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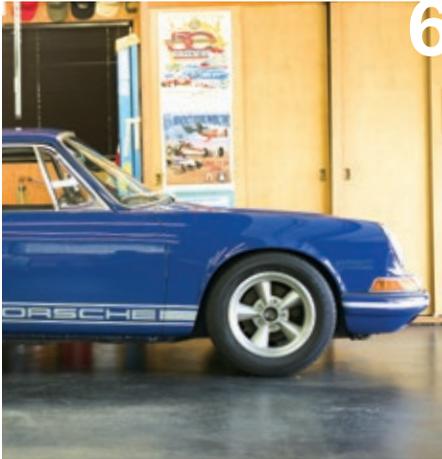


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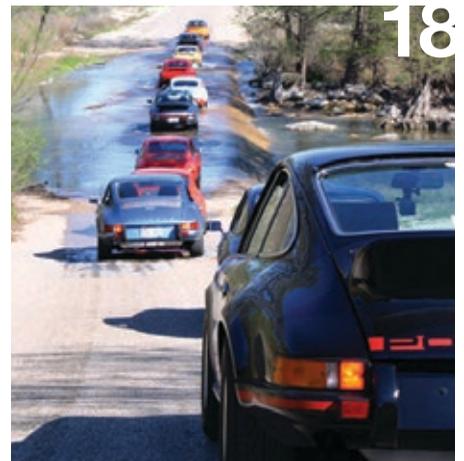
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Don't look now, but the 912 Registry has gone social!



/912Registry



#912Registry

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

OOPS!

The Oil Check story (pg 19) from the Winter 2014 issue incorrectly identified Peter Graham as sole contributor. Mike Horton and Neal Farnsworth also contributed to the story.

- 912 Registry Magazine staff



On the cover: On January 24th of this year, about 40 Porsche 912s converged on the Canoe House in Pasadena for breakfast. On hand was photographer Dr. Jules Medina, who captured this stunning shot of Mike and Karol Nesdale's 1967 coupe. A 912 is particularly adept at becoming one with the road, and, this case, with the sky as well!

MESSAGE FROM THE PRESIDENT



Hello 912 Registry Members -

Hello All -

Welcome to the spring issue of 912 Registry Magazine. As it turned out, many of the features were submitted by, or came with photos taken by, professional photographers, and so we decided to give this issue a few less titles on the table of contents page in order to give some of the images we received the room they deserve. Enjoy!

Moving onto official business, now is a time of transition for the 912 Registry. After many years of running the 912 Registry Goodie Store, Christie Martin has passed the reins to Karol Nesdale. Thank you Christie for all you gave! Welcome Karol, and thank you for getting involved! Likewise, the time has come for our Club Secretary, Thomas Lockton, to find a successor. Thomas will continue to be active in the 912 Registry behind the scenes, but we now need to find some who can help us with processing memberships. If this is something you feel you could help with, and you want the 912 Registry to continue, please contact me. And finally, in recent weeks our friend Paula Golus has decided to step down from her role as Director of Online Operations. People, quite simply, the 912 Registry would not exist if not for the contributions that Christie, Thomas and Paula have made over the year. We literally owe them our club!! Now if we want our club to continue, we need you to volunteer.

Lastly, I'd like to conclude this column, with an ongoing meditation I have been having since we published the story about "The Beater from La Mirada" in the last issue of 912 Registry Magazine. I was in the room when John Benton first pitched the idea for the car to Bill Cahill, and honestly, at the time, it seemed kinda crazy to me. Like a good way to maybe spend a lot of money on a car that might be hard to sell if things even change. But 2 years later, having watched the process, and now having spent a lot more time with Bill and the Beater, I have to say that this car has singularly changed my entire 912 experience for the better. As owners of 912s, we know that we care for one of the most perfect cars ever made, and in doing so I think it is sometimes hard to avoid becoming a perfectionist. There is great satisfaction in bringing new life to an old car, and in this pursuit, it is hard not to see scratches, tears, pitted chrome, missing details, or other signs of age and neglect as the enemy. But for me, this gets problematic when the faults of my car, (or the avoidance of incurring new ones), overshadows my enjoyment of my car. The Beater teaches us that these cars are more than valuable material possessions that must be babied as such, but rather if we are open, they can be portals to meaningful experiences - and experiences will inevitably leave a mark from time to time! Compared to the Beater, my car looks concours. But I know it isn't. I know where my car has scratches or other wear. I know where things don't match perfectly, or have been changed. I know there is rust starting to bubble through the chrome on my rims. In the past, these faults would cause me to cringe whenever I noticed them. But now I am inclined to see them as all part of the process. The same way we love our friends, our families, our children, and ourselves for all their flaws, I am grateful to the Beater from La Mirada for teaching me how to do this with my 912.

