

**Montana Vehicle Registration**Valid Through Date **12/31/9999**Renewal Cust Nbr **1**

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

Owners / Lessors

VIN	9141430141	Year	1971	Make	Porsche	Model	914
Veh Type	Passenger (PC)	Style	2D	Color	Orange / Black	Ext Model	
Weight	2800	Ton Code				Veh Nbr	4667966
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)



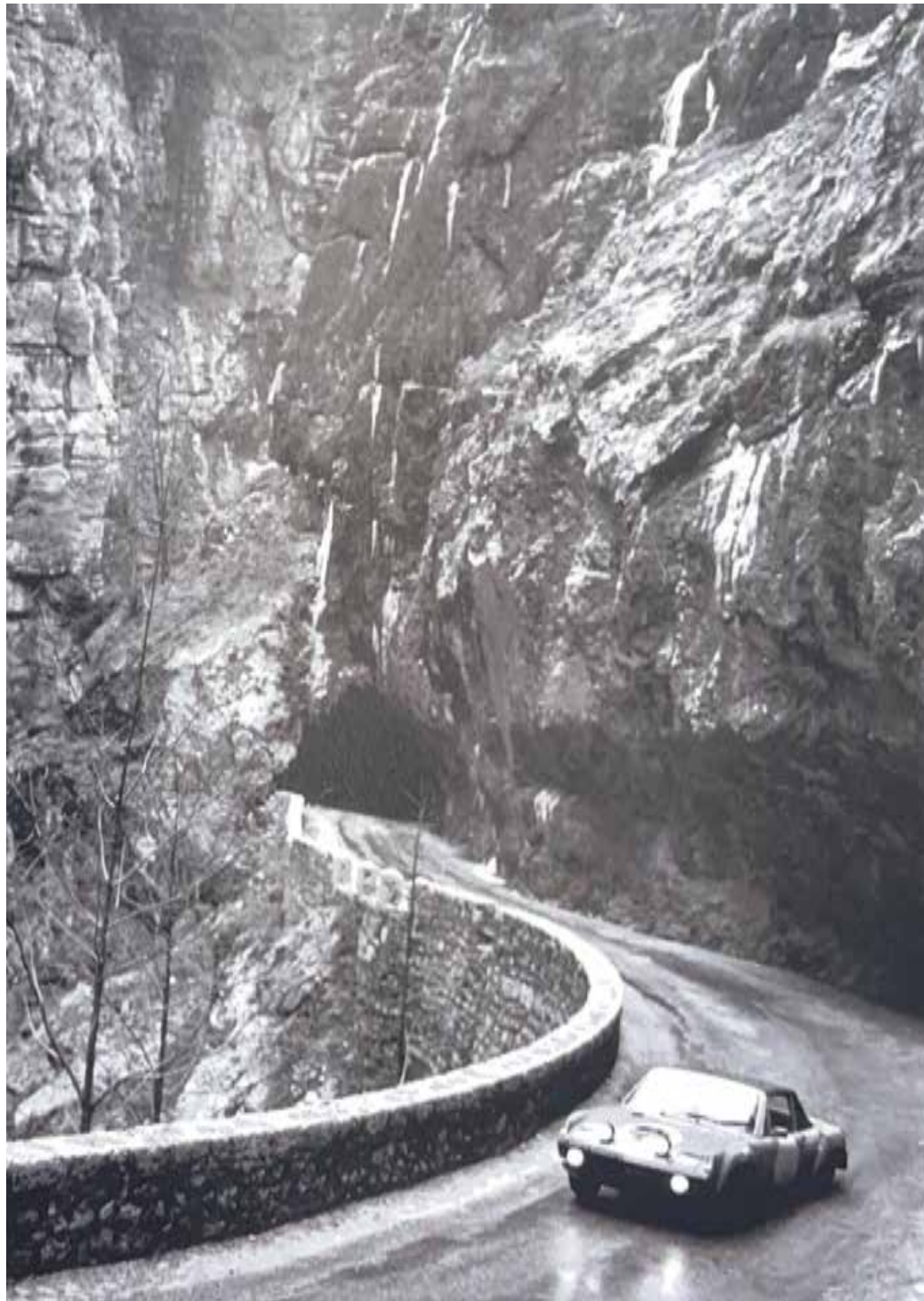


