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Don't look now, but the 912 Registry has gone social!



/912Registry



@912Registry or #912Registry

Official Site: 912Registry.org **or access the forums:** bbs912.org



On the cover: Gérald Garcia's 1967 Coupe set against the Alps while racing in the 2012 Coupes de Alps. Gerald's shares some of his 912 racing experiences on pages 14-16 of this issue. Photo by Christelle Garcia.

MESSAGE FROM THE PRESIDENT



Greetings All -

And welcome to the new 912 Registry Magazine. I had mentioned we had a surprise in store for this issue, and now you are seeing what it is! In my first column as President, I discussed how my aim is to continue to strengthen our club as it enters its second decade, by ensuring it remains relevant to all 912 owners, both present and future. Towards accomplishing this task, step one for me was to try and elevate the over all aesthetic of this magazine to a level that is on-par with the beauty and sophistication of the car it celebrates: Enter Rick Miranda.

Rick had reached out to me about helping with the magazine a couple years ago, back when I was first getting my sea legs as editor and designer. At the time, I genuinely appreciated his offer, but because he lives in Texas, while I live here in Los Angeles, we couldn't very well get together for lunch to figure out how we might collaborate, and back then I just didn't have it together enough to farm out certain tasks, when on my end, layouts tended to keep shifting right down to the wire. But luckily for all of us, Rick is a tenacious fellow!! As I began to think about pursuing a new look for 912 Registry Magazine, Rick again reached out and this time the conversation led to him creating some sample pages for how the new magazine might look. Suffice it to say, I was blown away! The issue you now hold in your hands, is essentially unchanged from those first templates he sent me. As broad perceptions of the 912 continue to further align with the car's considerable virtues, which in turn brings our group to the attention of more potential members, I feel that we now have a worthy aesthetic upon which we can grow our future presence. Thank you Rick, for getting involved, and for creating something so beautiful!

While some things do change, some things don't. Case in point: Take a look at the wonderful stories contained in this issue! We have a few features that detail the 12th Annual West Coast Rendezvous, as well as a report on an event that took place in Texas, and there are also a few amazing owner stories, including Rick Miranda's. As I often say, this club and this magazine belong to all of us, and it is up to you to make it how you want it - My sincerest thanks goes out to everyone who contributed to this issue, and especially to Rick Miranda for bringing about the milestone change that it represents.

Onward!

A handwritten signature in black ink that reads "Charles Danek". To the left of the signature is a circular stamp containing a stylized letter 'D'.

Charles Danek

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Well, here we are. A few months ago I pestered Mr. Danek to let me tweak the magazine layout. Now, with the Winter 2014 issue completed and out the door, I feel pretty good about the work that both Charlie and I have done to re-tool the magazine design, make it easier to read, and to elevate it closer to the Porsche brand.

I'm sure many (read: all) are wondering: Who is this guy, and what has he done with the 912 Registry Magazine?! Well, to provide a bit of background about myself and my professional history:

I was born on the beautiful island of Puerto Rico back in 1974. My parents (both native 'Ricans), decided to head to The States and look for a better life for my younger brother and me. We eventually settled into Houston, Texas, where my family has been proud to call The Bayou City our home for the last 30+ years; but after high school, I really wanted to venture outside my comfort zone and see another part of the state, plus I really wanted to find a college or university which could offer me a specific thing none of the local schools could: distance from my parents! Lubbock, Texas was a pretty remote place for a kid

from a tropical island, so off I went. When I wasn't dodging tumbleweeds on windy days (seriously), I came to embrace the town and campus for all its little nuances, and thankfully Texas Tech University had a good program for art and design.

There are very few design jobs in Lubbock, so after graduation I left my comfort zone again, and took a chance on landing a job in Dallas. One of the places where I interviewed was the global headquarters of Fossil. Yes, that Fossil. Home of watches / belts / handbags / apparel / sunwear, etc. and many dedicated employees. I know this may sound corny, but I love my job! I would not be working there 15 years if I didn't enjoy it! I've worked on ad campaigns, catalogs, websites, tins, packaging systems, brochures, logos, and point of sale promotions for Fossil, as well as for Adidas, Michael Kors, Marc Jacobs, DKNY, Diesel, Emporio Armani and Zodiac.

