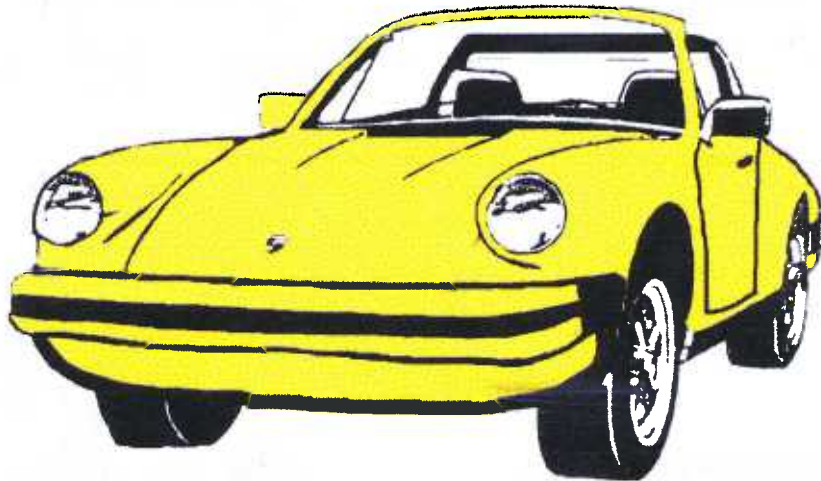


WINDING ROADS

VOLUME 11
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NOV 1996



PORSCHE *Club* OF AMERICA

WINDING ROADS

Cal-Inland Region
Mike Forest/Editor
256 E. Ave. P-1
Palmdale, Ca. 93550



DAVID WITTERIED
9900 SUSAN
CALIFORNIA CITY, CA. 93505

5:25

ZONE 8 REPORTER

NOV.

12 CAL-INLAND MEMBERSHIP MEETING!

The Cal-Inland membership meetings are held on the second Tuesday of each month at 6:00 p.m. at Zuma's Italian Restaurant on Sierra hwy. in Rosamond.

NOVEMBER MEMBERSHIP MEETING!!

TUESDAY, NOVEMBER 12, 1996

ZUMA'S RESTAURANT

6:00 P.M.

SIERRA HWY. ROSAMOND

NOVEMBER

- 1-3 Z8 Phoenix Flight Weekend, Arizona
 - 1 Warm-up party
 - 2 Concours
 - 3 Autocross
- 23 Z8 President's meeting, Palm Desert
- 30-1 Club Race, Willow Springs

DECEMBER

- 30-Dec. 1 Club Race, Willow Springs.

JANUARY

- 18 Z8 Presidents' & Editors' Meeting, Awards Banquet, Hilton Hotel, Del Mar (SATURDAY)
- 19 New date (tentative) Z8 Autocross, San Diego



LADIES AND GENTLEMAN!

November is election month.

We are in need of new faces. Nothing will change if no new officers are elected. We have plenty of able bodies in the club. This club is for you, the members, not just the group that always seems to end up trading offices. None of the offices takes a lot of time, but they all take dedication to making the region bigger and better. If anyone is interested, please call our president, Scott Lloyd at 805-945-0198 or Mike Forest at 805-273-2690. Thanks

CONTENTS

PAGE

- 2. Zone 8 reporter
 - 3. President's message, events
 - 4. Metrics 10, ballot
 - 5. The perfect Porsche garage
 - 6. Article continued
 - 7. Article continued
 - 8. Article continued, Tech tip
- Back Page Regional and Zone 8 Officers

WINDING ROADS

PRESIDENT'S MESSAGE

SCOTT LLOYD, PRESIDENT, CAL-INLAND REGION

Hello fellow PCA'ers. The end of the year is near and that means it's time to elect new officers.

Honestly, I've enjoyed being president and wouldn't mind doing it again, but it looks as if I may be moving in early 1997. So, to make things less difficult I am recommending David Witteried for the position in 1997. David has been with the Porsche Club since 1987 and has been active with several different regions. I strongly feel that he will make a good president.

Janice Witteried is again running for the position of vice-president and the office of treasurer is being contested only by Donald Thompson. Mike Forest is on the ballot for secretary and will continue to edit the newsletter.

Coming up on November 10, Cal-Inland will

The museum is located at Wilshire and Fairfax and is reached by taking the 405 (San Diego) freeway to Wilshire Blvd. **East**. Stay on Wilshire Blvd. eastbound until you get to the museum at Fairfax. If any of you are familiar with the La Brea Tar Pits, the museum is just west of that historical point of interest.

For more information please call Scott Lloyd at (805) 945-0198 or Jacque Gordon at (805) 943-9223.

