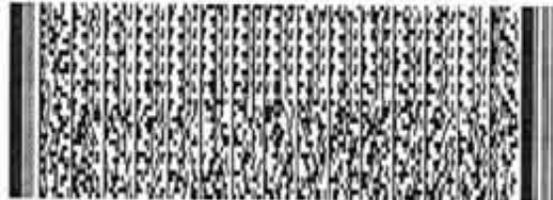


**Montana Vehicle Registration**Valid Through Date **12/31/9999**Renewal Cust Nbr **!**

County	<b>Granite</b>	Issue Date	<b>03/04/2020</b>	Tab Nbr		Park Fee Paid	
Usage	<b>Regular</b>	User	<b>pj4601</b>	Plate Nbr	<b>CSK715</b>		
Reg Usage	<b>Regular</b>	Fleet Nbr		Plate Type	<b>A Heart for Horses Inc (PC)</b>		
Reg Type	<b>Permanent</b>	OTN					

Owners / Lessors

VIN	<b>9141430141</b>	Year	<b>1971</b>	Make	<b>Porsche</b>	Model	<b>914</b>
Veh Type	<b>Passenger (PC)</b>	Style	<b>2D</b>	Color	<b>Orange / Black</b>	Ext Model	
Weight	<b>2800</b>	Ton Code				Veh Nbr	<b>4667966</b>
Decl GVW		GVW Class		GVW Beg		GVW End	



By registering this vehicle the applicant acknowledges having knowledge of the FMCSR and FHMR, if applicable.

**Tab Number**  
**A03007446**

**Month Number**  
**PERM**



**State of Montana**  
**Attention Vehicle Owner**

**When applying tab to rear license plate:**

1. Thoroughly clean license plate.
2. Peel tab from backing.
3. Place tab where indicated on face of dry, clean plate or over the top of the prior year's tab.
4. Firmly rub tab and edges down.

This registration receipt must be in the motor vehicle or trailer to which it pertains at all times. The driver or person in control of the vehicle or trailer must display this receipt to a peace officer or any officer or employee of the Montana Department of Justice or Department of Transportation, upon demand of the officer or employee.

Montana law requires the owner of any motor vehicle that is registered and operated on a public highway or a private way commonly used by the public in this state to continuously maintain mandatory motor vehicle liability insurance in the amounts specified by law. Unless this vehicle qualifies for an exemption under Mont. Code Ann. § 61-6-303, such as a motorcycle or quadricycle, mandatory motor vehicle liability insurance is required.

Proof of compliance with the mandatory liability insurance law must be in the motor vehicle. The owner or driver of the motor vehicle must display the insurance card or other proof of compliance to any peace officer, judge or other authorized individual upon demand. Violation of this requirement is a misdemeanor that carries the same penalties as a no insurance violation.

Next time, you may renew your vehicle registration online at <https://app.mt.gov/vrr/>

**Public Safety is a Partnership: Buckle Up Slow Down - Dont Drink and Drive**

[dojmt.gov/driving](https://dojmt.gov/driving)





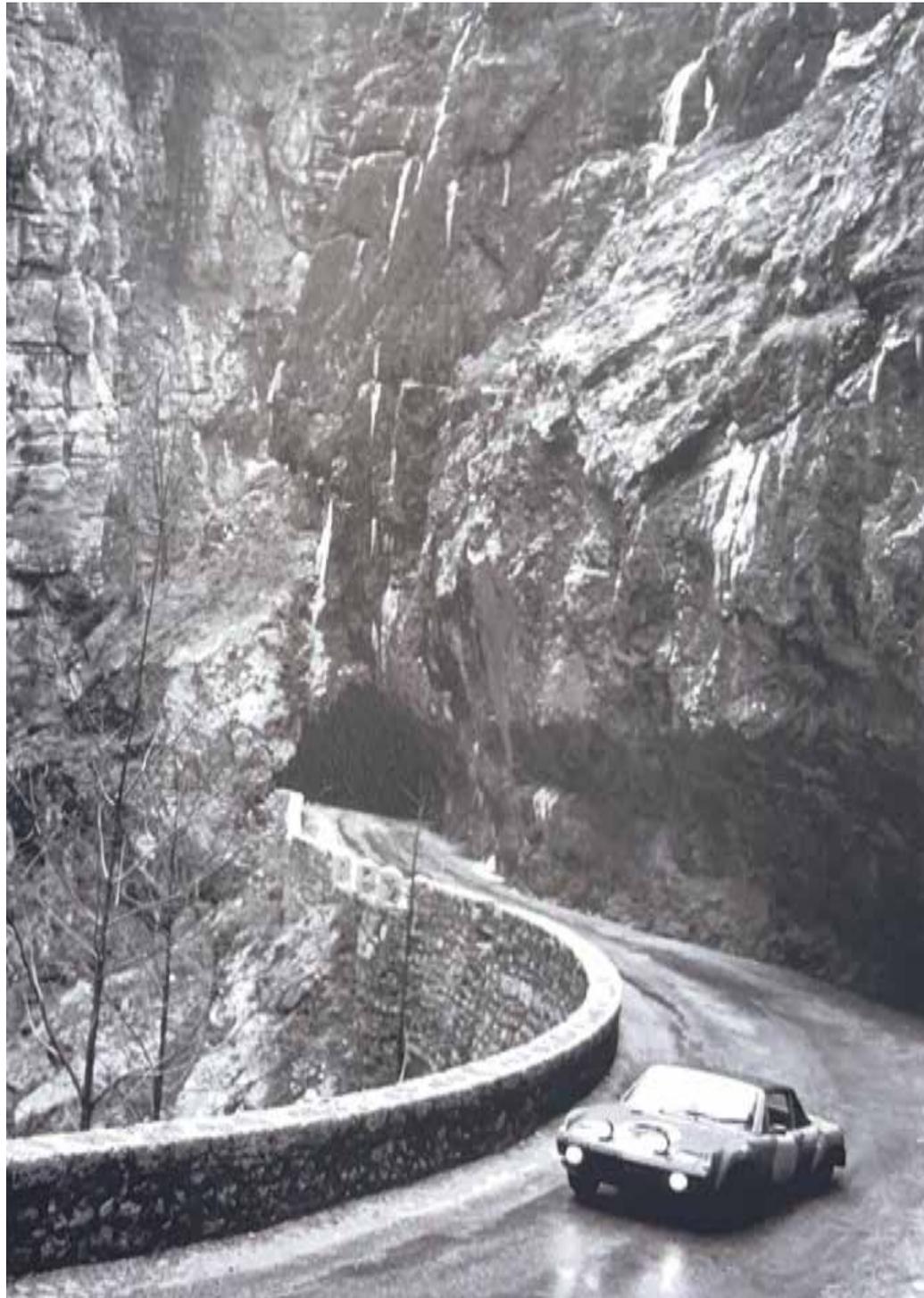


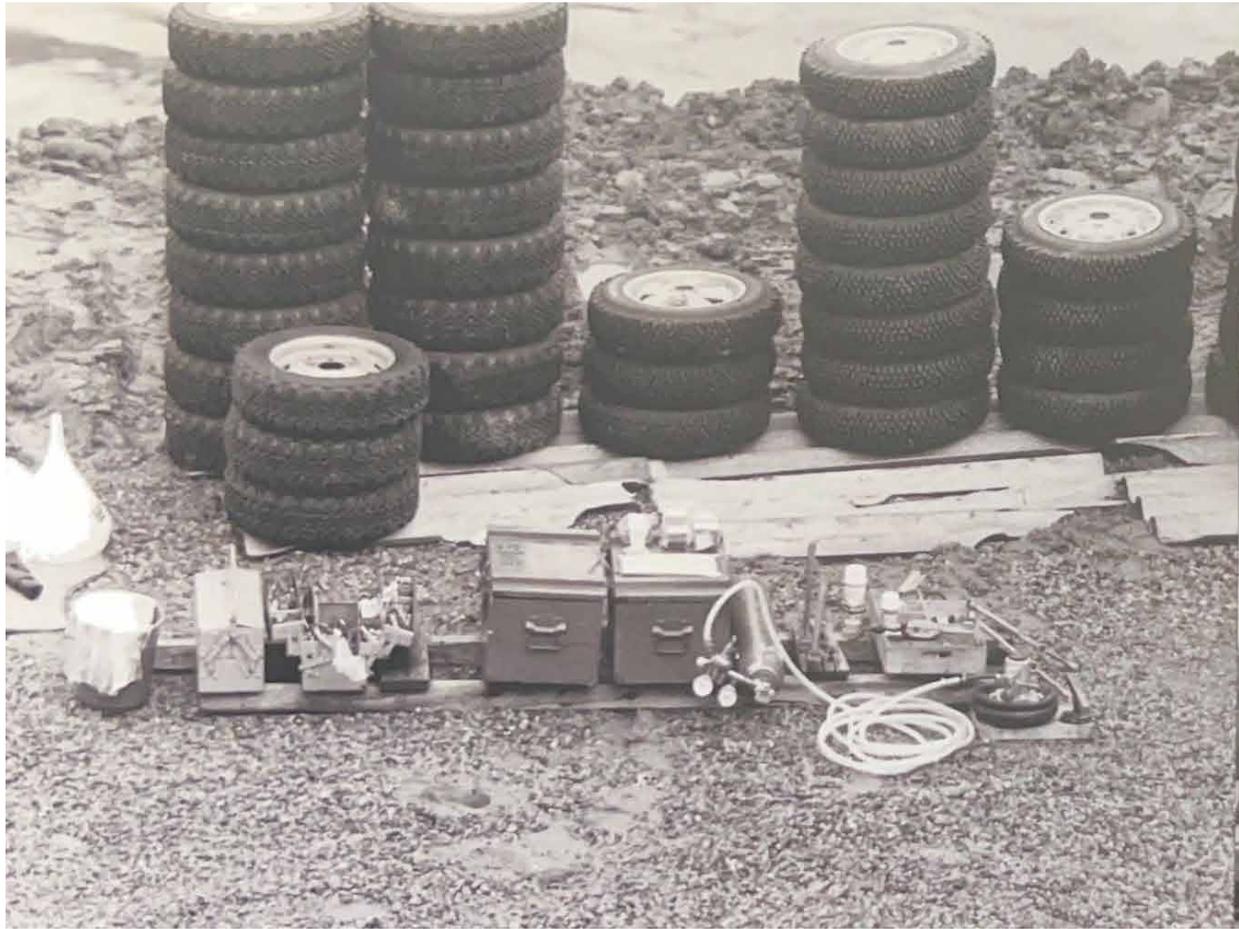
Spare parts assembled for the Monte Carlo Rally











Monte Carlo Testing notes from all the team cars

JALIVE-MONTE-CARLO  
VORBEREITUNG  
1971

Donstag 8.12.70

94/51  
(ANDERSSON)

Km Stand 13060

- 1. Zerschlagung durch Unfall (Datsun) auf der rechten Seite beschädigt (Säure beide Koffkoffer, Stoßstange und Schweller-Verkleidung.
- 2. Beide Zähler rechts beschädigt.
- 3. H.A.-Lantern verbogen + Langzeitfähig der Achswellen gebröckelt.

