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August 2021



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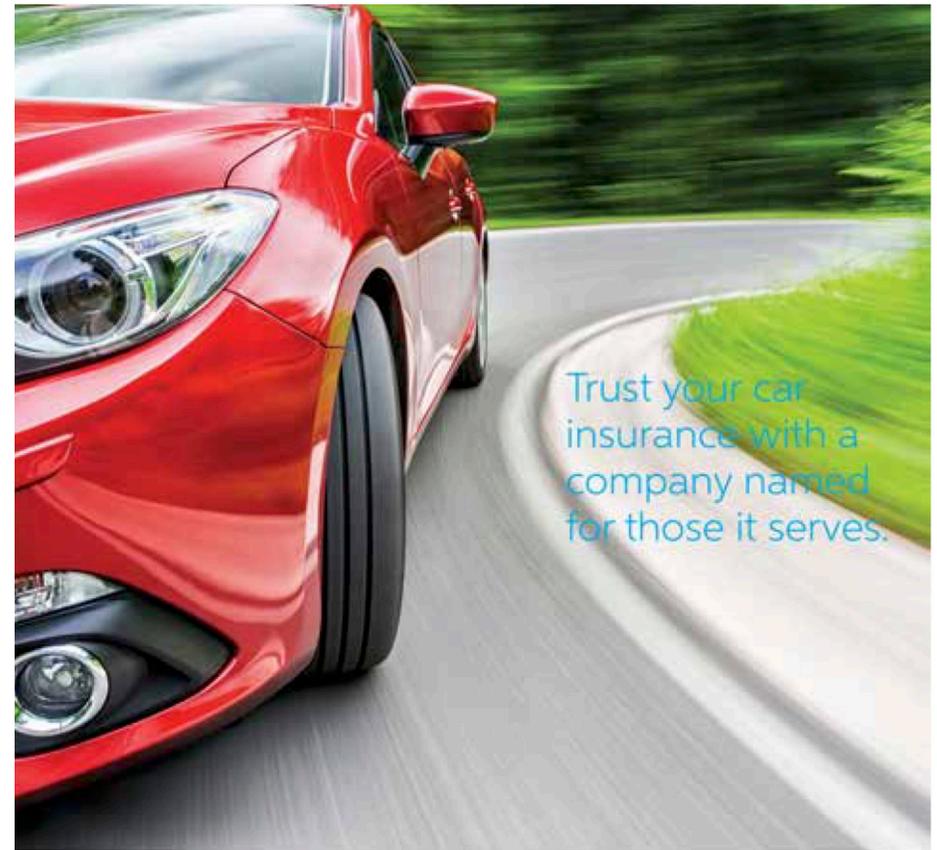
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der RÜCKSPIEGEL

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Check or money order made out to MVR-PCA must accompany request. Please call for shorter intervals.

Deadline for copy is the 10th of the month for the next month's issue.

On the Cover: A 718 Spyder ready for its closeup. Photo by Michael Soriano

Newsletter layout happily provided by Sebastian Gaeta

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der RÜCKSPIEGEL is the official publication of the Maumee Valley Region, Porsche Club of America. Opinions stated are those of the authors and do not necessarily represent the position of the Maumee Valley Region or Porsche Club of America. Back issues of der RÜCKSPIEGEL are available at mvr.pca.org/back-issues/.