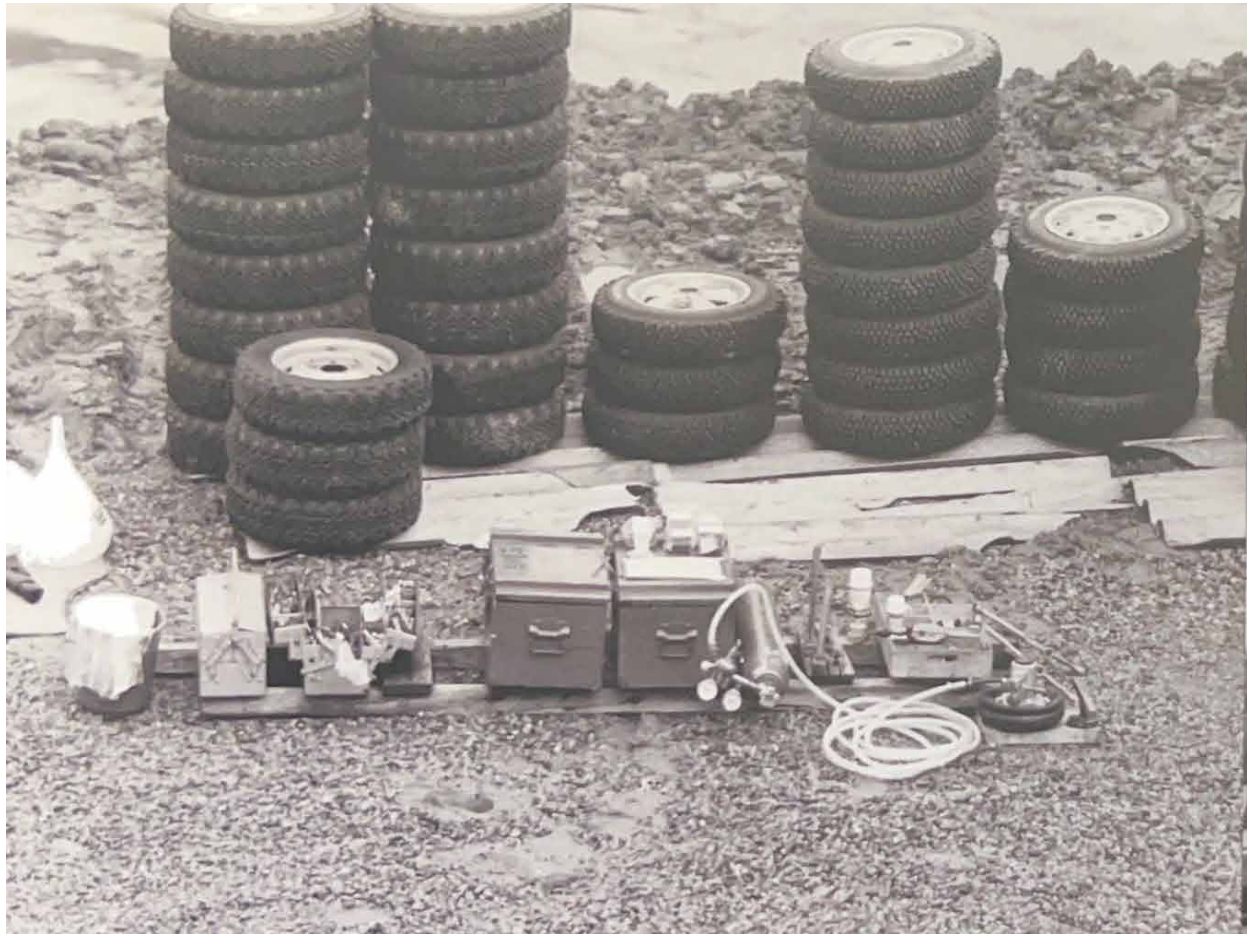
Spare parts assembled for the Monte Carlo Rally











JALVE-MONTE-CARLO  
VOTRANING  
1971

Dienstag 8.12.70

94/51  
(ANDERSON)

Km Stand 13060

1. Zerkosung durch Unfall (Gelsen) auf der rechten Seite beschädigt (Säse beide kalffügel, Stoßstange und Schweller-Verkleidung.
2. Beide Zähler rechts beschädigt.
3. H.A.-Lenker verbogen + Längsbügel der Achswelle gebrochen.

