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Subject:
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To:



1972 PORSCHE 914 UPGRADES:

SOME HISTORY:

1. I purchased this car at a LA address in early 2016 with 49,000 milage. No visible major rust with a few minor patches of surface rust, after a previous repaint in original color metallic silver. The seller had a pic of the car when the then previous owner, located in Idaho, had it parked indoor on a carpet in his private car collection. Seller needed the money, thus it was for sale. I have kept the car at my California home, where it is in my attached-to-home lock-up garage. Other than the repair described next, this car appears to have had a "charmed" life.

2. In 2019, a careless driver bumped into this car's right rear quarter panel. This panel was removed and a perfect replacement was found in a "bone yard". It was removed by drilling out the old panel's spot welds and spot welding this replacement panel onto this car's original spot weld locations. After a well color matched paint of this replaced panel, it is now back to equivalent original condition. All this work was done by a high quality repair shop. During this repair, an inspection of the rest of the car confirmed there are no major rust issues. All this description is to show good-faith full disclosure.

3. Over the past nine years of ownership I have upgraded major items and many lesser items as described below. After retiring from club racing (POC) 10 years ago, having then reached the age of 75, I turned my car interest to this car, converting it to an ideal touring car, including: higher HP, improved gear shifting and brake performance, A/C, window tinting (for long hot sunny drives), custom center console (elbow comfort!), extended comfortable steering wheel, plug-in driver seat portable heat pad (no engine exhaust heat). My week-end 914 touring colleagues may wish to comment on this car.

4. Having just turned 85, I regret having to be sensible again and choose to: 1) drive a modern air-bag equipped car to mitigate injury from collision injury, and 2) eliminate crawling around under cars up on jack stands in my garage!

MAJOR UPGRADES:

1) The original type 1.8 L engine was rebuilt to 2.3L. Satisfactory outcome. Then in 2019, purchased a stock rebuilt 1977 2.7 Porsche 911 engine from race shop in Canada - where it was on their shelf as a back-up spare engine. I retired the CIS induction and purchased rebuilt Weber carbs, along with having the cams reground to match these carbs. A Porsche Weber carb air filter is installed. Also installed Clewett Engineering crank fire ignition system. This engine has performed flawlessly and still has no oil leaks, and uses almost no oil between oil changes. The accelerator cable and linkage is customized to ensure even carb tuning, aided by O2 sensors in the headers with a single O2 gauge registering both O2 readings, located under the dashboard. Has stainless steel exhaust headers and muffler. An external oil system has; a thermostat controller, in-line filter, with a Mazda oil cooler located in the front of the front trunk. A manually controlled fan boosts the oil cooler's exhaust hot air when caught in slow traffic on a hot day! The cooled oil is collected in a custom built aluminum tank located inside the engine compartment on the driver's side attached to the side wall. A modern high torque starter motor is installed with a Ford Motor additional relay switch.

2) The 901 transmission was professionally rebuilt, and now has a longer first gear to improve utilization of the higher engine HP and torque (the original first gear parts go with the car). The gear shifting was vastly improved after installing a RennShifter, and Tangerine firewall shift rod bearing and side shift linkage kit,

3) Suspension: Front is Carrera (Porsche 911 mid 1980's), Elephant Racing Bump Steer and tie rod ends kit, and 19mm torsion bars. Rear is 140lb springs. Billstein Sport shocks all around.

4) Brakes: Front - Carrera rotors withy Boxter calipers. Rear - reconditioned 914 Calipers and pressure control valve with 5 bolt rotors.

5) Wheels: Porsche 911 Fuchs 7"x16" wheels with good condition TOYO tires installed 5 years ago and about 10,000 miles. Boxter lightweight spare wheel.

6) Custom Air Conditioner system with: Benling electric gas compressor (located in front trunk), Southern Air Mini Evaporator, gas "dryer", and four in series condensers - two sandwiched in front of the oil cooler, and the third and fourth located in front of both rear wheels under the fenders with fans. The engine alternator capacity was increased (170 amps) to power the compressor. A small console with temperature and evaporator on/off speed switches is mounted centrally under the dashboard.

7) The firewall in front of the engine fan has a removable "access door" to access/facilitate the fan belt for belt changes.

8) A modern in-line fuel pump (with spare in the tool bag) is conveniently located in the front trunk with for and aft in-line filters.

9) Electrical: All, yes all light bulbs are LED except interior cabin light. A third brake light has been added, along with four additional red reflectors above the rear window. A modern blade style fuse panel (supplied by fellow enthusiast) has replaced the original "bullet" fuse style panel. A "heads up satellite speedometer" conveniently visible in the bottom right hand corner of the front window, was added to keep out of trouble!

The battery is relocated to the passenger side of the front trunk along with a convenient near-by cut-off switch. This along with the car jack, spare wheel, and tool kit with some spares, improves the front to back balance of the car.

Additional gauges include; voltage, and electric clock located next to each other in the old radio location. A cell phone holder with in car charging cord is attached to the cigarette ash tray.

A removable seat heater pad, with a convenient plug-in socket located below the driver seat, is used in cold weather. The engine racing headers do not provide cabin hot air.

A generic engine push start switch is in the original cigarette lighter location, and minimizes the load on the key ignition switch, which have been known to be a weak part in these cars.

10) The front and rear trunk lids open support systems (springs and torsion bars) have been replaced with modern gas struts.

11) The steering wheel is a nearly new PROTOTIPO with Porsche logo horn button wheel mounted on a 1/2" offset hub adapter, which is in turn bolted to a quick release adapter. These adapters move the wheel up 1/2" and towards the driver about 2", which provides more comfort on long journeys, easier in and out of the car, sufficient leverage to park the car in small spaces, improved sight of the gauges in the dashboard, and removal of the wheel when parked in vulnerable locations.

12) A fire extinguisher is located near the passenger foot space.

13) Spare parts and accessories include: detachable flat tow bar with magnet attachable tai lights, ignition module, and fuel pump.

14) Documents include: Original car owner's manual,