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

Send pictures and articles to: derruckspiegel@gmail.com

der RÜCKSPIEGEL

MVR Officers

President

Lisa Soriano | 419-843-2070
lsoriano.pca@gmail.com

Vice President

Constanzo Rodriguez | 419-574-8780
constanzo.rodriguez@gmail.com

Treasurer

Sarah Mierzwiak | 419-215-5980
smierzwiak@aol.com

Secretary

Past President

Barney Stewart

Zone 4 Representative

Lori Schutz
zone4rep@national.pca.org <http://zone4.pca.org>

MVR BOARD

Lee Burlingame
burlingameconstruction@gmail.com

Jeff Fort
jeffreyfort@mac.com

Kim Harris
2kimberlydharris@gmail.com

Todd Mierzwiak
toddm79861@aol.com

Constanzo Rodriguez
constanzo.rodriguez@gmail.com

Jim Schoen
racer85@yahoo.com

Lisa Soriano
lsoriano.pca@gmail.com

MVR Chairs

Advertising

Dave Zimmerman | 419-376-0110
davezim911@gmail.com

Autocross

Greg Herr | 419-833-9696
greg.herr@us.o-i.com

Drivers Education

Tony Calabrese | 419-340-8759
thetony888@gmail.com

DE Chief Instructor

Craig Zenil | 630-689-7219
zmang11@bex.net

Historian

Bill Bauman | 419-475-1336
backmotor@bex.net

Insurance

Todd Mierzwiak | 419-283-5593
toddm79861@aol.com

Membership

Yvonne Burlingame | 419-902-3403
yvonneb.3403@gmail.com

Newsletter Co-Editors

Greg Armstrong & Joseph Sheamer
419-318-9014
derruckspiegel@gmail.com

Safety/Technical Advisor

Clare Valley | 419-966-3786
cvalley@roadrunner.com

Social

Kim Harris | 419-861-0745
2kimberlydharris@gmail.com

Webmaster

Bob Harris | 419-861-0745
robertsharris@sbcglobal.net
mvr.pca.org

EDITORS' NOTE

BY: GREG ARMSTRONG & JOE SHEAMER

It is refreshing to see the activity starting to ramp up in the region. The various group drives and dinners, museum tour, and HPDEs shout that cars with internal combustion engines are still being used. We worry that we won't be able to say that in a few years.

There are moments in a person's life when a car comes along that redefines the concept of automotive travel. For those of us who are fortunate enough, those moments happen often because automotive technology never rests and increasing understanding of the core principles of a great car lead to better and better vehicles. Unless you're a purist and still cling to the belief that the only real Porsche is an air cooled Porsche. There's nothing wrong with that belief except those who hold it miss out on all of the wonderful advancements that have appeared since the air cooled days.

According to the "experts", we are on the precipice of a radical paradigm shift with the impending extinction of the internal combustion engine. While this may or may not be accurate—time will tell—there is still some life left in the gasoline powered dinosaurs. Hearing the Aston Martin Valkyrie run up the Goodwood Hill in a YouTube video reminded us that Porsche used to make V12 engines too—we know that the Valkyrie's engine was manufactured by Cosworth, but the point remains. If we are really at the cusp of the electric vehicle wave, we think it makes sense for Porsche to send off the gasoline engine with a re-imagining of its iconic twin turbocharged V12 that resided in the legendary 917/30 (Porsche+Audi Sunoco blue and yellow—you know the car) made famous in part by the efforts of Mark Donohue and Roger Penske. And what a coincidence that Roger Penske and Porsche are reuniting to go racing again very soon.

We know we don't get a vote, but we are holding up all of our hands in the editorial office in the hope that Porsche build a Le Mans Hypercar powered by the aforementioned V12 and sell 917 road going versions.

We can pretty much guarantee sales and racing success will follow if the car is built. The 917 Living Legend Hypercar, they can name it 917 LL Apex Raubtier (Apex Predator) for short, could bring Porsche another Le Mans win, commemorate the magic of the legendary 917 and let everyone know that the gasoline powered internal combustion engine still has a few unexploited tricks to keep it relevant. Here in FantasyLand™ we call that an overall win. Oh yeah, we almost forgot that the 917 LL AR should have a manual transmission available with a balsa wood shift knob. The shift knob is mandatory regardless of transmission choice.

Since we didn't garner an overwhelming amount, or actually any, support for our Porsche Tractor race series, we are hopeful that we can get everyone behind this initiative so we can force Porsche to build this car—unless of course it is already in development, which we wouldn't know because we don't have access to classified internal information on Porsche's future product plans.

We'll all just have to wait and see what happens.

Greg Armstrong & Joe Sheamer
derruckspiegel@gmail.com

ImageSource: <https://tinyurl.com/ye83hkjk>



**WILLKOMMEN
BY LISA SORIANO**



I hope that you have been able to get out to enjoy your P-car and the beautiful weather over the past couple of months. At the end of June our region held a social event on a Wednesday evening at Freeze Daddy's in Monclova. It was a great turn out with members that regularly attend events, members that we haven't seen for a while, and members who recently joined PCA or our region. There was good conversation and new friendships were definitely forged.

