

APRIL 1984

cir cular

CENTRAL INDIANA REGION - PORSCHE CLUB OF AMERICA



kentucky region

PORSCHE DERBY

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INDPLS., IND 46217

VICE PRES: RON JONES.....254 W. 136th ST.....317/846-9124
CARMEL, IND 46032

SECRETARY: LIZ CAMPBELL.....718 YOSEMITE DRIVE..317/783-2218
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INDPLS., IND 46217

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DAVE KAISER
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THIS MONTH

APRIL 1984						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					



Again this year the Central Indiana Region will participate in the Kentucky Region's Porsche Derby as our April Event.

The tenth annual edition of this unique Porsche weekend will begin Friday evening April 27, 1984 and end Sunday afternoon April 29, 1984.

As we have done the last two years, CIR members may join a caravan to KY Friday night. We will meet at the Ramada Inn off of I-65 at the Greenwood exit. It's about a block west. Try to be there at 5:00 pm SHARP! We will stop for a light meal along the way to share a little Porsche talk and then procede to the Holiday Inn at Newburg Road. (The 1983 headquarters motel, the Ramada Inn, has changed to a Holiday Inn, but still retained the same friendly staff.) Eventhough the name has changed they have kept the same guaranteed room rate of \$40.00 per night.

Registration starts at 4:00pm - 9:00pm following registration, all participants are invited to a Mint Julep Party from 6:00pm-9:00pm at the headquarters motel.

There will be a Porsche Only Parking Lot (a no-door ding special) at the Holiday Inn, complete with 24-hour security guard.

The Concours (on Saturday April 28, morning) will again be held at the historic Farmington Estate near the motel, and the traditional trip to opening day at Churchill Downs, with box seats, remains the showcase of the weekend.

This year, as an option to Churchill Downs, They offer a drive tour of a working Bluegrass standardbred horse farm located outside Lexington. This 60 mile drive will be over beautiful 356-type touring roads and will last about 1½ hours each way.

The Concours banquet is the highlight of the day and will feature entertainment and a guest speaker.

Sunday (April 29) morning offers a tough tech quiz and the afternoon presents the Autocross at The Mall in St. Matthews, approximately 4 miles away.

Tradition continues as all the trophies remain the unique horseshoe plaques.

Attendees at this year's event will be assigned a Kentucky Region member to answer any questions or help with any problems you may have.

The \$1.00 Event charge will be collected at the Ramada Inn, (Greenwood Exit) where everyone will meet for the caravan down to Kentucky. If you are not going to participate in the caravan it will be collected later.

'84 EVENTS

APRIL 27-28-29	PORSCHE DERBY (KY. REGION)	- JOHN KISSLING
MAY 6 (SUN)	BRAILLE RALLYE	- GEORGEANNA TUTROW
MAY 17 (THURS.)	WINE TASTING	- CHUCK L.
JUNE 10 (SUN)	PICNIC	- KAISER'S
JULY 8-14	PORSCHE PARADE	- ROSE JONES
JULY 15	PORSCHE SWAP MEET P.B. TWEEDS	- LUKE CAMPBELL
AUGUST	TOUR TO S. IND.	- MIKE ROBBINS
SEPTEMBER 15 (SAT)	HOOSIER AUTO SHOW	- MIKE ROBBINS
SEPTEMBER 16 (SUN)	HOOSIER AUTO SHOW RALLYE	- RON JONES
OCTOBER 14 (SUN)	TOUR OF HUBER WINERY SOUTHERN INDIANA	- CHUCK L.
NOVEMBER 3 (SAT)	PRES. MEETING FORT WAYNE	
NOVEMBER 10 (SAT)	ANNUAL DINNER	- LUKE CAMPBELL

*** SOLO WITH SCCA, POSSIBLY I.R.P. -- SEPTEMBER 30

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1984 ZONE 4 MULTI-REGION EVENTS CALENDAR

