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January 2016





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VOLUME 43 ISSUE 1

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**der RÜCKSPIEGEL**

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Tom and Deb Isley  
2847 Secretariat Rd.  
Toledo, Ohio 43615  
419-535-8688  
derruckspiegel@bex.net

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**Photo on cover:** Catherine Smillie and Bob Cryan enjoying cocktails at the Isley's

*Photo by Jeane Krauser*

**MVR Officers**

President

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

Vice President

Tom Woodruff 419-547-3476  
tfwdds@woh.rr.com

Treasurer

Jeff Vollmar 586-739-1636  
jtvollmar@att.net

Secretary

Adam Cufu 419-787-9591  
adamcufu@gmail.com

Past President

Diane Schoen

**Zone 4 Representative**

Michael Soriano

MSoriano.ZoneRep@gmail.com  
<http://zone4.pca.org>

---

**Moving**

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

---

**MVR Chairs**

Autocross

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

Concours

TBD

Drivers Education

Tony Calabrese 419-340-8759  
thetony@gmail.com

DE Chief Instructor

Craig Zenil 630-689-7219  
zman911@bex.net

Historian

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

Membership

Barney Stewart 419-829-2882  
bstewart@bex.net

Bob Harris

419-861-0745  
robertsharris@sbcglobal.net

Newsletter

Tom & Deb Isley 419-535-8688  
derruckspiegel@bex.net

Advertising

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

Safety/Technical Advisor

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

Social

Kim Harris 419-861-0745  
kimberlydharris@sbcglobal.net

Goodie Store

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jtvollmar@att.net

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genie10@aol.com

# The Open Road

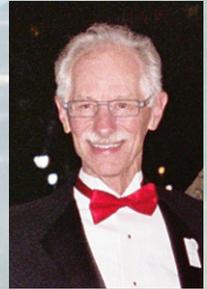
By the time you read this issue the event at Spicy Tuna will be a memory. The next event will be the Chili Cook Off at the Schoen's. They have added a Euchre tournament to spice up the evening. The details are on page 10.

The Drivers Education team has been active over the holidays and have secured a date for our Drivers Education at Grattan. This year we will be there July 29th through the 31st. The team has settled on a 3 day event. This will provide a better experience for the more seasoned drivers on Friday which will be a lapping day. The remainder of the weekend will be a normal DE with runs groups set up by experience level.

I know that you have seen the requests for a webmaster for some time now. We are still in need of someone to fill that position. Please consider accepting the challenge and help the club out. While I am out asking for help, please consider getting your name in a byline by writing an article or event review for the newsletter. The membership will appreciate the effort.

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

.....the editor



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## From The Podium

By *Todd Mierzwiak*

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Happy New Years to everyone! It is so cliché, but I can't believe how fast 2015 came and went this year in the blink of an eye. Hopefully everyone had a safe and prosperous 2015 & I look

forward to the same in 2016. I would be remiss in not thanking all of our past officers, board members and chairs for making our small little car club such a success. I would like to personally thank Diane Schoen who served as our past president while juggling work (50 miles each way) as well as working toward her doctorate degree.

We continue to attract new members in the club thanks to word of mouth, our fellow members talking to prospective new members and the local dealerships. This is worth noting as our life blood is to attract new members who can sustain and invigorate our club activities. It always amazes me when I talk to other regional members who have over a 1000 members and yet find it difficult to get 30-40 members to show up to their club events on a regular basis. As a club, we have unprecedented turnouts out to our activities each and every month compared to other regions who struggle to get even a small percentage of their members to turn out.

We have some very fun events set up for the upcoming year with the first one being a dinner get together scheduled at Spicy Tuna Restaurant on January 14. We will be presenting a charity check to Toledo School for the Arts on that evening. On Friday night, some of us will be heading up overnight to stay at The Henry & then heading to the Detroit Auto Show on Saturday morning for a preview of the Porsche line of cars. We will have carte blanche for a couple of hours before the show actually opens to the public. I was told by Michael Soriano that the event was sold out in under 30 minutes. In February, we have Jim and Diane Schoen hosting a Euchre tournament in conjunction with a chili cook off. I will be dusting off some old chili recipes and will probably add some buffalo/elk to the recipe just to make it interesting. Make sure to visit the MVR-PCA website for dates and times on upcoming events.

Later in the season, we will be hosting a 3 day DE event at Grattan Raceway. We are in the process of finalizing the details but please mark your calendars for the last weekend in July. We want this year to see some new faces at the track who would like to learn how their car operates in a controlled environment.

I hope to meet some new faces this year at our events remember to "keep the blink alive".

