

LEO'S TECH SESSION- 2004

BY BILL KING

Following the March 13 Sacramento breakfast, a caravan of seven 356's and several other vehicles headed to Leo Droughton's shop near Marysville. Several cars from the Bay Area also showed up. It was a hands-on tune up tech session that attracted these Porschephiles and the twenty or so in attendance got their money's worth.

Leo's willingness to share with us his many years of Porsche mechanical experience is a wonderful asset to our club. He packed more information into his hour and a half presentation than I could possibly put into a newsletter article. I'll try to hit some of the highlights.

What is an engine tune up? Can I do one? What tools do I need? These are questions Leo addressed. Our engines are very basic. Parts are available and usually reasonably priced. Not many of the required tools are unique. The tools needed for a basic tune up are a feeler gauge, a Unisyn for synchronizing the carburetors, a spark plug wrench and a timing light. Owning these tools is a good investment for the owner who follows the 3000 mile tune up recommendation

Here is a condensed version of Leo's program: Change oil. Change filter. Check air filters. Install new points and new plugs. Check plug wires, boots and seals. Adjust valves. Check or replace the fan belt. Balance carburetors.

Spark plugs

Leo recommends W7BC for around town driving and W5BC for hot, hard driving. He has not had good success with platinum plugs.

Points

The same points are used for all the various distributors found on the 356. Leo uses 911 points from 1965-66 cars. Be sure the rubbing block is black or brown phenolic. Do not use points with a white Teflon rubbing block. Lubricate the distributor cam with Swepco 101. Place a couple of drops of oil in the oil wick under the rotor stem.

Valve adjustment

Leo uses long strips of feeler gauge to adjust the gaps and always refers to the owner's or shop manual to determine the proper gap for the engine. The test engine gap was .006 for exhaust valves and .004 for the intake valves. We all were able to feel the proper amount of drag on the well-adjusted valves. Leo's description was that, "It feels like a wet piece of newspaper dragged over a table top."

Valve cover gaskets

The best by far are the Vic Skirmant's gaskets with the steel inserts sold by Vic or Brad Ripley at NLA.

Carburetor adjustments

Leo uses the old timers approach to adjusting the idle and fuel mixture. He places his hand on the fan shroud and feels the vibration as he turns the screws.

Plug wires

Use only wires with wire core inside. Check the wires and caps with an ohmmeter to insure they are good.

This was another in a long line of Leo's terrific hands on sessions. Thanks Leo!!!