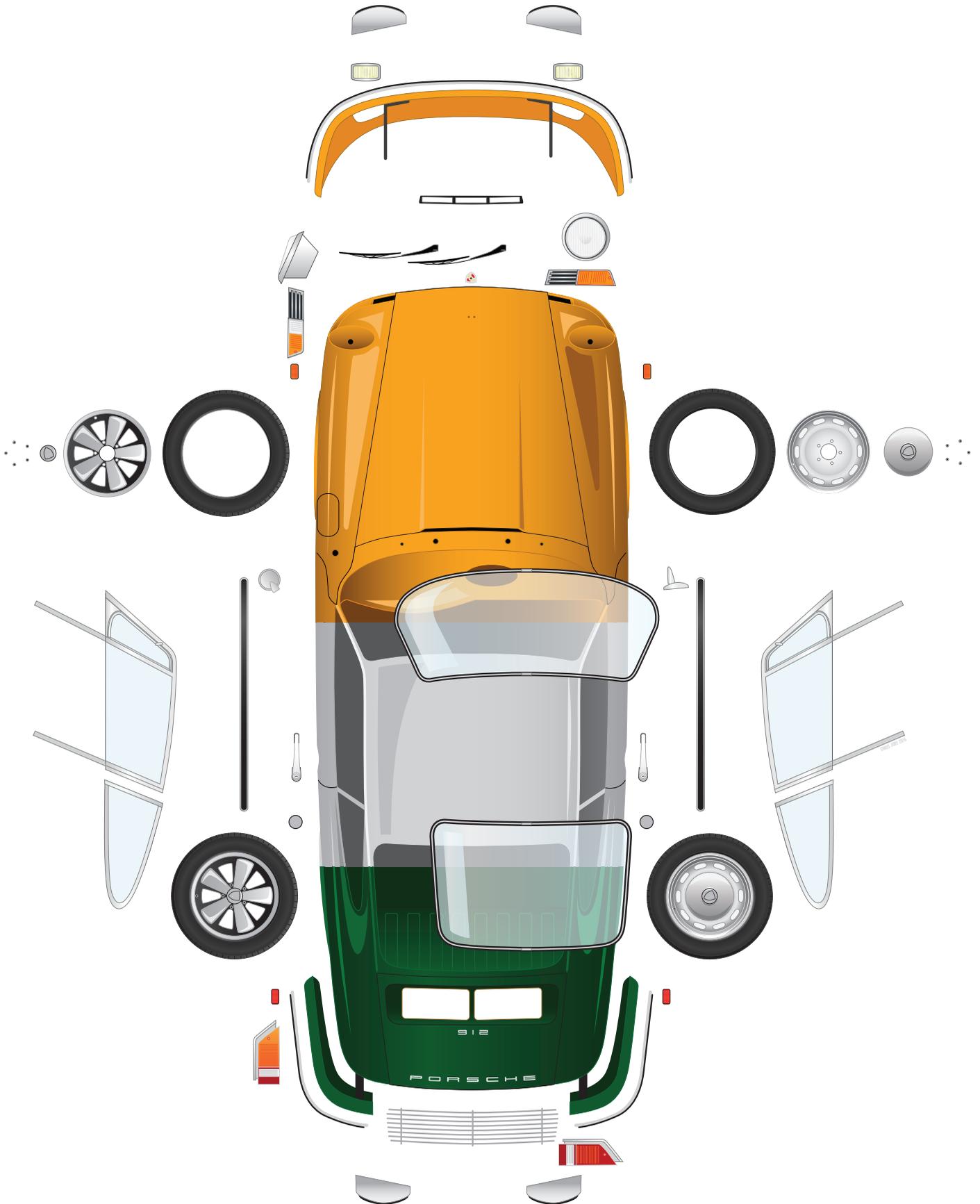


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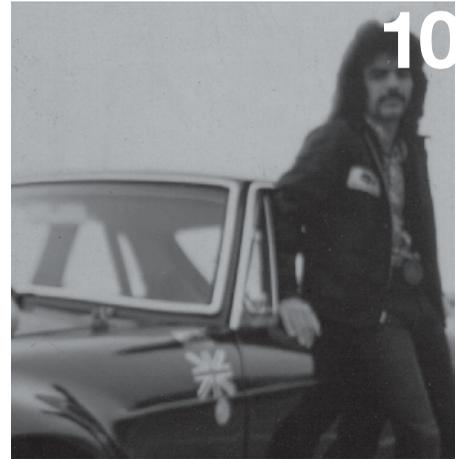
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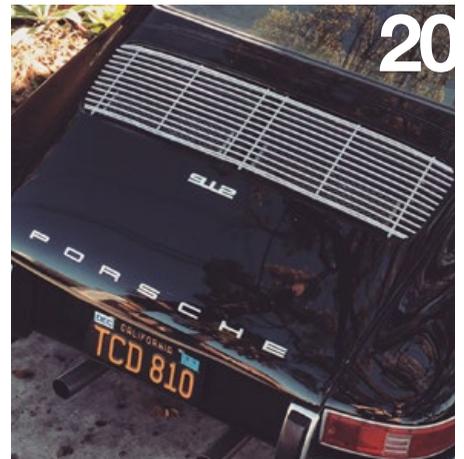
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# 912 Registry Magazine

Summer 2016 • Volume 16 • Issue 2 • 912Registry.org



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



/912Registry



#912Registry

Official Site: [912Registry.org](http://912Registry.org) or access the forums: [912bbs.org](http://912bbs.org)

*On the cover: "I faced a number of key decisions in executing my first Porsche restoration, including whether or not to paint the car in its factory color. I generally value my ability to envision something, but equally value a well done rendering to aid in the process. Early on Chris Jury was very helpful in exploring my options, and towards the end Elie was helpful in capturing the outcome, as well as exploring some options for the next build."  
- Kevin Lynch*

Artwork courtesy of Chris Jury, @chris\_jury on Instagram.



