

912

R E G I S T R Y

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The 912 Registry is a non-profit organization devoted to the preservation of the vintage 912 series. It is not affiliated with Porsche AG or Porsche Cars North America. The information contained in this 912 Registry magazine is prepared by volunteer editors and passed on to you by your club. The 912 Registry has not verified the accuracy of the information contained in these articles, and accordingly does not warrant the accuracy of the information contained therein and disclaims any liability from reliance on said information. The editor reserves the right to refuse publication, and the right to edit information. The contents of this publication may be reproduced only after consent of the 912 Registry.

President's Column

Upshifting

Welcome to the inaugural issue of the 912 Registry newsletter. I'd like to utilize this opportunity to take a look back and also a look forward.

With the same chassis as the most enduring sports car of all time, and an engine that evolved from the first Porsche, 912s are not a perfect fit into either the 911 group or the 356 group. The 912 Registry started with the mission statement:

Keeping Porsche 912 and 912E owners in contact worldwide.

Our Registry became possible with the advent of the Internet. In 1997, over 20 years after Porsche constructed the last 912, owners were spread quite thin. Occasionally you'd see one on the road, at a car show, or listed in a for sale ad. But 912 owners talking to each other? Not nearly often enough. Suddenly the Internet made it possible to find owners around the world, in real time, efficiently using resources.

When the Registry appeared on November 15, 1997, 912 owners from all over the world began arriving to our virtual gathering spot. After a few weeks there were ten owners listed. We hit triple digits within six months, then passed the one-thousand owner mark by 2002. Today, additional owners are still registering on a steady basis.

We found out that there were still original owners around. New owners had lots of questions. Rare and special order models turned up. 912 racecars were still competitive. Cars were becoming more and more collectible. 912s from the United States were being shipped overseas.

The 912 Registry has always encouraged owners to converge at local events. Links are posted to regional groups starting their own bulletin boards and scheduling activities. The Events page lists swap meets, coffee breaks, car shows, driving events, tech sessions.

Where we go from here? We have formed the first 912 Registry Board of Directors, along with adopting by-laws for a new non-profit organization. While the original goals of the Registry will remain, creating this non-profit will make it easier to hold annual meetings, develop long-awaited items as grille badges, and produce publications. Our new paid membership level will come with additional benefits.

We invite you to participate in the evolving 912 Registry. With everyone's ideas and involvement, look for great things to happen.

Cheers,
Rick Becker
President, 912 Registry



FEBRUARY

9th **Bay 912** Breakfast
 9:00 AM
 Home Town Buffet
 221 Ranch Drive Milpitas, CA
 Info: Craig Norton
 p912s@pacbell.net

22nd **SoCal 912** LA Region PCA Breakfast
 Spitfire Grill at the
 Santa Monica Airport
 Info: Jeff Trask
 NO911NV@aol.com

MARCH

15th **Bay 912** Concurring Your 912 Tech Session
 10:00 AM — 1:00 PM
 596 Alder Drive
 Milpitas, CA
 Info: Craig Norton
 p912s@pacbell.net

16th **SoCal 912** PCA Orange County Region Autocross
 Irwindale Speedway
 Info: Jeff Trask
 NO911NV@aol.com

22nd **Texas 912** Second Meeting!
 Austin, Texas
 Info: Morrie Larson
 morrie_larson@hotmail.com

APRIL

5th **Texas 912** Second Meeting!
 Austin, Texas
 Info: Morrie Larson
 morrie_larson@hotmail.com

South East 912 1st Meeting!
 10AM
 Grove Park Inn
 Ashville, NC
 Info: Steve Drabant
 steve_d33@hotmail.com

12th **Bay 912** Breakfast
 Info: Craig Norton
 p912s@pacbell.net

SoCal 912 Mulholland Drive Run
 Info: Jeff Trask
 NO911NV@aol.com

How Far Are YOU Willing to Go ?

by John Wagner • 66 912 Coupe

I am not a 912 expert. As a matter of fact, before I purchased my car, I had practically no mechanical nor body restoration experience at all. This is not an article on how to restore your car, or advice on how to do it. But, if you are planning to restore your 912, how far are you willing to go?