4. Kupplungs-Spiel zu groß.

- 1) H.A.-Lantern (MADISON-Prototyp) komplett mit Lichtschilde
- 2) und Zierleiste eingebaut.
- 3) Handbremse angeschlossen
- 4) Karosserie soweit wie möglich montiert
- 5) Schalt-Zahl M3E v2, evtl. E-Zahl rekonstruiert  
evtl. nach hinten rechts montiert
- 6) E-Zähler über hinteren Einschnitt auf Lichtschilde montiert (Schalt-Zahl M3E)
- 7) Kupplungs-Spiel einjustieren
- 8) Langzeitfähig einjustieren (Kupplungs-Spiel) evtl. E-Zahl rekonstruiert

94/50  
(WALLENBARD)

12570

Dr.-Ing. h. c. F. PORSCHE KG - Stuttgart-Zuffenhausen		Versuchsbericht																																				
Benennung oder Vorgang:  <p style="text-align: center;">Rallye Monte Carlo 1971</p>		Berechnungsbericht:																																				
		Nr. 910/48 VA 502 AA																																				
		Zwischenbericht Nr. 1 von Zwischenbericht Endbericht -																																				
		Typ: Gruppe:																																				
		Kartei-Nr.: 1953																																				
Gliederung des Berichtes: 1. Aufgabe, 2. Kurzgebia, 3. Versuchsaufbau, 4. Einzelgebiere  1) Es sollten drei Fahrzeuge 914/6 Gruppe 4 für die Rallye Monte Carlo vorbereitet und eingesetzt werden.  2) Ein Fahrzeug - Waldegaard / Thorzelius beendete die Rallye an dritter Stelle im Gesamtklassement hinter zwei Alpine Renault A 110, 1600 ccm.  3) 3.1 Karosserie  Karosseriemäßig wurden alle Fahrzeuge bei Firma Baur im Rahmen des üblichen Sport-Kit umgebaut. - Kotflügelverbreiterung, Kunststoffteile, Innenausstattung, Dachversteifung durch zwei Aluminium-Längstreben geschraubt, Tank 92 ltr Serie, Serieneinflusstutzen, Ölkühlerabdeckung Kunststoff, Ablagekasten aus Alu-Blech an den Türen und unter Handschuhkasten, Handbremshebel VW auf Mittelunnel, Sitze Scheel, für Larrousse Recaro-Rennsitze, beidseitige Anrettierung, Überrollbügel aus Stahlrohr zusätzlich eingehaut, Schläuche für Motorheizung durch Schweller vorgesogen, Unterschutz vorn 3 mm Alu-Blech über Ölkühler hochgezogen, Unterschutz hinten Rechen aus Alu-Rohr, jedoch mit Alu-Blech geschlossen, Belüftunglöcher ca. 50 mm Ø, Aufhängung durch Flachblech verstärkt.		Stichworte für Kartei: <i>Alu</i>  Rallye Monte Carlo  Neuentwicklung Weiterentwicklung Serienanlage Fremdentwicklung  Beauftragt v. Abt.: Ausgeführt v. Abt.: VFV  Sachbearbeiter: H. Bratenstein  Dieser Bericht besteht aus I. B. Text II. Diagramm III. Skizzen IV. Fotos V. Anlagen																																				
<table border="1"> <tr> <th colspan="2">Werkstoff</th> <th>1</th> <th>2</th> <th>3</th> </tr> <tr> <td>OR</td> <td>T</td> <td>VI</td> <td>2</td> <td>XL</td> </tr> <tr> <td>FR</td> <td>2</td> <td>XF</td> <td></td> <td>XB</td> </tr> <tr> <td>PL</td> <td></td> <td>VM</td> <td></td> <td>YF</td> </tr> <tr> <td>PL</td> <td></td> <td>VP</td> <td></td> <td>YF</td> </tr> <tr> <td>VS</td> <td></td> <td>VS</td> <td></td> <td>KE</td> </tr> <tr> <td></td> <td></td> <td>VI</td> <td></td> <td></td> </tr> </table>		Werkstoff		1	2	3	OR	T	VI	2	XL	FR	2	XF		XB	PL		VM		YF	PL		VP		YF	VS		VS		KE			VI			Versuchsbericht 910/48-502 2 3 4	
Werkstoff		1	2	3																																		
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VS		VS		KE																																		
		VI																																				
		Rallye Monte Carlo 1971																																				
		Dist. 2																																				
		3.2 Fahrwerk VA-Dämpferbein Bilstein 192/25, Doppelkeilklemmung, Schutzrohr Serie Querlenker Serie, Federstab 17,9 Ø Hilfssträger Alu Lenkung 911, jedoch Zahnstange Alu Stabilisator 14 Ø, Gehänge Serie 911 Bremsattel 911 S Alu, Beläge Textar 1431 G Bremscheiben Mo-legiert, Radbolzen Serie 50 mm, keine Distanzscheiben  HA-Lenker Serienform, jedoch Blech höherer Festigkeit 911-Handbremse, 911 Bremszange GG, Beläge Energit 395, Bremscheiben 911 belüftet, Distanzscheiben 2,5 mm zwischen Nabe und Bremscheibe, Distanzscheibe außen 7 mm, Radbolzen 60 mm, Dämpfer Bilstein 200/34 Feder grün-weiß, für Larrousse Serie gelb Stabilisator 16 Ø  3.3 Motor In allen Trainings- und Einsatzwagen wurden 901/25 Motoren mit Weber-Vergasern verwendet. R-Auspuffanlage mit Wärmetauschern Schalldämpfer mit drei Ausgängen Sportomatic-Pumpe Ausführung wie Einspritzmotoren für Getriebschmierung  3.4 Getriebe Spritzschmierung, verlängerte Ausrückgabel mit Massivbolzen <table border="1"> <tr> <td>K/T</td> <td>7/31</td> <td></td> </tr> <tr> <td>1. Gang</td> <td>11/34</td> <td>(Larrousse 12/34)</td> </tr> <tr> <td>2. Gang</td> <td>16/36</td> <td></td> </tr> <tr> <td>3. Gang</td> <td>18/32</td> <td></td> </tr> <tr> <td>4. Gang</td> <td>21/31</td> <td></td> </tr> <tr> <td>5. Gang</td> <td>23/29</td> <td></td> </tr> </table> Sperze 40 %, Schaltangenführung außen Bronzesauführung  3.5 Kupplung Druckplatte 770 - 840 kp Anpresskraft Mitnehmerscheibe genietet und geklebt, Belag Brekn		K/T	7/31		1. Gang	11/34	(Larrousse 12/34)	2. Gang	16/36		3. Gang	18/32		4. Gang	21/31		5. Gang	23/29																		
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Factory notes on the individual car set-up for the Monte Carlo Rally

Stage conditions and tire choices

4.3 Verwendete Reifen

Rouaine - Pont des Miolans	Snow voll
Pont des Miolans - St. Auban	Snow voll
Moutaubau - Laborel	Snow 50%
Le Moulinon - Antraigues	Racing
Burzet - Burzet	Snow voll
St. Jean en Royans - La Cime du Mas	Snow 50% schmal
Le Sappey - Le Villard	Snow 50% schmal
Sechillienne - Laval dens	Snow voll
Chorges - Savines	Snow voll
Pont Charles Albert	Racing
Col de la Madone I	Racing
Turini I	Weathermaster
Col de la Couillole I	Snow 50% voll
Turini II	Snow 50% L 10-14
Col de la Couillole II	Snow 50% voll
Turini III	Snow 50% L 10-14
Col de la Madone II	Racing