# MESSAGE FROM THE PRESIDENT

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## Dear 912 Enthusiasts -

In the lengthy message I included in the Winter 2015 Issue of 912 Registry Magazine, I introduced you all to the new 912 Registry web site, and shared with you some of the details of its making. I remain very proud of the new site, and I still fully believe that it represents a big leap forward for our club and that it provides us with a solid foundation that can be built upon, but like many of you, I wish that its roll-out had gone more smoothly.

As with any total rebuild, there are apt to be some major issues to still be resolved, that only reveal themselves once you turn the key and see how she fires up. Some of the issues with the new site have now been resolved, such as membership processing. Some issues will need to wait to be resolved, such as our online Goodie Store with e-commerce and PDF downloads of the magazines. And some issues will need to resolve themselves more organically, such as whether or not there is interest in our hosting a members-only forum on the new site.

For me personally, I think the biggest lesson I learned through the experience of launching the new site, is the value of taking things in steps, incrementally. The 912 Registry is lucky to have so many diverse volunteers who are willing to volunteer their unique talents, and allowing time for them to make their contributions is a good thing. No, the new site is not perfect, but it does provide us with a solid, accessible platform for those willing to work to make it continually better.

In acknowledging that the new site still has a lot of room for improvement, it is important not to lose sight of what an improvement it still is for our club.

Onward!

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

Charles Danek

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# DANA POINT CONCOURS 2016

by Jeff Trask; photos by Bone Chan

## There's something calming

and romantic about vintage cars parked on grass. People milling about them, surveying the curved metal and the palette of color. Summer in California gives us great weather. We begin with over cast sky in the early morning that trails off into a sunny afternoon. The light change during the day does incredible things to the cars sitting there on the grass. They never move, but the light changes. You can walk by a car under the over cast sky and not see it, but later, when the sun comes out, oh how that can change. Of course, the inverse is also true. Such is the experience I had at Lantern Bay Park in Dana Point, California in late July.

Every year for the last 20 years, Porsche 356s have gathered in a park overlooking the Pacific Ocean in Dana Point, California. Each year, owners place their 356s on the grass for what is the most rigorously judged Porsche 356

concours in the world. Cars are prepared for weeks in advance, and more than 50 Porsche 356 owners subject their cars and egos to the panel of experts, and then, let the chips fall. This is not for the faint of heart. It is serious business and car placement starts at 6am. Several restorers enter cars in 'Full Concours'. Willhoit Auto Restorations, European Collectibles, Roads Scholars and more, display their best efforts and vie for Best of Show. Of course, there is a class, 'Street Concours', for drivers, and frankly it's more competitive than Full Concours! 'Wash and Shine' is also offered and the only thing the judges look for is a clean car.

The judges get going at about 9am and several teams look at the cars and are done in about three hours. While this is going on, support begins to roll in. The 356 Club has for years invited all Porsches to attend in support of the 356 owners as they are judged. The gates are opened for the support cars and by about

10:30 nearly 400 Porsches from the latest 991s to the oldest 356s join the show cars on the grass. This year, about 40 912s showed up in support along with a large contingent of vintage 911 R Gruppe cars and several vintage Volkswagens. Frankly, it is overload. You can do laps around the park and never see it all or see the same thing in a different light and swear you've never seen it before.