There are many classes and levels of restoration. We have Concours, Street Concours, Daily Driver and Garage Queen to name a few. Restorations are an individual choice. If you are going to show your car and if you expect it to do well in the judging, then you are going to invest a lot more in the process. Conversely, if you are happy with a daily driver that looks good, then your efforts might be less.

Another consideration will be the condition of your car when you first bring it home. If you are lucky and find a fairly clean, minimal-rust car, with a strong engine and little body work, then you will need to do less to nothing at all. If you find one that is rough-around-the-edges, you'll no doubt end up putting more effort, (and money), into it. This is the key consideration. Money. It takes money to get your car looking good and running good.

Parts seem to still be pretty much available for our cars. Some parts are harder to find than others. Some are relatively inexpensive where as the more elusive parts are more costly. But, if you search around, and are willing to pay the price, you can find almost anything. The internet has a plethora of Porsche parts. By searching the web sooner or later you will probably find what you need. The

912 and 356 Registry sites are another good source. The Porsche parts catalogs and magazines have many 912 parts.

Many of the German repair shops in your local area might have what you need. You may have to go out of state or even out of country to find that elusive part. It just takes calling and searching around to locate what you are looking for. Other SoCal, Bay Area or South East 912 mem-

bers can also point you in the right direction.

The more work you do yourself, the less you are going to drain your pocket. Some things on our 912s are easily done by the novice owner using your owners manual or other reference handbook. Some of the more involved projects you might look to an expert

to do. It depends on your own expertise. If you are a novice like I am, you'll want to ask around and check with other owners to find shops that are fair and do a good job. A lot of our members have tons of experience working with their cars. Many of them can probably help you do some of the work yourself.

The bottom line? How much you want to do and how much you want to spend? Good luck with your projects and get those 912s looking good. And remember, all it takes is time, a desire to invest in something that will definitely repay you, and love for the Porsche 912.



A Badge is Born.

by Jeff Trask • 69 912 Targa

Our 912 group is steadily growing with new members and enthusiastic owners daily. At an informal gathering at John Benton's house in Southern California last summer it was decided to take our group to the next level.

Car clubs are great. They exist among owners and enthusiasts of a particular vehicle. These clubs have so much in common and are held together by the love and kinship between an owner and his/her car. Most car clubs have newsletters, car shows, swap meets, services, exciting events etc. What better way do they express themselves than with a grille badge?

Along comes Jeff Whitney. He's a 912 owner in Southern California. Jeff is an Art Director and Designer for a big advertising agency in Orange County. We met him at one of our events last Spring.



Jeff offered to design the T-shirt for the 1st Annual West Coast 912 Rendezvous we organized last August. While discussing, the topic of a badge arose. Jeff came up with some preliminary design concepts and presented them at the Rendezvous to the over 50 owners in attendance. He then took the input he gathered and created 3 distinct badges. These were posted on Pelican Parts 912 discussion board and put to a vote.

As you will see in the coming months, this design will become part of the look of your club. The Registry website, newsletter, decals and gear will all be anchored by the identity.

Special thanks goes out to Jeff Whitney and the efforts he has put forth in getting our new look together. I look forward to seeing the badge on 912s throughout the world. Order yours now, display it proudly and get out there and represent!

Bay 912 Goings On...

by Craig Norton • 69 912 Coupe

Congratulations to the 912 Registry on their new look, feel and direction. Here is to many years of success, support and camaraderie for the 912!

With the New Year brings new things to do with our 912 s. Hopefully with the new year, Bay 912 will be a bit better organized than our first year of existence (2002). A monthly breakfast is trying to be arranged and adhered to. Our first one was in January let s hope the turn out remains.

Our first Tech Session scheduled for March will be, "Concouring your 912". This will include previously judged 912 s for display and Q&A as well as a review of the PCA Concours rules, score sheets, judging and tips and answers from 912 owners who prepare their cars for Concours events. All major Concours categories will be covered including Full Concours, Street Class & Wash-n-Shine. Each 912 on display is a previous class trophy winner from PCA Concours events. With the interest in Concours events it is hoped that the 912 will be well represented with this new knowledge.

Of course the PCA Concours "season" starts here in early May and runs through October with regional events throughout the summer. That will keep several Bay 912ers busy for the summer.