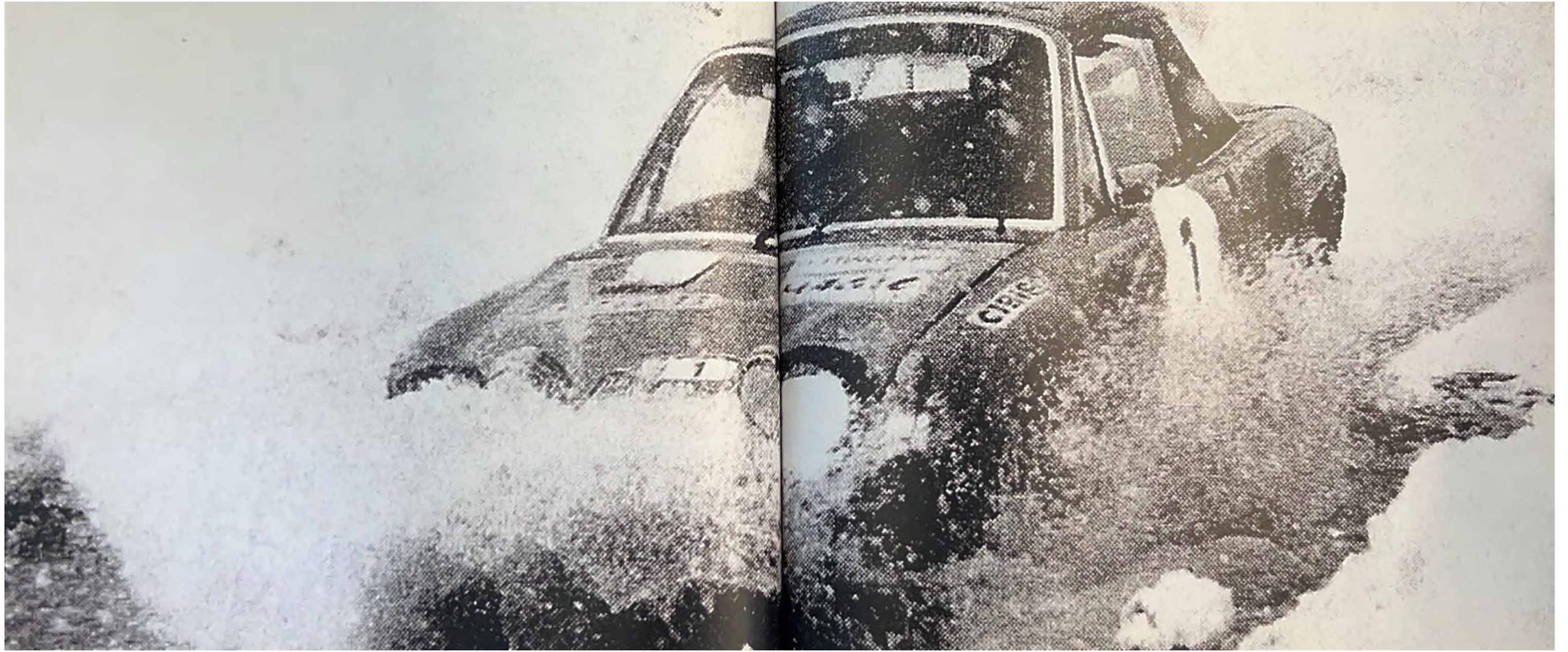
S-Zuffenhausen, 17. 3. 1971  
VFV/Bra-lw

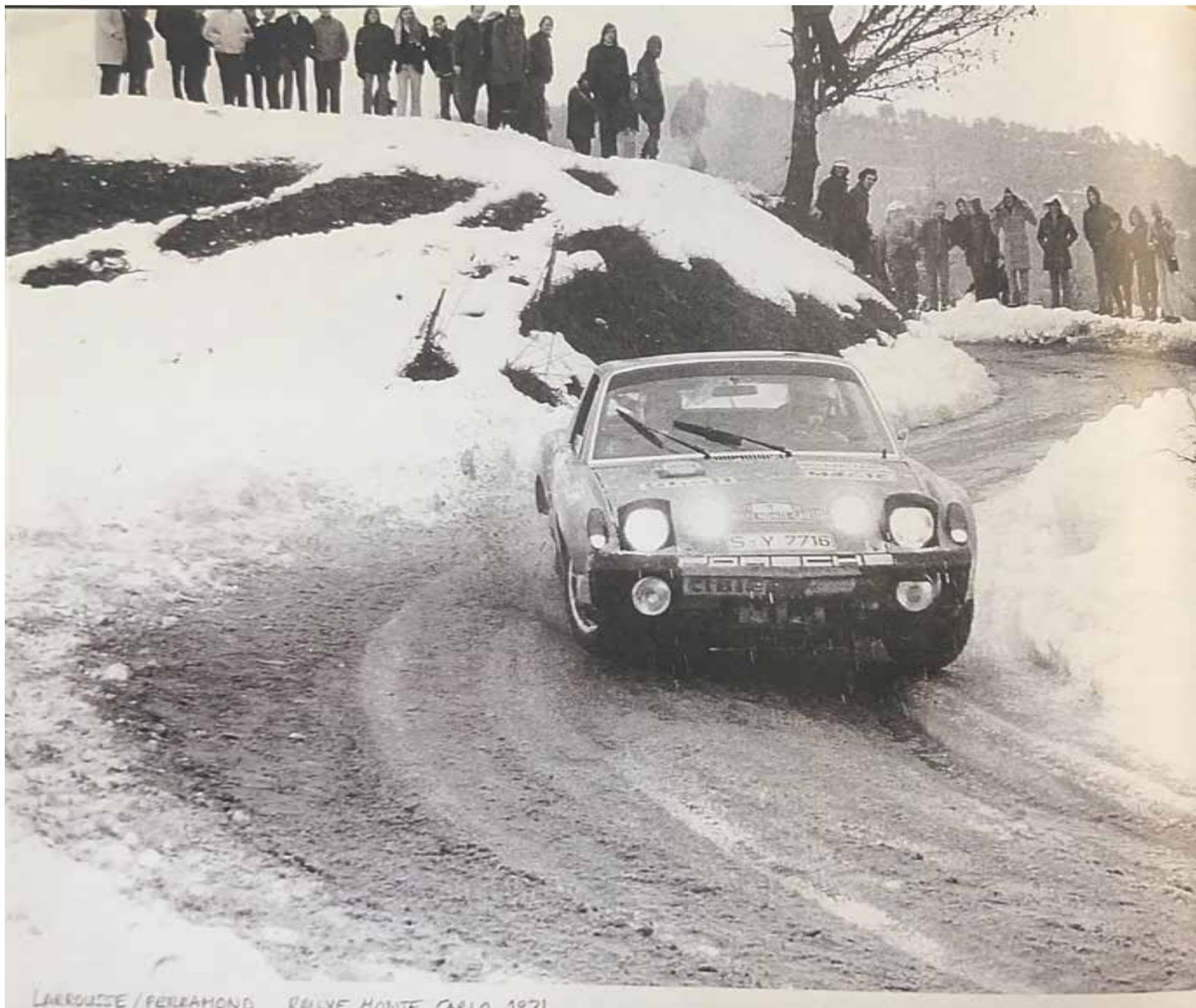
*Bratenstein*  
Bratenstein





First stage for the Larrousse car at the Monte Carlo Rally





LARROUSE / FERRAMOND RALLYE MONTE CARLO 1971

Gerard Larrousse





© Jeff Zwart





LARROUSSE / PERCAHOND



WALRECAED, LARROUSSE, BARTH



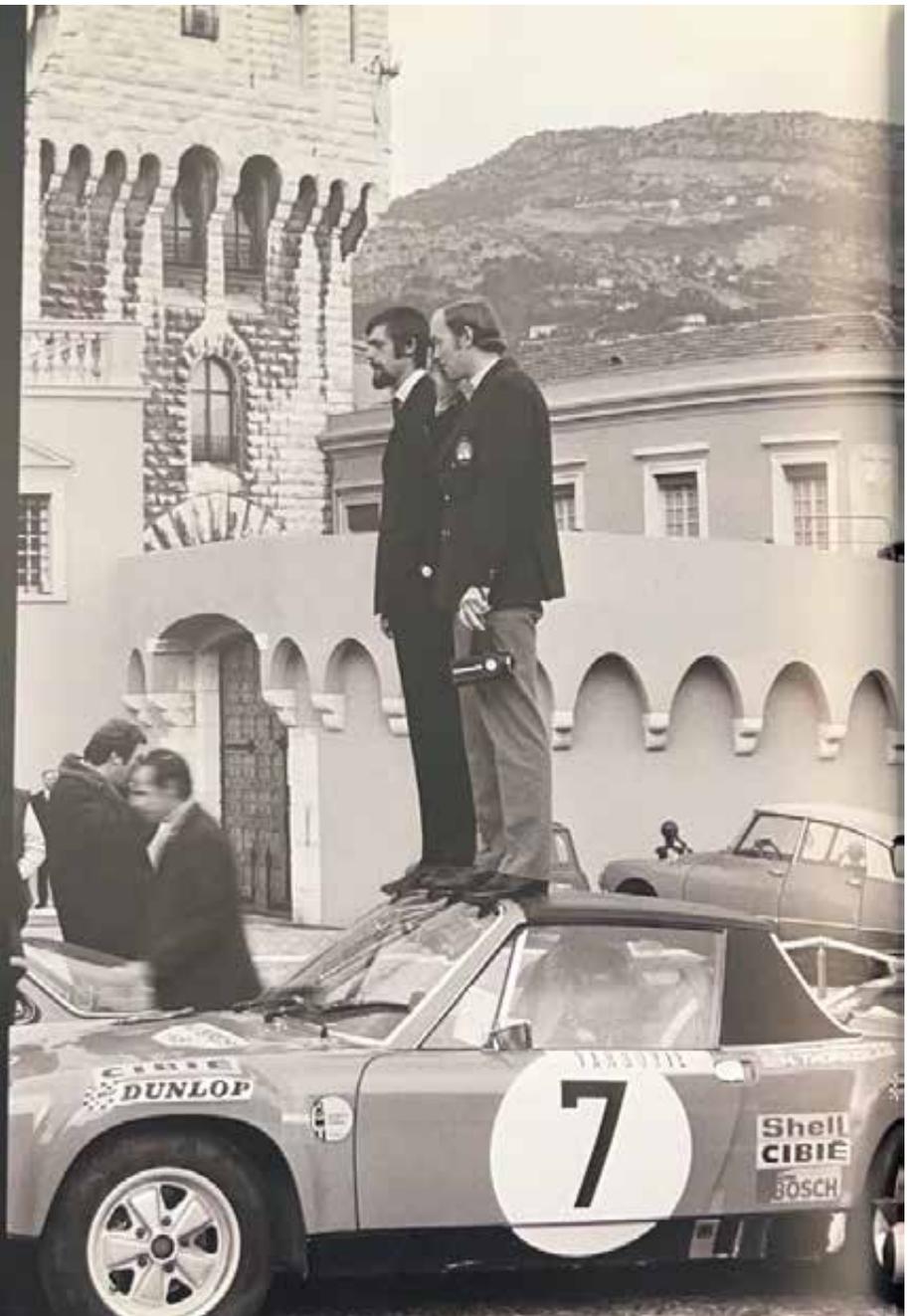
LARROUSSE

PALLYE ROUTE CALLE



Larousse - Perramond beim Monte Einsatz 1971. Startnummer 1 mit Fahrgestellnummer 914 143 0141. Trotzdem sollten Sie in Monte Carlo leider nicht das Ziel sehen. Ein Pfennigsartikel im Getriebe wollte nicht mitspielen. Das gleiche Schicksal wie es auch Andersson / Thorszelius ereilte. Dabei hatte das im Prinzip baugleiche Getriebe vorher bereits drei Jahre hinterein-