14TH. ANNUAL PORSCHE AND VINTAGE V-W LITERATURE, MODEL AND MEMORABILIA SWAP MEET

This event is held at the Los Angeles Airport Hilton on February 8 1997, 5711 west Century Blvd., Los Angeles, Ca. Admission is \$4.00 at 9:00 a.m. or early bird \$20 at 7:30 a.m. The hours are 9:00 a.m. to 2:00 p.m. Special rate parking at the Hilton or at Car Barn next door. Vendor info: Wayne Callaway, 2037 S. Vineyard Ave., Ontario, Ca. 91761-8006; 909-930-1999 days or Prescott Kelly, 16 Silver Ridge, Weston, Ct. 06883; 203-227-7770 nights and weekends.

THE 6TH. ANNUAL PORSCHE CARS AND PARTS SWAP MEET

This event is open to all years and models and is sponsored by the 356 Registry Inc. Three miles south of the L.A. Airport Hilton at TRW Space Park parking lot, corner of Marine Ave. and Aviation Blvd., Redondo Beach, Ca. Hot breakfast available at 7:00 a.m. Vendors FREE! Shoppers FREE! Porsche only car display at site. For more information please call Bob Campbell at (805) 251-3500 days.

WINDING ROADS

METRICS 10

DON THOMPSON, MEMBER, CAL-INLAND

This month we'll look at "Magic Juices". All car fanatics love these, they are the automotive equivalent of nutritional supplements. My personal favorite came out of an old J.C. Whitney catalog. You put some soft pellets in the spark plug holes and elixir in the oil and the engine would "Re-ring" itself while you drove! All such things are tempting because the cost and mechanical ability required are modest.

Oil and oil additives are always high on the list. A good quality motor oil changed frequently is the best engine insurance you can get. Synthetic oil may or may not be worth the extra expense, but is definitely no excuse for stretching oil change intervals. Oil additives are always a waste of money, as the oil companies would include them in the oil if they were so good. Spare me the conspiracy theories about the car manufacturers wanting the cars to wear out so you'll buy more.

Good quality transmission fluid and gear lube are also plenty good enough for you. A difference here is that while slipperier is always better for engine oil, trans. fluid and gear lube require a small amount of friction for synchros and clutch packs to work. So synthetics may actually hurt you.

Antifreeze is definitely an area that you can do better than the usual stuff. Porsche recommends low phosphate antifreeze that is sometimes difficult to find and expensive. Prestone just started selling it as a "long life" type. It reduces corrosion and allows water pumps to last longer. A final option is environmentally safe propylene glycol rather than ethylene glycol. This is available locally as the Sierra brand and can actually be consumed by animals without harm. It's also phosphate free, but has slightly less thermal transfer efficiency.

Appearance type juices are always fun too. The key here is that preventive maintenance is where it's at, repair by magic juice is futile. Treat your leather before it cracks and keep your finish

waxed so it doesn't oxidize. Rubber and vinyl treatments are cosmetic only, they offer no protection or rejuvenation. The best way to protect all these is to minimize your cars exposure to the sun. Garage is or cover it with a high quality fitted cover that won't flap in the wind and abrade the paint. Mirror bras are very effective against road chips, but I've found that nose bras cause as much damage by rubbing as they prevent.

ELECTIONS

It's that time again folks! Yes, election time. Time to vote for the new officers to run Cal-Inland for the coming year. Below are the candidates along with blank spaces to write in anyone you would like to nominate. Please fill out the ballot and return them to Scott Lloyd at 614 E. Ave. J-5, Lancaster Ca. 93535.

WINDING ROADS

THE PERFECT PORSCHE WORKSHOP

by Jon Lowe, Heart O' Dixie Region

Our move last summer (1994) from Dayton, Ohio, to Huntsville, Alabama, gave Nancy and me more than a significant change in work location; it gave me a chance to build up my ideal workshop. As I do most of my own work on my cars, I needed something better than the crowded two car garage I'd worked in before. The ability of the new house to hold five cars, plus a separate workshop (and no, we did not have this house built to order!), and the fact that the majority of the area was unfinished gave me the perfect opportunity to make changes as I saw fit to make this MY work area. I realize not all of this will be applicable to every situation, but something here may give you some ideas.

Some considerations (musts for me):

- Floor finished with industrial, non-lifting epoxy paint, to ease cleaning and reduce dust
- Plenty of electrical outlets.
- 220v in the workshop and main garage work area for welders, etc.
- Plenty of light.
- Air for air tools, bead blaster, etc. piped throughout
- Heated, cooled and insulated, both for noise and heat/cooling
- Phone jacks throughout
- Cable TV throughout
- Lift if possible
- Access to key utilities after walls & ceilings finished
- Vertical, off-the-floor storage

Plus some things I did not think of up front:

- More intercom connections to rest of the house (multi-story house)
- Computer LAN connections -- Porschephiles piped direct!

