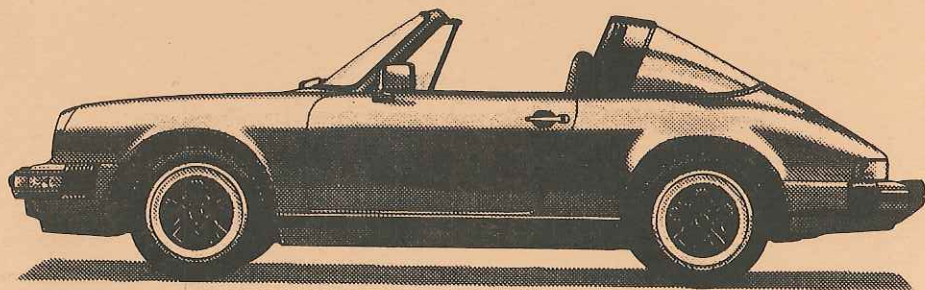
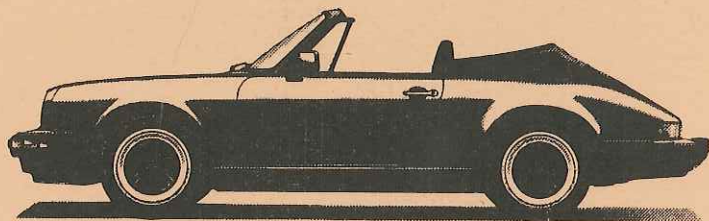
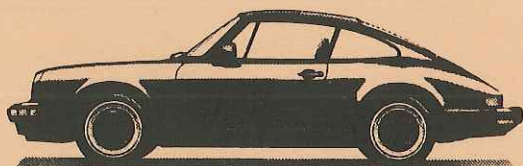


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1986**



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PORSCHE ÜBER ALLES is the official publication of the Western Michigan Region, Porsche Club of America, Inc., a non-profit organization registered in the state of Michigan and issued monthly. Statements and opinions appearing herein are those of the author and do not necessarily represent the official position of WMR-PCA, PCA, its officers or members. The editors reserve the right to edit all material for publication and to publish only that material which is felt to be in the best interest of the region and PCA. Permission is granted for chartered PCA Regions to reprint articles, providing credit is given to the AUTHOR, WMR'S PORSCHE ÜBER ALLES, and provided copyright is not involved. A return of your newsletter is requested.

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All material must be submitted by the 12th of the month for publication in next issue.

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Western Michigan Porsche Club holds monthly board meetings on the first Wednesday of every month. The location changes each month to a different member's home. This location is found above. These meetings are open to all members of the club, and to anyone interested in becoming a member. Please feel free to contact an officer, or the host of the next meeting for more information or directions. See you there!

ON THE COVER:

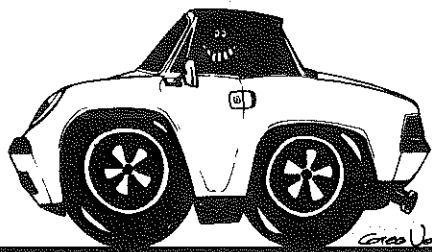
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SIX PAC TO GO

Dear Six-Pac: I'm an older Saab 900 Turbo. By old, I mean in miles. I've got 107,000 miles on my clock. Lately, I've had a problem, my oil light comes on every once in a while. What can I do to correct this situation? My owner is low on bucks?!? Signed, Redline 4000

Dear Redline: No sweat: just pull the bulb out of the oil light socket. Presto, no more problem.

Dear Sixer: I'm an early 944. My owner is upset because of a minor front wheel vibration around 70 mph. He's had me in several times to correct this problem. Any suggestions? Signed, Frustrated.

Dear Frustrated: We all know the national speed limit is 55 mph. Inform your owner that you're not to be driven over that speed. That way you won't vibrate anymore.

Mr. Six: I'm an early model Rambler. My last owner was Rusty Nuts of Auto-X magazine fame. My new owner has been complaining about different rattles in my chassis. I've tried to let him know that I haven't had an easy life. Living with an autocrosser like Rusty year around isn't easy. How can I stop my

rattles so my new owner doesn't give me back to Rusty under our Michigan Lemon Law?? Signed, The Rattler

Dear Rattler: I wish all my complaints were so easy, simply play your radio louder. I know for a fact there are some hot AM radio stations in your area. That will fix up your new owner.

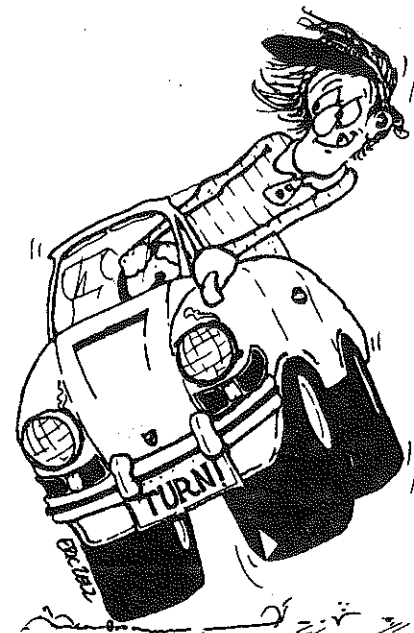
Mr. Six-Pac: I'm a new Cadillac with a problem, perhaps you can suggest something. Recently my owner and I moved near a road racing course. Now, mind you, I have nothing against "racing", however, during the warmer weather months it is extremely difficult for me to take my weekend afternoon nap. I have been so bothered by this, that my fuel injection system is starting to act up. What can be done? I feel these vehicles are inconsiderate. Signed, Mr. Cloud Rider.

