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der RÜCKSPIEGEL

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Please call for shorter intervals.

On the Cover

Abarth Carrera GTL, 904, and 550
Spyder from the Ingram Collection.
Photo by: Michael Soriano

Deadline for copy is the 15th of the
month for the next month’s issue.

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RÜCKSPIEGEL** are available at [mvr.
pca.org/back-issues/](http://mvr.pca.org/back-issues/).

Historical newsletters (May
1972-December 1975) are also
available, thanks to our club
historian, Bill Bauman.

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-

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EDITOR'S NOTE:

BY: MICHAEL SORIANO

Dear der RÜCKSPIEGEL Readers,

This is an exciting time in our region, as we are pleased to announce that over the next few months our newsletter will be evolving and changing.



After many years serving as Newsletter Editor, Tom Isley resigned on February 20, 2019, effective immediately. On behalf of the region, I would like to thank Tom and Deb for their service.

In order to make sure that the newsletter was not affected or impacted by his departure, and that it did not negatively affect our esteemed members and our valuable advertisers, I have agreed to serve the region as the interim Newsletter Editor. I would personally like to thank Ian and Printingraphics for all of their assistance and patience during this transition period.

After much thought on who would be best suited to take over the long-term role of Newsletter Editor, I am excited to announce that both Greg Armstrong and Joe Sheamer have agreed to take on this position. We will be meeting with them soon and will be working closely with them to ease their transition into the role and bring them up to speed.

I look forward to the fresh new perspective they will bring, and the many changes in store for **der RÜCKSPIEGEL**.

Thank you and Happy Reading!

A handwritten signature in black ink that reads "Michael".

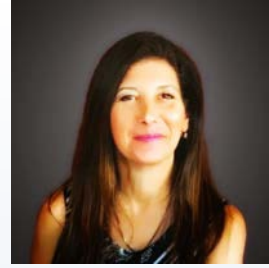
Michael

Upcoming der RÜCKSPIEGEL Newsletters



WILLKOMMEN

BY: LISA SORIANO



The last weekend of February, I attended the Zone 4 Presidents' Meeting as well as the Zone 4 DE Meeting, which was held in Rossford. While this was my 5th Presidents' Meeting, it was the first time I sat through both days of meetings; the other 4 were when Michael was the Zone 4 Representative. The weekend began with a dinner at The Black Pearl on Friday night. On Saturday, many of the regions were represented, and it was nice to see old friends and get to meet some newly elected officers. PCA National President Tom Gorsuch was the EC member that attended our meeting. Tom gave a presentation similar to the one he gave a few weeks ago at the National Board Meeting in Seattle. Michael was also asked to give a presentation about the National Awards Program. After the presentations concluded, each region highlighted one event from their social calendar. Over the course of the weekend, Michael and I spent a great deal of time meeting with Tom Gorsuch. Sunday morning was the Zone 4 DE Meeting, which was led by National DE Chair John Krecek. Most of the Region DE Chairs and/or Chief Driving Instructors discussed the latest information on DE Minimum Standards as well as some of the tools available to them on the PCA website.

I would like to welcome our New Members: Robert and Angelyn Dornauer. I encourage them along with anyone who has not attended an event recently, to take a look at our region calendar. Please make sure that you are receiving Kim Harris's email notifications, and if you are on Facebook, consider joining our closed group: Maumee Valley Region, PCA. Our Social Media Coordinator Laura Valentine is doing a great job posting reminders for upcoming events in addition to posting pictures of the events.

On April 13, Bob and Kim Harris are organizing a Tour to Auburn, IN; members from Michiana and Central Indiana regions will be joining us and a Tech Quiz has also been planned. In anticipation of our Annual Charity Event: the Run for the Roses Party, Beth Stewart and the Social Committee are hosting a Ladies Event on April 27 to help you construct your Derby Hat. Looking ahead to next month, please plan to attend the Run for the Roses Party at Porsche of Ann Arbor on May 4. We have invited our friends from Rally Sport Region to help us raise money for a very worthy cause, the Mobile Meals Kid's Weekender Program. Come join us for this truly fun event.

On February 20, once the February Newsletter was completed, Tom Isley notified me that after 15 years he has decided to step down as Newsletter Editor. I would like to thank Tom and Deb for their many years of service.

In order to avoid any interruption of the newsletter, Barney, Michael and I along with the wonderful people at Printinggraphics have put together this issue for your reading pleasure.

A thorough search was conducted to find our new Editors, and I am extremely pleased to announce that Greg Armstrong and Joe Sheamer have accepted the position. I am excited to see the new and innovative changes that these two will bring to our newsletter.

