
D E R R Ü C K S P I E G E L



FROM BILL BAUMAN

After two whole months without my car, I am now ready to take on the world! It really is great to have it back, complete with a new color. Look out, Bob Brown!!

This weekend is Southeast Michigan Region's Annual Waterford Weekend with a driver's school on Saturday and the autocross on Sunday. Hope to see MVR well represented there on the 1st and 2nd of September.

Our regional badges should be in anytime, and there are still some that have not been spoken for. Let Dennis Agosti know if you would like one, as the next order will take another eight weeks.

LET YOUR FRIENDS KNOW!! On September 9, Maumee Valley Region PCA will hold an open autocross at Defiance, Ohio. In an effort to make money to buy a timer, we are opening the event to all types of cars. The entry fee will be \$5.00. Please support the endeavor and get as many entries as you can by talking it up. See details elsewhere in this issue.

If you plan on going to IRP on October 6, you should have your entry mailed in by now. If you don't, see me for information on where to sent it, etc.

We will have a dinner meeting before too long, and the attraction at this meeting will be the new film from the factory that replaces 'Porsche Strausse 43,' the original movie we saw showing how our cars are made. Don't miss it. We will let you know of the exact date.

Until next month, support your club and our efforts, and help us out. We will need a lot of help on September 9. CAN WE COUNT ON YOU?

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COMING PCA EVENTS

SEPT. 9 - AUTOCROSS AT DEFIANCE (OPEN)

SEPT. 12 - BOARD MEETING

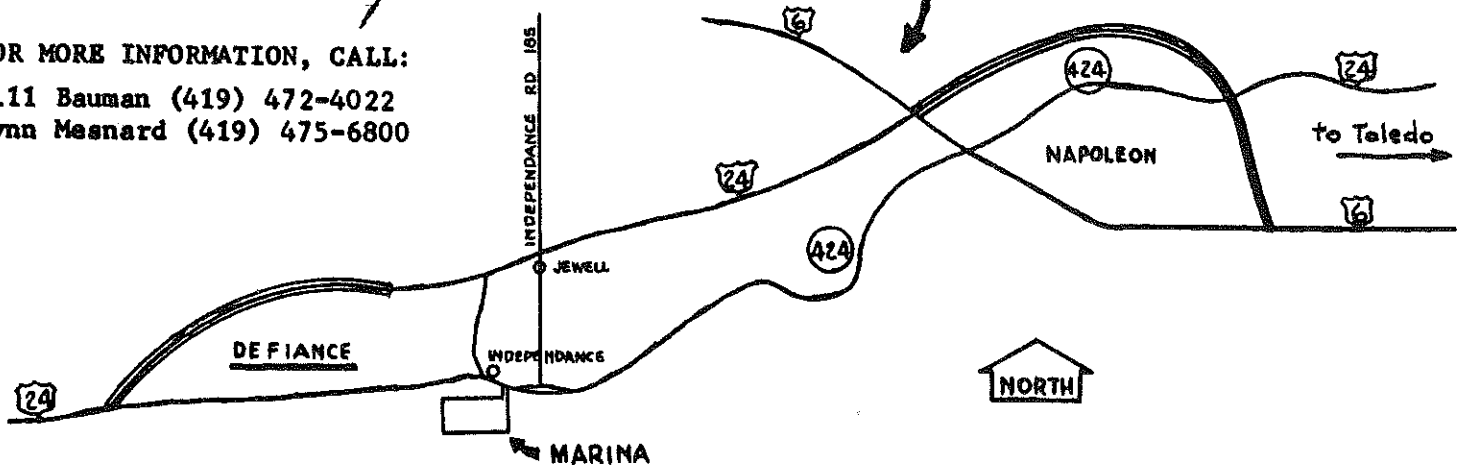
SEPT. 23 - BRYAN AUTOCROSS

OTHER: SEPT. 15, 16 -
TRI-STATE TIME
TRIALS (FIASCO)

FOR MORE INFORMATION, CALL:

