

PORSCHE CLUB OF AMERICA

MAUMEE VALLEY REGION

DER RÜCKSPIEGEL

VOL. 3, NO. 1

JANUARY 1974

THE GASOLINE SHORTAGE AND PCA

The National Executive Council has studied the steps being proposed in this country and in various states to conserve gasoline. The main steps proposed are as follows:

1. Establish a speed limit, generally considered to be at 50 mph.
2. Ration gasoline for private passenger cars, suggestions range from 10 - 15 gallons per week.
3. Penalize, by increased tolls or parking fees, cars carrying only one person.

The members of PCA can alleviate the adverse effect of #1 and #3 by writing letters. PCA as a Club would have absolutely no effect by taking a public stand on any issue. The effective approach is the individual approach. This was demonstrated a few years ago by the National Rifle Association - the members wrote individually! Your letters should be to your elected representatives, from town and city to State to the Federal government. If your handwriting is legible, use it rather than typing. And do not use reproductions. Make each letter an original. We are assured by holders of elected offices that a personal, original letter has a hundred times the force of a form letter or a reproduction. Here are some of the points you can make, but don't copy verbatim, - change the wording around and add your own thoughts if possible.

- A. Recognize that gasoline rationing is probably inevitable and call for strict enforcement. Point out that rationing allows people to determine for themselves whether they will stretch their ration by driving smoothly and by keeping their cars in tune. Call for public education on this and on the savings by driving below top speeds.

DINNER MEETING

The December 7, 1973 dinner meeting was held at the very pleasant Northwood Inn. We had complete freedom to choose anything on the menu with separate checks to boot. As treasurer, it made my job so much easier.

Lynn Mesnard brought pictures that were taken this past summer at some of our events. They brought back fond memories. If you liked yourself you could keep your picture and file it in your scrapbook.

After the meal we all reviewed the movie "Porsche Strasse 42", the predecessor to the movie we saw last month - "The One For the Road". We've seen "42" before and we will probably see it again. As a matter of fact, Dick Kruppa and Bill Bauman were reciting the dialog from rote. However, the scenes of the Porsche craftsmen plying their trade never get old.

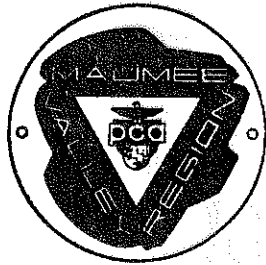
There were some technical problems with the film. The projector liked to skip frames and only the firm, guiding hand (and sometimes fist) of our technical chairman, Dick Kruppa was able to control the errant mechanical device. The rewind had to be performed by hand. If you were not there, you wouldn't understand. But for those who were there, you will remember you had to put this "thing" on your finger and go like crazy.

The next dinner meeting will be at the Holiday Inn in Perrysburg on January 18th. This will be the annual awards banquet with movies, slides, and pictures of everyone from the past year's events, etc. Again, it will be a la carte, so don't miss this one.

Dennis Agosti



CONTINUED ON PAGE 5



Officers

PRESIDENT	BILL BAUMAN	472-4022
VICE PRESIDENT	DAN KINCAID	242-7292
SECRETARY	ANN VETTER	476-0346
TREASURER	DENNIS AGOSTI	472-4809

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TECHNICAL	DICK KRUPPA	353-7358
MEMBERSHIP	LYNN MESNARD	475-6800
EDITOR	BILL BAUMAN	472-4022
ADVERTISING	ANDY SMITH	536-3595

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 material to: Bill Bauman, 2333 Eastbrook Dr., Toledo, Ohio 43613

WILSON

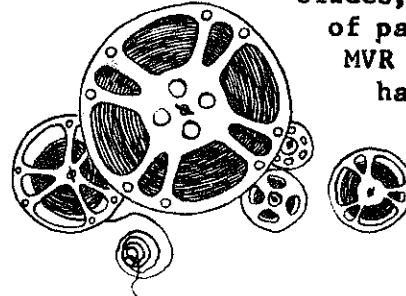
DINNER MEETING

HOILIDAY INN - THE DEPOT JANUARY 18
Perrysburg 1974

Cocktails at 6:30
Dinner at 7:30 MENU: a la carte

Again we visit the Depot, this time with no set menu - order what you like.