Onward!

Charles Danek

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Like the Willie Nelson song says...my SWB racer project is “on the road again”! I’ve only put about 60 miles on it so far... but those are the first miles it’s driven in almost 25 years! I’m happy to say all is good.

Some background: My SWB racer project started life as an Ossi Blue '68-912 coupe. I bought it a few years ago from the original owner who picked it up new at the Porsche factory on September 1, 1967. It was built in August 1967 so it's a very early '68 model. Per the COA, some of the “optional equipment” included a wood steering wheel, chrome wheels, Becker radio “Europa”, Koni shocks, L/R seat belts and an “expander for fastening suitcases” (whatever that is). He spent a couple of months driving around Europe before returning to the US. He drove the car daily for many years. A factory replacement engine was installed in the early 1970's after the original engine was stolen. It was later rebuilt by Harry Pellow who installed a 1,720 big bore kit, an upgraded cam and Webers. Either it didn't come with the one year only '68 air-pump because it was such an early '68 or it was deleted at the time of the rebuild. By the mid-1980s it was no longer a daily driver. It was getting pretty tired and having increasing trouble passing smog. Sometime around

1990 the car got put into storage. When the original owner lost his storage and wanted to get rid of the car, I picked it up. I towed it home, and began the disassembly process.

Why did I buy this car? First, I've always liked the proportions of the SWB cars. The rear wheels are where Butzi Porsche originally designed them to be, and they just look better proportionally placed there than they do after they were moved 2.25" further back in 1969. Park a SWB and a LWB car in front of one another and look at both from the side and you'll see what I mean. But even though I liked the wheel base proportions I never liked the flat, “slab” sided look of the SWB cars. For years I'd thought a SWB car with small flares would look great, and so I planned a future project in my mind. I think adding small flares gives the SWB car a little muscle and attitude. Kind of like a 911R but not exactly the same. This SWB 912 coupe was the perfect candidate to try out my mini-flare idea.

The car wasn't running after 25 years in storage but it was straight and had only minimal rust, most of which I was able to get rid of in my home garage with lots of floor scrapping and silver POR 15, which I finally covered with black satin. The only serious rust was in the front trunk pan

under the battery, a very common rust area. John Esposito replaced the front trunk pan when he painted the car. After stripping the interior, which was pretty tired, I started on the mods to the body. First, I scored a set of '69 front fenders that had been modified for use on a SWB car. The turn signal and/ horn grille areas were already set up for the SWB turn signals and horn grilles areas. I traded my stock slab side '68 front fenders to a friend with a '68 and he provided the modified '69 fenders. It was a win-win. Next up were the rear fenders. John Goriup had recently added RS flares to the rear of his '71 coupe and provided me with the stock '69-'73 rear flares that were cut off his car. (Thanks John!) I measured more than twice and trial fitted them a couple of times before I attached them with sheet metal screws in preparation for permanently butt welding them on. (I'm a home garage guy; the pros use cleveco rivets). I was pleased that they fit like they were meant for the car. Once I had them fitted, Bob Marx brought his welder over. I used my cutting wheel and cut a few inches of the old fender a bit at a time and pushed the new flare in place while Bob tacked it on. Within a couple of hours we had the new rear fender flares properly butt-welded on the car. (Thanks Bob!) I deliberately didn't lengthen the



wheelbase, because I wanted the SWB proportions but with a little more muscle from the flares. They came out great and gave me exactly the look I wanted. The car looks like it was built this way at the factory...which was my objective.