So with all that experience, I knew re-tooling the magazine was not something that could be done in a day. The first step was to break down the magazine to see what the 'issues' were. While 912 Registry Magazine has amazing content, I felt it needed a bit of help on

legibility and having a good flow to it. Two things you will notice almost immediately are the more grid-like appearance of the magazine and the new font throughout. The grid acts as a framework to the entire magazine and allows a better relationship between all the objects on the page. You will notice that Jeff Whitney's original 912 Registry logo has been carried over to the new layout, (so rest assured, your grill badge is still valid), but here it has been given a horizontal format that better aligns with the new design. Font-wise, I chose Helvetica Neue due to its classic look and symbiotic relationship with the grid system and better legibility. Shorter, more condensed paragraphs allow the eye to be less fatigued for a better reading experience. With my organized nature, (perhaps I was German in a previous life, LOL!) I could go on and on, but I don't want this story to be about a design magazine, but more about the car that brings us all together.

Speaking of cars, I guess now would be a good a time to talk to you about "Ze Fraulein" and how we were brought together. When I got 'the itch' for something other than my daily driver, I looked at several cars within the Porsche family. 356? Too pricey. 924? Too obscure. 914? Not practical enough. Then I met a PCA-er in Dallas by the name of Jack Griffin who knew a thing or two about vintage Porsche. I was told he owns a P-car collection that is about as impressive as anyone's who is not named Ralph Lauren, and fortunately, he lived less than 30 minutes away. As soon as my wife and I walked into his garage / man-cave, I knew we were in heaven. Jack took us through his collection car by car and without missing a step described each one of his babies like a proud papa. He told me about the 911's younger brother,



*all photos taken with a Canon 5D Mark III;
85mm lens; f1.2; 1/250 s.*



the 912. As luck would have it, he had two 912s in his collection. One was a very rare red SWT, and the other a red sunroof '69 with Houndstooth seats. Flat four engine, lighter car, better gas mileage, less expensive to purchase. When we left his house, I was determined to buy one of my own!

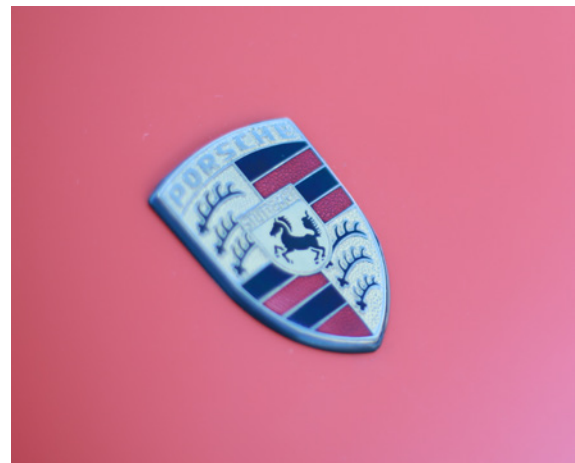
Afterwards, my wife and I were on the prowl for a good condition 912 to put in the stable. Since very few vintage Porsches were being sold locally, we scoured Craigslist, eBay, The Samba, you name it! At the same time we were searching for a 912, we were also in the process of searching for a larger house to support our growing family, and as luck would have it, we found a larger house with a 3-car garage! (Well now I really need to fill that extra garage space, honey.) Our offer was accepted and we moved in with that extra parking spot taunting me.

Weeks went by and nothing really stood out. After coming oh-so-close on a one-owner tangerine '68 on eBay, I hit a real funk and stopped looking for about three weeks, but then one day I cold-called a place in Costa Mesa, CA and spoke to some guy named Jeff Trask (before I really knew who he was) to ask about some of the 912s on his lot. He could not have been more patient and friendly when walking me through the ins and outs of owning a 912. Two weeks later, I got an early morning voice mail after my workout from Jeff telling me a tangerine '69 was just listed on the

912BBS by the owner. Well not being one to waste any time, I drove home like a madman to see the listing on the forums. What I saw was the most tangerine-est, cleanest Porsche I had ever seen! I immediately called the owner and after what felt like a horribly awkward and nervous conversation, I asked for a few more photos and more information about the car. Two days later, I made an offer he couldn't refuse and Boom! I was on my way to getting the car. I might also mention that I bought the car without a PPI and sight unseen! Yes, I am a complete idiot.

Fortunately, with the sound advice of my mentor, Jeff, he assured me that he knew of the car and that it was in great shape. So, the rest of the transaction was drama-free and 1,500 miles via enclosed car carrier (and 2 weeks) later, a Porsche was in my driveway! I'm pretty sure that I just stared at the car for an hour before I actually drove it.

