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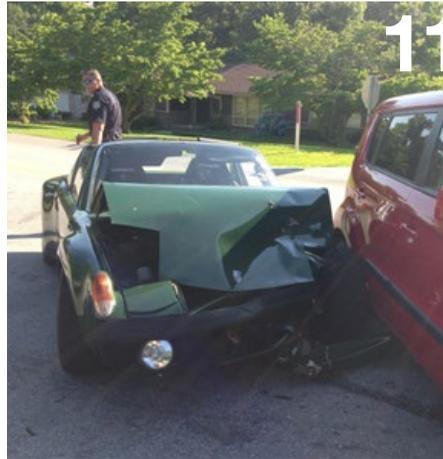
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# 912 Registry Magazine

Winter 2016 • Volume 17 • Issue 3 • 912Registry.org



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



/912Registry



#912Registry

Official Site: [912-registry.clubexpress.com](http://912-registry.clubexpress.com)

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Cover photo by Margo Maxey

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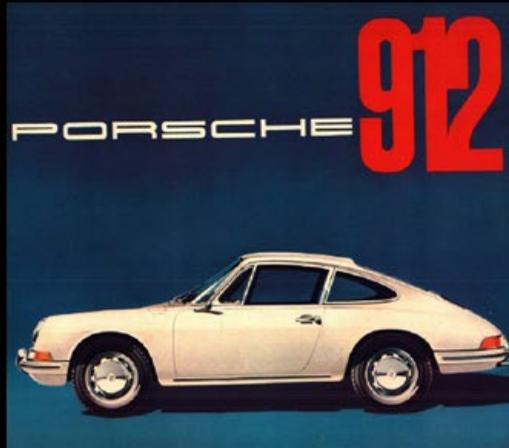


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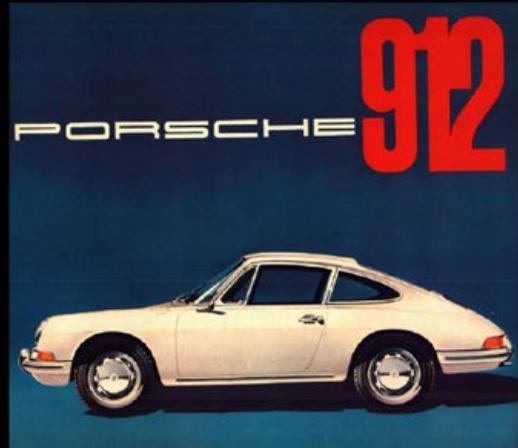
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# MESSAGE FROM THE PRESIDENT

---



## Dear 912 Registry Members

In the Fall 2013 Issue of this publication, in my first column as President of the 912 Registry, I asked two questions that I thought spoke to the future of our club:

Who is going to be buying 912s ten years from now?  
What kind of a club is the 912 Registry going to need to be then?

As I see it, up until now, the majority of 912 owners are people that enjoyed some first-hand connection to the cars when they were new. Maybe you are an original owner, or maybe you inherited your car from a family member who was? Maybe you are someone who admired the cars as kid, and then set out to obtain one later in life? Originally, the 912 Registry came about out of by banding folks like you together for the sake of preserving our 912s, at a time when the model had largely been sidelined by the Porsche community. Today, the 912 is broadly recognized as thoroughbred classic Porsche, and increasingly those buying them have no first-hand connection, but rather are enthusiasts who are drawn 912s purely on the basis of the car's own merits. I sought the Presidency of the 912 Registry because I believed that specific changes were needed to help ensure that our club would remain relevant to future waves of 912 owners, and that perhaps I would be able to help facilitate those changes.

The first change to come about, was the new look of the magazine. To accomplish this, the role of 912 Registry Art Director was created for 912 Registry member Rick Miranda, who then gave our publication its new look, which I feel is on par with the aesthetics and sophistication of the car it celebrates. Next, we remade our club's web site in the image of our magazine, thus giving the 912 Registry a singular, cohesive look and presence. Behind the scenes there have been other changes as well, namely with regard to the platform our web site is based on, and how this platform has allowed for the automation of the membership process, and can accommodate other functionality should we decide to pursue it in the future.

When I became President, Rick Becker, our club's first President, told me how he believed that each President in the history of our club has brought something uniquely of themselves to the job, that has helped move the club forward. At this juncture, I think I understand Rick's words more fully, for how I now feel I have accomplished what I set out to do as President, yet there still much more to be done!

For example, I wish that our club was able to host or partake in more events. I wish I knew how to better assist with some of the responsibilities of our volunteers. And even though the platform of our web site could accommodate things like storefront for club merchandise, and the



capability to offer PDF versions of this magazine, I wish I had the ability to put these things in place. But the truth is, these goals are beyond my particular expertise.

As such, I feel the time has now come for me to step aside, and for the 912 Registry to welcome a new President. Throughout my tenure, I have often consulted with one particular Board Member who I feel shares my concerns for our club, and perhaps even some of my vision for its future. He is someone who has already given more to our club than anyone I can think of. He has a skill set is wholly different from my own, that I think may be particularly applicable to our club's present juncture. He is someone who is vastly qualified for the job. His name is Jeff Trask, and effective as of March, 2017, he will be the new President of the 912 Registry.