Other Tech Sessions are planned but we are at the mercy of people who work on Porsches for a living and their time is valuable and short during the spring and summer months. Can John Benton be loaned out on occasion for this use?? It is hoped someone will be kind (or foolish) enough to volunteer their backyard for a mid summer BBQ for the Bay 912 group.

Who could possibly forget the Rendezvous in August! We hope to have a Bay 912 caravan twice the size from last years 12 cars and look forward to seeing 100+ 912 s in attendance.

Again best wishes for success to the 912 Registry from Bay 912!



The Bay Area 912s gather for a morning gander.

www.Bay912.org

Maintenance and Restoration

SPEND THE MONEY

by *Dave Hillman* • 66 912 Coupe

There is an interesting article in the December 2002 911 & Porsche World magazine from the United Kingdom by Paul Davies entitled 'Inside Out'. He describes restoring the interior of his 1969 912. The cost of the work described in the article was \$1,600. I was put off by his opening six paragraphs where he explained the dilemma that many people seem to share comparing the value of the car to the cost of repairs. I've seen other authors make the same point.

I really don't understand this reasoning. The argument suggests that it does not make sense to spend more on maintenance than you pay for the car.

The cost of a repair has no relation to the value of the car. If it costs \$800 to repaint the bumper on my wife's Boxster (it did), should I expect that it should cost \$160 to do the same job on my 912 just because it is worth 20% of the other? Of course not.

A new car depreciates. A well maintained 912 increases in value as we make improvements to it. Depreciation on a new car might be 15 pct per year. Interest payments can represent another 6%. Interest cost is confused in these days of poor economic times and is often hidden in lower discounts or inflated prices. Money is not free, you are still paying to use it. It is fair to add that cost to the depreciation cost to know what the new car costs just to own it.

Let's look at the money lost for depreciation and interest on a \$25,000 car, ignoring taxes, license and insurance - each with equivalent higher costs. 15% of \$25K is \$3750. The new value at the beginning of the next year is \$21,250. A back of the envelope calculation suggests we are paying 6% on the average value of the car that year which is \$23,250 times 6% or \$1388. A first year cost of about \$5000 should be expected and we know that it drops year by year until maintenance costs start to dominate.

Push the numbers around however you would like, new cars depreciate, old cars have maintenance costs and I have a budget.

Last summer I had some restoration work done for \$5800. The expenses for the previous year were very low - I just tried to drive the wheels off it. I cried uncle at that point even though I wanted to have some painting done. For the previous two years I am under budget. This year I have done the painting and have found a second engine. I don't plan to spend any more big ticket items now for a couple of years. I've invested some significant money in my 912, but its condition is significantly better then when I bought the car.

To me the issue of maintenance cost has nothing to do with whatever imaginary price I might put on my car. After all, my car is not for sale. Instead it has to do with establishing a budget for the discretionary part of maintenance.

The valuable idea we get from the cost of depreciation on a new car is to decide a reasonable number to set as a budget for discretionary maintenance and restoration. The numbers above suggest \$5000 for the first year and this amount should decrease as you keep the car longer.

Some maintenance is required on any old car. For example, if something breaks, it has to get fixed. The discretionary part is to decide when I might tackle which project. I always have a list of projects. Those decisions are driven by expected results, costs, down-times, and budgets.

My budget is to spend no more on maintenance and restoration than I would spend on depreciation and interest costs for a new car. That is a substantial budget that can be used to make some real improvements to my 912. Rust damage can be properly fixed with metal not bondo. Paint equivalent to factory quality can be used. I don't have to scrimp just because I drive an inexpensive car. Substantial improvements can be made. My car is significantly better than when I got it.

**To see Dave's restoration details visit
www.hillmanimages.com/912/index.html**

What Kind of Part is That?

by William Pringle

We've all heard (or uttered) the following:

"I only want original, factory Porsche parts that are made in Germany"

Yeah...good luck and dream on! For the idealistic Porscheophile, here is a brief overview of the automotive parts world in 2003.

