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 DER RÜCKSPIEGEL  
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VOL. II, NO. VII

JULY, 1973

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

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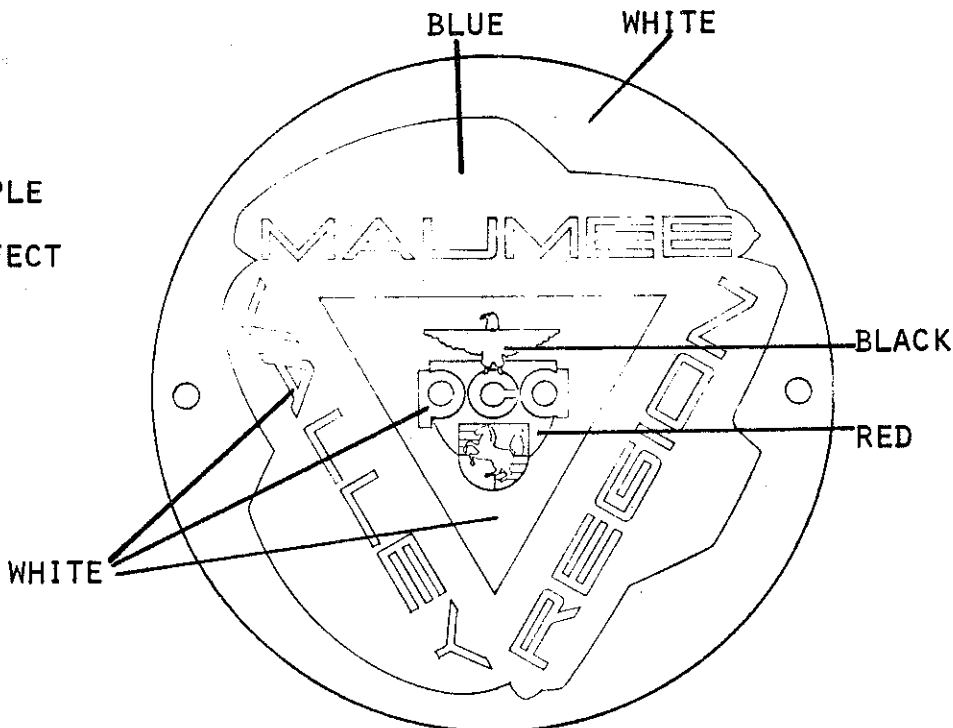
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THE BOARD OF DIRECTORS WILL MEET ON THE 2ND WEDNESDAY OF EACH MONTH AT 8:00 P.M. AT THE HOME OF LYNN MESNARD. THESE MEETINGS ARE OPEN TO ALL CLUB MEMBERS. ALL MATERIAL TO BE USED FOR PUBLICATION IN DER RÜCKSPIEGEL IS REQUESTED TO BE SUBMITTED FOR REVIEW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

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OFFICIAL MAUMEE VALLEY REGION BADGE  
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COLOR THE SAMPLE  
 TO GET THE EFFECT



SEE "HOT AIR"  
 FOR ORDERING  
 DETAILS

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**PORSCHE**  
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DER RÜCKSPIEGEL

HOT AIR

FROM BILL BAUMAN

This issue was at the printers during the time of our June 24 autocross. We will have a report in the next issue.

On Saturday, July 14, the Central Indiana Region PCA is again holding an autocross at IRP. The event will use the full 2.5 mile road course with moderate pylon usage. Registration is from 9 a.m. to noon, practice at 10 a.m., and timed runs start at noon. IRP is located approximately four miles west of the intersection of U.S. 136, I-475, and I-74, along US. 136 west through Clermont. Turn left on County Rd. 1000E, about 1/2 mile past the main entrance to IRP. Proceed about 3/4 mile to Gate 5. Registration is at the base of the Marathon Tower.

I would like to encourage those of you who have never (or infrequently) attended a motor sport event, whether it be our own or that of some other club. It is really a great feeling when you are there with other PCA'ers, old friends or new acquaintances, sharing the enjoyment of the event and the social activity. Just ask anyone who has been to Oktoberfest, IRP, Can-Am, etc. I think that if you were to try it, just once, you would be hooked. This is why a club was formed and it is what keeps a club together.

If you have been meaning to attend an event, but as yet haven't, please plan to do it soon. Commit yourself by telling others you will be there. If you don't like autocrossing, or whatever, come out anyway. There is always something to do and enjoyment to be had.

