

PRESIDENT'S MESSAGE

ANNUAL RIESENTÖTER AWARDS

Late model 911's have operating temperatures much higher than earlier ones, causing gaskets and seals to deteriorate quickly. The first seals to go are those on the oil return tubes: this causes leaking and substantial smoking from oil dropping onto the heat exchangers. This problem can be easily remedied by replacing the oil return tubes with the new expanding type tubes, as follows:

1. Drain all oil from the engine.
2. Remove the entire exhaust system (the use of Factory tubes would also require removal of the heads)—you will need an 8mm allen wrench and a 13mm flex head socket wrench to remove the heat exchangers.
3. Remove the old tubes by bending them in the center with a wheel lug wrench or long screwdriver.
4. Install the new tubes with new seals.
5. Reinstall exhaust system.
6. Fill engine with oil.
7. Start engine and check for leaks; adjust if necessary.

BOB

Black Helmet Award: Bob Ahrens, for damages sustained in "warming up" at Christmas Village.

William Schmidt Trophy (the Broken Crankshaft), presented to the best novice sprinter of the season: Paul Walsack.

Riesentöter Award, presented to the member deemed to have supported the Club most significantly beyond call of duty: Bob Patton (who, despite being without his Porsche for most of the season, participated in nearly everything anyway).

RADAR LOVE

All summer Bob Russo and Bill Smith have told us about the virtues of autocrossing, but somehow all those Sundays slipped by without me: it's now "wait until springtime." This is also true for the half or so of the members who use their cars only for occasional transportation.

The newer 911's and 924's are pretty hearty, however (as are the old ones if you remember to wash the parts that don't show)—so the biggest obstacle to an enjoyable winter trip can be the same one faced in the summer: the 55 mph. speed limit and the radar guns that enforce it.

Cont. Page 2

Last summer I took a 2,500 mile trip to the midwest using both a Super Snooper radar detector and CB radio. More recently I have also used the Fuzzbuster II and Snooper X-K. Like Car and Driver I found Fuzzbuster best, but more on that later.

Everyone should know that radar is a line-of-sight device, and that Smokey spends considerable effort seeking out and occupying spots the radaree can discover only when it is too late (also, now that you have bought your CB, you should be warned that the best spots are also not visible to oncoming cars, rendering CB considerably less effective). To be effective, then, a radar detector must be sensitive enough to pick up microwave scatter around curves, and be error-free so when it goes off you know it's the real thing.

The Super Snooper has been the most advertised unit over the past few years. On my trip it worked very well against Pennsylvania radar cars, but was very insensitive to the equipment used in Ohio, Illinois and Wisconsin. The latter states use the newer moving-car units (probably K-band), while Pennsylvania uses older stationary units. When I tried the newer Snooper X-K I got the same result. In one case where I had the FB-II and the X-K both connected, the FB-II went off 0.5 miles earlier (I couldn't believe it, so I went back and measured a re-run through the trap). The Super

Snooper never did beat the Fuzzbuster II.

Greater sensitivity suggests increased susceptibility to false alarms, but FB-II has apparently solved that problem: in two trips to Boston I haven't had any. The two Snooper models, however, had quite a few.

One final word—a radar detector isn't a license to speed excessively. At 65-70 mph. you may have five to 30 seconds to slow down; go 80 mph. and you have proportionally less. It does allow a reasonable cruising speed, however. On my summer trip I made it back from Chicago in a little over 11 hours. Keep your eyes and ears open, don't cruise at over 75 mph., and your thrills will be cheap.

Postscript: I would like to thank Subtle Dynamics for providing the radar detectors that made this article possible.

DENNIS MAHONEY

TECHNICAL NOTES

Q: How can I tell my chain tensioner needs to be replaced, before it is too late?

A: If, when at idle, you hear a growling sound from the engine compartment.