Blom Waldegaard ended up finishing 3rd overall and attended the prize giving with the #7 car while Larrousse was a DNF after gearbox problems



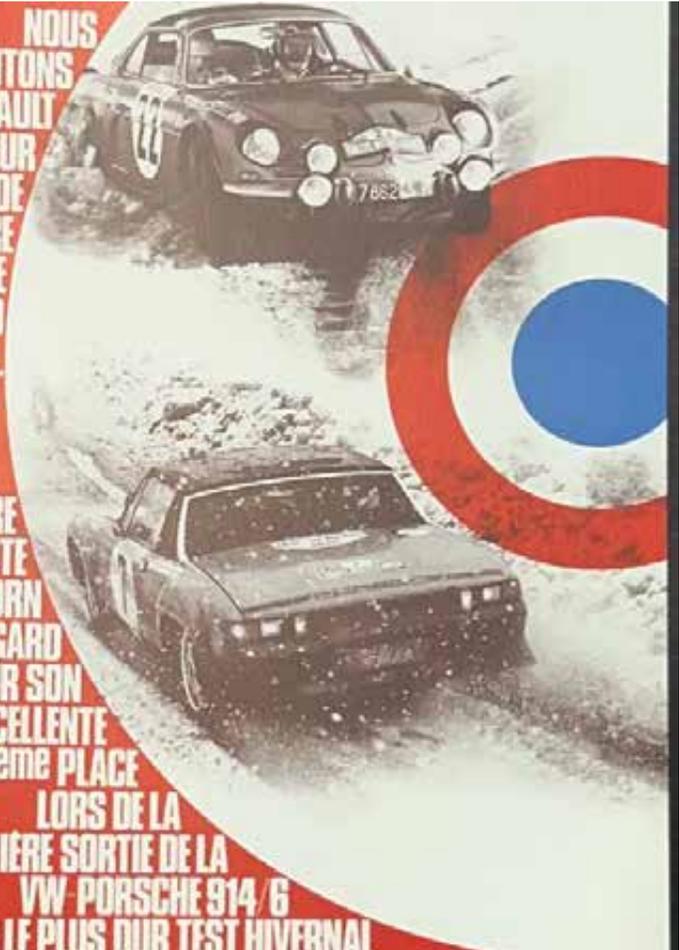
Factory Poster of the sister car finishing 3rd overall

**NOUS  
FELICITONS  
ALPINE-RENAULT  
DE LEUR  
SPLENDIDE  
VICTOIRE  
AU RALLYE  
MONTE CARLO  
1971...**

**...ET NOTRE  
PILOTE  
BJORN  
WALDEGARD  
POUR SON  
EXCELLENTE  
3eme PLACE  
LORS DE LA  
PREMIERE SORTIE DE LA  
VW-PORSCHE 914/6  
DANS LE PLUS DUR TEST HIVERNAL**

SHELL DUNLOP CIBIE BOSCH

**PORSCHE**



Letter from Vic Elford to Porsche after Targa Florio

VIC ELFORD

IF WESTLAND  
BOSTON  
WINDSOR  
ENGLAND  
Tel: 01-235-1111

Geneva - May 19, 1971

Mr. H. Flegl  
Experimental Department  
DR. ING. H. C. F. PORSCHE KG  
Porschestrasse 42  
7 Stuttgart-Zuffenhausen  
West Germany

S-Y 7710  
8/4/58

Dear Mr. Flegl,

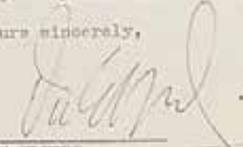
During the Targa Florio pre-practice I had a slight accident with another car.

The car involved was an Opel Olympia, registration PA 225434, the driver was, Mr. Giacomo Bellini  
Via Annunzi 60  
Palermo  
Sicily - telephone: Palermo 511057

Mr. Herbert Kuller arrived shortly after the accident and explained to Mr. Bellini that the Porsche insurance would cover everything, although it was obviously 50/50% since both cars were in the middle of the road. The Opel had damage to all the body panels on the left side and some mechanical damage to the steering. The damage to the Porsche you are aware of.

Hope you had a pleasant journey home from Sicily.

Yours sincerely,

  
VIC ELFORD

Letter to Vic Elford from Walter Naher

WALTER NAHER  
LÄRCHENWEG 4  
CH 8634 HOKKRECHTILION

25. AUGUST 2002

DEAR VIC,

PLEASE FIND ATTACHED SOME PICTURES TO REMEMBER A WONDERFUL GOODWOOD MEETING WITH PORSCHE SOME WEEKS AGO.

FOR ME IT WAS A GREAT PLEASURE TO SEE YOU AGAIN AFTER SO MANY YEARS. I ALSO GOT THE IMPRESSION THAT THE BRITISH SPECTATORS WERE VERY HAPPY TO HAVE THE GREAT VIC ELFORD BACK AT HOME...

I STARTED WORK WITH PORSCHE END OF 1969 AND MANFRED BANTLE - THE 'FATHER OF 908/13' - WAS MY BOSS. AFTER THE 917 & 908 PERIOD, I WAS ONE OF THE PORSCHE RACE ENGINEERS AND RESPONSIBLE FOR THE CHRS. OF MASS, ICKX, BELLOF, BELL, WOLLECK & STUCK.

IN 1990 - WHEN PORSCHE MOVED TO INDYCAR RACING - I CHANGED TO THE MERCEDES BENZ WOLFS TEAM SAUBER AT SWITZERLAND. I ALSO JOINED FORMULA ONE WITH SAUBER 1993 - WORKING THERE UNTIL NOW.

KLAUS BISCHOF'S INVITATION TO THE GOODWOOD FESTIVAL FINALLY GAVE ME THE OPPORTUNITY TO MEET YOU.

THE COPY OF YOUR LETTER TO HERMUT FLEBL - WHICH IS ALSO ATTACHED - TELLS A LITTLE STORY FROM THE TARQA PLE PRACTICE 1971. THE LETTER IS STILL A PART OF MY OWN DOCUMENTATION, BECAUSE I BOUGHT YOUR TARQA PRACTICE 414/6 (THE 1971 MONTE CARLO CAR FROM LAROUSSE) STRAIGHT AFTER THE TARQA FLORIO. AS I REMEMBER, GÉRALD WAS SHARED WITH YOU DURING THE '71 TARQA RACE. THE 1971 MONTE CAR IS WITH ME SINCE THEN.

ABOUT YOUR CICCIO SHOES: KLAUS BISCHOF WILL WRITE SOMETHING OVER THE SHOES' BACKGROUND IN THE CRISTOPHORUS MAGAZINE.

VERY KIND REGARDS

Walter



Restored car in Lippstadt Germany / September 2010

© Jeff Zwart



Arrival in the USA on November 5, 2010

© Jeff Zwart



Transport to Zwart Racing / Santa Ana California

## Factory Werks Porsche 914-6 GT Monte Carlo Rally Car

Chassis number: 914 143 0141  
Internal Racing Department number: 914 / 58  
German Plate number: S -Y 7716  
1971 Monte Carlo Rally starting number: 1

Monte Carlo Entry: Larrousse / Parramond

Targa Florio Training Car: Vic Elford

## Ownership

1971 Porsche Factory Werks Car

1973 Walter Nahre

2010 Jeff Zwart



1971 Factory Werks 914-6 GT

914 143 0141

Larrousse / Parramond

914-6 GT Monte Carlo Rally

PORSCHE 914/6 GT RALLY  
FACTORY TEAM RACE CAR  
S - Y 7716  
CHASSIS NR. 914 143 0141, INTERNAL NR. 914/58  
SIGNAL ORANGE  
MONTE CARLO 1971  
LARROUSSE - PARRAMOND  
TARGA FLORIO 1971  
RECONNAISSANCE VEHICLE VIC ELFORD

In 1969 and 1970 the Porsche racing department built 12 Porsche 914/6 GT cars for factory entered races. 3 Prototype and test cars, 2 Targa Florio practice cars, 3 Marathon de la Route cars, 3 Monte Carlo Rally cars and 1 RAC Rally car.

Porsche also offered the 914/6 with the M471 racing option, they were built at the production assembly line and at Bauer with the exception of some specific components. 47 of this customer 914/6 GT were built.

On top of these cars, the factory offered a GT kit, that was delivered with a regular 914/6. The kit was supposed to be fully installed by some designated Porsche dealers. It is unknown exactly how many kits were sold and how many kits were fully adapted to the cars.

