

# DER GASSER



Riesentöter Region PCA

Jan 89





*Dick*  
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## Important Info

ARTICLES AND PHOTOS submitted for publication are encouraged. We do reserve the right to edit for space considerations.

DEADLINE IS THE MONTHLY MEETING, FOR PUBLICATION IN THE FOLLOWING MONTH'S ISSUE. TO ASSURE THAT DER GASSER CAN BE MAILED IN THE THIRD WEEK OF THE MONTH, THERE WILL BE NO EXCEPTIONS TO THIS POLICY.

ADDRESS CHANGES to be sent to Jim Hartman, the Membership Chairman.

CLASSIFIED ADS are free to RTR members, \$10 per issue to others. Limited to Porsches, their parts, and related items only, please.

For Commercial Advertising Rates, please contact the Editor.

A publication of Riesentoter Region, Porsche Club of America, DER GASSER may contain author's opinions which are not necessarily those of RTR or PCA.

COVER: Reflections of the 1988 Autocross season. Photo by the Editor.

# President's Message

Bob Russo

Well, my first President's Message - in 14 years! That's right - you may not know this, but I've done this once before. You would have thought that I learned my lesson! Or even more surprising, one would think that the general membership who elected me would have learned something in the last 14 years! In all seriousness, I'm looking forward to the upcoming year and I hope that we can continue with all the good things that the previous Exec Committees have accomplished, try some new things and, have FUN doing it.

One feeling that I really want to dispel right away is that of an "old guard" verses a "new guard" in the club. There seemed to be a lot of rumbling about that last year. There is an interest by some of the "long time" (not older!) members to become active again, but the reason is to make the newer members aware of the traditions of the region. No one is really interested in the club or it's activities being like they were back "in the old days", but the things that made Riesentoter what it was is important to many. The 1989 Exec is definitely interested in the club meeting the needs and wants of the 1989 members. Along these lines, I would welcome feedback and input. I know you've all heard this before, but nobody ever seems to let the current governing body know what they want. I seriously hope that you will take the time to call me or corner me at a meeting.

We've already had our first Exec meeting and there seem to be a lot of good ideas being discussed. Of course, the standard events, such

as the Wine Tasting, Picnic, Banquet, track events and autocrosses, etc will still be a part of the calendar, but there may be some new and interesting touches. There will be new things happening at the first general meeting in January! Art Rothe has volunteered to be our official "greeter" so that the new members will feel more welcome. The Exec will be seated at a "head table" so the members will know who we are. (Of course, that may change, depending on how good we are at dodging those overripe vegetables.) Vern has assured us that DER GASSER will be out on time with all the news that's fit to print. You should be getting sufficient advanced notice for all upcoming events. The Executive committee meeting minutes will be published in DER GASSER so you will all be aware of what's coming up and what we are trying to accomplish. Also, there will be quarterly financial statements published in DER GASSER to keep the members aware of the financial health of Riesentoter. Articles before and after each event by the chairperson will hopefully spark member interest.

Jim Confer already has three definite track dates for the high speed freaks. Art Rothe and Rex Carle presented the best news - we have an autocross site! The parking lot of Penn State in Delaware County will feel the press of the spectators, the pungent odor of tires and exhaust, and the squeal of tires as the Riesentoters descend on the campus for at least four autocrosses!

I hope you're excited. Let's make this the best year for Riesentoter.

## Next Meeting: Bertil Roos

Lisa Lutz Confer

Well, it's the beginning of a new year with a new Exec Committee, and as Vice-President, I'm looking forward to providing interesting meeting programs. The regular monthly meetings will be held on the last Wednesday at 8:00 pm at the Valley Forge Hilton. This is on Route 202 in King of Prussia, just north of the turnpike and expressway interchanges. If you have any suggestions for meeting programs, please drop me a short note or give me a call.

Our speaker on January 25th will be Bertil Roos, who has a long and extensive, multi-faceted racing history. He began racing in a Formula Vee, built by himself, in 1967. He has won a total of six major championships, having raced in sixteen countries. He has competed in rallyes, ice racers, Formula Vees and Fords, Super Vees, Formula 2&3, Sports Racers, Can-Am, Formula Atlantic, Formula 5000, Formula 1 and Indy. He also designed and built the Scandia Formula cars.

He designed the Slide Car, for teaching avoidance techniques and control of skidding. He developed many patents worldwide as a result. He was appointed to the National Research Council - Transportation Research Board in 1984, primarily as a result of his innovative teaching methods such as "Ocular Driving Tactics". Bertil is also involved in car construction and is well known for his ability to set-up a chassis for many drivers and teams.

In 1976, he started the Bertil Roos School of Motor Racing at Pocono International Raceway, and 2-day courses range from Winter Driving to Grand Prix Racing.



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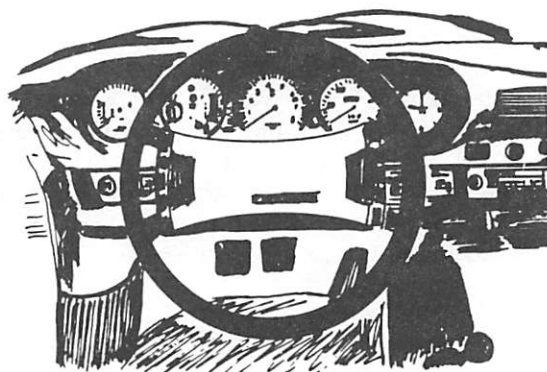
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# Welcome Readers - New and Old

James P. Hartman

This month's DER GASSER will land on the doorsteps of a few members where delivery has sometimes been interrupted. Many apologies to those who have had intermittent delivery. Now that we have the membership list on computer, all dues paying members should enjoy continuous receipt of the monthly magazine.