Next I replaced the original damaged front bumper with a used steel bumper from EASY and the stock rear bumpers and license panel with an R fiberglass one piece bumper I bought used from a friend. Both bumpers required some work to

make them fit. In fact, typical of fiberglass parts, the rear bumper fit terribly. One end was actually 1" longer than the other so I had to cut off one end and re-fiberglass it to get the correct fit.

With everything fitting together pretty well, I took the car to John Esposito for final body work and paint. John made everything fit even better and all the gaps between panels are now better than factory. Then he gave the SWB renegade a spectacular single stage paint job in

its original Ossi Blue color. John and his guys hang the doors, front and rear lids and bumpers before he lets the cars go, which ensures his gaps and fit will remain perfect. At home I began the re-assembly process and also began work on some more mods. John has now painted two cars for me. I don't think you can get better work than John and his guys do.

In addition to the body mods I had some other ideas for the look of the car. I wanted the simple look of the very early



911 / 912 cars. By 1968 the original SWB 911 / 912 had become cluttered up with side marker lights, sugar scoop headlight trim rings, bat wing- style door handles for safety, a large outside door mirror and a break-away interior rear view mirror and more. I didn't want any of that so I picked up many early '65-'67 parts at EASY. You get the idea. This August 1967 built '68 SWB coupe was going back to its 1967 roots, but with a hot rod twist.

I've always liked the look of the 356 gauges, especially the 356 Carrera gauges. They are similar to the early chrome trim / green 911 / 912 gauges but they have a very different face, especially on the tachometer, which has a sweeping mid-range and high RPM redlines, unlike the later 912 / 911 cars which only have a single hash mark. I picked up a set of used early gauges and sent them off to North Hollywood Speedometer and explained the changes I had in mind. They turned out great and I think they are a nice fit for an early 911 / 912 hot rod.

When I re-did the interior I wanted something nice but with a race orientation. I had some carpeting I left over from a '67 911S project I did a few years ago, which was dirty and stained but it was real original factory "S" iron weave heavy duty carpet. After lots of scrubbing and cleanup it turned out fine. Along with



some other "S" only items such as the wrap around leather pieces in the back jump seats and 912 rubber floor mats I got the look I was after. I also modified the poorly placed and dangerous factory SWB seat mounts (too high) by using the center tunnel "U" seat belt mount from a later 911 and fabricating the side mounts in the interior rocker panels.

Regarding wheels, it's hard to improve on Fuchs, but for early cars I really like Torque Thrust Mags, which were used on many racing Porsches in the mid-late 1960s. I'd always wanted to install a set on an early 911 / 912 but they

are hard to find. After much searching I ruled out finding a used set, especially at a reasonable price, so as a temporary solution I pulled two 7" steelies out that I'd had for years, and got a third one from a friend along with a 7" hoop. An old 4.5" steel wheel donated its center and Stockton Wheel worked their magic. I now had four 7x15" steelies for very little money. A little Wurth wheel rattle can silver gave me the look I wanted. They looked great on the Ossi Blue car with the silver side decals I had installed. But I still kept my eyes open for Torque Thrusts, and then, thanks to an ad in an

American Muscle muscle car magazine I found a local company that makes new aluminum Torque Thrusts for American cars, but which can be modified to fit an early 911 / 912 Porsche with small flares, so I picked up a set for about \$1,200 and drilled to the correct 5x130MM Porsche bolt pattern. How could I not like it!

I did many other small things to ensure the performance and look I was after. I can't tell you how many hours I spent in my garage, many on my back on the garage floor with the car up on jack stands. Re-doing brakes, the master cylinder, lines, calipers, etc. I also did some simple suspension work. I added early 911S 15MM anti-sway bars that I pulled out of my stash. Most early 911S cars came with front and rear 15MM anti-sway bars. They aren't the ultimate set up for serious track use but they are a great compromise for a car that drives well in spirited street driving and, yet, still be comfortable for daily driving.

