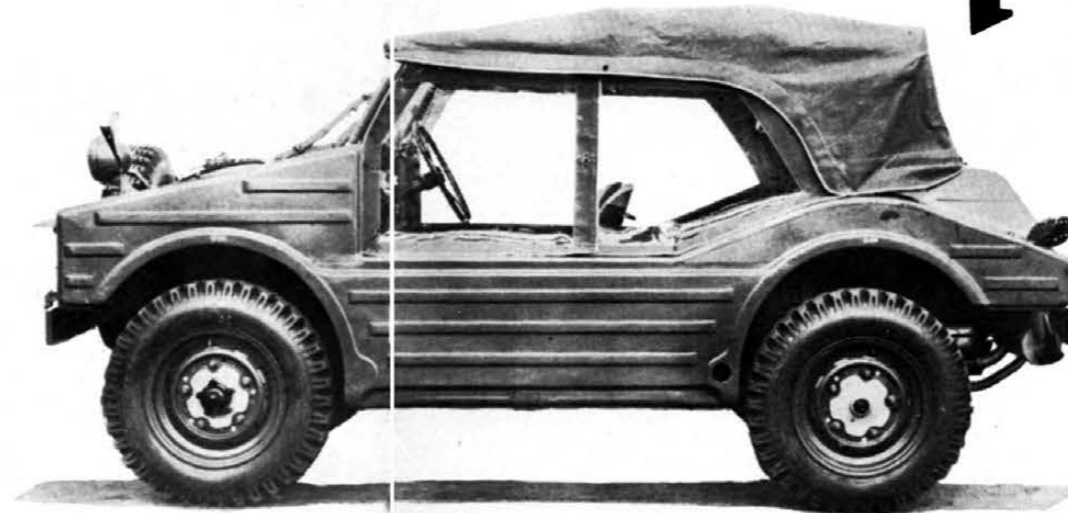


# Porsche Builds a Jeep

*Und er schwimmt...*



All four wheels spinning, the Jagdwagen charges up a mud and snow covered slope. Slants of 65% are possible.



ABOVE: New Porsche from profile view with top in place. Body metal is stamped for stiffness.  
BELOW: Porsche jeep takes a swim to show its versatility.

By JESSE L. ALEXANDER

Well almost, but not quite—although the new Porsche “Jagdwagen” can’t really propell itself fish-like across the Pacific, it will float like the proverbial cork when negotiating rivers and lakes, without the necessity of elaborate waterproofing. This is just one interesting feature of the new model which I checked out recently at the Porsche Stuttgart factory. But before going further into the details, it might be worth while to take a look at the car’s historical background.

To pick up the train of events, it’s necessary to go back ten or fifteen years to the second World War and note that among the late Professor Porsche’s many inventions for the German army was a light jeep-type vehicle known as the Kubelwagen, or “bucket car”. This Kubelwagen, the German equivalent to our jeep, was basically an open VW with a four wheel drive, and along with its sister, a four place amphibious vehicle, and made its reputation on the desert in North Africa, serving under Rommel. They proved to be rugged performers and even won praise from Field Marshall Montgomery who appreciated the value of the unbeatable air cooled engine running economically under all types of conditions. Even Volkswagen today base much of their advertising on the desert experiences during wartime with the VW prototypes. Naturally, at the end of the war, most of the amazing Kubelwagens fell into Allied hands, and transportation officers in the American and British armies were fascinated with the car’s design, as they realized how complicated and inadequate were many of their own vehicles. In Germany today you can occasionally see a Kubelwagen on the road, second and third hand models bringing top prices on the used car markets.

So much for the Kubelwagen — by 1953, two German automotive companies were experimenting with newer and lighter four wheel drive vehicles designed especially for the German military forces and NATO. Both DKW (Auto Union) and Goliath (Borgward) announced Jeep prototypes. The Porsche company had been up to that point completely busy with the 356 sports car, and riding the crest of success, suddenly became interested in building a jeep of their own, for they realized that they already had the basis for such a car in the old professor’s Kubelwagen. Not wanting to miss out on new markets, Ferry Porsche assigned several teams of engineers to the project of building a newer and better bucket wagon. In a short time the rows of silver Spyder racing sports cars in the experimental department were told to move over as the new olive drab types began to take shape.

In designing the car, the following factors were laid down as all important: 1) speed and maneuverability, 2) low weight 3) greatest possible useful load 4) cross country driving ability 5) safety in operation 6) simple maintenance. Thus early in 1955, the new “Jagdwagen” was announced in prototype form, and several units were distributed throughout the world’s military services for evaluation. In the middle East, in Northern Sweden, often hauling 1100 pound trailers and four fully equipped men, the car took every test in its stride, experiencing only minor material failures that would have shown up only through



With all four wheels off the ground, the Porsche Jeep takes a rough hurdle without injury.

