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Photo on cover: Kathleen and Gene Aufdehaar annd their new Boxster
Photo by Gene Aufdehaar

Vorschall!

Looking Ahead!

JANUARY

- 15 Dinner at Ciao's
18 #Cars and Coffee

FEBRUARY

- 5 Business Meeting
8 #Cars and Coffee
14 Valentines at the Valentine's

der RÜCKSPIEGEL

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Moving

Please drop Barney Stewart (bstewart@bex.net) our Membership Chairman, or myself a note with your old & new address so you don't miss an issue of **der RÜCKSPIEGEL**.



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The Open Road



Welcome to the last issue of 2014. This year our club has tried some new events that were enjoyed by those who attended! We had a tour of the Schoenmaker and Great Lakes Science

Museum in May. That was followed by Dinner and a Movie at the Field of Dreams Drive-In Theater in June. In September there was the golf scramble at the Bowling Green Country Club. October saw the Toledo Museum of Art tour followed by dinner at The Docks. At the December Holiday Party we raffled & auctioned off themed baskets for the club's chosen charity. In addition to these new events, we had repeats of some of the favorite events including; The Ladies Tea, party at the Mack's, Mon Ami brunch and scenic drive, Monte Carlo night at the Mierzwiak's, and our usual assortment of restaurant gatherings.

For 2015 we will repeat the party at the Mack's, Mon Ami and the scenic drive, the golf scramble, and the Art Museum. New events include skeet shooting and a fall color tour. There is still room in the schedule for additional events if you have an idea for some Porsche fun.

Coming up in January we have our first meeting of 2015. We will be gathering at the Ciao Restaurant. See page 17 for additional information.



We have a story this month by Gene and Kathleen Aufdehaar about their experience with the European delivery of their new Boxster. Sounds like they had a good time and were well treated by the factory.

I have an appeal to make to the members. The region needs a replacement for our web master. Janet would like to retire from this position after doing the job for many years. With the increasing importance of having a strong presence on the internet, it is vital that the region has a modern and up-to-date web site. If you are interested, please let Janet or one of the region officers know.

We end with a wish for a happy holiday season and an enjoyable new year.

Flash your headlights at a fellow Porsche owner on the road!! Keep the kindred spirit alive!!

.....the editor

From The Podium

By Diane Schoen



This past summer many of you have been asking when Jim and I would start back up doing DE's. Mostly Jim I guess, but I hope I'm included in there as well. It's kind of difficult

though to DE with your main mode of transportation i.e.; The Cayenne. We did do that one year, but you still find yourself holding back and not driving as aggressive, so as not to "mess up" my everyday transportation. My old green 911 just wasn't set up properly. Then we had the 356....that answers that one. Jim then obtained the 930 Turbo. The 930 made it out a couple of times, but the handling was all messed up and even Craig Zenil said it was a tough drive. Quote, "This is the hardest car I've ever driven on the track", end quote!!

This past February, as many of you know, Jim braved the worst storm since the Blizzard of '78 (yes, I do remember the blizzard, after all, I got to stay home from school!) and drove all the way out to Long Island, New York to pick up my Boxster. Sorry guys, this is a car I've wanted for about 5 years and she just wasn't going to get beaten up on the track by Jim. This is MY "fun car", the one I get to drive around in and look cool in! I know, Jim has probably been seen driving it more than me, but I always have on the wrong shoes for driving a car with a clutch!! The

Boxster was never meant to be a "track" car, so Jim would have to wait. Wait he did. Patiently, I don't think so. For months he'd come home and show me a print out of this car or that car that he'd obtained on the internet. Timing was always wrong. This last month though Jim found on Ebay of all places, what sounded like it could be a promising track car. It was all ready all set up, he tells me. Roll cage is in. Racing seats as well. Once again he shows me pictures, it's a gold colored, track prepared, 944 Turbo with everything, including an extra set of tires. So yes, Jim didn't drive as far this time, he only had to go to Cincinnati and there was no snow. But he did get his "track" car. The car has a nice story behind it too. The former owner has had it since 1990 and his dad was apparently very active with PCA some time back. Jim spent a couple of hours talking with the seller and he was told his dad even raced a 1958 Speedster with PCA Club Racing early on.

Jim says that he will even let me drive it! After all, I do have a helmet!!

See ya at the track!