To begin, the automotive playing field pits the *manufacturer* against the *aftermarket*. The *manufacturer* side is everything under control of the auto maker and includes automobile sales, service, replacement parts and accessories. The *aftermarket* includes independent service shops and the manufacturing and distribution of replacement parts and accessories outside the control of the auto maker. The object of the game is for the *manufacturer* to keep as much of this business from reaching the *aftermarket* and deal primarily in new cars to the 3-10 year olds. The *aftermarket* gets whatever remains. If you look inside most independent service shops, you generally don't see 996s and Boxsters. Conversely, 912s and pre-80s 911s aren't usually found at the dealer. Understand that both segments of the market are quite lucrative.

In order of quality (actual or perceived), here is the common jargon used to classify auto parts: *factory original*, *original equipment manufacturer (O.E.M.)*, *new old stock (N.O.S.)*, *aftermarket*, *reproduction*, *remanufactured*, *rebuilt* and *used*.

Factory original is what is or was provided as a replacement part by the manufacturer (in this case, Porsche AG) and distributed through the dealer network, packaged with the PORSCHE brand and i.d. number. For the 912, it may no longer exist this way, except in the form of *new old stock (N.O.S.)*. *N.O.S.* parts may be lingering about in old dealerships, independent shops, enthusiasts garages or on e-bay.

Generally speaking, these 2 categories represent the best, most accurate in terms of authenticity and correct fitment and they are also the most expensive.

Original Equipment Manufacturer (O.E.M.) describes a part made by a manufacturer sub-contracted by Porsche to produce parts for them. An example would be Ate (Alfred Teves, GmbH) who manufactures brake hydraulic components. You can buy a master cylinder through the dealer or through the *aftermarket*. The *aftermarket* is any distribution outside of the factory dealer network. The part is exactly the same, but in a blue Ate box instead of a PORSCHE box, and is usually a bit less expensive.

A manufacturer, who was not an o.e.m. to Porsche, may decide to produce a part. These parts are considered *aftermarket* and sometimes will have a different finish quality than original equipment. A good example is the Italian-made turn signal lenses. They are slightly different than the original Bosch, but at approx half the cost.

Sometimes, in the case of older cars, the O.E.M. no longer produces the part. If enough demand still exists and if it is economically prudent, a *reproduction* part can be made. The 356 market is full of these and we are starting to see them in the 912 market. Quality of *reproduction* parts can be poor to excellent, so be aware. These are available through aftermarket parts providers and some dealers.

A good alternative to reproduction is to *remanufacture* a part, that is, restore it to as-new condition. Take the Solex 40P11 carburetor. It is now possible to repair and replace enough of the worn-out parts, hardware and surface plating to achieve a virtually new part in terms of performance, length of service and appearance. A cheaper version of this is a *rebuilt* part, which may contain new seals or gaskets within a clean, well-worn but within spec part. They usually lack the nice appearance of a remanufactured part, but for a lot less money a rebuilt part will usually get you down the road.

Last, but not necessarily least, are *used* parts. They can be good or bad, depending on the buyers awareness. For example, new engine cases are no longer available, so a good used case is the only alternative. However, new, excellent quality crankshafts are available from several aftermarket manufacturers, so used is not necessary.

What does all this mean to the 912 owner? Keep

in mind that your baby is over 34 years old and they only built about 30,000 of them. Accept the fact that we are living in a parts world made up of this whole spectrum of parts types. The trend will be less available factory original/o.e.m. parts and an increase in reproduction/remanufactured parts. Quality will come at a price and the old adage will hold true: you can't get something for nothing. Your early 911 brotheren will help shoulder the burden, so embrace them with open arms. And take comfort in the fact that your little German prize is a lot easier to live with than other makes.

**Will Pringle owns and operates
Classic and Speed Parts in Arcadia, California.
He specializes in all your 902 needs.
phone: 626.445.0108
www.ClassicandSpeedParts.com**

Informal 912ers

by Jones Low • 69 912 Coupe

It was about 2 years ago that I was reading about all of these 912 owners on Rick Becker's 912 Registry web site. As I was reading the comments, questions, and answers, it made me think how cool it was to have a place like this to meet and talk with people about their 912 experiences. I've owned my 69-912 for over 20 years and here I was reading about some of my prob-

**About 10 of us got
together on that sunny,
cool morning for coffee.**

lems being discussed on the registry. While discussing some of these problems, the idea of meeting came up as a number of us were located in Southern California. So it was decided we would meet for coffee at Peet's in Pasadena, CA on the first Saturday in September of 2001. Rick Becker made a post on the 912 Registry indicating the time and place of this informal gathering of 912ers. And there, the coffee break got started.

