The 914 "by Heuliez Murene"

Upon its release in 1969, the line of the VW-Porsche 914 was not enthusiastic crowds. Angular look ungrateful, powertrains and a modest cost still high from the outset had sealed his career. It must be said that the main constraint of the specifications was that the 914 "should look like any Porsche or VW currently in production." Result achieved, the 914 was far from anything VW or Porsche had hitherto produced!

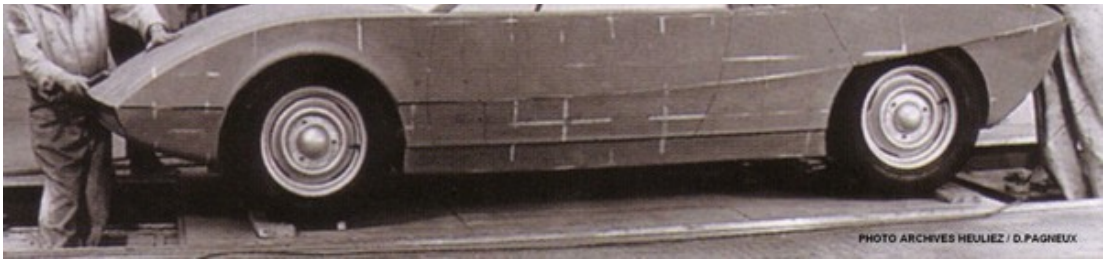


In France, the bodybuilder was installed Brissonneau & Lotz in Creil in the Oise and produced in small series of cases for major European brands, but also reams of railway locomotives and bodywork. Its research department hosts renowned designers such as Paul and Jacques Bracq Cooper, the latter having signed the particular style of TGV Sud-Est. Cooper in 1969 drew several sketches of cut based on the brand new Porsche 914.



The design is attractive and the direction of Brissonneau & Lotz buys a Porsche 914-6 to give life to the project. However, financial difficulties lead to the cancellation of the project in Creil. Cooper turned to Henri Heuliez, another independent body shop, which sees an opportunity to broaden the scope of its business. While remaining in Brissonneau stylist, so Cooper will work with the consulting firm Heuliez in Deux-Sevres for the project based on the 914.





The project carried out by Heuliez will be launched late 1969 and will be called Moray. The moray Heuliez will be officially presented in October 1970 at the Salon de l'Automobile in Paris.



Winning in flowing lines, the 914 will lose one of its attractions: its roof discoverable. The trunk disappears in favor of a huge tailgate reversed. The fresh air supply is provided by the motor side power vents replacing the original amounts of 914. AR also losing the window vertically, you may wonder about the road noise, amplified by the Fund Raisonnance that is the big bubble back ...



The finished prototype sports a livery brown metallic on the top and beige on the lower body. At the show, its fluid line is a success in contrast to the trench line of the 914 series. But the project does not interest the consortium VW-Porsche, who does not wish to disavow its own product. Without distrubution network, Heuliez does not risk embarking on the commercialization of "Moray" and the prototype does not even pass the stage of the approval.



In 1971, however, Heuliez officially bought the base of the project Brissonneau & Lotz for the sum of 24,250 francs. At that time, the upper body of the "moray" lose its brown Metallic paint in favor of a more orange "sport", but the car will definitely be put away, without ever being registered.



The car has just benefited from a restoration carried out by the new department "Heuliez Heritage", which has remade a check-up cosmetics, revised mechanics and made the restart. It bears the serial number 1300005 Porsche, indicating that the base 914 is actually a series of pre-decision taken at the beginning of the production line (the first official 914-6 is numbered 9140430001)! Flat6 of its 2.0 110hp is numbered 6191814. The interior is dressed with a mixture of black leather and gray fabric. His counter shows 12,000 km, amazing value for a vehicle never officially approved ...





The "Moray" marks the first attempts at diversification of Heuliez, hitherto confined to the utilities, and the first appearance of the manufacturer at the Salon de l'Automobile in Paris. Note that the "moray" will be restored for sale by Heuliez at the 2012 Le Mans Classic!

English Translation

All photos of 914 "moray" by Heuliez!