

1973 Porsche 914 2.0L with Appearance Group Description

VIN: 4732920367

Engine #: GA 004619

Transmission #: HA 13043

Karmann chassis #: 1749508

Color: L30E, Bahia Red

Mileage: 44,837

Story

I am a long time PCA member and have owned many 356s, 912s, 914s and early 911s. I purchased the car from the original owner of 41 years. He is a retired neurologist from Minneapolis who impeccably maintained the car and retained all records for it. The only thing he did not have was the original window sticker and it irked him he did not have it. Porsche COA is included. All numbers match.

The car shows nearly as brand new. It is 100% original and never modified. It has never had paint or body work. The engine and transmission have never been out of the car. The doors, hoods and fenders have never been off either. Everything works as it should; the clock is a little slow.

There is no rust anywhere. The jack spurs still have bright Bahia Red paint on them and are not filled with dirt or grime. The car was a part of the HO Campaign and received a new battery cover that helped to prevent rain or water from splashing on top of the battery which could run down and rust the battery tray. This helped to preserve the battery tray and "hell hole".

The trunks show like near new. The headlights flip up and down in sync. The engine and 5sp transmission have a little road grime on them but neither leak. The dipstick still retains its cad finish and looks like it has never been in a car. The Bosch D-Jet fuel injection is responsive and the motor pulls very well. The car does not use oil or smoke. When parked in the garage, it does not emit any Porsche like odors (oil and old vinyl).

The car is quiet, does not squeak or rattle over bumps, there is no cowl shake and the targa top does not exhibit wind noise. It does not leak water either. The steering is tight, on-center and the brakes are solid with no pulsation or pull. The clutch and transmission work flawlessly and when accelerating or decelerating, the shift lever does not move or vibrate.

The paint is original, smooth and bright. There are no dents but a few rock chips and a couple of light scratches. I'm sure a good detail guy could easily work them out. It was waxed regularly which has helped to preserve its condition. All the glass is original and each piece is stamped appropriately. All of the original stickers/labels/decals are intact

and show as new. There is even the Pre-Delivery Inspection sticker on the driver door jamb, affixed by Metropolitan Porsche on 6/22/1973.

I've attempted to capture both the quality/originality as well as the chips/scratches/imperfections but there are almost none. Certainly nothing that detracts from the near-perfectness of the car.

1973 Porsche 914 2.0L with Appearance Group Originality

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To help authenticate the car's all original condition, the following items validate this:

- Inspection sticker in the rear trunk near the Karmann chassis number
- Inspection sticker on the rear trunk lid near the latch. Factory stamped, "IL-1"
- Inspection sticker on the engine lid cover, passenger side
- Original Pre-Delivery Inspection (PDI) sticker on the driver's door jam dated 6/22/1973
- White paint on the front shock towers and bolt (they've never been removed)
- Green paint splashed on all four lug nuts on all four wheels that indicated to factory assembly line workers the lug nuts had been properly torqued
- Original factory wheel center caps with the wide flange
- Original red vacuum hoses in the engine compartment
- Original Continental Schlauchlos Radial spare tire. Size 165HR15-308. Still wears the original wheel weights and tire paint indicating where the valve stem aligned on the tire. One green and two red dots. Tire still has the factory blue and yellow stripes down the center, is like new and holds air. Original 4-bolt Fuch dated 4/73 with part number: 914.361.011.01
- Complete, original tool kit including original Bilstein jack. Factory tool kit bag is black plastic with 4 breather holes, 2 front and 2 back. Still retains the factory black rubber band.
- Original white headlight surrounds (later in 1973 they switched to black)

The car has had the oil & filter changed 28 times in its 41 years. It has only had four new batteries and one set of tires.