About 10 of us got together on that sunny, cool morn-

ing for coffee. For some it was a close and easy drive, but for others it was a good 30 to 40 miles for this first meet. Now getting into Peet's parking lot was a bit of a trick. Parking was tight. It was a very busy place with people driving in and out getting coffee and bagels. Finally we were all there, parked in different places, but nevertheless all there.

After introductions, we got coffee or tea, and went back out to view our collective 912 pack. It was nice to be able to put together faces and cars to the emails and postings we had been reading for the last year or so.

We stood there in the parking looking at one another's 912, pointing to this and that, comparing and marveling at each other's handy work. It was definitely great fun to see a bunch of 912s gathered together.

As I reflect on that first coffee break, I came away with a very inspired feeling, to continue working on my 912. To preserve it, to appreciate how rare it is, and to marvel that after 30 some odd years it is still running. Even though it may never be a show or concours car, meeting others did inspire me to make my 912 into the best running car I could. I came away truly inspired and the discovery that I was not the only 912 nut case in town.

Until the next informal 912 coffee break, just having fun.

www.Socal912.org



912

Rendezvous Texas

by Morrie Larson • 67 912 Coupe

Austin, Capitol City of the great state of Texas, was the site of the first 912 Rendezvous Texas has seen in recent history. There were five 912s there and six owners, with a 911 and a 993 as guests.

It was a cold morning but sunny morning in Austin on the 18th of January when they started rolling in. Texas is a big state so many traveled a substantial distance to participate. Folks from as far as 200 miles drove to join us for a day of fun with our cars. Austin sits about midway between Houston and Dallas, so we were able to have participants from both locales join us for the day.

We started with a late morning photo opportunity near my home. We lined them up and took some shots. All years were represented except for 1965 and 1969. Kevin Weldon of the Dallas area was in attendance but his loyal steed, a 69 912 coupe, was down for repairs. He assures me it'll be there for the next run. Clay McGuill of Austin drove his Jeep as our support vehicle, loaded down with tools, jumper cables,

Folks from as far as
200 miles drove to
join us for a day of
fun with our cars.

towropes, and the like. The 912E was represented by Dean Justin of the Houston area. Dean had starter issues so when we needed to get going, we gave him a push and off we went! Dave Gilliland made the run in from Dallas in his red 66. Dave had starter prob-

lems right before the trip, had the engine out only hours before the day of the meet. He stuffed the motor back in and ran a wire to the back. When it was time to start 'em up, Dave would head for the rear of the car, unwind his red wire, and the engine would come to life. Troy Berreth came in his Teal '68 from the Houston area also. Troy's beautiful Teal ride made none of the excuses the rest of us needed. Smooth and comfortable, it was almost disturbing to drive Troy's car then climb back in mine! The group was rounded out by Greg Bade, who's tired gray exterior hides a perfect engine compartment, completely redone down to the engine tin, shiny as new. Finally there's me, square in the middle with my Bahama yellow 67. Mine has too many issues to list here but managed to make the 100 mile run with no troubles save for a disappearing 4th gear I rediscovered by tightening the shift linkage a bit.

We had three guests for the day, Bill Conway with his '73 911 Carrera Targa and Princeton Wong with his '96 993, which is at a state of evolution that the folks who carved our bodies from clay could have never imagined. Jeff Parker's '72 911 was down for repairs? wheel bearings I'm told. He promises to be there with his steed in March.

After lunch, our first stop was Bill's house, after several twisty, scenic runs through the hills and a couple more photo ops. Bill has a fully restored '70 911 which we went to see. His garage queen is stored on a hoist and the Targa is parked under it. Now that's what I call keeping the faith!

After this stop, we were off to Clay McGuill's house to look at his 66 912. Clay's ride is undergoing a complete restoration project and is totally stripped on

Our next meet is tentatively scheduled for March 22, 2003...before the Texas heat gets the best of us.

blocks. He's our man for questions like, how does this come apart? There was a lot of peering under and around the open body of Clay's project, very interesting for those of us who have yet to undertake this sort of adventure.