Finally, I wanted to improve the sound of the 912 exhaust. I started with

the stock muffler but after unsuccessful mods I did some research and realized that almost no one has been able to successfully modify the 912 muffler into a good sounding sport muffler the way we do with 911 mufflers, so I decided to build my own sport exhaust system. Typically a dual muffler system sounds better than a single pipe system and my 911R style rear bumper had two cutouts for exhaust tips under the bumperettes so it made sense to go with a dual exhaust system. I started with a Bursch- style system I found used at a swap meet. Its four header pipes go into a collector and then out through a single tail pipe. I cut off the single pipe just after the collector and my local muffler shop did the rest based on a drawing with measurements I made for them. They built a "Y" after the collector going into two 12" mufflers pointing toward the bumper cutouts with two 2.25" tail pipes exiting under the bumperettes. It was tight but it all fit and it sounds and performs great, much deeper and racier than a stock 912 muffler,

but without being too loud for everyday driving or droning on the freeway. Under acceleration from about 3,000-6,000 rpm it really screams. It sounds like no other street 912 I've ever heard. It's probably a little loud for some, but it's just the sound and performance I'd hoped for.

OK... what's next? Well, like we all do, I've always got a few more things in mind to do on all my projects, including my SWB renegade. First up will probably be some 911R style seats, then some additional suspension and brake mods, and then finally, just possibly, replacing the Webers with Electronic Fuel Injection. Are our projects ever really 100% done?

As crazy as it sounds, I'm already thinking (maybe just dreaming) about future projects. Will I ever do them? Who knows? How about a 356 Outlaw? It's been bumping around in my brain for a while, and that's where my projects get started.

But for now my Nor-Cal SWB renegade is on the road again and I'm enjoying it. ■■■



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SO CAL BIG PORSCHE WEEK!

story & photos by Charles Danek



Spring has its own set of holidays: Easter, St. Patrick's Day, and if you are a Porsche enthusiast in Southern California there is also, well, I don't think it has a name, but maybe it should be called the SoCal Big Porsche Week!

This year it began with a newer event, that is now in its second year: Luftgekühlt: The name says it all! Gathered on Saturday, March 1, at Bandito Brothers production facility in Culver City, California, were all manner of air-cooled Porsches. On hand was an early Pre-A cabriolet courtesy of the Peterson Auto Museum, several exceedingly rare race cars brought over

by European Collectibles, a quiver of outlaws courtesy of Magnus Walker, a row of 356s, acres of 911s, and a line of venerable 912s organized by John Benton. The production value of this event was exceptional, as demonstrated by the hipster tacos being grilled, the special edition silk screen posters being made on-site, and the real flowers placed by the sinks at the porto-trailers. Quarters were cramped, but this only served to strengthen the feeling of camaraderie amongst all the Luftgekült-ers assembled.

The next weekend, on Saturday March 7, the 32nd annual LA Lit and Toy meet was held at the LAX Hilton. It used to be that vendors would arrive at 7am and

doors would open at 9am, but a few years ago the sponsors of this event began selling "early bird" passes for a premium, and now the official start time may as well be 7am for everyone. This event is probably the best place on earth to find rare literature and ephemera related to Porsche. You can also see a smorgasbord of shiny small parts. Think jewelry for your 912. And if you are really lucky, you might even see Jerry Seinfeld. My thanks goes out to Bill Cahill for helping me man the 912 Registry table. Then in the afternoon, several noteworthy Porsche restoration shops open their doors for open houses throughout the southland.

Finally, for a finale, on Sunday, March



8, the 356 Club hosted their annual Phoenix Club Swap Meet which has been held at this Anaheim venue since 2009. Informally gathered were all manner of Porsches parked throughout the premises, and overflowing into nearby fields. Beneath popup tents, laid out on tarps, or piled in old milk crates, guys sold and traded all manner of Porsche unobtainium, while under one large tent, vendors who cater to our cars showed off their latest offerings. To top it all off, the Phoenix Club is all about German Heritage, which meant there was good beer and good brats to be had. Sauerkraut: the perfect thing to top off a brat with, and to top off the amazing holiday that is the Social Big Porsche Week! 🍷🍷



Miss Luna in the Rally Neige et Glace

By Gérald Garcia
Photography by Phillippe Fugier

Those of you who read the first story on Miss Luna, back in the Winter 2013 edition of 912 Registry Magazine, may recall that we were on the end of 2013 contest the first Grand Prix of Marrakech Classic. Unfortunately, this event was canceled at the last moment, forcing us to store our 912 for the winter.