APRIL	28-30	Kentucky	Annual Porsche Derby
	28-29	Eastern Buckeye	Nelson Ledges Drivers School
May	12	Western Michigan	Grattan Drivers School
	19-20	Ohio Valley	IRAC I Autocross Series
	26-27	Chicago	Road America Autocross
June	9-10	Maumee Valley	IRAC II Autocross Series
	17	Central Indiana	Concours and Swap Meet With Ramme
	18	Kentucky	Sports Car Show
	23-24	Northern Ohio	IRAC III Autocross Series
July	8-14	Chicago	29th Annual Porsche Parade
	15	Central Indiana	Porsche Swap Meet
AUGUST	4-5	Allegheny*	IRAC IV Autocross Series
	4-5	Western Michigan	Annual Holiday on Wheels
	8	Chicago	Blackhawk Farms Autocross II
	18	Michigan-Indiana	IROC I
	18-19	Chicago	Road America Weekend II
	25-26	Mid-Ohio*	IRAC V Autocross Series
SEPT	8-9	S.E. Michigan	Waterford Hills IRAC VI
	15-16	Central Indiana	Autocross Series
	22	Motor-Stadt	Hoosier Auto Show and Rallye
	22	Ramme	IROC II at Spartan Speedway
			James Dean Festival
October	6-7	Eastern Buckeye	Octoberfest & IRAC VII at Nelson Ledges
	6-7	Western Michigan	IROC III at Grattan
	14	Kentucky	Octoberfest

* These two dates may be reversed pending site selection.

REGION	PRESIDENT	PHONE NUMBER
Central Indiana	Luke Campbell	317/783-2218
Chicago	Brian Allman	312/382-5933
Eastern Buckeye	Bill Fox	216/896-3361
Kentucky	Phil Doty	502/244-0478
Lincoln Trail	Craig Williams	217/787-7876
Maumee Valley	Nic Thakur	419/475-1336
Michigan-Indiana	Jerry Forthofer	219/825-9859
Mid-Ohio	Dick Wheeler	614/875-8716
Milwaukee	Jim Nagle	414/961-1567
Motor-Stadt	Duncan Foster	517/351-7210
Northern Ohio	Steve Lannoch	216/371-3098
Ohio Valley	Larry Smith	513/671-0787
Ramme	Jim Baird	317/286-0710
S.E. Michigan	Dave Renner	313/642-6173
Western Michigan	Gary Petertyl	616/774-0420

RESTORATION

By John Paterek

Fiberglas has never played an important part in the role of a street production Porsche. Special models, however, used plastics as a weight saving device.

As early as 1968 the 911R used FRP Plastic panels for lids, doors, and front fenders. The windows of this model were also plexiglas with a thin laminated glass windshield. The 911R even went so far as to eliminate lead in the rocker seams in order to reduce pounds.

The Carrera RS model appeared on the market in 1973. It reduced weight by thinner drawn sheet metal on the entire body. This model received a fiberglas front spoiler and rear duck tail, the first use of a rear spoiler. Since the RS, fiberglas shops have been busy punching out replicas of the expensive factory products. Domestic fiberglas has excellent quality, using thinner gel cote on its surface. The Corvette is a good example, it can be stripped bare with chemical removers with no harmful side effects. If chemical remover is applied to a Porsche OEM part, it will dissolve the gel cote and leave the surface with the texture of shredded wheat! If you purchase a used duck or whale tail, be certain it is original. This can be checked by the metal edge in all pre-78 tails. The 78-79 style tail is bolted directly to a steel lid.

If the tail needs refinishing, sanding is the safest method. Paint remover may damage the surface. The 74-77 tail used the original grill unit. It is important to leave the two small drain holes in the grill opening. The water is impossible to remove without them.

The roof on the 914 and 924 and 944's is made of fiberglas. The 914 has stood the test of time rather well with little evidence of peeling or cracking after some 13 years of existence. The only problem is when a careless owner drops the top and it lands on the corner or scratches the textured black finish. This roof may be repaired the same as any fiberglas fender. The texture is another story. It looks like hundreds of small dots of thick paint. This can be restored by cleaning loose paint off and applying Masury Satin Black one dot at a time in a random pattern pattern with a fine artist brush. After it is dry, apply a second series of dots followed by a full sprayed coat of Satin Black enamel.

The sunroof of a 924-944 is easy to damage by dropping it or not securing it in the trunk properly. The roof is a heavy gel coat with chopped fiberglas core. Rumor is a 928 type electric roof is in the works.

