

DER RÜCKSPIEGEL

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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.

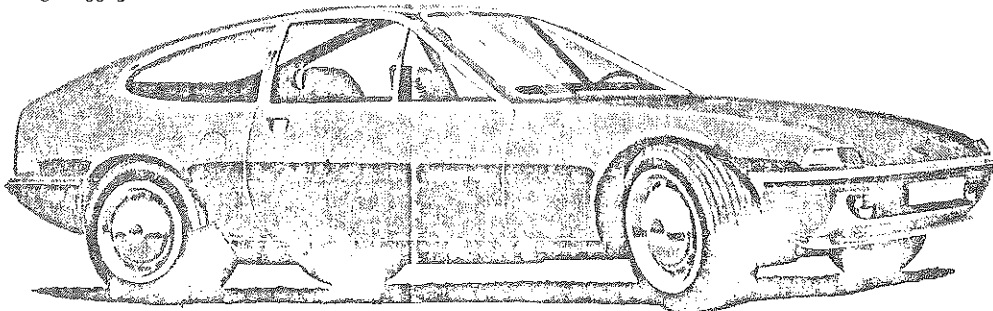
WELCOME TO THE MAUMEE VALLEY REGION:

Dr. Emmet T. Sheeran 852 North Main Street Fostoria, Ohio 44830	John H. Dorr 2236 Evergreen Road Toledo, Ohio 43606	Geoffrey D. Block ^{914A} 3151½ Cherry St. Toledo, Ohio 43608
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SAD, BUT TRUE NEW PORSCHE FOR 1975

Pictures and details of a secret new Porsche destined for release in 1975 are currently appearing in the Continental press. The new car apparently will have a front-mounted vee-8 water-cooled engine with a capacity of 3 litres and an output of 28C bhp (DIN). Gearbox is in unit with the final drive, like on the Ferrari Daytona and Alfa Romeo Alfetta. Top speed is likely to be about 155 mph and a price in Germany equivalent to £6,250 is mentioned.

Bodywork provides generous 2+2 accommodation with roll-over protection in the roof and 5-mph bumpers front and rear. Headlamps pop up, as on the 914 and the spare wheel is carried in the tail under a large luggage boot.



DON'T FORGET THESE MVR AUGUST EVENTS:

CAN-AM CARAVAN - AUG. 12

AUTOCROSS - AUG. 26

BOARD MEETING - AUG. 8

!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

DER RÜCKSPIEGEL

HOT AIR

FROM BILL BAUMAN

We've had some successful events in the last few months, indicating that our members enjoy autocrosses more than any thing else. I'm a little concerned about the amount of help (or lack thereof) that we are getting. True, you don't join a club to work, but rather to run events, etc. If you really enjoy events, you should realize that they don't just happen-- someone has to organize and set things up, and it takes workers to run an event. It's nice to tour to the event, enter and have fun, but an event is not too enjoyable, even to a competitor, when it is not run well. When things are disorganized, people complain, and the sponsoring club gets bad-mouthed. We saw that happen several weeks ago at another club's event. All it takes is a little help. Our events have been somewhat smoothly run, but running out of time at our June event was poor planning. Things should have started sooner, and they could have if people had taken the initiative and helped. We are learning, but what still concerns me is the absence of some of our main members from any event. It speaks poorly for us when our help has to come from people outside our region. At autocrosses, we need help in posting times, flagging, timing, and especially working the corners, picking up pylons and waving flags. Corner working is dull, but necessary, and several people could switch off, even if they are also driving the event. Please have more concern for our region and help us. Thanks much to those who have helped. WE REALLY APPRECIATE IT!

Elsewhere in this issue is the new classification for our regional autocrosses. If you visualize the cars, you will see that it is quite fair, even with bumping of classes. Of course, if we put on a multi-regional event, those classes may change and certainly, modification points will be more critical.

We have ordered our regional badges, and they should arrive here by the end of August. They will sell for about \$6 each, and will compliment the National badge, with matching size and colors. We ordered 25, so if you want one reserved for you, let me know. Each order takes eight weeks.

