THIESEN
AUTOMOBILE RARITÄTEN

1969

ISDERA Erator GTE MK III - Prototyp -

- One-off prototype
- No. 1 of 52 Isderas built in total
- In family ownership since 1969

Price

b On request

Contacts

Timm Meinrenken
M +49 (0) 172 / 540 15 60

Justus Baehr
M +49 (0) 173 798 32 89

Mike Tetzlaff
M +49 (0) 172 / 955 29 89

THIESEN
AUTOMOBILE RARITÄTEN

THIESEN HAMBURG GMBH
AUTOMOBILE RARITÄTEN - Timm Meinrenken
Griegstraße 73 · 22763 Hamburg, Germany
M + 49 (0) 172 / 540 15 60 · T +49 (0) 40 / 450 343 - 0
sales@thiesen-automobile.com

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Equipment:

— 5-speed manual gearbox
— Four Weber 48 carburettors
— Sports exhaust system
— BBS wheels 10.5 + 13 x 15 inch
— Fire extinguisher system
— Porsche brake system, Brembo 4-piston fixed calipers
— Bucket seats with four-point seat belts
— Height-adjustable Gurney flap at the rear

Description:

In the late 1960s, Eberhard Schulz began designing and building his own sports car in north-west of Germany. The vehicle presented here is the result of several years of development work and was **first registered on 19 November 1970.** The Isdera Erator GTE MKIII was fitted with a performance-upgraded Mercedes-Benz M 117 V8 engine of five litres displacement and a five-speed manual gearbox. The two-seater mid-engine car has a **tubular steel space frame with bonded fibreglass bodywork and gullwing doors**. This one-off has **German road registration with historic registration**. Thanks to its consistent lightweight construction, a drag coefficient of only 0.322 and a **total weight of just 950 kg**, a **top speed of 315 km/h** and **acceleration from 0 to 100 km/h in just 3.9 seconds** are quoted.

Between 1973 and 1983, Eberhard Schulz worked for Porsche KG, Mercedes and AMG, among others, and played a key role in developing the Mercedes-Benz CW311 study. In 1983, E. Schulz founded Isdera GmbH in Leonberg and developed vehicles for his company such as the Spyder 036i, the Imperator 108i and the Commendatore 112i; in total he built only 52 vehicles. These small-series models were presented at Geneva and the IAA, among other shows, and have in some cases achieved sensational sale prices in recent years.

The history of the Isdera Erator, from the first design drawing through the various stages of development, has been **impressively documented** by E. Schulz **in numerous photos, design plans and invoices**. The car has remained in family ownership to this day. A unique opportunity to acquire a **road-registered prototype** with an **impressive development history** at an interesting price.

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