Since the factory is installing the 930 wing on SC's, it will be even more popular as an add on. The unit requires only a few holes drilled in the original steel deck. For the best appearance paint the inner area below the grill work black. The wiper hole could also be eliminated by simply sanding it off and filling the hole with Duraglas filler. This eliminates the need for a plug in a hole that will never house a wiper unit. The black grill area requires some careful masking. It can be best achieved by the use of a template to make it symmetrical. The tape and masking must be removed immediately after spraying with Masury to assure a smooth edge on the black.

Fiberglass parts, such as front and rear valances and rocker panels for 914's, front fenders for 911 and 912's, aftermarket whale tails, 944 update kits for 924's and front air dams for the 928 and 911SC are currently available. Even the Speedster had an aftermarket Glaspar winter top to keep out the snow. I wonder if we will see one for the SC Cabriolet! (Reprinted from 11/83 PORSCHE-FORUM, Northern New Jersey Region)

ANNIVERSARY

Gary L. Adsit	1	Chuck Langsenkamp	1
Jeffrey J. Clancy	7	Everette Morgan	2
Michael Connolly	1	James O'Neil	6
John Cullen	1	Bill Niemeyer	2
Roger Eiteljorg	1	Carl F. Shipp	15
John Kissling	6	John Sparks	3

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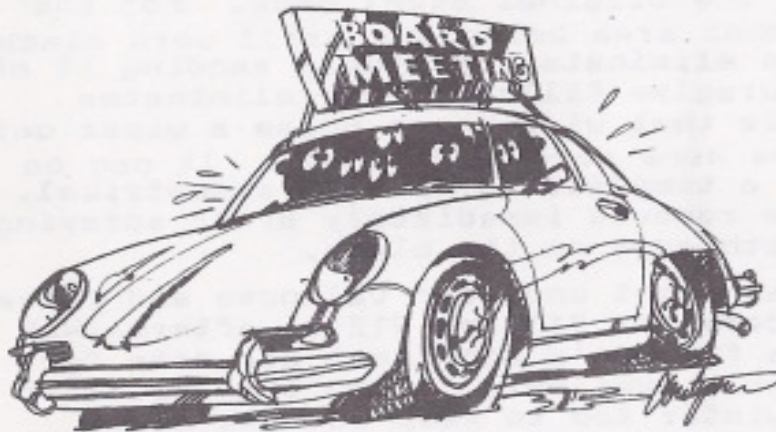
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MINUTES



Minutes By
Rose Jones

The March Board meeting was held Tuesday, March 6, 1984 at the home of John Carmack.

Meeting was called together by Luke Campbell, President of the club. The President reported that for any moving events (caravans, tours, etc.) there is a new safety form that is required to be filed. As Activity Director, Chuck will stay on top of this matter.

There was brief discussion concerning the topic on the mind of all Porsche people these days -- the break-up of Porsche/Volkswagon.

A copy of this years Competition Rules for the Porsche Parade events is available. If you are interested in reading these rules, please contact Luke Campbell. Chuck reported that inquiry has been made by other regions to join with us for some of our events. It was discussed and agreed that an invitation be extended to other regions for the Southern Indiana tour and the winery tour. Any person from outside the CIR Region would be welcome. Just make contact with Chuck Langsenkamp.

Treasurer's report shows expenses once again were more than income for the month of February with income of \$23 from the Goodies' Store and \$12.50 from the Party at Gisela's. Off-setting this income was expenses of printing and mailing the Circular and filing fee with the Secretary of State for the annual not-for-profit corporation report. At February 29, there was a balance in the Club Account of \$1,218.50.

There was some discussion concerning joint events with SCCA this summer. There are one day seminars available with SCCA covering rallies, autocrossing, racing, etc., which would be a good way for first timers to get their feet wet.

Board members also discussed the issue of the new computer for Ruth Harte's office. The original \$50,000 which was set aside won't be enough for a complete package of hardware and software. Lew Moorman (our Zone 4 Rep.) turned down a vote for the computer at the President's meeting in New Orleans when he found the total price would be \$80,000. He went back to the regions in zone 4 for a response. We couldn't really come up with a better alternative and gave Lew a go-ahead for this much needed addition to the central office.

