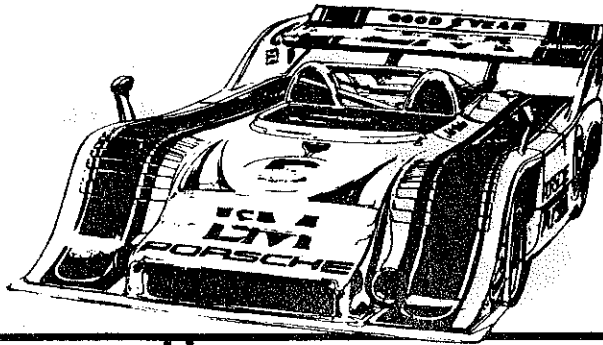




MAUMEE VALLEY REGION



PORSCHE CLUB OF AMERICA

DER RÜCKSPIEGEL

VOL. 3, NO. 10

NOVEMBER, 1974

LAST LAP FOR CAN-AM'S SPEEDY MONSTERS?

By Lynn Mesnard

They were the fastest race cars in the world - exotic strange-looking machines that could do 200 miles an hour barely warmed up. They were called the Can-Am "Monsters", and in recent years were the most popular road racers in North America.

Because of the evolution in motor racing, however, the "Monsters" may well become as extinct as the horse and wagon. The Can-Am series, which once rivaled the international grand prix circuit for money and prestige, may have ended for all time recently at Road America in what was to have been the fifth of six races this year. The sixth race, scheduled October 27th at Riverside (Calif.) Raceway was canceled as "not being major league" by Les Richter, the track's president and the man who may be as instrumental in killing the series as he was in originating it.

"We have passed that era in racing", Richter told track promoters at a meeting called by the Sports Car Club of America recently in Chicago to discuss the future of the series. Only four tracks disagreed with Richter's assessment and one of those, Donnybrooke in Brainerd, Minn., didn't have any professional races at all this season.

Three major tracks remained faithful to the Can-Am - Watkins Glen, N.Y., Road America in Elkart Lake, Wisc., and Mid-Ohio at Lexington, Ohio. Malcolm Currie, the executive director of the Glen, said the three tracks had agreed to "see what we can do with maybe a four-race series, if we can get someone else interested". He said he still hopes that in the next two weeks enough other tracks would come around to "saving sports car racing in America".

Concluded on page 4

1974 COLOR TOUR AND APPLEFEST

by Sandie Zawierucha

We couldn't have asked for a beautiful, warm day for our annual autumn tour and applefest. As the caravan left Will Dennis P-A, everyone took advantage of their sun-roofs and removable tops to let in the warm air. Since Andy and Dave had planned the route, we all piled into the 911 and led our group on to McQueen's apple orchard. Once the "babies" were all nestled safely in various spots of the parking area, we ventured out into the orchard. Since most of the apples had been picked the previous week, and only a few stragglers were left up on top, everyone proceeded to play the game of knocking down apples with anything in sight. Several containers of apple cider were purchased and it was back to the cars for the rest of the tour.

There were many great turns which everyone seemed to like, especially the "horn-beeper" turn. It was later agreed that we would take the same route back so that everyone could test their skills through the many winding roads again.

As we arrived at Oak Openings Park we noticed that there were at least 900 other people who had the same idea that we had. With no place to park, we finally settled for a nice spot in the picnic area and started a fire to roast our weenies and one steak (we won't mention who brought that!) Soon the air was filled with frisbees and footballs after which cider was gulped down by thirsty PCA'ers.

After dining, our group of naturalists tried their hand at deer-calling. We could not convince even one deer to come to our side of the fence. The only one with a little bit of luck was Bryan Agosti, but even he didn't seem to do too well.

* * *

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BOARD MEETING: Second Wednesday of the month at 8:00 p.m. at the home of Lynn Mesnard, 3752 Garrison Rd.

Material for *DER RÜCKSPIEGEL* should be submitted to the Editor no later than the 15th of the month for publication in the following month's issue. Mail all material to:

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If you move, please send your new address to:
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2

DINNER MEETING

FRIDAY

NOVEMBER 15, 1974

NORTHWOOD INN

SUMMIT ST.

COCKTAILS AT 6:30 P.M.

DINNER AT 7:30 P.M.

