



der RÜCKSPIEGEL

February 2018





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Photos on cover: Boxster at The Toledo Museum of Art
Photo by Tom Isley

der RÜCKSPIEGEL

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mvr.pca.org/back-issues/. Historical
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 1975) are also available, thanks to
 our club historian, Bill Bauman.

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The Open Road

We are starting a new feature in this months newsletter. It is being called the “Brain Teaser Challenge.” The intent is for you the member to solve the challenge each month and submit your answer to MVRteaser@gmail.com. The winner will be announced the following month and apprize will be presented at the end of the year. You will find the inaugural challenge on page 22.

While looking for interesting stories about Porsches, I found a story on jalopnik.com about a couple of Porsche enthusiasts in east Germany shortly after World War 2. They managed to build a 356 knock off using mainly the materials they had in their back yard. Their efforts were recognized by the factory and given some support. Check out the story on page 7.

The MVR events calendar has been updated by the social committee and many new events added. The next couple of events include another breakfast meeting on February 20 at Star Diner and the Escape Room followed by dinner at Levis

Commons on the 24th. March 10 sees a Docent led tour at The Toledo Museum of Art followed by dinner at the Beirut. I know that Suzanne Jennens and I are looking forward to showing you around the museum.

Remember that you can always find up to date information on the Region and the upcoming events by checking the Region web page at mvr.pca.org.

One final note is a reminder that the club is “fueled by volunteers.” We are always looking for help in planning or staging our events. If you can support in any way, let Barney or one of the other officers know. Your help will be greatly appreciated.

.....the editor



From The Left Lane

By Barney Stewart

Hello MVR Members;

A tip of the hat to Jay Kjoller for sharing memories of his experience at the 1981 Daytona 24 hour endurance race, in last month's newsletter. The event's details are obviously etched in Jay's mind. It's a read you just can't put down, once you've started. For those of you that haven't met Jay as of yet, he is a 46 year PCA club member and a founding member of the Maumee Valley Region. By day Jay is a master mechanic, specializing in vintage Porsche engine rebuilding at his shop. Thanks Jay.

Keep an eye open for Lori Schutz our new zone 4 rep. Lori and I have traded a few emails and there's no doubt that she is a high energy lady, just out check her bio in the January newsletter. I anticipate she will join us at an upcoming event.

Is this the year to experience the rush you get, from driving your Porsche on track? I'm betting most everyone has heard the phrase "every Porsche is a race car". While that catch phrase may be the attributed to some creative advertising executive, the jest of the expression is that your Porsche is more than up to doing a few laps in a controlled environment. Driving season is not that far off with our MVR School scheduled for July 27, 28, & 29, at Grattan Raceway. Our focus is to provide a safe environment for participants with varying levels of driving experience,

by furnishing both classroom and in car instruction. Contact our DE Chair Tony Calabrese thetony@gmail.com or our Chief Driving Instructor Craig Zenil zman911@bex.net with any questions about our school. They will be more than happy to talk track with you.

Registration for lodging at this year's Parade opened on January 29th. The link for more information is: <http://2018parade.pca.org/index.html>

In addition, the website for the inaugural "Porsches on the Mac" is now up and running. You can visit it at: <http://www.stignace.com/event/beauty-the-bridge-porsche-on-the-mac>

Next up for February, is the second MVR breakfast, convening at the Star Diner on Central Ave, just West of McCord Road. MVR breakfasts are held on the third Tuesday (Feb 20th) of each month at 8:30 am. January's breakfast drew 12 members.

Also in February we will have something new, an "Escape Game Experience" coupled with dinner at Granite City. See the der Ruckspiegel for details.

I look forward to seeing you at an upcoming event.

Take care,

Barney.