I still owe you a beer, Jeff! At this point, perhaps a keg is in order... ☺☺☺






VOUS INTRO

by Charles Danek

photos by Paula Golus

The 12th Annual West Coast Rendezvous took place from September 12, to September 15, in Carmel California. On Thursday, 912s began arriving at the Carmel Mission, a beautiful mid-century hotel located just minutes from downtown. Perennial Rendezvous favorites include catered dinners, scenic driving, and a car show, and 2013 did not disappoint! On Friday, Tony Vanacore led the group on a very memorable tour of the area to the Hanh Winery, as is detailed by Bradley Brownell on the following pages. That night, a delicious BBQ dinner was held the Los Laureles Lodge, where ringmaster Jeff Trask directed several 912s to park in a circular pattern around the outdoor seating area -- it was like dining in a giant bird's nest made of Porsches! The next morning the People's Choice Car Show was held, the results from which are posted

later in this issue, along with a first-hand report by Iris Danek. That afternoon, John Benton conducted a tech session for the diehards, while others rested up for dinner. Good food, good humor, shared with good friends ensure that the awards dinner is certainly a highlight of every Rendezvous, and this year's was marked by a special gift that came all the from Japan! All in all, the event attracted 59 Porsche 912s, along with 67 owners who traveled from all parts of California, Texas, North Carolina, Canada, and even places as far away as The Netherlands and Australia! A huge thanks goes out 912 Registry Board member Jeff Trask for making it all happen. I can hardly wait for next year, which is set to take place in Gold Country. 



RENDEZVOUS DRIVE

by Brad Barnell

photo by Paula Golus



An event like the 912 Rendezvous

doesn't happen by chance, it happens because enthusiastic people come together to make something worth attending, something memorable. The 12th Rendezvous, being my first time attending, did not disappoint. This was truly a fantastic event with fantastic people in a fantastic location, and I'm glad to have been a part of it.

As somewhat of an outsider, I was worried that I might not be welcomed warmly, but that couldn't be farther from reality. The people are what an event like this is about, and the camaraderie was instantly noticeable. Feeling like something almost out of "Cheers", everyone knew everyone's name. Good people reuniting with good friends, some they had only ever known through the electronic words they typed on the bulletin board.

The only common theme among

the attendees of this event was a shared passion for the 912, a model that until recently had often been overlooked in the history of the Porsche brand. When we all motored out to the hills of Carmel and Monterey on a brisk Friday morning, the rest of the world was left behind, and we were all transported back to the late 1960's, just a merry band of enthusiasts out for a peaceful drive. Worrying, fretting, or consternation of any kind was not permitted, though it wasn't a mandate, simply it was impossible to have a negative thought behind the wheel of a 912.

The thrum, pop, crackle, whirl, and tickety-tick of the flat four engine, occasionally accented by the crash of suspension over bumps; this was our soundtrack as sixty-some '12s bounded across cattle guards, up winding mountain passes, and down through valleys with nothing but beans in view for miles. The weather was

absolutely perfect in our little corner of the world on that day, and nobody would rather to have been anywhere else.

As some of you may know, I was a passenger in the little Sand Beige bomber belonging to Jeff Trask, and I was given a number of warnings beforehand that I might need to carry a motion sickness bag, or perhaps a spare change of pants. Whether he was taking it easy for my benefit, I'm an above average passenger (doubtful), or he simply has you all fooled into believing he's a superhuman driver, we only really had one moment of temporary fright: As we were coming down a hill into an increasing radius left hand turn, Trask hit the apex of the corner at extra legal speeds and tracked out the opposite side of the narrow road. Unwinding the wheel, still headed downhill and picking up speed, there was a tall patch of asphalt right in the path of the passenger



side front wheel's trajectory. A quick dab of opposite lock averted catastrophe, and we both breathed a heavy sigh of relief. Aside from that minor detail, it was a normal drive in the countryside.


As is said, the best laid plans of mice and men oft go awry. In relation to our little Friday morning drive, perhaps it didn't go awry, so much as slightly off kilter. Our group of 60 motored out of our lodging parking lot early in the morning, split into two groups of approximately of 30 cars, and group two left about 15 minutes after group one. Planning a few scenic stops along the way, we pulled over to stretch legs, have some conversation, and snap a few photos. It seems that we in group one took just a bit too long with our stops, however, as group two caught up relatively quickly, during our second stop. From that point forward, we became a bit of a long single mass of cars moving down the road.

After about an hour on the road, we came up on the back of a pickup truck towing a trailer loaded with a pair of port-o-johns. By complete happenstance, at our next pull out, the truck drove up behind us, asking what the occasion was for sixty little Porsches to be in his neck of the woods, and after a brief explanation by a couple of participants eager for a bit of relief, the truck pulled to the side and allowed entrance to his portable lavatories, gaining a few dollars in tips in the process.