In spring, it was announced that Luftgekühlt 7, Patrick Long's popular air-cooled event, would be held in Indianapolis, IN, on September 10. Several weeks later PCNA announced that the first ever Porsche Sports car Together Festival is being held at the Indianapolis Motor Speedway September 10-12, 2021. Here is information from the press release:

The spectacular three-day festival combines a celebration of car culture, of Porsche sports cars in all of their forms, spanning seven decades with a packed schedule of motorsport action supported by themed, interactive displays of Porsche cars from the past, present and a little way into the future with the very latest new models making their public debut....The festival will uniquely host three major Porsche one-make race series at the "Racing Capital of the World." The three series represent Porsche motorsports 'pyramid' – from the cost-effective entry point into club motorsport through the Porsche Sprint Challenge North America by Yokohama up to the purpose-built racers in the form of the Carrera Cup North America.

Tickets for the event are available at [ims.com/Porsche](https://www.ims.com/Porsche).

Hopefully, many of you attended our HPDE event at Grattan Raceway last month and had a wonderful time. You have another opportunity to get your car out on the track and learn what it is capable of doing in a safe and controlled environment. We are teaming up with Rally Sport Region (our neighbors to the North) to host an event at Nelson Ledges Race Course, August 27 – 29, 2021. Registration is open at MotorsportReg.com. If you have any questions, please contact our DE Chair Tony Calabrese (thetony888@gmail.com).

Our Social Committee of Kim Harris, Beth Stewart, and Laura Valentine are working hard to keep us busy throughout the year, adding events whenever possible. Please continue to check our calendar of events posted on the region website: mvr.pca.org. Huge thanks to our webmaster Bob Harris for all of his hard work keeping the website up to date. Also, keep checking your inbox for Kim's Social Event notices.

"Our Social Committee of Kim Harris, Beth Stewart, and Laura Valentine are working hard to keep us busy throughout the year, adding events whenever possible"

Michael and I spent the last 3 weeks leading up to Parade at the trophy manufacturing facility (located here in NW Ohio!) making sure many of the Parade items we are responsible for are done to our specifications. I will provide a Parade recap in next month's Willkommen.

I would like to welcome our newest member Dennis Lis as well as our new Test Drive member Randy Teders.

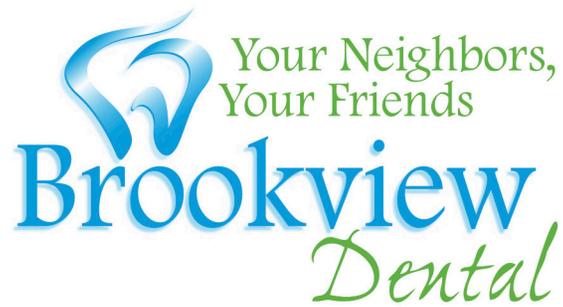
I look forward to seeing you all at an event soon!

Thanks,



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Beauty and the Bridge



Porsche on the Mac II (reprise)

August 6-8, 2021, St. Ignace, Michigan

- Escorted caravan drive across the Mackinac Bridge
- People's choice car show and Technical Quiz
- Straits Brew Festival
- Driving tours of scenic northern Michigan & Canadian North Shore
- Meet and greet other Porsche owners

Register now:

<https://visitorsbureau.regfox.com/porsche-on-the-mac-2021>

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Photo credit: Notbadphotography



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**MVR PCA Mid Summer Driving
Tour and Dinner**

Sunday August 15, 2021

Meet at Fort Meigs parking lot by 12:45 pm

29100 W. River Rd. Perrysburg, OH 43551

Barney & Beth Stewart will distribute driving instructions and waiver forms. After safety meeting, we plan to depart by 1:00 pm.

We will have a 20 min. rest stop mid way through 2 hour tour.