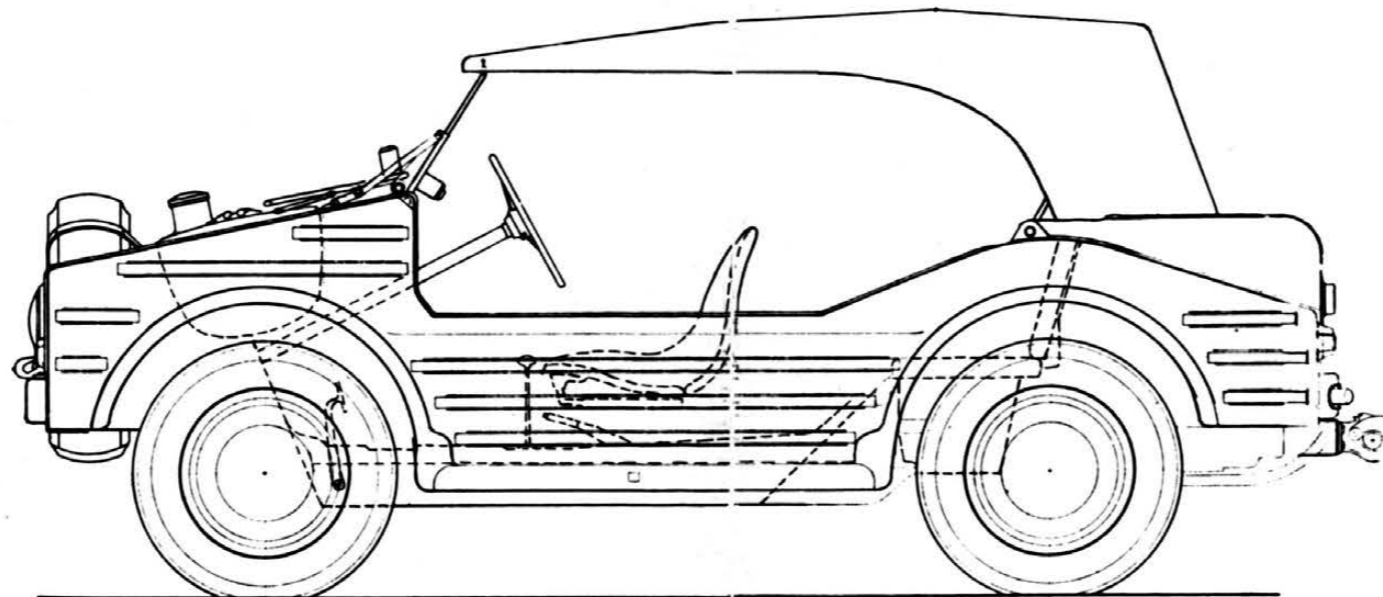


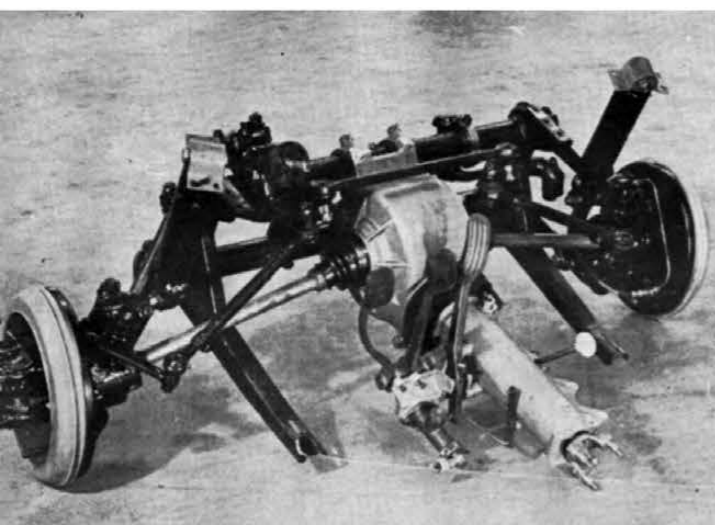
Diagram shows seating layout, fuel tank, pedals and shift lever.

exhaustive road testing. The Porsche engine, fitted with a heavy duty oil bath air filter as standard equipment, operated perfectly despite sand storms, heat, and every conceivable kind of weather. The "Jagdwagen" even went through flotation tests in the Mediterranean. For one especially rugged trial in Egypt that covered a distance of 6232 miles, fuel consumption averaged out to 18.5 miles per gallon, many of these miles being covered in low-low, all wheel drive. The limited slip differential proved its worth in sand. The British received several of the new prototypes for test purposes and as yet the complete results have not been made public, except for the simple statement that they were "fully satisfactory."