Blink, Blink
Diane

Our longtime Webmaster, Janet Sternfeld, would like to retire from the job and is looking for someone to take over the site. Knowledge of HTML and CSS is essential. Here's your chance to be creative and give MVR a new Web site design! (Or you can simply maintain the existing site as is.) Email Janet at genie10@aol.com



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European Delivery, a Number Pattern

By Gene Aufderhaar

Photos by Gene Aufderhaar



0981: a habit of mine is to look for patterns in life's numerical poetry; who would have thought that my current telephone number, assigned a decade ago, would foreshadow the designation of our eventual Porsche Boxster?

Pennies saved, 981's test-driven, we gave the nod to O'Daniel Porsche of Ft. Wayne, Indiana to order a 2014 Boxster S for June European delivery!

Following a restful night and a sumptuous breakfast at the Schloßgarten Hotel in the heart of Stuttgart, we delivered up our Taxi voucher for the trip to Zuffenhausen.

The Porsche Werksabholung (Factory Collection Center) is a compact, friendly place. Everyone was politely enthusiastic, seeming to sincerely share in our anticipation. We were informed that the morning would start with the hand-over! We cooled our heels with Mineralwasser in etched Porsche glasses and nibbled on Gummi-Porsches and chocolate.

Ronni, our consultant, was genuinely

interested in us as individuals, and surprised to discover that yes, we speak German. "Your car is ready! Shall we have a look?" he intoned. We entered the Porsche birthing station, maybe a dozen cars lined up across from each other in diagonal rows. Ours glowed an immediate Sapphire Blue "Hello!," without a doubt the most colorful car in the lot, although our eye was also naturally drawn to a dark blue Boxster, the color of our old car. (The toughest decision about a new Porsche, it seems to us, is letting go of the previous one!)



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Suddenly there remained only ten minutes until the factory visit! As it turned out, we were the only guests for our tour. We got of course complete individualized attention. Patrick led us through various aspects of assembly: the “shopping cart” room, where workers load parts onto carts that “know” what is needed for a given vehicle; the engine plant; chassis assembly for Targas, Boxsters, and 911’s, where we also witnessed the “marriage” of chassis and body; the area where leather interiors are painstakingly crafted and sewn together. It was extremely grounding to think that our car had been through these stations just a few weeks before.

We asked and Patrick confirmed that the majority of workers had attended a Realschule, some even a Gymnasium (two higher tiers of Germany’s complex school plan), and that all have completed a one-year apprenticeship and will be hired likely for a lifetime position. Most workers belong to a union and are extremely proud to work for and stay at Porsche!

Saying bis bald (“see you soon!”) to our car, we had a wonderful lunch overlooking the Porscheplatz and the museum, where we spent the remainder

of our afternoon before embarking upon our self-designed tour.

Our first planned drive launched us on smooth roads toward Baden-Baden. The brand-new Goodyear F1’s were (as Ronni had reminded us they would be) still a little glassy, so we took it somewhat easy during break-in period (particularly also minding the tachometer), but even with those restrictions, the Boxster S was still plenty lively as we judiciously carved up the forested Schwarzwaldhochstraße like a loaf of Black Forest ham.

A soak in Baden-Baden’s thermal waters at the Caracalla Spa provided us some much-needed jet-lag rejuvenation. From there, we explored a few of the finer points of the state of Baden-Württemberg, including beautiful, medieval Gengenbach, Staufen (with its scenic, hilled castle ruin), and Bad Säckingen, where we strolled across the bridge to Switzerland. We encountered



heavy rain en route to Bad Säckingen, the car’s navigation guiding us through bits of France and Switzerland (with an expensive toll). The 981 was much more reassuring in the slick than our 986 had been!

The rain tempered our Autobahn experiences, but we still managed a few



(Continued on page 10)

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trifold digits one dry day after encountering a triple-hash sign, meaning that the previous speed limit (130 – about eighty-five m.p.h.) had been lifted.

After a stretch along Lake Constance (with stops in Überlingen and Meersburg), skies were blue and sun prevailed as we dipped south into Austria. Perhaps our favorite run was the Silvretta-Hochalpenstraße, a 15-Euro mountain toll road that Kathleen had spotted in our travel book. The tollgate proprietress smiled down at our car and wished us *Gute Fahrt* (“Have a good trip”)! The Boxster adroitly wrapped itself around tiny, hairpin turns, stretched its legs on longer and broader curves, braking for bell-bedecked cows with and the occasional farm vehicle. Drivers of all kinds of transportation were patient and polite with each other on this sublime roadway. The asphalt yielded to utterly stunning Alpine views.