For those 3 or 4 of you people reading this who may not already know Jeff Trask, allow me to provide a brief introduction: Jeff Trask is the person who first brought together the various 912 factions that existed in the world in order to found the 912 Registry. Jeff helped organize the very First West Coast Rendezvous, as well as a majority of all the others that have taken place in subsequent years. Jeff is one of the people who launched this magazine. Jeff also served as the 912 Registry's 2nd President in 2004, and has remained a board member ever since. Jeff Trask is also active in the 356 Club — as a member of its board, he orchestrated their sponsoring of the highly successful Socal All-Porsche Swap and Car Display, and he also served as 356 Club President in 2016. In short, I do not believe the 912 Registry could ask for more capable and dedicated leader. Jeff, you have my full, whole-hearted endorsement as the new President of the 912 Registry.

In closing, I'd like to thank you all for trusting me with the club for past 3-and-half years. I also want to give special thanks to Jeff Trask, John Benton, Paula Golus, Rick Becker, Brian Mendel, Thomas Lockton, Karol Nesdale, Tony Vanacore, Bob Ashlock, Mike Vriesenga, Rick Miranda, Darya Loyo, Bill Cahill, and of course Carol LeFluffy for all of the help you have given me throughout my tenure — whatever I was able to accomplish as 912 Registry President was only possible because of each of you. Going forward, although I am no longer the Editor of 912 Registry magazine, I still intend to remain a regular contributor, and when I am no longer President, my aim is to remain available to Jeff to help in any way I can. Most importantly, I intend to keep seeing all of you on the road!

Onward!

Charles Danek

# MY 912 AND ME

by Richard Maxey



## First something about me.

I was born in 1940 and raised in San Bernardino, CA. I always liked to take things apart and put them back together. My friend Herb's father had a 1923 Ford Model T pickup truck. Herb and I studied and tinkered with the T until we were could drive it on a dirt road connected to a citrus grove. What a treat for a couple of 10 or 11-year old boys. We controlled the spark and gas with levers on the steering column, and there were 3 pedals on the floor for reverse, brake, first and second gear. Today Herb has this model T and a 912, both restored.

I graduated from the T into English motorcycles - a James with a Villiers engine and an external brass flywheel, then a BSA. Both had small single cylinder

engines which were great for teenage trail riding behind our home. When I turned 16 I bought a 1946 Ford coupe with a flat head V8 engine, dropped front axle (raked) and louvered hood. Later I had 1950 Ford Woody surfer wagon as I was spending more time at SoCal beaches, then a series of VW Beetles, my first introduction to German air cooled engines.

1965 was a momentous year for me. I was divorced and responsible for child support. I loaded everything I owned into my VW Beetle and moved to a small room in the turret of an old Victorian house on Buena Vista East in San Francisco's Haight Ashbury district during the hippie, flower child days. Ken Kesey's Merry Prankster's bus parked across the street. I began working in the West Coast office of the Ohio-based

White Motor Company delivering Class 8 (BIG) diesel trucks across the United States, and my grandfather died.

This last sad occurrence was crucial in the purchase of my 912. One of my duties at White Motor was delivering new trucks to many dealerships in western states. I used Insured Transporters, a local drive-away company that also had the exclusive contract to unload all new VWs and Porsches from ships in San Francisco harbor and deliver them to dealers in Northern California and Nevada. After owning and maintaining 3 Beetles, I was ready to move up, but an air-cooled German engine was still the only way to go. I wanted a Porsche. Insured Transporters introduced me to local VW-Porsche dealers with a "This is our friend. Do what you can to help him."

A 912 was in my budget as my inheritance from grandfather was 5000 dollars.

I shopped 3 or 4 local dealers and found a new 1967 Gulf Blue 912 coupe with 4-speed trans at Atlas VW Porsche in San Francisco's mission district. My car was completed in July 1966 at the Karmann factory in Osnabruck. The sales contract, which I still have, says the color is Golf Blau. It was labeled "house car" for a special price. With my inheritance and 1964 Beetle trade, the 912 was mine on December 20, 1966 for \$5,130.72. That included sales tax, license, 5 chrome wheels, 1 side mirror, 2 front seat belts, an AM-FM-SW Blaupunkt Frankfurt radio, and bumper stiffeners - a special San Francisco item to protect the body when parking on hills. It still wears the original black/yellow California license plate. Fortunately, my turret apartment came with a small garage. Thieves broke through the right-side wing window in the 1970s and stole the Blaupunkt radio. The insurance company replaced it with a Becker Europa radio, although neither radio could get FM radio stations broadcasting as high as 108. I still have both radio manuals, and the right wind wing rubber still has the damage from the break in.

I was not satisfied with the dealer's service department. Once the service manager took my car for personal use without permission. Although he was fired, I elected to use Bill Odom, a local Porsche mechanic. Bill and his partner, Albert Von Rekowski, also serviced Janis Joplin's psychedelic painted 356. She was just starting her career with Big Brother and the Holding Company. I saw her car from time to time at the shop, so I asked Bill & Albert "Who would wreck a great 356 with that paint?" They said "Some girl singer." I preferred jazz at the time and did not follow Janis Joplin's music, even though we shared a neighborhood and mechanics.

The murder rate rose as the East Coast drug cartels moved in, so about 1969 I moved from the Haight to Jackson street on Russian Hill. This was a big move up for me. I now had a 3rd floor walk-up studio on Jackson street with the cable car out front and a great view of the Golden Gate Bridge and Marin (where I now live). It had a kitchen and bath - no more single room with shared utilities down the hall. I rented a private



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garage for the 912. This car has always been garaged or been covered with cotton car cover when parked outside.