Hope to see you at an event soon!

Lisa

Lisa

*Michael and Lisa Soriano pictured with
PCA National President Tom Gorsuch
at the Zone 4 Presidents Meeting*



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BRAKE PAD BEDDING

TAKEN FROM RENNLIST > 997

SUBMITTED BY JEFF FORT

Brake pad bedding is an important process that removes impurities from the surface of the brake pad and lays down a thin layer of pad residue on the rotor surface. This is accomplished through repeated heated and cooling during braking. These cycles are like Goldilocks and the three bears: temperatures need to be just right to prevent scarring of the brake pad and rotor surfaces, or uneven pad transfer. Follow these easy guidelines and enjoy quiet, smooth and long-lasting braking. While every manufacturer has a different method for bedding in their brake pads, the basics remain the same—regardless of brand.

- Find an open stretch of road that will allow you to safely stop your vehicle multiple times
- Accelerate to 35 mph and apply moderate brake pressure to reduce your speed to 5-10 MPH
- Repeat this process 3-4 times, the goal is to warm up your brake pads
- Now turn up the heat even more by increasing your speed to 45 mph and braking down to 10 mph
- Repeat this process 3-4 times
- **Pro Tip:** It's important to avoid coming to a complete stop during this stage as it's possible to melt brake pads against hot rotors. Of course, should a deer, pedestrian or Sasquatch run onto the road, feel free to mash the brake pedal. Safety first!

Your stop-and-go session is now complete. Park the car and allow the brakes to fully cool for an hour. For best results, avoid pressing down on the brake pedal when parked

While bedding in your brakes can sound like a sensitive procedure, one funky stop isn't going to ruin your efforts. Gas-off and heat will occur. Drive safely and avoid emergency stops, if possible.

Petza914 replied:

This is the exact process I use, but add a 3rd set of stops from almost stops from 60 or 70 mph, then the cool down drive from my bedding loop is about 3 miles where no braking is required. What probably makes you feel like their warped is that since they weren't bedded properly, you have uneven material transfer on the rotor from the pad material. The pad material to pad material on the rotor relationship is actually what give you that nice initial bite when you apply the brakes. In your case, you have some pad material properly bonded but other places where it's not or there isn't any, so as the rotor turns you're getting a grab / release / grab / release effect which feels just like a warped rotor.

Continued on next page

The rotors need to be fully cleaned from the current pad material - brake cleaner on a roloc pad on a drill is how I do it (it slings so do it outside with an old shirt on), then sand or file the surface of the brake pads (wear a respirator). The goal here is to get to a fresh layer of pad material that isn't already glazed - doesn't take much - you want the shininess gone. Put it all back together and then bed them using the process in jfort's post and you should be good to go. Make sure to use either the OEM pad dampeners or an anti-squeal paste on the BACKSIDE of the pad, not the friction surface. This will keep them nice and quiet so you don't get squeal when stopping.

If you need to bleed the ABS actuators and don't have a Durametric, you can just find a road with some loose dirt and do a few panic stops where you feel the pedal pulsing as that's the ABS pump working and will move the fluid through. A new home construction site is usually a good place where the trucks going in and out have left a bunch of dirt in the road.

Reference the article here:

<https://rennlist.com/forums/997-forum/1133655-brake-job-gone-bad-2.html#post15705851>



Maumee Valley Region Ladies Event

Saturday April 27

3:00 - 5:00 p.m.

Construct your Derby Hat

Bring your own hat, flowers & ribbon

Beverages, appetizers, glue guns & wire provided!

Beth Stewart's house

2437 Waterford Village Dr.

Sylvania, OH 43560

RSVP: 2kimberlydharris@gmail.com

AROUND THE ZONE

BY: LORI SCHUTZ



Hi Zone 4,

The month of February for me was back to back administrative PCA meetings across the country.

The weekend of Feb 9-10th, I was in Seattle, Washington for the National Staff Meetings. Why Seattle you ask? And on the weekend of the epic 100-year snow storm that virtually stopped the city? Who knew!! I was lucky that I got in before the snow started, and flew home before the 2nd wave hit. The weekend included an afternoon and morning of the Zone Reps having time with many of the National Staff Chairs as well as the Executive Council, followed by the annual National Staff Assembly. The professional staff at National PCA HQ continues to grow with the addition of a Marketing and Membership Chair, Jim Hemig, and Digital Architect Robert Forsyth. Look for major changes to the PCA.ORG website coming later this year.