Before we moved in, we contracted to have the floor coated with a multi-coat industrial epoxy finish from Steelcote, EPO 121 system. They etched and sealed the concrete, then put on two to three layers of epoxy. The resulting finish is extremely tough, chip-, solvent- and lift-resistant, and easy to clean. It is available in a variety of colors, but I chose a light gray for light reflection. Zep is a common brand, but most paint companies have an industrial coating. Look for something that is used in aircraft hangers, chemical factories, and food processing areas. Most importantly, look for someone who applies this stuff regularly, as it must be put on correctly. It cost \$2000 for about 1600 square feet. Worth every penny. (Steelcote: 314-771-8053.)

I have never had enough outlets anywhere I've had a garage. I wanted one about every six feet all the way around the various garage bays and about four feet off the floor, plus switched outlets in the ceiling. I also wanted 220v outlets in two locations for welders, and 220v for my compressor. I needed outlets for dehumidifiers, as Alabama is damp in the summer. I also put in outlets on separate circuits for air conditioners if needed (more on this later) again on separate circuits. I added switches in extra locations for the overhead lighting and should have added a couple of extra outlets near the workbench area. If you think you have enough outlets, add more; the cost is negligible BEFORE the drywall goes up! Fortunately, I had 300 amp service, with plenty of room in the circuit breaker boxes. I wanted to have 220v run for the lift, but I didn't have it yet, and wasn't sure where to put the wiring. I had a timer installed for the air compressor so it would not come on at 2:00 A.M. when we are trying to sleep!

I added phone lines in all areas and cable for cable TV. Nothing better than having a race on to get you inspired to work on the car! I installed wall

WINDING ROADS

mounts for the TVs to get them off the floor and so I could see them while working in the garage and workshop. I wish I had run intercom wiring at the same time. We had one in the basement at the time, but not in the workshop area or main working garage. I still added them, but it was a pain. I also should have run wire suitable for 10 BaseT ethernet as the day is coming where shop manuals, etc., will be on computer disks!

I had a 5 hp, 2 stage, 60 gallon tank air compressor that I brought from our house in Dayton. I located it away from the workshop so I wouldn't be deafened when I work in there. Air compressors are LOUD! Unfortunately, this put it under the master bedroom, hence the timer mentioned above. I believe I will eventually add an insulated partition to cut the noise, but I can't seal it off completely from the rest of the area due to the need for cooling air to the motor and compressor.

I wanted to run air everywhere practical, so I did with two outlets per bay, and two in the workshop, one for the bead blast cabinet. TIP Sandblast Equipment (1-800-321-9260 or 1-216-533-3384) has an excellent guide on air systems in their catalog. I ran 3/4" pipe between bays, and 1/2" pipe within bays, except I used 3/4" pipe all the way to the bead blaster for minimum pressure loss.

Unfortunately, I followed TIP's suggestions too closely. They recommend black iron pipe for the system, as the coolness of the pipe helps condense water out of the air. Unfortunately, 175 psi air leaks like a sieve through pipe joints, even with Teflon tape. It leaks even worse with pipe unions; they are awful. Tightening doesn't help a leaky joint! You have to take it apart, rewrap it with Teflon tape and try again. I did not test the pipes I installed before I had the drywall put up, forcing me to chase MAJOR leaks afterwards for several weekends. Bad mistake. I had NEVER had a leak after running pipe for water, but there is a big difference between air at 175 psi and water at 90 psi.

Fortunately I used dropped ceilings most places and ran the pipe outside the drywall. But enough was inside to make it a MAJOR pain. Lesson learned: if you use black pipe, use at least four wraps of Teflon tape per joint. You can get double thickness tape, but it is hard to find. Use pipe compound on the sealing surfaces of all unions. Use the minimum joints you can, but don't leave out risers and water drain valves. Test ALL joints as you go, even if you have to hook the compressor temporarily. After I had done all of this, Bruce Anderson was a house guest for a couple of days. He told me that his old shop had used soldered copper pipe with no problems. I would do the same if I had it to do all over again, but I would make sure that the pipe was rated at least 250 psi first. DON'T use plastic; it does nothing to remove water from the air, the bane of sandblasters, paint sprayers and air tools.