This car has never left California since Insured Transporters took it off the ship. The longest trips have been to Southern California and back. I courted my wife, Margo, in this car. When my two daughters would visit on vacations the required ride was a trip down crooked Lombard Street with both girls in the back seat of the 912 singing Janis Joplin's "Oh Lord, won't you buy me, a Mercedes-Benz? My friends all drive Porsches..." They sang the verses as many times as you wanted. Today they visit with the 7 grandkids and say "Daddy the 912 smells the same inside." The grandkids now ride in the same seats their mothers did 43 years ago. 🍷

*Editor's Note: I first learned about Richard Maxey and his amazing 1967 912 reading the October 2015 Porsche Panorama feature celebrating his car and a first place in his part of the preservation class. This is the first of two articles allowing him to tell his story.*

# SOMETIMES OPPORTUNITY DOESN'T KNOCK – IT CRASHES!

by Russell Turpin

**Introduction:** This is a story of an honest 912 that brought lots of garage time and driving hours for my wife and me. The story starts in June 2013 when a “hamster-mobile” crashed into my beloved 914 of twenty-plus years. What could have been a very bad accident turned out to be a huge blessing. Nobody was injured and J.C Taylor Insurance was awesome to work with.

After reflecting, I realized I had an open spot in my humble garage for a car that I always wanted- an early 911. These early bodied cars with their skinny tires, mechanical sounding engine and timeless design have always melted my heart, and now I had a real opportunity to buy one. After a few months of research on forums such as PelicanParts.com and Early911SRegistry, I quickly realized that an early 911 may not work out due to the amount of gold needed to buy a decent driver. Luckily, I ran across 912bbs.org and found a section called 912 Renegades. From this point, I quickly realized that these cars are jewels, and I could afford a nice driver. It wasn't too long before a 1969 912 Targa that spent its entire life in Michigan found me.

The deal was interesting. The owner agreed to a PPI and it was a good thing. The shop that conducted the PPI suggested that I not buy the car because it was a serious mess with bad rust and a poor engine. Using the PPI results the owner and I struck a deal that was too good to pass up.

A week later the 912 arrived on a rainy Friday night in “sunny” South Carolina. The delivery guy asked that we meet in a large parking lot so he wouldn't have to drive through the neighborhood. He unloaded the 912 before I arrived. I am telling you this because this is my first lesson learned-- always be there when the car is unloaded so you can inspect the car before it is unloaded and witness the unload process. Another item to mention is, if possible you should also try to receive the car during the day in dry weather. When I inspected the car the next day I found damage that was most likely incurred during the load/ unload of

the car. The fog light covers on the front valance and the rear valance were damaged from loading and unloading the car.

Pre-Restoration: I borrowed a lift and inspected car. At that point I realized how bad the car really was. Mechanically and electrically the car was pretty good; however, the structure was awful and extremely dangerous. At this point I will not get into all dirty details but one of the three previous owners had an accident on the driver side rear quarter that was fixed improperly. Then, the car most likely sat unused for a while and did what old Porsches do...rust and rust. Another owner, or maybe the same owner,

did a horrific job at trying to repair rust damage. For example; the front suspension was welded on because the rust in those areas was so bad... Oh boy... At that point I needed to decide to restore the car to a drivable condition or sell it. Of course, I decided



# HOW DO THEY DO THAT: STODDARD STEELIES

---



*Editor's Note: I appreciate the quality and variety of parts available for our 912s. I often wonder how these parts are made. Here is the first of what I hope will be an ongoing series of articles about how replacement parts for our 912s are made.)*

**I have always said that** it is the wheels that make the look of a car. Your car's wheels can take the visual appeal and crank it up a few notches, but they can also let the beauty of the car down if they're from the wrong period or don't fit right. The traditional steel "KPZ" wheel for early Porsches has always been the right look for a long-hood 911, 356C, or 912. I'm putting a set of painted 6" wide on my 1976 912E, and they'll add a certain level of functionality-over-form that works well on that body style, if you ask me.

The problem with those old 'steelies'

is compromised driving safety. With metal fatigue, corrosion, potholes, and simple mileage limits, these old wheels can be a silent hazard waiting to tear down your lovely afternoon drive. It's a challenge to maintain originality on a freshly restored car, but it might be worth considering a set of new wheels instead of risking your investment-level restoration on a failed 50-year-old weld.

Stoddard NLA tracked down the original wheel center dies and the blueprints Porsche used to make these steel wheels for everything from the 904 and 906 race cars (admittedly those steel centers were bonded to aluminum wheel rims) down to your average 356C, 911, and 912 road cars. This new run of wheels is being made in the United States and they're available in three sizes in either chrome finish or silver paint.

Aside from the modern Stoddard

Classic Parts stamp nestled between the bolt-holes, the wheels are nearly indistinguishable from the originals. Once your chrome wheel covers are installed, you'd never know the difference. They are crafted out of modern high strength, low alloy (HSLA) steel to provide higher strength and improved corrosion resistance over traditional carbon steel. DOT has tested and approved these wheels. This approval gives you the peace of mind that you and your car will remain safe.

The chroming process starts with a bare wheel and using a proprietary automated system. Each wheel is polished then inspected by hand by trained craftsmen to provide a consistent and striking finish. Extra attention is paid to the outer wheel lip and the ten stamped holes. These are the wheel's eye-catching details and they should be perfect. The wheels to be



chromed are then fitted into distinct racks to begin the three-layer chroming process to ensure a deep and brilliant finish.