East German Home-Built Porsche 356 Knockoffs

by Jason Torchinsky-Jalopnik.com



You can't really ever completely keep a car-lover from the focus of their obsessions. That's why things like kits for turning Fieros into Ferraris exist and why people build Lamborghinis in basements. It's also why a pair of brothers ended up building the only sort-of Porsche-approved sort-of Porsche 356s in East Germany. This is an amazing story of determination, luck and a beautiful ignorance of when to quit.

One of the many, many things that happened in the wake of World War II was that Germany was sliced in half, like a big, Germany-filled cake, to be divided between the Communists in the East and the Capitalists in the West.

Right after the war, thanks to something called ordoliberalism that I admit I never heard of until right now, West Germany was going through something they called *Wirtschaftswunder*, for 'economic miracle.' West Germany's economy wasn't just recovering, it was booming, and they were building, among other things, a crapton of cars, like

the famous Volkswagen Beetle and its sleeker, faster, sexier spawn, the Porsche 356.

Meanwhile, in the East, things weren't going quite as well. The repressive East German government maintained a very controlled, planned economy, and that plan did not allow for anything as decadent and frivolous as sports cars like the Porsche 356.

In 1954, there weren't that many car options in East Germany: there were EMWs, re-badged BMWs built in one of BMW's factories stuck on the wrong side of the line, there were Wartburgs and some other Soviet offerings. The Trabant, East Germany's people's car, had only just been commissioned that year.

It wasn't a great place to be a gearhead.

That was bad news for a pair of gearhead brothers, Knut and Falk Reimann. The Reimann brothers were working together at the Lindner Karosserie Company in Dresden, a firm that built car bodies in the pre-war era, but was struggling post-war thanks to a lack of resources and materials.

The brothers had seen the new Porsche 356s that were so tantalizingly close in West Germany, but knew there was no way in hell they'd be allowed to bring one over the border, even if they had the money, which, really, they didn't.

(Continued on page 8)

(Continued from page 7)

What they did have were brains, skill, an intense desire for a 356 and leftover war crap in the woods.

The woods provided the brothers with the chance to make their dream real. Knut and Falk had found a trashed old Kubelwagen from the war abandoned in the woods. Now, what's especially good about this is that the Kubelwagen used essentially the same chassis and mechanicals as the VW Beetle.

The early Porsche 356 used an improved, but fundamentally similar chassis and engine as a VW Beetle. While they didn't exactly find a Porsche chassis out in those woods, they did find something that would be a pretty damn good substitute.

They pulled off the trashed Kubelwagen body and towed the rolling chassis and engine out of the forest. All the basics were there: the flat-four air-cooled engine at rear, the axles and suspension, steering, brakes, everything.

Even if they fixed up all the mechanical parts, there was still no way they could get a proper 356 body. Remember, though, these guys worked at a coach building shop, so the lack of a body wasn't going to slow them down.

A lack of materials would, but the Reimanns were resourceful and sourced 15 damaged hoods from old Ford trucks and beat those into sheet metal to build their dream car.

They built an ash wood frame on the chassis and skinned it with their reclaimed metal. It's not clear ex-

actly what the brothers were working from in terms of design guides; I suspect they had photos from magazines, maybe, possibly some personal snapshots to use as reference, but I don't think they had anything beyond that.

The resulting car they built is absolutely fascinating, because it definitely looks like a 356, but it's just different enough to make it clear that this was a 356 built by people who were nowhere near any real Porsche 356s.

The car is longer and wider than a 356, the result of using the slightly larger Kubelwagen chassis. This also meant that the brothers' car was, arguably, the first real four-seat Porsche 356, as it had much more room in the back than the original's occasional Smurf-scale rear seats offered.

They now had a car that looked like a 356, but their engine was still essentially the same one that powered the doomed Kubelwagen they found: 1131cc and 25 horsepower, neither numbers that scream "sports car!"

When Porsche adapted the 356 from the VW, they made some significant upgrades to the engine—by 1951, they had 1,300cc and 1,500cc options, they all used a twin-carb intake manifold, hotter cams, a better crankshaft, more open exhaust and so on. The 1,500 ones made about 60 horsepower, which doesn't sound like much now, but was a hell of a lot more power than what Knut and Falk were playing with.