Bill Bauman (419) 472-4022

Lynn Measard (419) 475-6800



DER RÜCKSPIEGEL

** MVR AUTOCROSS CHAMPIONSHIP STANDINGS *

	<u>5/20</u>	<u>6/24</u>	<u>7/22</u>	<u>TOTAL POINTS</u>
EDDIE HOPKINS	15	20	20	55
TOM JOHANSEN	11	15	20	46
LYNN MESNARD	15	15	15	45
BILL BAUMAN	20	11	11	42
DAVE ZAWIERUCHA	11	15	15	41
LARRY THOMPSON	20	DNR	20	40
DENNIS AGOSTI	8	8	20	36
ANDY SMITH	11	8	15	34
JOHN KJOLLER	6	6	15	27
DICK KRUPPA	15	11	DNR	26
SKIP NOWAK	DNR	DNR	15	15
BILL ANDERSON	0	3	11	14
DAN KINCAID	3	DNR	11	14
BRUCE BUTCHER	DNR	11	DNR	11
BILL STRALEY	8	DNR	DNR	8
JOHN BRESNAN	0	8	0	8
GEORGE RADER	0	0	8	8
SAM SMITH	0	0	8	8
GEOFFREY BLOCK	0	6	0	6

HOW POINTS ARE COMPUTED:

These standings will be updated after each autocross.

<u>POSITION</u>	<u>POINTS</u>
1ST	20
2ND	15
3RD	11
4TH	8
5TH	6
6TH & LOWER	3



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DER RÜCKSPIEGEL

TALK
IT
UP!

The PORSCHE CLUB OF AMERICA
MAUMEE VALLEY REGION

OPEN TO
ALL
CARS

A U T O C R O S S

SUNDAY
SEPTEMBER 9, 1973
DEFIANCE MARINA

REGISTRATION & TECH INSPECTION opens at 9:00 a.m. Runs start at 10:30 sharp.
(All times are Eastern Daylight Time)

\$5 PER DRIVER

NO CURBS PICNIC TABLES PLENTY OF GRASS (??) REST ROOMS FOOD COUNTER

MILE-LONG COURSE

DIRECTIONS - The site is the Defiance Marina, located on State Route 424, near Independence, Ohio, just East of Defiance. (See map on Page 2) Less than an hour's drive from Toledo. Take I-475 South and exit at Route 24. Follow Route 24 to INDEPENDANCE RD 185, where you turn south (left) and turn right on Route 424 to the Marina. OR Take Route 24 to a left on Route 424 and follow to the Marina.

RAIN OR SHINE, the event will be held. We promise an enjoyable event so tell your friends and we'll see you there. **EVERYONE WELCOME!**

A U T O C R O S S

MAUMEE VALLEY REGION
SUNDAY, SEPT. 23, 1973
BRYAN SPEEDWAY

REGISTRATION AND TECH INSPECTION OPEN AT 9:30 A.M. DST. RUNS START AT 10:30 A.M. SHARP!

P O R S C H E S O N L Y

THE BRYAN SPEEDWAY IS LOCATED ON STATE ROUTE 576, JUST OUT OF BRYAN.
FOOD AND POP AVAILABLE. PLENTY OF SPECTATOR SEATING.

SEE YOU THERE!!

DER RÜCKSPIEGEL

MID-OHIO CAN-AM

Note to the usual Der Rückspiegel writers: If you want to avoid verbal abuse from your editor, keep them articles a commin' and have mercy on an already overworked individual.

As usual, the caravan down to Mid-Ohio was the most exciting part of the day. Along with Eddie and Marcia Hopkins and Bill and Sharon Anderson, Skip and I hurriedly joined the caravan as it zoomed past the Fremont Post of the Ohio Highway State Patrol. Thanks to the Highway Patrol for the use of their parking lot and sanitary rest rooms during our wait. The caravan ripped along quite well, except for emergency stops by Karl Sheffer and Peter Till, thanks to someone's bladder and Peter's roof, or lack thereof.

The Porsche Paddock sponsored by Mid-Vo was better than ever. Many PCAers were determined to get their \$18 club dues worth of beer, pop and snacks, and did so with ease. The pre-race drivers parade was fixed. Only a couple MVR members managed to squeeze in the end of the parade as follow-up cars, with one particular blue Porsche getting the gate shut in its nose. Skip and I have a few choice gestures reserved for both the person who told us to join the parade and the fellow at the gate.

The spectators got an extra treat this year between heats by some Navy men pretending to be sky divers. Very colorful show.

As everyone knows, the race itself was Porsche vs. Porsche vs. Porsche. There were a few exciting moments as one driver lost control three times on the same curve (maybe he should attend a PCA driving school), and one of our beloved Porsches was partially demolished when it hit the retaining wall. No one was hurt, fortunately.

The big question of the day was, "Was Donohue faking it in the second heat?" He should have let George do it.

The Can-Am is by far the greatest Maumee Valley Region attraction. It is safe to say the caravan was a success, and we are sure everyone is looking forward to the next racy MVR caravan.