Dear Mr. Cloud Head: I mean, Mr. Cloud Rider, Let me get this straight. You moved by the race track that was already there. Now you complain about the noise. Somehow I think we've put the cart before the horse here. That's like someone moving by an airport and then complaining about the racket the airplanes

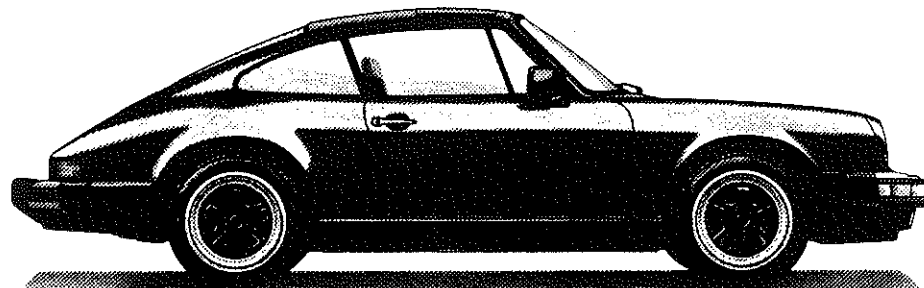
make. My suggestion is move next to an old people's home (you'll probably complain about the noise their canes make).

Sixer: I need help. I'm an early 1970's Porsche 911 T. My owner is a nice guy, but has this performance problem. He's forever trying to get more power out of me. Our last effort was to turbo charge my stock engine. Boy, let me tell ya, we were fast. Only after 15,000 miles my rod bearings started making noise. My owner said, "Yeah, no problem, ya got 70,000 miles anyway. We'll just rebuild you." Okay, now I'm 18,000 miles into my rebuild and I'm making the same noise. My owner doesn't understand the problem, neither do I. HELP!!! Signed Knocking It.

Dear Knocking It: Ya better start knocking sense into your owner. Turbo charging is best left to the manufacturers, or one or two of the top turbo after-market suppliers. Turbo charg-



ing a stock compression engine will lead to premature bearing failure, or worse. In order to properly turbo an engine you must decompress the combustion chambers. Simply bolting on a turbo is fine for short engine life. Doing a job like that translates into "turbo boost bucks".





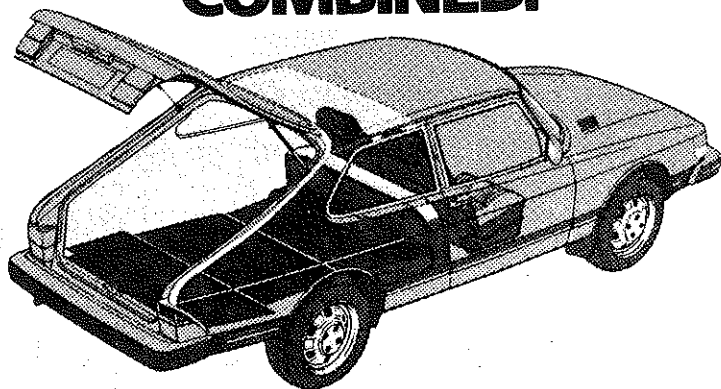
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This is just a reminder of some important dates to mark on your 1986 calendar of Porsche-Pusher, auto-crossin', all around general PCA fun days. Wouldn't want anyone to miss any of the fun scheduled for this year for you and your Porsche!!

Of course, February 8th is Winterfest, and I'm sure everyone has already RSVP'd if not attended already depending on when you read your Ubers.

March 1st is the President's meeting in Fort Wayne Indiana at the Sheraton Hotel. This is a gathering of Zone 4 regional delegates and newsletter editors. The purpose is to exchange calendar information, implement and create new policies and guidelines, and nengerially a "how's it going" time.

April 19th is a big day for WMR. As you've heard - and YES, it's true - Bruce Anderson, PCA National Tech Chairman is coming from San Francisco to share some of his expertise on Porsches. We haven't forgotten the ladies as there will be a separate program just for you. Don't miss this great opportunity - you can ask Bruce that question that has been bugging you all winter, and you don't even have to go to Parade for the answer!

April 26th, the Western Michigan SCCA is hosting a drivers school in Belding, MI.

On Memorial Day weekend, May 24th and 25th, auto-crossers have a decision. You can go the the SCCA event in Traverse City, MI, or the Chicago PCA hosted Elkart Lake I at Road America.

On June 21st, WMR/PCA will be at Grattan Raceway for a on day open driving school. I'm sure that lots of us look forward to that first chance to get out to Grattan. This year we are a bit later in the season. We won't be so rusty this year.

I'm sure that many more events will fill in the weekends with other PCA region's events. For now, the next big weekend is WMR's H.O.W. , or Holiday on Wheels, our 3 event weekend. Just like last year, this H.O.W. will be over Labor Day weekend. And just remember last year! Now that Judy Cull knows what we like, I'm sure she'll out do herself - as usual.

September 27th, 28th, WMR will be at Grattan again for our traditional two day event. Need I say more?

On October 11th, 12th, we Western Michigan Porsche Country have another big decision to make - where to autocross this weekend. SCCA will be having their annual event at Ionia.



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Also, this is the weekend for Chicagos second go at Road America for the season. Rumor has it that Road America is becoming more difficult to obtain for club events. Even though it's late in the year, who knows how much longer Chicago will be able to rent this wonderful track.

