

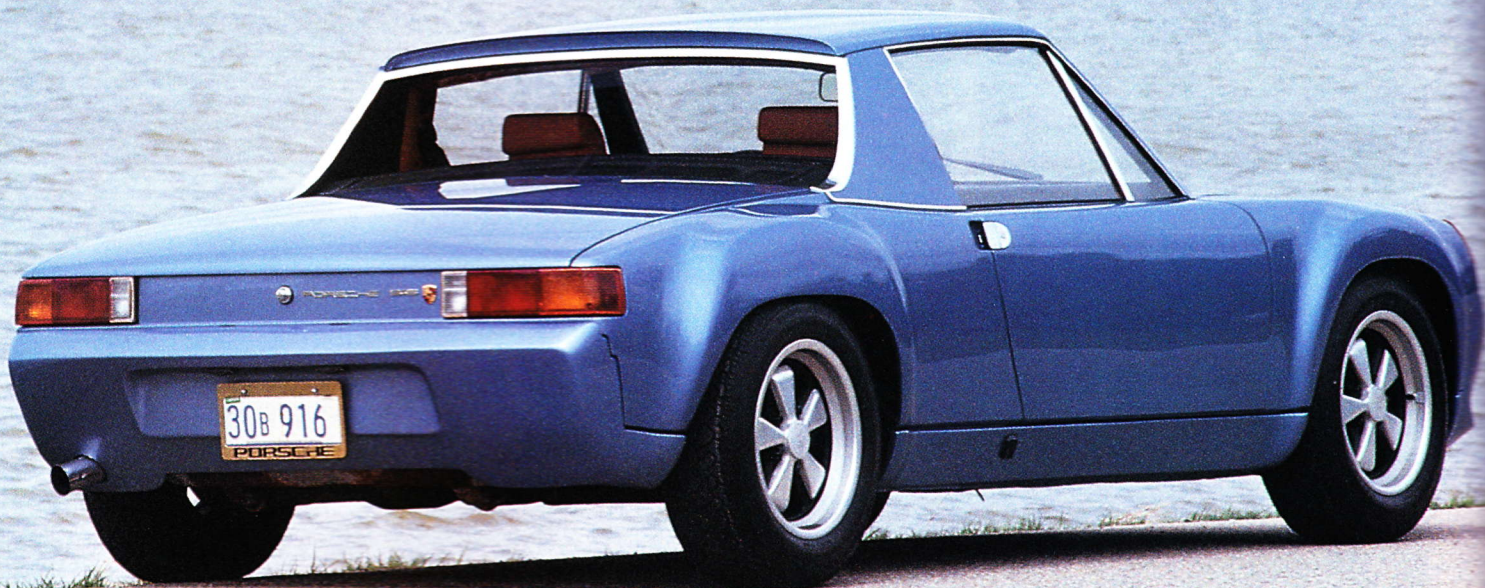
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# Excellence

**A Magazine About Porsche Cars**







# The Rarest 914s of All: 916, 914-6 GT, M471

**By Brett Johnson**

**W**hen introduced, the 914 Porsche met with lukewarm reviews. Part of this related to the bland styling and anemic performance; and part was due to the much publicized joint effort with Volkswagen, which labeled the 914 as more VW than Porsche. Regardless of the "bad press," nearly 119,000 914s were sold between 1970 and 1976, making it, from a numbers standpoint, the most successful Porsche ever.

There were a number of special 914s. Probably the best known of these was the "Limited Edition" of 1974. This run of 1,000 cars varied from the normal production cars only in color scheme. The 914/6, to some degree, could be looked at as a special 914. Priced only \$500 less than the contemporary 911T, the 914/6 just did not sell. Over its three year production life fewer than 3,400

units were produced, which made them immediate collectibles.

But the rarest of the 914 derivatives produced were the 914/6 GT, the 916 and the 914/6 with the M471 option package.

