



EXPOSÉ

PORSCHE 910 001

For Dad

Dear Reader,

I must take a moment to express my deepest gratitude to my beloved father, Dirk, whose influence has shaped every aspect of my life - including my understanding of motorsport and my connection to the legacy of these remarkable machines. He was one of the fortunate few who had the foresight and passion to see the value in those iconic Porsche race cars - long before they were elevated to the legendary status they hold today.

In an era when these cars were often worn, tired, and tucked away in private garages - forgotten relics of their once-glorious racing days - he had the vision to acquire them when they were still accessible. Often at a fraction of their true worth, that we know they represent today. While many saw only a dusty old car, my father recognized the untapped potential, history, and untold stories resting under the surface. He was part of a small, audacious group of collectors and drivers who truly understood the heritage they were safeguarding. For him, each acquisition was not just about ownership; it was about preserving a chapter of racing history and continuing the journey and appreciation of these cars from one generation of enthusiasts to the next.

His passion for Porsche and for motorsport was never about simply collecting trophies or rare machines. It was especially about honoring the engineering, craftsmanship, and the people who made these cars come to life. My father raced these historic machines when they were still worn by time, and in doing so, he helped maintain their place in history - often picking them up for what seemed like ten cents on the dollar, but paying with his heart and soul in return. I will never forget the dramatic moment when Dad roared past the pit lane at the Nürburgring, flat out in fourth gear, and a suspension link on his 917 broke, sending him off the track at well over 250 km/h. Thankfully, he survived. To this day, he continues to bring out a 908, 910, or 917 on our European racetracks and drives them like they were meant to be driven.

It is through his efforts that I have been able to witness firsthand the endurance and spirit of these legendary race cars. This book, and the stories it tells, would not have been possible without his dedication, love for the sport, and inspiring commitment to preserving the legacy of Porsche. To my father, Dirk, I owe much more than only memories of shared moments on racetracks and in garages. He gave me the inspiration to continue this journey of passion and discovery on my own.

Thank you, Dad, for showing me that sometimes the greatest treasures are those that others overlook. Your vision and dedication have left an unforgettable mark on both me and the world of motorsport.

With gratitude,

A handwritten signature in black ink, appearing to read 'Roman Sadlowski', with a stylized, cursive script.

Roman Sadlowski

"Full throttle to the top -
that is my dream."

Ferdinand Piëch

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INTRODUCTION

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THE FIRST PORSCHE 910 EVER BUILT - DRIVEN BY THREE-TIME FORMULA ONE WORLD CHAMPION NIKI LAUDA

In the mid-1960s, a young engineer named Ferdinand Piëch—son of Marie Luise Piëch (née Porsche) and nephew of Ferry Porsche - joined Porsche and began his illustrious career in the racing department. His arrival marked a pivotal moment in the company's history, leading to groundbreaking developments in motorsport engineering.

Piëch's first completely new design was the legendary Porsche Carrera 6, a sports prototype that featured a steel tubular frame bonded with lightweight fiberglass - a first for Porsche. Competitive from the outset, the Carrera 6 still utilized relatively narrow 15-inch wheels and was powered by an upgraded yet traditional 2.0-liter carbureted engine.

Driven by a vision for a more aggressive and advanced race car, Piëch was inspired by the success of the Carrera 6 to develop its successor: the Porsche 910. Designed to be exceptionally low to reduce aerodynamic drag, the 910 featured a removable Targa top to accommodate taller drivers and improve heat ventilation - a unique characteristic for a race car of its time.

The new car was equipped with the

Bosch mechanical fuel injection system, initially an inline row pump later upgraded to a double-row pump. The flat six-cylinder engine maintained a displacement of 1,996 cc but saw an increase in output to 220 HP. Significant advancements included the introduction of 13-inch magnesium wheels - 8 inches wide at the front and 9.5 inches at the rear - with central locking hubs, replacing the earlier 15-inch wheels.

Only 44 units of the Porsche 910 were built, with just 16 fitted with the 2.0-liter flat-six engine that boasted all of Porsche's race pedigree features:

- Lightweight magnesium engine case
- Smaller fan and fan shroud to reduce intake drag
- Centrally lubricated cams
- Slide throttle system
- Special small race oil filter
- Magneti Marelli twin-spark distributor
- Lightweight flywheel
- Reinforced clutch
- Titanium connecting rods
- Special pistons and cylinders

Two of these 16 cars were built as long-tail versions for endurance racing. The remaining 28 cars were equipped with the 2.2-liter flat-eight engine, which, despite offering more power, proved heavier and more complex.

A significant achievement was the weight reduction of approximately 10%, bringing the car's weight down

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to just 600 kilograms from the Carrera 6's 675 kilograms. This reduction, combined with its engineering advancements, resulted in performance that was nothing short of mind-blowing, making the Porsche 910 almost unbeatable in its 2.0-liter class.