To round out our season is our traditional Hot Tub Turkey Day on November 8th, the annual wrap-up/pig-out event.

Per our 1986 objectives as a club, we are having a few major quality events this year. Even though less in number, our events will be tremendous!!!! Ubers will keep you posted on out-of-region events on the "other" weekends throughout the '86 season as the information becomes available. Our Porsches will hardly have time to "cool

will hardly have time to "cool their jets" - so to speak. We look forward to seeing you and your Porsche in 1986.

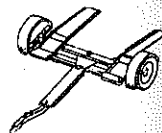
From the Editor



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PORSCHE - 1986

January			
11	MIL	Spaghetti Tasting	
18	MOR	Wine Tasting	
25-26	MIL	Galaway Ski Weekend	
February 23	MIL	Ice Slalom	
March			
1	ZONE 4	President's Meeting	Ft. Wayne, IN
15	MOR	Monte Carlo Party	
16	MIL	Bowling Party	
30	MIL	Wine Tasting Party	
April			
20	MIL	Progressive Dinner	
25-27	KYR	PORSCHE DERBY	Louisville, KY
May			
3-4	MOR	Drivers Clinic/Autocross	Powell Speedway
	MVR	MAIFEST/IRAC	Toledo, OH
26	MOR	Indy 500 TV Party	Columbus
June 21	MOR	IRAC	National Trails
July			
20	CIR & Ramme	P. B. Tweaks Swap Meet	Indianapolis
26	MOR	Concours & Bratwurst Bash	Galloway
August			
3-10	PCA	PORSCHE PARADE	Sonesta Hotel
TBA	Zone 4	Parade Party	Portland Maine
23	MOR	Clam Bake	Southard's Home
29-31	WMR	HOLIDAY ON WHEELS	Grand Rapids, MI
September			
14	OVR	Pig Roast & Rally	
20-21	CIR	Hoosier Auto Show (Concours on Sat.)	Indianapolis Motor Spdwy
October			
4-5	WHR	Drivers School/Timed Event	Gra(Lan, MI
12	KYR	OKTOBERFEST	Louisville, KY
	NOR	OKTOBERFEST/IRAC	Cleveland, OH
	MOR	Columbus 500 Party	
November 22	MOR	Beat Michigan/Chili Blowout	Pickering's/Worthington
December 6	MOR	Christmas Party	

CHI - Chicago
CIR - Central Indiana
EBR - Eastern Buckeye
KYR - Kentucky
LTR - Lincoln Trail

MIL - Milwaukee
MIR - Michigan-Indiana
MOR - Mid Ohio
MSR - Motorstadt
MVR - Maumee Valley

NOR - Northern Ohio
OVR - Ohio Valley
RAM - Ramme
SEM - Southeast Michigan
WMR - Western Michigan

An update of this calendar will be sent as soon as there are enough additions, changes, or corrections to make it worthwhile. PLEASE SEND TRADITIONAL OR TENTATIVE DATES FOR 1986 as well as any other inputs to Bruce Pickering, Zone 4 Rep., 8017 Flint Road, Worthington, Ohio 43085.



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WINTERFEST 1986

Saturday February 8

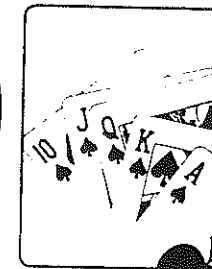
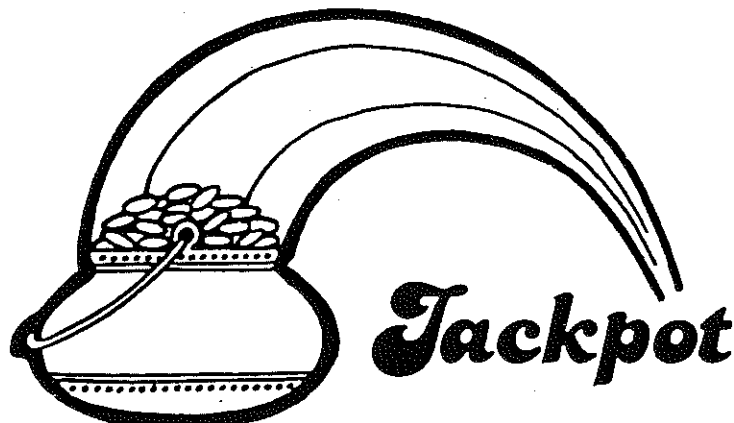
- * 6:00 Cocktails
- 7:00 Dinner
- 8:15 Meeting and Awards Presentation
- 9:00 "Casino" opens
- 11:30 Auction of Door Prizes using Bogus Bucks earned at the Casino.

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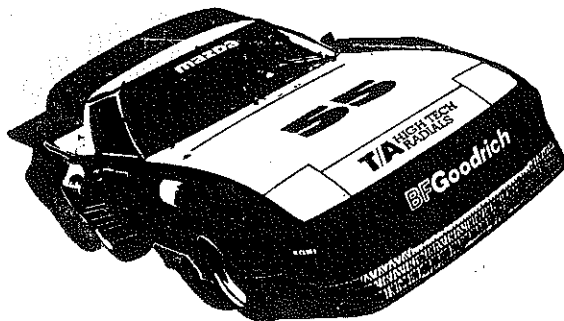
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Tech Talk