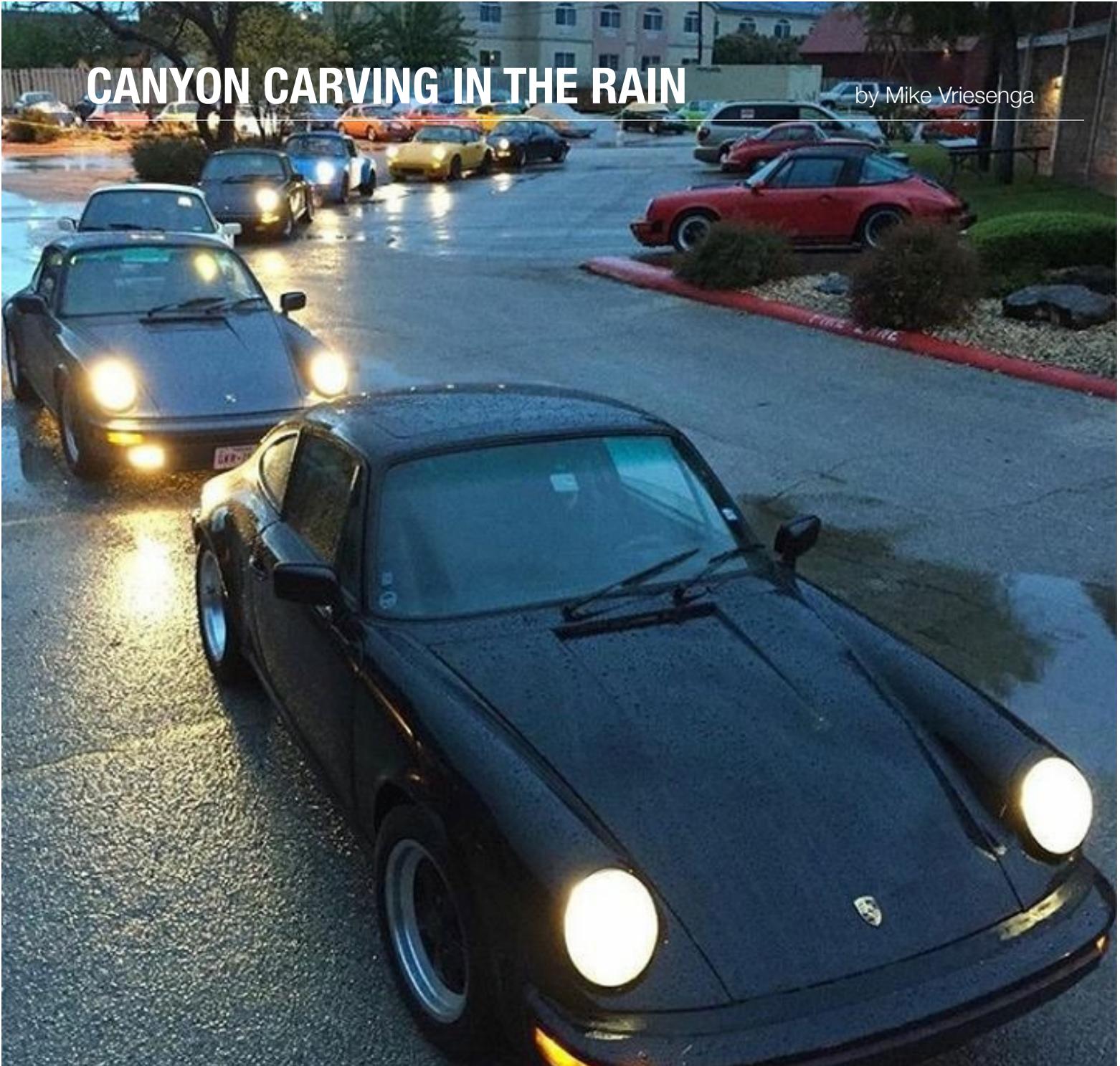
A great BBQ lunch was served at about 11:30am and awards were given at 1pm. Soon after, the park emptied out and the concours losers are already looking at their judging sheets in preparation for the coming year. And they will be back. Sure, some will come back to be judged. Yes, most will come back to park and support. All will be back for what you get a taste of in the pictures here in the magazine. It's an amazing day that assaults your senses. There is no other event like it in the world and I highly recommend you stop by next year. ■■■





# CANYON CARVING IN THE RAIN

by Mike Vriesenga



**Few things thrill an** old Porsche lover more than driving a crooked back-road at speed with friends in other old Porsches. In its 15th year, the Hill Country Rallye brought 150 air-cooled Porsche lovers from as far away as Australia to Kerrville, Texas to blast along the “Three Sisters” and their lesser known Hill Country cousins.

Friday the spirited and touring groups planned to explore Ranch Roads 335, 336 and 337, the Three Sisters (or Twisted Sisters to some). The Three Sisters frame the Frio River canyon and the Nueces (“New Aces”) River canyon running north to south from Junction to Uvalde.

Unfortunately an overnight cold front saturated the routes with thunderstorms. At the morning meetings anxious drivers shared cell phone weather apps while group leaders hastily changed their plans to avoid low water crossings. With equal measures of caution and courage, drivers headed south from Kerrville. A downpour slowed our progress through the technical sections in the Medina Mountains, but the intermittent storms allowed us to enjoy the wide sweeping curves through ranch country to Medina. Mixing good judgment with good fun the spirited and touring groups passed each other on RR

337 (sister 1) west of Leakey (“Lake -ee”) at a closing velocity of about 160, so there was room to play. Hailstones piled like crushed ice in front of the Nueces County Smokehouse lunch stop showed how strong some storms were. Clearing weather behind the front allowed an exhilarating run up RR 335 (sister 2), squeezing around Perkins Mountain then galloping through Mail Trail Draw, leaving Carl and Kathy Brooks’ Canadian nephew thrilled with both Texas and 912s.

The County Judge graciously cleared the parking lot at the Kerrville County Courthouse so that 115 Porsches could



surround the limestone courthouse with color to the delight of passers by. John Pickering showed his “new” white 912 in very original condition. A couple of Packards, as well as half a dozen Cobra replicas, joined the festivities. Invigorated by a full day, owners lingered late in the hotel parking lot, sharing stories and two huge coolers of Texas craft beer. Peter Graham, not to be outdone, shared his Carolina moonshine.

Saturday brought “chamber of commerce” weather, but also the threat of pensioners on motorcycles streaming from Bandera into the Hill Country. Wisely the spirited group headed north and east. The touring groups headed back onto the Three Sisters towards the Laurel Tree restaurant in Utopia. The Laurel Tree is a tasty example of “if you build it they will come,” serving gourmet food in a beautiful Tuscan-style restaurant set in a poppy field in the middle of nowhere. The blast up RR 336 enabled Porsches to dance with the third sister.

Rather than cleaning their cars, owners cleaned themselves up for Saturday’s banquet. In the evening’s most poignant moment Al Zim gave Ed Mayo the last of his original T-shirts, a memento of two lifetimes steeped in Porsches.