Please let me know if you would like something changed, or have any suggestions for the club. You elected us to do a job, and we would like to know your feelings on what we are doing. Also, if anyone can make trophies for our events, we need you DESPERATELY!! Trophies can be made from driftwood, plastic, car parts (we have plenty). All we need is someone to create.

Our badge design is finalized (see copy elsewhere), and we are waiting for an answer (price quote, etc.) from the badge maker. They should cost approximately \$5.00 each and will be similar quality as the National badge. Please let Dennis Agosti know if you want to reserve one by the 15th of July. It will take a while to have them made, so don't delay the process and let Dennis know as soon as you read this.

The Mid-Ohio Can-Am is coming up, so start to make plans to join our caravan in August. Details will be mailed separately plus an order form for tickets.

Vol. III of UP-FIXIN DER PORSCHE, a reprint of all the technical articles from Panorama is now available. This is a collection of technical articles for all Porsches from 1967 to present. If you would like a copy, they are available from our treasurer, Dennis Agosti, for \$3.00 each. Incidentally, Vol. II is also available for the same price, covering the earlier models.

DER RÜCKSPIEGEL

FROM DICK KRUPPA'S CORNUCOPIA OF SUPERABUNDANT TECHNICAL INFORMATION, OR  
"WILL THE WELL EVER GO DRY?!!"

Did you read the latest . . . Autoweek reports that Porsche is developing a 5 litre, water cooled, V-8 engine. Is NOTHING sacred?!!

I've found the most interesting car wax. Actually it's a wax made for use in industry to use with high tension insulators to prevent flash over. It seems to last forever and gives your paint the silkiest, smoothest finish you can imagine. I personally believe it is superior to Blue Coral and goes on much more easily. I've been using it for over five years. If interested, write the Collinite Chemical Company, 1520 Lincoln Avenue, Utica, New York, 13502. Ask for Wax #4765. You get a 10 oz. can for \$2.75 + \$1.00 shipping. I know of no retail outlets for the product.

If you would like a comprehensive pocket guide for radial tires for your Porsche (and other furrin' cars), write to Pirelli Performance Bureau, 60 East 42nd Street, New York, New York, 10017, and ask for their "Foreign Car Pocket Guide." It is free.

If you are interested in a complete 911 factory workshop manual from 1965-1973, contact your friendly, nearby Porsche/Audi Dealer and ask for 42-60-2133-1. List is \$100.20, and if you do any of your own mechanical work, it will pay for itself after a few repair jobs.

I've been asked how to touch up small stone chips. Here's a Tried & True method. "Sand" the area within the chip carefully with the tip of a typewriter eraser to remove dirt and rust. Very carefully apply touchup paint with a #1

Artist's brush or the torn end of a paper match (the opposite end from that which you strike). Apply the paint very sparingly so that you fill in the chip. Try to keep from getting touchup paint up on the surface of the regular finish of the car. A couple times over and you will fill in the chipped area with a little puddle of touchup paint. This system really works-- if you have the patience for it!

You 911/912 owners . . . If you open your front deck lid and look directly in front of the manufacturer's identification plate (near the hood latch), you will find a seam. This seam attracts rust in the inimitable Porsche fashion. If the case is not too sad already, there is a method that impedes the spread of rust in the seam. About once a month, puddle some lubricating oil over the length of the seam. Allow it to soak for a few hours and wipe up the excess.

Some ask . . . "Are Stabilization Bars really necessary?" At our recent "Handling and Suspension" Tech Session, Lew Moorman, Southeastern Michigan Region, suggested that more than any other handling option, they will do the most for your Porsche for the cost. Install a 15 mm in the front first. (This is an easy, Do-It-Yourself project.) Then, if you want more results, go to a rear bar. (This is not a Do-It-Yourself operation-- unless you're a welder.) If you want to save a few dollars, keep your eyes on "The Mart" in Panorama. You will often find 15 mm bars for sale, used, as many serious autocrossers prefer the stiffer 19 mm bar. Before you buy, determine if the mounting hardware is included. If not, be prepared to pay about \$20 for it.

ANY QUESTIONS? DROP ME A LINE.

PORSCHE CLUB OF AMERICA  
CENTRAL INDIANA REGION

\*\*\*\*\* HIGH SPEED AUTOCROSS \*\*\*\*\*

Date: Saturday: July 14, 1973  
Place: Indianapolis Raceway Park; Claremont,  
Indiana. We will be utilizing the  
entire 15 turn 2.5 mile road course  
with minimal pylon placement.

