

PORSCHE

901

絶版輸入車 カタログギャラリー

ときどきふわっと湧いてくる、遠い昔の淡いできごと。
その片隅にいつもいる、思い出のあのクルマ……
懐かしの名車たちを、当時のカタログで振り返ります。



Engine
 Number of cylinders 6
 Bore 80 mm (3.15 in.)
 Stroke 66 mm (2.60 in.)
 Piston displacement, actual 1991 cc (121.5 cu. in.)
 Compression ratio 9:1
 Horsepower rating 130 HP (DIN) at 6200 rpm
 Maximum torque 16.5 mkg at 4600 rpm
 119.3 lbs/ft at 4600 rpm
 65 HP (DIN)

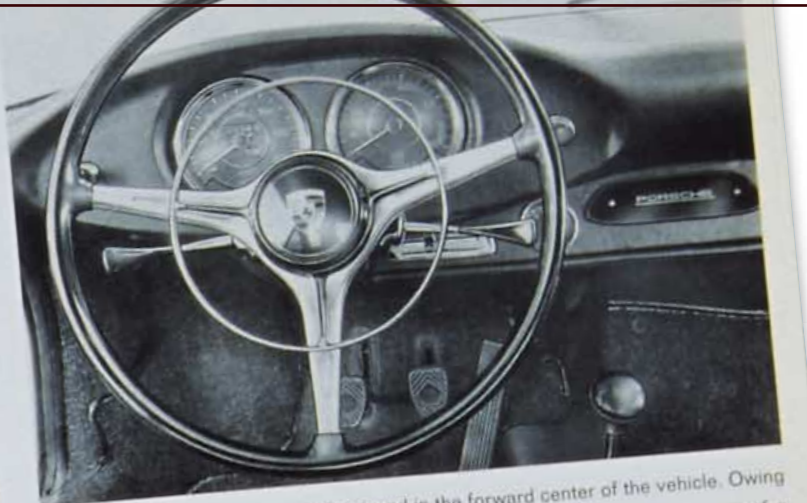
Horsepower per liter

Engine Design Data
Engine type

Cooling system
Crankcase

Horizontally opposed six, carburetor type, four stroke cycle.
Air cooled
Light alloy
Cast iron
Light alloy

901



The rack-and-pinion steering is positioned in the forward center of the vehicle. Owing to this arrangement, which necessitated the utilization of relay shafts in place of a solid steering rod, the aspect of interior safety has been greatly enhanced. The car is equipped with disc brakes on all four wheels.

In view of considerations given to body dimensions, it became necessary to consolidate the new components into a compact unit. The inside space has been enlarged while keeping the outside dimensions down - here exceeding the overall length of the Type 356 by only 120 mm, yet reducing the overall width by 70 mm. At the same time larger window areas have been provided, to satisfy the demands of today.

Despite of the reduced overall width, it was possible to widen the forward passenger space. Retained basically unchanged is the seating arrangement which provides utmost comfort on long distance trips. Leg room behind the forward seats has been extended by approximately 6 cm. Both front fenders have been made detachable to simplify repairs.

A special effort was made to provide an adequate solution to interior ventilation. The spacious luggage compartment under the front hood of the car provides adequate space for the accomodation of suitcases and other luggage.

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|-------------------------------|--|--|--|
| Generator | 360 watt, with current and voltage regulator | Hand brake drum diameter | 180 mm (7.1 in.) |
| Ignition type | Battery coil | Total sweep area | 194 cm ² (30.1 sq. in.) |
| Power Train | | Tires | 165 x 15, braced tread |
| Location of engine in vehicle | At rear, behind rear axle | Rim type | 4 1/2 J x 15 |
| Clutch | Single plate, dry, diaphragm type | Steering | Rack-and-pinion; steering damper; safety steering post (by relay) |
| Transmission | Porsche, servo-thrust synchronization | Steering ratio | 1:17 |
| Number of speeds | 5 forward, 1 reverse | Fuel tank capacity | approx. 68 liters (18.0 US gallons or 15.0 Imperial gallons) |
| Synchronized gears | 1 through 5 | Performance | |
| Location of gearshift lever | On floor in center of vehicle (besides driver's seat) | Maximum speed | approx. 210 kmh (130 mph) |
| Final drive | Spiral bevel gears in final drive; conventional differential; limited-slip bevel gear differential; limited-slip | Weight/power ratio (ready to operate) | 7.7 kg/HP (DIN) |
| Axle ratio | 7:31, 1 = 4.428 | Fuel consumption | 11-14 liters per 100 km (17-21 miles/US gal. or 20-26 miles/Imperial gallon) |
| Gear ratios | See table below | Acceleration 0-100 kmh (0-62.1 mph) | 9.1 sec. |
| Chassis and Suspension | | 0-160 kmh (0-99.4 mph) | 21.9 sec. |
| Frame (Underbody) | Welded, pressed-steel sections unitized with body | Elapsed time for 1 km for 400 m (1/4 mile) | 29.9 sec. (standing start) 16.4 sec. |
| Front wheel suspension | Independent wheel suspension with transverse control arms, and guide struts | Dimensions | |
| | rubber cushions | Wheelbase | 2204 mm (86.77 in.) |
| | | Track, front | 1332 mm (52.44 in.) |
| | | Track, rear | 1312 mm (51.65 in.) |
| | | Overall length | 4135 mm (162.8 in.) 1600 mm (62.99 in.) |

コードナンバー「901」として開発されていた、ボルシェにとって2作目のロードカー。それは本来、そのまま「901」の名で世に出るはずだった。しかし土壇場になってプジョーの異議申し立てを受け、やむなく「911」に変更するという経緯を辿る。プジョーは戦前から、0を間に挟んだ3桁の数字をすべて商標登録していたのだ。ご覧のように英文カタログがすでに刷られていたことから、この抗議がボルシェにとっていかに突発的なことだったかが窺い知れる。実際、911のパーツナンバーの先頭には「901」という数字が数多く残った。ところで、その頃からボルシェの名は世界中に轟いていた。ニューモデルの噂は現代と同様に、ボディの大型化に対する危惧を携えて広まった。日本も例外ではなく、当時のボルシェ輸入元であった三和自動車は、わざわざ「大型4人乗り」の噂を否定する文面を発表している。いわく「～単なる輸送の手段に過ぎない多人数乗りの大型車は決して実現されないでしょう～」