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DER RÜCKSPIEGEL  
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VOL. II, NO. IV

APRIL, 1973

\*OFFICIAL PUBLICATION OF THE MAUMEE VALLEY REGION PORSCHE CLUB OF AMERICA\*

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PORSCHEPORSCHEPORSCHEPORSCHEPORSCHEPORSCHEPORSCHEPORSCHEPORSCHEPORSCHE

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THE WOODEN INDIAN  
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is the place for the next

MAUMEE VALLEY REGION PCA DINNER MEETING

to be held

FRIDAY, APRIL 20, 1973

BOARD MEETING - 6:00 P.M.  
COCKTAILS - 6:30 P.M.  
DINNER - 7:30 P.M.

DINNER SELECTIONS INCLUDE PRIME RIB, RED SNAPPER, AND THE FAMOUS WOODEN INDIAN SALAD BAR.

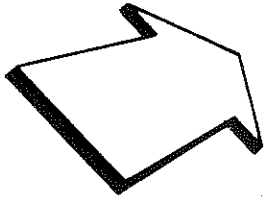
ENTERTAINMENT WILL INCLUDE AN ABSORBING MOVIE ON ENDURANCE RACING. (MAYBE PORSCHE WILL WIN??!!!!)

PHONE YOUR RESERVATION TO LYNN MESNARD (475-6800) AS SOON AS YOU READ THIS!

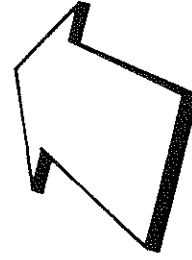
The Wooden Indian is located at I-75 and U.S. 20 at Perrysburg, Ohio, (Holiday Inn)

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D E R R Ü C K S P I E G E L  
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S P R I N G F L I N G  
F U N R A L L Y



APRIL 22, 1973, SUNDAY

REGISTER AT SHAKEY'S PIZZA PARLOR, MONROE AT SYLVANIA IN TOLEDO

REGISTRATION AT 10:30 A.M.

FIRST CAR OFF AT 12:01

THE RALLY WILL TRAVERSE FROM TOLEDO TO PORT CLINTON (ISLAND HOUSE)  
VIA COUNTRY ROADS,

OPEN TO ALL CARS, AND EVERYONE WELCOME. BRING YOUR FRIENDS. NOT  
LIMITED TO PORSCHE.

|                 |   |        |
|-----------------|---|--------|
| PCA MEMBERS     | - | \$3.00 |
| COUNCIL MEMBERS | - | 3.50   |
| NON-COUNCIL     | - | 4.00   |

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BITS AND PIECES

Dick Kruppa has received some literature from Carousel Racing, Inc., 6120 Brooklyn Blvd., Suite 102, Minneapolis, Minnesota, 55429. They offer a variety of accessories for Porsche at a 15% discount to PCA members. If interested in a flyer and price list, write them.

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Two familiar faces from Will Dennis Porsche/Audi, Peter Till and Jim Rawlins, will be participating in a special program at IRP on May 14 and 18. The purpose of the program is to test out the new Audi 80. In addition, Pete and Jim will be driving several current production Porsche racing cars including the 917 and the Carrera. Prizes will go to the best drivers. Sounds exciting!!

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**P O R S C H E**

DER RÜCKSPIEGEL

HOT AIR

BY BILL BAUMAN

"Spring has sprung; the grass is riss. I wonder where the flowers is?"

Nothing like warped poetry to describe our warped weather!!!

Many of us are getting our toys ready for the new season. As usual, some people are doing much to their cars and making others wish they could do the same. In which category do you fall? I think I'm in the latter, although I am finally getting my new wheels, having sold my other wheels (thanks to our very own Maumee Valley Region Mini Mart!) I've seen a lot of spotless engines lately! (Mine isn't one of them.)

Autocross buffs should take note of the calendar, which includes two IRP events. I strongly encourage you to make it to IRP for an autocross, and I guarantee that you will enjoy it once you go. Two and one-half miles of beautiful and safe road course.