After a pause in Salzburg, Austria and a visit to a friend in Schönberg, Germany, it was time to motor back toward Zuffenhausen. The sky scowled and *Abschiedstränen vom Himmel* (good-bye tears from the sky) fell freely as we packed our bags, and dropped our car

off at the factory after a quick stop at the *Wasch-Bär* (nearby car-wash) to spiff things up.

Stateside again, the trip like a fine dream, we found ourselves Boxsterless! Anticipation set in. Errantly we received a letter in German from a bank in Ulm announcing tax due on our car for the month of July. A quick call to PCNA confirmed the anomaly, but also provided exciting information: our car was aboard the *Swallow Ace* and was headed toward New Jersey! We could follow the ship’s progress on-line; we knew after docking that it would be only a couple of weeks before our car graced American asphalt.

The trip to O’Daniel was like picking up a car all over again. Polished and ready, we spied its nose peeking out of the delivery area. We’ll give much credit to the dealership and to PCNA for excellent communication throughout our European delivery experience. It was all truly very special!

Gene Aufderhaar

A Porsche Christmas Rhyme

Twas the night before Christmas, where all through the shop
Not an engine was leaking, not even a drop.
The tires were filled to their max PSI,
In hopes that dreaded flat spots won't appear where they lie.

The drivers were warm, all snug on the couch,
Playing driving games in earnest so their skills would not slouch.
With batteries slowly charging from electricity on tap,
The Porsches were prepared for their long winter's nap.

When from beyond the garage there arose such a roar,
I sprang from my PS4 to the polished concrete floor.
A click of a button and the garage doors did raise,
I looked out into the dark my mind in a haze.

The moon on the breast of the new-fallen snow
Gave the luster of mid-day to the objects below.
When what to my wondering eyes should appear,
But a Porsche Turbo for a gift, "*is this a joke?*" I did fear!

With a tap of the pedal the exhaust note sounds,
I knew in a moment a flat-six had been found.
More rapid than a cheater in a Nissan GT-R,
With a new Porsche Turbo I know I'll go far.

Now Doctor! Now Hoffman! now, Metzger and Butzi!
On, Elford! On, Patrick! on, Webber and Hurley!
To the start of the race! we're off to the "Ring"
Through the corners and chicanes this Turbo we'll fling.

If we meet with an obstacle, forced air is induced,
Nothing feels quite the same as that twin turbo boost.
Around and around the "ring" we did go,
By holding the line we were anything but slow.

Lap after lap the tarmac flew past,
We knew from the start we'd never be last.
My foot on the gas, I'm ready to shift,
If you find the apex there's no need to lift.

As we round the last corner the checkered flag in site,
This unfair race wasn't even a fight.
The marshals guide us over to victory lane,
Where once again Podium is Porsche's to gain.

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Up upon the highest platform we stand,
Taking the win in Porsche's homeland.
Time to go home, put the Turbo in gear,
We turn up the radio so that all can hear.

The speakers are blaring as we drive out of sight,
"Happy Christmas to all, and to all a good night."

The post **A Porsche Christmas Rhyme**
appeared first on **@FlatSixes** - the blog about Porsche.



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MVR/PCA Membership News

December 2014 - Club
Member Anniversaries

Jack and Linda Mechel	29 Years
Richard and Susan Brown	27 Years
Ed and Stephanie Streeter	25 Years
Chris and Jeanne Krauser	18 Years
David Kienzle	16 Years
Richard and Barbara Nolen	15 Years
Tom and Millie Woodruff	14 Years
Douglas and Leah Hileman	11 Years
Peter and Deborah Macdonald	11 Years
Gene and Kathleen Aufderhaar	9 Years
Paul Callaghan	9 Years
Todd and Sarah Mierzwiak	9 Years
Bradley and Louise White	8 Years
Mark and Paula Baker	7 Years
Michael and Renee Carson	7 Years
Lee and Yvonne Burlingame	3 Years
Michael and Michelle Parker	2 Years
Jay and Julie Achenbach	1 Year



New Members

None

Maumee Valley Region Membership:

Primary Members	138
Affiliate Members	106
Total Members	244

Proscje of Ann Arbor
Cayanne introduction.

*Photo by Billy
Edwards*



Maumee Valley Region Calendar of Events

Check our web site at www.mm.pca.org for the latest event information.