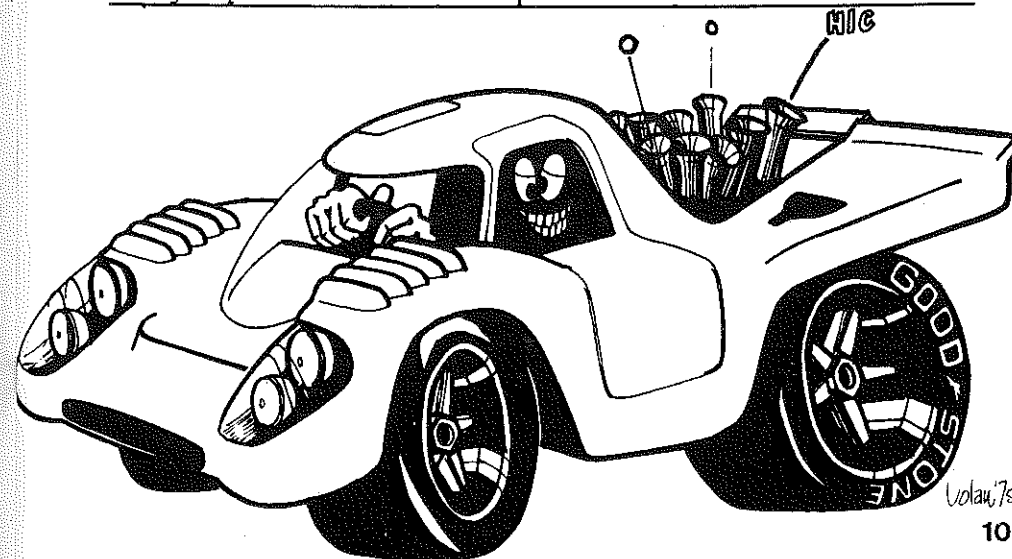
Keeping Your Cool

reprinted from THE VOICE
June 1985, Northern Ohio
Region Newsletter PCA

Keeping 914's cool can be a real challenge as the mid engine location is not ideal for cool air flow. For 914-6's a additional oil cooler is almost a necessity, especially when over 2.4 litres or modified. I have seen lots of setups, but the best (by far not the least expensive) was a properly installed front cooler. A 1972 911S oil tank console is used. This piece fits between the oil tank and oil filter. A 180 degree thermostat and pressure relief valve are contained within it. Both are highly recommended in any oil cooler installation. A thermostat will keep your engine running at the most efficient operating temperature in our

changeable climates and the pressure relief valve will keep cold thick oil from rupturing the oil cooler. This particular console is the most convenient as it has inlet and outlet openings to plumb the cooler just as the '72 911S had. The car I saw used Aeroquip lines from the oil tank to a front panel and front wheel well to the fr

had. The car I saw used Aeroquip lines from the oil tank to a front oil cooler through the left side of the engine compartment, rocker panel and front wheel well to the front trunk. A fiberglass 914GT front bumper and valence with appropriate openings is used up front. Although N.L.A., these pieces are available from Troutman in California. A cavity must be fabricated in the front trunk to accommodate the oil cooler and permit air to flow through it. This





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car had a 2.8 liter engine and never got over 105 (c) degrees running hard on the hottest summer days.

A 914-4 can use the same basic setup as above, but an adapter under the oil filter must be used to run the oil lines from the engine. A separate thermostat should be installed as near the engine as possible.

A few other pill cures can be tried short of the elaborate system described above. A double grill on the engine lid can be worth 20 degrees. Louvers on the front of the engine lid will also help. Just removing the plastic rain catcher on my 2.0 was good for 10-15 (f) degrees.

(Editor's note: If you're running Webers and try this trick, be sure to protect the air filters from rain ingress-while it's not a problem when

driving, when the car is parked in a downpour, rain can enter the air filter and proceed to the combustion chamber, if the intake valve is open, and by Murphy it will be. In this situation, the lucky owner will not be able to start the car. If the car fires on one of the other cylinders, ****heavy*** engine damage ***will*** result when the piston tries to compress the water in the unlucky cylinder. Water is by nature incompressible so usually the connecting rod will be twisted/bent with the usual results. To prevent this situation, el-cheapo shower caps can be purchased at any drug store and placed over the carbs when parking in the rain.)

Mvch of the engine cooling in a 914 comes from under the car. Ever wonder what that little rubber flap was under there for? If the car is lowered and has a big air dam in front, it's probably running a little hot.

Speaking of 914's, I sure wish Porsche would build another one. This car is treated like a illegitimate son in most factory books and publications with little mention of press. (Except when they win something.) We loved it here and they can be as much fun as Christie Brinkley on amphetamines. How about a 914 Fiero beater with a 944 engine mounted in the middle. A removable roof no air conditioning or electric windows, or leather seats. (hey! I'll take the leather! -ed). Light, nimble, and relatively inexpensive. I'll take two!!!

By Mike Toth -

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SPRING TECH SESSION APRIL 19, 1986



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SPRING TECH SESSION

APRIL 19 by Lori Schutz-Riley

TECH TECH AND AWAY!!!!!!!

How many times have you finished reading Panorama's Tech Q & A, and said to yourself, "Boy, I wish I could ask Bruce about....." or "What would Bruce think about this modification?" Well, now you'll have a chance to ask Bruce that all important question **IN PERSON!!** On Saturday, April 19th, WMR/PCA is having a Spring Tech Session, and we are sponsoring Bruce Anderson, National Technical Chairman of PCA as our guest speaker. From 10 am until 4 pm at the Grand Rapids Porsche Dealership, the Car Barn, Bruce will have the floor to share some of his Porsche expertise and experiences.