Becky Nowak



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DER RÜCKSPIEGEL

Concours d'Elegance... And the Beginner

by Lee Wood

TECH TIPS

BY DICK KRUPPA

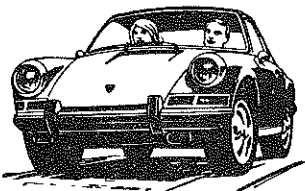
One of the common PCA events is the Concours d'Elegance.

Before embarking on such an event, it is wise to have some guidelines.

The adjoining article on preparing your Porsche for such an event is taken from the Gold Coast Region's "die Porsche Kasette."

Those of you who plan to attend this year's Oktoberfest in Willoughby (Cleveland), will find a Concours judging. This article and a few hours of TLC will have you ready for it.

HAPPY POLISHING!!



Concours Porsches don't happen...they are made. The following article delves into taking them so. What we are really trying to accomplish are three things: One is to make our Porsche look impressive out there on the site. Next, we want to score as highly as possible with the judges within the time we have left to work. An last, and as a result of the first two, we're going to partially restore some of our car which would normally go neglected.

It is unfortunate that most beginners spend the first ten hours wasing their car, and five minutes - or none - vacuuming the front trunk, wiping off the engine and dis-regarding the underneath, because they ran out of time. The time to begin preparation is right now, probably less than a month away as we go to press.

Let's first decide to spread out our time equally over the five areas to be judged, and start with the interior since it's rather easy work and we don't want to discourage anyone right from the start.

Interior: Remove both seats, all rubber mats, and all rubber floor pedals. With vacuum in one hand and toothbrush in the other, cover every square inch of the floor, carpets, side pockets and interior trim, especially under the seat tracks. With the seats still out, first vacuum, then saddle soap them super goo. Saddle soap or clean all remaining vinyl trim on interior and headliner and finish by washing the rubber mats and floor pedals on both sides. With that done, lie under the dash and clean the dust off everything in sight, especially the lower steering column. While under there, clean the back of the steering wheel and organize hanging or loose wires. Throughout your cleaning - and this applies to the whole car - "Think like a judge." Clean the ash tray with soap and water. Empty the glove box replacing only what was there when you bought the car new.

All these suggestions I consider a minimum, and they don't allow for any necessary restoration. If you have any time or enthusiasm left, you should wax or clean all chrome, dye the carpet if necessary, polish the back of the rear view mirror, and restore the seat mounting brackets. Judges will put up with tired upholstery, but remember - THEY HATE DIRT AND DUST WITH A PASSION! Now, reassemble and show the interior with windows clear and up, only

Engine: First, remove the air cleaners - clean and wax separately. Next, with a coffee can of mineral spirits, toothbrush, rag and maybe some cotton, clean the carbs and engine trim 'til your back can no longer stand it. Wipe up your mess, and wax where possible. Don't neglect the latch, behind the engine or the walls of the engine compartment. Needless to say, this task can be performed beautifully with the engine removed. What better time to replace that ailing clutch??

factory carpets or rubber mats on the floor (no Co-Co mats, please).

Front Trunk: For some reason, the trunk always seems to be the most neglected. This is your chance to pick up some points on your competitors. Dismantle it completely. Thoroughly vacuum and clean with a toothbrush, giving special attention and time to restore the hood latch top and bottom, and the tool set, including the jack.

Underneath: Take at least six quarters, a can of spray gunk, and some old, old clothes to the "do-it-yourself carwash" at a weird hour when no one else should be there. Jack up one side of the car, remove both wheels, and then spend at least one quarter each doing each wheel and accompanying suspension - half scrub and half rinse. Work at getting loose dirt from the dirt catchers. Spray the under belly while you're at it. Save a quarter of each side of the engine, preceded by that can of gunk you brought along, and so spend some time there. Done properly, this will save you much time later. Put the wheels back on and drive immediately. Check for a paint sale. Then pick up five to ten cans of flat, semi-gloss or gloss black spray paint from 59¢ to 89¢ each. At home, or suitable place, jack up your car again, remove the wheels and clean. Clean every square inch of them - both sides and tread - and don't forget the spare. A coat of silicone spray (not lubricant) at this point on the rubber will compliment your efforts. Now, with toothbrush, rags and mineral spirits in hand, finish the job you started at the car wash. Concentrate on the suspension, and finish by carefully spraying the wheel wells black to a "show room new" look. Be careful to avoid getting spray on suspension parts. Spray the underside of the belly and front pan at this point. Repeat the cleaning and spraying for the other side, but above all, take some precaution against overspray on your Porsche paint. Soft drop clothes or old sheets work fine and will save you many hours of work later.

