

 **AUTO**THORITY
INDEPENDENT PORSCHE SPECIALISTS
NEWS

Welcome to the winter 2007 newsletter from Autothority Ltd

Our first big news is that we have the web site up and running! Check out www.autothority.co.nz Your comments, suggestions and general input are always welcome. We hope it will be continually evolving, and you will be able to check on progress of various projects here in the workshop.

Secondly, Lionel Bonner is a welcome addition to our (small) team. Lionel has been away over seas doing his OE, and is now back home and completing his apprenticeship. Lionel replaces Mark Anderson, who is pursuing his VW passion at his business, The Metric Nut. Both these guys have the same great sense of humour, so we're still laughing!

Do modern day electronics make life simpler or more complicated?

We all accept and embrace the advantages of technological advances – modern electronics make communication around the world instantaneous, for example, but sometimes, is it too much intrusion into our lives?

Similarly, electronic advances have made huge changes to the cars we drive, and Porsche is no exception. Standard features now days include fuel injection, engine management, anti lock braking, traction control, stability management, automatic heating & air conditioning etc.

And yet every month, the two great magazines available that specialise in Porsche- "Excellence" and "911& Porsche World" almost invariably have a feature on the recreation of a Porsche model long past- the famous '70's RS & RSR.

Some of these recreations are built on relatively modern chassis- the C2 /C4 of 1989 to 1994 is the

Feedback & Contact

You can contact us at:

Phone: 03 377 4911

Fax: 03 377 1930

Email. autothority@paradise.net.nz

7 Gatherer St, Christchurch

latest I have seen, but usually the donor car is an earlier chassis with no electronic driver aids. What is it that makes these old cars so attractive that we like to see them reborn? Is it because they are from a simpler time, when the cars were simple and uncluttered and, more importantly, the driver controlled the car, and not the other way around? Have the electronics intruded into the pleasure of driving?



Interestingly, some of the best in the business think so. I read recently that Walter Rohl, ex World Rally Champion and current development driver come tester for Porsche, would choose the Carrera 3.2 as his ideal Porsche as it's the last one made without driver aids! Again in an interview, Jochen Mass was critical of the direction Porsche and the car industry was headed- too heavy and too fast, too complicated. The original 1973 911RS weighed just 1075kg, while the new 997 turbo is now a weighty 1585 kg, nearly 50% heavier.

Continues on other side...

September 2007

And so it is in NZ too! Many of our customers admire the early cars for their looks and driving pleasure. Currently we're building an RS lightweight replica on a 1971 chassis. It's 16 years since I built the last one and I'd forgotten how much fun it is sourcing all the correct parts from around the world! This is a bare shell rebuild, with fresh paint, new interior and rebuild engine, gearbox, brakes and suspension, all to RS spec. Check out our progress on the web site!

Many of you may have seen our red 1973 VW Kombi camper. We rebuilt all the suspension and brakes, as it had been off the road for many years. Now it's legal again and on the road, but a tad slow! Out comes the 1.7 litre 4-speed unit, and in goes a 2.7 litre Porsche engine and 5-speed gearbox. Now we're talking! The conversion isn't that complicated, just a bit fiddly. The interior will have a make over and the camper will be all set for the summer holidays. Again, check it out the web site.



Sticking with the new/old theme, it appears that the old saying 'oils ain't oils' is true. Engine oils contain zinc, but this has been found to contaminate catalytic converters, an anti pollution device fitted in the exhaust system of every modern car. So it is being deleted, or at best, severely reduced, from today's oils. The trouble is, old engines require the zinc, as it is an anti wear additive and prevents wear of cam followers and camshafts on the splash lubricated push rod engine. This spells disaster for 356 and 912 owners, possibly early 911s too. What oil to use? Well, any oil with an API (American Petroleum Institute) rating of "SL" or earlier. That is, SL, SJ, SH etc.

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SM or newer oils should **not** be used in older cars without an additive to boost the zinc. For the full story, check out , www.inengineering.com and particularly for air-cooled cars, www.motorcycleinfo.calsci.com and search the site for "All about oils"

Well, that's what was said in the latest 356 Registry Magazine from the USA! Being Mobil oil users here at Autothority, we contacted their 'lube line' help desk for confirmation. Mobil responded that the lower zinc (and phosphorus) levels only apply to the lower SAE grades- eg: 10w-30, 5w-20, 0w-20 etc. There is no lower limit on the higher grades, SAE 40 & above (0w-40, 10w-40, 15w-50, 20w-50 etc).

However all Mobil 1 lubricants have the lower phosphorus/zinc levels, including 15w-50, except for Mobil 1 racing 4T 15w-50 and Mobil 1 V Twin 20w-50 -both having the higher content of zinc. Both these products were designed for motor cycles (read air cooled) and I'm pleased to say we've been using them for years with no problems.

If you're confused or concerned by any of this, please ring us. For modern cars, the bottom line is to stick with the oil grade stated in the handbook of the car, as thicker viscosity oils can affect the variable cam timing, which is operated by oil pressure. For older cars, be very careful if you're doing your own oil changes!

There is another track day approaching. Mark Wednesday the 3rd of October down in your diary. Same format as before- gather at 12.30 pm for vehicle inspection, followed by classroom instruction by resident ace Andy Neal of the Canterbury Motor Racing School, followed by track activities. Finish is scheduled for 4.45pm and the cost is \$130.00. Please register your interest with us so that we can advise Andy of numbers attending. Any questions, please contact us.

Finally, to all our customers, thank you for your support- working on your Porsche is really special to us. We look forward to summer motoring!

Regards,
Glyn, Lionel & Wayne

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