Bruce is a 21 year member of PCA, having joined in 1964. Through his PCA career he has owned several Porsches, but now has only three; a 1957 356 Speedster, a 1970 914-6, and a 1983 944. He has acquired several trophies and awards from PCA regionally as well as nationally in every facet of PCA life. Bruce is currently the general manager for Garretson Enterprises in Sunnyvale, Ca.

an independent Porsche Specialty business. For more background information on Mr. Anderson, see your May 1985 issue of Porsche Panorama, "Questions for the Tech Chairman" by Bill Patton.

Bruce has been PCA's tech expert for six years running.. and still running! I asked him what his primary function is - he said "answer questions". He travels to about six tech sessions each year for PCA. We are thrilled and honored that he has accepted WMR's invitation to Grand Rapids.

Two major topics are on the agenda for the day.

I. The Comparison of Production Porsches, and how they relate from Racing Porsches.

II. Porsche Engine Modifications.

We will have examples of almost every production Porsche (member cars) for your inspection and adoration. Also, we plan to have some racing videos.

An adequate question and answer session will be scheduled. If there is a topic or specific point you would like Bruce to discuss, please let me know. (Lori Schutz-Riley, event Chair person), and we will make every effort to have an answer for you on April 19th.

We are trying something new this year - a Ladies Outing to coincide with the Tech Session. The Car Barn has offered to provide some cars (not Porsches) for our use, and we are in the process of organizing a Seminar/Luncheon for all those interested. Also, transportation will be provided to the two

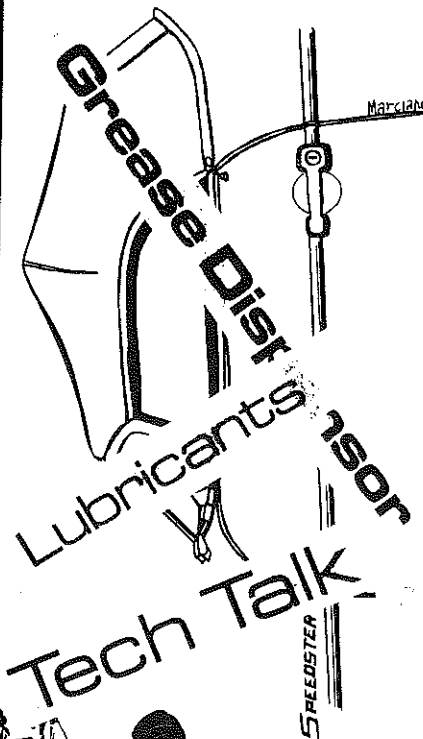
nearby shopping malls, unlimited eating establishments, and at least a dozen movie theaters. Stay tuned for further details.

Overnight accommodations are no problem. There are various hotels/motels near The Car Barn from the Motel 6 to the Marriott. I will be happy to assist with reservations. We will also be planning an informal dinner gathering and yes- more tech talk on Saturday night.

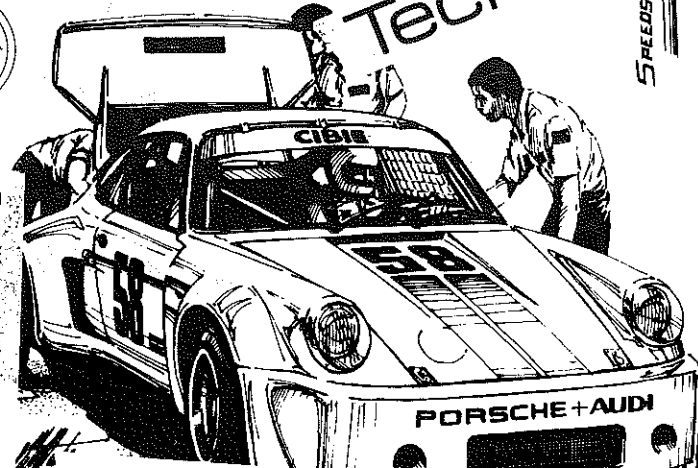
Please RSVP using the form on the flyer, or by sending a note to me. The charge for admission to the Tech Session is \$10.00 per person. This includes a handbook we are compiling of useful technical data. The Ladies Outing will have a nominal charge.

Please come out and help us give Bruce Anderson a hearty Midwest Porsche Club welcome. Hope to see you on April 19th, at the Car Barn located at the intersection of 28th St SE and the East Belt Line in Grand Rapids Michigan.

Tech Tip



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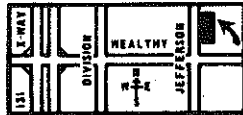
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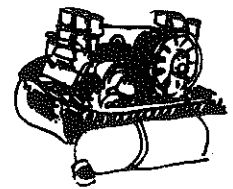
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TROUBLE WITH TURBOS

by Bob Farmer/Farmers
Automotive, reprinted from
Circular/Central Indiana
Region PCA newsletter Nov 85



In 1976, the first year for the Turbo, there wer problems with the wastegate. Be- cause it sits level, it allow exhaust condensation to collect causing it to freeze up. And this caused wither too much boost or not enough.

Another problem is oiling to the bearing during shut off because it is fed by the engine's oil pump. This allows the turbine to turn for a few seconds without lubrica- tion.