Following adjournment of the meeting, we had a good time touring John's garage, which looks more like a show room than garage. Beautiful cars --a Camaro Z28; a Jag XK140; a 911 Targa; a Siata-Chrysler; and two Ferraris. Thanks, John.

Mark your calendars for the April 24th Board Meeting, 7:00PM at Dave and Doris Kaiser's house.

In Attendance: Luke Campbell
Chuck Langsenkamp
John Carmack

Ron & Rose Jones

CLASSIFIED:

FOR SALE: New Books at 30% off the list price.

1. Porsche Motor Fan No.1 - A Japanese book with outstanding photographs of racing and production cars. Text is Japanese but that won't detract from this book's interest to you. We repeat-outstanding photographs. \$10.15
2. Chilton's Repair and Tune-up Guide - Covering '69-'73 911, 912, 914, 914-6. \$7.67
3. Chilton's Repair and Tune-up Guide - Covering '77-'81 924 & 928. \$7.67
4. Clymer Shop Manual - Covering '70-'76 914 \$9.07
5. Clymer Shop Manual - Covering '76-'78 924 \$9.07
6. Autobooks Shop Manual - Covering '69-'76 914 \$7.67
7. Autobooks Shop Manual - Covering '64-'69 911 \$7.67

All of these are brand new. Some in film wrapper.
Mike Robbins - (317) 253-9041.

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TECH TIP

By Mike Robbins

Are your 356C front brake discs worn beyond the factory specified limit? Have you tried to buy new ones and found out that there aren't any? Do you have access to some worn discs from an early 911 or 912? Well bunky, we have an answer for you. How to adapt 911-912 front discs to a 356.

The thickness of a new 356C disc is .406" to .413". The thickness of the new 911-912 disc is .492" to .500". A 911-912 disc can therefore be worn considerably and still be thicker than a new 356 disc. There is a problem in that the centerline of the disc section in relation to the hub is different. Following is a means of handling this. Be sure to read the comments at the end.

1. The distance from the surface where the caliper mounts on the bracket section of the stub axle to the inboard face of a new 356C disc is .663". You can confirm this by measuring a caliper from the mounting surface to the split line and subtract .206". (.206" is half the thickness of a new disc.)
2. Remove the caliper and the hub-disc assembly from the 356 stub axle.
3. Separate the hub and the disc.
4. Assemble the 911-912 disc to the hub and mount this assembly on the stub axle. If the disc is still assembled to the 911-912 hub, you can use that assembly but don't mix bearing races.
5. Measure the distance described in 1 above. It will be greater than .663" unless your're using a new disc. Subtract .663" from the dimension you have to determine error. If you are using a new disc there will be no error and you can skip the next step.
6. Bring the inboard side of the 911-912 disc to the correct distance (.663") by one of the following methods:
 - a. Shim between hub and hat section of disc.
 - b. Machine the mounting surface of the caliper and/or the stub axle bracket section to move the caliper in the outboard direction.
 - c. Combination of "a" & "b".
 - d. It may be possible to remove material from the bearing spacer on the stub axle. I haven't checked this for other complications.
7. Machine the outboard face of the disc to give .406" to .413" thick (thickness of new 356C disc). The new face has to go down to 7 5/16" dia.
8. Turn the disc around in the lathe and face the inboard side of the disc to remove the small step where the pad has run. Face to 7 5/16" dia. These cuts to 7 5/16" dia are necessary because the pads run closer to the hub axis on a 356 than on a 911-912. Leave the disc in the lathe for the next step.

9. Cut a chamfer $30^{\circ} \times 3/16"$ deep where the hat section meets the inboard side of the disc. The 30° is relative to the face of the disc. This relief is to give clearance at the lower end of the suspension link and the head of the lower link pin. This will not be necessary if you changed the disc-to-caliper location by method 6b. Check by turning the steering to full lock and rotating the disc. Removal of too much metal here may have disastrous consequences.
10. The outside diameter of the disc must be turned down to 10.81".
11. Remount everything on the car and you should have a disc the thickness of a new one and centered in the caliper.

In order to retain flexibility for component interchange between my three cars, I did not want to alter hubs, calipers or spindles. Not to mention the work involved. However, if the used 911-912 discs you have are worn excessively on the inboard side you may have to go that route (6b above). By the same token, there is some reasonable limit as to how much you shim between the hubs and the disc without losing the spigot feature. I suppose you could make up an extension for the spigotting diameter of the hub and fasten it to the hub. But you also have the clearance problem mentioned in 9 above.