4. Kupplung-Spiel zu groß.

- 1) H.A.-Lenker (HARATHON-Prototyp) komplett mit Achswelle
- 2) und Zerkosung eingetauscht.
- 3) Handbremse wieder angehängt
- 4) Karosserie soweit wie möglich poliert
- 5) Stütz-Zahl MSE v. d. achs. E. wird neu berechnet  
v. d. achs. hinten rechts montiert
- 6) E. Zähler der linken Gruppe ist auf 10.000 montiert  
(Stütz-Zahl MSE)
- 7) Kupplung-Spiel eingestellt
- 8) (Stütz-Zahl) v. d. achs. (H.A. (Stütz-Zahl) v. d. achs. E. neu berechnet

94/50  
(WALLBOMARD)

13570

Dr.-Ing. h. c. F. PORSCHE KG - Stuttgart-Zuffenhausen		Versuchsbericht																																																																																																																																																																																																																	
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1) Es sollten drei Fahrzeuge 914/6 Gruppe 4 für die Rallye Monte Carlo vorbereitet und eingesetzt werden.		Neuentwicklung Weiterentwicklung Serienanlage Fremdentwicklung																																																																																																																																																																																																																	
2) Ein Fahrzeug - Waldegaard / Thorzelius beendete die Rallye an dritter Stelle im Gesamtklassement hinter zwei Alpine Renault A 110, 1600 ccm.		Beauftragt v. Abt.: Ausgeführt v. Abt.: VEV																																																																																																																																																																																																																	
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 52 ltr Serie, Serieneinfißtutzen, Ölkühlerabdeckung Kunststoff, Ablagekasten aus Alu-Blech an den Türen und unter Handschuhkasten, Handbremshebel VW auf Mitteltonnel, Sitze Scheel, für Larrousse Recaro-Rennsitze, beidseitige Anretterung, 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, Belüftungslöcher ca. 50 mm Ø, Aufhängung durch Flachisen verstärkt.		Sachbearbeiter: H. Bratenstein																																																																																																																																																																																																																	
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Factory notes on the individual car set-up for the Monte Carlo Rally

Stage conditions and tire choices

Versuchsbericht  
910/48-502 23:1

Rallye Monte Carlo 1971

Seite 8

#### 4.3 Verwendete Reifen

Rouaine - Pont des Miolans	Snow voll
Pont des Miolans - St. Auban	Snow voll
Moutaubau - Lahorel	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 - Lavalens	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