## Cocktail Party

*By Deb Isley*

*Photos by Jeanne Krauser*

On Dec. 12th, thirty two, 32, MVR members & friends gathered at the Isley's for a cocktail party. Thankfully, it was a mild evening (not the typical cold, snowy December) and we had a great turnout! Many stories were shared about the club's events, members new to the club this year attended, and delicious appetizers, desserts, and drinks were consumed at the party. This was a relaxing evening for everyone during this busy holiday season.



Deb Isley and Catherine Smiley with Billy Edwards looking good.



Dick and Shirley Gobba and Bob Cryan



Lee Burlingame, Barney Stewart, and Charlotte Cryan



Max & Janet Meyer, Brett and Craig Griffis

## The Last Turn – THE LE MANS START

FLATSIXES.com by Leonard Turner



Once one of the more exciting part of some races came at the very beginning: the drivers would line up across the track from the cars; then, at the drop of the starter's flag, run across the track and jump into their racers, (presumably) fasten their belts, and peel out, hoping to be the first to Turn One. You could count on it to be dramatic, sometimes funny, but always dangerous, as some tried to win the race in a sizzling sprint followed by a dramatic leap into the car, while others, more laconic or less athletic, still had to get across the track in time not to be wearing tire tracks on their driving suits after the more

aggressive group had departed.

This version of that fine madness took place at Sebring in 1968, one year before it ended there forever. This image was caught from a box over the pits just as some of the cars were launching: three Porsches, a Lola T-70, and a Ford GT40, the latter two putting the squeeze on Porsche #50. Porsche's weapon of choice at Sebring that year was the 907, which featured a relatively tiny 2.2 liter engine. Although dramatically smaller than many of the other competitors, they were coming off a 1-2-3 win at Daytona, and looked to be a real threat, especially considering

*(Continued on page 9)*

(Continued from page 8)

their roster of master drivers: Hermann, Siffert, Mitter, Elford, Scarfiotti and others.

There was real talent to be found in the competition, too: Hobbs, Hawkins, Redman and Ickx were in the John Wyer entered GT40s (this race of course predated the time when the Wyer-signature blue and orange came to grace the 917s that made him a Porsche hero). Three of the hulking T-70 Lolos showed up, powered by large V8s, and there were fascinating pairings of cars and drivers elsewhere on the grid: Mark Donohue in a Camaro, Peter Revson in a Javelin, Sam Posey in a Mustang, “King Carrera” Bruce Jennings in a Cougar. Pedro Rodriguez had even signed on to drive a Corvette!

At day’s end, two of the 907s were triumphant, and two had broken, the #48 car of Mitter and Stommelen after 46 laps and the #50 of Lodovico

Scarfiotti after only seven. I still remember that sad car sitting on pit lane, leaving behind a puddle of oil when it was finally pushed away, its mechanical tell-tale tachometer needle pegged north of the redline. Porsche racing boss Husche von Hanstein observed, without a great deal of warmth, “Too much Italian.” I wonder today if Scarfiotti wasn’t victim of the testosterone and adrenalin, the red mist of that penultimate Le Mans start. But he was an experienced F1 driver, had won Le Mans (in a Ferrari) in 1963, and had twice been European Hillclimb Champion. Tragically, a scant few weeks after these events of this Sebring, he was killed in practice at a hillclimb in the German Alps, thrown from his Porsche 910 when it left the course.

The post The Last Turn – The Le Mans Start appeared first on @FlatSixes - the blog about Porsche.



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## MVR-PCA Social Event



### Euchre Tournament and Chili Cook Off



Saturday February 20, 2016

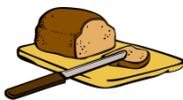
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## MVR/PCA Membership News

### January 2016 - Club Member Anniversaries

Terry and Cindy Crandell	41 Years
Thomas and Marilyn Edwards	34 Years
Dave and Carol Hauser	25 Years
David Vrooman	18 Years
Jim and Timothy Grabowski	16 Years
Mohamad and Malik Almasri	13 Years
Chuck and Denise Putsch	12 Years
Bruce Ziegler	11 Years
Larry Chaffee	4 Years
Peter and Shanan Beck	1 Year
Jason and Heather Parkins	1 Year



### New Members

No new members this month

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### Maumee Valley Region Membership:

Primary Members	148
Affiliate Members	108
Total Members	254

If you are not currently receiving Social  
Event e-mail updates, please contact

Kim Harris at  
kimberlydharris@sbcglobal.net

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## Maumee Valley Region Calendar of Events

Check our web site at [www.mm.pca.org](http://www.mm.pca.org) for the latest event information.