I'm sure there are other ways of solving the worn brake disc problem. A friend of mine machined the faces of the caliper halves so they would fit the thinner discs but I don't think I'd go that route. Of course if you don't let your pads get too thin and don't use your brakes too hard, maybe you can live with thin discs. Now the next project is to see what to do about the rear discs.

Condolences to CIR members Lynn & Jerry Leonard on the death of their daughter Amy.



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NEXT MONTH

MAY 6 is SPECIAL!

May 6th can be a very special day for you and especially for a student from the Blind School.

Once again we've been invited, as a sports car club, to participate in the Braille Rally on Sunday, May 6th. This will be our May event and is sponsored by Eli Lilly & Co. in conjunction with the Indianapolis Blind School. There will be no entry fees for this event, but as mentioned in the last months CIRcular, the club is charging a dollar (to CIR members only) per person. This dollar goes directly to your club!

Each driver is assigned a student to be his/her navigator. The driver relies completely on the student, who is reading all the directions from his/her braille sheet. The kids really enjoy riding in the sports cars, so please support this event!

REGISTRATION: 10-11AM

HEAD FOR HOME: BY 7:00PM

DRIVERS MEETING: 11-12

This is where the drivers are introduced to the students, and any questions answered.

LOCATION:

The Indiana School For The Blind
7500 North College Ave.
Indianapolis, Indiana

EMERGENCY PHONE No.:

For drivers that lose they way, or any other problems.
~~(317) 849-7472~~ PIZZA CASTLE

FOOD:

Pizza furnished by Lilly after the event. (Drivers and students only please!)

TROPHIES:

For the Top 3 Drivers

CONTACT:

Georgeanna Tutrow
(317) 251-0970 AFTER 5:00PM

PRE REGISTRATION:
(AS SOON AS POSSIBLE)

Manatory - We need to know exactly how many cars will be available to pair up with the kids!

May 6 can be a Special day in your life, use the gift of your sight and help provide a memorable day for a child that lives totally in the dark. An estimate of cars is needed, Call today and say you'll come. Out-of-towners mail registration to Georgeanna Tutrow, 5824 North Crittendon Ave., Indpls., Ind. 46220.

Name _____ TYPE CAR _____ Year _____
Address _____ CITY _____ STATE _____
Phone _____ - _____

READING MATTER

By
Mike Robbins

There are many kinds of motor racing. One very special event is run only once a year but is not at Indianapolis. Many of the cars have run this event several times but never raced elsewhere. The sanctioning group provides a myriad of classes for many types of cars but it is not SCCA. The cars run one at a time against a clock but this isn't an autocross, gymkhana or regularity run. The track is a straight as can be humanly established but it's not what's commonly called "drag racing". The track length may vary a little from year depending on the condition of the surface. Give up? Well we're talking about Bonneville Utah and the National Speed Trials. The object is to go as fast as possible through the timing traps that cover the third, fourth and fifth miles of the seven to nine mile track. Anyone who's driven US40 (180) west from Salt Lake City to Wendover has driven past the entrance to the "facility".

I recently came across the book "How to go Racing at Bonneville" by John Thawley. This book gives the history of the facility and the sport as well as addressing the subject as indicated by the title. If you're curious about this kind of motor sport then this inexpensive book will give you a lot of answers. One thing that I would have questioned was the statement that the air base at Wendover is closed (The book is copyrighted 1980). In 1982 as I passed west of Wendover in the Speedster with the top down I had the bejesus scared out of me as three Air Force jets passed overhead at very low altitude - having appeared from nowhere and really moving. At the time I surmised that they were out of Wendover but apparently not.

I've often thought that with its loooong 5th gear a 914-4 would be a good candidate for Bonneville - provided you had an engine that would pull it. In fact, the book warns that a common error is for people to overgear their transmission or final drive and then not have enough horsepower to use it.

For \$6.95 this book provides some interesting reading if you're at all into the various kinds of automotive events.

