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



/912Registry



#912Registry

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



***On the cover:** "Mountain Jam." Harry Hoffman captures this issue's cover of the East Coast Rendezvous car show from atop the ski lift at the Seven Springs Mountain Resort. "I hate heights, but I thought it would make a great shot!"*

MESSAGE FROM THE PRESIDENT



Hello 912 Registry Members -

Welcome to the Fall issue of 912 Registry Magazine, where we cover not one, but two Rendezvous events! Now in its 14th year, the West Coast Rendezvous is a mainstay of our club, and 2015 did not disappoint. In addition, this year marks the 1st running of the hopefully annual East Coast Rendezvous. We also received a few different apropos articles that explore the spirit of the Porsche 912 and the camaraderie amongst enthusiasts that comes with ownership. Taken together, these stories truly illustrate “what its all about” (to borrow the title of Mike Vriesenga’s feature, that you can read on page 24).

Mike goes onto say: “Owning, fixing and driving a 912 is not a rational decision – it’s an emotional choice. It’s not a flash emotion, but a sustained commitment, like marriage.”

By extension, this sentiment speaks to why I put the hours I do into helping make this magazine, and especially as to why I sought to become President of this club. Since taking office, my two-pronged mandate has been to fortify our club’s operations, and to ensure its relevance for years to come. At the heart of both of these initiatives, is our new, nearly completed, web site.

Most immediately, what you will notice about the new site is that its look and sensibilities echo those of this magazine. I maintain that our club should have an aesthetic that compliments the beauty and sophistication of our cars, and that this aesthetic should permeate all aspects of our club’s presence. Essentially, the 912 Registry serves as a bridge between our cars to our enthusiast community, and unifying its presence will allow it to offer a more seamless experience.

Our new site carries over much of the same 912 information that had been collected on our old site, but presented in a manner that is more streamlined, and hopefully easier to navigate and access. It will include an online store, from which you may purchase 912 Registry Merchandise, and register for events. We are even working on providing PDF versions of the magazine!

The new site will also allow you to manage your membership directly -- a much more efficient alternative to the current system of sending inquiries via email and waiting for replies! Of equal importance, this change will significantly reduce “busy work” for our volunteers, which in turn will help make running this club a more sustainable proposition!

Onward!

Charles Danek

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For many reading this article, you may already be familiar with Porsche's recent "Forever Amazing" promotional video on the brand. For those not, you can find the link at www.foreveramazing.com/youtube/video_Omnibus. In short, the four pillars of the marketing campaign are based on "The First Time, Every Time; The Dance; Camera Magnet and A Shared Passion" as underlying thematic tag lines.

Like nearly every Porsche advertisement I have seen over 50 years, Porsche marketing not only resonates, but connects with me at a visceral level of both emotional and intellectual appeal. For the uninitiated, that might sound like the ranting of a misguided madman; but for those of us suffering the Porsche affliction, that statement likely is universal, thus the "Shared Passion."

While I could talk about "The Dance"

and its obvious nod to the brand's handling prowess, I would be out of my league. I am a meager driver at best; and having spent time road racing motorcycles at an amateur level, I know when I am in over my head. Instead, my focus will be on my experience of the brand, with homage to my two favorite Porsches.

Like nearly every Porsche owner, I vividly remember the moment I became smitten with the brand. At the age of seven, my father's boss visited our home for dinner and arrived in a brand new 911 Targa. As I stood in the window, I stared at the car for what seemed like an eternity, as the early afternoon sunlight reflected off the black paint in a way the made the car appear moist and nearly glistening. Oh, the joy of "The First Time." We all remember that feeling longingly. No matter whether born from of a 356, a 912, a 911, a Boxster or even a Cayenne, you feel it.

What makes Porsche so unique is that longing for the "first time" can be attained again and again, by merely placing the key in the ignition and getting behind the wheel. This is the "Every Time." While not my first Porsche, my 2007 GT3 RS is without doubt my lifelong soulmate personified in the miracle of German engineering and a reflection of all I find good in modern car making: reliable, potent, raw, uninhibited, seductive and unapologetically not politically correct. I hope someday to be buried in this car... well, okay maybe that's a little extreme. However, what I find most engaging about the car is not the absolute performance figures, certainly not outright horsepower; but the way it goes about it's business as a whole. With its single mass fly wheel, a chattering clutch at idle, a carbon fiber wing the size of a small Cessna's, the arrest me orange paint, to the




raspy cacophonous roar of the Mezger engine's exhaust note, this car provides an experience unparalleled "every time". And probably not surprisingly, as the RS is Porsche's flagship naturally aspirated car of the era.