The 914/6 GT is a bit of an enigma. There is a thorough historical account of the car in Ludvigsen's *Porsche, Excellence Was Expected*. To homologate the 914/6 for Group 4, 500 cars needed to be constructed. Just how many 914/6 GTs were constructed is muddled a bit by the fact that Porsche provided the parts to build a GT to anyone who owned a 914/6. The chart shows a listing compiled by the Porsche archives that lists Factory-built GTs as "914-Rs" with their respective chassis numbers. These 12 are listed by the race or rally for which the car was constructed. It follows along quite nicely with Ludvig-

(Above) **The 916, intended for production in 1972, never reached fruition.**

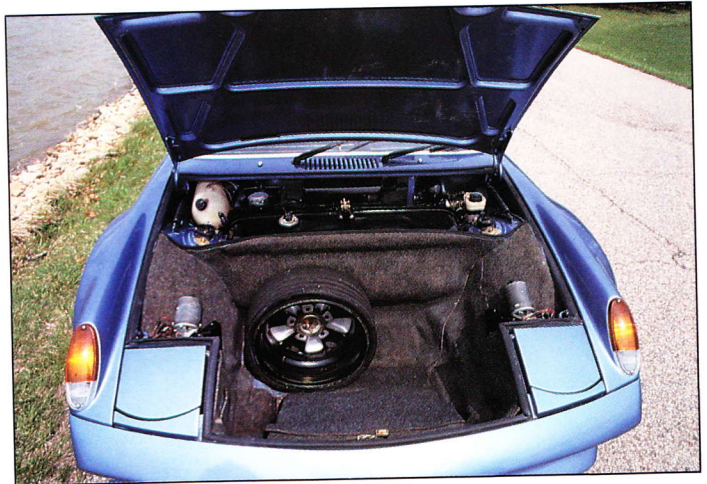
sen's historical account. It is worth noting that the chassis numbers are not a single series. GTs were raced in the IMSA under 2.5 series, and most were not Factory prepared. They account for the majority of cars in this country.

The body and chassis differences between the standard 914/6 and the GT are obvious. The fender flares, which added four inches to the width of the car, are steel. The fiberglass front and rear bumpers replaced the steel bumper and rubber bumper top found on the 914/6. The front valance was also fiberglass and has an opening for the front-mounted oil cooler. No rear valance was fitted. Front and rear lids, at 12 pounds each, were fiberglass strengthened by strips of balsa wood. Rocker





(Above) **Driver's door panel on the 916 shows exquisite leather attention to detail.**



(Above) **The 916 featured the first use of a space saver spare on a "street" Porsche.**

panels were fiberglass and flared to match the fender extensions. A special rear lid with twice the grille area improved engine cooling.

Some GTs came with plexiglass side windows. They incorporated the original cranking mechanism, but had a simple pull strap to unlatch the door. The GT name implies that this 914 was a coupe or sedan, rather than the open car that it was. To race in the GT classifications a special steel brace was incorporated into the fiberglass top which was then bolted to specially installed brackets.

Cars which ran night races or rallies had standard headlights, but those that competed elsewhere had only driving lights or no lights at all.

The interior was what you would expect in a race car. Felt covered dash top and lower panels replaced the standard 914 fare. Instrumentation was improved with oil temperature and pressure gauges and a special fuel gauge matched to the special 100 litre fuel tank.

The GT shared mechanicals with the 911 and other racing Porsches of the era. Engines depended on the event. Gearbox was standard 914 with appropriate gearing. Front brakes had 908 competition calipers with racing-developed 911S rotors. Rear brakes were all 911S. Sway bars were fitted all around and six steel strengthening plates were welded to the rear suspension mount area. Wheels were the Fuchs forged variety used on production cars. Width varied to preference, but standard racing configuration was 7 x 15s at each corner.