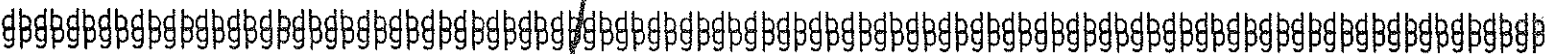
Our By-laws are finalized, but rather than fill the newsletter with them, they will be printed and available upon request. Ask any officer.

You saw the badge design ideas in the March issue of the newsletter. We are extending the deadline for your choice to the date of the dinner meeting, April 20, 1973. Call or write me with your choice by the 20 so we can have them made up.

Our Easter Rally is next and should prove to be a good event. If you like rallies, or would like to try one, this one will be ideal for you. Give it a try and see what it's all about. We also need your support.

Don't forget to attend the Swap Meet on May 26-27, Allegheny Region. It is definitely something not to miss, and if you do miss it, you will regret it when you hear others talking about it (as I well know from last year!) It includes a concours, dinner, and, of course, a parts swap you wouldn't believe.

Please use your membership to the fullest. Participate in the events, voice your opinions, and, in general, get involved. You'll feel much better!!



ACTIVITIES POINTS TO DATE

(Ah, HA! FORGOT YOU WERE BEING WATCHED, DIDN'T YOU??!!)

JANUARY - MARCH, 1973

|                           |           |                                       |
|---------------------------|-----------|---------------------------------------|
| DICK AND HELEN KRUPPA -   | 11 POINTS | LARRY AND BARBARA THOMPSON,           |
| DENNIS AND CAROL AGOSTI - | 10 POINTS | ANN VETTER, DAN MAST, BILL STRALEY:   |
| LYNN AND CHERI MESNARD -  | 8 POINTS  | ALL HAVE FOUR POINTS.                 |
| BILL BAUMAN -             | 7 POINTS  | HOWARD RITTER, TERRY MAGEE, KEN SEAR, |
| DAN AND SUE KINCAID -     | 6 POINTS  | ANDY AND DIANE SMITH, SKIP AND BECKY  |
|                           |           | NOWAK, PETER AND PATTI TILL, AND      |
|                           |           | BILL AND SHARON ANDERSON:             |
|                           |           | ALL HAVE TWO POINTS.                  |

KEEP 'EM COMING!!

DER RÜCKSPIEGEL

FOR YOUR INFORMATION

Points of interest from the National Board of Director's Meeting in Washington, D.C., on January 13, 1973.

- \* Parade Competition Rules are being revamped to provide more equitable competition by means of clarification and definition. Trophy awards will be revised and the number of classes reduced. Ladies will run on Performance Index. The new PCR's, which are scheduled to be printed and distributed five months before the 1973 Parade, will be in the form of a loose-leaf binder for convenience of updating.
- \* P.A.D.'s P.R. Manager, Tom McDonald, reported that price increases effective January 15, 1973 are as follows: 914, up \$76.00; 911T, up \$103.00; 911E, up \$305.00; and 911S, no change.
- \* The old movie "Porschestraße 42" will be replaced with an updated version to be completed in late spring. It will be a full length, 35mm, color movie featuring Porsche only. Some 200 copies are planned, with a few 16mm.
- \* Sales for 1972 were up about 32% over 1971 in P.A.D. 911 sales account for approximately 5,000 units, and 914 sales account for approximately 15,500 units.
- \* National is considering PCA License plate frames.
- \* National is also considering recognizing the Milestone Club Society, who has nominated the 356 series Porsche as a "Milestone Car."
- \* During a ten-day period, 168 registrations were received for the 1973 Parade.

MAUMEE VALLEY REGION MINI-MART

Amco front grille guard, in good condition. \$10.  
 Amco rear grille guard, in good condition, \$15.  
 Four 5½" x 15 Factory steel wheel, \$50 for all four, excellent condition.  
 B&B 19mm adjustable sway bars, front and rear, new, still in box, \$30 each.  
 4 Goodyear Bluestreaks Racing tires for 15" wheels (2-R6-500/850-15; and 2-R5-550/920-15) at least 60% tread remaining. \$20 each.  
 One Bendix electric fuel pump, complete with fittings, new, still in box. \$20.  
 One Judson electronic magneto, new, still in box. \$30.