What might be a surprise to many would be the statement that the RS is my second favorite car to drive. What? What could compare to the Rennsport modern marvel? Surely it must be a new 991 GT3 or GT4? However, that would not be the case. Like many in the 912 Registry, my 1968 912 speaks to me. Perhaps not in the violent way of the RS; but there sits the 912: Understated and unassuming. Dressed in Champagne (my wife's maiden name) Yellow and sporting a 4-speed manual transmission, the 912 reflects the legacy of the Porsche brand. As a combination of the legendary 356 four cylinder engine paired with the beauty of

the new 901 / 911 body, the 912 served as a transition for Porsche. And like the Boxster and the Cayenne, in its time the 912 surely served to save the profitability and possibly the viability of the brand. While other car makers of the era sought the excess of bigger is better, the 912 sought balance.

Like many of you, what I find most appealing in driving the 912 is its competence and charm. Often dismissed or overlooked by the uniformed or cylinder-size insecure, my 912 makes me a better driver. While better balanced than the 911, the 912 requires me to keep the engine speed in the sweet spot and make the most of corner speed momentum. And being old like me, the 912 asks all of this via a deft hand and a gentle foot to maneuver through the gearbox without objection. The steering for its era is precise; but without power assistance,

the driver must truly demonstrate exacting precision in steering input if you are to approach any corner with maximum entry speed. The putter of the 356 engine is unique and never fails to make me smile as it peaks the tachometer.

What I find most compelling though about the car is its universal appeal. Talk about a conversation starter? While the GT3 RS is truly a "Camera Magnet", the 912 leaves the RS in its wake here. People of all ages and walks of life (even obviously non-car people) smile, nod, inquire, examine and connect with this little car as if it has a heartbeat. For every one person that approaches the RS, there are ten that want to talk about the 912. With its petrol scented interior and its modest stature, the 912 smiles and welcomes all. For me, this is what makes the 912, just one better than a 911, even a Rennsport. 



RUNNING DOWN A DREAM

by Jason Stanson



It was high school, late 80s, Colorado. My buddy's dad brought home a Guards Red 911. It was the apple of my eye and began a long period of adoration and admiration. Adoration of the cars and admiration for the people fortunate enough to own one. Many years, many miles and many cars passed through my 20s and 30s and then it happened. About two years ago, my neighbor and good friend reintroduced me to Porsche through his long line of fun examples, including a '59 356, a '71 911T and an '89 930.

Life is short and I had just turned 40. It was time I had one of my own. My wife chalked it up to a mid-life crisis, but she was completely supportive. Some of us are just lucky, I guess.

We ended up pulling the trigger on

a beautiful Stone Grey Metallic '88 3.2 Carrera we found back east. I was 16 when this car left Zuffenhausen. The whole thing just made a lot of sense.

Living in Orange County, California is incredible on many levels, but one of my favorite things about it is European Collectibles -- the ultimate toy store. Given that it is less than 1,000 yards from my office, I've spent countless hours there ogling perfect cars and talking shop with my friend, Jeff Trask.

He has always been kind about my 911, but as I spoke with him about possibly acquiring another one as a daily driver, he encouraged me, not so subtly to look at a 912. He argued that it would provide a different driving experience and promised with a smirk "the 912 crowd is a particularly interesting group

of people". He handed me the keys to his Slate Grey '68 sunroof coupe and told me to have a great time. And boy did I (think parking lot attendant in *Ferris Bueller's Day Off*). His grey machine was so incredibly light and nimble compared to my car. I asked Jeff to keep an eye out for any that might come available.

One morning in late May, Jeff sent me a note along with a dozen pictures, "You've got to see this 912 that just came in." It was a '69 Champagne Yellow sunroof coupe. It sure looked beautiful. We went to check it out. It drove well, shifted with ease and sounded great. Even the original Blaupunkt worked. Of course the clock didn't, but we set it to 9:12 at Jeff's suggestion and it's been there ever since. I recall saying to Jeff, "You know



these cars as well as anyone...is this the one we want?" Without hesitation, Jeff replied, "This is the one you want."

I was drawn immediately to the 1960s aesthetic, the simplicity of design, the handling and the sounds and smells. The start-up procedure took a little getting used to, but now I just consider it part of the car's charm. Aside from making us happy, it seems to make everyone else happy too, which is really fun. I know all of you who own a 912 can relate. Rarely is there a day that we have the car out that we don't get asked about it multiple times in parking lots and at stop lights. It's like having a puppy.

Trask told us about the 912 West Coast Rendezvous and suggested we sign up. This was our chance to see what he meant about the 912 crew.