Once complete, these racks then transferred for welding, where an automated process merges the wheel center with the outer rim. The wheels are then painted gray on the back side, just like Porsche used to do in Germany. Going one step further, we then apply a coating of SP3 anti-corrosion wax where the center and the rim meet to help prevent future rust problems.

Through rigorous quality control, genuine original stampings, and quality modern materials, we've made a wheel that we trust to use on our cars, and you can too! Even if you need to use your date-stamped original wheels for the concours show field, it would be a great idea to pick up a spare set of modern-made wheels for when you take your Porsche out for a weekend run. ▣





# A DIFFERENT VIEW

a photo essay by Eric Chan







# ADJUSTING VALVES ON THE 912 ENGINE

**Proper valve adjustment** is critical to maintaining optimum performance in any engine. If the valve clearances are too tight, you may be getting leakage out of the valves during combustion. If they are too loose, the valves will not be opening all the way, and will also be very loud. Both conditions can cause minor to serious damage to the engine. Adjusting your valves is a simple task that can easily be done by the home mechanic without taking the car to a shop.

Here's what you need to adjust the valves:

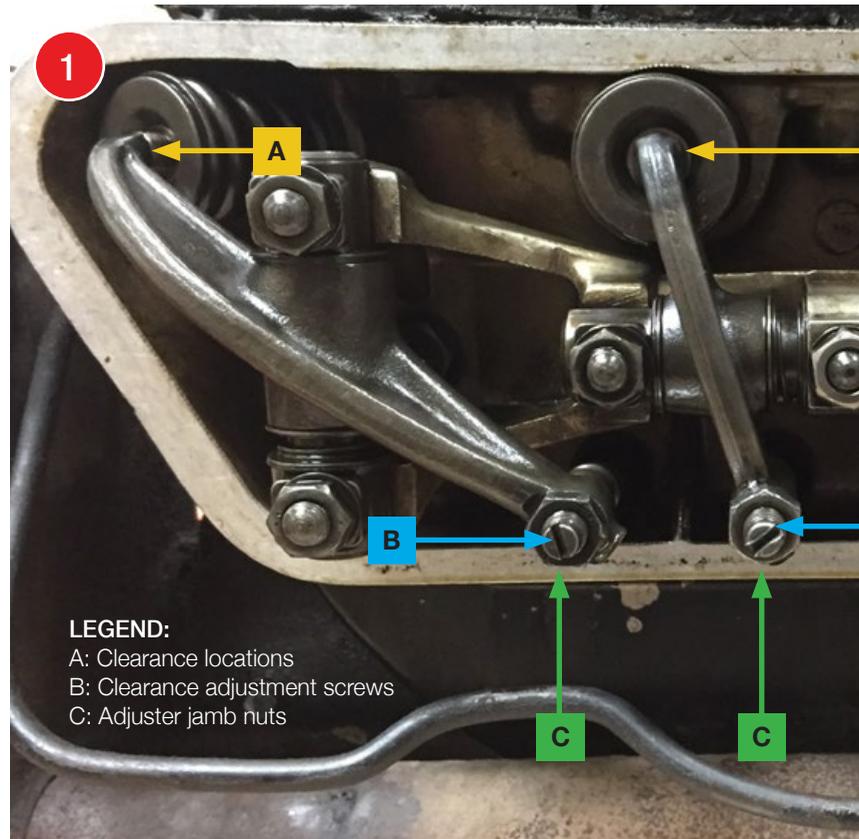
- Large screw driver or crow bar
- New valve cover gaskets (if old ones are leaking)
- Feeler gauges (0.006" exhaust & 0.004" intake)
- Large adjustable wrench



- 13mm regular or offset wrench

The first step is to let the car sit until it is completely cold. The valves can only be adjusted when the engine hasn't been run for several hours, preferably overnight. Once the car is cold, remove the valve covers using a crow-bar or screw driver. Put an oil-drip pan underneath the engine to catch the run-off oil when you remove the valve covers. There is no real exact science for this step, but the covers should come off with a little amount of force applied. Be careful not to slip or you might scratch the valve covers. The exposed valves, visible after the cover is removed (figure 1).