Above for all 911's and 912's

BILL BAUMAN  
 2333 Eastbrook Drive  
 Toledo, Ohio 43613  
 (419) 472-4022

Four new Dunlop SP 57 15" Tires with tubes  
 Four new steel wheels, 15"  
 Four ¼" wheel spacers  
 Front and Rear Standard Shocks, only 3,400 miles  
 1 pair concave CB lights, \$20

Above for 911

JERRY WAXMAN  
 5261 Carlingfort  
 Toledo, Ohio  
 (419) 475-1314 - Home  
 531-9754 - Business

**sale**

DER RÜCKSPIEGEL

TECH TIPS

BY DICK KRUPPA

THOSE OF YOU 914 OWNERS WHO TAKE YOUR AUTOCROSSING VERY SERIOUSLY MAY FIND THE FOLLOWING QUITE INTERESTING. WHAT FOLLOWS IS PHASE III OF A SERIES OF MAKING THE 914 GO. IT IS REPRODUCED FROM THE S.E. MICHIGAN NEWSLETTER "PORSCHE PUSHER'S PRIVATE PAPERS," JANUARY, 1973.

This final phase outlines the suspension of a fully race prepared 914, and is addressed to anyone who believes the 'practical' transportation is a 917 10K, whatever that is! In fact, most of the specifications are from Richie Ginther's #20 E production 914, as are most of the parts.

Again, the front end must be lowered, so that when the car is mounted on Goodyear 10:45x15 racing tires, the distance from the road to the highest point of the front wheel openings measures 23 inches.

While you remove the front torsion bars to adjust the front end height, replace the stock bars with 22mm bars. Ginther handles sells them, part #002 914, for \$120.50 a set.

As in the previous phase, a 19mm sway bar is used in front. The 19mm bar is the maximum effective diameter for the front sway bar, so do not get carried away trying to mount a larger diameter bar. It will hurt more than help the handling of the car.

For 1973, factory front and rear rear sway bars are standard on the 2.0 L 914 and optional on the 1.7 L for \$107.00. You will note that rear sway bars have not been mentioned in these articles. That's because it does not work on a 914. Everyone I have talked to who has raced a 914 has tried a rear sway bar, then removed it.

Next come the Koni's, but not the plain ordinary kind everyone else uses, but rather the competition shocks which can be adjusted without removing the shock through external controls for bump and rebound. Along with their obvious snob appeal comes an equally potent price; the fronts, #1055, are \$84.00 each, and the rears, #1072 or #1119 are \$102.00 each. The difference in the rear shocks is that #1072 uses the stock coil spring or the large diameter competition spring, while #1119 uses the small diameter competition spring and has a moveable spring perch around the body of the shock to adjust the rear ride height.

Having talked to a few individuals who have these shocks mounted on their "street" cars, they say the ease in adjustment more than compensates for the additional cost, especially since they allow on-the-spot suspension tuning on all four shocks in a couple of minutes.

With the use of the rear #1119 Koni's, the small diameter spring is necessary. The

spring rate is approximately the same as any of the other competition coil springs, but it has the advantage of utilizing the #1119's adjustable spring perch to make ride height adjustments. Richie Ginther has the small diameter coil springs for \$48.74 a pair, #005 914. Performance Products also stock a similar small diameter spring which they call "competition type" for \$69.50 a set.

Assuming you use the #1119 shocks and the small diameter springs, the distance from the road to the highest point of the rear wheel openings should be adjusted to measure 22 inches with 10:45x15 tires.

One final item Ginther produces and uses are four Teflon rear bushings, #001 914, for \$62.50. Where the rear suspension control arm attaches, in two places on each side, to the body, there are rubber bushings to absorb road shock. Unfortunately, they also allow change in the rear suspension's geometry. During a race where quick acceleration, deceleration and high lateral forces are generated, rear suspension alignment would constantly be lost. The Teflon bushings control the suspension movement and resist detrimental alignment angles while the car is in motion.

When it comes to wheels and tires in this phase, there is little choice. Goodyear 10:45x15 racing tires are the current size being used on both 911's and 914's and if you can find a set, the treadless type tire is the most desirable. Wheel size both front and rear is 7x15. You will probably find two things necessary with these size wheels. First, spacers to obtain the correct off-set and increase the car's track even further. And, second, a little rear fender work to make room for the tires. Supposedly a set of 7x15 wheels can be made with the correct off-set so that no rear fender stretching is necessary, but at the same time you effectively reduce the car's track.

