



TIMBERLINE



Kilowatt Hour Power

By Sam Vincent

One of the most exciting Porsche projects I've seen around the Vancouver circuit has to be Ian Corlett's 1966 912 electric conversion dubbed the "Electroporsche". At a time where Porsche is experimenting with hybrid drive in both its racing endeavors and its production vehicles, seeing this conversion is like a retro vision into the future.

The conversion started by taking the car down to bare metal. All new upholstery and paint were commissioned. Power conversion starts with 9inch series wound DC motor that produces above 200lbs/ft of torque. A custom fabricated motor adaptor kit allows the motor to be mounted to the original transmission and clutch.

Power comes from 48 - 3.2V 200 amp/hr lithium ion cells. That's 172.8 volts when fully charged with 25 kilowatt/hours of useful energy storage. The battery management system is a distributed network of circuit boards for each battery cell. All cells report to the main controller to protect against over charging or discharging. The customized Elithion power gauge replaces the original fuel gauge and looks perfectly at home. It even glows green like the original 911 gauges!

Power for the lights, accessories, etc. come from an installed DC-DC

convertor. The charging port is a J1772 standard port that is mounted beneath the original fender fuel door.

Finally, suspension was upgraded to modern Carrera/Boxster spec. The result is a car that is faster than the one that rolled out of Zuffenhausen, and a joy to drive!

It's not difficult to imagine that history could have produced the 911 this way had the chronology of development worked out a little differently.

Visit www.electroporsche.com to learn all about the project.