Bombing down the roads, we eventually arrived at our destination, the Hahn Winery. At the Hahn, we all unpacked our sack lunches, enjoyed a couple of bottles of their finest, and began spinning more yarns, bench racing, and a mutual encouragement to embellish, though perhaps it was the grapes helping that along. It's the people that make the difference, and it's

the cars that bring the people together.

After imbibing, we all floated around the vineyard, sneaking peeks at each other's rides and simultaneously working off the effects of our lunch drinks. The number of amazing cars at the Rendezvous this year was unparalleled, and the parking lot was an instant portrayal of that. Rare colors, spectacular one-offs, and stunning customs all conspired to make a group that was more beautiful as a whole than any of its individual parts.

For the ride back to our lodging, everyone took their time and enjoyed the scenery. Our long line of 912s turned into a speckling of cars across the route. The run back to the hotel saw less technical roads, but amazing vistas, allowing some time to let the views sink in. Everyone was excited for a quick shower and some relaxation time before preparing for our dinner. 

A GIFT FROM JAPAN

by Charles Danek

photos by Paula Golus

A week or so before the 12th

912 Registry West Coast Rendezvous was set to commence in Carmel, CA, I got a call from our club secretary, Thomas Lockton. Apparently, a package had been sent to the club's post office box that had traveled all the way from Japan! What could it be? Neither of us were expecting anything to such effect. Thomas and I agreed that the best thing to do, would be to bring the package with him to Carmel, so that we might all open it together and see what was inside.

At some point, Thomas tracked me down in the parking lot, "Remember that box from Japan?" he asked, "Well here it is!" With John Benton and Carol LeFluffy present, we carefully pried into the box and where to our delight we discovered 20 miniature 912 cars made by the Japanese model company, Tomica! Although not even quite three inches in length, these little cars were jewel-like in their precision, and were very much faithful renderings of the shape we all know and love so well. Included with all these cars was the letter reproduced on these pages.

When I bought my first 912 nearly twelve years ago, I had no idea what lay in store for me in terms of the camaraderie and friendships the car would lead me to discover. Along the way there have been too many amazing experiences shared, and connections made, to ever recount. But certainly amongst those memories that most stand out, will forever be Yuji Yamaguchi's incredibly thoughtful gift of 20 Tomica 912s, sent so that he too could be a part of the West Coast Rendezvous, and help celebrate our 10th anniversary as an official club.

As Yuji's letter explains, the box contained an assortment of red and green colored cars, and one special edition police car. Thomas, John, Carol, and myself all agreed that the most fun thing to do would be to include the cars with the raffle prizes that were to be given away at the awards dinner. On Saturday night, the cars were carefully arranged on the prize table with the other items to be given away, where they commanded much attention. As the evening got underway, I stood up and shared the story of Yuji's gift, and then one-by-one all of the cars were given away. At the end of the dinner, a photo was taken of everyone who received one.

It was only after the excitement died down, that I took a closer look at Yuji's letter. It is amazing to know that our 912 family extends all the way to Japan,

where Yuji owns a 912 that arrived on his country's shores as new car in 1968. And equally interesting to learn of the history of 912s, in Japan which Yuji goes onto share. 912s were originally imported to Japan (with Yuji's being one of them) and of those cars, 4 were actual Police Cars! Speaking of which, who did end up with the one special edition Tomica Police Car that was included in Yuji's package? I have it! Hopefully it might entice some of you into traveling to next year's West Coast Rendezvous, where it will be offered as a very special stand-out prize in the 2014 raffle! See you all in Gold Country! Yuji: Would you ever consider joining us? You are welcome anytime to ride along in my car if you do! ■■■



Dear President Ken Siegal
Dear 912 Registry Members

Congratulations 10th anniversary.
Thank you for sending me the 912 Registry Magazine always.

My name Yuji Yamaguchi ,live in Osaka-Prefecture, Japan.
I bought in July 2003 the 1968 912 coupe, I own today.
45 years ago, My 912 were imported to Japan from WestGermany by Mitsuwa
Motors was a dealer at the time, my car is running good condition today.
The original interior, exterior is originally ivory white color, but it has been
painted in silver now.
I think I have registered 912Registry that's around September 2004 certainly.

It is a rendezvous event of the 10th anniversary of 912 Registry September
12-15 2013(West Coast Rendezvous).
Is there a feeling that you want to participate in the event I am, but you give up
distance so far as might be expected.
I think instead you can not attend, for the 10th anniversary event participants this
time, you want to send a present from 912 enthusiasts in Japan far away from
the United States.