I insulated all of the walls, ceiling, etc., even if the areas on the other side were heated or cooled. This paid off as it helps keep noise down from the rest of the house. I used acoustical tile for most of the area, except for the bay where the lift will go, where I used drywall to get the maximum height to the ceiling. Dropped ceilings are the way to go if you have any utilities above them. They also allow the use of drop in light fixtures getting them out of the way. The ceiling with acoustical tile further reduces noise transfer to the rest of the house. All walls and drywall ceiling were painted a very light gray for light reflection.

Since the basement wasn't heated, the insulation will help that too. I plan to use house heat and air in the workshop by tapping into existing ducts. I did NOT do this in the garage area because of the potential for fumes. There I use a window air conditioner, and electric baseboard heat in the winter. I added drain lines through the outside wall for dehumidifiers. It is amazing how humid the air gets in Alabama in the summer, and how quickly things can rust.

WINDING ROADS

I have a ceiling in the main garage area over nine feet high. I've always wanted a lift, and they aren't that expensive, around \$2500. A couple I looked at are made by Autolifters' Autopro 7000, and Eagle Midwest's TP-9 (see below for phone numbers). Both are twin post style with about a six foot lift. The specs are about the same although the Eaglelift uses 220 volts while the Autopro uses 110 or 220 volts. The Autopro costs \$2500 without shipping, while the Eagle costs \$2991 with shipping. Shipping is about \$200 to \$300, so I ended up with the Autopro 7000. Autolifters' also has a portable twin post lift, the AutoService, for \$2595, and comes totally assembled. These lifts for home use are becoming more common, and several are advertised in Hemmings Motor News, available at your local new stand. With my lift, I can get cars up high enough that I can work on them sitting on a tall stool, or by working slightly hunched over. A friend in the local PCA region put in an Eagle lift about the same time. Both Eagle and Autolifters took their time about shipping the lifts, both had lousy instructions, and both had missing parts. But both shipped the missing parts overnight, and were helpful over the phone clarifying unclear instructions.

In the lift bay, I used 8 ft., two bulb fluorescent lights connecting them end to end for maximum light. A warning though: the ballasts have a pretty good buzz to them, much louder than normal home fluorescent lights. Don't use them if this is important to you.

I had industrial shelving that I brought with me from Dayton. It is in 4 ft. sections, and 2 feet deep. I found it in an industrial supply company, and is definitely not glamorous, with steel uprights, and steel reinforced particle board shelves. Nothing seems to hurt it, and it is strong enough to hold three transaxles on a single shelf. I have a whole wall in my workshop, another in the daily driver garage, and shelves in the front end of each

of the longer garage bays. I also got two tire/wheel storage brackets from Griot's Garage (see below) that get my spares off the floor and above head level. They are worth every penny.

I had a parts cleaning tank that I brought with me (bought from Harbor Freight; see below), as well as a 12 ton hydraulic press. After you have them, you won't ever know what you did without them. If you plan any transaxle work, 944's in particular, the press is a MUST.

If you have seen the pneumatic adjustable stools that Imparts and Griot's Garage advertise, but couldn't get past the \$70-\$80 price tag, Sam's Club has a very similar one for \$39! Even if you have to join Sam's for \$20, you still will save money! Very well made. Several of us in PCA have gotten them there.

Some suggestions:

Harbor Freight has GREAT prices on ball valves for turning off air connections, hose fittings, hoses, quick disconnects, air regulators, moisture removers, etc. They also have parts cleaners, tools, air tools, jacks, car dollies, jack stands, trouble lights, and general all around good stuff for cheap, but not junk. I found some large bins that mount on the wall or stack for workbench use for loose nuts, bolts, etc., 20 for \$9.95! I got a gem of a bench-top drill press for \$59.95, and the latest catalog advertises it for \$52.95. Get a catalog by calling 1-800-423-2567 or fax at 805-445-4900.

Griot's Garage has some nice garage equipment, although it is all top-of-the-line, meaning prices to match. However they've got the best workbench stool I've seen, and some other smaller stuff, including the wheel brackets mentioned above, unavailable elsewhere, although you could make them pretty easily. Call 1-800-345-5789 for a catalog. The owner even owns a '73 911S!

WINDING ROADS

Sporty's Tool Shop has some great unobtrusive access doors for getting to things behind drywall that you can install after the drywall is up. They come in 8"x 8" and 14"x14" sizes. I've also found cheaper, although less elegant doors at Lowe's (no relation, unfortunately!) Sporty's also has nice metal workbenches, and other hard-to-find tools and garage supplies. 1-800-543-8633.

Lifts:

Autolifters; 1-800-759-0703. Eagle Midwest lifts; 1-800-847-5438.