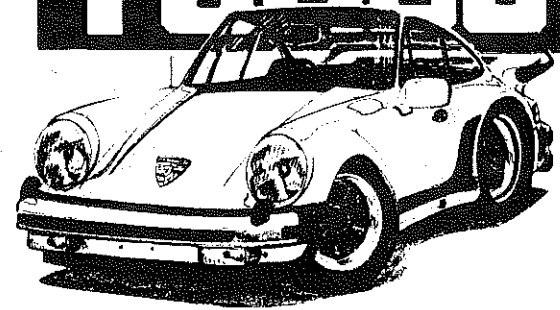
This problem was solved in 1977 when the wastegate was put at a 45° angle allowing it to drain.

This is very serious because when the engine is shut off, it usually increases in temp- erature about 20 degrees. A lot of manufacturers today are using after-coolers or water cooling turbos, which the 930 Turbos still do not use.

One think that can cause turbo failure is a pollution device in the exhaust called a thermo- actor. The Thermoractors can burn up and break apart allow- ing small fragments of metal through the turbo. These fragments can either lock up the turbo causing no boost, or tear up the turbo causing low boost and eventually bearing failure due to a balance problem.

The 930 does have a turbo oil pump but is only used to pull oil away from the turbo. Fail- ure of this unit will cause the turbo to smoke, but this is not a failure of the turbo.

TURBO





PORSCHE ÜBER ALLES



Foreign Correspondent by Mike Killian

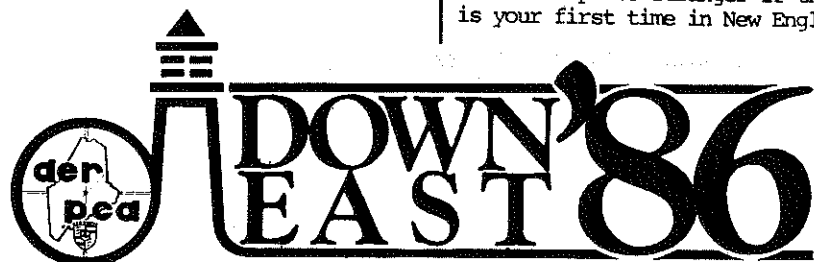
It will soon be Porsche Parade entry time again. That's the start of PCA's annual, six month long, un-earned interest generating period. We love it, though. We send in our money every year.

This year's attraction is coastal New England and the birthplace of Henry Wadsworth Longfellow: Portland Maine.

Unless you were born there, or for some reason went to an Ivy League School, New England is probably something of an enigma. Steeped in American tradition as the birthplace of the Republic (there weren't very many 'Republic' minded folks anywhere else at the time) New England is known to most Midwesterners through pictures and by reputation. Except for Boston, there aren't many places in the region that demand visits for much other than vacation. So vacation it will be when hundreds of Porsche owners and their families

descend on Maine in an attempt to find out just what the devel 'ayuh' and 'down east' really mean.

Half the fun of a Porsche Parade is usually just getting there and back, especially if you convoy (chase?) other PCAs. Ask anybody who has made the mistake of flying to a Parade. They'll tell you. How much fun it's going to be trying to plod across Indiana, Ohio and Pennsylvania with those states' gestapo-like speed limit enforcement tactics, remains to be seen. At one point, I had the not-too-brilliant idea of driving north into Canada and then across to Maine in an attempt to avoid the eastern constabulary. I've since abandoned that thought in light of the fact that it would probably double the distance of the trip; the speed limit in Canada is only 62 mph anyway; and I'd hate to have to try out my French in a traffic stop situation. Whether or not the trip turns out to be fun, several of us will eventually get there in spite of ourselves. What follows are a few tidbits so you won't feel like a complete stranger if this is your first time in New England.



AUGUST 3-9, 1986 / THIRTY-FIRST PORSCHE PARADE



PORSCHE ÜBER ALLES



Rest assured that nine out of every ten Porsches you see in Maine are also going to the Parade. Porsches on the road in the area, especially 911's, are about as common as Bugatti Royales. Also rest assured that nine out of every ten Subarus and Saabs you see are being driven by local residents. There are more Subarus running around New England than anywhere else on the planet, including Japan. They're everywhere. The "Official Car of the Olympic Ski Team" ad may

have been lost on us, but it apparently made good sense to New Englanders.

If you venture off the interstate you'll discover that having a navigator along is a good idea. On two-lane highways (which most of them are), city limit signs identifying a town by name are almost nonexistent. They are supposedly there, but they're either so small or so hidden that they might as well not be. You're usually past your third antique store, or second gas station before you discover where you are, and that's only because the town name is on some business establishment's sign. By itself, this might not be too disconcerting. But the problem is compounded because once you leave a built-up area, the signs you do see identifying upcoming towns never give you the mileage to those towns. All you get is a list of two or three town names, presumably in the order that you'll roll into them. Which, of course, will be a secret since there's no sign identifying the town once you get to it. I wouldn't go on this year's Parade rally on a bet.

Prepare yourself for the "Factory Outlet Stores". They're about as common as the Subaru. As the name would imply, they're exclusive sales outlets for a particular manufacturer's line of goods. Most prominent are shoe makers (Bass and Dexter) and woolen clothing manufacturers. You will no doubt be lured to the town of Freeport, a scant 10 miles north of Portland, to make your obligatory visit to the L.L. Bean retail outlet, which is a real zoo. While in Freeport, you can also get your fill of Fac-

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tory Outlet Stores. There's one there for just about everything. And lest you think that great bargains are to be had at these places, think again. Oh, sure, the stuff is certainly cheaper than paying full tilt at a store in Crown Center (a local Mall), but these folks have to make a living too, you know. Keep in mind that your own neighborhood Porsche dealer is also a Factory Outlet Store of sorts. (Not as 'factory' as the factory would have liked, but a pretty exclusive factory representative nonetheless).