MENU WILL BE OPEN (CHOOSE YOUR OWN FROM THE REGULAR MENU)

RESERVATIONS ARE REQUIRED
PLEASE CONTACT DAVE AT (419) 476-6035 OR
LYNN AT (419) 475-6800
BY TUESDAY, NOVEMBER 12, 1974.

VOTE

IN THE OCTOBER ISSUE OF PANORAMA YOU RECEIVED A BALLOT FOR THE ELECTION OF THE NATIONAL PCA OFFICERS.

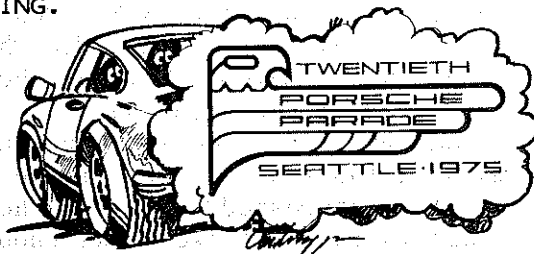
ON THIS BALLOT YOU WILL BE ABLE TO CHOOSE FROM AMONG EIGHT CANDIDATES INSTEAD OF HAVING NO CHOICE AT ALL, AS IT HAS BEEN SINCE THE BEGINNING OF PCA.

THIS BEING THE FIRST TIME IN THE TWENTY YEAR HISTORY OF PCA THAT YOU HAVE THE OPPORTUNITY TO CHOOSE BETWEEN TWO CANDIDATES, THE OFFICERS AND BOARD OF MVR STRONGLY URGE YOU TO FILL OUT YOUR BALLOT NOW AND MAIL IT IN.

THE OFFICERS THAT ARE ELECTED GREATLY AFFECT THE ORGANIZATION AND RUNNING OF THE EVENTS YOU ENTER, AFFECT THE RULES AND REGULATIONS FOR EVENTS, AND AFFECT THE INDIVIDUAL REGIONS AS TO FINANCES AND POLICY.

ONLY YOU CAN HAVE THESE POINTS TO YOUR LIKING BY VOTING.

MAIL YOUR BALLOT IN NOW WHILE YOU ARE THINKING ABOUT IT. IT DOESN'T COST YOU ANYTHING.



July 27 thru August 1
Post Parade Salmon Fishing
August 3, 1975 Westport

TECH TIPS

3

By Dick Kruppa, Technical Chairman

Most Porsche owners seem to extend a great deal of attention to their engines, tires, brakes, and shocks, but little or no attention to their transmission. It just "sits there", mile after mile, doing its job without even a notice by its owner. While it is true that the gearbox/differential needs little attention, there are a few things that are helpful to know about its care and feeding, and the following article by Jeri Silfies of the Cascade Region PCA should be of interest to all.

TRANSMISSION LUBE, SHIFT LEVERS AND HANDS

"Transmission lube should be drained and refilled at regular intervals. If you cannot find a recommended interval in your owner's manual (did you look?), about 6000 miles is a reasonable guideline. Even though transmission lube has a very long service life, it is prone to collecting small particles of metal, mostly microscopic in size, which are gently nudged off the gears when your shifting is (heaven forbid!) less than perfect. Some, but not nearly all, of these particles are collected by the magnetic drain plug. Suspended metal particles contribute to the early demise of your beloved, not to mention expensive, transmission through excessive wear; but frequent draining and replacing of transmission oil flushes the rascals out and minimizes wear. Be sure that your transmission is refilled with an extreme-pressure lubricant.

Keep your hands OFF the shift lever except when shifting gears. After shifting, remove your hand immediately from the lever. This allows small axial movements of the selector fork and shift collar as a unit under the influence of acceleration thrust forces. If the position of the shift fork is fixed relative to the shift collar (as when your hand is resting on the shift lever) the maximum axial movement of the shift collar is restricted to the amount of clearance (tiny) between collar and fork. If the thrust tries to cause more movement than there is room for, the load will be taken up by the fork, causing (over extended periods) abnormal wear and earlier replacement - more money!

While we are on the subject of hands in

bad places, we may as well cover the other end of the problem...feet that ride the clutch pedal. When waiting for a stop light, train, traffic jam, etc., put the transmission in neutral and keep your foot off the clutch. This procedure will substantially extend the life of the clutch pressure plate and release bearing. In other words, the only time your foot should come in contact with the clutch pedal is when you are actually shifting gears."