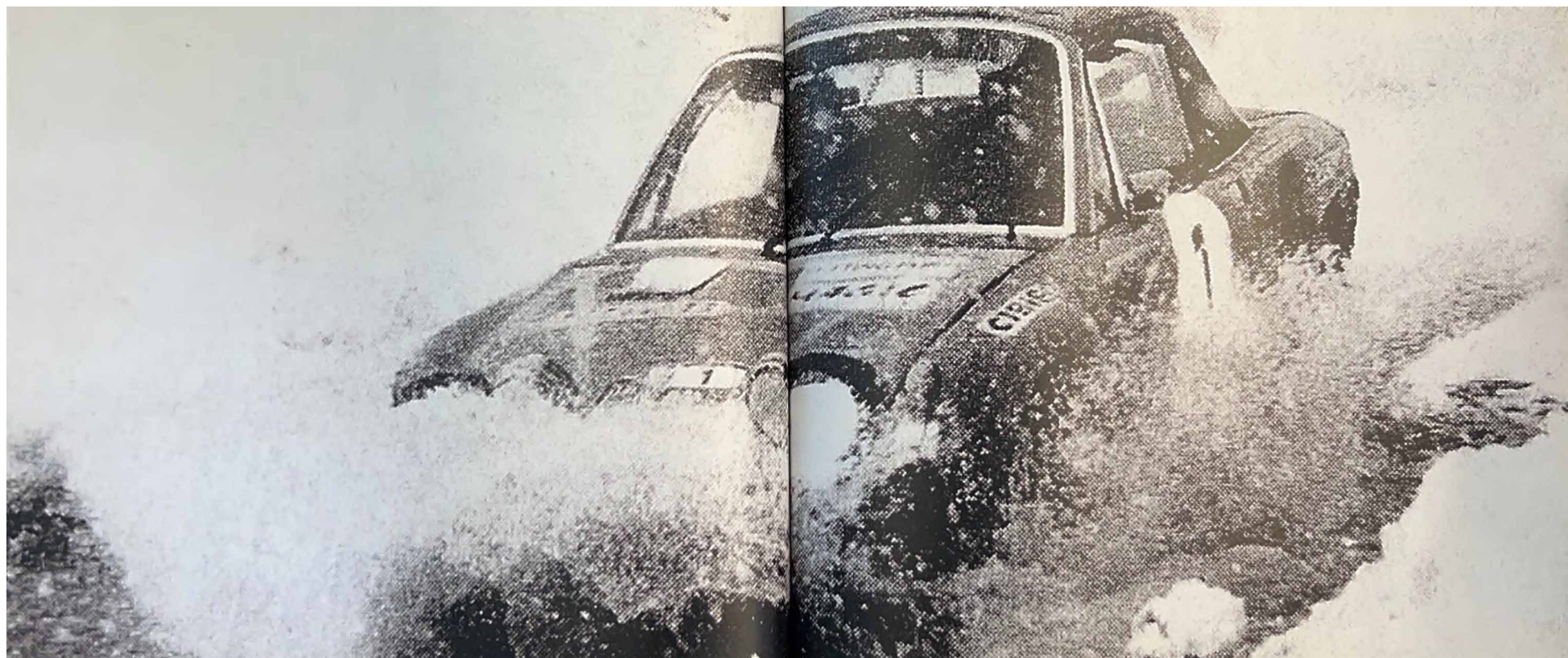
S-Zuffenhausen, 17.3.1971  
VFV/Bra-lw

*Peter Hen*  
Bratenstein





First stage for the Larrousse car at the Monte Carlo Rally





LAROUSSE / FERRAMOND RALLYE MONTE CARLO 1971

Gerard Larrousse









LARROUSE / PEREANO



WALDEMARO, LARROUSE, BARTH



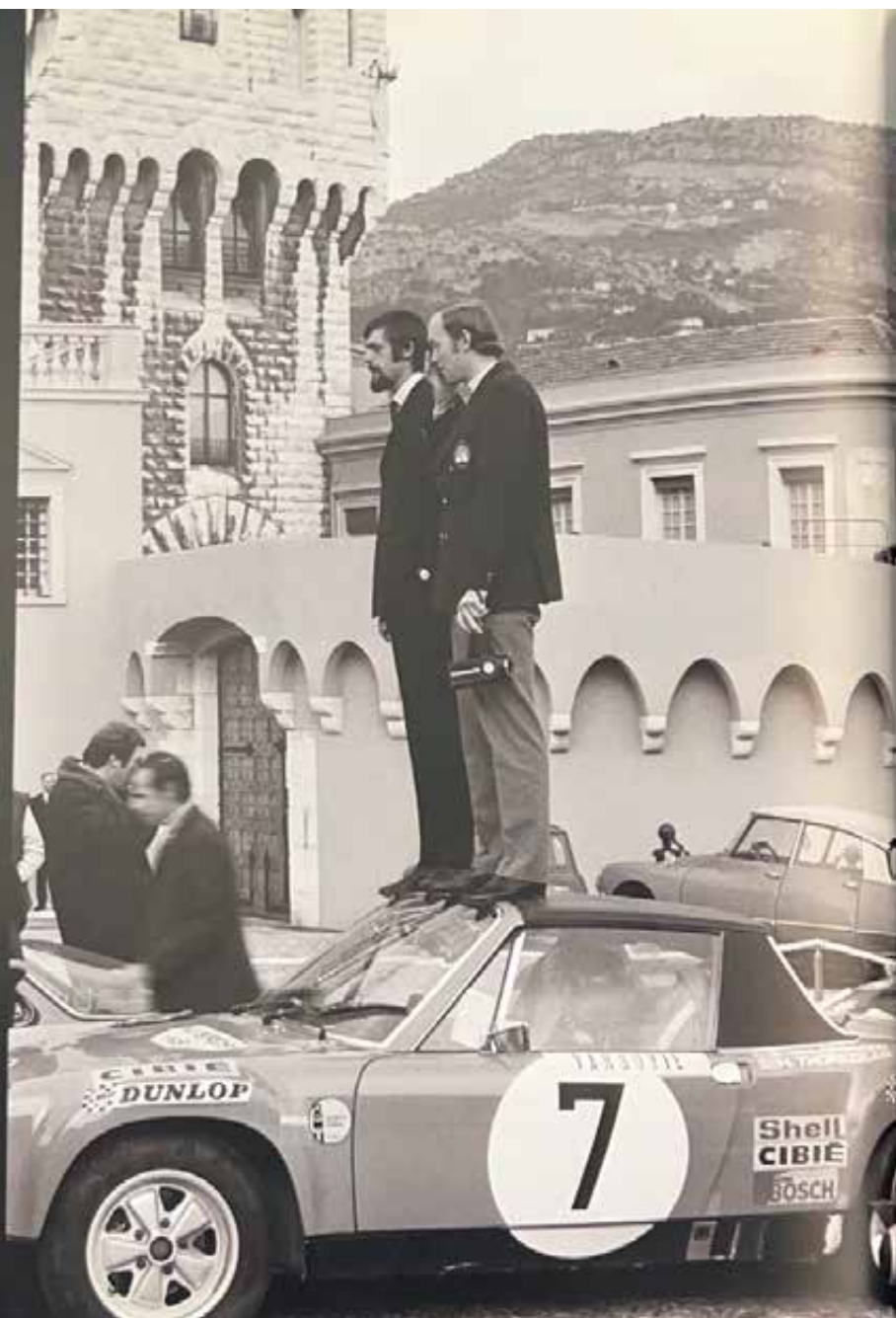
LARROUSE

PALLYE, HOUTE 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  
FÉLICITONS  
ALPINE-RENAULT  
DE LEUR  
SPLENDIDE  
VICTOIRE  
AU RALLYE  
MONTE CARLO  
1971...

...ET NOTRE  
PILOTE  
BJORN  
WALDEGARD  
POUR SON  
EXCELLENTE  
3ème PLACE  
LORS DE LA  
PREMIÈRE 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 WREATHLAND  
BETTER  
WHEELS  
EGLAND  
Tobacco  
LONDON 10/10/1971

Geneva - May 19, 1971

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

S-47710  
8/4/58

Dear Mr. Flegl,

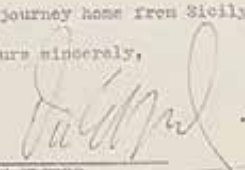
During the Targa Florio pre-practice I had a slight accident with another car.

The car involved was an Opel Olympia, registration PA 225434, the driver was, Mr. Giacomo Bellini  
Via Ausonia 60  
Palermo  
Sicily - telephone: Palermo 511657

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 HÖRRECHTILIKON

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 908/3' - WAS MY BOSS. AFTER THE 917 & 908 PERIOD,  
I WAS ONE OF THE PORSCHE RACE ENGINEERS AND RESPONSIBLE FOR  
THE CHRS OF MRS, 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 HILMUT 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 914/6 (THE 1971 WOLFS MONTE CARLO CAR FROM LAROUSSE)  
STRAIGHT AFTER THE TARQA FLORIO. AS I REMEMBER, GÉRARD 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