Then the next weekend I was in Dallas, Texas for the PCA Club Racing All Hands meeting. Many of you are aware, I also serve as a National Scrutineer for the Club Race program. I was joined by most of the Scrutineer team, all of the Stewards and the Timing and Scoring teams. We discussed new program changes, rules changes and overall strategies to grow and improve the program. We have a few new technology tricks to use to evaluate correct engine compression specifications.

Oh boy!

The next weekend I was in Toledo, Ohio, for the Zone 4 Presidents meeting, and Driver Education Planning Meeting. We were joined by our National PCA President-Tom Gorsuch. Also with us was the National DE Chair- John Krecek and National Awards Chair - Michael Soriano. Thanks to Chip Henderson for sharing the story of how Mid Ohio became 2017 region of the year. 11 regions were represented out of the 12, and we had a packed agenda with remote participation from National Marketing and Membership Chair- Jim Hemig, National Autocross Chair Kathy Thorp, and PorschePlatz queen Lynn Friendman. We reviewed the highlighted region events for 2019 in the Zone, – please check your calendars for these dates and check the region websites and newsletters for details:

- Allegheny – Pittsburgh Vintage Grand Prix – July 19-21
- Central Indiana – Automobilia Charity event August 24
- Eastern Buckeye – Falling Water Frank Lloyd Wright Home Tour July 20

- Maumee Valley - Auburn Cord Museum tour April 13
- Michiana – 5 autocrosses throughout the summer at Tire Rack in South Bend
- Ohio Valley – Porsche Corral at the Ault Park Concours June 9
- Rally Sport – Yankee Air Museum Tour Summer, TBD
- Southeast Michigan – Summer Picnic
- Western Michigan -Gilmore Car Museum Red Barn Spectacular – August 3

Cheers

– Lori

GEORGE K. REISER

ATTORNEY AT LAW

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***PCA MEMBER, PORSCHE OWNER, and ATTORNEY
at LAW for over 25 YEARS.***

HERE TO ASSIST, HAPPY TO HELP, PLEASE CALL!

Maumee Valley Region – PCA

Driving Tour to Auburn, IN
Multi-Region with Michiana and Central Indiana Regions
Saturday April 13, 2019

Meet at Providence Park (Canal Boat entrance)
13827 S. River Rd.
Grand Rapids, OH. 43522

*******9:45 am Safety Meeting*******

Group will make a brief stop at Pontiac Park
in Defiance to pick up cars coming from that area.
Route instructions will be emailed prior to 4/13.
There will also be a tech quiz.

Lunch: Mad Anthony Brewing Company
114 N. Main St.
Auburn, IN 46706
11:45 a.m.



After lunch about 1:00 p.m., we will proceed to the Auburn Cord Duesenberg Automobile Museum for a docent lead tour lasting about 75 minutes (cost is \$10.50 pp)

If interested, we can walk over to the National Auto & Truck Museum next to the ACD. They have multiple buildings of cars, trucks and historical memorabilia (cost is \$7 pp)

RSVP: 2kimberlydharris@gmail.com

Or 419-699-3042 (Kim's cell)

PCA Multi-Region Swap Meet, Car Show & Tech Quiz!!

Saturday, April 27, 2019
10:00 am – 2:00 pm



Presented by the

SEM,RSR and Motorstadt Regions

Featuring the 356 Motor Cities Group

Western Michigan, Michiana & Maumee Valley Regions are also invited

Hosted by Porsche of Farmington Hills

37911 Grand River Ave. Farmington Hills, MI 48335

This event is rain or shine (or even snow)...It's inside

For tables contact Event Chair Michael Cohen

Fastkarz2@aol.com or 248-227-8604

Set-up for swap participants begins at 9:00 am.
The event opens at 10:00 am and runs through lunch
(provided by Porsche of Farmington Hills)



MVR.PCA.ORG

THE MAUMEE VALLEY REGION PORSCHE CLUB OF AMERICA



BACK THIS YEAR BY POPULAR DEMAND...
LADIES ONLY RUN GROUP!

to be included in Friday's track schedule



Presents Our Fifth Annual

HPDE at GRATTAN RACEWAY

Friday July 26th, Saturday July 27th, & Sunday July 28th

**This 3-Day High Performance Drivers' Education is Being Held at
Challenging Grattan Raceway, Belding, Michigan**
(just Northeast of Grand Rapids)

There will be run groups for all levels of driver experience. Instructors will be assigned to novice and beginner drivers. The event is open to all makes of cars and you need not be a PCA member to participate.

This event promises plenty of open track time to focus on increasing your driving skills. Don't miss this opportunity to drive your performance car on track, in a safety conscious, controlled environment.