Then in the summer of 2014, Miss Luna still was not entered in any race program, on account of a new activity with for classic Porsches I discovered called 'Historic Road Car'. Our Miss Luna spent the summer sharing peaceful strolls with her 356, 914 and 911 cousins.

Alas, the demon of the race when he holds you is never far away. In commemoration of our respective fifty 50 years, I decided to give us a both a great gift: participation in a mythical winter rally. I would imagine that some of you have ever heard of the famous Rallye Monte Carlo? This event is based in the south of France, near the principality of Monaco, and has been a part of the World Rally championship calendar since 1973. But actually, this grueling event has been in place since 1911.

An interesting thing about this race, is that there are several starting points in different European cities: Reims, France, Monaco, Glasgow, Scotland, Barcelona, Spain, Stockholm, Sweden and Oslo, Norway. Thus, depending on the city you start from, this race can be between 950km to more than 2300 km long before it really begins in the Alps. It is therefore necessary to provide a support vehicle with a mechanic, a driver and various types of tires because during such a long journey, it is possible to encounter dry sunny roads, wet weather roads, and ice and snow covered roads that are highly probably up in the Alps.

Unfortunately, my overloaded work schedule, and tight operating budget meant that I would not be able to participate in the first winter rallye event, when conditions are typically pretty good. But fortunately in the calendar of winter rallies, there is another legendary event: Rally Neige et Glace. Since its creation in 1953, Rally Neige et Glace has been a part of the France and European Rally Championship. The reputation of this event is somewhat less than that of Rallye Monte Carlo, but this is not because it is

less of race! In late winter, the weather in Monte Carlo can be very random, making it a very difficult race in terms of logistics, tires and steering. A dispute in 1977 Rally Neige et Glace led to the event being suspended, but then on the occasion of the 50th anniversary of its creation, the event is reborn from its ashes in 2003.

Today Rally Neige et Glace is a historic event, which only allows





vehicles built between 1946 and 1991 to compete. 100 One hundred teams drive along three loops, covering more than one thousand kilometers along roads and snowy paths that weave between the frozen lakes and magical forests, traveling on average more than 300 kilometers per day, including some night stages.

The dates of the 61st Rally Neige et Glace, February 1st - 4th, 2015,

worked with my work schedule, and so "Miss Luna" was accepted into Group 3 (vehicles from 1954 to 1965). Finally, Miss Luna and I were going to blow our 50 candles and enjoy our birthday gift together! However, I still had a very tight operating budget. Luckily this event takes place only about two hundred kilometers from my home, where weather conditions are such that studded tires are allowed!

After a stint in Besançon to pick up my co-driver, Natalia, I ventured out with only the 4 studded tires on my car plus an identical spare, and no support vehicle, I ventured out towards Haut Doubs and Jura, the coldest region of France, which is often called: "Little Siberia".

Our start on Sunday morning began very seriously, with us scrutinizing and

(continued on page 16)





calibrating our various navigation devices, while event commissioners and officials verified the technical compliance of Miss Luna. They marked our tires because only 6 are allowed for the whole rally. Finally, we made time to answer the questions and have pictures taken by some journalists covering the event, who were happy to see a Porsche 912 in the race.

To start, we drove out to a park in Pontarlier, which would be closed for the rest of the day. It was about 8:10PM when we rushed forward to complete 25 kilometers on the route of the Larmont rating of race. For these first laps in the snow, Miss Luna finished 80th.

Day 1

Only after removing 30 centimeters of snow that fell on night Miss Luna during the night, we began our 305km journey for the day. Day 1 would prove to be a special day, where we met friendly crews and saw beautiful cars like an Audi Quattro, or the Lancia Delta from Group B, a car that dominated the World Rally Championship until the mid- 80s. We returned to the hotel around 10PM. We were tired, but happy to have made no steering or navigation mistakes and have a head full of extraordinary images.