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 scrapped, 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 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 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./FAHRE	EINGANG VERKAUF	ABGABE VERKAUF	KÄUFER VERLEIH O. FFG. SONSTIGES
VERSUCHSWAGEN EINSAATZWAGEN  914 R. SPORT-KIT.	914/31	914 043 0019	2-2 8000 S-U 7282	IRISCHGRÜN	914 R-VOLLÄUFER, VERUCHSFZG.	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	VERUCHSFÄHRZEUG	20.3.70	16.6.70	EGERLAND
	914/44	914 043 1640	—	SIGNALORANGE	VERUCHSFÄHRZEUG 12000KM DURCHLAUF	27.4.70	16.6.70	VERSCHOTTET
	914/45	914 043 1732	S-X 7495	SIGNALORANGE	RAC-EINIAZT / WILDEGARD '70, HALLI / GRETZNER	27.4.70	3.3.71	DÜNNHILF, LÄNGSTRUPPENTRÄGER
	914/49	914 043 2541	S-W 1947	SIGNALORANGE/SELB	MARATHON-EINIAZT '70 NR. 1 PROTYP LAKETTE	3.7.70	30.6.71	HALDI
	914/50	914 043 2542	S-W 1948	SIGNALORANGE/ROT	MARATHON-EINIAZT '70 NR. 2 GT STECKKÖNIG	3.7.70	29.3.72	DIERBERG-AUSA
	914/51	914 043 2543	S-W 1949	SIGNALORANGE/GRÜN	MARATHON-EINIAZT '70 NR. 3 PROTYP WALDEGARD	3.7.70	18.12.73	KUSCHHAUL
	914/56	914 143 0139	S-Y 7714	SIGNALORANGE	MONTE-EINIAZT '71 NR. 7 WALDEGARD	27.11.70	15.9.72	VERSCHOTTET
	914/57	914 143 0140	S-Y 7715	SIGNALORANGE	MONTE-EINIAZT '71 NR. 17 WILDERSON	27.11.70	20.12.72	R-WAGEN RECORD → CH JOSEF
	914/58	914 143 0141	S-Y 7716	SIGNALORANGE	MONTE-EINIAZT '71 NR. 4 LAKETTE	27.11.70	27.3.73	NOHNER
916	914/60	914 143 0195	LED-ZC1	SCHWARZ	PRIVATWAGEN H. PIÉCH (BRUTIS)	10.2.71	26.4.74	916-PROTYP
		914.233.0011		HELLGELB	PRIVATWAGEN FR. PIÉCH			FR. GÖTTEN-DULA
		914.233.0014		BRAUNMETALLIG	PRIVATWAGEN WOLFG. PORCHE			H. GÖTTEN
		914.233.0016		ROT				<del>H. GÖTTEN</del> Dr. SCHWABZ
		914.233.0017		BLAU-METALLIG	PRIVATWAGEN DR. MICH. PIÉCH			
		914.233.0012		SILBERMETALL				USA
		914.233.0015		VW-SILBERMETALL	PRIVATWAGEN GEBR. PORCHE			
		914.233.0020		VW-SILBERMETALL				
		914.233.0013		VIPERGRÜN				
		914.233.0018		DUNKELBLAU				BILL STOKER
824	914/10	914 111	S-P 7700	ROT	VERUCHSFÄHRZEUG 3 LITER 62 KW (WUCH. 908) REINWOLFG. (EINIAZTZEIG)			
	914/21	914 006	S-R 3000	SILBER	PRIVATWAGEN DR. PORCHE 3 LITER 62 KW (WUCH. 908) REINWOLFG. (EINIAZTZEIG)			

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 - 7 Stuttgart 42 - Postfach 40 04 42

Rechnung Nr.: 9034/1973

Herrn  
Walter N a h e r

Stuttgart-Zuffenhausen 30.3.1973

Dkt. Zeich. KF/b1-

Göppingen/Hohen-Saufen  
Nähelesgasse 13

DM

Wir berechnen Ihnen

1 VW - PORSCHE Typ 914/6 Roadster  
- g e b r a u c h t -

Fahrgestell-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 9711/3233-1  
Telex  
Stuttgart 97 25017

Telegraphenadresse  
Porsche KG Stuttgart

Bankverbindungen:  
Städt. Sparkasse Stuttgart, Kto. Nr. 2077000  
Commerzbank AG Stgt., Kto. Nr. 7300010  
Postbank AG Stuttgart, Kto. Nr. 17 848

Geschäftswelt  
Montag - Freitag

WERS 07-1000-07 11 M



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. Motor 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)

Sportwagen Herstellung des 25. Fahrzeuges erfolgte am 19. Januar 1970

Grand-Tourisme Herstellung des 500. Fahrzeuges erfolgte am 19.

Serien-Grand Tourisme Herstellung des 1000. Fahrzeuges erfolgte am 19.

Tourenwagen Herstellung des 1000. Fahrzeuges erfolgte am 19.

Serien-Tourenwagen Herstellung des 5000. Fahrzeuges erfolgte am 19.

ONS/FIA Eintragungen

Datum der Antragstellung November 1969

Antrag geprüft



Fahrzeug von vorne rechts

Anzahl der Testblattseiten (Grundhomologation)

Anzahl der Nachtragseiten

FIA-Anerkennung

FIA-Stempel

Unterschrift

Einstufung gültig ab

# Fahrzeugbrief

Das Fahrzeug ist heute mit  
dem amtlichen Kennzeichen

GP - X 914

zum Verkehr  
zugelassen worden für

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  
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Wohnort/Firmensitz am Tag der Umschreibung

Postleitzahl und Ort, Datum

Stempel

Zulassungsstelle

Unterschrift

A		Stichtagswert	
Personenkraftwagen	0162		
geschlossen	00		
Dr. Ing. h.c.F. Porsche KG	0900		
91A / 6	000000		
91A1430141			
0162	01	200	
125 / 5800		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			
ZIFF. 20-21: PORSCHE FELGE 7 J 15 Ziff. 20-21: Kahlweise mit Bereifung: vorne 185/70 VR 15 bzw. Pirelli CN 36 auf Felgen 7 J x 15 und hinten 215/60 VR 15 bzw. Pirelli CN 36 auf Felgen 8 J x 15.			