* * *

911/912 owners also have two other common upholstery problems in cars of 1969 and newer vintage. You may be aware that if the storage compartment, located under the armrest in each door, is open while the door is opened, a tear in the upholstery may occur.

The tear can be easily repaired (assuming the upholstery is black) by carefully filling it with Dow-Corning black Aquarium Sealant. The RTV Silicone material will be tacky in about 20 minutes and cured overnight. Once cured the material is nearly identical in color and feel to the PVC upholstery. Apply the sealant with a "spatula" made from a small scrap of metal, eg...a sliver of tin can. Carefully wipe any excess material off upholstery. Repeat the treatment to build up the thickness.

While on the subject of those storage compartments, the "spring return" material is a piece of round elastic cord, and as it ages it becomes less springy. You may notice that the compartment door, when closed, does not quite align with the arm rest... that it "sags" a little.

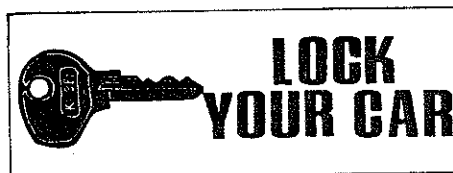
You can restore the spring tension of the elastic and "shape up that sagging door" by pulling the elastic toward the seat (away from the door) and sliding the friction clip toward the door about an inch.



SLIDE CLIP TOWARD DOOR

You must first open the compartment to gain access to the elastic. The "loose" end of the elastic is stowed in a hole in the compartment.

* * *



"I would say that it's still 50-50 that we could have a five or eight-race series next year", said Currie, but other promoters were not so optimistic.

"If you can't get enough promoters to stage races," said Richter, "you can't have a series."

Riverside was the third track this season to cancel a Can-Am race - the others were Laguna Seca Raceway in Monterey, Calif. and Edmonton (Alberta) Speedway.

Richter, one of the founders of the series, said he decided to cancel the race "rather than to continue to kid the public".

"Look, who did you have driving besides Jackie Oliver and George Follmer this year," asked Richter, "John Cordt's? John Gunn? Bob Nagel? That's like the New York Yankees trying to call themselves a major league team with two ballplayers and a bunch of guys named John Cordts and John Gunn. After what the Can-Am has been, its kind of demeaning. And I don't want to be a part of it."

From its beginning in 1966, the series had "charisma". These were the fastest cars in the world and they attracted not only America's finest road racers, but the leading drivers from abroad. In fact, it wasn't until 1971 that an American, the late Peter Revson, won the season title, and this year again a foreigner, Jackie Oliver of England, took the championship.

The series has rarely been known for "wheel-to-wheel" competitive racing, since first one car and then another dominated it. First it was the Lolas, and then for five years, the McLarens. The McLarens were chased from the scene by Roger Penske's turbocharged Porsche 917 in 1972 and 1973. This year, after a rule change virtually outlawed the turbochargers, Shadows dominated the series with Oliver winning four of the five races and leading the fifth before his engine blew up.

Even though one team always seemed to win, crowds flocked to the races. What wonderful cars these were - the high-winged McLarens, Jim Hall's revolutionary "vacuum sweeper" Chaparral (which appeared in July 1970, and was outlawed by the Commission Sportive Internationale five months later), the silent turbocharged Porsche's that people once said would never work on a road course, and the sleek black Shadows.

The Can-Am had reached the financial roadblock. The high cost of the "Monsters" had driven so many constructors out of the series that on occasion this year it seemed the Shadow somehow had stolen into a vintage car race. It was a question of damned if you do, damned if you don't. The S.C.C.A. changed the rules for 1975, going to cheaper three-liter racing engines or five-liter stock blocks. This made the series financially feasible, perhaps, but also eliminated all its charisma.

It may still be that there will be a Can-Am series next year under the new rules, but it will be Can-Am in name only. The "Monsters" are dying.