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### FEBRUARY

- 11 **Business Meeting**  
20 Schoen Home Party - Euchre  
Tournament and Chili Cook  
Off

### MARCH

- 5 or 6 **Ladies event**

### APRIL

- 14 **Business Meeting**  
16 or  
23 Laser Tag & Dinner

### MAY

- 7 Kentucky Derby Party @  
Germain Porsche  
22 Mon Ami Driving Tour and  
Brunch

### JUNE

- 9 **Business Meeting**  
11 Zacharias Home Party

### JULY

- 9 Lederman Home Party  
29-31 **DE at Grattan**

### AUGUST

- 11 **Business Meeting**  
20 Schoen Home Party

### SEPTEMBER

- TBD Golf Outing

### OCTOBER

- 13 **Business Meeting**  
22 Findlay Rod & Gun Club

### NOVEMBER

- 12 Stewart Planning Party

### DECEMBER

- 2 Holiday Party at Glass  
Pavilion  
8 **Business Meeting**

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

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

## Technical Q and A

*By PCA Technical Committee*

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### *Leak In The Headlight Washer Lines*

**Question:** I would like to fix a leak in the headlight washer lines or reservoir of my 2000 911 Carrera. I'm not sure where the leak is and I do not know where the lines run through the car body/fender. Is there somewhere where I can find a schematic drawing so I can fix the leak? When I pull the lever inside the car I get a puddle under the driver side fender/rocker panel area.

**Answer:** Submitted by Bill Burris. The factory repair manual for your car contains some very brief information related to the headlight washer system (section 92, pages 92-19 and 92-20) but your problem will become perfectly obvious to you once you remove the front bumper cover. The likely challenge is what Porsche calls a 'plug in coupling' that connects the supply hose to the headlight washer itself - something the last body shop that worked on your car forgot to reattach.

### *Hood Latch Problem*

**Question:** The front hood latch on my 1969, 911 releases over bumps or when driving at an angle over speed bumps or driveway ramps. I've tried the full range of adjustments - tight, medium and loose, to no avail. Does anyone know of a fix for this problem?

**Answer:** Submitted by Edward Mayo. Start by removing the entire upper latch assembly, then close the hood and check gaps and the adjustment of the rubber bumpers at the front corners. When you are satisfied this is correct reinstall the upper latch but first remove the pin and spring and spring cup. Now reinstall just the pin by only a few threads. Insert a 4 mm punch into the hole on the lower latch, now loosen the set- screw on the cable and pull it tight using a needle nose vice grip. Tighten setscrew and use the vice grip to hold the hood. Pull in the full open position (under the dash, after removing the punch). Now you can lower the hood and check to see if the hood pin is centered in the lower latch (the hood won't latch since you've got the hold pull locked open with the vise grip). Adjust the upper latch until the upper pin is centered in the lower latch. You can use a mirror to help you see this. If the pin is centered in the lower latch the hood will go smoothly into the lower latch and not catch when pulling the hood up. Now remove the upper pin and reinstall the spring and cup. Only screw in the pin a few threads. Then remove the vise grip from the hood pull cable and close the hood. It will not be seated all the way so keep adjusting the pin shorter until the hood is all the way against the bump stops when the hood closed and latched.

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### ***Fast Blinker That Won't Return To Normal***

**Question:** At 96,000 miles I had a blown bulb on my right rear turn signal on my 1994, 968. I replaced all bulbs on both sides in the rear, but still have a fast nervous blinker on that side. All lights work and the left is normal blinking but the right stayed fast like the bulb is still blown, but it works.

**Answer:** Submitted by George Beuselin. It might be that one of the bulbs is out of spec. Check the resistance of all the bulbs with an ohmmeter and discard the ones that are significantly different from the others. If it's not the bulb, it's the blinker relay.

### ***Was TPMS Standard Equipment For The Boxster S In 2006?***

**Question:** I discovered the hard way 2 weeks ago in the middle of Montana that at 21,000 miles, my 2006 Boxster S does not have a working TPMS system. There are no tire sensors and no readout function on the panel. Some say it was optional in that year. Others say standard equipment but are often disconnected by dealers on request due to sensor maintenance costs, and/or frequent inaccuracies due to outside temperature fluctuations. Which is correct?

**Answer:** Submitted by Daniel Cleary. From what I can tell it was optional on the Boxster in 2006. If you look at your option codes for your car TPMS was 482. There should be a sticker on the bottom of the trunk lid or if you get technical the front wing, as Porsche calls it, which lists your options.