We arrived in Paso Robles after long, warm drive north and walked straight into the welcoming reception. There was wine, cheese and air-conditioning...and of course, the 912 crew. A wonderful, bright-eyed, blonde with a generous smile came right up to us and introduced herself as Kathy. Her warm and friendly demeanor made her an instant favorite. It was like we'd known her for years. A number of others followed in kind succession until the reception was over. The next few days offered some relaxing country driving, delicious wine, a fantastic car show and wonderful, characterful people genuinely interested in learning more about each other – and helping each other.

One evening before dinner, I walked out to the parking lot to clean up our

car from the day's drive. The gentleman parked next to us had his 912 on twin jacks and was under it replacing a blown CV-joint with the help of a handful of other people from our group. I couldn't have been more impressed that they had the wherewithal, tools, spare parts and will to make the repair right then and there. The car was back on the road an hour later.

Overall, it was an amazing introduction to the group and a weekend we'll never forget. There's no doubt these cars are incredible, but the best part about them is that they seem to bring together really great people. We feel extremely fortunate to be a small part of the 912 tribe and look forward to all that lies ahead with our new friends! 🍷🍷🍷

14TH ANNUAL 912 REGISTRY WEST COAST RENDEZVOUS, SEPTEMBER 10-13, 2015: FURNACE CREEK, DEATH VALLEY, CA

Now that I have your attention, "Where did he say the Rendezvous was?" It was actually in Paso Robles, CA, but if you closed your eyes you could easily convince yourself that you were in Death Valley! As we drove south on the 101 Thursday, on our way to Paso Robles, we passed through Greenfield, CA, temperature: 105 degrees! It may have cooled down to 103 by the time we reached the Hampton Inn.

That evening, everyone gathered at the welcome party / registration. There were hors d'oeuvres, goodie bags, some Stoddard t-shirts, coffee mugs and the event schedule. Oh, and local wine.

Friday was the day for our group drive, which is documented by Bud O'Lea in the accompanying pages. Friday evening's event was a BBQ dinner at Still Waters Vineyards, a favorite of our club, which we have visited before during a previous Rendezvous. The owners treated us to a wonderful evening under the stars, complete with a small "farmers market" from their employees vegetable garden on the premises. A much cooler drive back in the dark to our hotel was a very welcome reprieve from the temperatures all-day Friday, that had not wavered from 103 degrees.

Saturday morning was the same no matter which Rendezvous you're describing. Everyone was in the parking lot cleaning their cars before driving to one of the "coolest" car show venues yet: The Estrella War Birds Museum adjacent to the Paso Robles airport. This museum opened 25 years ago and has an amazing display of some 32 war planes ranging from a 1940 "Link" trainer to a carrier based Grumman F-14 Tomcat, which when new was priced at \$38 million a copy. There was also an armament / ordnance display and a number of military vehicles, including a M60 A3 battle tank weighing in at 57 tons and sporting a 759 HP air cooled diesel engine. If all that wasn't enough, in an adjacent building was the Woodland Automobile Collection, with vehicles ranging from a 1929 REO Speedwagon, to a 2005 Ford GT. The "icing" on the cake for German car lovers was an immaculate 1955 Mercedes 300 SL Gullwing displayed with doors open!

Our cars were placed in front of the airplane display which made for some great photos. We had approximately 23 912s plus a visitor who brought his Speedster which he has owned from new. You all have seen the displays of parts and tools that 912 owners put out by their cars

when they show them and this year was no different, except for John Eiskamp, who displayed a broken axle! It so happened that one of the axles on his car broke on the first day of the Rendezvous. He had a replacement shipped to the hotel, and with the help of some of the 912 family, the new one was installed in time for him to drive to the car show.

Lunch was served in the museum "mess hall" after which everyone headed out for parts unknown before the awards banquet. The awards banquet was at the Hotel Bellasera which was a short walk from our hotel. The hotel was very elegant and the A/C was perfect! Between Bob Ashlock, Tony Vanacore and President Charles Danek the MC duties were very entertaining and informative.

This year's event had more raffles than ever before and there was a huge prize table at the awards dinner. Bob and Jill Ashlock and Tony and Kris Vanacore coordinated the actual event in Paso Robles with great planning prior to the event, building on groundwork laid down by Jeff Trask. A big thank you to these five 912ers for all their efforts to make this year's event memorable.

Lastly, I would like to compliment our "little German cars" as one museum employee called them. There wasn't one problem reported due to the extreme heat! I can't say the same for myself, but then I'm older than these 40- to 50-year-old cars! 🇩🇪





RENDEZVOUS DRIVE 2015

By Bud O'Lea

Photos By Bud O'Lea
and Charles Danek

Friday morning, September 11, in

Paso Robles, California, it was already a hot day. The temperature was in the high 80s at 8:30AM and the weather pundits promised a triple-digit-plus-degree-day for our 912 drive.