Safety: Thorough technical inspection;  
seatbelt and crash helmets mandatory;  
on board portable fire extinguisher  
recommended.

Schedule: 8:00 AM- 12:00 Noon: Registration &  
Tech. Inspection.  
9:45 : Driver Meeting  
10:00 AM-12:00 Noon: Practice  
12:00 Noon - 5:00 PM: Competition  
6:00 PM ad infinitum : Party &  
trophys.  
7:00 AM Sunday Caravan to Mid-Ohio  
IMSA 6hr.

Classes: I- 356 A,B,C, normal, super 912;  
914-4 (1700cc.) --- STOCK  
II-356 A,B,C normal, super 912;  
914-4 (1700cc.)--- MODIFIED  
III-914-4 (2000cc.); 914-6; 911;  
911 L ; 911-T (2000cc.) -STOCK  
IV- 911-T (2200cc.);911-T (2400cc.)  
911-E (2000cc.)---STOCK  
V- 911-S all; 911-E (2200cc.);  
911-E (2400cc.)---STOCK  
VI-All modified 6cyl.; 904;906;908;  
910; 917; 917/10-K turbe;  
Carrera RS; 911-R --- MODIFIED

Entry Fee: \$15.00 1st driver of a car  
\$ 7.00 2nd driver  
\$ 1.00 Surcharge non-PCA member.

Registration: Advanced registration advised.  
Due to time we can only take 90  
entrants. Please don't drive 300  
miles and be turned away Saturday  
morning! Send form with check to  
Sharon M. Smedley  
7750 Knue Road  
Indianapolis, Indiana 46250  
Make all checks payable to:  
Central Indiana Region Porsche  
Club of America.

The above classes are consolidated parade  
classes. "Stock" is determined by parade rules  
with certain allowable modifications; other  
modification will be given points per parade  
with resultant "bumping" to a more equitable  
class, again as by parade rules. Details will  
be mailed to each entrant.

Accomodations: We're counting on everyone staying for the party and then caravanning to  
Mid-Ohio on Sunday for the IMSA 6-hr!!!

- (1) Holiday Inn Northwest (317) 293-3220
- (2) Howard Johnson Inn (317) 291-8800
- (3) Ramada Inn Northwest (317) 293-6550

ENTRY FORM

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

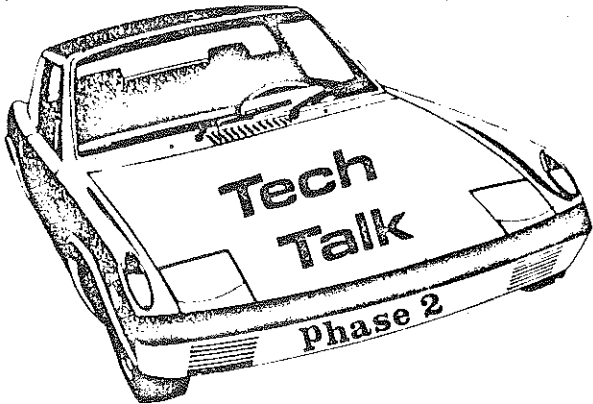
REGION \_\_\_\_\_

PORSCHE MODEL \_\_\_\_\_

AMOUNT OF CHECK ENCLOSED \_\_\_\_\_

PLEASE PRINT

DER RÜCKSPIEGEL



THIS MONTH COMPLETES THE REPRINTING OF THE THREE-PHASE ARTICLES REPRINTED FROM SE MICHIGAN'S NEWSLETTER, This month is PHASE II. See April for Phase III, and June for Phase I.

Serious consideration should be given to replacing the stock shock absorbers with standard Koni adjustable shocks. The factory Boge shocks give good performance for the first year, but then become too soft for competition driving. The Koni's also lend themselves to suspension tuning, as they are fully adjustable for ride stiffness. The front Koni shocks, #1730, are \$40.00 each; the rear shocks, #1722, are \$33.50 each.

Assuming that you are seriously into improving your car's handling, and yet still want it as a means of transportation to and from the bank to make your car payments, this is the phase that will probably appeal to you.

As in the first phase you will want to lower the front end of the car, but by more than the two inches allowed by the adjustment screws. To accomplish this it is necessary to remove the front torsion bars and re-align their splines until you achieve the desired height. The stock torsion bars are 17.9 mm in diameter and have 29 teeth. The procedure is not difficult, but care should be exercised to protect the torsion bars, and lower both sides exactly the same.