NOVEMBER

- 9 #Cars and Coffee
15 Monte Carlo Night at Mierzwiak's

DECEMBER

- 5 Holiday Party

2015

JANUARY

- 15 Dinner at Ciao's
18 #Cars and Coffee

FEBRUARY

- 5 **Business Meeting**
8 #Cars and Coffee
14 Valentines at the Valentine's

MARCH

- TBD Restaurant dinner
8 #Cars and Coffee

APRIL

- TBD Curling in BG
9 **Business Meeting**
25 King of the Hill at the Stewarts

MAY

- 16 New Member at CCC
30 Clay Skeet Shooting & Dinner

JUNE

- 11 **Business Meeting**
21-27 Parade in French Lick Indiana

JULY

- TBD Rally to the Macks

AUGUST

- TBD Mon Ami
13 **Business Meeting**

SEPTEMBER

- TBD - Golf Scramble

OCTOBER

- TBD Planning Party
TBD Fall Color Tour
8 **Business Meeting**

NOVEMBER

- TBD Art Museum & Dinner

DECEMBER

- TBD Holiday Party

Note: All business meetings are held at Vin Devers and start at 7PM.

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

If you are not currently receiving Social Event e-mail updates, please contact Beth Stewart at beths.mvrpca@bex.net.

Pictures from the Monte Carlo Fund Raising

Photos by Jeanne Krauser



JANUARY 15



**MAUMEE VALLEY PCA
JANUARY 2015 EVENT**

Ciao Restaurant

6064 Monroe St., Sylvania, OH

6:45 pm - 9:15 pm

RSVP: Beth (419 829-2882) or
beths.mvrpca@bex.net

Technical Q and A

By PCA Technical Committee

Manual Transmission First Gear Grinding

2005 911 Carrera Cabriolet

Question: I just purchased another Porsche from my local Porsche dealer. It is a 2005 996 with a 6 speed manual and 38K miles. I believe it has a transmission problem. Sometimes it will not go into first gear. You have to go into second or even let out the clutch to get it in gear. Many times you think it is in gear but it pops out when you let out the clutch. Dealer says this is normal. They experienced the problem right in front of me. Maintenance writer ground first gear and said sometimes that happens! I am a Porsche guy and know what a Porsche trans does! Am I off base. My pasted experience says that Porsche transmissions do not have first gear problems. They certainly are not as smooth as some other auto's but there should not be grinding!

Answer: Submitted by Joel Reiser

You are right. It should not grind in 1st gear, nor should it pop out of gear. This is not normal at all. I have zero reports like this from anyone else over the past 10 years. They are probably on the hook for this if you bought the car as a "CPO" (Certified Pre-Owned).

Trailing Arms

1973 911T Targa

Question: This car came to me 4yrs ago. Put it on the rotisserie for 3yrs and drove it this summer to shake it down. The right rear trailing arm will not align correctly and thus dog tracks, but is drivable at moderate speeds. The car has alum trailing arms. My alignment guys thinks the arm is bent. Should I take to frame shop to check all systems before replacing and if I replace should I replace with steel arms as my car is very original?

Answer: Submitted by Edward Mayo

Generally cast aluminum arms don't bend,,,they break. Steel arms can bend. If its not too far off I have mig welded small bumps on the adjusters to get them to move the arm further. I have also mig welded the hole in the trailing arm partially closed, then with a die grinder 'moved' the hole slightly to make it align properly. The problem will be that most shops won't work "out of the box" to affect 'creative fixes like this. Replacing the trailing arm would be fine if you knew what you were getting! Short of buying new (if even available) without the factory checking fixture you have no way of checking a replacement arm short of installing it and see where it falls. Unfortunately as these cars get older sometimes creative solutions have to be applied. Also have them look closely at the rubber bushings aligning the spring plate into the torsion housing, when they get worn the trailing arm is no longer in a 'perfect' position.

(Continued on page 15)

(Continued from page 14)

Tach not working

1985 944

Question: I have a 1985.5 in which the Tach does not work, gas mileage does. I have read through the post on the subject. I changed out the tach with one that was supposedly good, no change. I know the DME sends the signal, and that I need to check the wiring between components. But what sends the rpm signal to the DME? Does the speed or the reference mark sensor have any thing to do with it?