### ***Use of Cotton vs. Micro Fiber Cloth***

**Question:** I have an older 911 Targa with about 148,000 miles. When I read about cleaning, polishing, waxing, I always find suggestions to use cotton cloth, old T-shirts and am told, "don't use micro fiber" except when cleaning wheels. What is the reasoning? Does a micro fiber cloth hurt the paint?

**Answer:** Submitted by John Paterek. I have used used cotton toweling, cotton t-shirts and cotton flannel for both polishing and waxing. Both can be washed successfully and used again. The majority of customer's cars - especially black, have hundreds of fine scratches caused by unclean micro fiber cloths. The owners are led to believe they cannot scratch the finish at any time. My son Andrew has produced incredible results all by hand with the cotton cloths. He was responsible for a near perfect score on Bill Berenters 1961 S90 Roadster at the Traverse City Parade. The car was restored in 1991 and scored a Gmund award with 299.1 out of 300.0 with his polishing efforts. Enough said!

## Around the Zone

By Michael Soriano

Zone 4 Representative

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Greetings PCA Zone 4 Members,

Happy New Year! I hope that everyone enjoyed the Holiday Season and is ready for another thrilling year in PCA. In December, I was notified that I have

been appointed to another term as your Zone 4 Representative and am excited to continue the work I started during my first term.

It's the beginning of a new year, and as event calendars are being put together, why not reach out to the region leadership and offer to assist with an event. As is true with any organization, the more you put into it, the more you get out of it. Although most of us have our cars tucked away for winter, during the next few months, several regions host social events and tech sessions to help members continue to be able to enjoy the PCA camaraderie.

The first Zone 4 event of the year is the always popular Porsche Preview Event at the North American International Auto Show, where this year the 2017 911 Turbo and 911 Turbo S will make their world debut. The event will be held from 7 a.m. to 9 a.m. on Saturday, January 16, 2016. PCNA graciously opens the entire display to us, allowing us exclusive access before the show opens to the public. For those travelling from out of town, we have secured a Room Block at The Henry Autograph Hotel in Dearborn, MI. In addition,

there will be a Welcome Dinner on Friday evening as well as a dinner on Saturday evening for those staying a 2nd night. Last year the Welcome Dinner sold out as did the Room Block. Please make sure to RSVP for the dinner and book your room as soon as possible. Registration is required and this event sells out quickly. The 200 tickets for this event will be sold on MotorsportReg.com beginning at Noon on January 4, 2016.

Be sure to check your local region's website and newsletter as well as the Zone 4 website <http://zone4pca.org> for the latest details on the many events close to you that are being planned. Also, consider attending other regions' events, such as:

- Mid Ohio Region's Board Meeting will be held on January 4
- January 5 is Rally Sport Region's Club Meeting at Karl's Cabin Restaurant in Plymouth, MI
- Southeast Michigan Region's Board Meeting is on January 7 at Gilson Motorsports in Troy, MI
- January 11 is Motor-Stadt Region's Board Meeting at Spagnolo's in Okemos
- Western Michigan Region's January Dinner Drive is January 13
- January 13 is Michiana Region's Business Meeting at Colombo's in Elkhart, IN

*(Continued on page 21)*

*(Continued from page 20)*

- ARPCA's Business Meeting is on January 14
- On January 14, Maumee Valley Region will hold a dinner at Spicy Tuna
- Zone 4 NAIAS Welcome Dinner at The Henry Autograph Hotel in Dearborn, MI on January 15
- January 16 is the Zone 4 NAIAS Exclusive Preview Event at Cobo Center in Detroit, MI
- Ohio Valley Region's Annual Chili Party at King's Automall is on January 16

- January 23 is Eastern Buckeye Region's Holiday Party
- Central Indiana Region's Rolex Daytona 24 HR Race Party is January 30 in Columbus, IN

I look forward to having the opportunity of meeting each and every one of you at events throughout the upcoming year. If you have any questions or comments please feel free to contact me at [MSoriano.ZoneRep@gmail.com](mailto:MSoriano.ZoneRep@gmail.com)

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Michael

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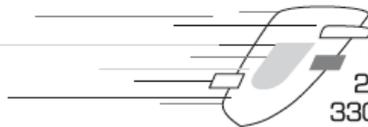
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2 front rims 7"x 17" (55 offset )

2 rear rims 8.5"x17" (50 offset ).

Fits Boxster, very good condition, Porsche Factory Rims, twist style. \$800.00

Boxster, track muffler, stainless, 2 outlets \$80.00 (too loud for street use ).

Boxster, 1998 Porsche muffler \$125.00

Jim Grabowski. [jjgporsche@gmail.com](mailto:jjgporsche@gmail.com)

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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](mailto:genie10@aol.com)

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