Day 2

On the night before Day 2, the snowfall had let up compared to recent days, and Miss Luna was able to sleep quietly under her cover despite a temperature of -10C. On Day 2, we would travel more

than 400 kilometers. As Day 2 went on, we began to move up in the rankings. In the early evening, we took a welcome break at Ornans to check the oil level and tire pressure, and to have dinner. Then we quickly left for the night stage. It was about 1AM when Miss Luna returned again in the closed park for a night of well-deserved rest.

Day 3

On Day 3, we awoke to beautiful sunshine. In the morning, we attacked the roads without any problems, but the afternoon would not be so easy! Upon arriving at the lunch break, we learned that some roads in the mountains had become impassable due to too much snow, and that the course must now be changed. Natalia, my experienced co-driver, decided to skip lunch and to use the time to completely rework our route, because we still had not yet driven half of the 281 kilometers that make up this final leg of the race. I chose to lunch very quickly, and I prepared some sandwiches for Natalia in hopes that could eat once we got back underway. After the usual checking of pressures and level finished, we hit the road for an afternoon full of bounce.

Those crews whose co-drivers had managed to correct their routes for the afternoon managed to avoid the pitfalls of a sunny day, as certain stretches looked like they only had a little snow on them, but were actually covered in ice that stretched to the edges of cliffs.

At around 6PM we made it to the podium finish in Pontarlier, where we learned we had taken 61st place in this enchanted, magical event. We were very glad to have shared this experience during those miles in the snow, and now we were glad to have Miss Luna refrigerated but safe.

I took from this race extraordinary memories of beautiful scenery, fun driving conditions, and a great atmosphere amongst the competitors. The organizers were always very professional, and they paid attention to every crew. This was the first rally with my new co-driver, Natalia, and the success of our working together has now led us to consider a long-term association. This Rally was my first experience on snow, and the experience taught me that my Porsche 912 had lacked preparation. Studying some of the other Porsche 911s on-hand, I realized that my ride height (about 40 mm) did not offer me enough clearance. Next time, I would consider 145 x 15' size tires instead of 165 x15 for better steering and to gain traction. And finally, it is absolutely necessary to add pairs of long-range and fog lights.

If the 2016 sponsors of Rally Neige et Glace present grant us another entry in 2016, Miss Luna and Natalia will be ready for new adventures! 🚗🏁





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I SURVIVED THE HILL COUNTRY RALLYE

by Rick Miranda

OK, so it's a bit of an exaggeration, but I had an amazing time with some great new friends and some amazing cars! 2 days and exactly 962 miles later "ze pumpkin" performed beautifully. Well, almost. Story on that just a bit later...

The Friday morning wake-up call came much sooner than I expected. So after a quick banana and granola bar breakfast I was on my way before the sun even thought about making an appearance. I met another fellow 912-er, Brody Day, at his house in Dallas. A quick introduction to his brother and dad who were on the trip, a tall cup of coffee in my cup holder (crotch) and we were on our way. Due to a terrible bridge accident near Salado, TX a day prior to departure, we decided to go the safer (and more relaxed) route of US-67 / 281 / 290 to Fredericksburg for lunch.

Once we were south of Dallas / Ft. Worth, we were making great time. Our only slight delay was to slow down and narrowly avoid a bobcat trying to make a run across the highway. Stupid bobcat. After a stop for gas in Burnet with a few peculiar looks from locals, we pressed on to Fredericksburg for lunch at the renowned Crazy Frank's BBQ shack. Trust me. It's the real deal here. We savored every deliciously rich "window-to-weight-gain" bite, before we split up. Brody, his dad and brother would head to the hotel for some R & R while I spent some solo time at the Museum of the Pacific. If you are even remotely close to this area, I highly recommend dropping \$14 and a couple of hours here. It's very well presented and gives you an incredible back story on how Japan rose to power in the late 1800s all the way to the unconditional surrender aboard the USS Missouri. After the museum, I arrived at the hotel in Kerrville and was greeted by a Carrera RSR. No big deal, right?