The particular car presented here, chassis number 001, was the very first Porsche 910 ever built by the factory. It is easily distinguishable from later models by its sharper, more shark-like front nose, with two air inlets positioned closer together - a feature evident in original photographs found in its vintage Austrian title documents. Built by Porsche as a coupé and consistently maintained in that configuration, it is not to be confused with the 910 Bergspyder variant - another car that also bore the chassis number 001 but was an entirely different vehicle altogether.

Initially tested by the factory, the car was then driven by famed works driver Hans Herrmann, who would later secure an overall victory at the 1970 24 Hours of Le Mans in a Porsche 917. Herrmann also piloted this car in a hill climb race in Italy, showcasing its versatility and competitive edge.

In 1968, the factory sold the car to works driver Rudi Lins, who campaigned it with great success under the sponsorship of Bosch Racing in numerous events, including the 1000 Kilometers of the Salzburg Ring endurance race and many others. He was also the person to

register the car under his name with its original Austrian title - records that remain with the car to this day. The car's successful race history is well-documented in literature and publications, such as the book *Time and Two Seats*, which details its accomplishments during its active period.

It then passed into the hands of Lambert Hofer, a well-connected private racer who campaigned the 910 extensively. Under his stewardship, it took part in numerous events and was at times driven by notable talents like Otto Stuppacher, Rolf Stommelen, and even three-time Formula 1 World Champion Niki Lauda. Unfortunately, Hofer's lavish spending on racing ultimately led to the downfall of his family's renowned Viennese business. Ousted by his relatives, he retreated to rural Austria where he spent his time joining the local bars. In 1994, he sold the car - along with an envelope of original documents on company letterhead and bearing his signature - to its current owner, preserving an invaluable link to its past.

While the car was complete when it changed hands, several modifications had been made over the years to keep it competitive - a common practice for race cars that were actively campaigned well into the late 1970s and even early 1980s. Modifications included:

- Enlarged rear wheel arches on the bonnet

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- Fitting of larger 15-inch wheels
- Installation of larger throttle stacks and a larger bore slide throttle
- Addition of extra roll cage tubes for enhanced protection
- Removal of the rear window
- Original vintage Austrian title ("Einzelgenehmigung")
- German title and registration
- Two sets of FIA papers
- Old Christophorus magazines featuring the car
- Vintage photographs
- Restoration pictures

All these modifications were meticulously reversed during a careful restoration to return the car to its original delivery specifications. Subtle evidence of the previous wheel cutouts can still be seen as slight variations in the fiberglass structure on the restored wheel arches

Every nut and bolt on the car was addressed to bring it up to FIA vintage competition race-ready standards and make it fully eligible for international historic racing events. The engine and gearbox were overhauled by one of the most renowned Porsche engine specialists in Germany. Each detail received the utmost care, culminating in a high-end paint job. Post-restoration, the car was tested at several racetracks and has been occasionally showcased at vintage events. Moreover, it is accompanied by a German title and road registration - documents that, for this particular chassis number, can only be issued once EU-wide - further underscoring its authenticity and singular status.

A comprehensive documentation folder accompanies this iconic vintage race car, including:

The current market value of comparable Porsche 910s ranges between \$2.5 million and \$2.8 million, depending on condition and provenance. However, there isn't another Porsche 910 race car with its original magnesium engine that still retains its original title and current EU registration. This car can be readily used in any competition or road race events throughout Europe.

The Porsche 910 represents a significant chapter in Porsche's illustrious racing history, symbolizing the determination and pioneering spirit of its engineers and drivers. Its legendary performance, impressive engineering advancements, and the captivating stories that surround it make the Porsche 910 a milestone in motorsport and a source of eternal fascination.

