

DER RÜCKSPIEGEL

VOL. II, NO. VI

JUNE, 1973

OFFICIAL PUBLICATION OF THE MAUMEE VALLEY REGION PORSCHE CLUB OF AMERICA

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THE BOARD OF DIRECTORS WILL MEET ON THE 2ND WEDNESDAY OF EACH MONTH AT 8:00 P.M. AT THE HOME OF LYNN MESNARD. THESE MEETINGS ARE OPEN TO ALL CLUB MEMBERS. ALL MATERIAL TO BE USED FOR PUBLICATION IN DER RÜCKSPIEGEL IS REQUESTED TO BE SUBMITTED FOR REVIEW AT THIS DATE.

A U T O C R O S S



DATE: SUNDAY, JUNE 24, 1973
 LOCATION: Bryan Speedway, near Bryan, O.
 REGISTRATION: Opens at 9:00 a.m. DST
 PRACTICE: Starts approximately at 10:30 a.m.
 TIMED RUNS: Approximately noon.

The layout will be a pyloned course on the Bryan Speedway, of approximately one mile in length. It will be a relatively safe event, and there is plenty of room for all types of driving habits! Plenty of room to spread out in the grass. Food and pop will be available. Speeds will be enjoyable for all types of drivers. All Porsche classes.

COME OUT AND ENJOY THE DAY WITH US!!



D E R R Ü C K S P I E G E L



FROM BILL BAUMAN

The "Autocross Season" is in full swing, and Maumee Valley Region got into the act with its first event at the Bryan Speedway on May 20. Twenty cars came out, including three from the Southeast Michigan Region. It was a beautiful day, a good event, and I burnt out my clutch on my first run. Lynn Mesnard, Andy Smith, and Heath Hurlbert (President of SMR) were all three ready to take advantage of my not being able to run because of the clutch, and they each had two more runs to do it in. I sat there fuming, cussing my car, and deviously trying to think up ways to make it run anyway. I finally came to the conclusion that if at least two of them beat my first time, I would run again; if only one beat me, I wouldn't. To make a short story long, all three of them blew it, and my first run remained the fastest in the class. It had to be a quirk of Fate, because all three were certainly capable of beating me.

Bob Brown, Sr., (SMR) with race tires on his modified 911-E, took fastest time of day, his son took first in the 346/912 class in his Speedster, Lynn Mesnard took 2nd in the six-cylinder class, Larry Thompson took 1st in the 914 class with Eddie Hopkins next. All in all, it was a success, and if you missed, you really missed it.

The previous afternoon, we had a successful tech session on how to prepare your car for autocrossing on different courses, with Lew Moorman (SMR) conducting the event. See report elsewhere.

Due to the lack of interest in rallies, we will not have a Rally Championship this year, and stay with the Autocross and Activities Points Standings only. See current standings elsewhere.

We still need more advertising in the newsletter to help pay for its printing cost, so keep your eyes open for possible contacts.

If anyone has access to pylons for our autocrosses, please let us know, as we need more than we have.

The Board has decided on Badge No. 4, or a variation of such, (See March Ruckspiegel), for the official Maumee Valley Region insignia. We are currently working on a color scheme and prices.

Remember, our Board Meetings (each second Wednesday) are open to all, and we would like your opinion on Club affairs. Please get involved.

SPECIAL NOTICE: During the month of June, PCA members can get the equivalent of a 36% discount on any Semperit tires. Contact Bill Bauman for details.

PLEASE NOTE: THE PICNIC AND CONCOURS PREVIOUSLY SCHEDULED FOR JUNE 10 HAS BEEN CANCELLED,



DER RÜCKSPIEGEL

BRYAN AUTOCROSS RESULTS MAY 20, 1973

Table with columns: CLASS, O/A POS., DRIVER, CAR/COLOR, 1st RUN, 2nd RUN, 3rd RUN, TROPHY. Rows include classes F, A, B, and C with various drivers and their race times.

* Indicates pylon(s) moved, at 5 seconds per pylon.

A special thanks to those who worked the event, and especially to the flagman, Dallas Coleman, and corner workers, Karl Sheffer and Dennis Stein, plus all the many others who helped out.