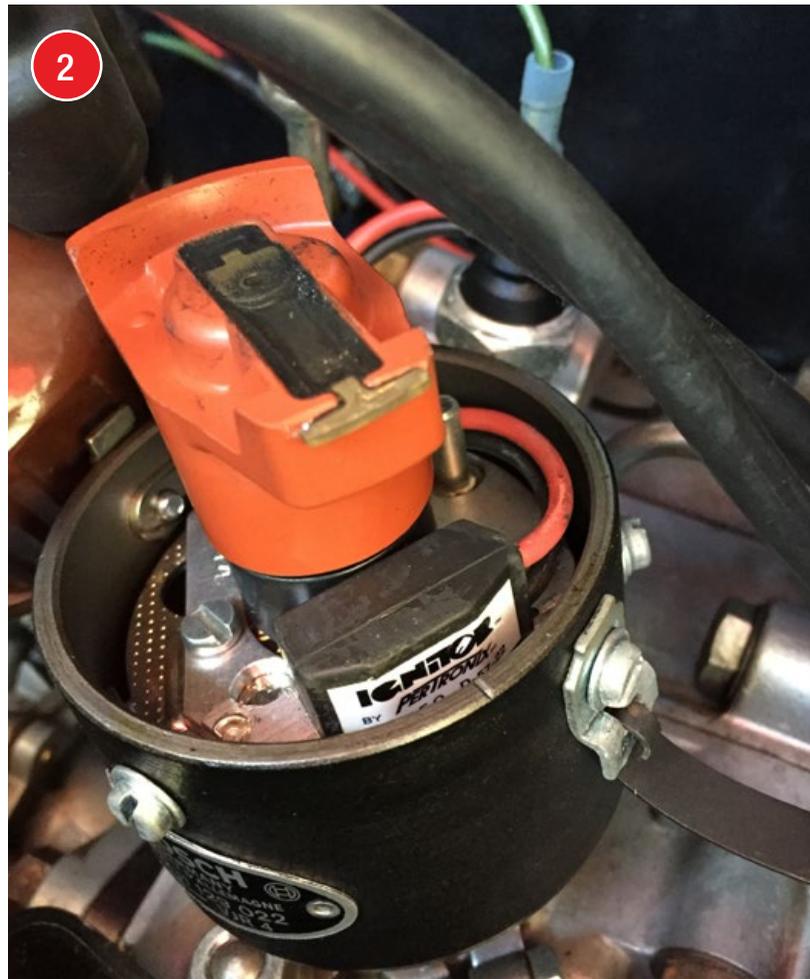
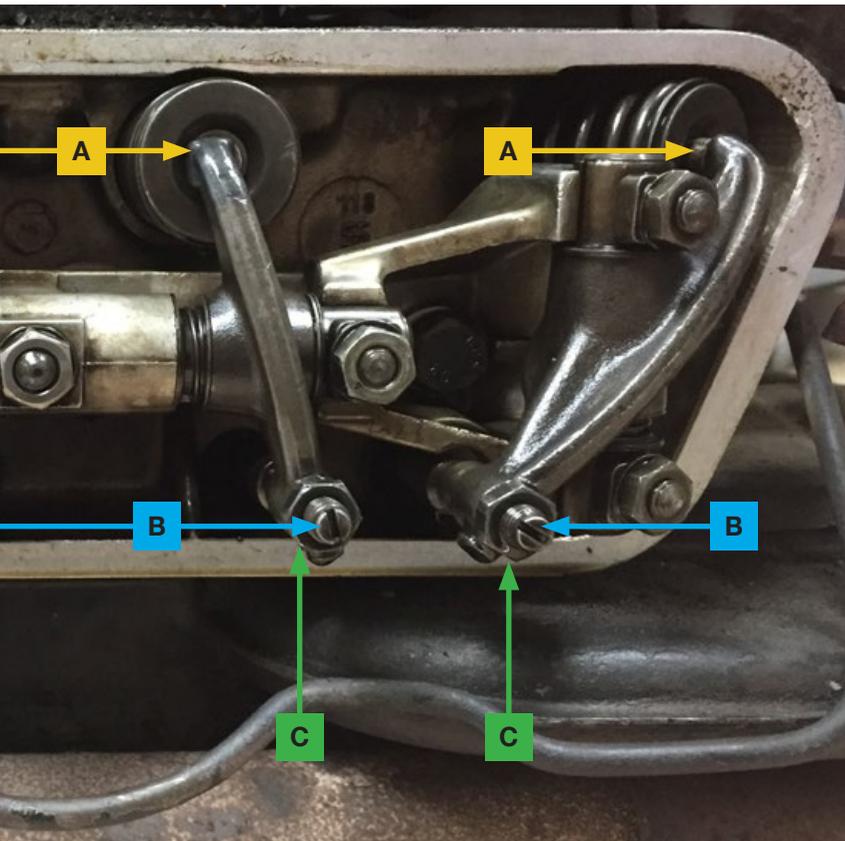
The next step is to rotate the engine until it reaches top-dead-center (TDC) for cylinder #1. Remove the



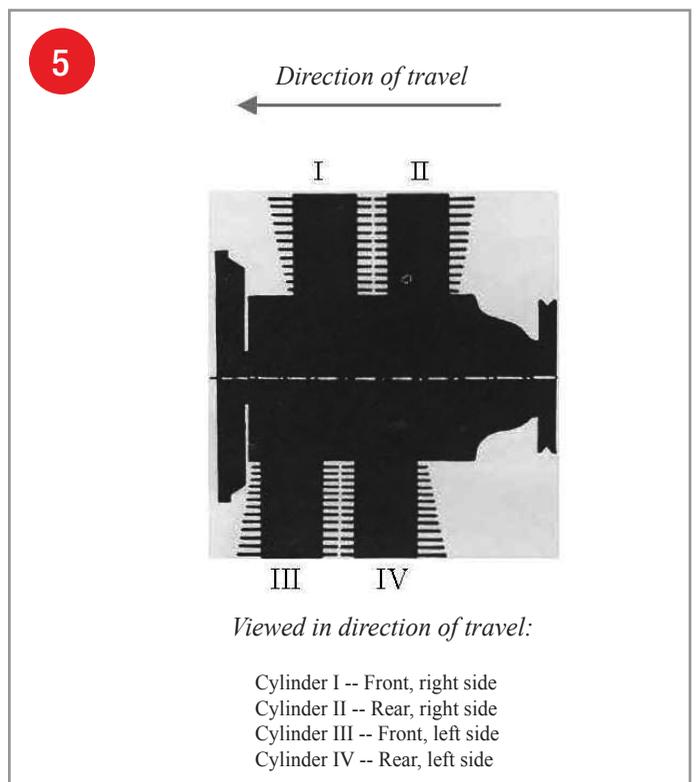
distributor cap so that you can see the location of the rotor (figure 2). Rotate the engine by turning the generator pulley as shown here (figure 3).

