

1974 911S: Sam Read owner.

Date purchased: 8-18-18

Mileage: 152,000

This lovely mid-70s 911S was not the first car Sam adopted and subjected to “renovation”. In fact, Sam was in the middle of building a 914-6 GT when he saw this 1974 911s and decided he wanted a car that would best suit his desires for when he retired. He sold 3-914’s which included the 914-6 GT project to a friend who completed the renovation in early 2021. And now it was time for Sam to start his 911s project.



The 911s was in very good shape and Sam continued to drive it for 22 months until he decided to re-build the 2.7 engine. Sam consulted Bill Eason, owner of Eason Auto Works in Oakland California and the next phase of the car was started. All aspects of this car and Sam’s 914’s had Bill’s focus, expertise, and guidance. The engine case was shipped to Ollies in Lake Havasu where it was built into a 2.8 race case. The case was machined to use a 964 oil pump to double the oil flow for cooling, machined case to transform the engine to a 2.8, and numerous many other modifications. A few upgrades with the engine rebuild included but not limited to: JE piston set, Carrera chain tensioner upgrade, APR rod bolts and head stud kit, racing clutch, machined the light weight fly wheel, rebuilt the distributor, OE SSI headers, re-plate cylinders at Muillinum, external oil cooler, Elgin recondition and reground the cams to 964 Specs, all bolts and bearings were replaced, and on and on and on!

With all these internals modifications, the engine’s output was increased ~~the~~ HP from 175 to around 210 HP. Clearly, nothing was spared in building this engine and now has 8,300 miles on it.





And, for Christmas 2020, the 911s received a Rennline roof rack, Rennline strut brace, Recaro Expert M seats with houndstooth inners, and a set of Carbone carpets to protect the OE carpets. Also during this time the suspension was updated with a new set billstein shocks, turbo sway bar ends, and a Momo steering wheel.

After the engine, suspension, external oil cooler work was completed, a video was shot of the car by CHASINGTHEAPEX and was featured on YouTube on January 5th, 2020.

The day after the video was released, Sam and his Porsche girl and wife, Christine were driving home from an outing on one of their favorite 2 lane roads, a truck that they were following lost a mud flap and slammed into the car damaging the right fender, frunk lid, and destroyed the windshield. (photo?) Spoiler alert, this is not the only time Sam's car needed to be "re-born"! I will send this photo to you in a separate email.

The car was then sent to the body shop (Frank has that paperwork so i will add this later next week) which body shop?? any other work other than re-paint?) where the car received an out of window re-paint, all new window rubber, dash, and glass.

The interior also got some love as you can tell from the super clean "Frunk" treatment and a very tidy engine bay. When Sam purchased the 911s the interior had just been updated so all that was left was a new dash, Rennline window cranks, cup holder, and phone holder.

Sam treated himself to some creature comforts during the rebuild. For example, you can see a Griffiths complete Kuehl AC system,) compressor for air conditioning just right of the cooling fan. The unit is a massive upgrade from the OEM units but its Installation was a challenge as the condensers, all hoses, and heat transfer fans took many man hours to cleanly fit in front of the car. The 4 condensers with automatic fans with 2 located in the left rear wheel well, one forward center, and the OE condenser located on the engine lid. The evaporator is located in the left front wheel well and the.

With this work done, Sam "resumed" enjoying his car, also joining the Yosemite Region. Sam showed his car in special venues. For example, Sam has a friend at Livermore Porsche who asked Sam to allow the dealer to "show" the '74 911S in the show room for the dealerships PCANA audit, as reported in our first *El Portal EXTRA*.

The 1974 911s looked spectacular on the show room floor and was in NO WAY intimidated by sitting next to a 992 GT3, even with its 500 HP, double wishbone front suspension and swan neck wing mounts! No, the classic lines of the 911s are timeless and Sam's car shined!



But this story could not be one of "rebirth", one of a "Phoenix" cars without going through drama. The day after Two days after getting his car back from Livermore Porsche showroom floor, Sam and Christine were side swiped by a driver drifting totally into his lane. Of course this was a terrible event, but, it could have been so much worse! But as it was, perhaps destined to be, Sam and Christine were safe and suffered no injuries. The 911s' outcome was not as fortunate. Sam wanted to return his 911s to its just recently shown glory. So, he

has commissioned Frank Zucchi of Frank Zucchi Restorations (Yes, the same Zicchi that hosed a “Tech Talk” for our region.) to do the work.

Sam promised a lot of pictures of Frank’s work and details of some even more special restoration to the 1974 911s, but that will be for Part II of “The Phoenix Cars” in another El Portal.