For More Information and to Register:

Tony Calabrese - 419-340-8759
thetony888@gmail.com
Todd Mierzwik - toddm79861@aol.com
Craig Zenil - zman911@bex.net



go online to: CLUBREGISTRATION.NET
or scan this QR code with your smartphone
to be taken directly to the registration page.

MVR/PCA MEMBERSHIP NEWS

CLUB MEMBER ANNIVERSARIES

- Monte Zarick 41 Years
- Stephen and William Hill 30 Years
- John Hurlburt 29 Years
- Jeff & Steve Uhlman 28 Years
- Charles & Kristine Schaub 26 Years
- Richard & Jeanne Grieser 22 Years
- Christopher & Kimberly Thie 14 Years
- Jeffrey & Mary Jo Denker 12 Years
- Marc & Kathy Woodward 12 Years
- Christopher Sim 9 Years
- Jay & Karen Viery 9 Years
- Michael & Debra Calabrese 8 Years
- Roger Holliday 8 Years
- John Wojcik & Kimberlie England 6 Years
- Max Meyer 4 Years
- Evan Erikson 3 Years
- Jerome Langenderfer 3 Years
- Joe Bellemore 2 Years
- Mark Schoenlein 2 Years
- David Lehnhardt 1 Year

WELCOME NEW MEMBERS

- Robert & Angelyn Dornauer
from Tiffin OH
- Driving a 2018 Black 911 Targa 4

MVR MEMBERSHIP

- Primary Members 173
- Affiliate Members 118
- Total Members 291



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MAUMEE VALLEY REGION CALENDAR OF EVENTS

APRIL

- 13 Tour to Auburn, IN
 27 Ladies Event at
 Beth Stewart's

MAY

- 4 Kentucky Derby Party at
 Germain Motors with RSR
 23 Dinner in Bowling Green

JUNE

- TBD Social Event

JULY

- 14 New Member Family Picnic
 at Secor Park
 21-28 PCA Parade
 26-28 MVR DE at Grattan

AUGUST

- 11 Party at Zimmerman's

SEPTEMBER

- 7 or 8 Golf Tournament at
 Bowling Green CC
 29 Tour to Findlay and Dinner

OCTOBER

- 26 Party at Schoen's
 (and Planning Meeting)

NOVEMBER

- 9 Dinner TBD

DECEMBER

- 14 Holiday Party at
 Stone Oak Country Club

NOTE

All business meetings are held at Vin
 Devers and start at 6:00 p.m.
 (Dates TBD)

New or revised events in **BOLD**
 # Non-PCA events.

MVR name tags are now available for members and their associate member. Please send a note with your request to Barney Stewart at bstewart@bex.net. Tags are \$10 ea, payable on delivery.

Moving

Please be sure to update PCA with your new address so you don't miss an issue of **der RÜCKSPIEGEL**. This can be done on the PCA website at PCA.org

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Run for the Roses Party



Maumee Valley Region Charity Event



Saturday May 4, 2019

POST TIME: 5:00 – 7:30 pm [Derby runs 6:50-6:52]

PLACE: Germain Motors (Porsche Bldg)
2565 S. State St.
Ann Arbor, MI. 48104



Cost \$10 per person (pay at the door)



Appetizers and beverages provided



Follow pre-race odds on TV and place your bets



Charity basket raffles for Mobile Meals
Kid's Weekender Program



Vote for favorite hat at the event

RSVP: 2kimberlydharris@gmail.com

Or Kim Harris 419-699-3042





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TECHNICAL Q&A

BY: PCA TECHNICAL COMMITTEE

TAKEN FROM PCA TECH Q&A

EDITED AND COMPILED BY: MIKE VALENTINE

I want To Put 18 Inch Wheels Front And 19 Inch Rear. Problems? – 2007 Cayman

Question

See above. Will 18-inch wheels in the front and 19s in the back-cause problems? Porsche puts different diameter wheels on some models from the factory. Thank you.

Answer

Submitted by Pedro Bonilla.

Unless the car is specifically designed with different-size wheels, it's not a good idea to install them.

The systems in cars designed for equal diameter wheels count wheel revolutions in each corner to determine if the car is sliding. That affects the ABS, PSM, and other systems. If you have different diameters, then the wheels will be turning at different speed and will trigger some of the safety say stems and create error codes and more.

Those models where Porsche designed the car with different diameter wheels take the difference into account and therefore works as expected.

