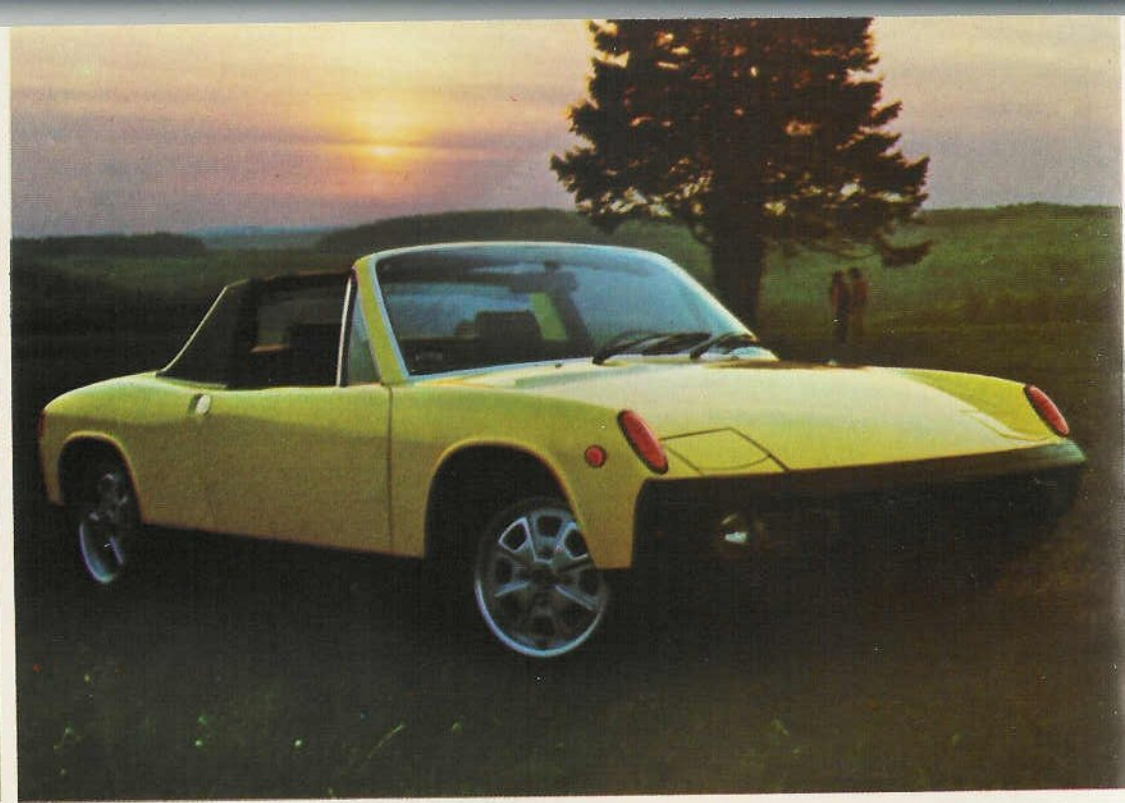**The Porsche 914/1974**

One thing we've learned to expect from racing is the unexpected. Mile after grueling mile can tell you a lot about how well a car handles. Or how badly.

For instance, after years of racing mid-engined Porsches we learned that an engine in the middle makes a car extremely maneuverable. Lets you corner easily. Decelerate evenly. So we put a lot of what we learned at the track into a mid-engined Porsche for the street. The 914.

But beyond its many track features, the thing you'll probably like most about the 914 is that it's just plain fun to drive.

For one thing, it's very peppy. It goes from 0-60 in 11 seconds. Cruises all day at autobahn speeds. Its lightweight, air-cooled engine can't boil over or freeze up.