- HO Campaign – Dealer switched out original battery cover for an improved one. Car comes with original which is in like-new condition
- Original front and rear license plate brackets included
- Original/correct VW/Hella "Made in Germany" interior light. It is cracked and hazed, but fully functional
- Correct 165R15 tires
- Correct Leistritz muffler. Stamped "Typ VW-Porsche 914/4 Made in W-Germany 04/86" Installed new in: July, 1996
- Original Blaupunkt radio with factory manual

- Two sets of original keys (4 total). Two valet, two regular. Both with Bosch antenna keys. One set never used with the dealer inventory tag still attached in its' original Porsche leather pouch
- Original Porsche/Hörsteler fiber mats (coco type), driver and passenger
- Original set of Porsche carpet mats, set of four

1973 Porsche 914 2.0L with Appearance Group History and Maintenance

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Color: L30E, Bahia Red

Pre-Delivery Inspection (PDI): Completed on 6/22/1973

Date of purchase/delivery: July 19th, 1973 with 14 miles on the vehicle

Dealer: Metropolitan Porsche/Audi, St. Paul, MN (Now, Porsche of St. Paul)

Maintenance History

- 600 mile dealer service at 686 miles, 8/10/1973
- Chassis undercoating applied, circa 1973
- Oil and filter change, 4,129 miles, 5/11/1974
- Dealer Service (5,000 maintenance), 4,596 miles, 5/20/1974
- Tune up, change transmission fluid change, 12,038 miles, 4/4/1976
- Oil and filter change, 12,132 miles, 4/17/1976
- Oil and filter change, 17,641 miles, 5/28/1977
- Plugs, points, oil and filter, fuel filter, hose service, 18,259 miles, 6/13/1977
- Oil and filter change, 21,512 miles, 11/13/1977
- Oil and filter change, 23,153 miles, 11/5/1978
- New Diehard battery, 4-14-1979
- Valve adjustment, transmission fluid change, 24,331 miles, 9/5/1979
- Oil and filter change, 24,915 miles, 10/28/1979
- New flasher, 4/15/1980
- New regulator, 9/30/1980
- Oil and filter change, 26,912 miles, 10/28/1980
- Oil and filter change, 30,292 miles, 11/2/1981
- Oil and filter change, 32,630 miles, 10/25/1982
- Oil and filter change, 33,039 miles, 11/5/1983
- Oil and filter change, 33,384 miles, 11/4/1984
- Oil and filter change, 33,684 miles, 10/21/1985
- Tune up, valve adjustment, plugs-points-condenser, air, fuel and oil filters, transmission fluid change, new fan belt, adjust timing and fuel mixture, compression check (#1 140, #2 150, #3 140, #4 150), new clutch cable connector, 34,000 miles, 8/29/1986
- Oil and filter change, 34,556 miles, 10/26/1987
- New Diehard battery, 10/18/1991
- Oil and filter and new voltage regulator, 35,333 miles, 10/18/1991
- Oil and filter change, 35,937 miles, 10/23/1992
- Oil and filter change, 36,619 miles, 10/13/1995
- New, correct Leistrizt muffler installed, (stamped: For Porsche 914/4, made 04/86), gaskets and studs, 7/13/1996

- New Diehard battery, 6/10/1997
- Oil and filter change, 37,124 miles, 10/14/1997
- Oil and filter change, 37,454 miles, 10/24/1999
- Repack front wheel bearings, clean brakes, replace brake lines, replace master cylinder and flush brake system with new fluid, new pedal bushing kit installed, 37,895 miles, 12/31/1999
- New tires, correct size - 165R15, 37,932, 10/06/2000
- Oil and filter change, 38,384 miles, 10/20/2001
- New front brake calipers, machine rotors, 39,112 miles, 6/11/2003
- Oil and filter change, 39,979 miles, 10/23/2003
- New Diehard battery, 4/4/2006
- Oil and filter change, 41,725 miles, 11/24/2006
- Oil and filter change, 42,858 miles, 10/17/2009
- New passenger side window regulator, 7/25/2011
- Oil and filter change, 43,724 miles, 4/8/2012
- Oil and filter change, 43,853 miles, 8/17/2012