Typically the West Coast Rendezvous, held in California's Central Coast, is warm. However, this year's gathering of vintage German steel on wheels was much hotter than previous gatherings. Also, our drives in the past have mostly headed in a western direction towards the much cooler climate near the Pacific Ocean.

Tony Vanacore was the day's wagon master, and he organized a wonderful historically charged and educationally fun-filled drive. This year's drive was for those who dared to venture out into the heat with their venerable flat four air-cooled cars.

The only car that did not join in the drive was John Eiskamp's show stopping 1967 Coupe. John lost a half axle on a winery drive and had to have his car flat-bedded back to the hotel. John did not expect to have the axle at the hotel until sometime after midday so he and his wife Caroline made the 912 drive with friends.

The 2015 Rendezvous Drive that Tony organized was slated to cover a comfortable but hilly and winding drive

(continued on page 16)









to two locations, Mission San Miguel and then to old Parkfield, California. Tony and his wife, Kris, led the first grouping of 912s with Bob and Jill Ashlock leading the second group. Tony mentioned to the drivers and their navigators they should be on the lookout for the “Cat Cemetery” and then, “Mercedes Mountain”. We did pass these two amazing landmarks en route to our destinations.

The “Cat Cemetery”, as it turned out, was what appeared to be a seventies era Jaguar buried from its grill to the window,

much like the Cadillac Ranch cars of Amarillo, Texas. The old Jag was partially buried in front of a small ranch. Perhaps a disenchanted owner who finally became fed up with the Lucas Electrical system?

“Mercedes Mountain” was a monument to the longevity of the Mercedes Benz car. An old abandoned MBZ car sitting atop a knoll was glimmering in the sunlight and (perhaps) ready for restoration. For those who love old European Mercedes diesel taxis this may be a project for you.

The first leg of the drive took us to a wonderful location where drivers enjoyed a piece of California’s early Spanish influenced history, the Mission San Miguel. We parked our 912s in line at the Mission for the obligatory photo op and then all took a tour of the mission. Mission San Miguel was established on July 25, 1797, and was the 16th mission built in California. The mission continues in use today and is an amazing tribute to an integral part of California’s early history.

Once our stop at old San Miguel



Mission concluded we ventured on to our final scheduled stop of our drive, Parkfield, California and the Parkfield Café.

This drive took us through some amazing winding and quite steep roads. Our fleet of shiny Porsches cruised along admirably until we encountered the Coalinga / Parkfield Grade on Vineyard Valley Road.


At this point of the drive, a number of cars protested vigorously by coughing, sputtering and ping as they chugged to the apex of the grade. A couple of the cars actually showed a high degree of disdain for this very steep road on this very hot day and they blew smoke on the asphalt. Nothing like showing the grade that our 912 cars are

sturdy little hill climbers.

All of the cars survived the Coalinga / Parkfield Grade and triumphantly rolled into Parkfield, CA. Parkfield is a very small (to say the least) and quaint cow town of 18 inhabitants that proclaims to be the earthquake capital of the world. They may be correct due to the town sitting directly on top of the San Andreas Fault. The sign on top of the Parkfield Café states, "Come and watch it happen." An obvious reference to experiencing an earthquake while dining in the café.

The town of Parkfield, basically located in the middle of a ranch, has a Cal Fire Station, a few cottages for rent and the Parkfield Café. Our lunch consisted of some amazing giant

hamburgers with meat from local grown beef. The café also served a very delicious apple turnover with vanilla ice cream. The café is a little off the main highway but well worth the drive for anyone wandering in the near vicinity of the James Dean Monument on California's Highway 46.

This was another amazing drive into some of California's wonderful Central Coast's back roads. A wonderful day was had by all, even John Eiskamp. He eventually was able to procure a half axle for his car and got the part installed and ready for the following day's car show. And many thanks to Tony Vanacore for setting up another one of his Huell Howseresque 912 Rendezvous drives. 

