

1965-66 Porsche 912

Purchased in Texas January 2004

Issues that I would want to know if I was going to buy a 40 year old car:

1. **Push Rod Tubes**

I had the best of intentions when I attempted to short-cut my way around the oil leak. Blue Seal was used to try and stop it without having to drop the engine (which is the only way to change the tubes). I had already planned on dropping the engine anyway in the cars time with me, so the embarrassment wouldn't be realized by a new owner. Anyway, it didn't fix the leak. I believe my mechanic cleaned this all out when he did the inspection yesterday. To fix the leaks it means dropping the engine and taking apart.

2. **Transmission Leak**

This just started. It's simply a gasket that needs to be replaced according to my Licensed Porsche Mechanic (Imagine Auto). Again, the engine would need to be dropped, and if you dropped it for the pushrod tube seals, this would be the time to do that.

3. **Turn Signals**

The vehicle passed Missouri inspection, to which all turn signals and lights had to be in working order. The Left is perfect. The Right is in need of some attention. Someone, at some point, did some creative wiring, so that is an issues. Was on my to-do lists. They all have some stress cracks and a couple of screws missing in all (I just ordered a set of 8 new screws from Stoddard and they were the wrong ones...go figure.)

4. **Gauges**

They're jumpy. As I have read, very common for the car. They "flutter" in certain RPMs, and when you hit a bump, etc. I got an estimate to rebuild them for about \$1000 (which included converting the clock to a more reliable function, since it does not work at all)

5. **Clock Doesn't Work**

Enough said, it doesn't work. While on the topic of gauges, this USED to be a 3 gauge dash, but at some point a Previous Owner added the clock (right hand side) and an oil pressure gauge (left hand side).

6. **Temp Gauge Specifically**

Doesn't work. Either a bad sensor or a bad wire? I have yet to crawl into it to fix it, and it hasn't given me any problems, so. Again, no the to-do list.

7. **Original Blaupunkt Radio Not Hooked Up**

It's in there, as is the original Beezle cover, but not hooked up. There is a speaker in the dash, but I haven't been able to find the wires, and since the only way to remove the dash cap is to remove the windshield... I basically solved the problem: I purchased a speaker setup which plugs into MP3 players. It looks great, and it's all removable. I have more info on that, if you are interested. I will post images of it very soon (cost me \$500 to do it).

8. **Heater Boxes**

They could stand to be replaced, along with the muffler. They don't NEED to be replaced, but better safe than sorry. I know there are air gaps, and some added performance could be gained by a new slew of seals, screws, etc.

9. **Headlights**

They work great. Both High and Low. A previous owner did some really stupid things to them, so they are "rigged" to point straight. All that is

needed is a new housing and that will solve that issue. Not a big deal, but again, just an FYI.

10. Sun Visors

I have the original set which I have been de-puffing by attempting to lay them flat. You can find spares. Typical of the way they were originally built.

11. Spare

It's not a FUCH spare, and I really don't think it's actually a drivable spare anyway. FYI.

12. Carburetors

They're running a little rich. Had planned on rebuilding them this summer. Not a major thing. When you fill the tank, you will get some gas smell in the cockpit, which is from the carbs and the exhaust areas (another reason to switch out the exhaust).

13. Windows

The drivers rolls down with a little help (I can show), and the passengers is just in need of a rebuild. Stoddard's offers a re-build service (I have yet to look into the cost).

14. Front Hood

When/if you hit a bump, sometime, and RARELY does it ever happen, the front hood pops up. There's a catch so it's not as if it "fly's" up and obstructs your view. Half the time you'd never notice, except for the sound of a "thump" bouncing up and down about an inch. I've adjusted it, had my mechanic look at it, and the only thing left to do is buy a new replacement kit. It's a minor thing, but I'm trying to mention EVERYTHING that comes to mind.

15. Locks

They stick. That's all there is to it. I don't leave the drivers door locked ever. All they need is some de-locker compound recommended to me by my locksmith, which I have never invested in. Also, I do not have a key for the glove box. The price quote a year and a half ago was \$30 for one I think.

I have replaced, updated, fixed, or just plain added the following in the past year and a half:

1. New Optima Red Battery (one of the best [and most expensive] on the market)
2. Professionally reupholstered both drivers and passengers seats
3. Repaired reclining mechanism on drivers seat
4. Installed original brushed aluminum dash face
5. Found and installed original Blaupunkt Radio with original Beezle (non-working)
6. Installed Short-Shift Kit
7. Adjusted sloppy shifting linkage
8. Replaced all pedal bushings with Brass
9. Replaced Windshield Washer motor
10. Replaced passenger door kicker plate (I also have the parts for the drivers, but since it's fine...I'll include it)
11. Correctively changed the flat black windshield wipers to original Silver (and new Porsche blades)
12. Replaced and repaired cigarette lighter
13. Replaced rear seat bottoms
14. Installed missing rear seat straps (so now the seats don't "flop" down when you hit the breaks)

15. Flushed break line system
16. New Brakes Lines
17. New Break Pads
18. New Fuel Pump (original still intact)
19. New K&N filters
20. New Paint and Oil Breather cleaned
21. New Engine Trim Screw replacement
22. Fuel line seal and coupler replacement
23. Replaced oil drain plug
24. Replaced stripped and marred oil sump plate screws and seal
25. Replaced both sump plate gaskets
26. Replaced exhaust tubes with high temperature orange replacements (was kind of a mistake [very expensive] but hey, they'll last forever!)
27. Flushed transmission
28. changed oil three times
29. Replaced fuses
30. Replaced bulbs
31. Installed speakers with amplifier to connect to an MP3 player
32. Repaired license plate lights to function
33. Repaired interior lights to function
34. Repaired trunk lights to function
35. Replaced wooden original floorboard with ABS Composite floorboard (and also cleaned up any rust spots with rust preventative treatment to prevent further issues). I still have original wooden floorboard.

Major things different to the vehicle that happened before me:

1. Big Bore kit (increases HP)
2. Converted from Solex carbs to Webber carbs

For the concourse type:

1. Has an original manual, just not THIS cars original, and it's in pretty crappy shape.
2. No original tool kit BUT there is the original jack
3. All numbers match, so this is the original engine and transmission
4. To my KNOWLEDGE there hasn't been a professional engine re-build on the vehicle, but at some point someone obviously installed the Big Bore Kit and replaced the Solex with Webbers so your guess is as good as mine.

Final Personal Thoughts

I was about to drive the car 1000+ miles to the Great Sand Dunes for a fun trip each way with no hesitation. It's a blast to drive, major head turner, and reliable but most of all it's FUN! A true classic. I hope to have the space in the future to get another. This car is straight, clean, and doesn't have rust issues that most tend to. Always garaged. Always cared for. Replace the trunk carpet. It's a real dream. I want her to have a good home.

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I am in the Kansas City area