(Continued on page 9)

(Continued from page 8)

The brothers, proud of what they had done and hoping to find a way to get real Porsche parts, took the car on a pilgrimage of sorts to the Porsche factory in Zuffenhausen, at least a five hour drive away. At first, the workers at the factory rolled their eyes at something they saw as an absurd knockoff with a 25 horse joke of an engine.

Ferry Porsche himself found out about the brothers' car and visit and was initially hostile to them and their project, which he saw as a poor, unapproved imitation that had no right to exist.

After some thought though, Porsche changed his mind, and realized that what the Reimanns had done was less plagiarism and more tribute, and he respected the incredible effort that went into the project.

Ferry Porsche sent the brothers a letter, where he informed them that not only was he alright with their unauthorized 356, they would also be sent (clandestinely, via West Berlin) a set of used Porsche parts, including pistons, cylinders, a twin-carb manifold and other bits so the not-Porsche 356 could finally have a nearly real 356 engine.

The brothers had to pay the shipping costs, and had to smuggle the parts over the border from the West Berlin dealership, but they did it, and, using a VW Beetle engine they sourced as a base, built their 356 engine.

Some sources say Porsche gave them a whole, Porsche-uprated

1,100cc VW engine, but either way, Porsche lent a very welcome hand.

The brothers took the car on a tour of Germany and to Paris, and got enough interest to start building more. Porsche continued to unofficially provide engine parts for these not-356s, and the brothers eventually built an incredible 13 more cars.

Everything went to hell in 1961 when the brothers were caught attempting to escape to the west. They did a year and a half of prison time each, and never returned to the car business after that.

Amazingly, there are still three Lindner/Reimann 356s left, and the number four car the brothers built has been restored, under the guidance of Falk in 2016. Falk died just after the restoration was finished, which makes this story even more bittersweet.



They're amazing cars, these Iron Curtain 356s. The wider, bulkier look actually wears well with the basic 356 design, and it's only when you see certain details, like the flatter, simpler engine lid, are you reminded that these things were all hand-built labors of love.

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Porsche Club of America - Maumee Valley Region Museum Tour and Dinner Event March 10, 2018

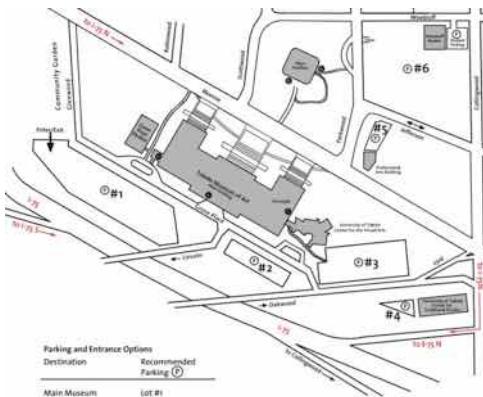


Toledo Museum of Art – Tour led by MVR club members and official TMA Docents Suzanne Jennens and Tom Isley.

Meet in the Grove Place entrance (Herrick Lobby) by 3:15 pm.
(Not the Monroe St. side)

Cost is \$10 per person (Kim will collect upon arrival).

Parking is \$7 for non-members (pay at Visitors Service Desk).



Dinner at The Beirut – Delicious restaurant just an 8 minute drive from TMA. Address is 4082 Monroe St.

Visit their website at: beirutrestaurant.com

Group reservation is for 5:30 pm.