Nr. 49488015

Neum für sonstige Eintragungen  
der Zulassungsstelle



- 7. NOV. 88

Wiederzulassung  
am 25. Mai 1981



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

Wiederzulassung  
am 7. April 1982



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. 1982

Wiederzulassung  
am 19. Juni 1983



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

Wiederzulassung  
am 30. April 1984



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

Wiederzulassung  
am 20. Okt. 87



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

Wiederzulassung  
am 21. Okt. 88



Nr. 49488015

34) Zusätzliche Bemerkungen zur Fahrzeugbeschreibung auf Seite 2:  
ALTERKIEF NR. 41903774 ABE-NR. 7093 V.6.11.69

Beschreibung des Inhabers einer Allgemeinen Betriebserlaubnis/EGW-Betriebserlaubnis:  
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 Betriebserlaubnis unter Nr. \_\_\_\_\_  
EGW-Betriebserlaubnis unter  
Nr. \_\_\_\_\_  
mit dem Betriebserlaubnis-Nr. \_\_\_\_\_  
und dem Bescheinigungs-Nr. \_\_\_\_\_  
von \_\_\_\_\_  
Stichtag \_\_\_\_\_  
erteilt worden ist, wird heute bescheinigt.

Form \_\_\_\_\_  
Zulassungsstellen ausfüllen Unterschrift \_\_\_\_\_

Bescheinigung 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  
Stichtag für den Bescheid \_\_\_\_\_  
mit Ausnahme der unter Ziffer 33 bescheid. anerkannten  
Abweichungen - den geltenden Vorschriften entspricht.

Stuttgart den 18.4.73  
Der amtlich anerkannte Sachverständige  
Unterschrift \_\_\_\_\_