The computerization of the member list allows us many benefits. For one thing, mailings can be more easily accomplished. For another, we can make use of information on file to help other members. For example, should someone out there with say, a 356B needs help with a restoration question, he or she only needs to call me and ask for a list of fellow 356B owners.

Clearly, this benefit is enhanced by having current updates from the membership. Please send me your address and phone number changes. Also, please let me know about changes in your cars, so that our records can be kept up to date. My address and phone numbers are listed on page 19.

Members who have transferred in from another region should check in with your phone numbers. PCA National's record of transfers does not include phone numbers, and we have no way of contacting you other than by mail.

Let's all welcome these new members and say hello when we see them.

We hope that all you new starters will seek out the people in the club who do what you like to do with cars and join us in this craziness. We are now 706 strong!

Jack Amstadt 84 944  
Boyertown

J. Robert Derr, Jr. 83 911  
Bridgeport

Gary Gadikian 72 914  
Havertown

Eric R. Johnston 80 911  
Rochester, MI

Charles King 88 911 Cab  
Oreland

Joseph C. Loscalzo 76 911S  
Lansdale

George Partridge 87 911 Carrera  
West Chester

Robert Roach 87 928S4  
Devon

Michael Scarlato 82 928  
Allentown

Adam L. Schaible III 56 Speedster  
Bethlehem

Edwin Slade 88 924 Turbo S  
Doylestown

Gerald Bonk 72 911T  
Richboro

Kenneth Curcio 86 944 Turbo  
Flourtown

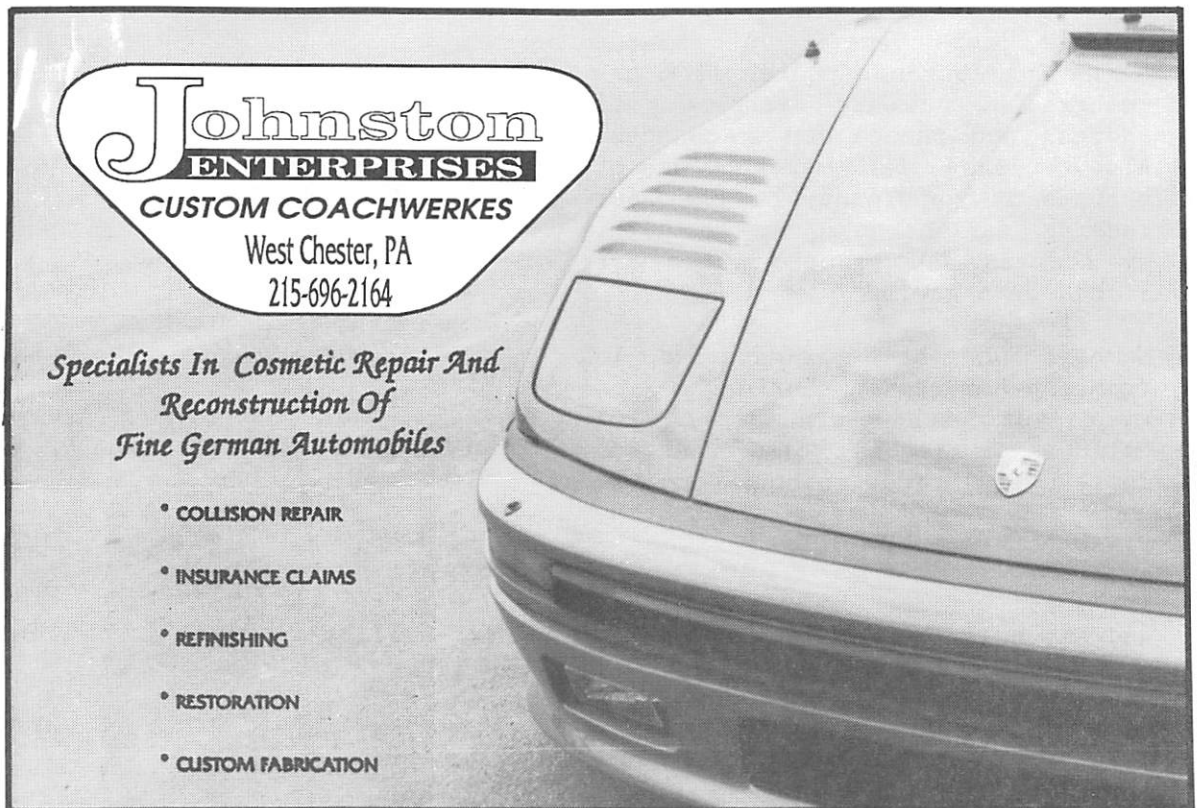
Glenn Felton 76 911  
West Chester

Kai William Jansen 73 911T  
Horsham

Emely Karandy 81 911SC Targa  
Gladwyne

(continued)

Paul Kozloff Wyomissing	87 928S4	Barbara Del Nero Holland	88 924S
Ronald Offredo Newtown	88 944	J.P. Joseph Haverford	86 911 Carrera
Thomas M. Ringwood Collegeville	76 912E	James W. Joy Horsham	77 911
Paul Rosen Philadelphia	83 911SC	Frank W. Nester Strafford	86 928S
Paul Scarlato Philadelphia	82 911SC	Peter J. Wilson Newtown Square	86 911 Turbo
Michael G. Sirak Reading	86 944 Turbo	Leslie A. Brun Bala-Cynwyd (From Metro NY Region)	85 944
L.A. Wilson Morrisville	80 928	Steven Oxenberg Richboro (From Schattenbaum Region)	82 928



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# Exec Committee Minutes

Submitted by Vern Lyle

The joint meeting of the 88 and 89 Executive Committees was held on December 18 at the home of Bob Russo. In attendance were Debbie Cooper, Lisa Lutz Confer, Betsi Leidy, Sybil Margaritis, Paul Johnston, Skip Corey, Art Rothe, Tony Bonnani, Bob Patton, Rex Carle, Bob Russo and Vern Lyle.