Please RSVP: 2kimberlydharris@gmail.com or 419-861-0745

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Maumee Valley Region - Porsche Club of America

Saturday February 24, 2018

Two Part Social Event

Activity # 1: Escape Game Experience

The Shops at Fallen Timbers

3100 Main St., Ste 410 (between Express & Victoria's Secret)

Maumee, OH. 43537

- * **Arrive at 5:15 pm**, games start at 5:30 and last 1 hour.
- * Cost is \$28 per person.
- * Check out their website: escapegameexperiences.com



Activity # 2: Granite City Food & Brewery

The Shops at Fallen Timbers

2300 Village Dr. E, Ste. 130

Maumee, OH. 43537

- * **Dinner reservations for 7:00 pm.**
- * Check out their website: gcfb.com

RSVP: 2kimberlydharris@gmail.com or 419-861-0745

MVR/PCA Membership News

February 2018 - Club
Member Anniversaries

Jim and Cheryl Wilson	20 Years
Dale and Sharon Fundum	14 Years
Joe Sheamer	5 Years
Christopher and	
Mary Ingersoll	4 Years
Chris Kelly	3 Years



New Members

Tahir Jamil
Driving a Gray 2017 911 Carrera S

**Maumee Valley Region
Membership:**

Primary Members 156
Affiliate Members 10
Total Members 262

Test Drive Member:
Josh Comes
Sylvania, Oh



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Maumee Valley Region Calendar of Events

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

FEBUARY

- 20** Breakfast at Star Diner
- 24** Mystery Room and dinner at Granite City

MARCH

- 10** Toledo Museum of Art Tour and dinner at Beirut
- 20** Breakfast at Star Diner

APRIL

- 17** Breakfast at Star Diner
- 21** Party at Jeff Vollmar's house
- 25-29** Treffen to Tamaya

MAY

- 5** Kentucky Derby Party at Germain Motors in Ann Arbor

JUNE

- 10** Brandywine Brunch after Cars & Coffee

JULY

- 8-14** Parade
- 27-29** MVR DE

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

AUGUST

- 5** MVR Family Picnic at Secor Park
- 17-19** Porsches to the Mac

SEPTEMBER

- 8 or 9** Tour to Port Clinton and meal at Docks Beach House
- 12-16** Treffen to Banff
- 29 -** Snooks Car Museum

OCTOBER

- 21** Color tour to Findlay and Planning party at The Pitts

NOVEMBER

- 3** Ford Rouge Plant tour and lunch at Ford's Garage
- 30** Holiday Party

DECEMBER

TBD

Note: All business meetings are held at Vin Devers and start at 7PM (Dates TBD).

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

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Technical Q and A

By PCA Technical Committee

Taken from PCA Tech Q&A

Edited and Compiled by Mike Valentine

Replacing Stock Exhaust – 2014 Cayman

Question: Will installing a sport exhaust on my 2014 Cayman improve sound significantly? If yes, use Porsche dealer installed sport exhaust? Or Borla? Many thanks.

Answer: Submitted by Pedro Bonilla. The only sport exhaust that I recommend for these cars is the Porsche Sport Exhaust. It will not drone and because it was developed for these cars it actually makes a little horsepower by freeing up a bit of the back pressure. It also sounds really good when the valves are open either by pressing the Sport mode button or by driving it hard and having the ECU open the valves automatically. It should be installed by the dealer as reprogramming will be needed.

Happy Porsche'ing,

How to Remove Convertible Top – 2011 Boxster

Question: I need to install a new hardtop for my 2011 Boxster S. Will I need to remove the convertible top (temporarily) to access the attachment site for the new bolts for the Spinlocks? I have searched many forums but can't find this information, or how to do it. I am an average home auto mechanic (and do a lot of the maintenance for my 1990 C2). Would I be wise to tackle this myself (there is some satisfaction in doing so)?

Answer: Submitted by Pedro Bonilla. The spinlocks come with the hardtop. To access the locking points, you only need to lower (open) the convertible top. There may be plastic (mushroom) covers over the spinlock receptacles. Remove them, then set the hard top with spinlocks in place over the receptacles and lock 1/4 turn. Some adjusting may be required the first time in order to seat the hardtop properly all the way around.