V
O
T
E

914 ENGINE OIL LEAK

MIKE FOREST, EDITOR, WINDING ROADS

I recently had the engine out of my car to take care of a few pesky oil leaks. I'm not talking pools of oil on the garage floor but rather a drop here and there along with a damp engine and transmission bottom. There appeared to be more than one leak source so I took care of all I could identify. They are as follows. The o-ring between the oil filler funnel and the rectangular metal can it sits on along with the cork gasket below the can. The oil pump gasket; the oil sump gaskets; the distributor o-ring; valve cover gaskets and the o-ring and gasket on the oil temperature sender plate and cover. The oil that was drained from the engine prior to the leak repair was drained into a very clean pan. I used about two quarts of this oil (which had only been in the car about a month) to check for leaks. With the engine mounted on an engine stand I let it sit overnight and looked for spots on the floor or on the engine the following morning. To my surprise there were drops of oil showing around the two screws that hold the cover over the oil temperature sender. I again drained the oil, turned the engine upside-down for access and removed the cover and sender plate. My first thought was that the cover screw holes were drilled through the case and the oil was coming down the threads. Not so. The end of the threaded holes for the screws are not exposed to oil. Upon further examination, I noticed that although there is an o-ring for the temp. sender plate and a gasket between the plate and cover, the screws for the cover are inside the o-ring and are exposed to the oil in the sump. Upon re-assembly, I put a small bead of silicone gasket sealer between the plate and the engine case and repeated my leak test with oil in the engine. The next morning there was no sign of leakage. I then drained the oil, installed a new filter and re-installed the engine. In the week since there have been no signs of leakage.

PCA/LA GOING RACING

PORSCHE CLUB OF AMERICA, LA. REGION HOSTS

PCA/CLUB RACING

WILLOW SPRINGS RACEWAY, ROSAMOND CALIFORNIA

WHEN: NOVEMBER 30 - DECEMBER 1 1996
FRIDAY NOVEMBER 29th

REGISTRATION: At 4:00 p.m. Nov. 29

TECH INSPECTION: AT 4:15 p.m. Nov. 29

SATURDAY NOVEMBER 30

GATES OPEN: AT 6:30 a.m.

TECH INSPECTION: AT 7:00 a.m.

REGISTRATION: AT 7:00 a.m.

DRIVERS MEETING: AT 8:30 a.m. MANDATORY

First Practice Group on Track At 9:15 a.m. 30 minute session
Classes C,C1,C2,E1,E,A3.

Second Group on Track At 10:00 a.m. 30 minute session
Classes J,I,F,G,H,K

Third Group on Track At 10:45 a.m. 30 minute session
Classes A,A1,A2,A3,A4 B,B1,B2

First Group At 11:30 30 minute session

LUNCH BREAK: 12:00 - 1:00

Second Group At 1:15 p.m. 30 minute session

Third Group At 2:00 p.m. 30 minute session

First Group At 2:45 p.m. 30 minute session

Second Group At 3:30 p.m. 30 minute session

Third Group At 4:15 p.m. 30 minute session

ACTIVITIES END: At 5:00 p.m.

SUNDAY SCHEDULE REPEATS IN SAME ORDER. NO REG. OR TECH.

AWARDS: At 5:15

INFORMATION: BILL BOHN: (818)360-1712 Eve (818) 544-6923 Days

Zone Eight Awards Banquet

Del Mar Hilton
Del Mar, CA

Saturday January 18,1997

8:30 a.m. Presidents Meeting and Newsletter Seminar
6:00 p.m. Cocktails (cash bar)
7:00 p.m. Dinner and Awards

Choices of:

Grilled Breast of Chicken
in Mushroom and Basil Cream Sauce
or
Thinly Sliced London Broil
in Cabernet, Shallot&Mushroom Sauce

\$27.50 per person

Banquet reservations with your check and choices by Jan.6,1997 to:
Ernie Paschoal
749 Neptune Court
Chula Vista, CA 91910
619-420-9540

Hotel reservations by Dec. 18,1996 to receive group rate of \$90.
Identify yourself as a PCA member!
Del Mar Hilton 619-792-5200
Take I-5 to the Via De La Valle exit.

*Zone Eight Autocross tentatively scheduled Sun. Jan. 19th in San Diego

CALIFORNIA-INLAND REGION PORSCHE CLUB of AMERICA

1996 OFFICERS

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Give us your ads, your articles, your stories and your items of Porsche interest, but please give them to us by the 15th. of the month prior to the month in which you want it to appear.

Statements appearing in "Winding Roads" are those of the author and do not constitute an opinion of "Winding Roads", P.C.A., Cal-Inland Region, it's officers or editorial staff. We reserve the right to edit as necessary all material submitted for publication.

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