Betsi, our 88 autocross chairman noticed right away that it will take two men to do her job for next year, so we knew we were off to a good start.

Bob opened by pointing out that there was no intention of making a separation between the old and the new in our club, and emphasized that we should all just have fun. An Executive head table for the meetings was decided upon, so that all members could find us if they needed us.

Various sites for the general meeting were discussed with prices ranging from zero for a place that may be too small to \$175 a night for most others. We decided to take a larger and more centrally located place with the added benefit of a contract for the entire year. Except for special events, meetings will be held at the Valley Forge Hilton on Route 202 in King of Prussia, on the last Wednesday of each month.

Confirmed as the speaker for the January meeting is Bertil Roos. Future possibilities include Tom Hessert, Bob Aiken and Bill "Murph" Mayberry. Other meetings planned; Vendor's Nite, the Spring Social, the Oktoberfest, including the auction, and the Tech Quiz. The Tech Roundtable will probably not be held, due to low turnout last year.

RTR track dates on the schedule: Mid Ohio April 22-23; Watkins Glen July 22-23; Summit Point, August 5-6. Required instructor training sessions are a possibility.

At least four autocrosses will be held at the Penn State campus in Delaware County. John Heckman, of the Chase and Heckman Insurance Co. has pledged continued financial support for our series. There is a possibility of opening some of the events to other clubs.

A "new members table" will be used at the meetings so that they can all find the Membership Chairman and we can all find them.

Debbie Cooper was reappointed as our club Historian. Betsi Leidy was appointed to the new position of Parliamentarian, to ensure that Robert's Rules are followed, and also to oversee a review and rewrite of the club's bylaws.

Absentee ballots for the elections were discussed and tabled.

The Club's financial books from 88 will be audited as per the bylaws.

A budget will be drawn up at the next Exec meeting and each event will have a budget as well.

It was suggested that the Annual Awards be better promoted and that award winners should write their comments for DER GASSER.

Advertising rates for DER GASSER were felt to be in the ballpark for a publication of this size. A large number of our advertisers have been delinquent for up to two years and it was decided that their ads would no longer be published until payment is made.

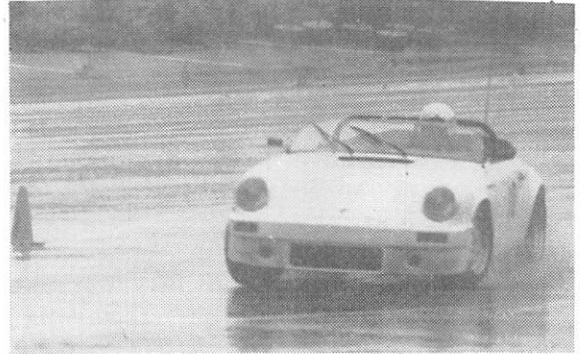
# RTR Wins Porsche/Corvette Challenge

November 20 - The day dawned wet. The day dawned cold. Would anybody show up to autocross in this kind of weather? Experience told me the Corvettes would. Their series out in Hershey goes right into December, and on a cold winter's day I've seen cars turn out like it was the middle of spring. Now don't get offended, but I wasn't so sure about Riesentoter. Our autocross program has grown tremendously the last few years, but when it comes to HARD-CORE autocrossers, I thought the Vette people had it in the bag. After all, I'd already exposed the Riesentoter autocrossers to 102 degrees at Event #4, and now I wanted you to come out in the cold and rain. Yeah, right.

RIGHT! THIRTY-SIX Riesentoters, driving 30 Porsches, showed up to totally overwhelm the Corvettes who could only muster 16 drivers in twelve cars. Not to get sentimental, but I was very proud to be a Riesentoter on that day. It meant a lot to see so many of you who care enough about your car and your club to come out and drive despite the horrendous weather. And drive you did! We drove away with 9 out of 12 first place trophies, 7 seconds and a lot more. Lisa Carle and Vern Lyle, both in 911s, also took Ladies and Men's FTD.

Although the quantity of Corvettes was lacking, the quality of the drivers definitely was not. All those trophies that Riesentoter won were not easy victories. The complete results are in this issue, so you can see for yourself the close margin of victory in some of the classes. So, when all was said and done, we simply (?) outdrove them.

A note about how points were awarded for our series since this event had separate Ladies and no Novice classes. After the trophy presentation, all Porsches were reclassified into our regular classes and points awarded accordingly.



Tim Everett's new "Speedster" - acting like an old bathtub.



Vette-pilot-turned-Porsche-owner, Bob Kingston - "What a neat car!"