SPECIAL

THE NORTHWESTERN OHIO REGION SC/CA IS PUTTING ON THE ANDIAMO NATIONAL RALLY ON AUGUST 18 AND 19. THE ANDIAMO IS THE ONLY RALLY TO HAVE WON BEST RALLY OF THE YEAR AWARD MORE THAN ONCE, AND IT HAS DONE SO 3 TIMES. THE TOP COMPETITORS FROM ALL OVER THE COUNTRY WILL BE COMPETING IN THE EVENT WITH A MYRIAD OF EQUIPMENT, SUCH AS COMPUTER AND COUNTERS FOR CLASS A CARS.

I WILL BE ACTING AS CAPTAIN FOR A CHECK POINT, AND I NEED WORKERS. SEVERAL PCA'ERS HAVE ALREADY VOLUNTEERED, BUT I NEED MORE PEOPLE. NO EXPERIENCE IS NEEDED. HERE IS A CHANCE TO SEE FIRST HAND WHAT A NATIONAL RALLY IS ALL ABOUT. IF YOU WOULD LIKE DETAILS, PLEASE CALL ME AT 472-4022.

ENOUGH HOT AIR! SEE YOU AT THE NEXT EVENT!



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 DER RÜCKSPIEGEL

BRYAN AUTOCROSS RESULTS

JUNE 24, 1973

POS. O/A	POSITION IN CLASS	DRIVER	CAR	COLOR	1st RUN	2nd RUN	BEST TIME
1	FTD 1	Bob Brown, Sr.	911E (2.2)	Tangerine	1:48.0*	1:34.2	1:34.2
2	2nd 2	Lynn Mesnard	911T (2.4)	Sepia	1:35.7	1:42.0*	1:35.7
3	3rd 3	Bill Bauman	911T (2.4)	Sepia	1:44.5*	1:37.7	1:37.7
6	4th 4	Andy Smith	914-6	Silver	1:38.9	DNF	1:38.9
7	5	John Kjoller	911T (2.2)	Green	1:39.2	1:39.8	1:39.2
9	6	Paul Grandsko	911T (2.4)	Sepia	1:42.8	1:40.2	1:40.2
11	7	Bill Anderson	911T (2.0)	Green	1:52.8*	1:41.8	1:41.8
19	8	Les Day	911T (2.4)	Sepia	2:01.5*	2:03.3*	2:01.5
5	1st 1	Bob Brown, Jr.	356 Spdstr	White	1:38.8	1:38.4	1:38.4
12	2nd 2	Dave Zawierucha	912	Green	1:42.1	DNF	1:42.1
15	3	Dick Kruppa	912	Tangerine	DNF	1:44.5*	1:44.5
16	4	Dennis Agosti	912	Tangerine	1:59.3*	1:44.8	1:44.8
8	1st 1	Eddie Hopkins	914-4 (2.0)	Silver	1:45.4*	1:39.3	1:39.3
10	2nd 2	Tom Johansen	914-4 (1.7)	Tangerine	1:41.2	1:41.1	1:41.1
14	3	Bruce Butcher	914-4 (2.0)	Orange	1:43.1	1:43.4*	1:43.1
17	4	John Bresnen	914-4 (1.7)	Yellow	1:48.4	1:48.3	1:48.3
18	5	Geoffrey Block	914-4 (1.7)	Black	1:59.0*	1:54.7*	1:54.7
4		Doug Hughson	Pantera	Yellow	1:38.0	DNF	1:38.0
13		John McCune	VW	Blue	1:42.6	1:43.2	1:42.6

* Indicates penalties were added to time.

 AUTOCROSS CLASS STRUCTURE FOR REGIONAL EVENTS

CLASS	MODEL
A	911S (A11); 911E (2.4)
B	911E (2.2, 2.0); 911T (2.4)
C	911T (2.2); 911; 911L
D	911T (2.0); 914-6
E	914-4 (2.0)
F	356
G	914-4 (1.7)
H	912

THREE CARS MAKE A CLASS. IF LESS THAN THREE CARS IN A CLASS, THAT CLASS GETS BUMPED UP TO THE NEXT HIGHER CLASS, EXCEPT FOR CLASS A, IN WHICH TWO CARS MAKE A CLASS, OR ONE CAR RUNS FOR FTD.