From the 12 race department built cars, 2 were scrapped and one, the first one, did not have the fender flares and the full race package. This leaves only 9 GT cars. From the 3 Monte Carlo Rally cars, the Waldegaard car was scraped, the Andersson car was sold to Recaro and then change into the famous Linge - race track rescue car.

The car that is offered here for sale is very unique, unique and outstanding in its present condition and history. The car was built in November - December 1970 for the 1971 Monte Carlo world championship Rally, which Porsche won in 1968, 1969 and 1970 with the 911.

All 3 914/6 GT were completed very late, therefore the test drives at the Monte had to be done with the 3 Marathon cars. This car was assigned to the successful french race driver G. Larrousse and his co pilot J-C.Parramond. The factory team cars started the Monte in Warsaw, Poland to obtain extra points. After the second speed section in Le Moulinon, France the clutch lever broke on the Larrousse car and could not be fixed in the 15 minutes time and the car had to retire. The Waldegaard car finished second behind 2 Renault Alpine.

After returning to Stuttgart, the car was fixed, the odometer showed 8683 km. All 3 Rally cars were prepared for the race team to take them by road down to Sicily for the reconnaissance of the Targa Florio. This car was assigned to Vic Elford, he drove the car from Stuttgart to Monza to race the 1000 km race with Larrousse in a 917, then he proceeded his trip to Sicily and drove 20 or more laps at the Targa and drove the car back to Zuffenhausen. (Different time!) At the Targa he had a little road encounter with a local Opel driver. It did not hurt the 914/6 very hard but totaled the Opel. After returning to Zuffenhausen the odometer showed 15240 km.

All 914/6 GT used for the Targa testing had different engines installed for engine testing. 914/58 was equipped with a new 2.2 T engine, which remained in the car until 1975. From mid 1971 the car remained at Porsche and was used by Mr. Bäuerle for small tests and to do some „very quick“ errand trips. The car was sold in March 1973 to the Porsche race engineer Walter Näher with 26400 km on the odometer. He owns the car since then and has used it very little. From 2002 to 2004 he restored the car. The car did not have any accidents or any rust, all original parts were carefully restored and fully rebuilt. Many of the components have been rebuilt with the help of the same people that built the car in the first place. With the exception of the engine, ALL parts on the car are the original parts including the gearbox. The engine has been built with a different but correct 901/25 alloy crankcase and all the correct pieces to the exact Monte specifications. The car has a German street title.

List of specific technical details for the - this factory Monte Carlo Rally team cars.

**Engine:**

901/25 Rally engine with Carrera 6 cams, 46 IDA special Weber carburetors, Marelli twin plug, steel connecting rods, crankcase breather box in rear trunk, hand made heat exchangers, 2 - 1 race exhaust, ca 220 hp. Nr. 6531720

**Oil system**

Front oil cooler from 908, protected oil lines, race oil thermostat with filter, Large oil tank with

wire secured large filler cap.

### **Fuel system**

2 fuel pumps in the front trunk with steel protector. Small 62 L fuel tank. Special fuel gauge in cockpit. Direct filler through the front hood with rubber closing flap. (Shell sponsor)

### **Gearbox 5 speed - 914 R 26**

Type 901 with special racing gears, short Rally ratios and limited slip 40%, oil pump for ring and pinion (7.31) and gear cooling. Special side shifter with protector plate. Special rally clutch 225 mm with direct „pull“ action lever. (914/6 has push action) ratio: 11/34 (Larrousse 12/34) 16/36, 18/32, 21/31, 23/29

### **Brakes**

Alloy 911S front brake calipers, rear widened steel calipers, front and rear vented discs. Calipers with quick change pad holders. Rear 911 drum brake for hand brake, hand brake lever between the seats with direct movement to the rear drums.

Brake lines specially mounted to have quick access for the shocks change.

### **Suspension - steering**

All 4 corners with Bilstein Rally shocks and special rated rear springs. Front cross member in alloy. Special steering box ZF with alloy push rods. Body side covers are cut at the rear and remounted with rubber flexible piece for easy access to the rear wishbone arms. Wishbones reinforced steel. Front and rear stabilizers

### **Wheels**

Standard 7 and 8 Fuchs, or 7 and 7 deep offset Fuchs, or smaller rims such as Mahle with spikes tires. On the car are 8 and 8 original 914/6 GT Fuchs. Tires front 215/50-15 rear 225/50-15 (old street tires)

### **Body**

Reinforced side rockers, many steel reinforcements, front and rear lid in fibreglas reinforced with balsa wood, no lock at rear lid, lock hole covered with Porsche crest. Front hood reinforced with alloy plate for Cibie Rally lights. 4 corners steel fender flares, fibreglas front and rear bumper with opening for front cooler. Reinforced tow hock at front, skid plates front and rear in alloy Large roll bar behind the seats and 2 alloy tubes from the top of A to B pillars. Outside engine lid opener. Access holes in rear trunk for starter motor. (mostly done at Bauer, Stuttgart)

### **Electric's**

10 000 rpm tach, 4 extra fog and long range Cibie lights, outside - inside cutoff switch, dash board switches for dual fuel pump, dual ignition and back up light. Manual main head light lid opener with hydraulics shocks to move the head light units open. To close is manual by hand from the outside. Battery secured with leather straps.

### **Interior**

Driver special Recaro seat (special request by Larrousse, see copy of letter) copilot Scheel seat, seat with dual track position holder, 4 point harness, light door panels, felt covered dashboard, no glove box lid, 380 mm racing steering wheel. Alloy door pockets (crude) with the car but not installed.

### **Accessories**

Rear trunk, engine case breather bottle, holder for one 5L plastic can for oil (black) and one 5 L can for fuel (red), wooden „tooth pick“ to remove ice in the wheel housing, tow hock for rear, high reach car jack, brackets for spare tire holder. Rear engine protector with the car but not installed. (plus many more small improvements)

### **Weight**

fully equipped with full tank of gas, spare tire, tools etc. 990 kg, empty DIN weight 870 kg

### **Performance comparison**

Cole de la Madone

1970, 911 ST 2.3L, Waldegaard, dry - racing tires, 16' 13

1971, 914/6GT 2L, Waldegaard, dry - racing tires, 15' 32 - **0' 43, 4% faster !**

	INTERNE BEZEICHN.	FAHRGESTELL-NR.	KENNZEICHEN	WAGENFARBE	WERKSEINSATZ / STARTNR./FAHREX	EWINGANG VERKAUF	ABGABE VERKAUF	KAUFER VERLEIHT O. FREG. SONSTIGES
VERSUCHSWAGEN EINSATZWAGEN	914/31	914 043 0019	5-U-9282	IRISCHGRÜN	914 R-VORLÄUFER, VERBUCHSFGZ.	3.10.69	21.5.71	GAFF GOERTZ
	914/39	914 043 0705	S-U 3908	SIGNALORANGE	TALGA-VORTRAINING '70	26.2.70	3.3.71	
	914/40	914 043 0709	S-U 3909	SIGNALORANGE	TALGA-VORTRAINING '70 MONTE TRAINING '71	26.2.70	3.3.71	
	914/43	914 043 0983		SIGNALORANGE	VERSUCHSFAHRZEUG	20.3.70	16.6.70	EGGELAND
	914/44	914 043 1640		SIGNALORANGE	VERSUCHSFAHRZEUG 12000KM DURCHLAUF	27.4.70	16.6.70	VERSHAOTTET
	914/45	914 043 1732	S-X 7495	SIGNALORANGE	'70, HALLI/GRATZ RAC-EINSATZ/WALDEGANG	27.4.70	3.3.71	Dänneke, Lüftungssysteme
	914/49	914 043 2541	S-W 1947	SIGNALORANGE/GELB	MARATHON-EINSATZ '70 NR. 1 PROTOTYP LAEINSE	3.7.70	30.6.71	HALDI
	914/50	914 043 2542	S-W 1948	SIGNALORANGE/ROT	MARATHON-EINSATZ '70 NR. 2 GT STECKKÖNIG	3.7.70	29.3.72	DIERBERT-AUDA
	914/51	914 043 2543	S-W 1949	SIGNALORANGE/GRÜN	MARATHON-EINSATZ '70 NR. 3 PROTOTYP WALDEGANG	3.7.70	18.12.73	KUSSHAUL
	914/56	914 143 0139	S-Y 7714	SIGNALORANGE	MONTE-EINSATZ '71 NR. 7 WALDEGANG	27.11.70	15.9.72	VERSHAOTTET
	914/57	914 143 0140	S-Y 7715	SIGNALORANGE	MONTE-EINSATZ '71 NR. 17 ANDERSON	27.11.70	20.12.72	R-WAGEN RECORD → CH 105ITER
	914/58	914 143 0141	S-Y 7716	SIGNALORANGE	MONTE-EINSATZ '71 NR. 8 LADWELLE	27.11.70	27.3.73	KÖNIG
916	914/60	914 143 0195	LED-ZC1	SCHWARZ	PRIVATWAGEN H. PIÉCH (BRUNIS)	10.2.71	26.4.74	916-PROTOTYP
		914.233.0011		HELLGELB	PRIVATWAGEN FR. PIÉCH			FR. GÖTTEN-AUDA
		914.233.0014		BRAUNMETALLIG	PRIVATWAGEN WOLFS-PORSCHE			H. GÖTTEN
		914.233.0016		ROT				<del>FR. GÖTTEN</del> Dr. SCHWABZ
		914.233.0017		BLAUMETALLIG	PRIVATWAGEN DR. MICH. PIÉCH			
		914.233.0012		SILBERMETALL				USA
		914.233.0015		VW-SILBERMETALL	PRIVATWAGEN GEBR. PORSCHE			
		914.233.0020		VW-SILBERMETALL				
		914.233.0013		VIPERGRÜN				
		914.233.0018		DUNKELBLAU				BILL STOKER
	914.233.0019		HELLERFENGEIN				J. V. ...	
824	914/10	914 111	S-P 7700	ROT	VERSUCHSFAHRZEUG 3 LITER 6200WCM 901 REINWOLFE (EINSATZTRUCK)			
	914/21	914 006	S-R 3000	SILBER	PRIVATWAGEN DR. PORSCHE 3 LITER 6200WCM 901- REINWOLFE (LÄNGER AUF WIEDERBEREITEN)			