We are blessed to share these cars, these roads, these people, and weekends like the Hill Country Rallye. ■■■



# SELL ME YOUR PORSCHE, PLEASE.

by Cameron Aston



## Sell me your Porsche, please.

No.  
Sell me your Porsche, please.  
No.  
Sell me your Porsche, please.  
No.

This was an ongoing conversation with my friend, Michael who owned a silver 912. It went on like this for about 3 years. Then.....

I was in Europe during February of 2015 when I received a text from Michael saying: "Come and pick up the 912 before I change my mind." I remember it was about 6am, I turned on my phone and disconnected the charger and was getting ready for a road trip going south in France. The phone beeped, I saw a text and almost fainted from excitement, I dropped my phone. Clang to the floor. My hands shaking, I wrote back saying please hang onto it for a few days, I will be there for sure in a few days. There my friends is the trials and tribulations of a persistently Porsche-crazed person.

Michael always wanted a sports car to use as a weekend ride. He had seen my Ruby Red '63 356 and asked me if I would sell it to him. I asked him to go for a ride with me and then we would decide. After the ride, I was honest with

him and explained to him that driving a 356 would not be like driving a Japanese car or for that matter, like a Mercedes, fresh out of a showroom. Michael almost always had a brand new Mercedes in his driveway, some topless, some coupes, so he was used to getting into the car, putting the ignition key in and driving away. The 356 however, as I explained to him, would need patience and diligence to satisfactorily indulge in the pleasures of its driving experience. So I talked him out of buying my 356, more for his sake than for mine. I explained in detail that sometimes, owning a 356 or any older Porsche does not guarantee the morning fire up at the insertion of the ignition key, the battery could be dead, the carbs could be out of sync, the plugs could be fouled up and so on.

He bought the 912 around the beginning of 2011 and loved the little silver beauty. He was so taken by the shape of it that it did not matter to him what brand or model it was. He drove it occasionally, parked it in the garage and admired it as a beautiful piece of art. Then, he would try to get it started and drive it and the car would refuse to fire up. He would call his friend Cameron for help. "Can you come over and start the 912, please?" The 912 did not fare well lying dormant

and always needed starting fluid to coax it into life. I would get it started, connect a battery tender and get him going for a weekend; this happened quite often!!!

During this whole time, I kept on asking him to sell me the 912, but he was intent on keeping the little beauty. On one of his outings to Palm Springs, driving the 912, he got stuck in heavy traffic around Pomona and by the time he made it to Palm Springs, he was perspiring profusely, and had a left leg hurting from the clutch because of the stop-and-go traffic. The gods were with me at that moment 'cause right then he decided that the 912 was not the right ride for him anymore. He sent me a text to come and take the car.

So the 912 came into my life, not a moment too late, of course. We have had quite a nice life together since then.

I was born into a gear-head family from the get go. My father was a wrench-head and was always fixing something. In those days, there was no abundance of readily available products so it was prudent to fix what you had. At the age of three, one day I was photographed by my dad, using a pipe wrench to dismantle the wheel off of my tricycle. I was caught red-handed. I guess my dad loved the occasion and the future episodes since he never stopped me from further experi-



ments —er— destructions.

My love of automobiles, started at a very early age. Here is a photograph of me at three with my collection of cars.

My infatuation with cars has always been with me. As a kid, I had a huge collection of model cars. I could identify all the cars on the road. I could also name all the motorcycles on the road. My dad had a Harley-Davidson as I was growing up and then later on, he had a few Vespas, lesser normal ones and the GSs.

Later on in my life, I was lucky enough to experience the stewardship of some nice cars in my life. In 1969 at Sebring, I saw a works MGC GTS Sebring and was able to purchase it a year later in Atlanta, Georgia from Baker Motors. I drove that piece of history cross-country numerous times to California to visit my parents. Yup, there were no speed limits and the beast had a 50-gallon gas tank to boot. You can imagine the rest, through Texas and New Mexico, pedal to the floor. That MG is part of the collection of Colin Percy now and resides next to the other Sebring siblings in England, having finally found home again.

A lot of sports cars came and went, MGBs, Mini Cooper Ss and so on. I eventually bought a 1957 Porsche Speedster which was a keeper 'til we



bought a piece of land in Mexico and needed money to build a house. We exchanged the bath tub for the house as the saying goes. The Speedster now resides in Philadelphia.

Then there was and still is the silver Porsche 914 with a 3-liter heart transplant in the engine bay, a joy on weekend drives

through the canyons.

The 1963 Porsche 356 came to me from Oklahoma City in a state of hilarious condition, with shag carpeting throughout and a striped black and red upholstery. Yikes. I am happy to report that after 17 years of ownership, it is in a great original state with a fresh engine and



transmission, still a blast to drive after so many years of service.

The 1968 912 under scrutiny here, came to me from my friend Michael's ownership, having gone through some hard times at different venues such as Al & Ed's Auto sound, where they butchered the dash to install a new Japanese head unit in place of the beautiful Blaupunkt radio that they discarded to the trash, I am told. And if that was not enough, they managed to hack some of the wires under the dash to install a state-of-the-art alarm system. But no worries — today, the radio head unit is gone, the wires are now restored, the dash is repaired and a newly refurbished period-correct radio is installed. This example, although not too much off its past is known to me, has no rust anywhere and it still wears its black and gold California license plates. It does not have any evidence of any accident damage anywhere.