Vermerk des Inhabers \_\_\_\_\_



Preparing for the Monte Carlo Rally at the Factory







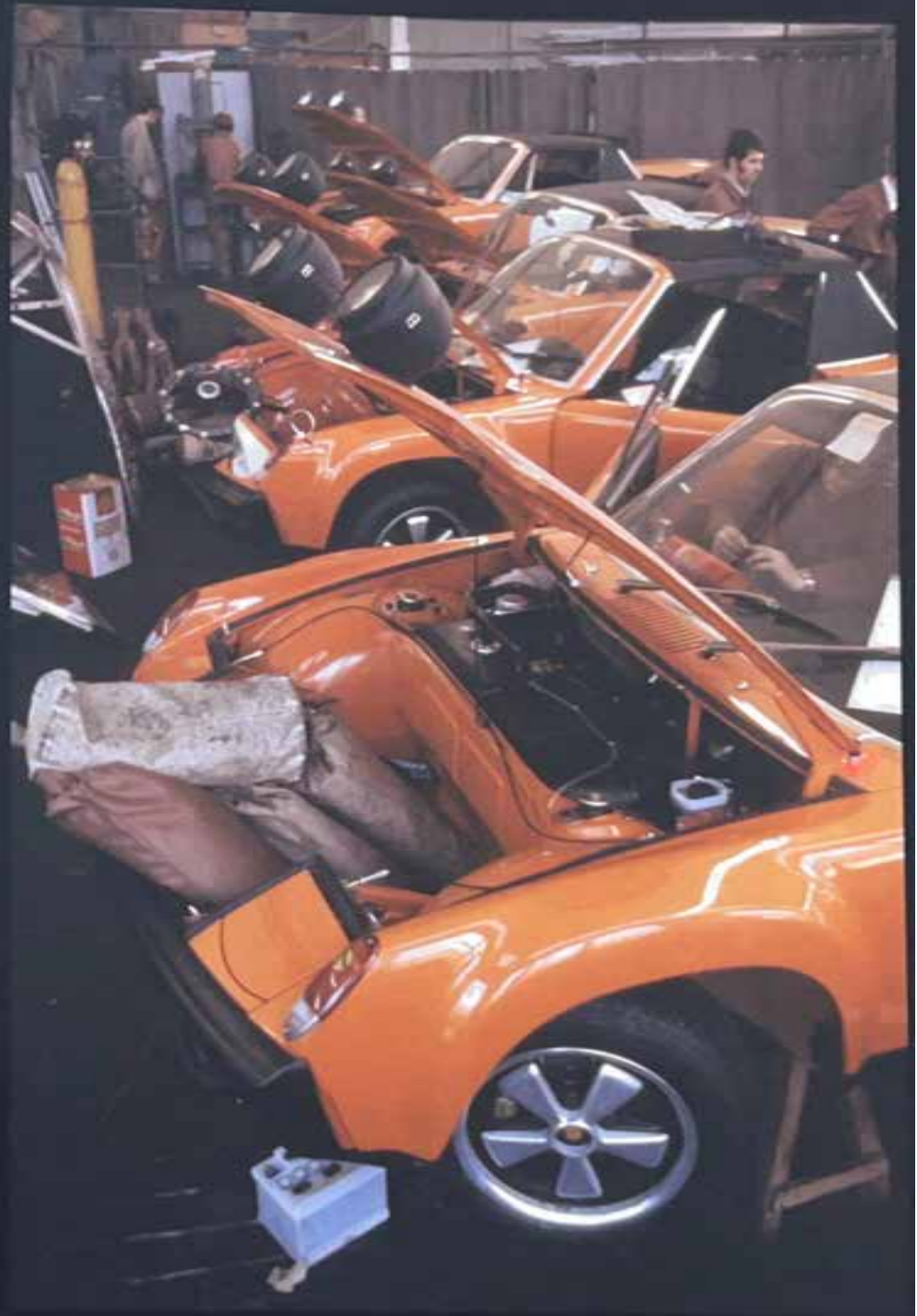
GT interior with rally gear



Skid Plate installation



Three car team being prepped in Stuttgart





Pre- Rally tire testing





Waldegard and Larrousse discuss tire choices



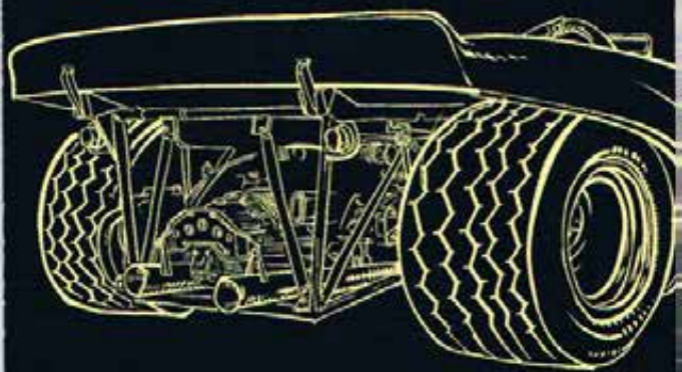
Tire Testing and Rally Prep



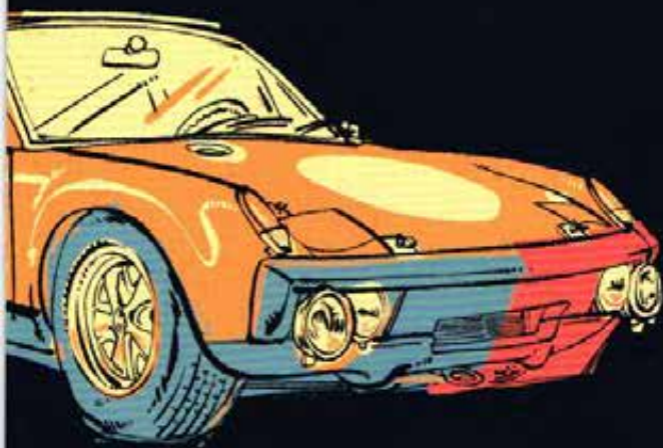








**LUFTGEKÜHLT VI**



#641

S

MAY 11 • 2019  
UNIVERSAL STUDIOS BACKLOT  
CALIFORNIA • 91608

PORSCHE

PIRELLI

PORSCHE  
CLASSIC

CHOPARD  
Classic Racing



HAGERTY



Sobey's

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 scrapped, the Andersson car was sold to Recaro and then changed 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

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## **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.

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## **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, 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.

## 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
1970 MODELS				
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
1971 MODELS				
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



