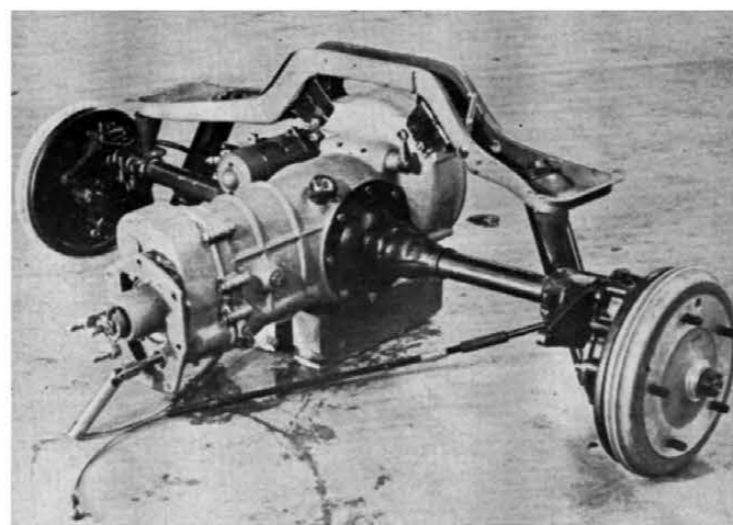
Surprisingly enough, despite all the glowing comments about the car, the "Jagdwagen" is not yet in production, and probably won't be for another month or two. This is

due for the most part to political goings on at the legislative level in the Bonn Government, though 12 vehicles have been delivered to the cadre of the new German army as the forerunner of a larger shipment when Bonn finally assigns the contract. Military forces and especially the NATO organization realize the "Jagdwagen's" value, its virtue lying in its simplicity and low fuel consumption (24 miles per gallon). The Porsche's chief competitor is the DKW jeep, but even though it is undoubtedly a very rugged unit, the two stroke engine and the problems inherent in its design will be a mark against it. Military supply officers always seek to standardize fuel requirements and more important, a soldier in combat will not be happy about mixing the proper ration of fuel and oil for his two stroke jeep. For this one reason I think the Porsche will get the nod.

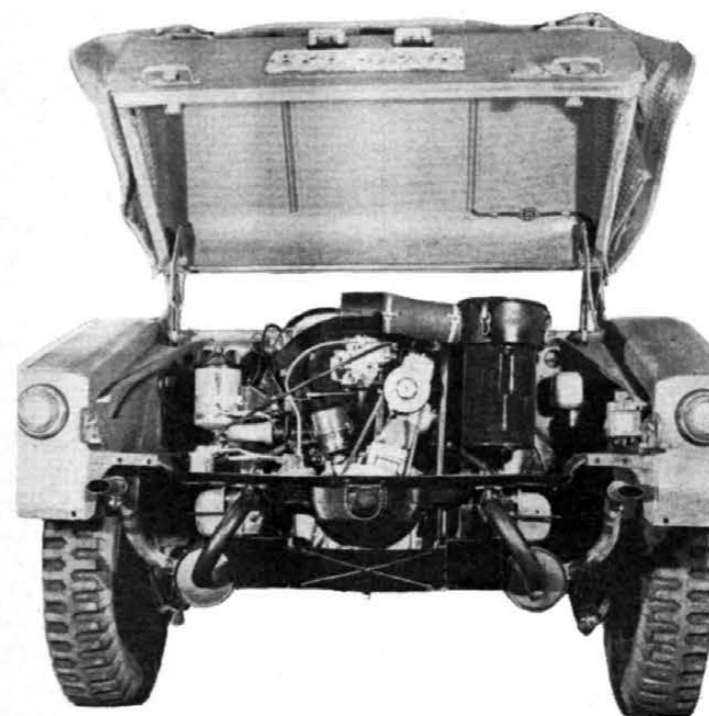
(Continued on page 55)



Independent front wheel drive suspension unit and forward gear box. Lever with white knob is front wheel drive control. Note high placement of steering box.



Rear drive shows typical Porsche transmission, shock absorbers, starter motor, and rubber stops to cushion upward motion of rear axles.



As all Porsches, the jeep embodies rear engine design. Note large protective air-filter.

**SPECIFICATIONS PORSCHE TYPE 597  
Jagdwagen — The Hunter**

**DIMENSIONS:**

Wheelbase .....	81 inches
Track front .....	52.6 inches
Track rear .....	51.6 inches
Length overall .....	142.5 inches
Width overall .....	62.9 inches
Height overall (without folding top, but with raised windshield) .....	57.4 inches
Empty weight .....	2182.5 pounds
Useful load .....	approximately 1100 pounds
Permissible total weight.....	3284 pounds
Axle loads (fully loaded vehicle) .....	
Front .....	1388 pounds
Rear .....	1895 pounds
Ground clearance .....	9.8 inches
Turning circle .....	40.1 inches

**DIFFERENTIAL:** limited slip type

**TRANSMISSION:** 5 speed, 4 fully synchronized forward gears—1 low-low.  
Reduction gears at rear wheels.  
Power to front axle supplied by drive shaft and is connected by claw-type clutch.