During the last 18 months, my 912 has seen a lot of improvements. The seats have all been rebuilt with new springs, straps and foam padding, now I don't fall into a pit as I park myself in the driver's seat. The rubber seals and trim have all been removed and replaced. There is beautiful German square-weave charcoal carpeting to accentuate the hounds-tooth interior. The 912 now wears the correct 15-inch steelies with brand new Dunlop shoes in lieu of 14-inch Fuchs, the ride is better, the car sits better and it runs at lower rpm range on the highway. It also proudly wears a beautiful 912 Registry emblem on the engine lid. The doors still close with that special Porsche thunk!!! All the instruments and lights are refurbished and restored. The engine was rebuilt with a set of 86 mm pistons and barrels and it runs incredibly strong.



I do have plans to replace the Weber carbs with a set of original Solex 40P11s. They are being rescued as we speak.

It seems that if one wants a car to be original, there would be no rest for the wicked!!!

Drive on my little steed, the pleasure is all mine now.

Happy travels to all of you who at one point or another doubted your sanity, it is all worth the effort. 🍷🍷

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Story by Kevin Lynch

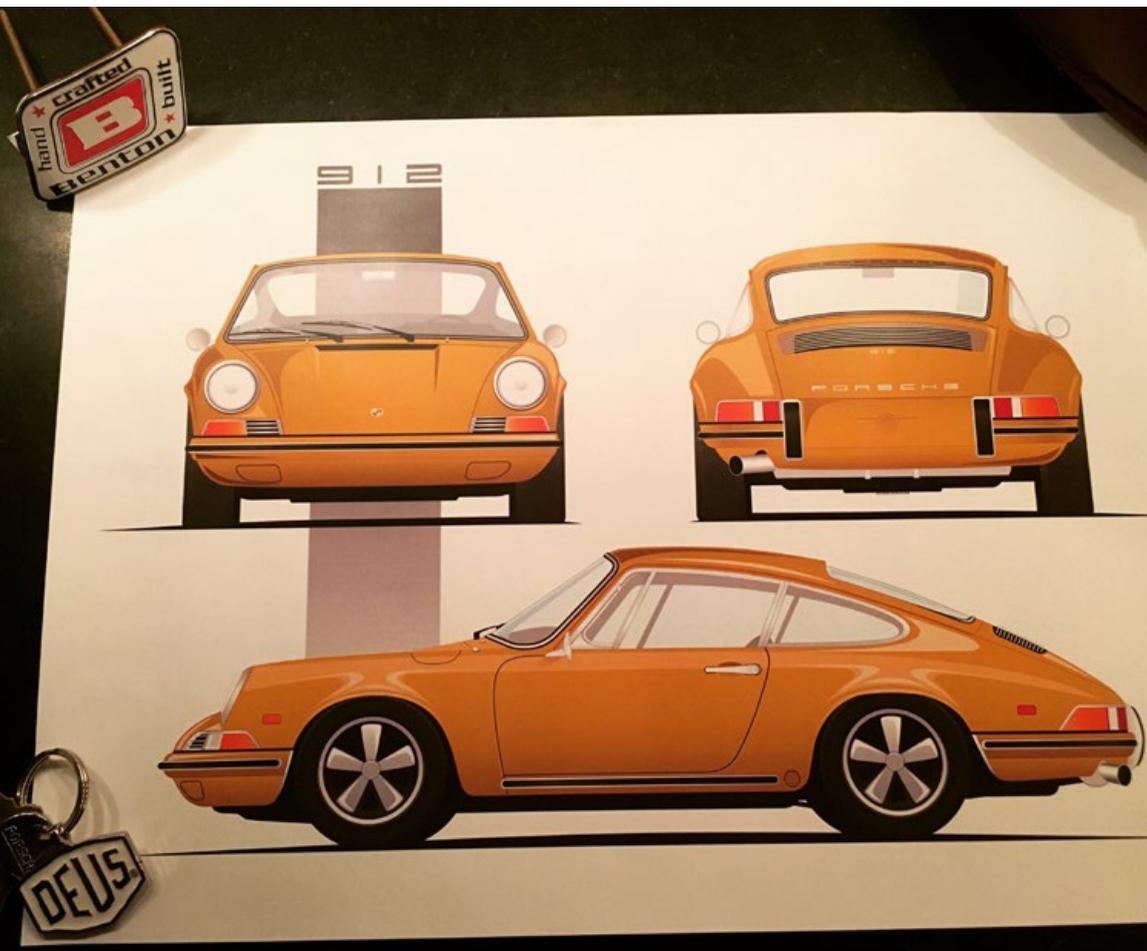


# MMMER

**PORSCHE**  
**912**

MAKE / MODEL / KEY OPTIONS:	PORSCHE 912
MODEL YEAR / BUILD DATE:	1968
EXTERIOR PAINT / INTERIOR:	BAHAMA YELLOW / BLACK LEATHER INTERIOR
DRIVE-TRAIN:	1.7L TWIN SPARK, NATURALLY ASPIRATED, 901 5 SPEED GEARBOX
DRIVER / OWNER:	KEVIN LYNCH
ARTIST / RENDER DATE / SIGNATURE:	ELIE MAN / JULY 2016 <i>Elie Man</i>

Artwork by Elie Man, @modificaclassica on Instagram



**I still recall with joy** the flatbed pulling up to our driveway, carrying a dusty and faded 1968 Bahama Yellow 912. My desire to own and drive a Porsche, well at least at that moment to own one, had finally come to fruition.