Answer: Submitted by George Beuselin

The DME calculates when and how often to fire the ignition coil by looking at the various sensors on the engine. It then sends a signal to the ignition coil to fire, and, at the same time, to the tach. If your car is running, the DME is getting its proper signals. If the car is running and the tach is not operating, then the problem is either in the tach or in the wiring between the tach and DME pin #1. The MPG gauge has nothing to do with the operation of the tachometer.

Difference between a US spec 1988 Carrera and a ROW spec Carrera

1988 911 Carrera

Question: The 1988 Carrera's are specced at 217 HP with a Catalytic Converter and standard exhaust set up. The ROW cars are minus the Cat and instead have a pre-muffler and have about 230 hp. Is the cat the main difference that leads to the hp gain in the ROW cars? What else contributes to the difference in HP?

Answer: Submitted by Chris Powell

The horsepower difference is due to higher compression, more aggressive tuning, and advanced camshaft settings. Removal of the cat on a US car will not get you there. You can advance the cams (it's the same camshaft with a different setting) and install a chip to gain some of that performance.

Air Inlet Grilles

2007 Boxster

Question: I am convinced that my '07 Boxster (Carrera white) would look better with the side engine air inlet grilles finished in the same color as the body, instead of the original silver grey. As the car is covered up for the winter, now is the time to get this done. How difficult a job is the removal of those grilles to take to the paint shop?

Answer: Submitted by pcadmin

The grills are snapped in and require prying and pulling in specific areas to remove. You could buy two new ones and have them painted and install these. The new ones would show you how they are attached and show you the tabs locations for removal. This would also allow you to swap them out with no down time.

Around the Zone

By Michael Soriano
Zone 4 Representative



Greetings PCA Zone 4 Members,

I want to begin by wishing everyone a very happy holiday season. My first year as Zone Rep has flown by, and I want to thank all of the Region Officers and

members who helped to make this past year in Zone 4 a successful one. I was honored to be invited to and welcomed at so many wonderful events throughout the zone; I only wish that I could have attended even more. It has been an important goal of mine to continue to have our Zone work as 1 cohesive unit. Since each region is unique, a real effort was made to promote each region's signature events throughout the zone thus providing a greater variety of activities to every Zone 4 member helping to enhance everyone's PCA experience.

During the past year, the Zone 4 website was updated, and plans are being made to further improve it for 2015. In addition, the Zone 4 Logo was re-designed, and will be unveiled next month.

Just because we've put our cars away for the winter, it does not mean that we can't experience the same camaraderie and friendship enjoyed during the driving season. In fact, many regions will be hosting Holiday Parties this month, and what a great way to kick off the holidays by celebrating with your "PCA family."

Looking ahead to 2015, plans are being made for the PCA preview at the North American International Auto Show in Detroit. Information will be sent out and/or posted as soon as details become available. And, set aside some time during the week of June 21 to attend the 60th annual PARADE which will be very close to us in French Lick, Indiana. If you attended Parade in Traverse City a few years ago, you know how much fun it is. For those of you who haven't attended before, Parade is PCA's national convention, a week of both competitive and non-competitive events including a concours, autocross, rallies, tech quiz, driving tours, art show, and tech academy. There are also a number of parties and banquets.

As always, please remember to check your e-mails, newsletters, and websites to receive the most up to date information on the activities available to you.

Please consider attending other regions' events, such as:

- December 5 is **Maumee Valley Region's** Holiday Party at Parkway Plaza in Maumee.
- Western Michigan Region's** Holiday Appetizer Party is December 6
- December 6 **Ohio Valley Region's** From the Street to the Track Tech Session
- Mid-Ohio Region's** Annual Meeting and Holiday Party is December 6
- On December 6, **Rally Sport Region** is

(Continued on page 17)

(Continued from page 16)

hosting their Holiday Party

- **Allegheny Region's** Holiday Party at Jergel's Rhythm Grille is December 6
- The Holiday Party for **Southeast Michigan Region** is on December 6
- **Motor-Stadt Region's** Board Meeting will be held on December 9 at Spagnolo's
- **Michiana Region's** Membership Meeting will be at Colombo's on December 10
- The **Eastern Buckeye Region** Holiday Party will be held on December 13

• December 13 is **Northern Ohio Region's** Holiday Party at the House of Blues

• **Central Indiana Region's** Annual Holiday Brunch is December 14

I look forward to having the opportunity of meeting each and every one of you at these upcoming events. If you have any questions or comments please feel free to contact me at MSoriano.-
ZoneRep@gmail.com

Thanks,
Michael



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