

1973 Porsche 914 2.0 L for sale

Long term Porsche Club member is selling his **1973** Saturn (Chrome) Yellow **Porsche 914 2.0 L** (VIN 4732904092), which has been in his possession since 2001. The reason for selling my car is that I'm considering purchasing a classic 911 Porsche.

The car is currently **registered** as a diplomatic **vehicle for the full road-use in Switzerland**. The Rapport D' Inspection Technique from Office cantonal des automobiles et de la navigation as well as the most recent assessment of the cars status from the Geneva Porsche Centre are available. **The vehicle is also registered in the EU member state Lithuania**. Previously, from 2006 to 2009 it has **been registered in Vienna, Austria**, therefore, no issues with the registration of the car or the need to pay the import taxes within the EU. The vehicle has few carefully thought out **upgrades to improve the drivability, reliability and esthetics of the car**. **Full restoration** was aimed at having the **most desirable factory options from the Appearance and Sport Packages** originally available in 70'ies to resemble the desirable 914-6. Full file of documentation, photos, receipts/job descriptions (in German), correspondence about the vehicle will be available for the potential buyers.

I. The description of the car:

The car originally was bought in Atlanta, Georgia, USA in 2001 with 87 K miles and since has been fully restored and converted to the European and EFTA countries requirements. It has been driven only 20 800 km after restoration. The restoration process lasted from 2003 to 2006 using mostly OEM and NOS parts available from Mittelmotor GmbH (<http://www.mittelmotor.de>); Automobile Atlanta (www.autoatlanta.com) and Pelican Parts (www.pelicanparts.com). Restoration/rebuild was done: carrosserie –“Stroboskopas” Ltd.; engine (Mittelmotor); transmission/drivetrain (Weitec Tuning (www.weitec.at)); exhaust (Juta Racing (www.jutaracing.lt)). Subsequent maintenance was by these two workshops.

A) Engine/cooling/exhaust system: original 1.7 L (Motor.Nr.064859) was replaced by the 2.0L engine rebuilt using **European core engine No. GB005443** with stock parts to Euro specs. Engine was bought from Mittelmotor in 2002.06 – fully installed in 2006; the fuel injection was previously converted to the 44 IDF Weber Brevettato carburetors with the manifolds and the linkage, which was bought also from the Mittelmotor; new fuel pump (Pelican Parts) and K&N Filters just recently installed. Engine tuning done by Weitec Tuning (www.weitec.at) at the dynamometer confirmed the power of **77.6 kW (104 hp); max torque 165Nm at 4100RPM** (data sheets + photos of the test are available). These figures are almost identical to the performance of 914/6. Additional cooler to maintain the engines temperature below 90 degrees during summer times in heavy traffic was also professionally manufactured by Weitec Tuning. The engine has the very small leakage of oil any air cooled 914 or 911 engine has. In accordance with the recent assessment done by Geneva Porsche Centre specialists, no remedies should be taken in the near future. The engine is in remarkable shape.

Most recently (2012/06) the **starter** was rebuilt and new ignition switch installed. The **exhaust system** is all original except for the muffler, which was manufactured by Juta Racing (www.jutaracing.lt). Original heavy muffler will be added to the sale.

Subsequent regular maintenance was done by Juta Racing (regular oil change, etc.) and Weitec Tuning (3 000 km (2006.06), 9250 km (2008.05) and last service at 20 000 km was done in 2012.06.28/1900 Euro receipt is available)

B) Transmission/clutch: the cars original 1973 901 transmission with the side shift was rebuild by Weitec Tuning (receipt + description on what has been done are available) and is in excellent condition. Replaced the transmission seals, rebuilt the cv joints, all shifter bushings, coupler, rebuilt the clutch linkage, and installed new transmission and engine mounts. Also, a new Sachs clutch disc was installed, as well as a new throughout bearing. The transmission shifts and performs as it was designed in 1970's.