Factory documentation of the Werks Cars and chassis numbers

Bill of sale from the Porsche factory to Walter Naher

# PORSCHE

Dr.-Ing. h. c. F. PORSCHE KG - STUTTGART-ZUFFENHAUSEN - PORSCHESTRASSE 42 (Deutschland)

Dr.-Ing. h. c. F. Porsche KG - Zuffenhausen 42 - Postfach 400642

Rechnung Nr.: 9034/1973

Herrn  
Walter N a h e r

Stuttgart-Zuffenhausen 30.3.1973

Dkt. Zeich. KF/b1-

Göppingen/Hohen-Saufen  
Nägelesgasse 13

DM

Wir berechnen Ihnen

1 VW - PORSCHE Typ 914/6 Roadster

- g e b r a u c h t -

Fabrgestell-Nr. 914.143.0141

Motor-Nr. 610 0002

Lackierung: signalorange

Preis: DM 4.000.-

+ 11% MwSt. DM 440.-

Summe: DM 4.440.-

Zahlungsbedingungen: Bar bei Übernahme oder durch Überweisung  
im voraus.

Telefon  
Stuttgart 9711/2213-1  
Telefax  
Stuttgart 97 2227

Telegraphenadresse  
Porsche KG Stuttgart

Bankverbindungen:  
Städt. Sparkasse Stuttgart, Kto. Nr. 2077 000  
Commerzbank AG Stgt., Kto. Nr. 7400 010  
Postbank Stuttgart, Kto. Nr. 17 848

Geschäftswelt  
Montag - Freitag



Advertising piece from Porsche on the 914-6

# Testblatt

FIA / CSI Homologation Nr.

Gruppe A:

## FÉDÉRATION INTERNATIONALE DE L'AUTOMOBILE

Testblatt gemäß den Bestimmungen des Internationalen Automobil-Sportgesetzes  
Anhang „J“

Hersteller **Dr.-Ing.h.c.F.Porsche KG, Stuttgart-Zuffenhausen**

Baumuster/Typ **914/6** Hubraum **1991** cm<sup>3</sup>

Baujahr/Modelljahr **1970** Beginn der Serien-Fertigung **Juli 1969**

Serien-Nummern / Fahrgestell **9140430001 u.s.f. / 640 001 u.s.f.**

Art des Karosserie-Aufbaues a) **Coupé mit abnehmbarem Dach-Mittelteil**

Art des Karosserie-Aufbaues b)

Art des Karosserie-Aufbaues c)

<b>Sportwagen</b>	Herstellung des 25. Fahrzeuges erfolgte am	19
<b>Grand-Tourisme</b>	Herstellung des 500. Fahrzeuges erfolgte am	19 70
<b>Serien-Grand Tourisme</b>	Herstellung des 1000. Fahrzeuges erfolgte am	19
<b>Tourenwagen</b>	Herstellung des 1000. Fahrzeuges erfolgte am	19
<b>Serien-Tourenwagen</b>	Herstellung des 5000. Fahrzeuges erfolgte am	19

ONS/FIA Eintragungen

Datum der Antragstellung  
**November 19 69**

Antrag geprüft



Anzahl der Testblattseiten (Grundhomologation)

FIA-Anerkennung

Anzahl der Nachtragseiten

FIA-Stempel

Unterschrift

Einstufung gültig ab

# Fahrzeugbrief

Das Fahrzeug ist heute mit dem amtlichen Kennzeichen

OP - X 914

zum Verkehr zugelassen worden auf

Vorname, Name (ggf. auch Geburtsname), Firma  
Walter N a h e r

Ingenieur

geb. am 17.1.1943

Wohnort/Firmensitz am Tag der Zulassung

7320 Göpp.-Hohenstaufen, Nägelesgasse 13

Postleitzahl und Ort, Datum

Göppingen, den 18. April 1973

I.A.

Stempel

Zulassungsstelle

Klemenz

(Unterschrift)

Das Fahrzeug ist heute mit dem amtlichen Kennzeichen

umgeschrieben worden auf

Vorname, Name (ggf. auch Geburtsname), Firma

geb. am

Wohnort/Firmensitz am Tag der Umschreibung

Postleitzahl und Ort, Datum

Stempel

Zulassungsstelle

Unterschrift

Das Fahrzeug ist heute mit dem amtlichen Kennzeichen

umgeschrieben worden auf

Vorname, Name (ggf. auch Geburtsname), Firma

geb. am

Wohnort/Firmensitz am Tag der Umschreibung

Postleitzahl und Ort, Datum

Stempel

Zulassungsstelle

Unterschrift

Das Fahrzeug ist heute mit dem amtlichen Kennzeichen

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Vorname, Name (ggf. auch Geburtsname), Firma

geb. am

Wohnort/Firmensitz am Tag der Umschreibung

Postleitzahl und Ort, Datum

Stempel

Zulassungsstelle

Unterschrift

№ 49 488 015

Neum für sonstige Eintragungen der Zulassungsstelle

A		Personenkraftwagen	
geschlossener	0162	00	00
Dr. Ing. h.c.F. Porsche KG	0900	000000	
91A / 6			
9181430141			
0110	01	200	
125 / 5900		2195	
		2	
3900	1750	1180	
940		1260	
650		700	
1	2	1	
185 / 70 VR 15			
185 / 70 VR 15			
650		400	
85		84	
15.1.1971			
DIFF. 20-21; PORSCHE PRÜFE 7 J 15			
Lif. 20-21; teilweise mit Vereifung;			
vorne 75/70 VR 15 bzw. Parallel CV 36 auf			
Folgen 7 J x 15 und hinten 215/60 VR 15 bzw.			
Parallel CV 36 auf folgen 8 J x 15.			



№ 49 488 015

- 7. NOV. 88

Wiederzulassung  
am 25. Mai 1981



- 2. Dez. 1981

Wiederzulassung  
am 7. April 1982



- 3. Nov. 1982

Wiederzulassung  
am 19. Juni 1983



11. DEZ 88

Wiederzulassung  
30. April 1984



11. DEZ 88

Wiederzulassung  
20. Okt. 87



16. NOV. 87

Wiederzulassung  
21. Okt. 88



Stillgelegt am - 2. Dez. 1981  
Bei nicht erfolgter Inbetriebnahme innerhalb eines Jahres gilt das Fahrzeug als endgültig aus dem Verkehr gezogen.  
Bei Neuzulassung wird dieser Brief eingezogen und ein neuer Brief ausgefertigt.  
Göppingen, den - 2. Dez. 1981

Stillgelegt am - 3. Nov. 1982  
Bei nicht erfolgter Inbetriebnahme innerhalb eines Jahres gilt das Fahrzeug als endgültig aus dem Verkehr gezogen.  
Bei Neuzulassung wird dieser Brief eingezogen und ein neuer Brief ausgefertigt.  
Göppingen, den 3. NOV. 82

Stillgelegt am 11. DEZ 88  
Bei nicht erfolgter Inbetriebnahme innerhalb eines Jahres gilt das Fahrzeug als endgültig aus dem Verkehr gezogen.  
Bei Neuzulassung wird dieser Brief eingezogen und ein neuer Brief ausgefertigt.  
Göppingen, den 11. DEZ 88

Stillgelegt am 16. NOV. 87  
Bei nicht erfolgter Inbetriebnahme innerhalb eines Jahres gilt das Fahrzeug als endgültig aus dem Verkehr gezogen.  
Bei Neuzulassung wird dieser Brief eingezogen und ein neuer Brief ausgefertigt.  
Göppingen, den 16. NOV. 87

Stillgelegt am 21. OKT. 88  
Bei nicht erfolgter Inbetriebnahme innerhalb eines Jahres gilt das Fahrzeug als endgültig aus dem Verkehr gezogen.  
Bei Neuzulassung wird dieser Brief eingezogen und ein neuer Brief ausgefertigt.  
Göppingen, den 21. OKT. 88

34) Zusätzliche Bemerkungen zur Fahrzeugbeschreibung auf Seite 2:  
ALTBRIEF NR. 41903774 ABR-NR. 7093 v.6.11.69

Beschreibung des Inhabers einer Allgemeinen Betriebslaubnis/EWG-Betriebs-  
erlaubnis:  
Die Richtigkeit der Angaben in Spalte A (insbesondere der Bemerkungen unter  
Ziffern 33 und 34 über die Beschaffenheit des Fahrzeuges und über dessen Über-  
einstimmung mit dem Typ

für den die Allgemeine Betriebslaubnis unter Nr. \_\_\_\_\_  
EWG-Betriebslaubnis unter  
Nr. \_\_\_\_\_  
mit dem Betriebsabstufungen Nr. \_\_\_\_\_  
und dem Beschreibungsloggen Nr. \_\_\_\_\_  
von \_\_\_\_\_  
Befehl  
erteilt worden ist, wird heute beschneigt.