It is PORSCHE912 minicar was released from toy manufacturers TOMICA of
Japan. Red 912 coupe was released in August 2010, Green 912 coupe is one
that was released in June 2011. The special version was released in March
2010 is Porsch912 Japanese patrol car. The 912 patrol car was deployed four
high-speed Guard of each province for the highway was opened for the first time
in Japan, he worked in each region. (Porsche 912 that is regular import to Japan
is 91 units, but four was the patrol car of them)
I wrote the thing of the912 police car with My Blog

<http://minkara.carview.co.jp/en/userid/459033/blog/19874109/>

September 1st 2013

Yuji Yamaguchi







THE CONNECTING LINK

story and photos by Gérald Garcia

Like many of us, I have been passionate about cars since a very young age, but the passion for the Porsche brand came a little later at about the time I began racing. In 1995, after having competed for many seasons in modern cars, I discovered the historic races driving a Porsche 911S for a 24 hour race called the “Deux Tours D’Horloge” (twice around the clock) on the Castellet Circuit. In France, there are many Porsche 911 cars featured in this type of race, so to differentiate myself, I tried a 356C, which I found to be a very endearing car, but also very expensive to prepare for a fairly limited performance range. The solution of the Porsche 912 then struck me as obvious as it is “the connecting link” between the Porsche 356 and Porsche 911. At first, I had hoped to find a 1965 model, as cars made this year or earlier with engines smaller than two litres qualify to race in a special class. Also, I may harbor special affection for the year, because I was born in 1965. And, lastly, I thought would be an apropos year to own in anticipation that, along with the 912 Registry, there will be a great celebration for the 50th anniversary of our favorite Porsche!

After several months of fruitless searching, I learned of a 1967 Porsche 912 that was for sale. This was in early 2012, and my first race was scheduled in May, so after a fairly conclusive test drive, I decided, to buy Ms. Luna, my first 912.

For this “first season” I registered the car in regular road rallies that took place both on the road and on a race circuit, thus limiting the car’s immediate needs in terms of preparation. The engine and gearbox were serviced, we replaced a pair of aftermarket air filters with the correct ones, and the engine compartment received a new paint job, but otherwise the engine underwent no special preparation and power remains original, save for a Bursch exhaust which we added for our listening pleasure. The suspension and brakes were disassembled, cleaned and repainted, and all wear parts (bushings, ball joints, bearings, brake fluid, brake pads and discs) were all replaced with new ones. For tires, I chose Vredestein -- 175/70r15 -- sprint classic and Fuchs wheels mounted on with tubes. On the doors, we replaced the original panel by smooth panels and a simple leather strap to control the opening. The original passenger front seats were replaced by two racing seats that feature 6-point

*Racing in the Ralleye de
Paris Classic near Dijon in
Burgundy. Photograph by
Phillippe Fugier.*



harnesses. Two flasks for water, a card reader, an onboard camera system, aluminum pedals, and for the look, a pair of two mechanical chronographs mounted on the dashboard round out the equipment that we added. All that remains, is to decorate the car with the logos of the various partners and our Porsche 912 "Miss Luna" was born.

D-Day arrived the weekend of May 12-13, 2012, on the legendary Circuit of Monthéry, which since 1924 has seen many endurance races with many speed records held there. Several races are on the program: The Grand Prix de Paris, and 2 Hours Monthéry, along with two test laps on the oval. The car did its job perfectly! All I that was required, was level and tire pressure checks before each roll out and a full clean-up before the Grand Finale Parade. Monthery is a circuit that is well suited to Porsches, for how there is heavy braking on the chicane on the oval and at the end of the straight line. Several competitors went astray due to excessive optimism or the lack of endurance of their braking system. Miss Luna began her trophy collection with two podiums (3rd Place at GP Paris and 3rd again for the oval test).

After a deserved rest, the 912 was back in service for the Coupe des Alps, held from June 12-14, 2012. This is based on the Regularity Race, which begins in Evian, ends at the finish line in Cannes, and passes through Megève. The more than 1,000-kilometer course features 20 mountain passes through the

Alps, and incorporates some of the roads used by the famous Monte Carlo Rally, and at this road-going event, I was really surprised by the Ms. Luna and her performance! During the climbs, the 912's relative lack of power prevents it from following the "big" cars, but downhill, with two cylinders less, the overhang is much less present than its big sister the 911, the 912's braking and light-weight work together perfectly. The Porche 912 truly is a homogeneous and well balanced car that can give a lot of pleasure to its occupants. Thanks to Miss Luna, who asked for nothing other than gas and a little oil, and to my co-pilot who made no navigational errors, we finished this magnificent event with honors.

