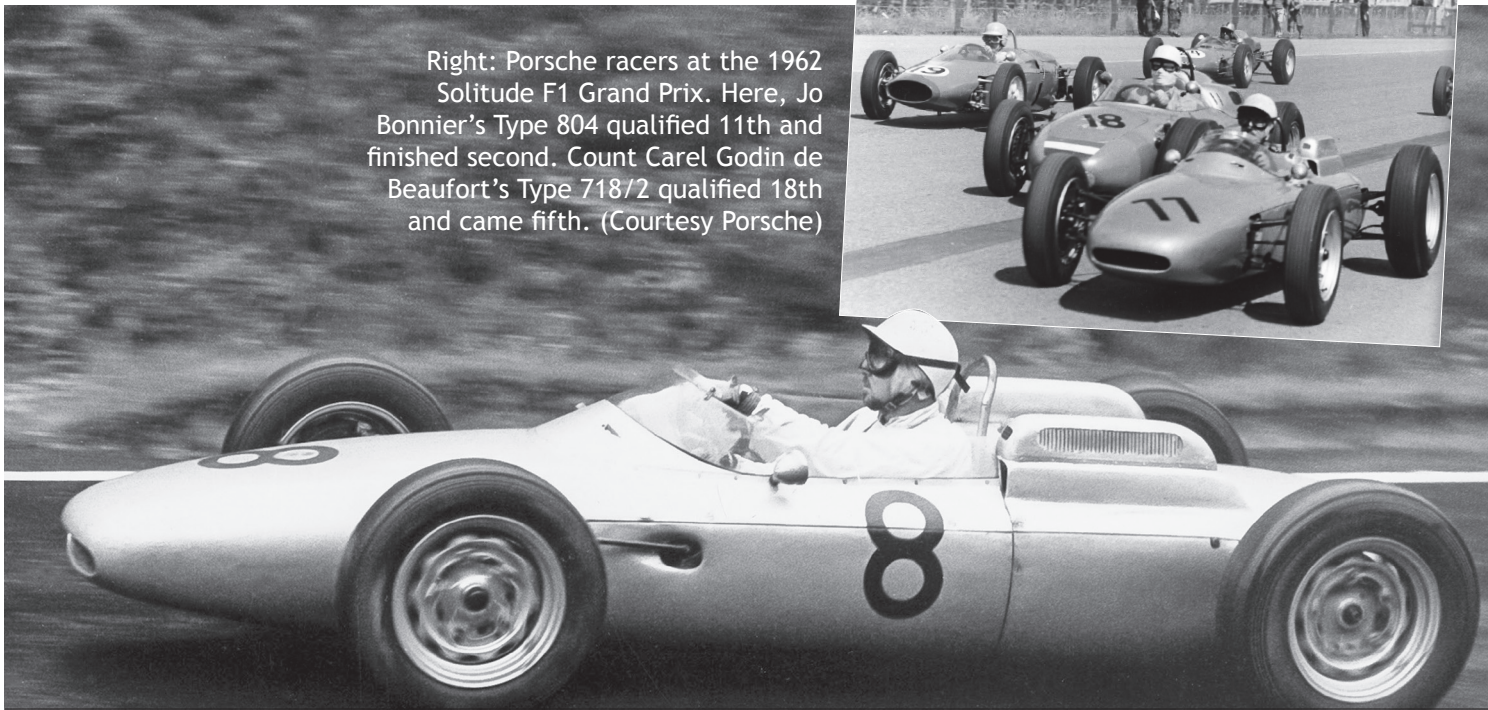
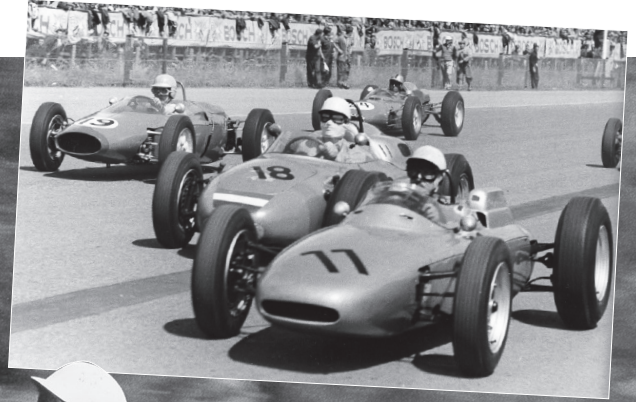


F1 combo was a tough task. Porsche could see they would have to spend even more money, to get on even terms with Ferrari, BRM and Lotus. Discretion being the better part of valor, Porsche decided that being a sports car constructor was a better bet.