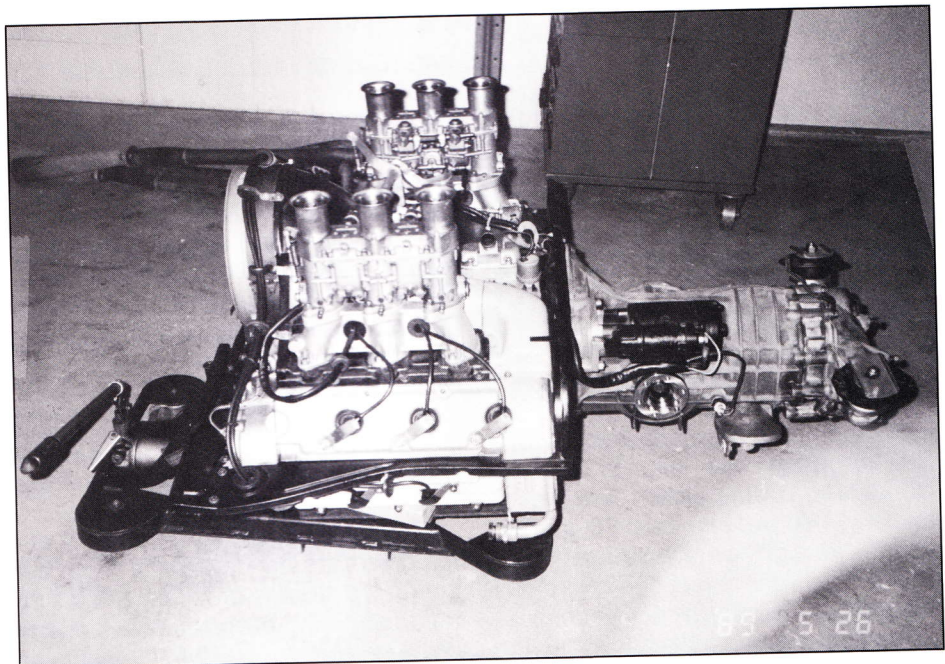
The 916 was designed for an entirely

different purpose. Encouraged by the racing successes of the GT, Porsche designed a luxury/performance version of the 914. The 916 shared fender flares, flared fiberglass rocker panels, and large engine grille with the GT, but the similarity was only skin deep. Unlike the GT, the 916 was a true GT. The integral steel top was welded in place. The front and rear bumper treatment were unique to the 916. The one-piece fiberglass bumpers took the place of the bumper, bumper cap and valance found on the standard 914. The bumpers, flares and 7" Fuchs wheels gave the 916 a spartan, aggressive look.

But it would take more than looks to compete with other \$12,000 cars, such as the Ferrari 246 Dino (remember, at that time the top-of-the-line 911S was under \$10,000). So the 916 was fitted with all the current luxury/tech bells

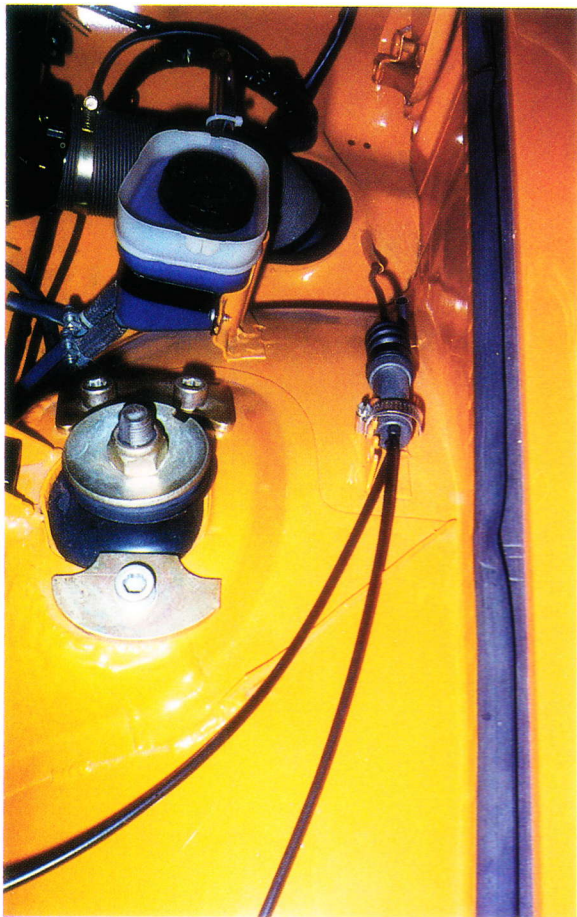
and whistles. Starting up front, the luggage area was carpeted everywhere, not just bottom and back wall as with the standard 914. Because of the ducting for the oil cooler, it was not possible for the spare tire to lay flat on the floor. A collapsible spare was mounted to the back wall in vertical position. This was the first use of the space saver spare on a "street" Porsche. It was adopted in 1973 for the 911.