While searching the internet for new information about the 912, I came upon the 912 Registry web site a few days after my return from the Coupe des Alps. Since then, I have joined the club, and the club's badge has now joined the Nürburgring badge on the back of Miss Luna's grill -- now I just had to wait almost another year to proudly wear the colors of the 912 Registry in a race!


We are now in 2013 and the first event for this year was scheduled for May 4-5 with the 20th Rallye Paris Classic. After a winter hibernation, the car got a deserved thorough cleaning inside and outside, along with a tune-up that included new gearbox fluid, a bleeding of the brake system, adjustments to the various operating clearances, and a tightening of the suspension, and then Miss Luna was back in the starting block. The Rallye Paris Classic is a magnificent event with alternating road and circuit sections, which starts at the foot of the Eiffel Tower. We leave Paris very quickly and head towards the vineyards of Burgundy, for a session on the Circuit of Dijon-Prenois. The track is very fast, and here I agree that the 912 lacks a bit of power, but its lightness and agility compensate for this, and the driving pleasure is there. The finish line was crossed at the Chateau of Chailly with another podium finish, this time on the 2nd step.

In addition to competition, I also use Miss Luna on a daily basis when I can. For example, I just returned from a week-long, seaside, vacation with my wife and daughter. The 912's trunk can carry all our luggage, and inside of the car,



although a little noisy on the highway, the car remains comfortable on roads where speeds often do not exceed 80-90 km/h.

The 912 Porsche is a very versatile, practical car for everyday use, and efficient and very reliable on the track. In addition, the car appears to enjoy an excellent popularity rating, because when it is parked, it is not uncommon to see people being photographed next to it, who then ask lots of questions about the differences between the 912 and 911!

Miss Luna's next adventure is expected to take place later this year in October, when she travels to Morocco to compete in the first Grand Prix of historic Marrakesh. 



Gérald Garcia and his 1967 912 sharing the field with some of their contemporaries at the track of Monthléry.



2013 WEST COAST 912 REGISTRY RENDEZVOUS

photos by Paula Golus



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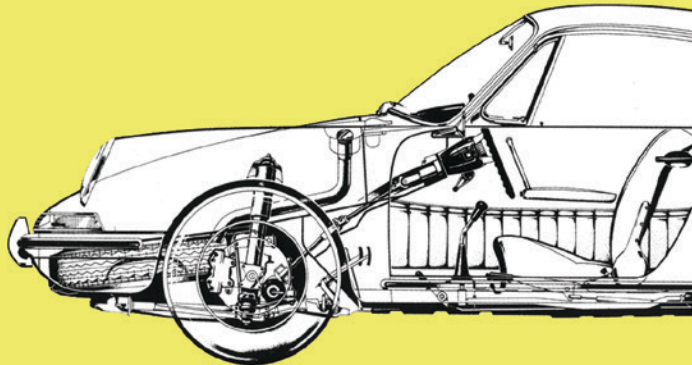
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BREW FEST

by Mike Vriesenga

photos by Jim Conrad & Bob Anderson

On October 5, 2013 Lone Star 912 held its second Oktoberfest Brewer Tour. Half a dozen 912s and 911s from Austin, Dallas and San Antonio met at Buc-ee's in Bastrop for gas and greetings before heading out on the most scenic drive of the day. We left the 4-lane and followed highway 152 as it wound past big oaks and pasture land, still silver-green from last week's soaking rain, as we head towards LaGrange, Texas. You probably only know LaGrange from the ZZ Top song of the same name, and you might expect something seedy, but really what you find there is a charming town on the banks of the Colorado River with a substantial red and tan stone county courthouse centered on a broad town square.

What you would not expect to find in LaGrange is Bill Jones Vintage Sports Car Garage. We filled Bill's "Vintage Sports Car Only" parking lot with two 356s from Houston and ten 901-series cars. Next, Bill gave us a tour of his MG-focused shop. To someone who cut his teeth on old British hardware, the delicate but dusty MG-TC in the window, the Jaguar XK-120 and T-series MGs in various stages of completion, plus stacks of "wings," "bonnets" and "boots" were fascinating! Bill Jones was no less fascinating. Having begun as a Duke-trained lawyer, he gave up the law and spent the past 40 years fixing and restoring sports cars. You have to admire people with the courage to follow their passion.

Following a prompt and tasty lunch at Bistro 108, our colorful string of Porsches blasted toward the No Label Brewery in Katy. On the way, James Hill set a new high-speed record for his 912, although I'm sure it was below the posted 75 mph speed limit.