**Last stop is Carabba's for dinner at 4:00 pm
3405 Briarfield Blvd. Maumee, OH. 43537**

**Rsvp for the Tour and / or Dinner
Get out of the house for some Porsche Club fun!**

RSVP: 2kimberlydharris@gmail.com



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MVR/PCA MEMBERSHIP NEWS

Primary Members	174
Affiliate Members	118
Total Members	292

WELCOME NEW MEMBER:
Dennis Lis of Swanton, Ohio
Driving a 1983 911 SC

WELCOME NEW TEST DRIVER:
Randy Teders of Findlay, Ohio

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

If you are not currently receiving Social Event email updates, please contact Kim Harris at 2kimberlydharris@gmail.com

CLUB MEMBER ANNIVERSARIES

Rick & Barb Lederman	36	Bahu & Mona Shaikh	5
Lee Snook	35	James Sheely	4
Jeff Snook	35	Scott & Allison Morrison	3
Tom & Deb Isley	23	Kemi Azeez	2
Robb & Shellie Mack	17	Mark Bell	1
Sue Bernhardt	7	Jason Hatzidakis	1
Mark Bernhardt	7	Richard Moore	1
Dave Zimmerman	7		
Jeannette Forrester	6		



Today's Tire Installation Requires Modern Equipment and Highly Trained Techs.

Tireman has invested in the latest computer-controlled tire mounting equipment at the Maumee, OH location. Chad Faber, Maumee Tireman General Manager, said, "I remember when a tire machine could change virtually any tire on the road and the cost of the equipment was a little over \$1,000. It was a one-fits-all approach back then. Not anymore! We just purchased Hunter Engineering's "touchless" tire changer, the Hunter Revolution. The investment of \$30,000 per tire changer is high but the benefits are worth it. This is the state-of-the-art changer that is required for many high-performance tires and newer vehicles with custom wheel fitments."

You're taking a big risk today if you don't use the proper equipment. Not only are there safety risks but wheels and tires can be damaged leading to a high cost of replacement not to mention the hassle of getting the wheels or pressure sensors replaced. "Our Porsche club customers are meticulous and take pride in their cars. Having computer-controlled equipment takes the risk out of the service."

The Hunter Revolution is touchless. Although it's not suggested from a safety point of view, the operator can litterly walk away and let the machine do the work. There is no need for the operator to touch the machine while it's mounting the tire. It even lifts the tire automatically, saving the installer back and muscle strains. The

"Our Porsche club customers are meticulous and take pride in their cars. Having computer-controlled equipment takes the risk out of the service"



"We are proud to be a sponsor of the Porsche Club. Being a sponsor for the club is a natural for us. We have met so many great Porsche owners that are understandably focused on maintaining their cars"

automatic procedure protects expensive rims and tires. Polymer tool bars ensure scratch-free operation.

The TPMS (Tire Pressure Monitoring Sensor) is always tracked by the computer system throughout the mounting procedure so that there is no damage to the sensor. Another high-tech feature is the tire-wheel bead seating process. The machine massages the bead seat into place evenly. It's not possible to do such a precise job manually. The benefit of this is huge. "This bead seating process has reduced the need for excessive wheel weights when it comes to the balancing process. The force variation numbers we're getting are greatly improved. All of this leads to a more balanced, smoother ride," added Faber.

Hunter makes the best equipment in the business. It's expensive, but simply put, this equipment is a better, safer, and a more accurate way of doing things. In addition to the Revolution tire changer, we also have the latest Hunter Alignment System as well as the Force Variation balancer. Combining the proper equipment together with highly trained techs makes it possible to tackle virtually any tire or mechanical procedure.

We are proud to be a sponsor of the Porsche Club. Being a sponsor for the club is a natural for us. We have met so many great Porsche owners that are understandably focused on maintaining their cars. We are so grateful to have them trust us to work on all makes and models when it comes to their family fleet. We are always happy to answer any questions anytime with no obligation. We hope to hear from you next time you need to bounce around any questions or needs you might have.

Feel free to contact any of us at team Maumee Tireman!

Contact: Chad Faber 419-893-7242 chadfaber@thetireman.com

Maumee Valley Region 2021 Calendar of Events

AUGUST

- 6-8 Porsche on the Mac II in St. Ignace, MI (Motorstadt Region)
- 6-7 Red Brick Reunion on Oxford, OH
- 15 Historical Driving Tour & Dinner TBD
- 27-29 MVR-RSR DE at Nelson Ledges

SEPTEMBER

- 10-12 Sportscar Together Festival at Indianapolis MotorSpeed way hosted by Porsche Cars North America
- 19 Family Picnic at Secor Park - Charity Event

OCTOBER

- 17 Historical Driving Tour & dinner at The Pitts in Findlay

NOVEMBER

- 6 Chili & pie cook off at Schoen residence in Perrysburg - New Member Event

DECEMBER

- 17 Holiday Party at Stone Oak Country Club



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The 33rd Annual Stoddard All Porsche Swap Meet

Story and photos by Sebastian Gaeta



The annual Stoddard Porsche swap meet was held this year on June 4th and 5th at their headquarters in Highland Heights, Ohio a suburb of Cleveland. The evening of Friday the 4th was their Literature and Toy meet and Saturday the 5th was the parts swap and concours.