ACTIVITIES POINTS - THROUGH MAY

- The Dick Kruppas - 18 Points
The Dennis Agostis - 17 Points
The Lynn Mesnards - 9 Points
Bill Bauman - 13 Points
The David Zawieruchas - 10 Points
The Dan Kincaids - 8 Points
The Bill Andersons - 8 Points
Dan Mast - 8 Points
The Les Nowaks - 7 Points
The Larry Thompsons - 6 Points



- The Andy Smiths - 6 Points
Bill Straley - 4 Points
Terry Magee - 4 Points
Ann Vetter - 4 Points
John Kjoeller - 4 Points
Howard Ritter - 2 Points
Ken Sear - 2 Points
The Peter Tills - 2 Points
The Hans Friedebachs - 2 Points
Dennis Stein - 2 Points
Dave Addington - 2 Points
Karl Sheffer - 2 Points
Eddie Hopkins - 2 Points

If anyone present at a recent event (MVR only) was missed, please let us know!

D E R R Ü C K S P I E G E L

TECH SESSION SUCCESS

On Saturday, May 19, a group of technically minded PCAers gathered in the back room at Will Dennis Porsche/Audi for an interesting Tech Session on handling and autocross preparation.

Keynote speaker was Lew Moorman of our neighboring Southeastern Michigan Region. Lew is well known as a top contender for FTD in any autocross he enters. If he drives anything like his 1966 "912" looks, it is easy to see why. He even talked the state of Michigan into making license plates that match his car in color.

Basically, the whole thing boils down to one fundamental "Keeping the Wheels on the Ground." The other point Lew stressed was stick with factory or well-known components and use whatever works best for you.

Main areas of concern for handling are: sway bars, tires, wide wheels, tire pressure, and shocks.

Bob Pavkovich provided the information on the "914," particularly the fuel injection system.

There were many, many questions on all sorts of problems with all kinds of cars. It would take more space than we have here to speak on all that went on. You should have been there!!

Dennis Agosti

ALLEGHENY REGION SWAP MEET

The weekend of the 26-27th was the date of the Flea Market, etc., hosted by the Allegheny Region, east of Pittsburgh. I went up Saturday since I didn't have my car to prepare for the concours.

The first item was a 3-hour President's Meeting for all Zone 2 regions. We discussed problems in the regions, with the Riesentoter Region claiming that they have stopped encouraging new memberships and really needing involvement, not more people. The Chesapeake Region claimed just the opposite. They have a membership of the same proportions as MVR. Their need was more members, not necessarily more help.

We also discussed the National contests (newsletter, family of the year, and region of the year.)

Topics of information are the following: The 1974 Porsche Parade will be hosted by the Riesentoter and Northern New Jersey Regions in Pennsylvania, so it should be in reach of our area. PCA overall membership is still climbing steadily. The 1973 Oktoberfest on October 13-14 will be in the Cleveland area. The Chesapeake Challenge, a mini-parade, on August 4-5 will again be held. See information elsewhere. My reservation is in the mail.

Saturday evening heralded a wine and cheese party, and this can always be lively, especially in the Fun Barn.

Sunday morning, I helped Alex Schmidt (the only other person I knew very well) prepare his car for the concours. He took first place in the 911 class, and a 356C 2 litre won the overall concours and the cash prize offered.

The parts swap took place after the concours and offered a variety of Porsche parts for sale or trade. (I sold most of my stuff.) Skip and Becky Nowak decided to attend the mart at the last minute, only upon arriving to find nothing for 914's. Too bad! (Ed. note: After a 4½ hr. drive, the Nowaks had a few choice comments about aforementioned situation, which are not for publication.)