Program - Recap of 1973 activities, with slides, movies, photos of past events for MVR members. If you have any pictures, call Lynn and add them to the evening's entertainment.



Reservations are required 475-6800

BOARD MEETINGS: Second Wednesday of each month, at the home of Lynn Mesnard, 3752 Garrison Rd. These meetings start at 8:00 pm and are open to all club members.

ACTIVITY POINTS STANDINGS thru Dec. 31st

Agosti	42	Ritter	8
Kruppa	42	Straley	7
Bauman	36	Bresnan	6
Mesnard	35	Coleman	6
Zawierucha	34	Stein	6
Anderson	29	Till	6
Kjoller	26	Edwards	4
Smith	25	Hein	4
Thompson	18	Mekbel	4
Kincaid	14	Sheffer	4
Nowak	12	Vetter	4
Mast	10	Beabout	2
Bushmeyer	8	Block	2
Hopkins	8	Butcher	2
Johansen	8	Friedebach	2
McGee	8	Rader	2
Mitchell, Bob	8	Sear	2



TIDBITS & TRIVIA

Did you know that the 1973 911's have some parts in them that were used 'way back during the 356A series production? The 356A was produced from 1955 to 1959! A quick glance through the W111 Dennis parts books revealed a few parts with the prefix 644, which was the prefix for 356A parts. Some of the 356A parts on the 1973 911's include the following:

- * The little cylindrical rubber bumper under the fuel tank cap lid.
- * The small plastic knobs on the rear window latch mechanism.
- * The connector at the center of the rear window chrome trim.

A thorough analysis of the parts books should disclose that dozens of parts have been used over an evolution of almost 20 years -- 356A, B, C, and 911A, B, C, & D.

Dick Kruppa

WANTED

Any year and style 356 A/B/C. Must be rust-free and original. Mechanical condition not important. Dick Kruppa, 353-7358, 12153 Newton Rd., Bowling Green, Ohio 43402.

FOR SALE

One pair of tire chains for 165x15 tires. CHEAP. Jay Kjoller, 475-1030. 6144 Secor Road, Toledo, Ohio 43613

**HOT
AIR**

from Bill Bauman

Happy New Year! We will officially boot out the old year at the awards dinner on the 18th of January at the Holiday Inn in Perrysburg. (See notice elsewhere.) Don't miss this one as it will be a recap of 1973 activities our Club was involved in. If anyone has any type of pictures of any event in 1973, please call Lynn Mesnard so he can coordinate them for the evening.

Our badges have finally arrived. There are about a half-dozen that are not spoken for yet and no re-order is planned so don't miss out. Call Dennis Agosti now to reserve yours.

This issue contains an article on the subject of gas rationing that may affect each one of us quite severely. Please read it carefully and then respond immediately by writing a letter to the Senators and Congressmen listed. I can't emphasize this strongly enough. This will affect YOU personally and if we do something now, we won't regret it later. Please take a few minutes and write today.

The time has come to think about Club elections for the new year's officers, etc. Let me state a few points from our region's Code of Regulations.

1. We are to have an Annual Meeting of members each second Saturday in February. Notice of this meeting will appear in next month's newsletter.
2. At the Annual Meeting, the membership present elects five Trustees to serve for a one-year term.
3. An Annual Meeting of Trustees shall be held immediately following the Annual Meeting of members, at which the Trustees shall elect a President, Vice President, Secretary, and Treasurer to serve for a one-year term. The President shall be a member of the Board of Trustees, but the remaining officers need not be.

At the December Board meeting, we came up with a proposed slate of Trustees and also the intended officers they would elect. These are as follows:

BOARD OF TRUSTEES

Dennis Agosti, Bill Bauman, Dick Kruppa, Lynn Mesnard, and Andy Smith.

The above have agreed to accept the

nomination and their intended slate of officers would be as follows:

President	Andy Smith
Vice President	Dave Zawierucha
Secretary	Sheryl Bushmeyer
Treasurer	Dennis Agosti

The elections for the Board of Trustees will take place at the February dinner meeting (Annual Meeting of the members). The newly elected Trustees will then elect their officers for 1974.

If you have any other nominations, please submit them before the February 9th meeting.

Do something for your Club today!