2015 912 Registry West Coast Rendezvous Awards

- **1965 / 1966 1st Place:** John Plumb (1966 Coupe)
- **1967 1st Place:** Frank Stanek
- **1967 2nd Place:** John Eiskamp
- **1967 3rd Place:** Bud Radke
- **1968 1st Place:** Bud O'Lea
- **1968 2nd Place:** Bob Ashlock
- **1969 1st Place:** Steve Group
- **1969 2nd Place:** Thomas Lockton
- **1969 3rd Place:** Jason Stanson
- **1976 912E 1st Place:** Ken Burge
- **Best Targa:** Tony Vanacore
- **Best of Show:** Bud O'Lea (1968 Coupe)
- **"Iron Butt" Award -- Driver who drove the furthest to attend:** The Radke's (Portland, Oregon)
- **"Dave Hillman Award" -- Given in appreciation for tireless work on behalf of our club:**

Charles Danek (912 Registry President & Magazine Editor) and Rick Miranda (912 Registry Art Director)



1ST ANNUAL 2015 912 REGISTRY EAST COAST RENDEZVOUS

by Phil Planck; photos by Harry Hoffman & Peter Graham

It's amazing what just three

people can do to set up an event like this. Harry Hoffman, David Campbell, and Ramon Rodriguez put together a great inaugural ECR that I am sure all participants really enjoyed, along with those on the 912 Registry BBS who got to read about it and look at lots of pictures. This was a three day event, with the first day, Thursday a "on your own day". This gave some of us a chance to remedy any trip issues and get familiar with the area. Event Headquarters was Seven Springs Resort southeast of Pittsburgh. This is a huge, very well run resort in the Appalachian Mountains that has lots of ski slopes for winter activities and a golf course and sporting clays for fair weather activities.

We arrived Wednesday evening and there were already about 6 912s in the designated parking area. By late Thursday there were about twenty-six 912s and a few other nice Porsches. A driver's meeting, held early Friday morning, was run by David Campbell. Dave had laid out 2 tours for us to choose from. Each had detailed direction sheets. All of the participants opted for just one of the drives.

Along the way, there were maybe three different attractions driver's could

pull over to appreciate and we got to tour two of them. The first was an antique car restoration shop. There were a variety of cars, from a 1903 curved dash Olds, to a 1954 Mercury. David Campbell's 912 was restored there. Adjacent to this area was a neon clock shop. If you get any of the auto accessory catalogs I am sure you have seen the large neon wall clocks with various auto related logos on them. I am guessing that this is where all of them are made, as it is a dying art due to LEDs taking over the lighting business.

We all then headed to Nemocolin Woodland resort for a nice photo shoot of the 912s in front of the hotel. Nemocolin Woodland is another resort, and appeared much more upscale than Seven Springs. From here we randomly headed back to Seven Springs. All of the roads this day were wonderful, curvy, mountain roads and David did a great job picking out these great driving roads.

Back at Seven Springs it was time for the Tim Berardelli tech session. Are we having fun yet or what? This event was very well attended and Tim brought a SUV full of failed engine parts, favorite tools, favorite chemicals and favorite stories. Tim shared many tips he has learned over the years he has been

working on these engines. At the end, names were drawn for door prizes donated by Precision Matters.

Saturday morning was People's Choice car show time. Ramon had this event well under control and 912 owners enjoyed comparing features and idiosyncrasies of their cars. There were classes for each year the 912 was made plus Outlaw.

Now it was time for more driving tours. There was a trip to the Flight 93 Memorial or a trip to Frank Lloyd Wright's Falling Waters. As we had been to the Flight 93 Memorial already, we opted for Falling Waters. Both are worthwhile visits if you are in the area. As with Nemocolin, we left on our own schedule to head back to Seven Springs.

The banquet was packed and the food and company was great. We got to spend some time with new people to us and had interesting table conversations. There were many door prizes donated by the great sponsors of this event. Very nice trophies were handed out to each of the class winners. Best of Show drove all the way from California and had the gall to complain about our Midwest and Eastern insects that committed suicide on his windshield. Harry held a moment of silence for our bugs. 🐞🐞

2015 912 Registry East Coast Rendezvous Awards

- **1965 1st Place:** Pat Ford
- **1966 1st Place:** David Campbell
- **1966 2nd Place:** Jeff Hutchinson
- **1966 3rd Place:** Sterling Vaden
- **1967 1st Place:** Joseph Pellegrino
- **1968 1st Place:** Frank Allocca
- **1968 2nd Place:** Brian Sanders
- **1968 3rd Place:** Paul Szalinski
- **1969 1st Place:** Deane Parker
- **1969 2nd Place:** Tim Richtere
- **1969 3rd Place:** Jerry Gorman
- **1976 912E 1st Place:** Paul Bates
- **1976 912E 2nd Place:** Gary Schepker
- **Best Targa 1st Place:** John Laramore
- **Best Targa 2nd Place:** Bill Borowy
- **Best Outlaw 1st Place:** Tom Roos
- **Best Outlaw 2nd Place:** Harry Hoffman
- **Best Outlaw 3rd Place:** Hugh Hudson
- **Best of Show:** Brian Sanders (1968 Coupe)
- **"Iron Butt" Award -- Driver who drove the furthest to attend:** Brian Sanders (El Dorado Hills, CA)
- **"Iron Butt" Award Honorable Mention:** Neal Farnsworth (Liberty, MO)
- **"Howard Beard Memorial Spirit of the Rendezvous Award" -- Rendezvous participant who had the most fun:** Jerry Gorman



EAST COAST RENDEZVOUS ORIGINS: HARRY HOFFMAN ANSWERS 5 QUESTIONS

by Harry Hoffman

How did you get into 912s?