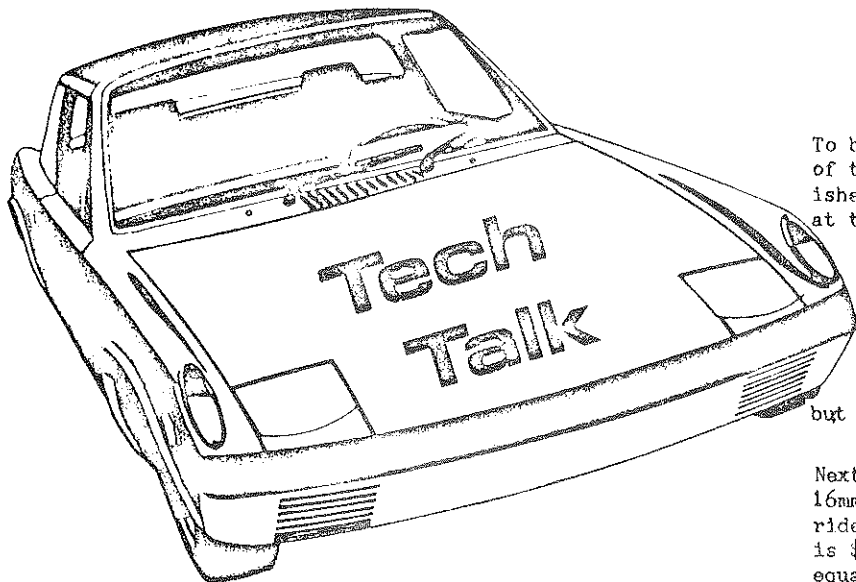
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BILL BAUMAN

DER RÜCKSPIEGEL

TECH TIPS

BY DICK KRUPPA

I've had lots of comments about the reprint on 914 suspension tuning that appeared in the April issue. A number of you have asked me to publish Parts I & II of the original article that appeared in the Southeastern Michigan Region's "Porsche Pusher's Private Papers." Here's Phase I. Phase II will appear in July.



PHASE I

To begin with, it is a good idea to lower the front end of the 914 by approximately two inches. This is accomplished by simply turning the height adjustment bolt located at the rear of each front torsion bar until the desired level is reached. Take care to lower both sides identically. This will give the car a more stable attitude at high speeds, and is a modification most of the dealerships here perform on the 914's before they leave the showroom. Along with this, it is necessary to re-align the suspension of the car, and even then, front tire wear will increase slightly, but the car's better handling should compensate for that.

Next to consider is a front sway-bar. At this stage a 16mm diameter bar will be the best compromise between ride and handling. The factory bar with mounting kit is \$65.00. Performance Products also makes a bar of equal or better quality for \$41.90. They are both essentially identical except for the joints which, in the case of the factory bar are rubber bushings between the metal connections. Performance Products utilizes Leim-joints, or metal-to-metal swivel connections. The primary difference is that the Leim-joints react faster to road movement, but dampen less of the jolt. Mounting the bar is a simple matter since the factory has provided the attachment points on all 914's. The gas tank has to be loosened and raised while two holes are drilled into the fender wells for the bar to pass through. After that, the rest is simply a bolt-in operation.

One of the single most significant items in determining and improving a car's handling ability are the wheels and tires. In most instances, the greater the coefficient of friction between the car and the road, the better the handling will be and the faster the car will corner. The 914's came equipped from the factory with either 4 1/2 J x 15 or 5 1/2 J x 15 inch wheels. The larger ones are desirable since they increase the cars track by two inches and allow the use of larger size tire. The 914 can handle a 6 x 15 inch wheel with no fender modification, and this is obviously the most desirable, but you will either have to have a set of factory wheels modified, or buy a special set of wheels.

The 914's also came equipped with 1.55 x 15 or 1.65 x 15 tires. Both of these are pretty small tires for any serious road work and probably the best investment in handling and individual can make is to get a set of 1.85 x 15 tires for his car. This size tire should be fitted only on 5 1/2 or 6 inch wide wheels. It should be also noted that changing the tire diameter size will affect speedometer accuracy.

John Goodspeed

Addresses:

- Porsche 914-4 Workshop Manual '70-'72 \$9.95
- Drake Publishers, Inc. 381 Park Avenue South New York, New York 10016
- Performance Products 16129 Leadwell Van Nuys, Cal. 91406

This is the first of a two part technical article addressed to all the frustrated Mark Donohue's and Jackie Stewart's among us who either own or dream of possessing a 914. That is, those of us who would enjoy improving the handling of our cars, whether it be for week-end time trials, or just the ultimate street machine.

Spending some time on the West Coast has afforded me rare opportunities to see many Porsches set-up in varying degrees of competitiveness. I have also spent some time visiting the people specializing in race preparing the cars such as Vasek Polak, Bill Yates, and Richie Ginther.