Do not kid yourself into thinking that you can eat boiled lobster without getting it all

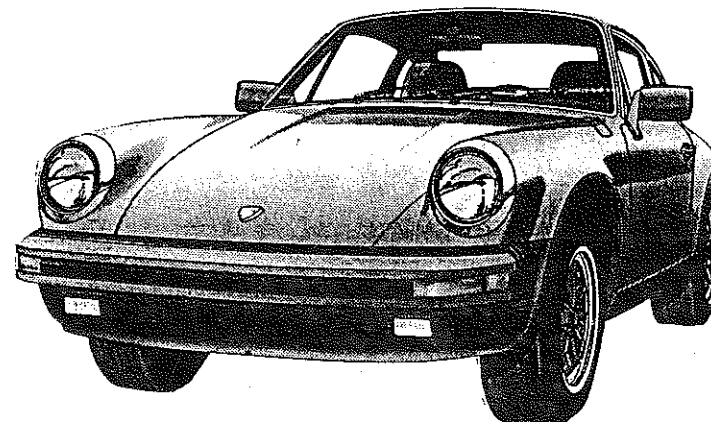
over yourself. It can't be done... Wear the silly little bib they give you. It's there for a reason. You may look smugly at anyone who is eating lobster without a bib on with the full knowledge that whatever they're wearing is going to smell like week-old fish the next day.

And if you ever wondered where the expression, "you can't get there from here" came from, just look at your Rand McNally of Northern Maine. Where else will you see 60 mile long stretches of road marked, "Private road, open to public, permit and fee required."

by Mile Killian, reprinted from Der Sportwagen, publication of the Kansas City Region PCA newsletter, Dec 1985.

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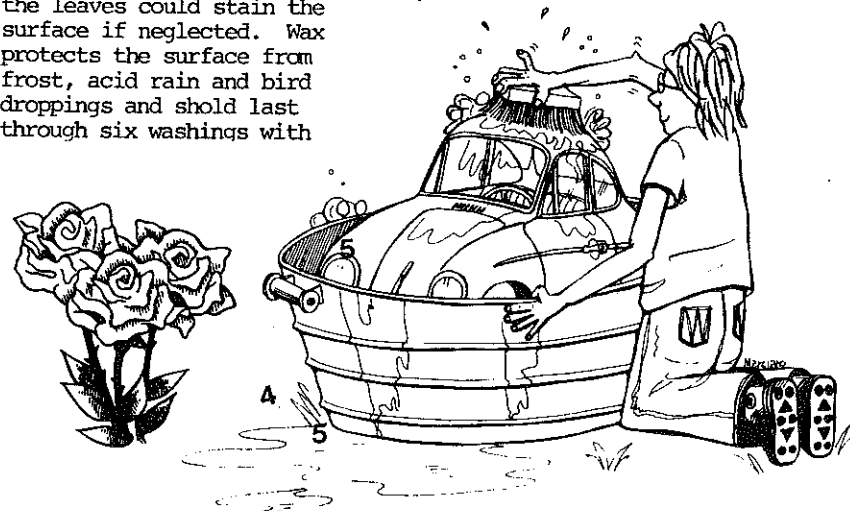
WINTER CARE

Reprinted from Porsche Pacesetter, December 1985, Kentucky Region PCA, reprinted from PORSCHEFORUM, December 1983, NNJR, John Paterek

As the fall of '85 comes to a close, winter will soon blow a layer of frost on our Porsches. Those who choose to retire their cars for a few months in the comfort of a dry garage need only to check battery condition and tire pressure and perhaps top off the tank for a brisk run in the winter sun. The daily driven Porsche is in need of extra care to survive winter. Washing and waxing continue to play a role in preventative maintenance. As the last oak leaves fall and land on your Porsche, they may become wet and freeze to your paint. Tannin and acid in the leaves could stain the surface if neglected. Wax protects the surface from frost, acid rain and bird droppings and should last through six washings with

mild soap. If you see the water run off in beads, you still have protection- If the water forms sheets, it's time to replenish the wax.

Washing is often nearly impossible in cold weather. Commercial units steam away crud and finishes; wheels will show evidence of this. The wheel cleaners will cloud anodized surfaces. Can you imagine what the rotary brushes will do to a Cabriolet rear plastic window! Find a hand-done car wash in your area; it is worth the effort. Hand washing with care will remove winter grit and built up grime. It also eliminates the use of recycled water, common in most auto-



Buckets of Rust

Recently, a customer came to me with a 911 with a number of problems...one of which was the headlight assembly which had rusted loose from the bucket.

After removing the assembly, I discovered the drain tube completely clogged with leaves, bugs, dirt and debris. And, the bottom of the bucket was almost completely rusted away.

The problem is the rubber seal around the headlight ring is not really water tight and is often missing altogether. This, of course, permits large quantities of water to be driven into the bucket, bringing the debris with it.