The proverbial chase, moreover my love for air-cooled cars, goes all the way back to the early 1980s. My first car was a VW Beetle, a hand-me-down, driven by every kid in the family. I somehow managed to take that well-worn Bug, a wrecked later model with a decent engine, and some timely help from two old school German mechanics, and build my first air-cooled machine. I was hooked, but the true depth of that obsession was yet to manifest. I am not sure which early Porsche experience took me all the way to the dark side, but every adolescent attempt to buy a Porsche failed due to insufficient funds, and later attempts failed due to alternatives, whether it was graduate education, buying a home, or family members in need.

Always a California car, the 1968

912 had lived a well-used life. I found it in the inventory of a vintage car dealer on California's Central Coast. I was attracted by the decent shape of the shell, a matching numbers 616 case, the uniqueness of the 1968 model year features, and of course the color.

I'd characterize this project as slow but steady. Year One rolled by, more dust and no wrenches turned. However, I did use that time to research, learn, and configure my plan, and importantly determine who I needed in the team. My specification was to build a European privateer rally team support vehicle, acquired straight from Stuttgart. Notwithstanding the '68-only U.S. DoT side markers, I wanted full Euro-spec lighting and indicators. Of course with a rally mindset, it's not hard to imagine a few performance upgrades, including better instruments and larger displacement. Year Two wasn't any slower to disappear, however I managed to acquire an array of important parts, and to build relationships with John Benton and Ryan Schumacher, both of whom were instrumental in this

restoration project. This build had a focus on details, many of which I found in far flung corners of the globe. Notable on that list are the Fuchs, acquired at a weekend parts sale in Stuttgart, and a Heuer Super Autavia, found in a Naval Surplus Depot in Portugal. I bought, restored, and traded countless parts, including more than a dozen Heuer timepieces, to arrive at the current configuration. I focused deeply on the cockpit configuration and detail, an important aspect to me, and John Benton did his magic on the drive-train and suspension.

Year Three was both highly productive and highly distracted. We embarked on a true nut and bolt restoration. The car was taken apart, and then sparks flew as we dealt with rust issues, namely the floor pan, front clip, and minor work in the A-pillars. I take ownership for distractions that year as I let my design spec wander and the shell sat for an elongated period. I started considering changes to the build, including provisioning a different motor, a 2.7 Polo. Acquiring a 1967 912 shell and a small warehouse of parts



helped to shape a parallel build, a story for another time, and the 1968 project returned to plan. Eventually the tub was handed to Shane East at East Autobody who really delivered a stellar application of single stage Glasurit in its original color, Bahama Yellow. We embarked on rebuilding every element of the car, from windows and trim, to fuel and electrical. In the midst of all that change, one could argue we never lost the Porsche aesthetic, and perhaps we enhanced it.

Year Four has been all about assembly and dialing in the performance. John Benton took my original 616 case, and built a 1.7 twin spark motor that is fabulous. One day in his shop the words 'hammer' and 'Bahama' were mistakenly blended and the nickname 'Bahammer'

was born, as was a great 912 ready for a new generation of performance. Early trials were short, spirited drives down the California coast, or a quick ramble to the local Cars & Coffee. I have now had the opportunity to take it several hundred miles in a day, with a few trips to San Diego and Malibu. Venturing to the West Coast Rendezvous will be the longest stretch later this summer. I periodically am asked the standard questions, most often is the questions of how long did this take and how much did you spend, to which I can only answer "different than I originally planned". I have had a dozen serious inquires if I was open to selling, to which I politely say "call back later". The enlightened few ask how much fun, to which I can only respond "unlimited". ■■■



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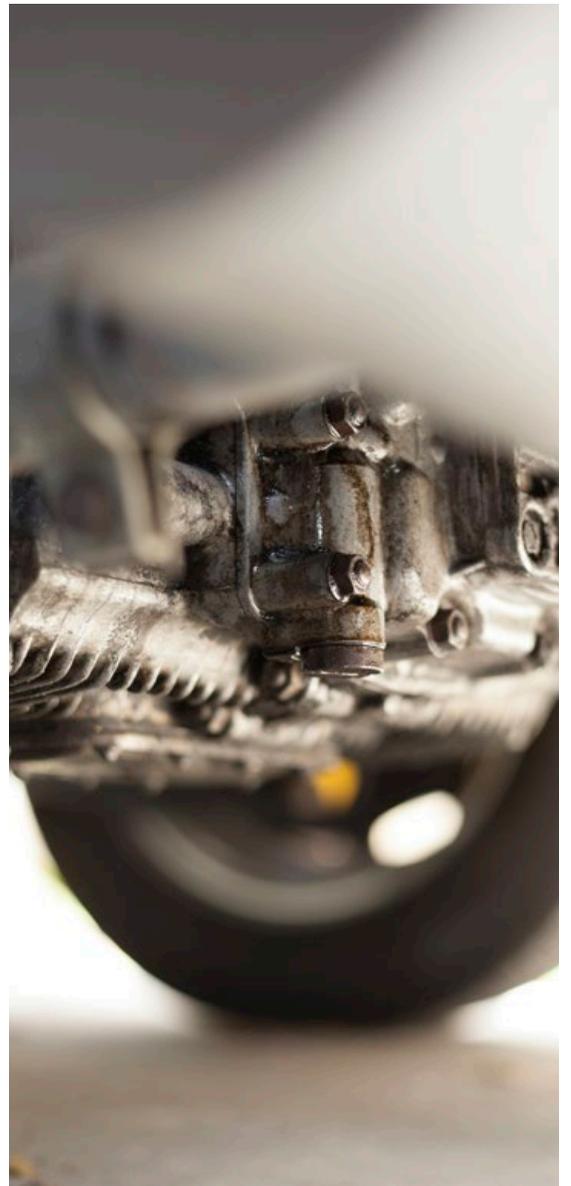
**I was after the deep end,** it was my first Porsche and I wanted to take it apart completely. If it was scary I was after it. Suspension pan and floors where toast, great. Transmission barely shifted because the shift rod was holding it up through the tunnel, that was horrifying — perfect. The