I got into Porsche's because my dad had a black 944 when they first came out. I was absolutely enamored with the car and used to think it was *Nightrider* (cut me some slack, I was four! HAHAAHA). He sold it after about a year for a profit since there were waiting lists, and I was devastated. Thirteen years later, we were looking for a father son project car and I suggested a 944. He thought that a Porsche was a great idea, but would never let us get a water cooled one. My dad is an old-school, air-cooled vee-dub guy, he even worked for Volkswagen, and if we were going to get a Porsche, it had to be air cooled. He suggested both the 914 and the 912, but after seeing my first 912, I was hooked. We ended up getting a '68 Coupe that came from Brumos and journeyed around air force bases on the east coast until it settled

down in Louisville, where we found it. I still have "Fritz" to this day.

How did you discover and connect with the 912 Registry?

In 2003, I was searching for more information on-line to see if I could find Fritz's original owner (we had records going back to '77, but nothing past that). I soon discovered Dave Hillman's BBS forum and the 912 Registry. I quickly became an active and engaged member, and dove headlong into the hobby. That spring my dad and I drove to our first 912 gathering in Asheville, where we would meet a lot of people that we knew on-line, including Howard Beard, Dave Lovato, and Sterling Vaden. Later that year Howard, Dave and I drove to the 2nd Annual West Coast 912 Registry Rendezvous in Solvang, which was an epic trip!

What inspired you to organize the 1st Annual East Coast 912 Registry Rendezvous?

During that fateful trip, I had many mishaps and misadventures. Among the issues my ill-prepared car had along the way was a broken valve spring. It was in bad shape. As John Benton told me, "The bad news is you destroyed the valve, thrashed the guide and the head needs major work. But the good news is you made it!" Unbeknownst to me, Jeff Trask passed around the hat for a 'help get Harry home fund', and gathered over \$800.00 in donations to help me repair the car. Being a broke college kid, I was grateful, and put the rest on my credit card, and had just had enough funds left to get home. That trip, and that experience, forever lit a flame in me. It turned my hobby into an obsession. I



would return back to the Rendezvous five more times, three of those being additional cross country drives.

What I learned more than anything was that this club was not about the cars, but instead it was about the people. It is the cars that bring us together, and allow us the opportunity to forge these life long friendships. That spirit and camaraderie is second to none, and I wanted to spread that and share that with so many people on the east coast who never had the opportunity to experience a Rendezvous.

What was it like taking your idea to the club, and working with them to make it happen?


I had wanted to do a Rendezvous for a while, but either the timing was not right or I was not confident that we could get the numbers yet. At the coaxing of a few people, including David Campbell, who was instrumental in helping me put on this event, we finally went for it. I did my homework, scouted an ideal location, and pitched my proposal to the 912 Registry's Events Chairman, Jeff Trask. The key thing is that this was not going to be a loose gathering, but that it was thoughtfully executed and planned to be within the same spirit of the Rendezvous I had attended on the west coast, but with our own flavor. The most important thing to me was that we had the blessing of the club, and that we remained true to the branding and identity of the club that brings us together. The logo and branding

of the event was done by Rick Miranda, who is a fantastic artist with in the registry and helps with the club magazine and many other areas. He helped us come up with a logo that was unique to the event and was true to the roots and image of the club. He also helped with our rally plates, window decals, and many other areas. Jeff provided a lot of guidance and support through out the process, as did Charles Danek and other board members.

Once i got the green light from the club, I quickly formed a committee and we went head long into our year of planning. The planning and execution of everything was done by David Campbell and Ramon Rodriguez and me. It was truly a team effort, and we each divided the different tasks and duties. David was local to the Pittsburgh area and would help with local intelligence, coordinating drives and excursions. Ramon is a veteran PCA leader in his region and jumped headlong into putting together the car show and sponsorship. Working in travel, securing the hotel, meeting space, and organizing the scheduling was a natural fit for me. I also managed the budget, vendors and suppliers and helped with sponsors as well. We would each provide input on different areas, and we would collaborate regularly to have everything come together. I cannot stress it enough — without those two, this wouldn't have been possible, and having them on board was key to the events success.