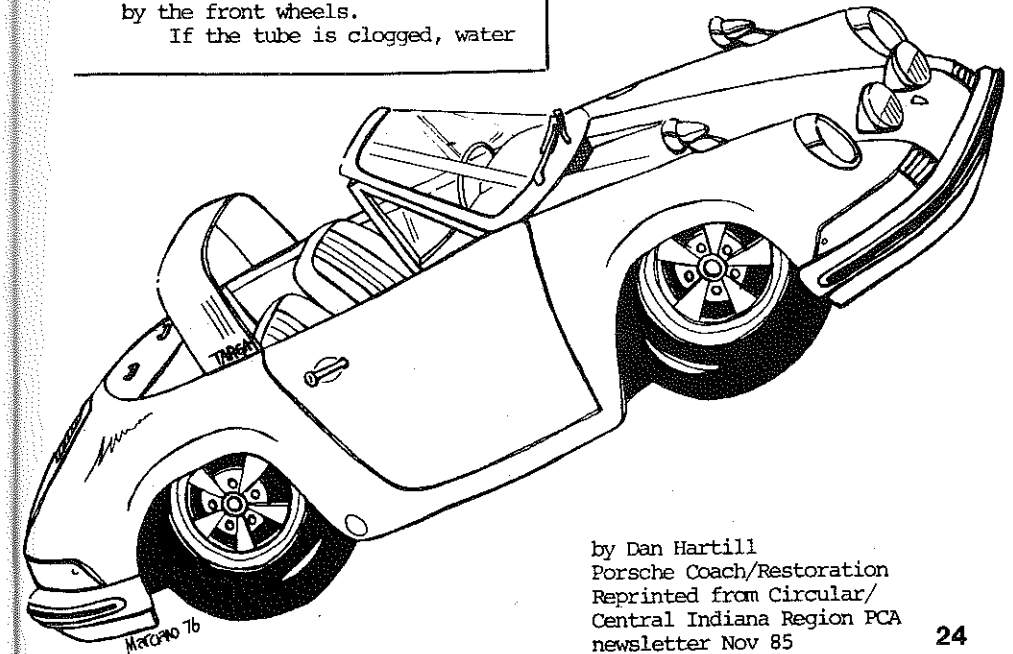
The water is drained from the bucket through a tube which is rubber on 911's and metal on 356's and 914's. The function of this tube is to prevent mud from being thrown in from inside by the front wheels.

If the tube is clogged, water

will be held in and the metal will rust. Removing the headlight and cleaning the bucket is an easy maintenance which you can do. Simply remove the

screw at the bottom of the ring exposing the headlight assembly and the inside of the bucket for cleaning. On 356's and early 911's the entire assembly is removed by this screw.

On 914's, which are notorious for collecting leaves, the headlights must be up, exposing three screws holding the shrouding. Remove this, then gently lift the headlight blind which is held by three rubber nibs. With this completed, access for cleaning is easy, and once clean, you might not have the same problem as my customer.



by Dan Hartill
Porsche Coach/Restoration
Reprinted from Circular/
Central Indiana Region PCA
newsletter Nov 85



PORSCHE ÜBER ALLES



1 MINUTES by Eric Zillmer

common practice on winter dirt; words written may cause severe damage to painted surfaces.

Interstates and highways are commonly dusted with rock salt and other caustic compounds. The material will rust any metal if abrasion is allowed to grind through galvanized edges. Mud guards play a role in protection; install them early in the season. Salt spreaders will severely damage paint if caught behind one. The pellets of salt will chip the nose and entire side of your Porsche. Beware!!

Snow plowing is another culprit, especially if you park on side streets during emergency plowing hours. Just imagine digging your metallic silver jewel out of a three foot frozen pile of mess and finding out the hard way that the first plow pass was against your driver's door.

Speaking of snow plows - the 944 and spoiler equipped 914's and 928's will scoop snow and ice. One wrong move on a 944 may cause \$800 + worth of damage to the front urethane spoiler and fog lights. It might be a good idea to ask Santa for a strong ice scraper with a soft bristle brush to remove snow, waterproof floor mats, lock deicer and even plastic snow chains for real bad storms. If you have to drive in the snow, do it safely.

From the editor - Although this article won't apply to most of us, I figured you would be interested anyway!!

January 8, 1986
Present, Frank Wagner, Phil & Judy Cull, Gary Petertyl, Bob Dankert, Rick & Lori Riley, Don Meyer, Bob Shedd, Marcie Tepper, Debbie Tuckey, Hosts Debbie & Eric Zillmer

Called to Order 7:43pm

Treasurer's Report - Frank
ending balance \$8009.29
checking 783.21
money market 7226.08

Uber Alles - Lori
advertising costs increase due to publishing cost increases for '86, see price list in Ubers cover

IROC Report - Marcie
Holiday On Wheels will be WMR's '86 IROC

President's Report - Frank
22,440 national membership

Old Business - Lori
Tech session - April 19th, Bruce Anderson - natl tech chairman will be present for a seminar and Q&A session, activities planned for all. Motion approved to finance his travel expenses.

New Business
Motion approved to allocate \$150.00 towards year end trophies.

Next meeting - Gary & Lori
Peteryl's, February 5th



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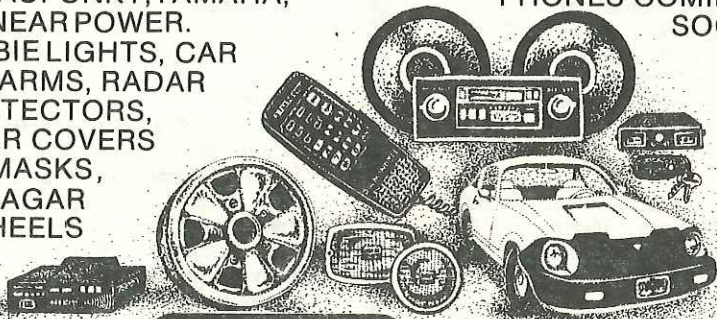


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Emblem, PCA 1".....	2.70
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Lapel pin, PCA ½".....	2.70
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