C) Drivetrain (front and rear suspension /breaking system/wheels and tires:

The car *has Bilstein adjustable shocks* both front and rear (as per Sport Package).All bushings have been replaced during the restoration. The original springs have been replaced by the *blue (120 lbs) springs* bought from the Mittelmotor. This is the only modification to the suspension to provide the sporty ride. The front and a rear brakes are original. Calipers and master cylinder have been rebuilt by Mittelmotor. *Bremslichtschalter* was replaced by the original unit. Pedal foot assembly was completely refurbished (bronze bushings) by Automobile Atlanta. *Wheels are the original four-bolt, 15x5.5-inch Fuchs forged-alloy wheels.* Even though period correct Vredestein Classic Sport 165/85 R15 tires are in excellent shape, it would be recommendable to replace them due to their age (8 years old). Not expensive though, similar tires Vredestein T-TRAC 165/80 R15 costs 65,45 CHF each (free delivery) at www.123pneus.ch.

The car has these **Sport Package options:**

Bilstein shock absorbers (*M474*) – option upgraded with modern *adjustable Bilstein shock absorbers;*

Forged Fuchs Alloy wheels 5,5Jx15 (M485) 4+1 spare (original Fuchs Alloy wheel too);

D) Carrosserie/interior and exterior trim

Bodywork: car has been bare metal repainted in original **Saturn (Chrome) Yellow (Saturn Gelb; Code L13M; no.2610)**. The re-paint was very professionally done by Stroboskopas Ltd , It looks very good, no rust anywhere after 8 years. Small cracks to paint exist where the windshield connects with the fender. Being a non-galvanized body Porsche with zero rust this is a very rare for 914 cars. The photos of the most important places (e.g. battery tray and support, wheel arches) are provided. The car from 2001 has been always garage kept and never driven during the winter-spring period (November-April).

The car has these options from the **Appearance Group Option Package:**

Vinyl-covered roll bar w/anodized aluminum trim (custom made); Chrome bumpers(M285) (re-chromed during the body restoration); Fog lights; Full Center Console (covered in leather) with 3 Gauges ; Leather Wrapped Steering Wheel; Leather Shift Boot; Middle Seat / Armrest (covered in leather); Center molded tray; Aluminum threshold rails.

The glass is all original, has some scratches and is commensurate with its age. Original side mirror is in great shape. All seals of the car have been replaced by the complete set bought from the Mittelmotor. None of the window seals leak. The **targa top** has been repainted and its top seals have been replaced too, but will be in need some adjustment if you are planning to drive it in the heavy rain. Within my ownership the car has seen rain less than a handful of times, so for me the targa top has been for driving on the highway and during the colder October weather.

The interior was restored taking into account two factors: a) customization i.e. using the better material than VW could offer in 1973; b) preserving original authentic parts belonging to this particular car. The upholstery panel and seats (originally with the optional corduroy inserts (12, Kunstleder Schwartz, Sitze: Kunstleder, Perloncor)) **are professionally restored with the highest quality leather**. So are the sun visors. The leather was only officially available on the 914-6 (standard in 916) and even then rarely installed. The VW interior light has been taken out completely – yellow PORSCHE 914 inscription embroidered. VW window cranks were replaced with more solid 1967 Porsche 911 parts. The carpeting material is velour and is custom made for the car. The car carpets are from the same material and have Porsche crests on it. To preserve the authenticity, the dash and padding upper for the roll bar have been intentionally retained in their original shape and they have few cracks and wear. My recommendation will be to retain dash it as it is or to consider hand-sewn leather dash and lower trim covering color keyed to the interior black leather like in 916 versions. The door handles and locks are all in working order.

All gauges are functioning. The US speedometer was replaced by Euro version speedometer. - New speedometer cable. The fuel gauge is accurate. The windshield washer reservoir has an electric pump used in 911, operated by the same steering column stalk. The heating system is improved replacing VW air blower motor with the 911 blower motor. The car has been fitted with original European specification headlights, two tone lens on European turn signal units, though US spec turn signal units are retained on the front fenders. Headlight surrounds are black.

The **stereo system** is most aesthetically pleasing that I could find. It has a Nakamitchi 45z cd player (<http://www.audiodesignguide.com/hificar/cd45z.html>), Alpine V Power 2/1 Channel Power amplifier 250 W and Alpine speakers. Original speaker grills maintained.

Together with a couple of modernizations, the interior is solid and elegant.

The car has **basic alarm system**, which is used only for insurance purpose only.

Disclosure:

When I buy a classic Porsche, I also want to know the flaws: passengers' seat adjuster loop is broken (17 USD); left and right doors sealing could be improved (35 and 60 USD seal sets)); 2 black plastic linkage covers for headlight motors are uninstalled; rear bumper tow eye plug chrome (19.50 USD), replacements are available from www.autoatlanta.com.