Our very capable and dedicated Autocross Chairman, Betsi Leidy



LADIES F

Debra Bonowitz (C)	43.779
Judy Kingston (P)	44.770

LADIES E

Betsi Leidy (P)	43.426
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LADIES C

Kim Fleischer (P)	44.480
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LADIES B

<b>Lisa Carle (P)</b>	<b>43.081</b>
Sally Walter (C)	45.972
Linda Force (C)	46.478
Lisa Confer (P)	OC

LADIES A

Jill Lex (C)	44.449
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CLASS G

John Heckman (P)	42.911
John Crowley (P)	46.000

CLASS F

George Bonowitz (C)	42.656
Bob Kingston (P)	42.745

CLASS E

Art Rothe (P)	42.020
Scott Sylvainus (P)	44.087
Craig Rosenfeld (P)	44.286
Bob Paradis (P)	45.481
Jerry Weger (P)	45.639
Don Merris (C)	45.953
Jeff Brok (P)	46.702
Doug Leidy (P)	47.294
Al Nelson (P)	47.604
Doug Peacock (P)	48.490

CLASS D

Don Snyder (P)	45.912
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CLASS C

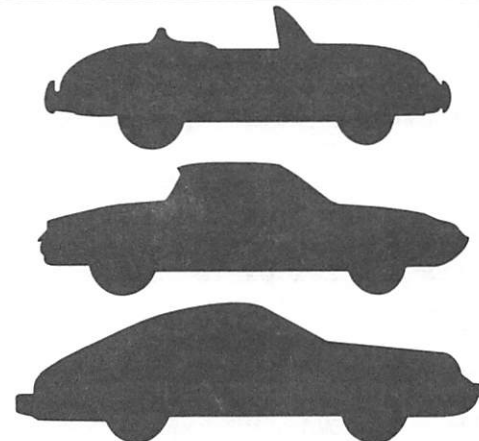
Don Paterson (P)	42.778
Bill Miller (P)	42.893
Mark Schnoerr (P)	43.759
Bob Patton (P)	44.454
Sam Lizerbram (P)	56.530

CLASS B

Rex Carle (P)	39.928
Bob Koerbel (P)	40.975
Dave Walter (C)	41.277
Jim Confer (P)	41.609
Chuck Hertz (C)	42.374
John Williamson (P)	42.476
Ron Lego (P)	43.272
Dave Force (C)	43.970
Craig Perry (C)	44.871
Ernie Fink (P)	44.898
Chris Beery (P)	45.268
Scott Clipp (P)	48.511
Jim Hartman (P)	48.894
Tony Bonnani (P)	49.301

CLASS A

<b>Vern Lyle (P)</b>	<b>39.550</b>
Tim Everett (P)	41.508
Bill Lex (C)	41.703
Don Weigand (C)	43.647
Bob Finch (C)	44.624
Lance Smith (C)	53.986



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# 88 RTR Autocross Champions

Betsi Leidy

The 1988 autocross season is history. I really enjoyed being autocross chairman this year and I think we had a successful program, with 85 drivers participating. Thanks to everyone for your support, it was very gratifying. There are a few people who went above and beyond the call of duty and I'd like to acknowledge their contributions. First of all, a big thank you to John Heckman. John was not only an enthusiastic participant, but his company, Chase and Heckman Insurance, generously sponsored the series, allowing Riesentoter to provide such "necessities" as cold soda and the infamous John's John! Also thanks to the unofficial autocross committee: Dick, Connie and Richard Sweigart, Vern Lyle, Bob Russo, Lisa Lutz Confer, Bob Patton and the tolerant pylon deliveryman, Doug Leidy.

The competition was tough, and all the winners drove exceptionally well. At the Banquet the class champions were presented with Riesentoter jackets and a small trophy to impress their friends.

Class A - Vern Lyle  
Class B - Rex Carle  
Class C - Bill Miller  
Class D - Nick Plenzick  
Class E - Jerry Weger  
Class F - Bob Kingston  
Class G - John Heckman  
Ladies - Betsi Leidy  
Novice Men - TIE, Tim Everett and  
Todd Sylvainus  
Novice Ladies - Suzanne Bauerle

Also at the Banquet, the William C. Schmidt Broken Crankshaft was awarded. This has been given every

year since 72 when Bill Schmidt donated his definitely severed crank from his much-autocrossed "stock" 912. This year's winner, Lisa Carle, drove a beautiful red 911 and started the season about 15 seconds off the pace, but soon was turning some very competitive times. It was a frustrating year for Lisa, though, since running as a novice, her times were indexed and the fastest time doesn't necessarily take home a trophy. She persevered, capping the season by taking Ladies FTD at the Porsche/Corvette Challenge. Of the 40 novice drivers who competed this year, the most improved, and winner of the Broken Crankshaft Award, Lisa Carle. Congratulations!



Lisa Carle, shown here at an SCCA event, won Rookie of the Year honors, the Wil

Top Championship Point-Winners:

<u>Class A</u>	<u>Points/# of events</u>
Vern Lyle, 911	27/3
Bob Russo, 911	15/2

<u>Class B</u>	<u>Points/# of events</u>
Rex Carle, 911	40/5
Bob Koerbel, 911	27/4
Jim Confer, 911	18/4
John Williamson, 930	18/4
Tony Bonnani, 911	18/5
Ron Lego, 911	17/3
Dave Donohue, 911	14/3

<u>Class C</u>	<u>Points/# of events</u>
Bill Miller, 911SC	32/5
Don Paterson, 911SC	28/4
Bob Patton, 911S	18/5
Mark Schnoerr, 928S	13/2

<u>Class D</u>	<u>Points/# of events</u>
Nick Plenzick, 914	33/4
Larry Herman, 914	18/2

<u>Class E</u>	<u>Points/# of events</u>
Jerry Weger, 944	30/5
Art Rothe, 911T	27/3
Scott Sylvainus, 944	18/4
Mike Broennle, 944	11/2