I will try to relate both what I have seen and experienced and attempt to show what constitutes the different stages of handling ability, what costs are involved, and how this will effect the car's over-all ride.

This first article will concern itself with altering the 914's capabilities so that the costs are kept at a moderate level, and the ride harshness is not increased severely.

Before you attempt an assault on your car, understand how it is assembled and works. If this sounds crude or difficult, it is not. Probably the best way is to obtain one of the published manuals which contains the necessary specifications and diagrams at a dealer or through Drake Publishers.

Generally, the front suspension and steering of the 914 are nearly identical to the other 900 series cars. The rear suspension though is a radical departure from what Porsche has used on any previous production model. It incorporates a rear axle control arm that attaches to the body at two points, and a spring strut, which in essence, is a shock absorber contained within a coil spring.

DER RÜCKSPIEGEL

MAUMEE VALLEY REGION MINI-MART

WANTED

ONE SET OF 5 1/2" x 15 COSMIC WHEELS FOR 914-4, WITH LUGS. WILL CONSIDER OTHER TYPES. ALSO, ONE EXTRACTOR EXHAUST SYSTEM, ONE SWAY BAR, AND ONE SET OF KONI SHOCKS. WILL CONSIDER ANY REASONABLE OFFER.

LES NOWAK 1467 DICKINSON ST. FREMONT OHIO (419) 332-0197

ONE (1) 1971 911T - PERFECT CONDITION. Or 1969-71 911 ENGINE AND TRANSAXLE. CONTACT DICK KRUPPA - 353-7358.

SWAP

I'll swap six quarts of Kendall GT 1 racing oil (30 wt.) for 6 qts. of Quaker State HD Motor Oil (20 or 30 wt.). Call Dick Kruppa - 353-7358.

FOR SALE

912 TRANSAXLE MOUNT - LATE TYPE, CALL DICK KRUPPA - 353-7358,

ADVERTISE YOUR GOODS FREE IN THE MINI-MART - SUCCESSFULLY!!

6TH ANNUAL CHESAPEAKE CHALLENGE

Below is a list of prices and registration fees for The Chesapeake Challenge (details on next page.) IF YOU ARE INTERESTED IN ATTENDING THIS EVENT, PLEASE PICK UP REGISTRATION FORMS FROM LARRY THOMPSON AT WILL DENNIS OR FROM BILL BAUMAN.

REGISTRATION FEE - TO BE PAID BY ALL ENTRANTS \$2.00 PER CAR

ACCOMMODATIONS AND SOCIAL

HUNT VALLEY INN ROOMS
SINGLE OCCUPANCY _____ NIGHTS AT \$21.40 PER NIGHT
DOUBLE OCCUPANCY _____ NIGHTS AT \$25.70 PER NIGHT

FRIDAY NIGHT SWIMMING/COCKTAIL PARTY
FREE HORS D'OEUVRES _____ NUMBER OF PERSON(S) ATTENDING

SATURDAY GRAND BANQUET AT THE HUNT VALLEY INN
ROAST TOP SIRLOIN OF BEEF, JARDINIERE _____ EACH AT \$7.25
BROILED ROCKFISH FILET, LEMON BUTTER _____ EACH AT \$7.25

SUNDAY VICTORY LUNCHEON AT THE HUNT VALLEY INN
DELECTABLE BRUNCH BUFFET, HOT & COLD _____ EACH AT \$5.50

COMPETITIVE EVENTS

_____ SATURDAY CONGOURS D'ELEGANCE \$4.00 PER CAR
_____ SATURDAY AFTERNOON RALLYE \$4.00 PER CAR
_____ SUNDAY AUTOCROSS (ENTRANT ONLY) \$4.00
_____ SUNDAY AUTOCROSS FOR CO-ENTRANT \$3.00

PORSCHE CLUB OF AMERICA



CHESAPEAKE REGION

CORDIALLY INVITES YOU TO ATTEND THE

6TH ANNUAL CHESAPEAKE CHALLENGE

A WEEKEND OF FUN AND COMPETITION FOR PCA MEMBERS, GUESTS, AND FAMILIES

AUGUST 3, 4, 5, 1973 AT HUNT VALLEY, MARYLAND (NEAR BALTIMORE)