The literature and toy meet is typically inside their facility but this year because of COVID it was held under a large tent outside. The weather was great and this part of the weekend is really more social than anything. While there is some outstanding literature and very rare toys and models to be seen, the highlight of the evening is gazing at the cars that show up while making new P car friends.

Food is laid out for attendees but even still, groups of people head out after the event to the many



"There were about 100 cars in the corral/
concours and about 40 vendors"

local restaurants for dinner and more
socializing.

The swap meet held the next day was
much more compact and cozy than the
Central PA swap that took place earlier
in the year. There were about 100 cars
in the corral/concours and about 40
vendors. There is something for everyone
there whether you have a vintage
Porsche or a brand new 992 as Stoddard
opens up their parts department selling
scratch and dent stuff at a big discount
and then offering a 20% discount off their
normal prices for anything in their catalog.
The lines for that are long but are well
staffed and move quickly.

This was the event's 33rd year and it
continues to be a well attended and fun



"This was the event's 33rd year and it continues
to be a well attended and fun event"

event, the best part is it's only a couple of hours drive away from us
and can be a great day trip Porsche event.

Look on their website for more information about the 2022 swap at
stoddard.com.





Come join PCA's Rally Sport & Maumee Valley Regions and their team of nationally recognized instructors for a challenging and enjoyable 2- & 3-day driver's education event at Nelson Ledges Road Course!

Nelson Ledges is just northwest of Warren, Ohio.

This is going to be a popular event, so be sure to register early!

Early Bird discounts shown below end Tuesday August 17th; all registration fees will increase after August 17th by +\$25 for single days & +\$50 for multi-days

PCA Member: Sat/Sun: \$345 on or before August 17th

Non PCA Member: Sat/Sun: \$395 on or before August 17th

Instructor Sat/Sun: \$100

Friday is for Instructors and APPROVED ADVANCED DRIVERS:

PCA member: Fri/Sat/Sun \$520 on or before Aug. 17th

Non-PCA member: Fri/Sat/Sun \$570 on or before Aug. 17th

Instructor: \$220

PCA member: \$375 Friday only

Non-PCA member: \$425 Friday only

PCA member: \$215 Saturday or Sunday single day

Non-PCA member: \$245 Saturday or Sunday single day

Camping in the track paddock: Free!!

Please contact the Track Chairperson, Christian Maloof at 734-646-2746 or cmmaloof@gmail.com **before** signing up for Friday if you are not an Instructor. If you are approved as an advanced student by the Track Chairperson, you will be

added to the Friday list and an email notification will be sent to you.

All drivers will be placed in run groups based on experience. If you are a beginner you will be on the track with other beginners and an instructor will be with you in the car. More experienced drivers will be placed accordingly. So, come on out to the track August 27-29th whether it is your first driving event or one of many.

BREAKING NEWS!!! Due to the continuing COVID pandemic we **may not** be doing 100% in-car instructing. Depending on any federal, state or local restrictions in-place on June 11th and for the safety of our instructors & students we may be following PCA's Lead-Follow protocol where a "pod" consisting of an instructor in his/her car plus 1 student following in his/her cars to learn the proper line around the track, braking points, etc. But, if regulations loosen plus both the student and instructor feel safe together some instructors have indicated they'll be willing to do in-car instruction. Stay tuned for more info as we develop the program.

Saturday Dinner: If COVID challenges allow, we are exploring having a dinner at the track. It may be food truck(s), it may be catered in, it may be PB&J sammiches!! It may be under a tent or it may be al fresco -- open air, BYOC under the stars. Stay tuned as we'll let all y'all know as plans come together. Please bring some cash to help defray costs.