<u>Class F</u>	<u>Points/# of events</u>
Bob Kingston, 914	27/3
Larry Lewis, 914	24/3

<u>Class G</u>	<u>Points/# of events</u>
John Heckman, 912E	36/4
John Harkins, 914	25/4
John Crowley, 912	25/5

<u>Class H</u>	<u>Points/# of events</u>
Skip Chalfont, 356	18/2
Wayne Flegler, 356	9/1

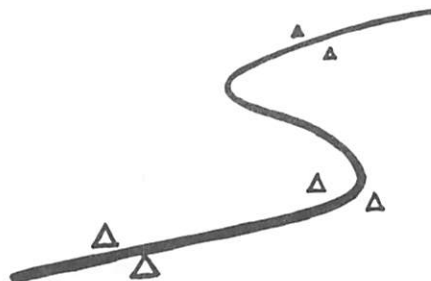
<u>Ladies - (Indexed)</u>	<u>Points/# of events</u>
Betsi Leidy, 911T (B)	35/5
Kim Fleisher, 911SC (C)	21/4
Judy Kingston, 914 (F)	19/3
Melody Lyle, 911T (A)	15/2

<u>Ladies Novice - (Indexed)</u>	<u>Points/# of events</u>
Suzanne Bauerle, 914 (G)	33/4
Lisa Carle, 911 (B)	21/4
Lisa Lutz Confer, 911 (B)	20/4
Janet Weger, 944 (E)	18/3

<u>Men's Novice - (Indexed)</u>	<u>Points/# of events</u>
Tim Everett, 911 (B)	28/4
Todd Sylvainus, 944 (E)	28/4
Don Snyder, 911 (C)	20/4
Jeff Brok, 944 (E)	15/4
Al Nelson, 911 (C)	11/4



at Pennsylvania International Raceway,  
am C. Schmidt Broken Crankshaft Award.



## Rainy Day Man Vern Lyle

People have often asked me why everybody's autocross times in the rain are closer together than they normally are, and I think the answer is because everyone is essentially driving the same way.

Rain is a great equalizer because the proper techniques of early apexing, brake in a straight line, accelerate only when the car is going straight, etc, are what most people do in the dry. While these things are generally the wrong things to do in an autocross, most people don't have to change their style in the rain. They do slow down because "it's slippery", and since they don't slide around a lot, they figure that they're doing the right thing. Well, they are, they just have to do it faster. The quicker drivers forego their normal lines and techniques and change to the rain mode, which is what everyone else is doing. But they try to push the limit and THEY are the ones who slide around.

To win in the rain you have to go as fast as you can, and the trick is finding out how just how fast that is. Surprise, surprise, it's the same in the dry! The limit in the wet is just a little lower.

Thus, autocrossing in the rain is an excellent way to get to know the limits of tire adhesion, and learn something about vehicle dynamics, because the results of all your inputs as a driver are greatly exaggerated. If you pay attention, you can learn a lot about the all-important driving concept of smoothness - and it is absolutely essential in the rain.

## Wet Speed

HYDROPLANING AT SPEED (Bob White at a recent Tech Seminar, in RMR PORSCHE). The massive drop-off in wet traction called hydroplaning is certainly affected by your tires' design, but it has very little to do with the depth of the water on the road. Instead, there is a precise relationship existing between hydroplaning and pressure in the tire. Simply put, the speed at which hydroplaning will occur is equal to ten times the square root of the tire pressure. As an example, if your tires are at 36psi, hydroplaning will occur at 60mph; raising the pressure to 49psi will delay the onset of the hydroplaning to 70mph; while going to a rock-hard 64psi should allow you to reach 80mph before hydroplaning occurs. You learn something every day!

(Ed. Note: Well, I don't know. Is this info of any real value, or is it only of theoretical concern? If you put 49 psi in the wide tires commonly used on Porsches, you most likely would destroy your overall handling to the point that you wouldn't want to increase your speed, hydroplaning or not.

This could be telling you that you should increase your tire pressure at an autocross in the rain - but only to reduce hydroplaning, and again, you would be using the tire outside its best pressure range, and you might lose precious time everywhere else. Or it could be telling you that you don't want to decrease pressure in the rain, so maybe it has some value after all.

Remember that tire design has a lot to do with this, so as in most other things, it depends. Testing is the only way to know how your setup responds. Nuff said.)



# Christmas Banquet

Vern Lyle

Columbia Station in Phoenixville was the site of our gathering for introduction of new officers, the 88 Championship Autocross trophies, the annual awards, plenty of food and drink - and a good time was had by all.

The **New Officers** are listed on page 19 and everyone of us has volunteered to do these jobs because we care about the club, which, of course, is made up of people just like you. Feel free to call any member of the Exec with suggestions or questions about any aspect of the club, we are all willing to help.

You can read all about the season **Autocross Champions** on page 10. The jackets given to the class winners were very nice indeed, and after seeing them, some people were saying that next year they'll try harder. I think anyone would agree that Betsi has done an outstanding job in turning around our autocross program. Let's give Art and Rex the same kind of support this coming season.