*left: An assortment of Porsches parked outside the No Label Brewery.
middle & right: MGs being restored at Bill Jones Vintage Sports Car Garage.*



The No Label Brewery is a stark, industrial set of buildings on a railroad siding, but it comes alive every Saturday afternoon with a live band, concessions, dogs wearing bandanas, an eclectic crowd of people on lawn chairs in the shade of some big oak trees and, of course, beer tasting. Burt and Nancy Wells nabbed the executive parking spot for their green 912 Targa, close to the crowd and under the trees. We wet our whistles on No Label specialties like “Black Wit’O,” “Ridgeback” and “Hefe-weizen,” watched people and talked Porsches. Pints and Porsches – that’s what Oktoberfest is all about. ■■■



THREE PORSCHES IN MY LIFE

story and photos by John Ramsey

My first encounter with Porsche

came at a young age and was serendipitous. My dad and I were walking through a parking lot on our way to the grocery store, I was about 12, and the year was about 1954. I eyed a sleek, small sports car that had no top and very few instruments on the dash. "What kind of car is that?" I asked my dad. "That", he replied, "is a Porsche; it's made in Germany. It's very fast and very expensive." I looked it over carefully and was intrigued. I was just getting into hot rods, and had a subscription to Hot Rod magazine, but I had never seen a car like that before. I thought: Maybe, one day...

In 1965, I graduated from college and got married. My first job was as a sales representative for Liberty Mutual selling causality insurance. I was off to a great start and we were soon able to buy our first Porsche. It was a 1960 Porsche, 1600, red, low mileage and in near mint condition. The seller was a dentist. He



had taken the "Porsche" and "1600" emblems off the front and rear lids and replated them in 14 carat gold. He had also installed wire covers over the headlights, and an after market exhaust (that was setup for an illegal bypass stinger). The owner was asking \$2,250. I did not dicker and offered full price.

My 356B was quick and fun to drive. In the summer of 1966, before starting law school, my wife and I decided to take a road trip. We lived in San Diego and our budget for the trip was tight, so we planned to camp and stay with relatives along the way. We packed in the back seat area a pup tent, sleeping bags, small gas stove and lantern and crammed in our small suitcase. It was a tight fit. We were gone for most of the summer. We traveled from San Diego North to West Yellowstone and on to Flin Flon, Manitoba, turned West to Vancouver, BC and then south along the coast

above:

1977, The new 912 at our home in Houston.

left:

1966, Cabin in West Yellowstone with rear of 356B.

back to San Diego. Too many highlights to recount but one that stands out was while in Flin Flon, visiting relatives, our car was pictured on the front page of the local newspaper. Nobody, we were told, had ever seen a Porsche that far North. It was a real eye-catcher and a people-magnet every time we stopped for gas in Canada. That trip took us more than 5,000 miles and left us with some wonderful memories. The car performed beautifully. We added one quart of oil – that's all. We sold the car when I began law school but I always hoped that maybe, one day again, down the road....

In 1977, Texaco transferred me to Houston to manage its Federal Power Commission law practice. Soon after arriving I was walking through the parking lot of our tennis club when I came upon a red 1968 Porsche 912 with a "For Sale" sign on it. The owner wanted \$4,300; we settled for \$4,000. The car, he told me, was a gray market car he imported from Germany to Wisconsin, where he lived in 1968. It was stock in all respect, it ran well and was in reasonably good condition. The only extras were a wood steering wheel and a wood gear shift knob. When I bought the car, it had around 37,000 miles; it now has 96,640 original miles. I drove that car daily to and from work in Houston traffic, and often nasty weather. It had no air conditioning, but I didn't care — I had my Porsche! In 1982, I was transferred to Denver and the 912 was transported in a moving van to our new home.

In 1985, I decided to do a full restoration on my 912, and our two boys, ages 18 and 15, were excited to help. We took the glass out, removed most of the interior, head lights, tail lights, the two side reflectors (yellow on the front and red on the rear,) the bumpers, grills and emblems. We stripped the paint to bare metal. We used an aircraft-grade stripper and nylon putty knives (to strip the paint without scratching the metal). We then had the car towed on a trailer to a private mechanic who rebuilt the engine. My memory is fading but I recall that we bored out the engine for bigger pistons, put in a high



1985: Front view before the installation of the bumper.



1985: Just-completed rear view.



left and below: The 912 today 28 years after restoration.