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Slippin' and Slidin'

Changed your oil lately? Your say every 3,000 miles, or second autocross, which ever comes first? And the filter too? Very good, give yourself a pat on the back for taking such good care of your Porsche. But wait. Aren't you forgetting something? No, you don't have to disconnect your oil cooler and drain it too. But there is something you probably missed. Oh, you may have checked it, but when did you change it? OK, take out your owner's manual and look up lubrication. See, there... "change transmission oil, repeat every 12,000 miles." (manual trans)

There are several reasons why this should be done. First, the action of the gears is sliding rather than rolling for the large percent of their function. This is a basic deficiency in the involute gear profile used in most gear systems. In addition to the gears, the synchronizers slide before locking in whenever the transmission is shifted and the shifting forks are always sliding on the synchros. All this sliding produces minute metal flakes which aren't good for gear boxes. These metal flakes are very small and easily float in the oil causing increased wear on all the moving parts. There is a magnet on the drain plug that will capture the steel particles. But, with the oil constantly washing across the magnet, only so much crud can be tightly captured.

Another important reason why the transmission oil should be changed is that the additives in the oil become depleted. The transmission is vented to allow for thermal expansion, otherwise the oil would be slowly forced out the side seals. The bad part about venting is that moist air is allowed in. Corrosion inhibitors are added to the oil to protect the various metals found in transmissions.

The dissimilar metals found in transmissions actually promote corrosion. So, a high quality lubricant that can handle many metals must be used and kept fresh. Another important additive is the anti-oxidant. This prevents the thickening of the oil when exposed to high heat. Racing gear boxes are most susceptible to oil thickening due to the 400+ degrees F. that is easily generated if an efficient cooling system is not maintained. Sometimes the oil will become like gelatin which doesn't splash around very well.

There are other things in oil that are also very important, like anti-foam agents, extreme pressure additives and dropping point depressants. Regular oil changes are a very easy way to keep your gears spinning quietly for many years. (NOTE: The synchronizer wear is greatly influenced by how fast the shift lever is moved.)

Now that you've got the old oil out what type should go back in? For manual transmissions, with or without limited slip differential, Porsche specifies a single lubricant with the following ratings: L2105B, API service class GL5, and SAE viscosity of 90. The first spec is rarely shown on small containers but the service class is usually shown (the higher the number the better).

Since virutally all name brand gear lubes available meet these specs, there should be no problem in getting a good lubricant. You will, however, see some differences in viscosity. The SAE test for viscosity is done at about 220 degrees F and says nothing about how the oil reacts at 0 degrees F. There is another test for cold weather formulated oils (more additives) which gives a "W" rating to the oil. So a product with a rating like 85W85-90 means it is for all normal operating temperatures. If you've ever driven a stick shift at -10F, you must appreciate the fact that a "W" rated oil allows you to shift using only one hand.

Going one step further, there are now synthetic gear oils which can operate from -65F to 300F and maintain proper viscosity without lots of additives. Besides cost, these oils have some drawbacks. Most of the synthetics are diesters or similar exotics and require special additives to keep rubber shaft seals from swelling excessively or drying out. Since there are several types of rubbers in current use on Porsches it is difficult to predict the results of the more exotic lubricants. A safer lubricant is the synthesized hydrocarbon type like Mobil S.H.C.*. The additives in this type of lube are not very different than standard petroleum oils, thus the results are more predictable.

One drawback that cannot be overcome is because of the synthetics; they act like a thin oil. This means when you shift, the transmission does not spin down very rapidly and the synchros must work much harder to match the shaft speeds. If you are an articulate double de-clutcher, it could be an advantage.

Last on my list is the automatic transmission. These transmissions require special lubricants of which there are two types in current use: Dextron II and Type F, and there is also the old Type A. Each of these fluids have unique characteristics and should be interchanged in most cases.

Since the shear characteristic of the oils differ they greatly influence the torque converter performance with respect to efficiency of torque transfer and smoothness of shifting. An automatic is designed to use usually just one type of oil, so read your owner's manual.

I should also note that many front wheel drive vehicles made in recent years use automatic fluid in the manual gear boxes also. Most automatic gear boxes need infrequent oil changes after the first change, check your owner's manual.

