

MODEL MAKER

6 MODEL CARS

AUGUST 1962
TWO DOLLARS
U.S. & CANADA
FOUR DOLLARS



1962 A.E.N. DRAWINGS

MODEL SHIPS - CARS - YACHTS - ENGINEERING



**PROTOTYPE PARADE
NUMBER 127**

**DRAWN AND DESCRIBED
BY WALKDEN FISHER**



THE flat-eight formula 1 Grand Prix Porsche car of 1962 has provided modellers with an interesting prototype, and a number of excellent small scale replicas have made their appearance on miniature racing circuits up and down the country. A fitting stable-mate to this machine is the 2-litre sports model developed by the famous German concern, which has been produced in two forms—an open 'Spyder' version and a very attractive coupe, which is the subject of our plan drawing this month.

The Sports Coupe has many features which will, no doubt, make it an excellent prototype for either slot or rail racing enthusiasts, and it incorporates sufficient interesting detail to satisfy the most ardent scale fanatic.

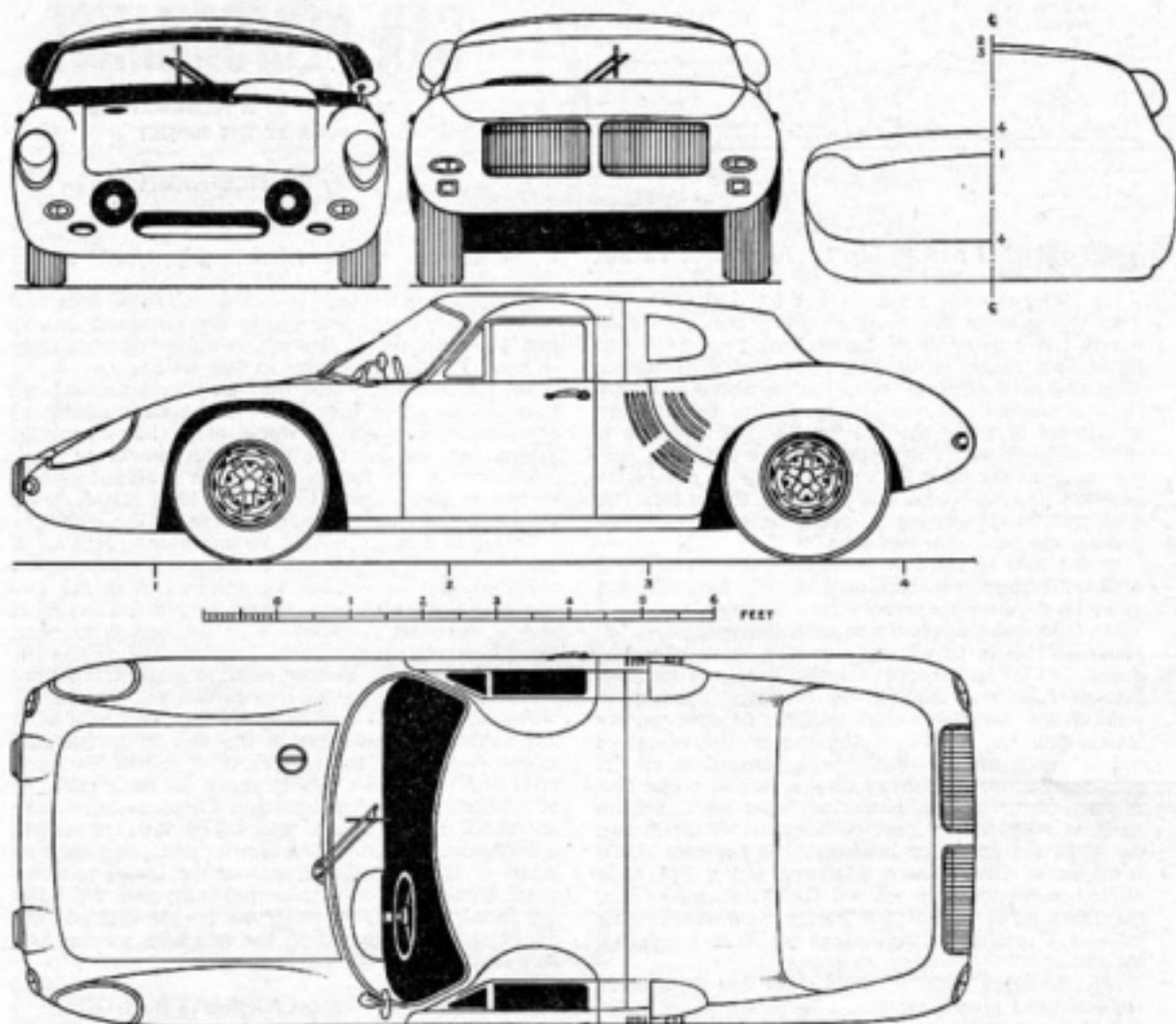
For many years the Porsche sports car has been making a name for itself in competitions, mainly due to the highly successful flat 4-cylinder engine which was designed in 1952. This powerful 1,500 c.c. unit was air-cooled, with twin overhead camshafts to each pair of cylinders. However, by 1961, the 4-cylinder engine having reached the limit of its development, a new horizontally opposed 8-cylinder engine was built, still air-cooled and naturally mounted behind the driver, as these were two concepts of design that the late Dr. Ferdinand Porsche had always advocated, and consequently they were continued by his son, Dr. Ferry Porsche, now head of the firm bearing his name.

THE 1962 PORSCHE 2L SPORTS COUPE

1½-litre and 2-litre versions of the new engine were produced, the former for the formula 1 Grand Prix cars and the latter for the sports vehicles. Cooling is accomplished by an axial flow fan installed horizontally above the engine between the four dual throat downdraught Weber carburettors. Transmission is in the form of a six-speed gearbox and differential housed in a common tunnel, the rear axle drive being a spiral bevel gear and ZF limited-slip differential.

The Porsche chassis is a space frame constructed of welded seamless steel tubes, and on the sports versions the front suspension is a double trailing arm independent type, the rear being a double 'A' frame independent suspension. Front springs are two multiple leaf, and at the rear two coil springs are fitted. An anti-roll bar is fitted at the front only.





Disc brakes of Porsche design are used on all the cars and these are built into the wheels with the discs pressing outwards.

The body of the coupe version has pleasing lines enhanced by the sloping windscreen which merges smoothly into the roof. Scoops on either side are a modification on the 1962 model, assisting in the flow of air to the fan on the engine. The 1961 version was virtually similar in outward appearance, but on this air entered through slots recessed in the upper body at the same points.

Finished in silver, or in the red of 'Scuderia SSS Repubblica di Venezia', a miniature replica of the 1962 Sports Coupe would undoubtedly make an outstanding model, and one that could attract considerable favourable attention on any miniature circuit.

Essential Prototype Dimensions

Wheelbase: 91.8 in. Track, front: 51.2 in. Track, rear: 50.4 in. Overall length: 158 in. Body width: 61 in. Maximum height: 44.6 in. Ground clearance: 5.12 in. Wheels and tyres: Front, 5.50 x 15; Rear, 6.50 x 15.

Due acknowledgment is given to Dr. -Ing.h.c.F. Porsche K.-G. Stuttgart-Zuffenhausen, whose helpful co-operation in providing data and the accompanying photographs made possible the preparation of this feature.