engine rocked back and forth so violently it was as if I was watching a cartoon, fabulous. The interior, well I didn't like it so I removed it. I drove without interior for close to five years, the last two of which I commuted nearly an-hour-and-a-half in this form — no radio obviously. Spectacularly

loud, dialed suspension and brakes to concours level. As many others are, I was poisoned by the 911R and wanted a little rat rod to call my own, this was what I could afford. 1967 matching numbers, 4-speed, 6605 Bahama Yellow (painted black before I got it). I paid \$5k. 







# 2016 PORSCHE GT3 RS REVIEW - (LEGO VERSION)

**Christmas morning, 1982.** And it was time to unwrap the big box 'From Santa'. I picked it up and lightly shook it, hoping for that jangly-plastic-shuffle Lego signature sound. Was it there? YES!!! That year, I must have been a really good boy, because Santa gave me set #8860, an large-scale Lego car. Now, when you think Lego cars from the early 1980s, you'd be safe to assume a small, squared-off, pixelated affair with an accompanying mini-figure, but set #8860 was from the 'Expert Builder' series, which meant something else entirely. This car measured almost 2 feet in length. It had a working steering wheel, working rear suspension, and a working 4-speed transmission with a gated shifter. Even the pistons in the engine moved back and forth on the crank when the wheels turned. By early 1980s standards, set #8860 was pretty much as state-of-the-art as a Lego set could be, save for one very curious detail: Unlike any production car then being currently manufactured, this model had a rear-mounted, flat-four, air-cooled motor. Sound familiar? The similarities between Lego set #8860 and

the underpinnings of our 912s are uncanny. I swear, the hours I spent building and studying this set are what planted the seed in me for future Porsche ownership.

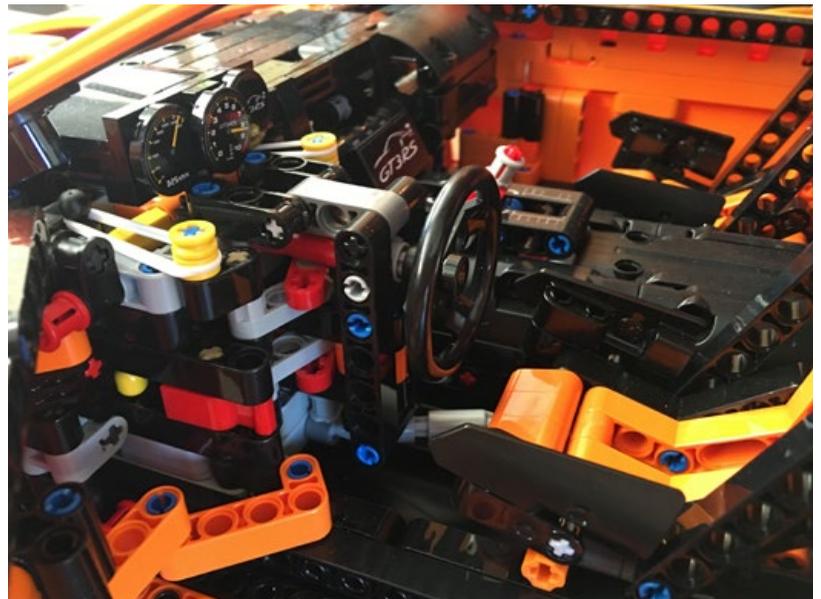
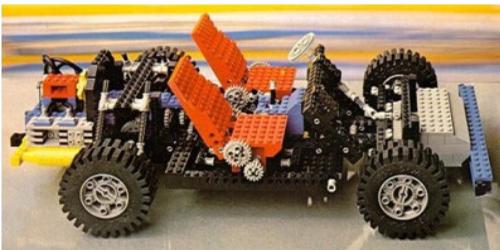
Flash forward to today, 2016. On June 1st of this year, Lego released set #42056, which is a highly detailed recreation of a Lava Orange GT3 RS that the Swedish toymaker developed in close collaboration with Porsche. Seeing as a Lego set played such a formative role in my early appreciation for Porsche engineering, I knew this new set was something I would seek out the day it went on sale, and shared here are my impressions.

The first thing you notice is the box. It is designed more like a coffee table book than something meant to package a toy. No loud graphics, no multiple views, rather it has just a single, dramatic rendering of the GT3 RS model set against a black carbon-fiber backdrop. The Lego logo is in the upper left corner. The Porsche logo is in the lower right corner. When you open the box, you are greeted with an 8" x 10", 1.5" thick, instruction book, that is mostly solid orange, but which is actually a detailed photograph of the hood of a real GT3 RS. This book is then framed by 5 smaller boxes which each containing different stages of the model. One of these boxes has circular cutouts on the outside, which house the miniature Lego GT3 RS signature rims, which were developed especially for this set.