The day was brought to a close by rolling into a local Grocery store parking lot where an informal car show is held every Saturday night. We stayed out from under the lights for now? Maybe next time we'll come out and play.

All in all, this was a fantastic experience for all of us. By the time I rolled back into my driveway that evening, there was another 100 miles on my odometer from the day's events. Our next meet is tentatively scheduled for March 22, 2003...before the Texas heat gets the best of us. ¥

www.hillmanimages.com/texas912



Dave Gilliland, Greg Bade, Morrie Larson, Troy Berreth, Dean Justin and Bill Conway representing Texas in style.

Epilogue

A 912 Odyssey

by **John Benton** • 68 912 Coupe

Part I of III

There are 912 owners and then there are the true enthusiasts. Here's a story of someone who has done it all. His car has been a daily driver, track competitor and show car. He's gone through the car top to bottom and learned a lot along the way, sometimes through hard lessons. Here's John Benton's 912 Odyssey.

In the summer of 1986 I began looking for a sports car. I was considering a Corvette or 911 and started looking for the right car. While at a consignment lot to see a 911, I found the right car. It was a 1968 912 5-speed with Light Ivory paint and black interior, and it was love at first sight. For a lot less money than the other exotics on the lot I could have a car that suited my needs and looked great. So, I gave the previous owner the money, and he gave me the keys. I drove away with my future bride Brenda following in her '69 VW Squareback. Not for long though; I stepped down on the gas and the little car just kept accelerating. I didn't see Brenda again until we got to my place.



With a new bride and a new motor, John sets off with Brenda on a honeymoon in the 912

Because I had not researched the cars prior to buying, I did not know about the bits and pieces that were missing. Luckily, the previous owner called to say he had a box of parts and documents that belonged with the car. The box contained the operator's manual with the window sticker tucked inside, the seatbelts, the screwdriver from the toolkit, and additional paperwork from 1967 when the car was first purchased. It would take years for me to realize the importance of what he had given me.

Brenda and I were engaged that winter and we planned to take a trip in the 912 for our honeymoon. Even though it ran well, I decided that the car should be in top shape to avoid any breakdowns during our trip. This turned out to be the most expensive part of our honeymoon preparations. Shortly after taking the car to a mechanic friend, it became obvious that the motor would have to come apart. A compression check revealed that there was low compression in every cylinder.

As soon as we started disassembly it looked grim. The heads were cracked in the common spark plug-to-valve area. Then the top rings fell off in pieces when the cylinders were removed. Still, the important pieces like the case, crank and rods were in good condition. Roger, my mechanic, knew I liked to drive hard and we agreed on a high performance motor that would stay together. I had no idea how much money this would cost, but I went looking for parts anyway.

I began reading and researching the various options and discussed them with Roger for several weeks. I met all sorts of folks who had very different opinions. Some of these people do not have a clue about the true capabilities of these cars. Fewer of them have ever driven a car to its limits. And some of them are just plain weird. I decided to go with what I knew and with Roger's expertise. The result was a 1720 cc motor with a mild cam and 9.3 to 1 compression. With the engine completed in three days before my wedding day, Brenda and I departed with a fresh and unproven engine. We cruised the pacific coastline for over a week. The car ran perfectly and the power really started to come on after 1500 miles of driving with the new engine. This turned out to be one of the most reliable engines I ever had.

A few years later I began thinking about taking the car to a



Top: The original engine was found to be lacking in many areas, so a new one was built to street/track specifications as seen above.

That engine was great until I blew the cooling fan at about 6500 rpm. I had neglected to put a smaller crank pulley on the motor and it destroyed the fan shroud, generator, oil cooler and several cooling fins on one of the heads. I had to start all over again. I looked for a smaller pulley that would still be suitable for the street. Meanwhile, Duane told me that he had developed a really good piston called a Shasta. I guess he dips them in mountain spring water or something. I decided to go all out this time and build a really hot motor. This motor needed parts capable of handling the new loads that it would see in competition, including Carillo rods, Shasta pistons, bigger valves, and completely modified carburetors. The compression was now at 11.6 to 1. It was at this time I added a roll cage and limited slip differential.