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CURRENT PHOTOS

CURRENT PHOTOS



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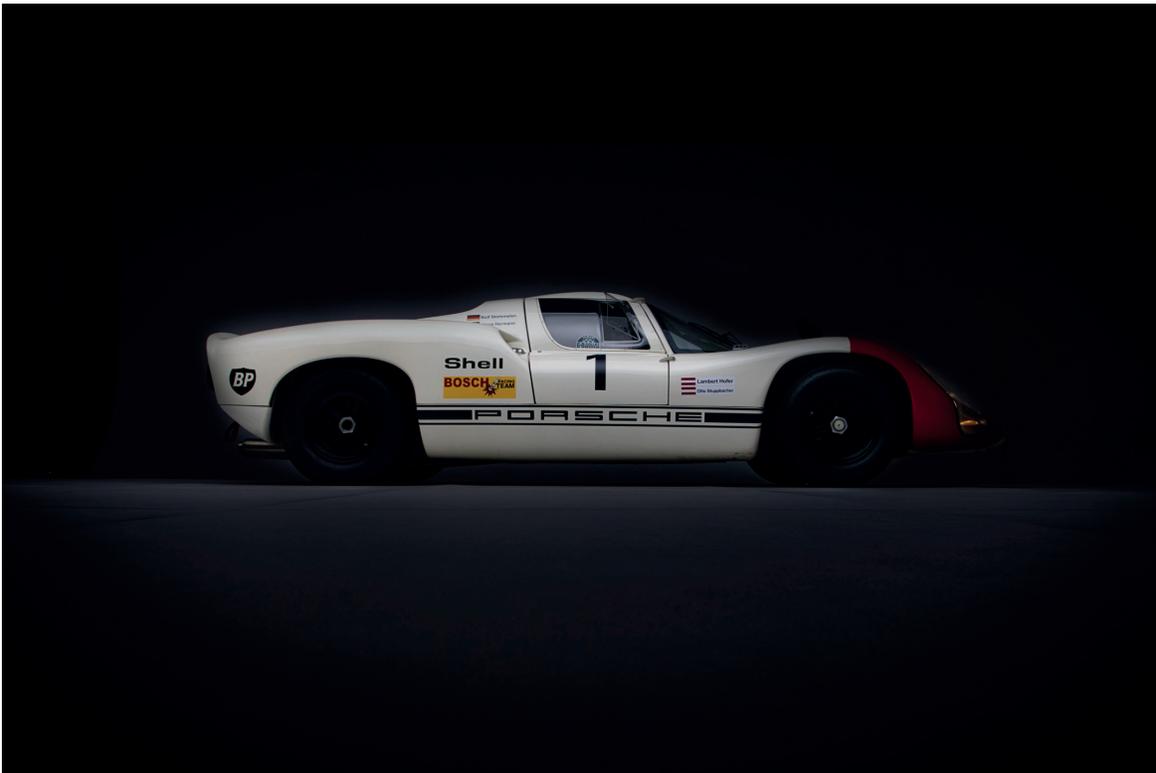
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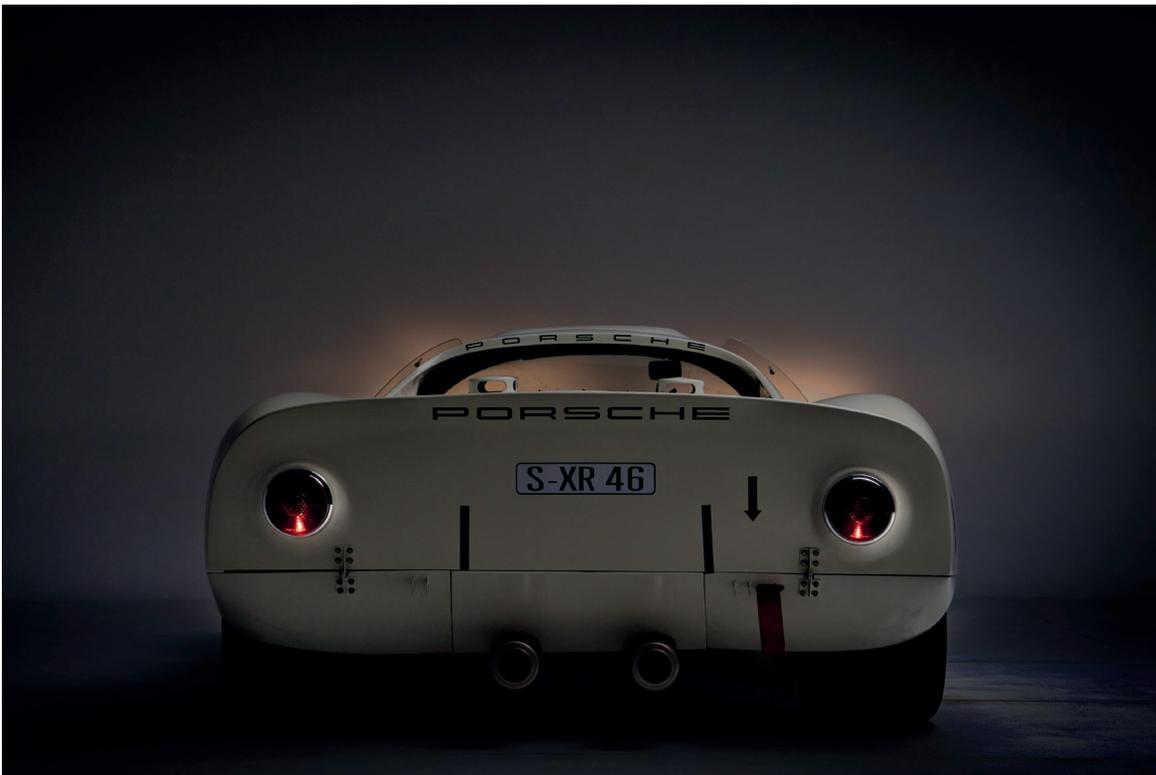
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