There should be a small notch on the edge of the distributor, indicating TDC, cylinder #1. Once the rotor is in the general vicinity of the notch, line up the crankshaft pulley timing mark with the notch directly to the left of the serial number (figure 4).

At this point, with the rotor pointing to the notch on the distributor housing, and the timing mark on the pulley aligned



with the notch on the case, the engine is at TDC for cylinder #1.  
 Now you can adjust the valves for cylinder 1. The location and layout of the pistons and cylinders for the 912 engine is



shown here (figure 5).

The sequence of the spark plug wires on the distributor



can be seen here (figure 6).

This distributor is a Bosch 022. If you are using another distributor the arrangement of the plug wires will not change. Clockwise it will always be 1-4-3-2. While the engine is running, the rotor turns clockwise, and 1-4-3-2 is the firing order.

Now is a good time to check the valve clearance on #1.

To adjust the valves, simply loosen the retaining nut that holds the adjusting screw secure and turn the screw until the feeler gauge fits snugly (figure 7 and 8).

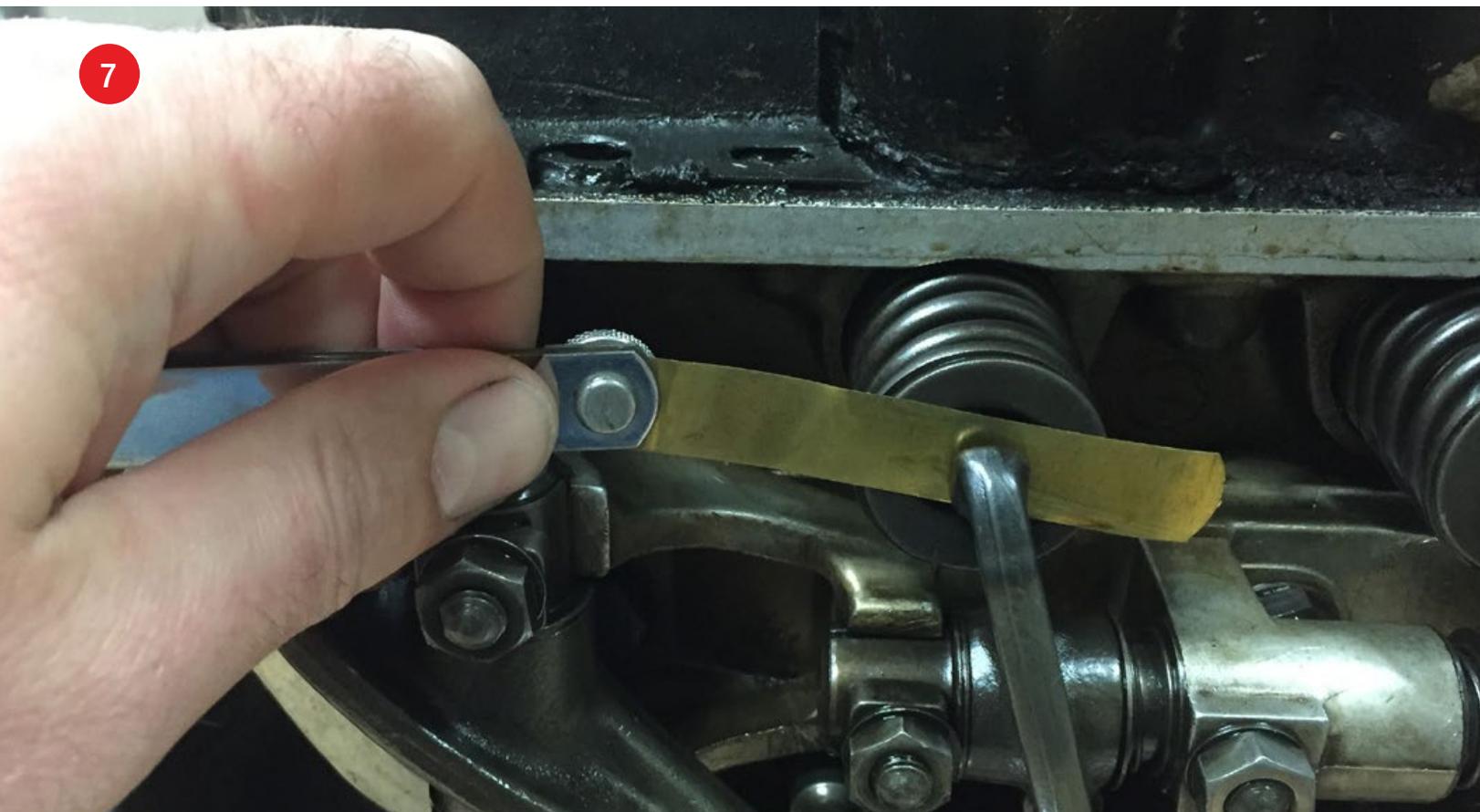
Normally the valve clearance should be checked or adjusted when the engine is cold at an outside air temperature of approx. 20°C (68°F). The valve clearance is as follows:

- Intake valves 0.10 mm (.004")
- Exhaust valves 0.15 mm (.006")

After the clearance is adjusted, back the screw off ever so slightly, and tighten the retaining nut. Tightening the retaining nut may cause the screw to tighten down on the feeler gauge and reduce the clearance. Getting the right clearance takes a little practice. Always recheck the clearances after tightening the retaining nut as this procedure will almost always affect the clearances.