II. Market tendencies:

Marketing trends are showing stability and some rise in the desirability and collectability of the 1973-74 year Porsche 914s. Market tendencies in US and Europe:

A) 2006 - 2012 US market tendencies for 1973-74 Porsche 914 2.0.L (in USD)

	2006	2007	2008	2009	2010
Low	7 700	9 800	13 000	12 700	10 400
High	11 700	15 000	19 800	19 300	16 600

I can't find the data for 2011 right now, but the Ross Porsche Excellence buying guide for 2012 and it provides the estimates for the 1973-74 914 2.0 L **in 2012; low 12 500 – high 16 800 USD**. Despite the financial crisis in US and Europe, 1973-74 2.0L model holds quite well and is not so much affected as similar **1975-76 2.0 L model** (e.g. from **2009 low 12 100 – high 19 000** it in **2010 depreciated to low 10 400 –high 14 500** and in**2012** remained almost unchanged **low 10 500 –high 14 600**). The low mileage and/or concourse level cars, which you could find on the Automobile Atlanta or Excellence websites, are priced accordingly: from 21k to 24k USD. Presumably with a slight economic recovery in 2013 we could predict that 1973-74 914 2.0L regular well preserved models will gain some increase in value.

B) European market tendencies for 1973-76 914 2.0 L cars have been reflected in RS magazine Mai, 2013 (in Euro)

Hors normes – 32 000 ; Excellent 22 000; Bon 11 000; Passable 3/7000

Current Euro-USD exchange rate (1 Euro - 1.2906 USD) might prompt to look for the car in the USA markets, but there will be additional costs, which could easily diminish the financial gains, i.e. pre-purchase inspection costs (250-400 usd) transportation costs from car sales destination to the shipping port, transatlantic shipping +insurance (around 2000 USD), import taxes, conversion costs (headlights, turn signals, tail lights).

III. My pricing:

14 650 Euro (original muffler, speedometer, 2 US spec. turn signal lens and 2 US spec. tail light lens; the rear trunk PORSCHE 911 reflector) will go with the sale. If the price is accepted, I will be also willing to personally drive the car around 400 km distance (Swiss –German, Swiss –Austrian border) for delivery of the car. The price is offered after objective assessment and careful analysis of the existing supply cars pricing on the www.autoscout24.de ; www.excellence.com, www.autoatlanta.com. ***It can be still negotiated.*** For potential buyer I will disclose the actual amount spent on restoring this car. There is no immediate financial need and, therefore, I'm looking for the reasonable offers.

IV. To sum up

The car can be classified as an excellent driver. The car is set up for proper usage by an enthusiastic driver. This is a car that has amazing control at normal, and above normal, freeway speeds. It will reward you with the true experience of driving with the targa top down. These are cars that were proud to be manufactured with colors that excite!

It is certain that in coming year Porsche 914 will predictably **retain and perhaps slightly grow in value** among vintage European cars. This is an excellent vintage car to enjoy on the week-ends and during holidays, while saving money for your dream car. It is very respectable entry level vintage car to join the Porsche classic club community.

With the major most expensive investment done, the ownership of the 914, contrary to some other Porsche cars, does not require substantial finances. The third party +partial Casco insurance amounts to 250-300 Euro annually. Therefore, it's compatible with the existing family needs.

At the same time, this is not a concourse car and was never intended to be. The only issue, which, in the eyes of the buyer, diminishes the purchases value, is the conversion from Bosch D-Jetronic to carburetors done in 70'ies. On the other hand, the D-Jetronic is the first Bosch fuel injection system and is rather unreliable and in modern days difficult to properly adjust. And the professional conversion will but not in any ways impact on the performance or the reliability of the car,

I have described the car as honestly as I can. Even if I don't foresee **any major investment to the car necessary for the period of 7-8 years**, this is a 40 plus year old car and will need attention and love. I welcome and encourage inspections. I would love to talk on the phone and personally describe the car and what I can foresee the car needing for maintenance and proper upkeep. Email first, and then I will give my cell number.

I project that this car will be very rewarding to the new owner. Even now I regret my decision to sell. I truly love this car☺! I hope she finds the right home.