**19TH PORSCHE
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WERBEARTIKEL

Various Porsche articles to enhance the Porsche room in your home are available from Dr. Ing. h.c.f. Porsche Aktiengesellschaft Stuttgart. Prices are quoted in Dm.

Of particular interest are Christophorus leather binders at DM 7,12; accurate scale models of Porsche production and racing cars; cocktail glasses and place mats; umbrellas at DM 35,59; and fitted luggage for both 911 and 914 models. The luggage is available today in cloth with leather trim only. 100% leather luggage is available on a special order basis only. Prices are F.O.B. Stuttgart.

Contact me for a catalogue, if you are interested.

Lynn Mesnard





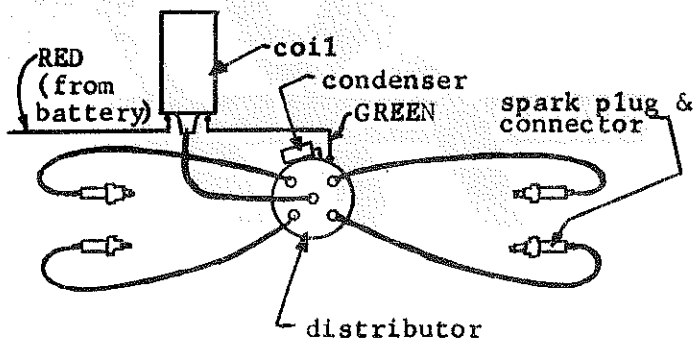
TECH TIPS

by Dick Kruppa

As promised, the following is a diagnosis procedure for electrical problems on Porsche cars (actually the procedure is adequate for most any car). We will make some assumptions before we begin.

1. Your car will not start.
2. It is not a fuel problem (See November issue).
3. Your battery is strong enough to make the motor turn over when you turn the key.

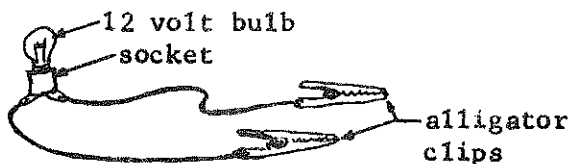
We will check the primary and secondary circuits concerned with the ignition system of the engine. The circuit can be represented by the diagram below:



WIRES ATTACHED TO DISTRIBUTOR CAP ARE HIGH VOLTAGE (SECONDARY CIRCUIT). OTHER WIRES ARE PRIMARY.

You will find a few tools helpful in the diagnosis process. They are:

1. TEST LIGHT (J.C. Whitney #75-1543) or you can make your own. (See sketch)



24" wires

2. FIRING INDICATOR (Champion CT436) or use a neon test lamp designed for the home to test for 115V electricity.

DIAGNOSIS PROCEDURE

Secondary (high voltage) system.
(CAUTION - you can receive a shock when testing secondary circuits).

1. Have a friend turn over engine by running starter. Hold firing indicator at any spark plug wire. If light pulses on and off

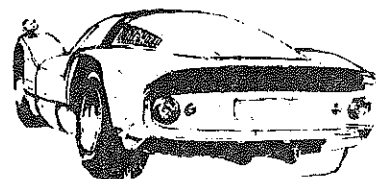
the problem is probably in the fuel system. If it does not, proceed to Step 2. (Note- if you do not have a firing indicator, pull off one spark plug connector, push a screwdriver into it and hold the shank about $\frac{1}{4}$ " or less from some metal. When starter is run, you should get a spark from the screwdriver to the metal.)

2. Having no spark at the plugs, we'll move back to the input source (primary circuit.) Connect one lead of your test light to the red wire at the coil and connect the other test lamp lead to any good metal ground. Turn on key. If lamp lights up, press on. If it does not, check red wire back to and at fuse block. Check connections at fuseblock and back to battery.

3. If the lamp did light, you have current to the coil. Next, remove the wire from the distributor cap that comes from the coil. Use firing indicator or hold it near metal ground ($\frac{1}{4}$ " or so) while starter is again run. If you get the indicator to pulse on and off or if you get sparks using the second method the problem is in the rotor or distributor cap. Remove and check for moisture, cracks, carbon tracks, dirt, etc. Replace if in doubt.