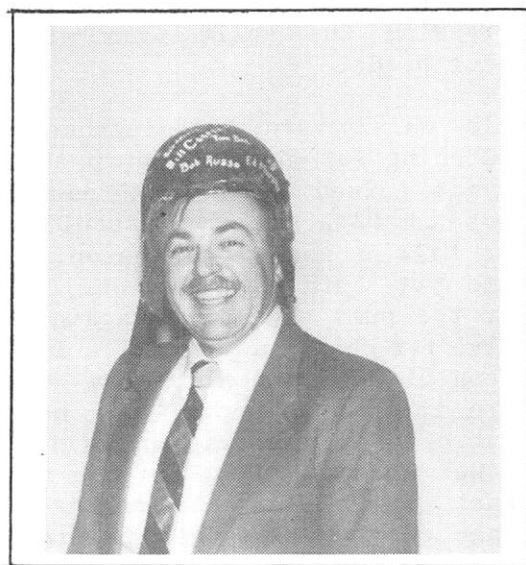
Lisa Carle was an excellent choice for the **Broken Crankshaft Award**, given to the most improved novice autocrosser. She worked hard and the award was very well deserved.

The **High Speed Driver Award**, given to the track driver who showed the most improvement, was won by Dave Donohue, a novice at the start of the season, but not any longer.

The **Mighty Nitto Award**, for "Making the Best of a Bad Situation", went to Don Galbraith who lunched his motor at a track event at Mid-Ohio, then called a friend to drive his other car out to Nelson Ledges to complete the weekend.

The **Tattered Helmet Award**, for the person who manages to distinguish himself in some less-than-glorious manner, was a shoo-in for Bill Cooper. Bill made what some people have called the longest distance off-track excursion ever seen at Summit Point - in the session where he was being checked out as an instructor. No damage to Bill, but the car suffered, and several fair sized trees gave their lives to keep him from going even farther.

The winner of the **Riesentoter Award** is chosen by the most recent recipient, the President, and a member at large. This is a very prestigious award given to the person goes out of his way to perform meritorious service to the club, and who best embodies the "Spirit of Riesentoter". This year the award was given to Al Anderson for his continuing work on the Executive Committee under difficult circumstances.



Bill Cooper, worthy recipient of the Tattered Helmet Award for 1988. (Photo Vicki O'Connell)

# Technical Tidbits

911 Brake Warning Light (by Ray Calvo in RUNDSCHAU). After pad replacement, bleeding of brakes, or replacement of master cylinder on 68-76 models, you may have to reset the brake warning light on the dash. The system is reset by pressing a button on the inside of the master cylinder. (Ed. note: I believe it's side, not inside.) What is not stated in the shop manual is that the light will go out only when the engine is started. You can press the button til doomsday with the engine off and the light will remain on.

914 Fuel Pump Relay (by Joe Reid in PORSCHEFORUS). Two 914s were brought to my attention recently which had been running well and then just quit. They would crank normally, but not restart. In both cases, corroded contacts on the fuel pump relay were responsible. They were easily fixed by cleaning the relay pins with an ink eraser (for non-erasible ink), and by spreading the split pins with a razor blade.

This malady can be diagnosed by listening for the fuel pump as the key is turned to the "On" position (not to "Start"). It should run for half a second then stop. Each time you turn the key off, then on, the pump should run again, but only for half a second. If it doesn't run at all, try this. Turn the key on, pull the heater control all the way up and the blower should run. From the relay panel just below the engine lid hinge on the driver's side, remove one relay at a time until the fan stops. Substitute this good relay for the rear-most relay on the far left side of the board and the fuel pump should run.

Recently while working on a 911 Carrera I noticed that the four 6mm bolts that hold the air flow meter to the air filter housing were loose. I found that the bolts had not been "loctited" as they are on other models. Since noticing this, every 84-on Carrera in the shop has been found with loose bolts. If conditions are right and you have this problem, you can find yourself with severe engine damage.

If you do this repair yourself, we recommend the red form of Loctite. (Jim Roberts, Porsche Paddock, in DER VORGANGER)

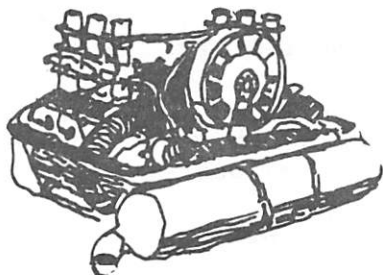
FUEL SYSTEMS (Al Collins in DER VORGANGER). Everybody knows that they should change their fuel filter to keep the injection system clean, but do they also realize that it helps to keep water out of the sensitive fuel distributor and the injector nozzles? These items are made of steel and cast iron that will quickly rust and plug up the system if they come in contact with water. Some alcohol gas additive used infrequently will also greatly help with the water problem. A pint used once every six tanks of gas in the summer and every four tanks in the winter will be sufficient.

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911 Oil Drain Plugs (by Wade Miller in RUNDSCHAU). Did you ever think about how your drain plug should be oriented? The magnetic drain plug screws into a hole near the outside of a round plate that is bolted to the engine. The plate can be mounted with the plug in one of 8 directions. One of the directions, namely when the plug is pointed to the right side of the car, has the plug directly under the oil pickup tube. None of the manuals are specific on this, however one picture showed the plug aligned with the engine case, i.e. the plug was pointed to the rear of the engine. I assumed this was the correct position and drove my car this way for many trouble-free miles. After some recent engine work (at 104,000), my engine was returned with the drain plug under the pickup tube, so now I thought that this was the correct position. However, the oil pressure seemed a little low, so I investigated and found that there is near perfect alignment between the hole and the pickup tube when the plug points to the right side of the engine. And furthermore, the clearances are such that the plug actually enters the end of the tube! In my case, it had even bent the pickup tube slightly. I now have the plug back in the old direction, pointed to the rear of the car.