Form  
Zulassungsstellen  
Unterschrift

Bestätigung des amtlich anerkannten Sachverständigen für den Kraftfahrzeug-  
Verkehr (A. A. S.).  
Es wird bescheinigt, daß - nach dem vorliegenden Bescheid des A. A. S. -  
001/0033874  
30.3.73

Stuttgart den 18.4.73  
Der amtlich  
Unterschrift

Vermerk des Inhabers



Preparing for the Monte Carlo Rally at the Factory







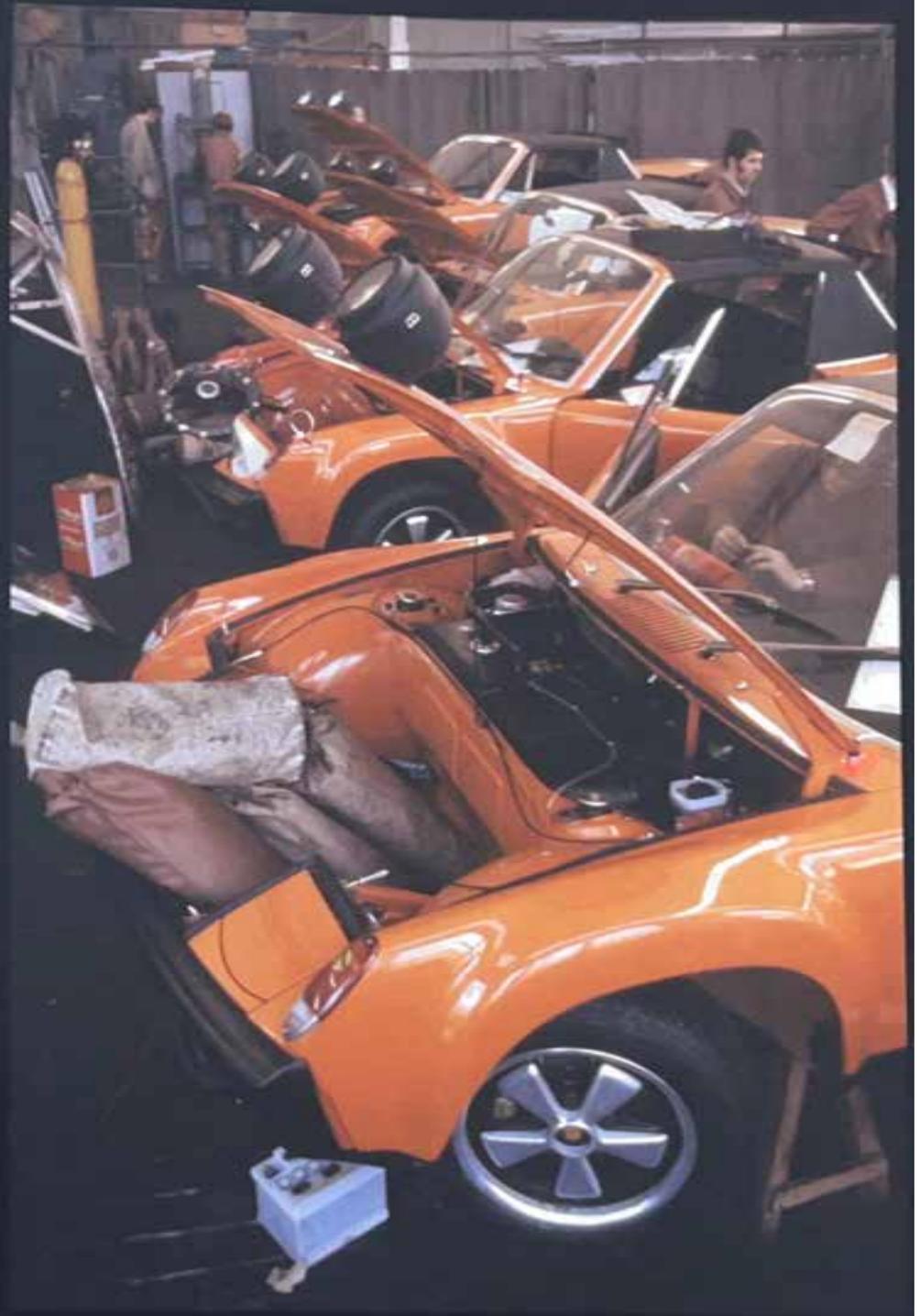
GT interior with rally gear



Skid Plate installation



Three car team being prepped in Stuttgart





Pre- Rally tire testing



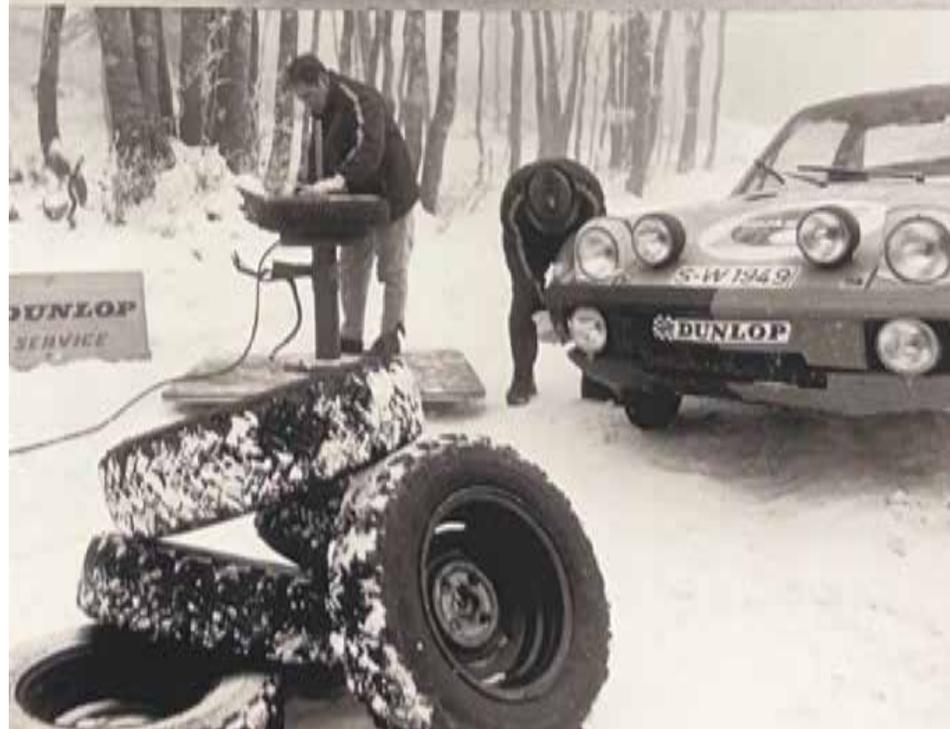


Waldegard and Larrousse discuss tire choices



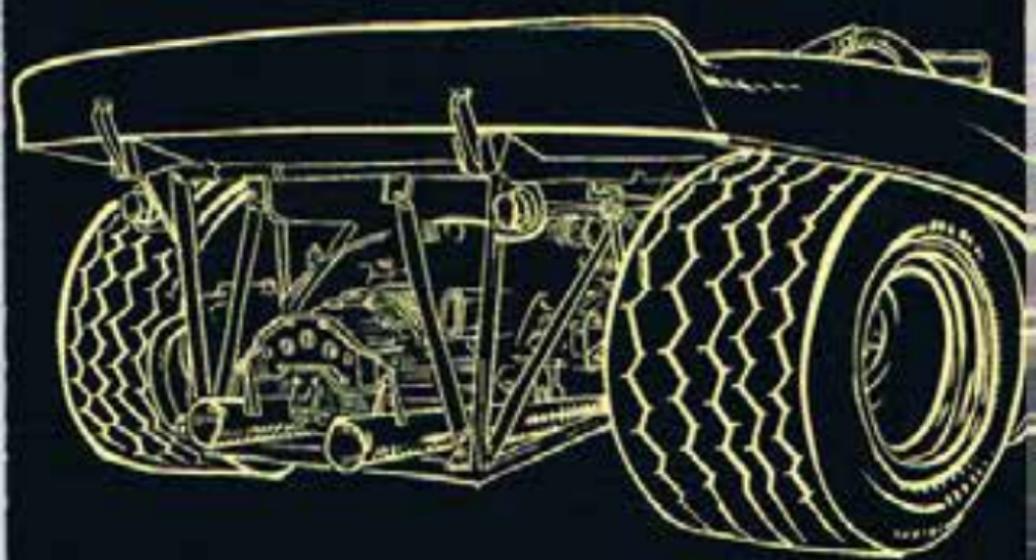
Tire Testing and Rally Prep



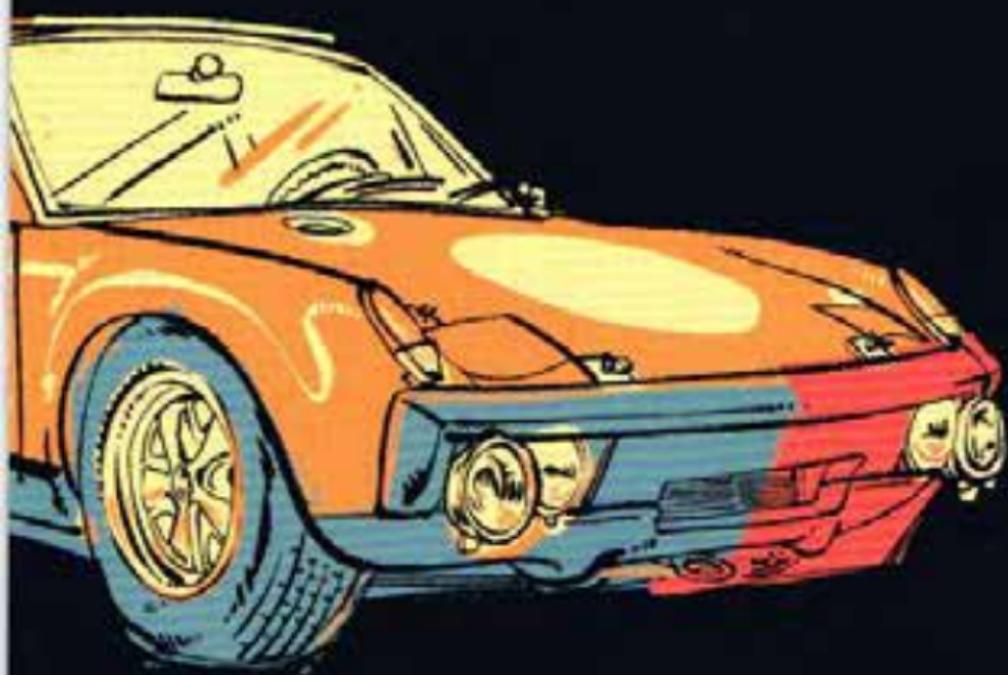








**LUFTGEKÜHLT V6**



#691

S

MAY 11 • 2019  
UNIVERSAL STUDIOS BACKLOT  
CALIFORNIA • 91608

PORSCHE

PIRELLI

PORSCHE  
CLASSIC

CHOPARD  
CLASSIC RACING



HAGERTY



Subaru

Mobil 1

**71 914-6 GT**

**PORSCHE 914/6 GT RALLY  
FACTORY TEAM RACE CAR  
S - Y 7716  
CHASSIS NR. 914 143 0141, INTERNAL NR. 914/58  
SIGNAL ORANGE  
MONTE CARLO 1971  
LARROUSSE - PARRAMOND  
TARGA FLORIO 1971  
RECONNAISSANCE VEHICLE VIC ELFORD**