The rest of the afternoon was pretty relaxing until our little "shine and show" event. Most all of the P-cars were there gleaming in the early evening sun. If you are an air-cooled fan (sorry, bad pun) this is where you needed to be! By the way, people eat dinner pretty early in Kerrville, so if you're hungry around 7pm or later,



you're outta luck. Seriously.

Saturday morning was my first full day of driving around the Hill Country. Of the three groups of tours heading out that day, the first one out was a spirited drive. Those cars would drive longer straights and highways. I decided to join the first touring group out of the hotel parking lot at 8:30 am. We would take all the twisty roads and switchbacks through Hunt, Vanderpool, Leaky, and stopping in Utopia where lunch was awaiting us.

Being my usual late self, I was the last car out for the early group and struggled to keep up with the 911s on the straightaways but made up for it

when the bendy bits showed up. The drive was breath-taking. By far the best stretch was Ranch Road 336. It demanded your full attention and required both hands on the wheel at all times, so the "driving selfie" was out of the question. There may have been a real butt-clinching curve or two while I was trying to push myself a bit further on the switchbacks. Once the curves were done, we were all rewarded with a low-water crossing that made some of the Euro ride height cars a bit nervous. I can assure you that everyone (including yours truly) made it through the undercarriage bath and on to our lunch destination in one piece.



After a great lunch at the Utopia Cafe, with a side of sass from our waitress at no charge, some of the guys went back to the hotel while others went to a local vineyard to sample the goods. Me? I ditched everyone to check out the scene in Bandera and Medina.

For those of you unfamiliar with Bandera (population 857), it prides itself as the “Cowboy Capital of the World”. There’s a pretty cool Old West theme going on. Nice little shops for western knick-knacks and stuff. Locals actually told me it’s more like Sturgis South. LOTS of bikers here. If you like choppers, leather, Motley Crüe, tattoos and everything that goes with that

scene, you’ll feel right at home here.

I walked around town, bought a few souvenirs for the kids, took a few pics and left to head back to Kerrville up another twisty road. When I got back in “ze pumpkin” I noticed a very rough idle but revved the engine a few times and it seemed to clear up the problem. Well it got much worse and could barely clear 20 mph after I got on the state highway while noticing a very strong gas smell. I pulled over and opened the hood only to see gas pouring out of my left carb/air filter. OH CRAP! That’s when I realized that none of my touring pals were here to help me out and anyone I called would be at least a 30 minute drive away. It





was a feeling of complete isolation and panic. DOUBLE CRAP!

I examined all the hoses for rips / cracks and checked the clamps to see if anything had broken. Nothing was loose or frayed and nervously weighed my options: Call for help or wait out the problem hoping it could resolve itself. Well fortunately, a quick call placed to Charlie Danek and then to Jeff Trask gave me a huge sigh of relief. "Probably just a stuck float." Jeff said confidently. "Give it a few minutes, then try turning the engine on again and revving it a few times." Lo and behold, a few minutes later, she fired up again without any gas leaking out of the carbs. With a happy little girl squeal, I closed the deck lid and was on my way back to Kerrville praying that I'd make it back without incident. I opted to take the shorter, straighter route back just in case...

Saturday night was the HCR banquet where there was plenty of raffle prizes and heard great stories from Jeff and noted

Porsche enthusiast / mechanic Al Zim. All the while, I met with many 912 Registry, PCA, and Early 911S members face to face for the first time. It was kinda like the final night summer camp for the Porsche crowd! I can see why the Rallye sold out in 18 hours!

Sunday meant it was time to head back home. So after a small breakfast and a few goodbyes, Brody, his dad and brother and I hit the road again. After a quick stop that turned into a long stop in Hamilton for lunch, we realized that the rest of the drive back would not be as much fun due to the traffic congestion we were expecting once we got back into Dallas. Sure enough, we made 2 detours to avoid traffic accidents and miserable bumper-to-bumper traffic before reaching Brody's house. Finally it was time to head home solo. I made it home with a plethora of cars around me on the highway that afternoon and back into my driveway just after 4pm.