If you do not get an indication of current in the primary wire, check the wire itself for breaks (opens). If wire is OK, turn engine over until breaker points open. Examine for excessive gap or no gap. Note - setting should be 0.016" (about equal to a paper match if you do not have a feeler gauge). Examine carefully for pitting and check electrical connections. Make certain that spring (moving) portion is not grounded anywhere. With points open, connect test lamp to green wire and to ground. With key on, if lamp lights, coil is probably bad. Try a coil known to be good as a substitute. If lamp did not light, disconnect green wire from terminal on coil and connect test lamp from the wire terminal to ground. With key on, if lamp lights, the distributor is shorted....look again at points and wires in the distributor.

By this time you should have found the trouble if it is in the primary or secondary portion of the ignition system. Good luck and happy hunting.



mini-car

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NEW MEMBERS

ROBERT C. CHAMBERS, 4996 S. Custer Road, Monroe, Michigan 48161. Bob and his wife Suzanne have a 1973 911T coupe, Light Ivory in color. Bob is an engineer. (313) 241-4966

JOEL LEVINE, 4241 Mockingbird Lane, Toledo, Ohio 43623. Joel and his wife Shirley own a 1973 911T Sepia Brown Targa. Joel is the president of Wabash-LaGrange Steel Co. 882-4128

BARRY LUTTON, and wife Lyn live at 202½ Wood Street, Delta, Ohio 43515, and they drive a 1970 911T Tangerine Coupe. Barry is a Dental Technician. 822-3661.

JOHN A. MITCHELL, 241 Riverdale Drive, Defiance, Ohio 43512. John is the brother of MVR member Bob, and drives a red 1970 911E coupe. John is married and is a physician. 784-5943.

GERALD P. MORAN, 2247 University Hills Blvd., Toledo, Ohio 43606. Gerald is an attorney and drives a 1970 911T green coupe. 531-5666.

GEORGE THOMPSON, 6255 Angola Road, Holland, Ohio 43528. George is a psychologist, single, and drives a 1973 914-4 Ravenna Green (1.7). 865-2427.

Your
MEMBERSHIP

is
Worth While!

WHERE TO WRITE

Senators

The Honorable Robert Taft, Jr. and
The Honorable William B. Saxbe (both at same address)

Old Senate Office Building
Washington, D. C. 20510

Congressmen

Thomas L. Ashley and
Delbert L. Latta

2423 Rayburn House Office Building
Washington, D. C. 20515

GAS RATIONING continued from page one

You do not have to mention that gas rationing will be great for Porsches because they can get two or three times the mileage of Oldsmobiles, etc.

B. Point out that, although it is true that driving at turnpike speeds at 50 mph saves about 20% on consumption in most passenger cars, it actually uses more gasoline in trucks, busses, and private cars which have more than four transmission speeds. If a limit is to be imposed, provide for a special identification of trucks, busses, and cars which have more than four transmission speeds which identification will exempt them from the 50 mph limit. Refer to the exemption by using the word "vehicles" and in this way Porsches can fit in with the trucks and busses. Greyhound and the trucking industry are already pushing for this exemption. We can join them.

C. On item 3 above, call for a percentage limit, not a numerical limit. Our suggestion is that the penalty be imposed only if the vehicle carries less than three people or 50% of its capacity, whichever is the lesser. In this way a VW bus will not be penalized if it has three people and a Porsche with only the driver will be home free. It will appeal to people who have four-passenger cars as well; in fact, this should appeal to everybody.

Above all, do not be abusive or far out. There is a need for some control and your letter will have a strong effect if you concede this. And do NOT use PCA stationary nor stationary which seems to be oriented to automobiles. Do not mention PCA or any other car club. To do so taints your letter at once. Be a concerned citizen and a loyal supporter of your addressee and of his intelligent concern for the welfare of his people. If you have some special qualification such as engineering or the sciences you should mention this. It is not necessary to become personal as to your needs, as proper rationing is designed to take care of this. Take the broad, overall approach and this will give your recipient some quotes.

We have a potential of 10,000 letters in PCA. If we don't get them out, we will have only ourselves to blame.

first
class
mail

DATED MATERIAL - PLEASE DO NOT DELAY

BAUMAN, WILLIAM R.
2333 Eastbrook Drive
Toledo, Ohio 43613

BILL BAUMAN
2333 EASTBROOK DRIVE
TOLEDO, OHIO 43613

DER RÜCKSPIEGEL

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