The first 35 pages of the instruction book are a very nice unexpected treat. They

briefly describe the heritage of Porsche and the 911, all the way up to the current GT3 RS. They then go on to describe the collaborative process of creating the Lego version, which received a lot of input from Porsche engineers at multiple stages. I think my favorite detail from this section, is when Dr. Frank-Steffen Wallister, VP Motorsports and GT Cars at Porsche, talks about how some of his enthusiasm for Porsche actually originated with Legos, or more specifically, with Lego set #8860, which he still keeps on display in his office! But then comes the 1st of the 856 steps it takes to assemble the over 2,700 Lego pieces into the finished model. So lets get started...

As with a real GT3 RS, the build goes in stages. You start with the largest section first, which is the chassis and running gear. This is actually a pretty spectacular and educational section to put together. It almost can go without saying that this model has working steering, working suspension, and working pistons, when advanced Lego sets have been doing this since at least 1982. The main attraction here, is that as with a real GT3 RS, this Lego model features a WORKING, double-clutch, paddle-shifted transmission!!! Pulling on the levers located behind the steering wheel causes a connecting cog to make a 1/4 turn, which activates a little arm, which keys into a mechanism that changes the gears. One paddle shift walks the gears up, the other walks them back down. Quite simply, it is a miracle of



engineering executed in PVC plastic.

Once the chassis is built, you move onto the frame, the interior, and finally

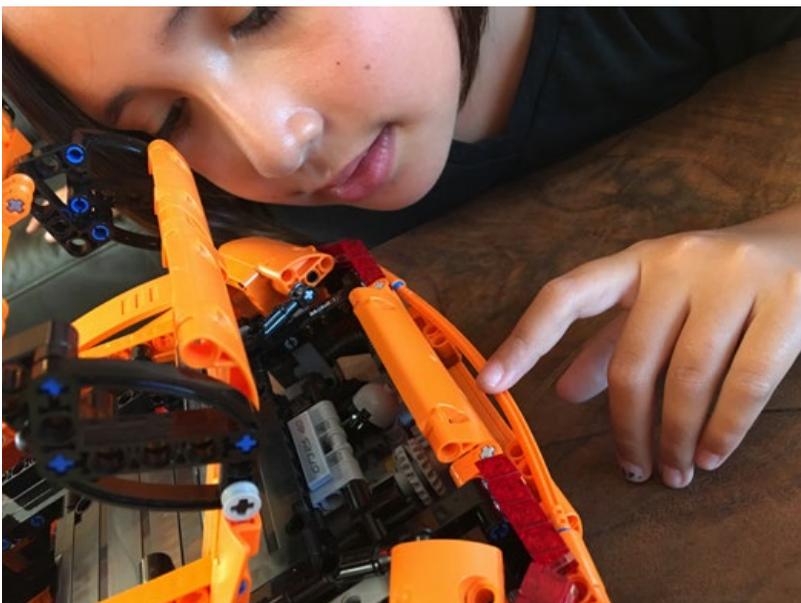


onto the body itself. The last thing you are supposed to do is put the wheels on, but of course I cheated and put them on soon as I could. That being said, for the most part, you will want to pay super-close attention to the instruction details. It is easy to put pieces on at slightly the wrong place, or to put something on backwards, and then not realize your mistake until maybe 50 steps later, and then have to undo everything to make a correction. It says on the box this set is for kids ages 16+, but I actually think the real intended audience is mechanically inclined adults. For anyone who has the skill to work on their own 912 (or else has kids who have forced you to keep up your Lego-building chops) the model takes about 10 hours to complete.

Be warned, the Legos in set #42056 are not really like the ones you remember. Some of the building techniques are reminiscent of the Expert Builder series Legos we had back in the 1980s, or the Technics kits they then morphed into, but the new pieces now are very stylized compared to traditional Legos, almost to the point of not being recognizable to traditional builders. Virtually everything is assembled via pins locking into holes, and not via pieces snapping onto other pieces and being held there by friction. It is sort of more like a plastic erector set rather than Legos, but what this philosophy lacks in Lego tradition, it makes up for in strength, functionality and realism. Criticisms? I wish the box was sturdier, and I wish the paper in the instruction manual

was higher quality. (Riddle me this? Why has Lego used the same, super-easy to rip paper for their instruction sheets since the 1970s? Can't they figure it out?) Also, there is mistake in the instructions, that would lead you to put the gears on in a way that causes the transmission to shift 1-3-2-4 instead of sequentially, but Lego published a fix for this on their web site. (You just need to switch steps #267 and #269 with one another.) Some of the pieces in the set have design elements silk-screened onto them, but there are also a lot of stickers you need to apply. For a set that retails for \$299.99, the stickers feel kind of cheap, but I guess this was the price point Lego wanted to hit, and I guess having some stickers is part of how they managed it.

But really, I am being picky with my criticisms. Heck, if you don't want to put up with having to apply stickers and having to figure out how to make the gears shift sequentially, then you should go find another set that lets you build a fully functioning Lego GT3 RS that is over 2 feet when fully assembled. Oh wait, that's right, you can't — because really there is nothing remotely like this set! Like the GT3 RS itself, set #42056 is totally in a league of its own, and like Lego set # 8860, I think it promises to help create a future generation of Porsche enthusiasts (Provided parents will let their kids have a turn playing with it.) ■■■





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