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IGNITION SYSTEMS (Al Collins in DER VORGANGER. Many times the spark plugs are replaced when all they needed was to be cleaned by glass beading and regapped. The amount of erosion on the tip of the electrodes is the determining factor. Plug connectors and wires should be checked for resistance to see if they have become open. The points should be replaced if the rubbing block is worn, contact surfaces are badly pitted, or if the spring has become too weak. Ignition timing is set at idle and high rpm, but often the distributor midrange advance is not checked. Most people drive their cars in the 3000-4000 rpm range, so the timing should be exactly correct in that range. Also, the advance mechanism should be lubricated.

# Top Only Concours

(Edited from an old article, source unknown)

The game is essentially, who has the cleanest car, but it goes a little beyond that. Concours Porsches don't happen - they are made. You really are trying to accomplish 3 things, 1) to make your Porsche look impressive out there on the site, 2) to score as high as possible with the judges and 3) as a benefit you will at least partially restore parts of the car that usually are neglected.

It is important to remember that this is competition and the judges are trying to separate the winner from everyone else. The judge expects that everything he can see will be spotless, if not you loose big points right away. He must try to find out where you neglected to clean. So the rule is to clean whatever you can touch. You still want to play? Read on.

Most beginners spend the first ten hours waxing the car and 5 minutes or none vacuuming the trunk or cleaning the engine and seats, etc. You must spread out your time and efforts equally over the four areas to be judged - engine, interior, exterior and the trunk. Start with the interior since it's rather easy and we don't want to discourage anyone right away.

Remove both seats, all rubber mats and anything else that is loose. With vacuum in one hand and toothbrush in the other, cover every square inch of the floor, carpets, side pockets, trim, etc.

Don't forget under the seat tracks. Vacuum the seats, then saddle soap them thoroughly. Clean all rubber and go lightly on the ArmorAll treatment. Lie under the dash and clean everything - remember that dust would have fallen on the other side of everything you're looking at. Clean the ash tray and empty the glove box of anything that was not in there when the car was new.

The trunk always seems to be the most neglected and this is your chance to pick up some points on your competition. Dismantle it completely and do the vacuum and toothbrush routine. Repaint where needed, clean the latch, tool kit, spare, fluid reservoirs, etc. Don't forget the contraband well, you'd be surprised what can grow in there.

Now if you can stand up again, wash and clean the exterior paint with something like Dupont 7 or Color Back, then use a paste wax. Remove wax from all trim with a soft toothbrush. Make it spotless in the door jams, and under the lids. Clean the inside of any dirty lenses.

You should have Gunked the engine as you washed the car, so now remove the air cleaner for separate cleaning and waxing. With a coffee can of mineral spirits and a toothbrush, clean everything. Don't forget the latch, behind the engine and the walls of the compartment. Some people have been known to remove the engine to make this easier. If you're serious about winning...

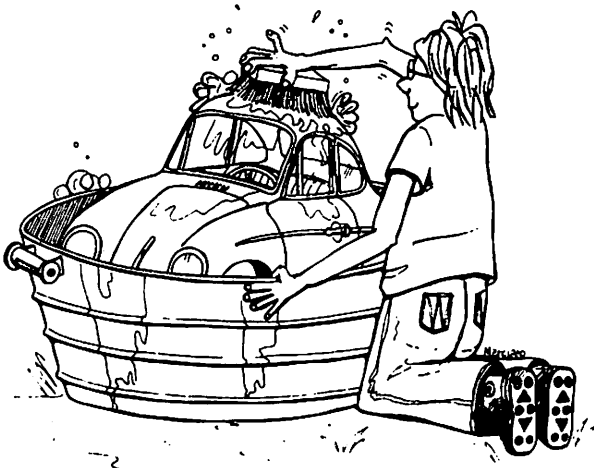


# Clean up your act

Well, now that your wife hates you and your hands will never be the same, you are finished with the BARE MINIMUM. Save some time to evaluate your job. Think like a judge and look at each area of your car as if it belonged to the guy who is trying to beat you. Go to extremes to find any dirt that was missed. Judges are not necessarily devious, but they can usually find a handful of dirt on any car that most of us would call spotless. At the show, watch them work on as many cars as you can and you'll learn something. It's usually too late to run back and clean something you've seen them check, but you'll know for the next time.

We may have a "concoirs-prep school" some Saturday in the spring to add to this basic info. Let us know if you are interested. We WILL have a concoirs at the annual picnic, so if you start now, you may be ready.

Incidentally, at a full-blown concoirs such as the Parade, they do all this to the BOTTOM of the car, too. Talk about a serious illness!



OK, let's start with the interior. Clean leather with Lexol-nf, a non-greasy preservative. Clean vinyl with a capful of P-21S Car Wash and water, or Sonax Interior Cockpit Cleaner and buff dry. Try to pound on the seat bottoms and vacuum with a brush to loosen sand and grit. Remove any carpet that you can, and vacuum carefully; 911 and 914 mats can be beaten against an "anchor" fence to remove all trapped sand; 356s, clean and treat rubber mats. P-21S Car Wash works best and it also removes oxidation and makes them jet black. Clean floor covering under the mats; sand behind the gas pedal is a common concoirs fault. Clean out map pockets and glove box. Leave only the owner's manual in the glove box. Clean interior mirrors and visors, wipe out door jams and lightly wax them.