Moving to the interior, there was leather and lots of it. While leather was available as an option for the 914/6 (according to the Factory parts manual), few, if any, were so equipped. The 916 more than made up for this. The door panels were unique with their pleated pattern. The storage compartment on the driver's side had elastic at the top but the pocket was leather just like the rest of the panel. At least three of



(Right) **The twin-plug two-liter 914-6 GT engine featured 46 mm Weber carburetors.**

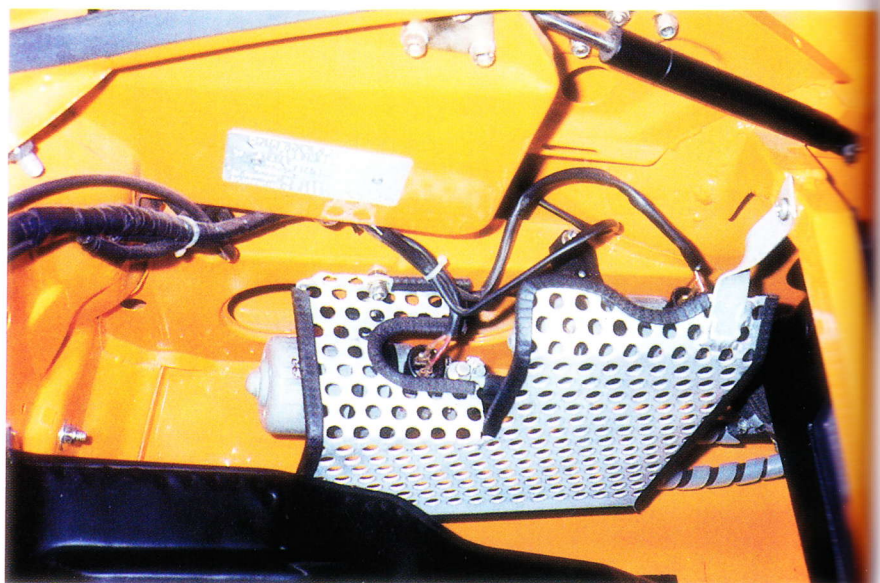




(Immediate Right) **Front mounted GT fuel pump helps keep heat away from this sensitive item.**



(Above Right) **A pneumatic strut replaced the heavier headlight motor of the standard 914. Note the boss for the front hood pin.**



(Above Left) **GTs involved in endurance racing featured pull cables to raise the headlights. The cylindrical device near the shock tower had one incoming line from the driver's compartment, and two feeds to the headlights.**

the 916s had trendy op-art (remember op-art?) cloth seat inserts, although most seem to have leather. The firewall upholstery and third seat area were leather-covered as was the dash top, shift boot, even carpet edging. The car imported to the U.S. by Peter Gregg at Brumos Porsche in Florida, even had leather covered visors and headliner!

Also found on some 916s was Porsche's first attempt to locate the radio antenna in the windshield, another feature which was later to become standard fare on production cars. Radios found in 916s were the best Blaupunkt and Beckers of the era. Instrumentation was 911 with the exception of the tiny fuel gauge located in the center console.

Because Porsche felt that selling the

916 in the U.S. would necessitate the inclusion of air conditioning, the Peter Gregg car was fitted with a VPC (Volkswagen Products Corporation) unit (all air conditioners found on 914s were dealer installed). The condensor location in the front luggage area eliminated the space saver tire and a great deal of luggage space; the interior vents eliminated the center console; and the compressor location caused a bulge on the firewall which limited rearward travel of the driver's seat. This was judged not a particularly successful installation.