The maiden voyage with the new engine and transmission was made in the spring of 1995. I filled the tank with race fuel

club event to see how it would drive at the limit. I joined P.O.C. and went to a drivers training weekend at Willow Springs Raceway. Wow! What a blast it was to tear around that course without fear of law enforcement. I had permanent brain damage now. I returned home with no love for my beautiful interior and my reliable, but clearly under-powered engine.

I began to remove things from my car and wanted more horsepower. It was during this period that I met Duane Spencer. He is one of those weird guys I mentioned earlier. Duane had a race-prepared 912 and he attended P.O.C. slalom weekends to tune his car for vintage racing with V.A.R.A. Most of the time Duane's 912 was in the top 5 times of the day. This was competing on a track with some very highly modified 911s and 914s. I began to ask Duane questions and seek his advice. One of the first things he told me was to find a car that wasn't so nice, perhaps a salvaged '67. It is the one piece of advice I did not follow and it would cost me dearly later.

After a few events in stock classes I wanted to do better. First I got a new set of tires. Duane suggested the Yokohama A008Rs. This one modification made the most improvement in handling over all the rest. I still cannot believe that this tire was discontinued. There is nothing like them available to this day. Then came the sway bars, SC brakes, shocks, and 5-point harnesses - it really starts to add up quickly. I could drive the car so hard and it would not lose grip as long as I kept my line. Now, however, I knew I needed more power! I replaced the thick cylinder shims with stock shims to raise compression. It was cheap and it gave me more bottom end power, but there was no improvement beyond 6000 rpm. It was time to build a new engine.

I kept the Arias pistons, factory rods, and crank. The rods and crank were shot peened to resist stress fractures. I increased the lift and duration of the cam and raised the compression to 10 to 1. The heads were cc'd and rebuilt with dual springs and titanium retainers. Chromoly pushrods were installed to reduce flex in the valve train. The carburetors were rejacketed. The timing cover was modified for full flow oil filtration and an external oil cooler, and a deep sump was installed to keep the bearings wet in the turns. I was ready to do battle.

With new-found power from a rebuilt engine, it became clear that the car had tremendous potential on the track. Its slalom career was cut short, however, by one errant nut down the carb throat.



and headed to Duane's house. On the way there a 300ZX wanted to make a run. I went for it and left him in the dust. I was delighted. Duane and I went for a quick ride and he gave me the nod. He did, however, play with my carburetor adjustment. Picky, Picky.

I entered the car in a slalom event a few weeks later. I put the car in the fast run group and went out to practice. On the second lap I stood down on the throttle and held it to the top of the first turn. Holy cow! I was entering way too hot and didn't have enough room to keep her on course. I left the track hard and almost rolled the car. Now I had enough power, and it was time to get used to the extra speed. At the event I turned my fastest lap ever for that course. It was a great pleasure to have a 912 that was in the top 10 fastest, in a 100-car field. My work had paid off.

At the next event I had every hope of doing even better. I had changed the jetting a little and decided to run without air cleaners while I was tuning. During afternoon practice, the unused spring nut on my right air cleaner mount fell down into number 3 intake port. The spring nut wedged under the intake valve and the piston bent the valve. I was very upset with myself and took the engine apart that night. After the repairs were made I parked the car next to my garage. It was now impractical for the street and I was very involved with my work and family, as it turned out, the car would sit in that spot for a long time.

To be continued...

Reprinted with permission from Duane Spencer's new book *Porsche 912 Performance Guide* published by RPM Auto Books. Phone: 888.237.4359

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www.RPMAutoBooks.com

Look for Part II appearing next issue.

We are looking forward to reading your greatest 912 experiences! Please direct all stories, pictures, comments and questions to editor@912Registry.org

It's your club!

Join the fun and get involved!



TRAVELERS ASSISTANCE NETWORK

In an effort to help persuade more 912 owners to enjoy the highways and byways of our beautiful country, a 912 Travel Assistance Network (T.A.N.) is being put together. What this network is is a listing of 912 owners around that country that can be contacted if help is needed in the event of a breakdown while on the road. Most 912 owners agree they would much rather call a 912 friendly person than Bubba's Midnight Tow & Repo if stranded and in need of 912 help.