The decision did Porsche's sporting image no harm. Le Mans and Paul Newman inserting a 356 motor in his Beetle were testimony to that. The line

between Porsche road and race was indiscernible. In the 1971 Dario Argento movie thriller *Cat o' Nine Tails*, Catherine Spaak's character scared James Franciscus' journalist to death, as she heeled and toed his silver 1960 Porsche 356B through Rome at breakneck speeds. Hang in there Mr. Novak! 🐈

Right: Porsche racers at the 1962 Solitude F1 Grand Prix. Here, Jo Bonnier's Type 804 qualified 11th and finished second. Count Carel Godin de Beaufort's Type 718/2 qualified 18th and came fifth. (Courtesy Porsche)



On August 5 1962, Jo Bonnier scored a seventh place at the Nürburgring Grand Prix. With a competitive F1 car needing a lot more investment, Porsche decided to concentrate on sports car racing. (Courtesy Porsche)



Later, Catherine Spaak's character Anna Terzi raced around Rome in a Porsche 356, in the 1971 movie *Cat o' Nine Tails*. (Courtesy Porsche)

Butzi Porsche's favorite 911 color choice was orange. He questioned why German racing silver had to always be chosen. A 1972 911T 2.4 is displayed. (Courtesy Porsche)



The fuel injected 1973 911E 2.4 Targa, is shown in US spec. It was the final year for the sports/luxo 'E' version, and the last year for normal bumpers in North America. (Courtesy Porsche)



The torquy mellow yellow sports/luxo '72 911E 2.4L, was no faster than the outgoing 2.2L version, but required less urban shifting. (Courtesy Porsche)

a 911S. Elford and Stone won the 1968 Monte Carlo Rally using a 911T with 911S mechanicals, and second were teammates Paul Toivonen and Marti Tiukkanen. Björn Waldegård took out the Swedish Rally.

The Spa 24-Hour Race was won by Erwin Kremer, Helmut Kelleners and Willi Kauhsen, sharing a Porsche 911R. The 911R was the lightweight 911 vision of Ferdinand Piëch. The 911R weighed a mere 1782lb, so expectedly it had fiberglass panels and plexiglass windows. Power of 210bhp at 9000rpm and 152lb/ft

at 6800rpm came from a Type 901/22 1991cc 10.3:1 flat-six with dual Weber 46 IDA3C carbs. The car was an early swb 911, of 2211mm wheelbase. Porsche reckoned it good for 250kph, so priced 'em at 45,000 Deutschmarks. Apart from four prototypes, only 20 911Rs were constructed. That said, homologation/race specials being the slow sellers they always are, some of the 20 were still gathering dust in 1971!⁴⁸

The 911R gained fame through an endurance record breaking attempt, a mere 20,000km jaunt, in a

CHAPTER *Four*

The 911 enters the RennSport era



It pays to advertise! The '74 911's trunk decal, was similar to the '74 Chevy Camaro's 'Z28' hood decal. Both cars got attractive impact bumpers that year. (Courtesy Porsche)



Kelly Pretorius did a photoshoot with the Porsche 911WRS (Weekend Racer Sport) for *SXdrv* magazine. The car was created by South African tuner Dutchmann, starting with a 1971 911. (Courtesy sxdrv.com)



triumphs, there was a Can-Am '74 914 2.0 in three color combos: black with yellow trim, white with green trim, and white with orange trim. Sports and luxury equipment were in the mix also. However, the VW-Porsche VG joint venture was on the skids, and, at VW's request, the partnership was dissolved on May 8, 1974. VW had its own problems trying to get the Rabbit ready, and transitioning away from being a rear-engined, air-cooled company. Plus, the sporty new Scirocco was waiting in the wings. Indeed, the winds of change were truly blowing.

Porsche sales people moved into the VW-Porsche VG HQ located in Ludwigsburg. The 1975 914 1.8 and 2.0s got air injection and EGR, and Golden

State 914s even received a cat. 1975 was the crunch year for pollution laws. With things winding down and the 924 having made its Frankfurt Show debut, 1976 would be the final year for the 914. It was now down to a single version, the 914 2.0, and was sold in America only.

Almost 120,000 Fourteeners rolled off the Karmann and Porsche assembly lines. A bit of luck would have boosted that tally to 180,000. Even so, it had become a popular sight on the American scene. It appeared in the 1973 movie *The Mad Bomber*; here, Chuck Connors' crazy urban vigilante confronted a 914 driver who he felt had transgressed road traffic laws. In the popular TV series *The Rockford Files*,



Ferry with the new Porsche 928! Even after his active Managing Director position ended in 1993, Ferry Porsche remained an honorary chairman. (Courtesy Porsche)