-Bob Koerbel

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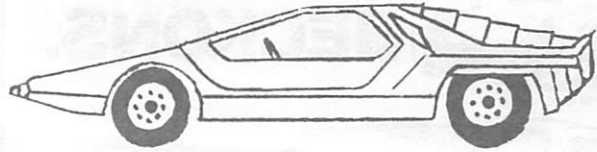
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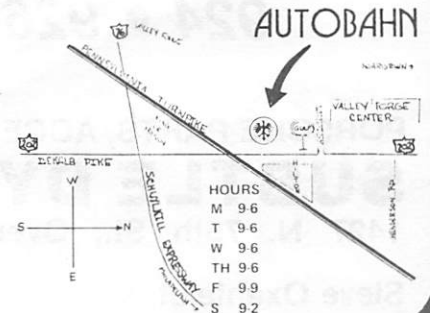
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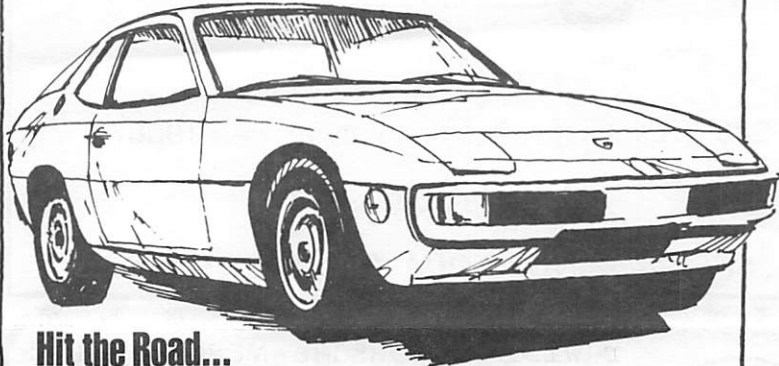
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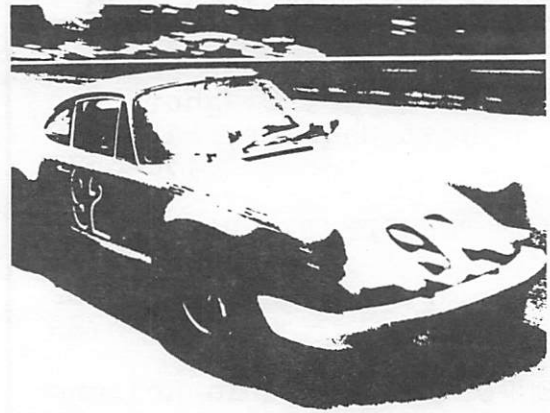
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Q: What is a good emergency source for a fuel pump relay replacement?

A: The same relay is used for the headlight mechanism: remove the black plastic cover from one of them to reveal your supply depot. The headlight, of course, won't activate except manually if you rob it—look in your owner's manual for how to do that. -Bob Koerbel

Q: How do I keep my Porsche's vulnerable underbelly clean if there's no convenient coin-op hand-job spray carwash in my community?

A: Drive the little bugger back and forth over an operating lawn sprinkler (you might want to put the thing on your driveway first).

-Dennis Mahoney

DER RIESENTÖTERTAUSCHENPLATZCHEN

Wanted

New or used Semperit M401 185/70 VR15TT tires for 911. Call Mike Sonstein, 215/646-3889.

Wanted

4-speed transmission for 1969 911. Don MacPherson, RD1, Glen Mills, PA, 19342. 399-0309.

* * * *

ACHTUNG!! on several points. We are in the process of determining the meeting place for 1978—watch for an announcement in the January issue of Der Gasser. Also in that issue will be acknowledgements for the door prize donors who helped make our Annual Awards Banquet a success.

WHAT'S YOUR HANDLE?

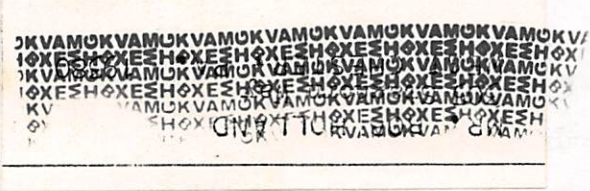
Bernie Sitron suggested that, with the increasing number of Club members that operate CB's, we bring to the readers a directory of the handles chosen by these people. A tradition seems to be that transmitters never reveal their true identity, resulting in AKA's reminiscent of earlier days in my old stomping ground, Chicago. Limited only by the content of your submissions, Der Gasser will publish handles and the relevant details of how they were selected.

Little Brown Jug-Bernie Sitron (delete the Little when not driving the Porsche): selected because he drives a brown juggernaut.

Golden Bull-Bob Russo. Editorial propriety prohibits publication of several speculations on the origin of this one—we'll await the definitive version from Bob.

I am seriously considering a CB for my 914, and have spent several long seconds thinking about what would be a suitable handle. Alberich has been my affectionate name for the car (Alberich is the king of the Niebelungen in Wagner's "Ring" cycle) and "Al Brick" briefly crossed my mind. Gasser is a hopefully temporary association, and was promptly discarded. If you'll send in your handles, I'll reciprocate by revealing my final decision.

John English



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