For the exterior, clean the body only when it is cool to the touch. Use P-21S Car Wash for rockers, bumper bellows and hard-to-reach surfaces. Start with roof, glass, deck lid, then the sides, bumpers and rockers last. (It might be a good idea to clean the wheels and tires first, using separate pail to avoid brake dust contamination of the body. P-21S can be diluted 50/50 with water for cleaning non-baked on road film.) Water in your pail should contain a small amount of detergent such as Liquid Ivory, Cold Water Woolite, Sonax Glass Wash, or just a shot glass of P-21S Car Wash. Use a clean sponge, or better yet, a hand-size cotton towel. Towels work best for drying the car - no synthetics - only 100 percent cotton. You can even wipe off excess water with your hand, then follow with two towels, one slightly damp to avoid scratching.

(John Paterek in PORSCHEFORUS)

# Garage Sales

76 914 2.0, 44mm Webers, Konis, AC, AM/FM cassette, stainless heater boxes, Pirelli P6, 73,000 mi, yellow w/black, best offer. Spare 2.0 case and heads, \$400. Bill McCrink, 609-767-8865

81 911SC Coupe, metallic brown with brown interior, gold BBS wheels, Blaupunkt AM/FM/cassette, very clean, 70,000 miles. Patrick Kurz, 581-9878 days

84 Carrera Coupe, Moss green metallic with partial leather beige int, sunroof, air, alarm, cruise, front spoiler, H-4's, new P-700's, 43K, perfect inside and out, \$28,000. Bruce Baker, 543-8697 (H) or 328-4200 (W)

84 944 Coupe, New engine installed by Porsche Nov 88 w/full 1-year warranty. Guards red/black partial leather int, 5 spd, BBS wheels, new RE71's, loaded, exc condition, 50,000 mi, not driven in winter, non-smoker, \$16,900. Jeff Brok, 375-7656 days, 670-0671 eves

88 924S, Red w/black int, auto, AC, power removable top, AM/FM/cass, 1,800 mi, exc condition, warranty, loaded and priced to sell, \$23,000. Steve Levin (non-member), 935-7893

Recaro KRXT, new cond, brown cloth, adj bolsters, with headrest and floor bracket for 74-on 911, over \$1000 new, sell for \$700; front hood w/surface dent for 74-on 911, \$125. John Natelson, 592-8786 days, 574-0914 evenings.

Disassembling 75 Carrera Targa with 83 3.0 liter, and an 85 coupe with Turbo look. Write or call with your needs. Tim Everett, 36 Walton Drive, New Hope, PA 19138; 862-9191 (H), 828-7250 (W)

911SC - heat exch, \$200/pr; cross-over pipe, \$100; cat convert, \$300; muffler, \$200; trans, \$1,000, rear torsion bars, \$75. Carrera parts - heat exch, \$300/pr; Nippondenso AC compressor, \$350; blk leather/plaid insert sport seats, \$900/pr; Sankyo rotary compressor installation kit, \$75; 8x16 Fuchs alloy, \$300; RE71 Bridgestone, 205/60VR15, \$90/each. William Cooper, 362-2770

Konig racing seat with five-point Deitz harness, perfect cond, \$500; Turbo whaletail, and rear deck lid, \$600. Dave Smith, 944-8015

Prom Chip for 87 944 Turbo, call Charles Bilella, 275-3900 days

'82 911 engine parts - low mileage and reasonable prices - single inlet muffler, distributor, heater blower. Fact adj spring plates; 23/27mm torsion bars; 15mm H&H rear sway bar for early 911; complete 928 headlight assemblies (US halogen), Vern Lyle, 368-1062

WANTED: Fiberglass '72 S type front spoiler and fiberglass ducktail. Pristine cond not desired as both pieces are to be modified; very rough condition would be best, as long as price is commensurate. Vern Lyle, 368-1062

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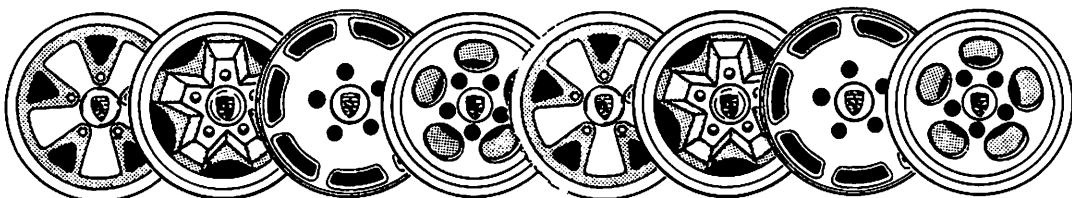
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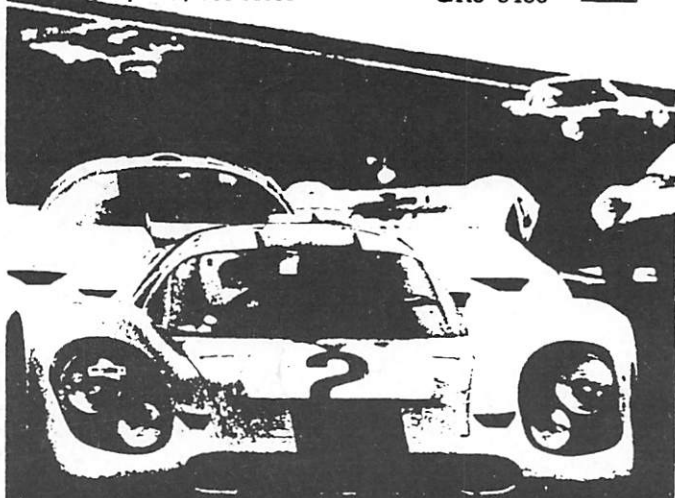
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