LODGING: We have a block of rooms reserved at the Fairfield Inn in Warren, OH. Please mention Toledo Porsche Club to receive the rate of \$92/night plus applicable taxes. The number of rooms is limited (Thurs-20; Fri/Sat-35) and will only be held available until Friday August 6th so book early. Registration direct phone: 330-544-5774; registration link: Book your group rate for Toledo Porsche Club

Camping is allowed in the track's paddock area Thursday-Saturday nights for FREE!

Tech Inspection forms are posted below and on the club website: RSP PCA 2021 Tech Form

NOTE: this tech form says NO SA2010 helmets -- they are OK for this event! If you have questions concerning this event, please contact our event chair/ chief instructor, Christian Maloof, at 734-646-2746 or cmmaloof@gmail.com or the registrar, Charlie Brown III, at 734-358-2393 or registrar.rsr@gmail.com

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Jim is a 20-Year Porsche Club member and has owned 6 Porsches.

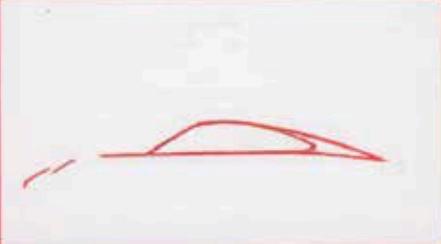


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TECHNICAL Q&A

BY: PCA TECHNICAL COMMITTEE
 TAKEN FROM PCA TECH Q&A
 EDITED AND COMPILED BY: MIKE VALENTINE

Battery Isn't Fully Charging – 2014 Boxster

Question: I'm the second owner and assume it's the original battery. I've had the car 2 years it has 24,000 miles. I keep it on a Porsche Pro Battery Maintainer Religiously. The maintainer does not turn green, I assume the battery is not fully charging/charged. Looking for recommendations whether to take to dealer, independent mechanic or attempt to DIY. Are any special tools required? Estimated cost of each would be appreciated.

Answer: Submitted by Pedro Bonilla

Your car's battery could be 8 years old if it's the original manufactured in 2013. Most likely its life is ending. The 981 has variable charging, controlled by the DME. If you replace the battery with another exact specs and type you can DIY. If the specs are different and/or the type of battery then it needs to be programmed into the car using a PIWIS.

Only dealers and select independent shops have a PIWIS.

Happy Porsche'ing,

Temperature Gauge Stopped Working– 2000 Boxster S

Question: My Temp gauge recently stopped working. All other gauges work great. The low Coolant indicator light also works. Any suggestions on how to trouble shoot, before purchasing a new Instrument panel?

Answer: Submitted by Pedro Bonilla

Connecting the PST-II unit to it will allow you to determine if the instrument is at fault or if it's an electrical issue (which is my suspicion). The 3 connectors that feed the instrument cluster tend to have their housings disintegrate with time (20 years) and some of the pins can work themselves loose.

I have seen that quite regularly in the last few years with the early 986s.

Happy Porsche'ing,

LED Brake light Upgrade– 1990 911 Carrera 2

Question: I want to upgrade my Brake lights, turn signal and tail light bulbs to LED, do I need to change any relays or anything? The bulbs are really dull (only P21 5 watts), any advice would be appreciated.

Answer: Submitted by Tony Callas

Thank you for your technical question to the PCA!

I know there are many good aftermarket components on the market today, but in the world of modern electronics it would be best for me to generalize and say stay away. Porsche builds a very good car, and when left alone meaning just serviced and maintained, it stays that way for many enjoyable miles.

Again, there are many good aftermarket components out there, but without being able to have a long discussion to interrogate you, I would recommend to leave your car stock.

Enjoy your Porsche

Is Supplemental Cooling Needed For A Cayman With PDK Used For DE Events? – 2014 Cayman

Question: I would like to start tracking our 2014 Cayman. I have heard conflicting opinions on the need for auxiliary transmission cooling and auxiliary engine cooling on PDK equipped Caymans that see track use. What do you recommend, and do you have specific products that you like?

Answer: Submitted by Pedro Bonilla

It all depends on the driver's level, the track and the atmospheric conditions. Take your car to the track and observe your temps. If they are too high then consider adding a center radiator. The transmission already has a heat-transfer module which uses the car's coolant to lower its temp, so the extra front radiator should suffice.





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