So in review:

- 962 miles
- 4 gas stops
- 1 near miss with a bobcat
- 2 quarts of oil needed (even though the oil temp never strayed more than a 1/4 of the gauge)
- 1 lost 'Hill Country Rallye' hood magnet (M.I.A. possibly somewhere near Rocksprings, Texas.)
- 1 comfortable back + 1 comfortable butt (Thanks to a completely re-done driver's seat.)
- Countless twists & turns
- (At Least) 20 Smiles on my face each day I was on the road.
- + More stories from fellow Porsche enthusiasts than I can count!

Lastly, to all the folks in the 2015 Hill Country Rallye planning committee. Thanks for an incredibly fun time and I'm already planning for my return in 2016! 🚗🏁

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TOURING CAPE TOWN IN A 912

by Vince Perraud

With a few extra days to spare while on a corporate shoot in South Africa, I decided to stay a few extra days to cruise around Cape Town and take some time to complete personal work. Thanks to my assistant, I ended up with this beautiful “pumpkin”, a 1968 Porsche 912.

Before going to South Africa, I asked my assistant Shafiek if he could find an interesting classic car to drive while in the country. I didn't expect to get a Porsche! We spent four days driving in and around Cape Town, and met a lot of interesting people, including Matt, the dude with the cool “surf” Mercedes-Benz in the photos.

I was worried about driving on the opposite side of the car, as traffic in South Africa, (as in the U.K.), is on the left side, and their cars are mostly right-hand-drive. But after 20 minutes it was okay. The area around Cape Town is beautiful — you can get city, mountains, and the beach all less than 20 minutes away. (About the time it will take you to adjust to driving on the other side of the car!)

This was my first proper cruise with a car like that. The location, models to shoot with for photos, and great weather — I recommend getting a classic car, and a few extra days, on your next trip. ■■■









SAVE THESE DATES!

There are three amazing Porsche events happening in 2015:

Rennsport Reunion V, w/912 Corral / September 25-27, 2015

Rennsport Reunion only occurs every 3-4 years. Porsche was so pleased with Rennsport IV at Laguna Seca that they decided to repeat it at Laguna once again. At Rennsport IV Wolfgang Porsche spoke to the PCA crowd, and told everyone his first car was a 912! In 2015, 912s will have their own special corral, so shine up your Porsche and bring your memorabilia! If you're from out of town, grab your hotel accommodations now!

Customer information and ticket pricing:

http://www.mazdaraceway.com/sites/main/files/file-attachments/porsche_ticket_prices_-_no_parade_lap_1.23.15.pdf

Rennsport Reunion V Porsche 912 Corral Parking, Admission: <https://oss.ticketmaster.com/aps/mrls/EN/buy/quickbuy/223>

15th Annual 912 Registry 2015 West Coast Rendezvous / September 9-12, 2015

Get ready for another long weekend of 912 weekend fun, this time in scenic Paso Robles, California. There will be fantastic meals, scenic (and spirited) drives, winery tours, and a car show. By popular demand, we'll be adding a day for those that can make it Wednesday the 8th.

Check bbs912.org for Registration information!

1st Annual East Coast 912 Rendezvous / September 24-27, 2015

We are proud to announce that next year will be the First Annual East Coast 912 Rendezvous. The event will be held at the Seven Springs Mountain Resort in the Laurel Highlands Region of Pennsylvania. Located just 60 miles southeast of Pittsburgh in the heart of the Allegheny Mountains, the resort is a perfect location to kick off the east coast marquis event, boasting four on-site restaurants, golf course, spa, and countless outdoor activities for the whole family to enjoy.

The region is full of prime mountain driving roads, wineries, and is home to Frank Lloyd Wrights masterpiece, "Fallingwater", as well as his other works "Kentucky Knobb" and "The Duncan House". The Laurel Highlands is also home to a lot of American History: Fort Ligonier, Fort Necessity, and the Flight 93 Memorial.

Check bbs912.org for Registration information!



Membership Application Form

Name: _____

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

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