The rear luggage compartment differed from the standard 914 only by having no top storage brackets and, as up front, carpeting everywhere. Mechanically, the 916 was a '72 911S, including

engine, brakes and a specially modified 915-type gearbox. Subsequently, at least two 916s were upgraded at the Factory to 2.7 911S engines.

For a variety of reasons, the production of 916s stopped after only 11 were constructed. The majority of those still exist, with three, possibly four, residing in the U.S. As can be seen on the accompanying chart, most spent their early life with Porsche family members.

In March of 1971, a sales bulletin mentioned an option package that was available for the 914/6. It was referred to as the M471 option package or competition option group. The bulletin states "Option Group M471 can be delivered without restriction, that is, such cars can be registered for regular road use." The



	Internal	Chassis	License Plate	Car Color	Company Use/ Starting Number/Driver	Entry/ Test	Exit/Sale	Buyer Whereabouts Other
914R	914/31	914 043 0019	S-U 9282	Irish Green	914 R — Forerunner, testing car	10/3/69	5/2/71	Count Goertz
Sport-Kit	914/39	914 043 0705	S-U 3908	Signal Orange	Targa training car '70	2/26/70	3/3/71	
Test Car	914/40	914 043 0709	S-U 3909	Signal Orange	Targa training car '70/Monte training '71	2/26/70	3/3/71	
	914/43	914 043 0983		Signal Orange	Testing car	3/20/70	6/16/70	Egerland
(914/6 GT)	914/44	914 043 1640		Signal Orange	Testing car, 12,000 km, continuous run	4/27/70	6/16/70	scrapped
	914/45	914 043 1732	S-X 7495	Signal Orange	RAC use '70/Waldegard	4/27/70	3/3/71	
	914/49	914 043 2541	S-W1947	Signal Orange/yellow	Marathon use '70/prototype/Larousse	3/7/70	6/30/71	Haldi
	914/50	914 043 2542	S-W 1948	Signal Orange/red	Marathon use '70/GT/Steckonig	3/7/70	3/29/72	Dr. Herbert U.S.
	914/51	914 043 2543	S-W 1949	Signal Orange/green	Marathon use '70/prototype/Waldegard	3/7/70	12/18/73	Kussmaul
	914/56	914 143 0139	S-Y 7714	Signal Orange	Monte use '71/number 7/Waldegard	11/27/70	9/15/72	scrapped
	914/57	914 143 0140	S-Y 7715	Signal Orange	Monte use '7/number 17/Anderson	11/27/70	12/20/72	Recaro/Jo Suter
	914/58	914 143 0141	S-Y 7716	Signal Orange	Monte use '71/number1/Larousse	11/27/70	3/27/73	
916	914/60	914 143 0195	LEO ZC1	Black	Private car of Mr. Piech (Brutus)	2/10/71	4/26/74	Prototype
		914 233 0011		Light Yellow	Private car of Mrs. Piech	9/23/71	Mrs. Gotten	
		914 233 0014		Brown Metallic	Private car of Wolfg. Porsche	10/22/71		U.S.A.
		914 233 0016		Red		1/13/72		Mr. Gotten
		914 233 0017		Blue Metallic	Private car of Dr. Mich. Piech			Mr. Hopfe
		914 233 0012		Silver Metallic		8/24/71		
		914233 0015		VW Silver Metallic	Private car of Gerd Porsche	9/22/71		U.S.A. (Brumos)
		914 233 0020		VW Silver Metallic		2/2/72		
		914 233 0013		Viper Green		10/21/71		
		914 233 0018		Dark Blue		1/31/72		Bill Story
		914 233 0019		Olive Metallic		1/20/72		
8-Cyl.	914/10	914 111	S-P 7700	Red	Testing car/3-litre/8-cyl./908 racing engine/fuel injected			
	914/21	914 006	S-R 3000	Silver	Private car of Dr. Porsche/3-litre/8-cyl./908 racing engine/modified for Webers			