CAN-AM CHAMPIONS

1966	J. SURTEES	LOLA-CHEVY
1967	B. MCLAREN	MCLAREN-CHEVY
1968	D. HULME	MCLAREN-CHEVY
1969	B. MCLAREN	MCLAREN-CHEVY
1970	D. HULME	MCLAREN-CHEVY
1971	P. REVSON	MCLAREN-CHEVY
1972	G. FOLLMER	TURBO-PORSCHE
1973	M. DONOHUE	TURBO-PORSCHE
1974	J. OLIVER	SHADOW-CHEVY

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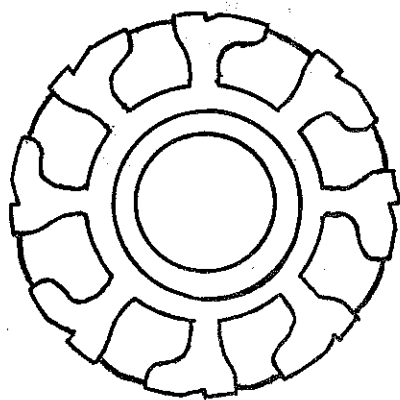
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POS.O/A	POS.I/C	AVERAGE**	TROPHY	CLASS	DRIVER	CAR	COLOR	1ST RUN	2ND RUN	3RD RUN	4TH RUN	5TH RUN
3	1	1:30.975	1ST B		MESNARD	911S	AUBERGINE	1:37.8	1:29.7	1:29.4	<u>1:27.0</u>	1:37.9*
2	1	1:30.825	1ST R		ZAWIERUCHA	912+	IRISH GREEN	1:33.1	1:31.9	<u>1:29.1</u>	1:29.2	DNF
1	1	1:30.575	FTD D		BAUMAN	911E	COCO BROWN	1:36.2*	1:30.5	<u>1:29.8</u>	1:20.0	1:32.0
4	2	1:31.375	2ND D		J.BUSHMEYER	911T	TANGERINE	1:33.0	1:32.3	1:35.6*	<u>1:30.1</u>	1:30.1
7	3	1:34.850			KJOLLER	911T	GREEN-TURQ.	DNF	1:38.7*	<u>1:27.7</u>	1:34.0*	1:39.0*
9	4	1:39.600			S.BUSHMEYER	911T	TANGERINE	1:44.5*	1:34.0	1:46.1*	<u>1:33.8</u>	1:50.6*
6	1	1:34.675	1ST F		SMITH	914-6	SILVER-MET.	1:45.1*	1:35.1	1:35.7	<u>1:33.2</u>	1:34.7
10	2	1:39.950			ANDERSON	911T	IRISH GREEN	1:45.1*	1:40.2	1:44.2*	<u>1:37.5</u>	1:37.9
13	3	1:51.600			STEEDMAN	914-4	BLACK	2:14.1*	1:45.4*	2:04.2*	1:55.0*	<u>1:41.8*</u>
5	1	1:34.500	1ST I		DESHETLER	914-4	SILVER-MET.	1:36.2	1:36.5	1:36.0	1:33.0	<u>1:32.8</u>
8	2	1:35.525	2ND J		AGOSTI	912	TANGERINE	DNF	1:35.4	1:35.3	1:37.0	<u>1:34.4</u>
11	3	1:40.700			MURRAY	914-4	YELLOW	1:44.0	1:43.2	1:42.0	1:43.2	<u>1:34.4</u>
12	4	1:43.825			JOHANSEN	914-4	TANGERINE	1:40.6*	1:54.5*	1:43.0*	<u>1:37.2*</u>	DNR

* INDICATES PENALTIES WERE ADDED TO TIME FOR HITTING PYLONS AND/OR MISSING GATES.

** THIS EVENT WAS SCORED BY THE AVERAGE OF THE FOUR BEST RUNS OUT OF FIVE.



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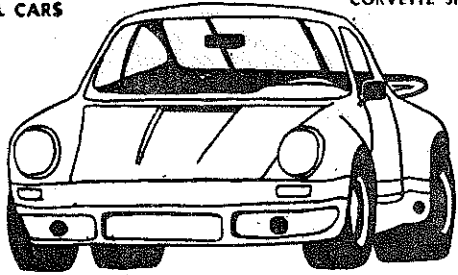
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Every once in a while, we find it necessary to mail out flyers for special events that cannot be included in the newsletter. This, of course, costs the club money, and it is wasted money if no one responds. Therefore, if YOU want to receive flyers, there will be a detach-and-mail form in next month's newsletter that you must complete and mail in, or you will not receive flyers. This includes EVERYONE, so be ready to act next month.

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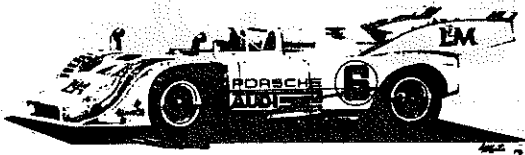


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