2002 Carrera 911/996.

lift cam and changed out the Solexes to Webers. I then found a paint and body fellow who moon-lighted out of a garage at the rear of his home. He kept the car for five months. He did some minor body work and repainted the car. He applied five coats of primer and 12 coats of Imron enamel. Finally, we brought home all the pieces and parts and began to put the car back together. We replaced all of the rubber, had the grills re-chromed, installed new side reflectors and rear tail lights. The interior is still the original and in excellent condition. Total restoration costs: about \$3,900. All parts were after-market and purchased from P.B. Tweaks. Amazingly, to this day, the chrome on the headlights and bumpers are all original and in excellent condition with no pitting or scratches. All this was no small chore because I am not a mechanic to speak of. My boys, although young, showed a remarkable aptitude for automotive mechanics and were the saving grace to a successful restoration.

The car then sat idle in a neighbor's garage from 1985 to 1993 because it could not pass state emissions inspection (and we were paying our sons'

college tuitions). In 1993, the car was 25-years-old and then qualified for a "Collectors" license plate. In Colorado, if a car with collector's plates can pass emissions testing once, you never have to have it tested again as long as you own the car and pay a license renewal fee every five years. The car did squeak through and it has been sporting a collectors plate ever since.

Although the car looked great and I was pleased with the finished product, I was never completely satisfied with the way the engine performed. In 2009 I was out racing Go Carts (the fast ones), where I met a mechanic while racing, who I learned owned a shop and worked on Porsches. In fact, he was nearly as old as me and had worked for a Porsche dealership in the 60's as a mechanic. I gave him the car and turned him loose. The tab was about \$2,300 and may have been the most expensive tune-up ever on a 912, but it was worth every penny. He rebuilt the distributor, carbs, generator, put in new engine mounts (three were broken) and basically made the car run like new (but much faster). The engine is 1582cc's and the owner's

manual says 102 hp. I bet it runs better and faster now than when it was new! I still drive it when the weather is nice and it is well cared for. We are the second owners and have owned the car for the last 36 years.

I left Texaco in 1988 and went to work for a regional law firm in Denver. With my wife's enthusiastic support, we went shopping for a new Carrera for my sixtieth birthday. We bought a new 2002 911/996 — I was taken by its looks, and especially the color: Orient Metallic Red. We still own both cars and drive them when the weather is nice, but on snowy days they stay in the garage. We have two SUVs for the snow, winter skiing and errands.

I am fortunate to have been able to live the dream and own three Porsches. It's even better, and much easier, when your wife is an ardent supporter! Now that I have retired, I intend to become active in a Porsche club of some type. Given my love for our 912, what better way to start than to have recently joined the 912 Registry and to begin to explore opportunities that focus solely on the 912 and its growing legacy. ■■■



A LOOK APART

"Transmission Nightmare" by Bill Cahill / bill-cahill.com

912 REGISTRY WEST COAST RENDEZVOUS CAR SHOW

by Iris Danek



Saturday, September 14th, was the day for the 912 Registry West Coast Rendezvous Car Show. The morning of the show, my dad woke up early so he could get our car ready, and get a head start. Me and my mom woke up a couple hours later, got dressed, and left to go meet my dad. We got to Carmel Valley Park, where the car show was, and I went to go find my Dad. When I found him, he was taking pictures, and then he gave me his camera so I could take pictures. It was a very sunny day, and I saw all these amazing cars that looked shiny in the sunlight. I liked John Benton's car because it was white and it had red stickers on the window shaped like all the animals he had run over and killed. I also really liked my friend, Vincent Kanter's mom's car, that she named Root Beer because it was the color of root beer. Vincent also taught me how to recognize what year each car was from. As part of the car show, people were given score cards to write down their favorite cars from each year. Then it was time for lunch. There was a very long line for the lunch, but it was very good. My dad shared a cheeseburger with me. After lunch, I got to ride in my Dad's Porsche to go back to the hotel. That night at dinner trophies were given to all the winners from the car show. My Dad and Carol LeFlufy both won 2nd place with their cars. For "Best of Show" it was a three-way tie! The three winners

were John Eiskamp, Bud O'Lea, and Kim Fiori. So they each had to go bring in their spare tire, and whoever had the right amount of air in their tire was the winner. John Eiskamp was the winner!

Car Show Results:

1965

- 1) Kim Fiori
- 2) Charles Danek
- 3) Dan Richardson

1966

- 1) Ken Brown
- 2) Julia Oberhoff
- 3) Mike Vriesenca

1967

- 1) Richard and Margo Maxey
- 2) John Eiskamp
- 3) Michael Hodos

1968

- 1) Bud O'Lea
- 2) Don Durr
- 3) Bob Ashlock



1969

- 1) Thomas Lockton
- 2) Carol LeFlufy
- 3) Steve Group

Targa

- 1) Alan Grossman
- 2) Kim Flint
- 3) Tony Vanacore

Best of Show

Three way tie on votes and the spare tire air settled the winner.
John Eiskamp



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