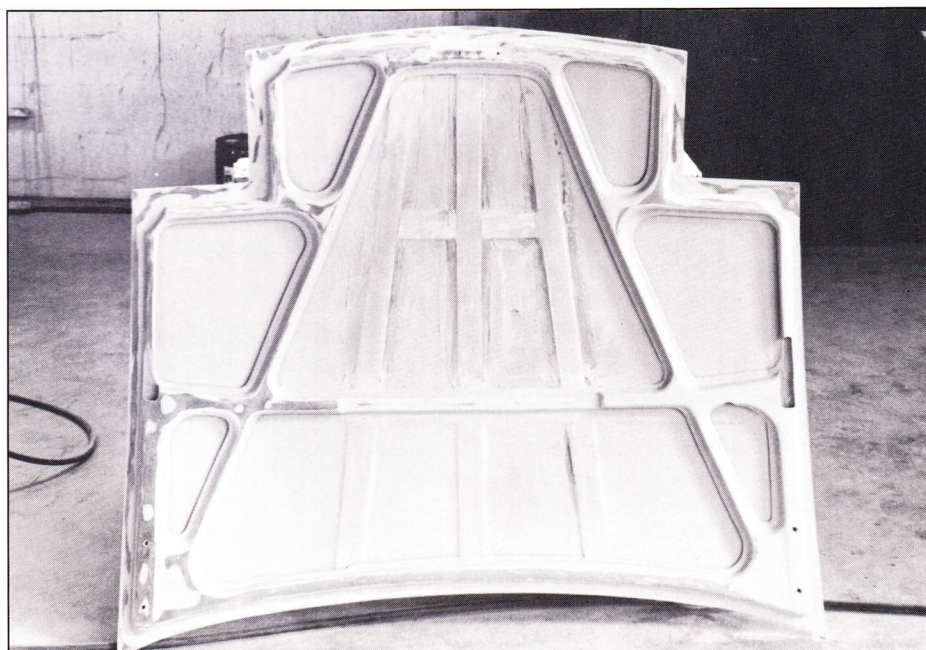
option package consisted of:

Widened Fenders, front and rear  
6Jx15 Light Alloy Wheels with  
Tires 185/70 VR 15 (M400)  
Longer Wheel Mounting Bolts with  
21 mm Spacers on front and rear  
axles.

The only item unique to this particular option package is the flared steel front valance. The flares and rockers were shared with the GT and wheels and spacers with the 911. No rear valance was fitted. U.S. spec. cars had the side reflector mounted lower and slightly more forward than on the standard cars, due to the flares.

Now, consider the following: total 1971

(Right) **The GT front lid weighs 12 pounds versus 32 for the stock unit. Three Balsa wood strips in the center stiffened the thin glass.**







914/6 production was 443 cars; total 1972 production was 240 cars; and 1972 cars were not exported to this country. So what are the odds of finding a U.S. spec. car with the M471 option package? There are no factory records of the

number produced, but there is at least one . . . and that one belongs to George Hussey, of Automobile Atlanta, who just happens to be in the 914 parts business.

George's car varies a little from the way it left the Factory, such as having 7"

as opposed to 6" Fuchs wheels. The late model 911 steering wheel, 911 combination instrument and Blaupunkt Lexington radio detract only slightly from the car's very good, original condition.

While these are three of the rarest 914 derivatives that made it out of Stuttgart, one other type never did. The two 914s fitted with the 908 eight-cylinder racing engines were just a little too good for public consumption. They remained in the Factory collection.

Today, a good 914 will bring \$5,000-\$8,000 with 6s well over \$10,000. GTs have become popular for vintage racing and will probably set you back a little more than 10 times the price of a 6, and 916s . . . try to find one for sale. 914s are coming of age and taking their proper place in Porsche history. If you want a part of that history, better latch on to it now, while you can still afford it.

(Left & Above) **An unusual option on the 914-6 appeared in March, 1971. The M-471 package offered lengthened wheel studs, spacer plates, and steel GT flares minus the other GT modifications. This rara avis belongs to George Hussey, of Atlanta, Georgia.**



PHOTO BY JACQUES NOUVEAU