It comes with a five-speed gearbox. Electronic fuel injection. Rack-and-pinion steering. 4-wheel independent suspension. And disc brakes on all four wheels.
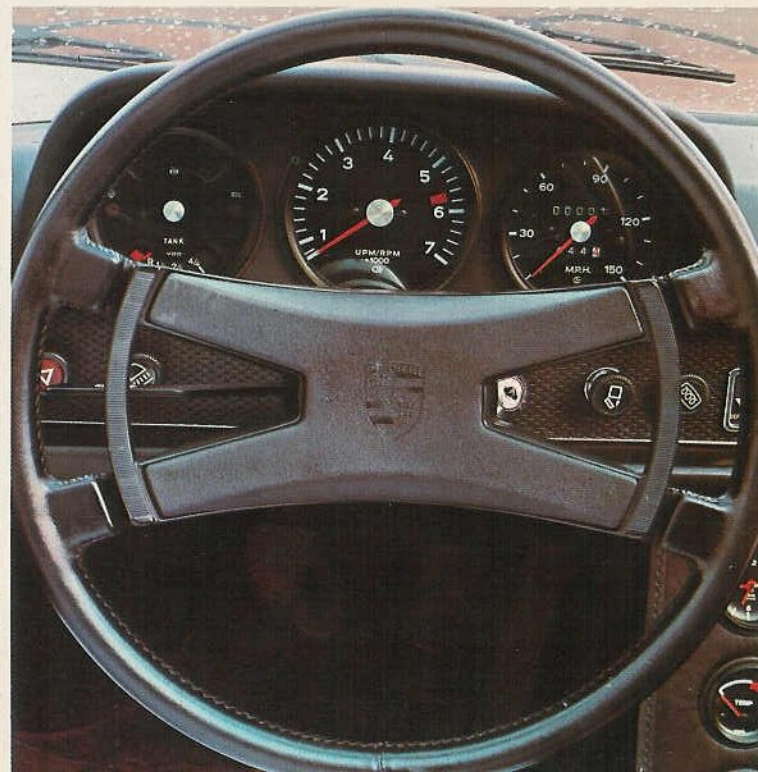
Taking your fun along is easy, because the 914 has two trunks. Together, there's a total of 15 cu. ft. of space. And to let in the sun, a removeable fiberglass roof that stores in the back trunk, just in case.

We built our 2-seater in the classic sports car tradition, but a departure from 2-seater tradition is the fact that you don't need a shoehorn to wedge yourself in and out.

For comfort from every angle, the 914 has seats that slide back and forth, and tilt to four positions. There's a padded dash with large tachometer, and the steering wheel has the turn signal switch, horn, high beam control and windshield washer/wiper switch right on it.

Up till now we've been talking about a 914 with a 2 liter engine. And you've seen that it has a lot going for it. However, there are some people who don't require quite so much power. So for them we've built the same 914 with a 1.8 liter engine.

Impressed with our mid-engine Porsches? You'll be even more impressed when you see one in action. Come into our showroom and pick out a 914. Get inside. Give it every kind of test. Including one for the road.

The Porsche 914. Technical data. 1974

		914	914-2.0
Engine	Number of cylinders	4	4
	Bore/stroke	93/66 mm (3.66/2.60 in.)	94/71 mm (3.70/2.79 in.)
	Displacement	1795 ccm. (109.5 cu. in.)	1971 ccm. (120.3 cu. in.)
	Compression ratio	7.3 :1	7.6 :1
	Maximum torque	13.0 mkg (94.0 ft. lbs.) at 3 400 rpm	15.0 mkg (105.0 ft. lbs.) at 3500 rpm
Chassis and suspension	Front suspension	wishbones and shock absorber struts	wishbones and shock absorber struts
	Rear suspension	semi-trailing arms	semi-trailing arms
	Foot brakes	4-wheel disc brakes	4-wheel disc brakes
Electrical equipment	Alternator	700 watt/12 volt - 45 amp/hour	700 watt/12 volt - 45 amp/hour
	Battery	battery and coil	battery and coil
Wheels		5¹/₂ J × 15 steel	5¹/₂ J × 15 steel
Tires		165 SR 15 tubeless	165 HR 15 tubeless
Dimensions	Length/width/height (unladen)	4095/1650/1230 mm (161.2/65/48.4 in.)	4095/1650/1230 mm (161.2/65/48.4 in.)
Weights	Unladen weight (DIN standard)	970 kg (2139 pounds)	970 kg (2139 pounds)
	Permissible gross weight	1220 kg (2690 pounds)	1220 kg (2690 pounds)
Performance	Maximum speed	173 km/h (107 mph.) approx.	185 km/h (115 mph.) approx
	Acceleration 0 - 100 km/h (0 - 62 mph.) at DIN unladen weight + ¹/₂ playload	14 seconds	11 seconds
	Fuel consumption (average)	approx. 12 l/100 km (19.5 US mpg.)	approx. 12 l/100 km (19.5 US mpg.)

Optional equipment for both models

Appearance group
Steering wheel with leatherette cover.
Center console with clock, oil temperature gauge and voltage meter.
Leather boot for shift lever.
Dual-tone horn.
Fog lights in bumpers.

Performance group
Pressure cast alloy wheels.
Front and rear stabilizer bars.
Front spoiler.

In some cases, the cars pictured in this catalog have been equipped with items which are optional or not available in the United States. Your local authorized Porsche Audi dealer will be glad to show you the latest list of standard equipment for this market, as well as all of the available options. Design and equipment specifications are subject to change without notice.

Jan 13 '74