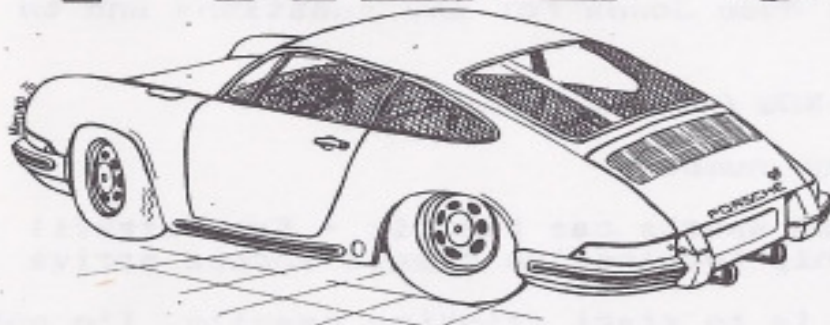
Now give yourself a pat on the back.

Originally published in Der Strassenmeister, Eastern Buckeye Region, April 1982.

NEWS FLASH!!!!

If I can believe the Porsche Market Letter, as of March 16th, Porsche AG has given up its attempt to change the Porsche marketing in the U.S. Everything is as it was !!

PREZ SEZ



luke
campbell

Well this month is of course the Porsche Derby combined event with Kentucky region, and for this auspicious occasion we have our pony quiz. (more about this in a moment). But first, a correction! Last month I received what I thought was some information from Chuck Langsenkamp about possible breakup of Ramme region. First of all, while this might have been discussed by by Ramme people for '83, it was not at all true for '84. Secondly, I had understood for a couple of years that Ramme was formed when some CIR members started their own club - wrong again. In fact, there was a club of Porsches formed before Ramme even became official. Bob Snider (Ramme president for '83) and Mike Robbins gave me the correct information this past month. My apologies to Ramme region for any misinformation.

Now, back to the pony quiz. First of all - no peeking! Have you noticed that the horse (pony?) has been used by several automobile manufacturers as a part of their insignia? Of course you have. Our favorite marque is proof positive. But do you pay enough attention to tell the relatively subtle differences between Porsche and a competitor (brand X let's say)? Well shown below are a few samples. The answers are on the next page - see if you can find the Porsche marque.



In other news, from National; there are several items of interest from the President's meeting which happened in New Orleans. For one thing, Volume 6 of Up-Fixin' is ready to go to the printers and should be available at the Parade this summer.

The 118th PCA region was chartered at the meeting - Diablo region (zone 7) from the San Francisco East Bay area can be welcomed to the tribe. Also for 1983, Porsche had a record year for sales; with 22,000 Porsches sold in the U.S. This was up from 14,000 in 1982. No doubt the slackening of the recession, not to mention the wonderful 944, helped to bolster so many sales.

Remember the Parade on July 8-14 this year. There are already over 425 registrants, with over 100 social registrations taken. Again, contact Rose Jones for any questions and to get in on a caravan.

AND NOW FOR THE ANSWERS !!

If you guessed pony number -

- 1... you're a confirmed sports car fanatic - for Ferrari!
You're PCA membership termination papers should arrive shortly.
- 2... my advice to you is to start drinking heavily. I'm not sure what kind of car you have, but this Old Paint is ready for the glue factory.
- 3... this is of course the great American car of the 60's the Mustang.
- 4... then you've passed the test! See you at the Derby!
- 5... then you've picked a ringer...this is the shield for the Indianapolis Colts

LAST MONTH

On Wednesday evening, February 22, we had a fantastic turnout for authentic German food at Gisela's Kaffeekranzchen, Main Street, Zionsville. Twenty-five Porsche pushers made for a lively evening of food and beer. An Austrian yodeler (no foolin'!) named Erika really sang out with what seemed to be several octaves of music. (How does she do that?) She's there every Wednesday night. There was Doc Bright on the trumpet and Joe on the drums, saxophone, and devil stick. Hans Risner played the accordion.

A few of us (I wasn't brave enough) tried the "Duck Dance", which really gets you quacking. (I've determined it works better after a few beers.) Among others who showed up, Walt Coyle gave us some insight to the proposed breakup of VW and Porsche which is supposed to happen later this year.

Our thanks to Rose Jones for organizing the event (and finding out about Gisela's in the first place!)



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