Happy Porsche'ing

Silver Bosch Coil – 1971 911T

Question

In your post on August 25, 2010, you said NOT to order the silver coil made in Brazil. Is this still your opinion, even if it is made by Bosch?

Answer

Submitted by Edward Mayo

Given the known failure rate of those coils that advice still stands, Bosch unfortunately is as caught up in outsourcing as so many other companies. Best is to find an old German made Bosch coil, or buy the one from Parts Klassic. Theirs is almost a perfect copy of the Bosch black coil, and better yet they seem to be a much better product than the silver Bosch.

Transmission Fluid – 1997 Boxster

Question

I was going to change my Transmission fluids and was told not to because of the metal flakes and it could cause more damage than good? Is this true?

Answer

Submitted by Pedro Bonilla

The transmission fluid needs to be flushed every 90,000 miles in your car, whether it's manual or Tiptronic. When you drain the fluid, any debris floating in the fluid will be flushed out. If your car is equipped with a Tiptronic transmission you should also replace the transmission's filter and clean the pan and magnets.

Happy Porsche'ing



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944 Automatic Transmission Reliability – 1989 944**Question**

I am considering the purchase of an 89 944 with an automatic 3 speed transmission. All my other 944s are manual. What might I want to look for in the way of problems with the car/ transmission and what performance should I expect with an automatic? The car has 100,000 miles on it.

Answer

Submitted by George Beuselin

The automatic transaxle loses power and has worse fuel economy than the manual transaxle.

In addition, it is less reliable than the manual transmission, and more expensive to repair when trouble arises. There are several good rebuilders of manual transaxles across the country, but it has been my experience that good rebuilders of automatic transaxle are hard to find.

In my opinion, I would only buy an automatic 944 as a last resort.

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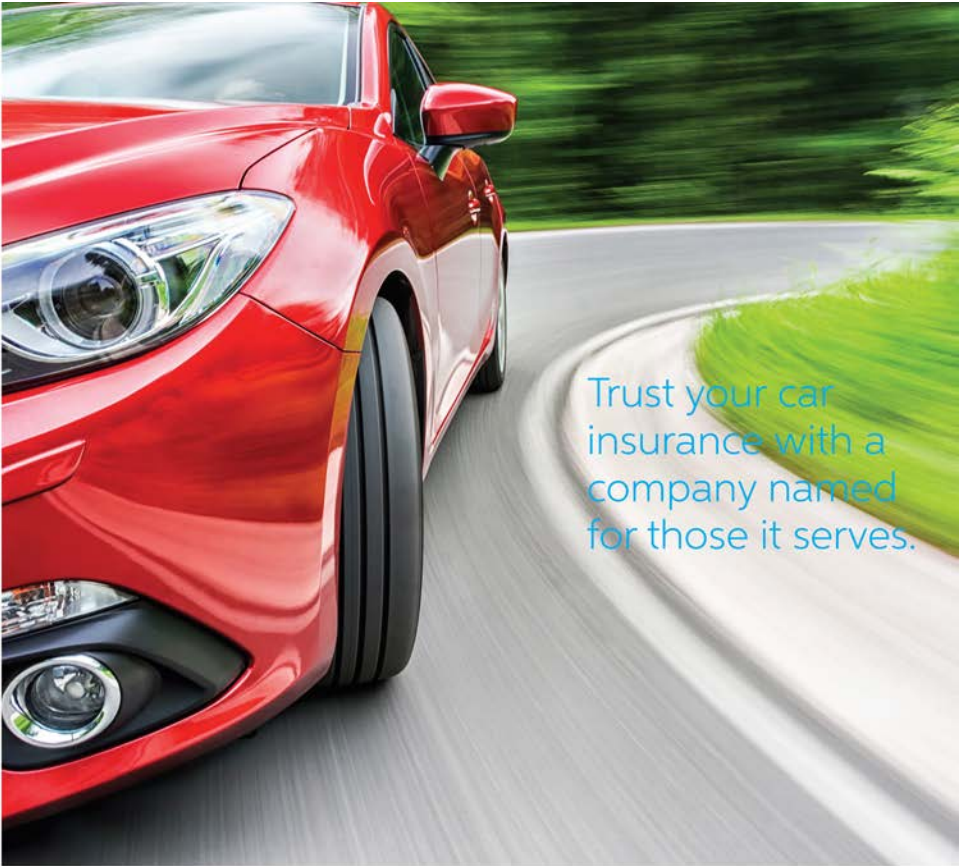
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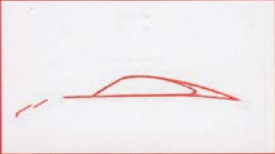


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