Next, look at the rotor on your distributor. The wire on the cap closest to the contact the rotor is pointing to should be going to cylinder #1. There may be a slight offset of a few degrees, but it should be very close (figure 9).

Now ensure that the order of the wires on the cap is 1-4-3-2 when following them around the cap clockwise, or 1-2-3-4 going counter clockwise. While the engine is running, both the rotor



and the crank pulley turn clockwise. We only go counter-clockwise during valve adjustment to make the adjustment sequence easier to follow by allowing you to do the cylinders in numeric order and so that you are not going from one side of the car to the other each time you need to make an adjustment.

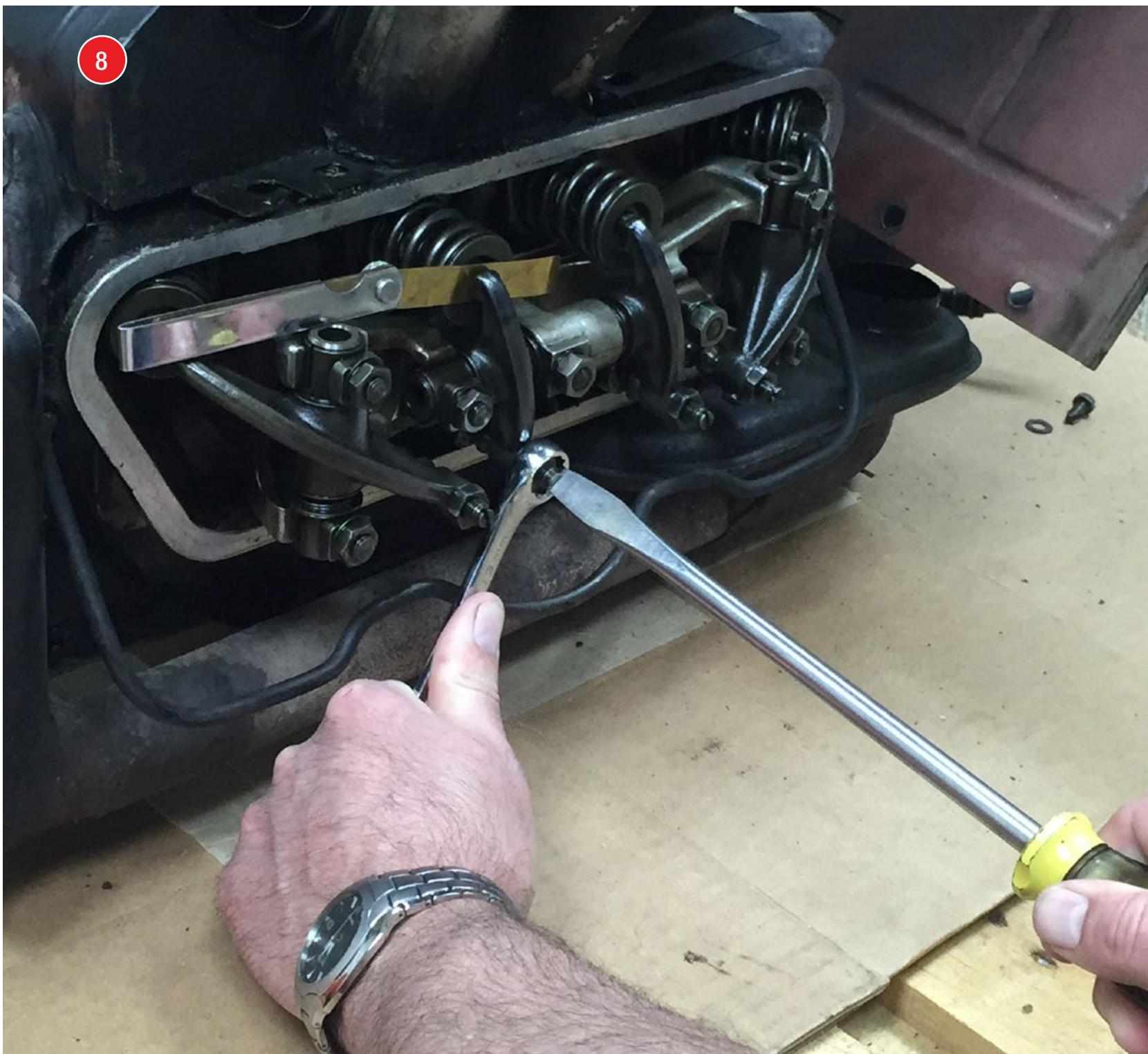
After the clearances are set for piston #1, rotate the generator pulley counter-clockwise, until the crankshaft turns 180°. The distributor rotor should turn 90° counter-clockwise. At this point, adjust piston #2.

Rotate another 180°, and adjust cylinder #3.

Rotate a final 180° and adjust cylinder #4. The distributor rotor at this point should be rotated 90° clockwise from the TDC mark on the distributor housing. In other words, rotating the crankshaft another 180° should return the engine to TDC on cylinder #1.

After all the valves are done, go back and check them. When you're happy with the clearances, simply replace the valve covers.