REGISTRATION AND POOLSIDE SWIMMING/COCKTAIL PARTY FRIDAY EVENING, AUGUST 3

CHECK IN AT THE FABULOUS NEW LUXURY RESORT, THE HUNT VALLEY INN, ABOUT 10 MILES NORTH OF BALTIMORE, MARYLAND. DRIVE 10 MINUTES TO A CHARMING PRIVATE POOLSIDE GARDEN FOR A SWIMMING PARTY AND CASH BAR, WITH FREE HORS D'OEUVRES. REGISTRATION FROM 7 PM UNTIL 10 PM

CONCOURS D'ELEGANCE SATURDAY MORNING, AUGUST 4

AT A BEAUTIFUL NEARBY WOODED AREA. THREE CLASSES: 911/912, 914, AND 356. CLASS TROPHIES PLUS BEST-IN-SHOW. DISPLAY YOUR BEAUTIFUL PORSCHE IN SOME OF MARYLAND'S MOST BEAUTIFUL COUNTRYSIDE.

NAVIGATIONAL RALLYE SATURDAY AFTERNOON, AUGUST 4

AFTER LUNCH, A STRAIGHT-FORWARD SEAT-OF-PANTS ONLY REGULARITY RUN WILL TAKE ENTRANTS THROUGH APPROXIMATELY 60 MILES OF MARYLAND'S FAMOUS ROLLING GREEN HILLS. UNEQUIPPED CARS ONLY. TROPHIES AWARDED TO BOTH DRIVER AND NAVIGATOR.

GRAND BANQUET AND COCKTAIL PARTY SATURDAY EVENING, AUGUST 4

TO BE HELD RIGHT IN THE FANTASTIC HUNT VALLEY INN, CASH BAR COCKTAIL HOUR WILL PRECEED DINNER. ENTREE CHOICES ARE ROAST TOP SIRLOIN OF BEEF JARDINIERE OR BROILED ROCKFISH FILET WITH LEMON BUTTER - A CHESAPEAKE BAY SPECIALTY! WE WILL HAVE A WELL-KNOWN SURPRISE GUEST OF HONOR TO ADDRESS THE GROUP ON OUR FAVORITE SUBJECT - CARS! DOOR PRIZES WILL ALSO BE DRAWN AT THIS TIME.

AUTOCROSS SUNDAY MORNING, AUGUST 5

AT NEARBY SITE - FEATURING FIVE CLASSES: A - NORMAL & SUPER 356 EXCEPT SPEEDSTERS; B - SUPER SPEEDSTERS, S-90's, SC's, 912's, 914/4's; C - ALL CARRERAS, 911's, 914/6's; D - LADIES, SCORED ON AN INDEX BASIS; E - ALL MODIFIED CARS, AS DEFINED BY THE PARADE COMPETITION RULES, 1973 EDITION.

VICTORY LUNCHEON SUNDAY AFTERNOON, AUGUST 5

HELD AGAIN AT THE HUNT VALLEY INN, FINAL TROPHIES AND AWARDS WILL BE MADE AT THIS TIME. MENU IS CUSTOM-SELECTED FROM A HOT/COLD BRUNCH BUFFET

FOR FURTHER INFORMATION:

JOANNE SHAP, REGISTRAR
3948 NEMO ROAD
RANDALLSTOWN, Md. 21133
(301) 922-8716

OR

BOB RASSA, GENERAL CHAIRMAN
116 BOSLEY AVENUE
COCKEYSVILLE, MARYLAND, 21030
(301) 667-1888

PORSCHE

AUDI

Will Dennis Porsche Audi, Inc.



5145 Secor Road

Porsche/Audi

sales/service/parts

Monday and Thursday

8 am to 9 pm

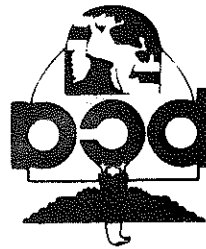
Tuesday Wednesday Friday

8 am to 5 pm

Saturday 8:30 to 4:00

By Appointment

PORSCHE CLUB OF AMERICA



Maumee Valley Region

DER RÜCKSPIEGEL

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TOLEDO, OHIO 43613