Happy Porsche'ing,

Battery Charge Issue – 1987 944

Question: Hello! I just bought all new belts, alternator, and battery for my 944. I've had everything tested and everything seems to check out fine. However, the alternator still does not charge the battery and the battery light does not illuminate when the key is in the ignition. I don't know what to do from this point.

(Continued on page 19)

(Continued from page 18)

Answer: Submitted by George Beuselin. The alternator needs an exciter circuit to begin the process of generating the current needed to charge the battery. On all 944 cars, this circuit runs through the bulb in the instrument cluster. If you turn on the ignition (to do a bulb check) and do not start the engine, all the warning lights should illuminate. If your voltage light does not illuminate, you may have a burned-out bulb, or you may have an open circuit to the small terminal on the alternator.

Since you have tested everything else, then it is quite likely that this is the problem.

Cylinder Head Temperature Sensor Removal – 1976 914 2.0

Question: I am slowly getting the fuel injection system on my new to me 1976 914 2.0. At this point I think I have corrected all of the vacuum leaks, and repaired the AAR valve such that it works properly. My cylinder head temperature sensor is open circuit, and have ordered a new one.

The Haynes manual is cryptic on removal of this part. Access is blocked by one of the intake runners, and hampered by the engine tin.

My question is how much of this do I need to remove to get access to the CHT for replacement, any tips would be greatly appreciated.

Answer: Submitted by Edward Mayo. Where are you getting the cylinder head temp sensor from? Last, we checked about 6 months ago they were unavailable. Supposedly they were going to be made in the URO brand, but their stuff is so bad no telling what you would get. Put it in the refrigerator and then check the resistance, should be around 2500 ohms, then put it on a hot plate with the ohm meter hooked up and verify that the resistance goes down as the sensor heats up, should go down to about 40 ohms or so. If it passes those tests then go ahead and install it. There was a factory tool for this, but of course it's no longer available. I use a 13 mm deep 3/8th drive socket, then using a cut off wheel cut a slot in the socket from the hex end to almost the drive end. The purpose for this is allow for the wire to go someplace when the socket goes over the hex of the sender. An 8" long extension (give or take a little) and appropriate ratchet handle will allow for removal and replacement. You must be very careful when rethreading back into the head not to cross thread, should turn most of way into threads by hand

Around the Zone

By Lori Schutz, Zone 4 Representative



Greetings Zone 4.

The football season is over – and the best news is that the racing season has begun! I know many of you had official and unofficial watch

parties for the Daytona Rolex 24 Hour - even if we had to shovel snow to get there.

The following weekend the Porsche Club Racing Season kicked off with the 48 Hours of Sebring, at guess where – Yep – Sebring International Raceway. Located south of Orlando smack dab in the middle of Florida, this is a fantastic racing venue. Very flat, unlike most of our tracks here in the Midwest. On St Patricks' Day weekend, the IMSA guys will be back on track again at Sebring for the 12 Hour endurance race. Well worth the trip to see.

Speaking of the Porsche Club Racing series – did you know that you can watch via your browser from the PCA.ORG website? Live feed, blogs, photos – catch all the action. Watch for future Club Races to have coverage as well.

Parade 2018 registration opened on January 29th. Are you registered? Well, about 94 of you are. The overnight count of registrations on the first day was more than at this

point last year. The registration for events -such as the concours banquet, auto-cross, rally etc - is scheduled to open on April 2nd. I would like to have a Zone 4 gathering at some point during the week – stay tuned for more information on that front.

After the winter PCA board meeting in Mid-February, I'll be updating the Zone 4 website, and encourage everyone to post their events on the calendar. I know many of you do already - please keep up the good work. Let's venture out to visit other regions who may have different types of events, or on convenient weekends for you. Each region has it's own personality ! Think about trying something new – many regions have an intro event, '101' etc designed for first timers. A few examples:

- Mid Ohio Region April 14th - Autocross
- Southeast Michigan Region April 15th, Driver Education 101 at Waterford Raceway
- Central Indiana Region April 21-22 – Spring Color Tour – a great first timer event

And, once you attend an event, share your experience with an article submitted to your region editor with photos!