Work under the car as long as your time and endurance will allow. It makes or breaks you in the Concours. Finish off by getting a can of very high temperature paint and spray the muffler.

Exterior: Paste wax your car. But first clean it carefully with something like Dupon 7 or Car Skin. You're not done yet. Spend 30 minutes or so with a soft toothbrush cleaning the wax from every piece of trim. Don't neglect doing a spotless job inside the two doors, trunk, and hood lift. If you have time left, you might consider dismantling the headlights, painting as necessary, and cleaning inside of the lenses. Also, sliver or flat black the windshield wipers.

Well, now that your wife hates you, your nails and hands are ruined, and you're covered with a gummy layer of paint from head to toe, you are done with the BARE MINIMUM REQUIREMENTS? Somehow, save at least one hour to evaluate your job. Think like a judge, and judge each area of your car as if it were show time.

All I can add now is --- good luck - and stay out of puddles!

(The preceding article is reprinted from the Gold Coast Region's die Porsche Kasette.)

IRP TIME TRIALS

HOSTED BY
OHIO VALLEY REGION PSA

SATURDAY, SEPTEMBER 7, 1973

INDIANAPOLIS RACEWAY PARK

CLERMONT, INDIANA

HOLIDAY INN THE SQUARE
PRACTICE RUNS 8:30 - 11:30 AM

TIMED RUNS 11:00 - 4:00 PM

DRIVING INSTRUCTIONS AVAILABLE

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PCA MEMBER ENTRY FEE \$10.00 PER DRIVER

PCA NON-MEMBER ENTRY FEE \$15.00 PER DRIVER

ADVANCE REGISTRATION ONLY

COMPETITION COORDINATOR--PETE PETERS
FOR REGISTRATION INFO:

DANE + JANE COWAN
2963 FOURTOWERS DR. APT. 1
CINCINNATI, OHIO 45238
513-922-8179

IRP TIME TRIALS
Indianapolis Raceway Park
Clermont, Indiana
Sat. 9, 1973

PLEASE PRINT:

ENTRY BLANK

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Phone No. (include Area Code): _____

PORSCHE'S ONLY:

Model: _____

Year: _____

PLEASE NOTE:

- 1) 30 Entry limit -- first come, first served. Mail yours now!
- 2) Your entry will be confirmed by mail with complete detail of event & proceed.
- 3) Event will run -- rain or shine. No refunds.

SIGNED: _____

Entry Fee: \$10.00 per PCA member ; \$15.00 per non-PCA member

Make Check Payable To: Ohio Valley Region -- PCA

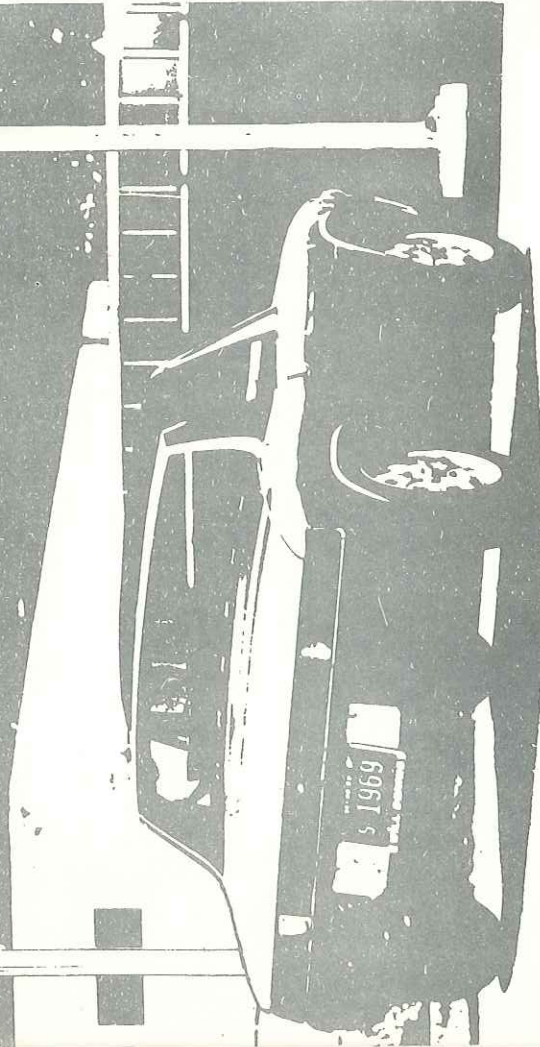
Mail Check with Application to:

Dave Cowan
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DER RÜCKSPIEGEL

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