Congratulations! You just completed your first step in maintaining your 912 and keeping it at its optimal running condition. Happy driving! ▣



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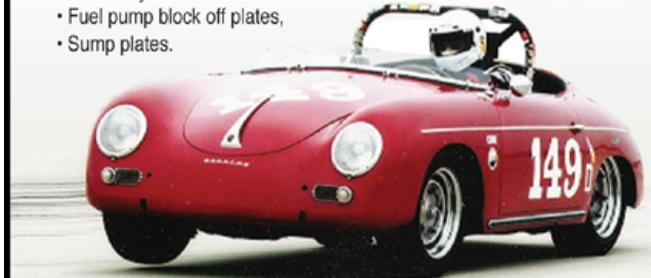
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# WHY DID I BUY A 912E?

by Paul Bates

**For fifty years** I've been involved in one way or the other in the car hobby. More specifically, for the previous 30 years my focus has been primarily on micro-cars such as BMW Isettas, 600's, 700's and Messerschmitts. As a recovering micro-car addict, with the help of the Micro-car Club and eBay, I've divested those vehicles and returned to my own version of sanity. But I couldn't go cold turkey (empty garage) and eliminate any contact with German engineered air-cooled vehicles, so naturally my focus turned to Porsche.

Full disclosure – I had a 356B in 1969, but they are far too expensive for me now, and I had an '86 911 Targa Carrera whose complexity intimidated me. So a 912 seemed the perfect choice.

My friend Gary Bayless of Santa Rosa, California pointed me to the 912 Registry and bulletin board. Among the many listings, most of the cars available were in California and I am in Pittsburgh, Pennsylvania. Although the distance would not be a deal breaker, personal inspection and transport by driving or truck would add to the total cost.

A few cars listed were 912E's and I was reminded of their introduction 40+years ago. The exact same body as a sunroof equipped mid-70's 911 with full galvanizing and powered by the 2.0-liter engine from the 914 model with Bosch L-Jetronic injection promised sufficient power, and a 5-speed manual transmission with generally lower prices than the older 912 models made this avenue

worth pursuing.

An added feature to me was the relative rarity, with only 2099 912E's being made and (some say) only about 500 with the sunroof feature. As luck would have it, a car was available in the near mid-west. Very well documented (including full engine rebuild), in excellent condition, this model in 'Light Yellow' captured my interest and a deal was done after an in-person visit.

Since my acquisition the car has done several 500+mile trips, most recently to the 912 Rendezvous in Staunton, Virginia. That trip totaled 850 miles including US 250 from Fairmont WV through Elkins to Staunton (and back on US 33 to Elkins and then to 250) through two national forests and the most glorious



and continuous curves and sweepers, through picturesque valleys and climbing again and again to fantastic fall views. Driving tours during the Rendezvous were fabulous and consisted of very tight curves and climbs on small back roads with very little traffic ending at the beautiful Veritas Winery on Friday and Thomas Jefferson's Monticello on Saturday. Ku-

dos to Harry Hoffman and his crew for a great event.

In closing, I have to say that the 912E seems to be an under-appreciated model but with many interesting and useful features – primarily the protection (but not guarantee) from rust and the easy-to-service drive train. Eighty-six horsepower is sufficient if not dramatic

– I guess it depends on where you are coming from. Thirteen raging horsepower from 300cc in an 800 pound Isetta has one focused more on the rear-view mirror than the windshield. Intimidating one-half percentage inclines lurk around the bend to absorb your momentum! So while many may dismiss the 912E as too slow, I just smile - slow is such a relative term! ▣





# IN THE NEXT ISSUE...

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- Richard Maxey Part 2
- Basic Powder Coating
- Patches comes together
- East Coast Rendezvous (really this time)



# MARK YOUR CALENDARS

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EVENT	LOCATION	DATE
L.A. Lit & Toy Show	Los Angeles, CA	March 4, 2017
All Porsche Swap Meet	Anaheim, CA	March 5, 2017
Hill Country Rallye	Kerrville, TX	March 23 - 26, 2017
Treffen Hill Country	Austin, TX	March 29 - April 2, 2017
So. Cal 912 Breakfast	Pasadena, CA	April 15, 2017
Luftgekühlt	Southern California	May 6, 2017
Oyster Run to Marshall	Marin County, CA	May 20, 2017
Steve McQueen Car Show	Chino, CA	June 3, 2017
Livermore Valley Back Roads Tour	Livermore, CA	June 17, 2017
PCA Porsche Parade	Spokane, WA	July 9 - 15, 2017
Dana Point Concours	California	TBD
West Coast Rendezvous	California	TBD

# 912 REGISTRY

## Join us!

When you join the 912 Registry, you are joining a vibrant community of dedicated car enthusiasts. You also will receive our club magazine which publishes four times per year. In order to increase efficiency and make life more manageable for our volunteers, the 912 Registry only accepts credit card payments for membership and membership renewals.

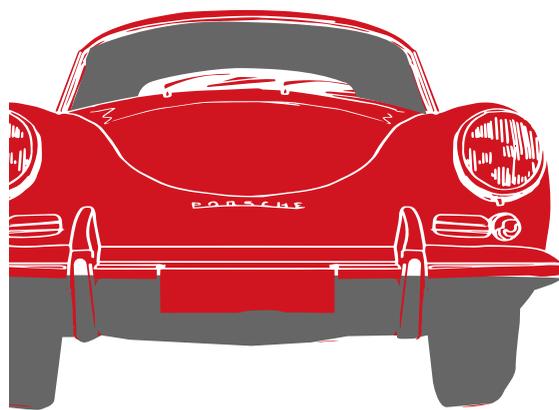
<https://912-registry.clubexpress.com>

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

Porsche 912 ownership is not required for membership.

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**Polo Shirt**

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