Sweet Porsche dreams and stay warm – Spring is coming!

Lori

PCA - Maumee Valley Region
Social Event February 20, 2018
Breakfast at 8:30 a.m.



Star Diner

6710 W. Central Ave.
Toledo, OH. 43617

RSVP: 2kimberlydharris@gmail.com OR 419-861-0745

Brain Teaser Challenge

Curated by Sarah Mierwiak

The der Rückspiegel knows the high intellect of all its readers, so this year we decided to include a bit of additional car-related fun, sharing with you some brain teasers that we ask you to solve. Each month throughout 2018, one will be published in the newsletter and on our MVR website. Have a go at solving each brainteaser, submitting your answers to: MVRTeaser@gmail.com. A winner(s) will be announced at the annual Christmas party, of course accompanied by a gift fitting your brilliance!



Answers must be submitted by the first of the following month – please submit one answer per person, per month, and be sure to explain your conclusions. Don't forget to tell us your name when you submit! Each month's answer will be published along with the next month's teaser. Good luck!

Lee Burlingame is considering signing up for the upcoming Driver's Education Event, hosted by Maumee Valley Region PCA, July 27th, 28th and 29th. Signing in to ClubRegistration.net, he looks over the information. Seeing that there is a pretty special "Ladies Day at the Track" on Friday, the 27th, he registers both himself and his wife Yvonne for the weekend event. As the date gets closer, Lee and Yvonne spend the time getting everything together for the fun, three-day weekend.

The morning of the Friday, Ladies Day drive, their Porsche 928 goes

through the MVR track inspection, where the car is found to be 2 quarts low on oil. Lee didn't bring oil with him, and must borrow some from the track. The track has plenty of oil to spare, but it is contained in a large 30-gallon drum. Nearby, Lee finds two empty containers: one, 7 quarts and the other, 13 quarts. Unfortunately for Lee, these containers have no markings on them except to indicate their total volume: 7 and 13 quarts. Lee, certainly a math genius, easily gets exactly 2 quarts of oil from the 30-gallon drum using only these two empty containers. How did he do this?

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For Sale: 1984 Porsche 944

Built to NASA GTS 1 specs. Motor built by Steinel's Autoworks, New Clutch, Weltmeister bars, springs & strut brace, Koni Shocks, Wilwood Calipers, Kirk Racing 1.75" DOM weld in cage, MOMO Seat /brace, G-Force 5-point harness & window net, 2 sets of 7" cookie cutter rims w/Kuhmo V710, 225/50/15 tires (2 sticker tires never mounted), AMB Transponder and much more. Retired from racing in 2007, used it for a few driving events, now need to sell it to make room in the shop. \$5,000.00 firm. Video on YouTube at: <https://youtu.be/YuSg6h5FxVg>

Rich Brown, (734) 807-0028. Email rsbrown@bex.net

Free

I have a set of Bridgestone Potenza RE050A 245/40ZR19 and 285/40ZR19. I don't know if those sizes work for a Porsche but the 245's are somewhat new and the 285's are at half life or so. If anyone in the club wants them they are free. I've had them since 2010.

Rick Lederman. Cell 419-699-2242

Maumee Valley Region

Social Event April 21, 2018

2:00 pm. Party at Teri & Jeff Vollmar's House

11695 Ridge Dr.

Shelby Township, MI. 48315

There is nothing to bring as Teri & Jeff will handle the food and beverage!

Kart 2 Kart indoor track is in Sterling Heights which is on the way in case anyone wants to stop there. It is not part of our MVR event.

RSVP: 2kimberlydharris@gmail.com or 419-861-0745

PCA - Maumee Valley Region

Social Event March 20, 2018

Breakfast at 8:30 a.m.



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