

Famous owners at the home of **PORSCHE**

SILVER-GREEN 904 GTS FOR MOSS

Three famous names recently turned up at the Porsche plant in Stuttgart-Zuffenhausen to collect their new cars.

The first was **Stirling Moss** who had ordered a silver green Porsche 904 GTS 2-litre for his racing team SMART (Stirling Moss Automobile Racing Team). Stirling's two race mechanics, Ed and Bud Rossler, who spent a week at the factory getting orientated, are from Johannesburg. The Rossler brothers are well known to Transvaal racing fans for their spirited driving in their GSM Dart. Bud drove the SMART Lotus Elan in this year's

Sebring 12-hour race. André Loubser of Porsche's Export Sales Department (formerly of Cape Town) handled the deal internally.

Elke Sommer, famous German film star, took delivery of her black Super 75 coupé. Elke recently returned from London where she co-starred with Peter Sellers in the film, *A Shot in the Dark*, which should be on South African screens towards the end of the year.

This article written by Roger Holiday was originally published in CAR magazine, South Africa, in June 1964

Lillian Studebaker, widow of the late John Studebaker III, grandson of John Studebaker I, founder of the famous car factory bearing the same name, collected her sky blue Super 75 coupé, and immediately left on a tour of Europe.

At the moment the factory is almost bursting at the seams. Tourists from all over the world arrive daily to collect their new cars.

Production of the new 904 GTS is going ahead at full revs as 100 units

have to be produced before the end of April for homologation purposes and the new assembly hall for the new six-cylinder Type 901 is having a great many overtime hours put in.

Many people wonder where the designations '901' and '904' come from. They are respectively the 901st and 904th designs since the foundation of the Porsche Construction Office in 1932.

To use the words of Stirling Moss, *'1964 here we come!'* 🏎️



Baron Huschke von Hanstein (right), Porsche's racing manager, discusses technical points of the 904 with Stirling Moss, while Rossler brothers, Bud and Ed, look on.

The Porsche 901 was launched at the Frankfurt Motor Show in September 1963. Peugeot immediately objected as it had world rights to the central zero and the designation was changed to 911. Motivated by Pierre Peugeot the French authorities arrested Professor Ferdinand Porsche on December 15, 1945, for 'war crimes'. He spent 22 months in a hell hole of a freezing prison before his son Ferry bought his freedom. Upon his release history will tell us that he established the Porsche factory in Stuttgart Zuffenhausen in 1948 but health-wise he never fully recovered from his French ordeal. It goes without saying that there was no love lost between the two companies. However, as time heals wounds Porsche now manufactures gearboxes for Peugeot.

André and Tineke du Toit visited me at the factory when they were on their honeymoon in Europe in May 1964. I took them for a blast on the autobahn in a red Carrera 2. Tineke was crammed in the back and as the speed crept up the 200km/h I watched her face in the rear view mirror. As the speed increased so did her eyes in unison!



(Left) Elke Sommer takes delivery of her new Porsche coupé from André Loubser of Porsche's Export Sales Department; and (right) Lillian Studebaker of the eponymous American car factory receives the keys of her Porsche coupé from André Loubser.