In 1969 and 1970 the Porsche racing department built 12 Porsche 914/6 GT cars for factory entered races. 3 Prototype and test cars, 2 Targa Florio practice cars, 3 Marathon de la Route cars, 3 Monte Carlo Rally cars and 1 RAC Rally car.

Porsche also offered the 914/6 with the M471 racing option, they were built at the production assembly line and at Bauer with the exception of some specific components. 47 of this customer 914/6 GT were built.

On top of these cars, the factory offered a GT kit, that was delivered with a regular 914/6. The kit was supposed to be fully installed by some designated Porsche dealers It is unknown exactly how many kits were sold and how many kits were fully adapted to the cars.

From the 12 race department built cars, 2 were scrapped and one, the first one, did not have the fender flares and the full race package. This leaves only 9 GT cars. From the 3 Monte Carlo Rally cars, the Waldegaard car was scraped, the Andersson car was sold to Recaro and then change into the famous Linge - race track rescue car.

The car that is offered here for sale is very unique, unique and outstanding in its present condition and history. The car was built in November - December 1970 for the 1971 Monte Carlo world championship Rally, which Porsche won in 1968, 1969 and 1970 with the 911.

All 3 914/6 GT were completed very late, therefore the test drives at the Monte had to be done with the 3 Marathon cars. This car was assigned to the successful french race driver G. Larrousse and his co pilot J-C.Parramond. The factory team cars started the Monte in Warsaw, Poland to obtain extra points. After the second speed section in Le Moulinon, France the clutch lever broke on the Larrousse car and could not be fixed in the 15 minutes time and the

## **Suspension - steering**

All 4 corners with Bilstein Rally shocks and special rated rear springs. Front cross member in alloy. Special steering box ZF with alloy push rods. Body side covers are cut at the rear and remounted with rubber flexible piece for easy access to the rear wishbone arms. Wishbones reinforced steel. Front and rear stabilizers

## **Wheels**

Standard 7 and 8 Fuchs, or 7 and 7 deep offset Fuchs, or smaller rims such as Mahle with spikes tires. On the car are 8 and 8 original 914/6 GT Fuchs. Tires front 215/50-15 rear 225/50-15 (old street tires)

## **Body**

Reinforced side rockers, many steel reinforcements, front and rear lid in fiberglass reinforced with balsa wood, no lock at rear lid, lock hole covered with Porsche crest. Front hood reinforced with alloy plate for Cibie Rally lights. 4 corners steel fender flares, fiberglass front and rear pumper with opening for front cooler. Reinforced tow hock at front, skid plates front and rear in alloy Large roll bar behind the seats and 2 alloy tubes from the top of A to B pillars. Outside engine lid opener. Access holes in rear trunk for starter motor.(mostly done at Bauer, Stuttgart)

## **Electric's**

10 000 rpm tach, 4 extra fog and long range Cibie lights, outside - inside cutoff switch, dash board switches for dual fuel pump, dual ignition and back up light. Manual main head light lid opener with hydraulics shocks to move the head light units open. To close is manual by hand from the outside. Battery secured with leather straps.

## **Interior**

Driver special Recaro seat (special request by Larrousse, see copy of letter) copilot Scheel seat, seat with dual track position holder, 4 point harness, light door panels, felt covered dashboard, no glove box lid, 380 mm racing steering wheel. Alloy door pockets (crude) with the car but not installed.

## **Accessories**

Rear trunk, engine case breather bottle, holder for one 5L plastic can for oil (black) and one 5 L can for fuel (red), wooden „tooth pick“ to remove ice in the wheel housing, tow hock for rear, high reach car jack, brackets for spare tire holder. Rear engine protector with the car but not installed. (plus many more small improvements)

List of specific technical details for the - this factory Monte Carlo Rally team cars.

### **Engine:**

901/25 Rally engine with Carrera 6 cams, 46 IDA special Weber carburetors, Marelli twin plug, steel connecting rods, crankcase breather box in rear trunk, hand made heat exchangers, 2 - 1 race exhaust, ca 220 hp. Nr. 6531720

### **Oil system**

Front oil cooler from 908, protected oil lines, race oil thermostat with filter, Large oil tank with

wire secured large filler cap.

### **Fuel system**

2 fuel pumps in the front trunk with steel protector. Small 62 L fuel tank. Special fuel gauge in cockpit. Direct filler through the front hood with rubber closing flap. (Shell sponsor)

### **Gearbox 5 speed - 914 R 26**

Type 901 with special racing gears, short Rally ratios and limited slip 40%, oil pump for ring and pinion (7:31) and gear cooling. Special side shifter with protector plate. Special rally clutch 225 mm with direct „pull“ action lever. (914/6 has push action) ratio: 11/34 (Larrousse 12/34) 16/36, 18732, 21731, 23/29

### **Brakes**

Alloy 911S front brake calipers, rear widened steel calipers, front and rear vented discs. Calipers with quick change pad holders. Rear 911 drum brake for hand brake, hand brake lever between the seats with direct movement to the rear drums.

Brake lines specially mounted to have quick access for the shocks change.

## Weight

fully equipped with full tank of gas, spare tire, tools etc. 990 kg, empty DIN weight 870 kg

## Performance comparison

Cole de la Madone

1970, 911 ST 2.3L, Waldegaard, dry - racing tires, 16' 13

1971, 914/6GT 2L, Waldegaard, dry - racing tires, 15' 32 - **0' 43, 4% faster !**

After returning to Stuttgart, the car was fixed, the odometer showed 8683 km. All 3 Rally cars were prepared for the race team to take them by road down to Sicily for the reconnaissance of the Targa Florio. This car was assigned to Vic Elford, he drove the car from Stuttgart to Monza to race the 1000 km race with Larrousse in a 917, then he proceeded his trip to Sicily and drove 20 or more laps at the Targa and drove the car back to Zuffenhausen. (Different time!) At the Targa he had a little road encounter with a local Opel driver. It did not hurt the 914/6 very hard but totaled the Opel. After returning to Zuffenhausen the odometer showed 15240 km. All 914/6 GT used for the Targa testing had different engines installed for engine testing. 914/58 was equipped with a new 2.2 T engine, which remained in the car until 1975. From mid 1971 the car remained at Porsche and was used by Mr. Bäuerle for small tests and to do some „very quick“ errand trips. The car was sold in March 1973 to the Porsche race engineer Walter Näher with 26400 km on the odometer. He owns the car since then and has used it very little. From 2002 to 2004 he restored the car. The car did not have any accidents or any rust, all original parts were carefully restored and fully rebuilt. Many of the components have been rebuilt with the help of the same people that built the car in the first place. With the exception of the engine, ALL parts on the car are the original parts including the gearbox. The engine has been built with a different but correct 901/25 alloy crankcase and all the correct pieces to the exact Monte specifications. The car has a German street title.

# 914-6 GTs Produced & Raced by The Porsche Factory

NUMBER	PLATE	PROJECT	COLOR	COMMENTS
<b>1970 MODELS</b>				
914 043 0019	S-E 8060	914/31	Irish Green	Prototype car
914 043 0705	S-U 3908	914/39	Signal Orange	Trainer at 1970 Targa
914 043 0709	S-U 3909	914/40	Signal Orange	Trainer at 1970 Targa & Trainer at 1971 Monte Carlo
914 043 0983	S-U 4732	914/43	Signal Orange	Test Car
914 043 1605		*	*	Test Car
914 043 1621		*	*	Test Car
914 043 1640		914/44	Signal Orange	Test Car,12,000 km continuous run
914 043 1732	S-X 7495	914/45	Signal Orange	Raced at 1970 RAC Rally 12th
914 043 2541	S-W 1947	914/49	Signal Orange	Raced at 1970 Marathon de la Route 1st
914 043 2542	S-W 1948	914/50	Signal Orange	Raced at 1970 Marathon de la Route 3rd & Trainer at 1971 Monte Carlo
914 043 2543	S-W 1949	914/51	Signal Orange	Raced at 1970 Marathon de la Route 2nd & Trainer at 1971 Monte Carlo
<b>1971 MODELS</b>				
914 143 0139	S-Y 7714	914/56	Signal Orange	Raced at 1971 Monte Carlo 3rd
914 143 0140	S-Y 7715	914/57	Signal Orange	Raced at 1971 Monte Carlo
914 143 0141	S-Y 7716	914/58	Signal Orange	Raced at 1971 Monte Carlo



















PORSCHE  
GIBIE RACET

S-T 5158

CIBIE