How do you think the event went?

I think the event went very well for our first time out! It was educational for sure. We learned what works well, and we also learned what doesn't work well. For example, we need to break the driving tours into smaller groups for better organization. We also learned that having some stuff prepped ahead of time for registration would have saved us more time. All of those things and more we will improve on next year. We did a lot of things right though. We did our best to keep costs down, but had a focus on bringing maximum value to our attendees, which we succeeded at. A lot of people loved the fleece jackets with Rick's logo that everyone got. We did a great job with sponsors for our raffles. We also hit a home run in having Tim Berardelli, famed Porsche engine builder out of Virginia, do our tech session. It brought a lot of legitimacy to our event to have someone of his caliber as a presenter, and everyone commented on how much they learned.

Some of the attendees who had been on the West Coast Rendezvous had even commented that this was the best one they had been to on either coast. For me, nothing can ever top 2003, but this sure was close! We are looking forward to continued success next year, and we are in the planning stages of the 2016 East Coast Rendezvous in the Shenandoah Valley Region of Virginia. Keep your eyes peeled for more details soon! 

East Coast Rendezvous Statistics:

- 37 Cars Registered
- 3 Cancellations
- 34 Drivers Attended + 22 Guests = 56 Total Attendees
- 42 People in Attendance at Welcome Party
- 29 912s and 912Es Present + 2 Other Porsche Models = 31 Porsches in Attendance
- 37 Visitors to Fallingwater
- 1 Exploded Fan + 1 Generator w/ Sheered Pully Stud Threads + 1 Broken Shifter = 3 Breakdowns
- 1 Tech Session by Tim Berardelli (Three comments from Attendees stating: "This was the best tech session they had ever seen.")
- 50 Poster Sets from Porsche
- 50 Lanyards from Porsche
- 50 Key Chains from PMB
- 50 Rally Plates
- 50 Lunches Served During Car Show
- 49 Prime Rib Banquet Dinners
- 7 Vegetarian Dinners
- 80 Goodies Ruffled During Awards Banquet
- 56 People who had a blast and made a lot of new friends.

How many times do we get

behind the wheel and drive from Point A to Point B, sometimes barely noticing the scenery we pass?

I must admit that I have crossed the New River Gorge Bridge many times, always wondering what sort of vistas lay beneath and beyond the concrete barriers that blocked the view. At least until this time, this concluding leg of the 912 Rendezvous trip...

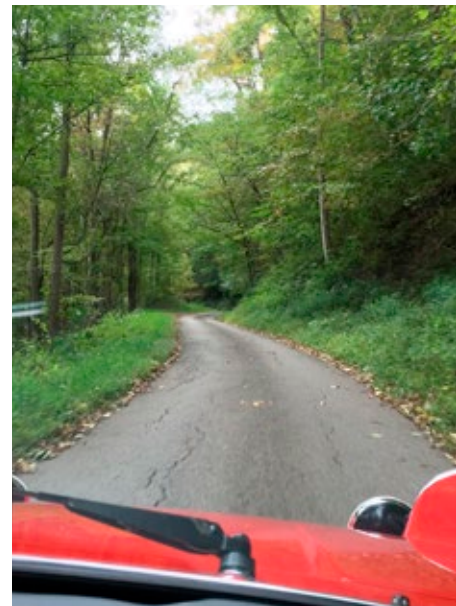
Before October 22, 1977, it took more than 40 minutes to cross the New River gorge near Fayetteville, West Virginia. The steep gorge walls had to be traversed to cross a small one-lane bridge just feet above the New River. In 1974, the new bridge was under construction and was completed at a final cost of \$37 Million, spanning 3,030 feet across the gorge, 70 feet wide, 876 feet above the river, becoming an integral part of US-19. The bridge is made of more than 88 million pounds of U.S. Cor Ten steel and American cement. It is one of the highest vehicular bridges in the world, the fourth longest single-span arched bridge in the world, third longest in the U.S.; it held the honor of longest single-span arched bridge in the world for many years following completion. It is also featured on West Virginia's state quarter (2005) and in 2013, was placed on the National Register of Historic Places. The bridge cut a 45-minute trip to 45 seconds, really not enough time to conjure what lay below by the occupants of the current average of 16,200 vehicles per day.