**ENGINE:**  
Cylinders .....4, air cooled, opposed, 1586 cc.  
Horsepower .....50 bhp at 4000 rpm  
Compression ratio .....6.5:1  
Carburetor .....single downdraft

**SPEEDS IN GEARS:**  
Cross-country gear .....11.1 mph  
1st .....16 mph  
2nd .....29 mph  
3rd .....45 mph  
4th .....60 mph  
Reverse .....13 mph

**GEAR RATIOS:**  
Cross-country gear .....29.3  
1st .....20.6  
2nd .....11.0  
3rd .....7.0  
4th .....5.2  
Reverse .....24.9  
Fuel tank capacity .....10 gallons (reserve 5.2 liters)  
Normal cruising range .....365 miles  
Oil in crankcase .....3.5 liters  
Oil in gearbox and rear differential .....4 liters  
Oil in front differential .....2.5 liters  
Oil in one rear wheel reduction gear .....2.5 liters

**MAXIMUM TORQUE:** 10.2 mkg at 2300 rpm (approximately 72.3 lbs/ft.)  
Tires .....600 x 16  
Hydraulic four wheel brakes mechanical hand brake, on rear wheels  
Maximum grade negotiable under full load .....approximately 65%  
Factory figures regarding fuel consumption .....24 miles per gallon (normal driving)

## Porsche Jeep

(Continued from page 40)

Power for the car is supplied by a 1586 cc., flat-four, air-cooled engine that is familiar to Porsche owners all over the world. Fitted with cast iron cylinders in place of the light metal ones found in the sports car engine, and with a 6.5:1 compression ratio along with a single downdraft carburetor, the powerful mill turns up 50 bhp at 4000 rpm. The front axle can be engaged or disengaged while moving simply by turning a foot operated lever positioned just to the right of the accelerator; all gear shifting in the five speed box is done by one lever centrally mounted, four out of the five forward gears being fully synchronized.

Weather equipment includes a folding fabric top complete with plexiglass side curtains. Dual electric windshield wipers and the familiar VW/Porsche heating-defrosting system assure maximum protection from the elements. Dash board instruments include a speedometer, oil temperature gauge, fuel tank gauge, in addition to the usual generator and oil pressure warning lights. On the prototype which I drove a tach had been installed in the middle of the dash but it is not clear if this will be standard equipment in the new models. Brakes are standard Porsche while the parking brake was obviously taken from the Volkswagen. A 24 Volt electrical system is fitted and provides enough power to operate radio equipment for long periods. Operating directly off the crankshaft is a power take off rig which when hooked up will run all kinds of auxiliary equipment. Fantastic accessibility to the engine compartment is provided by a lid which when swung up and out of the way provides enough elbow room to keep any mechanic happy. All seats are quickly removable to carry bulky loads or for cleaning purposes. The steering system is light, very positive and free from any backlash or road shock. One feature of the car which I liked was the possibility of quickly going into four wheel drive at any speed if suddenly you found yourself on ice or in a slippery curve. Physically the "Jagdwagen" is as rugged as any car of its type — perhaps more so. In it the Porsche engineers have managed to combine all of the essentials of a military vehicle: low silhouette, floatability, go-anywhere capability, and yet have kept it amazingly simple and easy to service. There are no doors, you merely climb over the "gunnels" and settle yourself down into a tight-fitting bucket seat, not unlike getting into a bathtub. Well-placed hand grips allow you to get a good

position when off the highway, and as an old jeep owner, I was amazed at the feeling of security when negotiating steep grades that I had never felt before in an open jeep. This is due to the excellent weight distribution which removes any top-heavy feelings. When fording streams it is impossible for water to get into the vehicle by virtue of the pontoon-like frame — and the engine sits very high behind you out of the reach of normal water levels. Without chains we made remarkable progress in snow, and on the Autobahn top speed seemed to be in the neighborhood of 60 miles per hour — the tach reading 1000 rpm. In traffic, visibility

is of course excellent and like the VW, skillful use of the gears will gain surprisingly good performance. The windshield folds forward onto the top of the fuel tank and is an ideal place for carrying game or other bulky loads when operating in the back woods.

Suspension system of the "Jagdwagen" is typically Porsche — torsion bars, independent all wheel suspension with vertically mounted hydraulic shock absorbers. The ride incidentally is like any other jeep — hard, but on or off the road this new Porsche is an amazing performer that can't help but make new friends throughout the world for an old and famous name.

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