Just as in phase one, a front sway bar is essential, but rather than a 16 mm bar, a 19 mm bar should be substituted to provide increased roll resistance. Both the procedure for installation, and the costs are similar to phase one.

If the front end of the car has been substantially lowered, the rear should benefit from the same treatment to position the center of gravity as near the road as possible. On previous models, this was always accomplished by adjusting the rear torsion bars, but since the 914 utilizes coil springs instead, it is those which must be changed. There are two types of rear competition springs produced. Both reduce ride height 1 1/2-2 inches, and have increased spring rates. It is the large diameter springs with which our concern rests in this phase, since these are made to fit around the factory Boge and standard Koni rear shocks. Richie Ginther Racing stocks the large diameter springs, part #004 914, at \$48.74 a pair. Performance Products also handles similar springs, which they refer to as the "heavy duty" type, for \$59.50 a set.

where wide wheels and large tires were desirable in phase one, they become essential in phase two, to make use of the chassis' newly acquired potential. Probably the best investment one could make would be to purchase a set of racing tires, and mount them on a spare set of widened wheels.

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VW and PORSCHE SPECIALIST

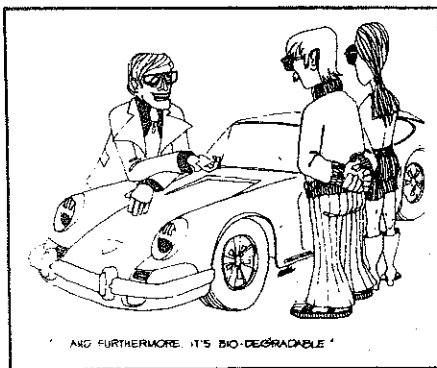
Box 235-E, R.D. # 4  
Apollo, Pennsylvania 15613

PORSCHE PUSHERS!! United Import Auto is a united buying effort to effect substantial savings on Porsche/VW parts and accessories. For more details and how to join, write Import Auto.

911 Gasket Sets	\$30.00
PC34 Filters	\$ 3.00
911 Piston & Barrel Assembly Complete	\$31.00
Speedatron at substantial savings	
VW Pistons & Barrels Complete Set of four - 40 Horsepower	\$48.00
Bosch Plugs 145/14	\$ .58
175/14	

This is just a sample of the thousands of items available to members.

WATCH YOUR MAIL BOX FOR INFO REGARDING THE NEXT EXCITING MAUMEE VALLEY REGION AUTO-CROSS TO BE HELD IN JULY!!!



The Tennhorn

Reprinted from  
Better Homes & Gardens

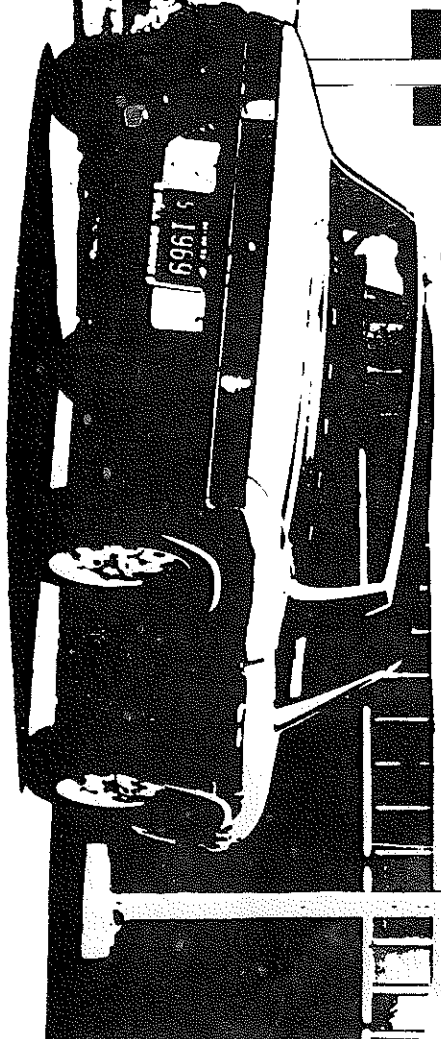




**PORSCHE**

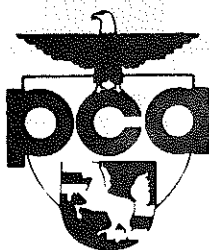
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**PORSCHE CLUB OF AMERICA**

**Maumee Valley Region**

**DER RÜCKSPIEGEL**

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