On our return trip home, we had planned to turn into the New River Gorge National Park visitor's center just north of the bridge itself. A fast-approaching WV State Trooper in the left lane forced Claudia to veer to the right lane just as we reached the left turn: We continued across the span with me saying 'it's alright we missed the exit'. Claudia insisted on turning back. Soon a crossover presented itself, and we u-turned, back to the Park entrance. Looking for the overlook (which we- I missed), we continued onto a pot-holed / subsidence-racked single lane road with sharp switchbacks and steep shoulders down to Fayette Station, across railroad tracks (at a severe angle to keep from bottoming out), across the old single-lane bridge and back up to US-19, a 5.7 mile



excursion instead of the 0.7 mile highway. A pickup which we were following down had to make several 'back and forth' turns to make two switchbacks; Claudia at the wheel handily maneuvered our 912 without issue and without having to reverse, deftly managing the changing states of road deterioration.

Why does any of this matter? It does: if we are taking a road trip and we don't 'stop to smell', we miss opportunities that could make our drive unique and memorable. Maybe we do it to delay the inevitable catch-up and ensuing rat-race that's waiting at home. Or maybe it's just a wild hair that needs to be plucked! Next time a 912 trip is being planned, investigate what lies between A and B and plan a little detour... Then report back here! ■■■



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THAT'S WHAT IT'S ALL ABOUT

by Mike Vriesenga



A while ago, I competed in the Fredericksburg Masonic Open Car Show. It's always a pleasant day of relaxing in the park in a lawn chair, ogling a wide variety of cool cars, sharing a couple of beers with a couple of friends and just enough bratwurst at the Fredericksburg Brewery.

Nevertheless, I was disturbed when a new (2013?) gull-wing Mercedes won the foreign car category. Although it's obviously a cool and exotic car, it seemed to violate the spirit of the show. That led me to wonder "What's it all about, Alfie?" When we bring our 912s together for a drive, or coffee, a rally or the Rendezvous, what are we celebrating? There are probably 100 answers – the cars, the colors, the history, the roads, the friends, the sound.... I think there are two root answers: Passion and engagement.

We show up, we share each other's company and we share our stories

because we're passionate about 912s. Owning, fixing and driving a 912 is not a rational decision – it's an emotional choice. It's not a flash emotion, but a sustained commitment, like marriage. We put unreasonable amounts of thought, time, money and sweat into our cars because we're passionate about them. At a car show, we share that passion with others who are also passionate, just about different hardware.

The other thing we're celebrating is our engagement with the 912. By "engagement" I mean we interact with our cars and with others with a minimum but generally increasing level of knowledge and skill. Lots of people love their cars, but fewer and fewer take the time to learn about them, to dismantle and reassemble them, to learn about them beyond the paint and upholstery. Owners hanging out on the 912 bulletin board are engaged. They're busy getting or sharing

knowledge, either because they want to know something new about their cars or they enjoy sharing what they learned. Owners with dirty fingernails and greasy catalogs (keyboards?) are engaged. The results are what we see and enjoy at a car show or out on the road.

At the same show I spoke with an older man about his Model A. It sported a 5 by 3 by 4 foot trunk, completely covered in leather that he had intricately hand tooled himself. He didn't win a trophy, but he was passionate and skilled. Owning a cool car like a new Mercedes or an old 912 requires a certain amount of disposable income and the ability to find and select a good one. But we're not celebrating wealth or shopping ability. We're celebrating the cars and the people who love them.

Passion and engagement – that's what it's all about! ■■■

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THE FRENCH CELEBRATE 50 YEARS OF THE 912

by Bernard-Louis Denis

On Saturday and Sunday,

September 19th and 20th, 2015, the French celebrated the 50th anniversary of the Porsche 912 in Montalivet, a seaside resort on the Atlantic Ocean in Gironde a "Département" of the Aquitaine Region in France.

The gathering was initially intended for the Porsche 912s only, but ultimately all cars running Ferdinand Porsche designed flat-four engines were welcome. On-hand were Porsche 356s, 914s, Volkswagen Beetles, Karmann-Ghias and Combis. Other classic Porsches, including 550 Spyder replicas and 911s, as well as non-Porsche classic cars also arrived to participate in the this Porsche 912 feast. The Lord Mayor of Montalivet welcomed this gathering.

The idea was to cruise in the vineyards of the Medoc (one of the Bordeaux wine domains) and to visit either "Les Chateaux" and / or the tourists sites of this region. No competition of any kind, just cruising with a roadmap and just some gathering points at given scheduled timings. Weather was super which is never guaranteed in autumn in France, which is far from California, Arizona, Nevada! 🇫🇷





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Name: _____

Address: _____

Email: _____

Annual Membership (circle one): 1 Year \$35 2 Years \$70 (For outside of USA members, add \$15 per year.)

Porsche 912 ownership is not required for membership; the following items are optional:

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