As far as the type of wheels go, you can modify a set of factory steel wheels for about \$15 apiece, or buy a set of Minilites for around \$128 each and everything in between. It all depends on what you can afford, or are willing to pay. It should be realized though, that you want a wheel strong enough to handle the increased loads of racing on super sticky rubber. The alignment of a race car differs greatly from the specifications a street car would have to follow, since their criteria as well as their intrinsic abilities are far removed from one another. This is the suspension alignment for a fully race prepared car, and is not suggested for use on cars in either phase one or two.

|        | FRONT            | REAR           |
|--------|------------------|----------------|
| toe    | 0°               | 40° in         |
| camber | 15'-30' negative | 1°-15 negative |
| caster | min.             | n/a.           |

The stock brakes are more than adequate for racing on the 914, Ginther has gone five races on one set of stock pads. For 1973 the thickness of the brake pads has been increased to promote longer life, but otherwise the brakes remain unchanged.

For 1973 a limited-slip differential is offered by the factory as an option at a modest \$229.

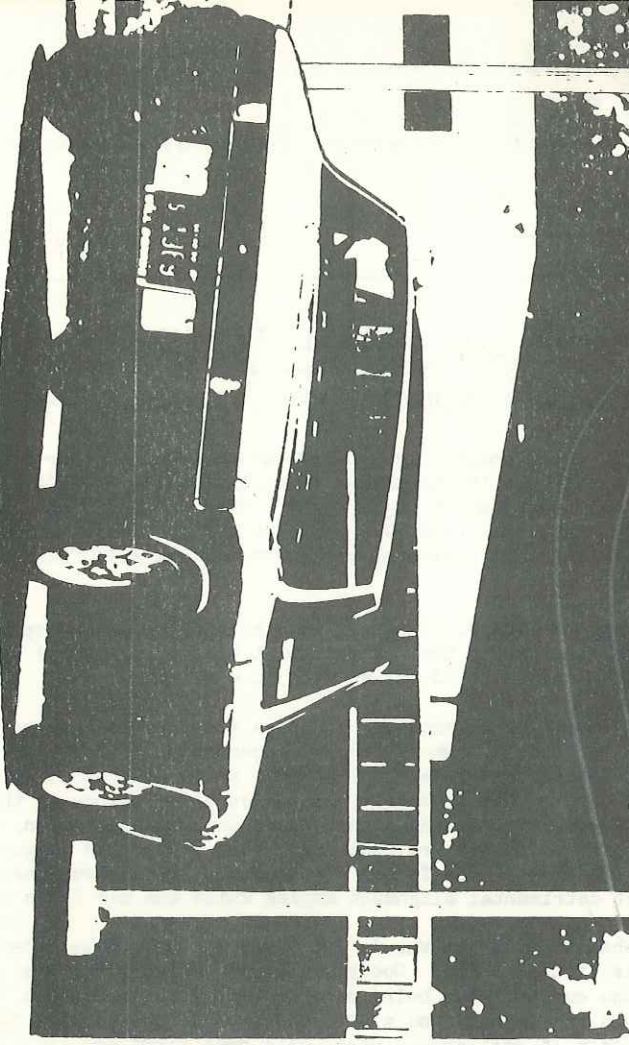
And finally, for those of you who still have a few dollars left in your pockets after completely setting-up a race prepared 914, Richie Ginther has a pair of rear fender flairs hand shaped out of metal for \$300 a pair. That does not include the body work that must be done to attach them to the car. by john goodspeed



**PORSCHE**

**AUDI**

**Will Dennis Porsche Audi, Inc.**



**5145 Secor Road  
Porsche/Audi  
sales/service/parts**

**Monday and Thursday  
8 am to 9 pm  
Tuesday, Wednesday, Friday  
8 am to 5 pm  
Saturday 8:30 to 4:00  
By Appointment**



**PORSCHE CLUB OF AMERICA**  
Maumee Valley Region

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