This listing will provide a first name (last names is optional), phone number(s), e-mail contact, city and state as well as a geographic location (such as Northwest Idaho), and the latest time you can call a person if needed. No street addresses will be requested or given out to protect a person's privacy and prevent unwanted visitors. Other info such as local repair shops or if someone has specialized tools or trailer etc., that might come in handy will be provided if that

information is provided to the T.A.N. If you happen to know of a reputable service shop in your area please let us know that also to be included in the list.

This list will only be available to current 912 Registry and PCA members. A member number MUST be provided before this listing will be sent either via e-mail or snail mail. You need not be a 912 Registry or PCA member to have your name listed, but why miss out on all the fun by not being a member. ¥

To participate in this T.A.N. please e-mail the following information to
Craig Norton at p912s@pacbell.net

First Name: _____

Last Name (optional): _____

City: _____

State: _____

Geographic Location (example- NW Idaho): _____

Home phone: _____

Work phone (optional): _____

Cell phone: _____

Email: _____

Last call time (ex 11:00 PM or 24/7 OK etc): _____

Comments (local mechanic info, special tools you might have etc):

1st Annual 912 RENDEZVOUS

REPORT

by Jeff Trask • 69 912 Targa

Last year, while surfing on of the Porsche® internet bulletin boards, I met another 912 owner Craig Norton. We emailed back and forth a bit about our cars and posted a lot on the same discussion boards. One night, a fellow poster suggested that we get some 912 owners together for a weekend gathering. Craig and I started running with it and the 1st West Coast 912 Rendezvous was born.

We scheduled this event for August 2-4, 2002 and were hoping to get around 20 cars from California to come north of Santa Barbara in the Santa Ynez Valley wine country. Much to our amazement over 50 cars show up for the weekend! 912ers came from as far as

Arizona and Nevada. One couple from Oregon drove their 912 more than 1500 miles round trip to attend! Not only did they get the Road Warrior Award, they received the Old Warrior Award as well. Bill and Ida Francis are both in their seventies!

Saturday, 44 of the 912 s set out on a run of about 75



miles throughout the beautiful Santa Ynez Valley. We stopped a few of times along the way for pictures. At about 1 PM we stopped at Zaca Mesa Winery for lunch and more pictures. Afterwards, everyone wandered the valley and enjoyed the wineries and beautiful countryside. That evening, we stopped in for an incredible Santa Maria style BBQ at Foley Vineyards. Foley is a neat little winery that fit us like an old shoe. They were wonderful hosts. We all had a great time getting to know other 912 owners and their spouses. That s right, spouses. Of the 50+ cars that participated, 31 couples joined us. A whole family drove in from Mesa, Arizona with a 912E and their minivan support vehicle. For pictures and updates visit www.912Rendezvous.org/



This year we have dropped "West Coast" from the Rendezvous title and have extended our invitation to you 912 owner s from around the world to join us. Mark your calendars for August 1-3, 2003! Our plans include much of what we did in 2002 and so much more! We have added a People s Choice Car Show, a tech session by a prominent Porsche 356/912 engine builder and some other new events and surprises. Send us your input. This is your event! Our vendors and event sponsors are very supportive. Like last year, we will have a great party and raffle at Foley Vineyards to top off our fun filled weekend. Our goal this year is to send everyone home with something.

We have heard from owners as far away as France, Belgium and Australia expressing interest and planning to attend. Owners across the United States and Canada are making the trip. (I hear we might even get someone from Craftsman s Bend, Tennessee to join in the fun) We look forward to seeing over 100 912 s for this year s 912 Rendezvous!

With your input, we will make this event even bigger and better in years to come! There s so much to do and a great time to be had putting it together. Ask anyone who was in attendance last year! The reward is seeing all of those 912 s dancing down the road together and hanging with your 912 brothers and sisters. We re looking forward to getting together again with some great folks and celebrating the 912. ¥



Craig Norton has just become our new PCA 912 Advocate. Unfortunately his plate is too full to help in organizing this year's event, so here's our cry for help. We are looking for volunteers to help on-site at the event. Please contact me, Jeff Trask, via email at NO911NV@aol.com if you'd like to help out.