RACE TIRES BUMP A CAR UP TWO CLASSES, EXCEPT FOR CLASSES A & B, WHICH WOULD RUN FOR FTD. ENGINE MODIFICATIONS BUMP A CAR ONE CLASS, BUT IS SUBJECT TO RECLASSIFICATION DEPENDING ON THE EXTENT OF ENGINE WORK DONE.

ADDITIONAL CLASSES MAY BE FORMED AS THE NEED ARISES.

DER RUCKSPIEGEL

TECH TIPS BY "BIG DADDY"
DICK KRUPPA

"RED LINE 700"

Bryan Speedway once again, and once again a great day for autocrossing! All types of Porsches were buzzing around the pyloned oval in all types of directions. Some even tried it back end first, this happening after a very tricky 180° maneuver not everyone could accomplish.

In my class (912's etc.), the usual notables were there to beat my time, including class winner Bob Brown, Jr., who turned a 1:38.4 in a very quick Speedster. The only other people who could beat me were the only other people in my class, Dick Kruppa and Dave Zawierucha.

FTD went to Bob Brown, Sr., in his super fast Targa without the race tires. More about this later.

In the 914 class, Eddie Hopkins turned a 1:39.3 to take honors in his brand new box stock 2 liter. To my eye, the 2 liter's look to be very good for this sport and could cause trouble for some 911's and 914-6's. They already cause trouble for 912's.

The 911 class had a whole bunch of cars, most of them brown and most of them owned by Lynn Mesnard. Seemed like just everybody was going for a "spin" in Lynn's car.

Let's get back to that FTD. Bob Brown, Sr., turned a 1:34.2, clearly the class of the field. Now along comes our president, Bill Bauman. He explains to Bob how he is not racing his 911 because he did battle with a huge domestic beast. Bob takes pity on Bill and allows Bill to try his car. Now, Bill's own 911 never quite had the stuff to beat Bob's. Bill jumped into Bob's car and turned a 1:32.3. When last seen, Bill was still offering Bob more money for his car!

Dennis Agosti

With the strong interest in our Region in auto cross events, I am happy to reprint an article from Nord Stern Region about chassis tuning. It concerns oversteer and understeer and how to adjust various suspension parameters to increase or decrease their tendencies.

"Two terms are used to describe the chassis in a turn, understeer and oversteer. Remember, these describe the automobile chassis itself, not the driver or his corrections. Understeer is a term foreign to most drivers of stock Porsches, particularly 356's. It is the desire of the automobile to steer outward on a corner, or the chassis steers less than it needs to make a turn. To correct for understeer, or "plowing," the driver has to turn more sharply into the corner. On the other hand, oversteer describes the somewhat dubious quality of the chassis to suddenly swap ends. With a car that turns more sharply into a corner, the driver has to back off the wheel.

"The next step in chassis turning /sic/ is determining exactly what your car does in a fast corner, either to you or for you, and if you really want to change anything! How you decide this is your problem. Once you've decided that fiddling with the suspension is essential to your life and well being, this chart will help you get started. Remember, this is just like tuning your engine, one step at a time with an evaluation between each change.

<u>CHASSIS FEATURE</u>	<u>MORE UNDERSTEER</u>	<u>MORE OVERSTEER</u>
Front tire pressure	Lower	Higher
Rear tire pressure	Higher	Lower
Front tire section	Smaller	Larger
Rear tire section	Larger	Smaller
Front Wheel camber	More Pos	More Neg
Rear Wheel camber	More Neg	More Pos
Front Sway Bar	Thicker	Thinner
Rear Sway Bar	Thinner	Thicker
Front Track	Narrower	Wider
Rear Track	Wider	Narrower
Wgt. Distribution	More forward	More rear.
Front Shock Setting	Stiff rear	Stiff Front
Rear shock Setting	Stiff front	Stiff Rear

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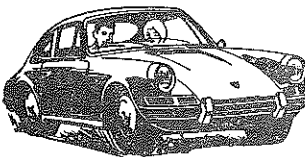
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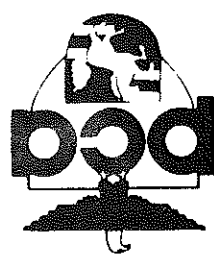
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Maumee Valley Region

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