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VOLUME 44 ISSUE 1

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der RÜCKSPIEGEL

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Photo on cover: Out for a drive.

Photo by Tom Isley

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Moving

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

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TBD

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The Open Road

There was an error in the last issue of der Rückspiegel with the center sheet consisting of pages 13, 14, 15 and 16 inadvertently omitted from the printed copy. The missing pages have been printed and are included in this issue for you to incorporate into your copy. We apologize for any inconvenience. This error only affected the printed copy of the newsletter and not the emailed copy.

This will be the last issue with Bob Cryan curating the Technical Q and A pages. Starting next month, Mike Valentine will be taking over that responsibility. I would like to thank Bob for his time providing this information to the membership and Mike for stepping up to take over.

We have a report from Kim Harris on the UT Basketball game and social event hosted by Sarah and Todd Mierzwia. Up next is the dinner social at the Black Pearl restaurant on the 9th of February. March will see the club reprising the laser tag competition followed by dinner at the Grape Leaf. Last year was a lot of fun and we found out who were the competitive members.

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.

The cover photo this month is to get you interested in getting the cars ready to drive. That way you are prepared for the driving events on the schedule for this year.

One final note for the year 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 Todd or one of the other officers know. Your help will be greatly appreciated.

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

.....the editor



Editor Note:
Jeanne Krauser has asked that I use this picture on the cover. I decided that it would be better used for this column.

From The Podium

By Todd Mierzwiak



It seems like just yesterday I was sitting down to write the column for the December issue as we were out of town on vacation enjoying the sunshine. Since then, the new year

is in full swing & everyone is busy with work and family life. With the decent weather, I have actually seen quite a few people getting their cars out to enjoy them.

We had our first business & board meeting last Thursday at Vin Devers Autohaus to welcome new board members along with going over a full agenda of items. We reviewed the club's by-laws in depth and are looking to bring them current and more in line with the times. We will amend them & bring them to a vote for ratification in front of the club membership later in the year at one of the larger venues. We are also looking to publish them on the website once we have ratified them in the spirit of being more transparent to the members. We will also be publishing and listing the board members on the website so that people have the connection and can reach out to a specific board member with any questions or concerns.

Some of the other topics at the meeting included the possibility of enhancing the website to include more and more content, pictures of

members/member cars and social events. Bob Harris is doing a bang up job on keeping the website up to date and adding pertinent content along the way. Some additional ideas that are being floated includes adding a way of offering advertising space within the website. Lastly, we will begin to add Driver Education content such as required tech forms and other forms as they come up to make it easier for members to obtain.

You will notice that this issue has a page flyer included from last month. Due to an unforeseen electronic glitch with our newsletter publisher, a page was omitted in last month's issue. The decision was made to include it with this month so that members could simply insert it for those who hold onto the Ruckspiegel newsletter.

Lastly, I would like to invite the members to make a concerted effort to get out & attend our upcoming events. The people behind the scenes work hard to make these events successful and extremely fun. As an example, we met several new people two weeks ago at the UT Rockets basketball game. Everyone had fun cheering on the Rockets and doing something a little different.

Remember to keep the blink alive !!

Todd

5 Tips for Driving Your Porsche in Winter Conditions from Walter Röhrl

by @FlatSixes - the blog about Porsche

In many parts of the world winter is upon us and for lots of our readers that means driving on snow and ice. For those of us that drive a Porsche year round, be it a Cayenne, Macan, 911, Panamera, Boxster, Cayman, 356 or anything else, there are a few simple guidelines we can follow to stay safer in the winter. Recently, Porsche's Walter Röhrl sat down to talk through the techniques needed to safely handle our Porsches in snow and ice. While some may seem obvious, we suggest taking them to heart considering the source...

overlooked. Röhrl says, "Winter conditions reduce the amount of friction on the road, which means a dramatic drop in grip. So you have to slow down. Otherwise, you'll have problems when you brake or hit the next curve.". He goes on to remind us that even though many of our Porsches have all-wheel drive systems that provide better grip when accelerating on slick surfaces, they do nothing for us when trying to slow down. In fact, the opposite is true due to more mass. "We shouldn't forget that mass generally keeps moving

straight ahead. And it doesn't matter whether the engine transfers its power to one or both axles. That doesn't affect the braking power."

3. Don't Take Momentum Into Corners. This might seem the same as above, but it's not. As Röhrl says, "People

aren't immune to the laws of physics and neither are cars." He's seen it many times at various rallies around the world. All wheel drive, like that found on the Macan and Cayenne, divides power among the four wheels to decrease the ability of individual tires to lose their grip giving you more traction, at least in a straight line. That better



1. Pay Attention. In other words, be even more attuned to the car than usual, and concentrate completely on what you're doing. Stay off your phone, don't text or fool around and pay attention to the feedback your Porsche is providing via the steering wheel and the seat of your pants.

2. Slow Down! This seems the most obvious of all, but based on those we see on the road with us, it's often

(Continued on page 8)

(Continued from page 7)

traction doesn't translate to a curve, but it does allow you to "step on the gas sooner and accelerate out of the curve", says Röhl.

4. Keep Steering Maneuvers To A Minimum. One of the accepted precepts of motorsport, and something that's taught in almost every racing school we've attended, is the idea of "slow hands". That's what Walter's saying here. Any movement or input, besides the bare minimum, come at a cost. The only exception to that rule says Röhl are exaggerated or intended movements that allow Porsche's driver assistance systems to help out.

5. Winter Tires Are A Must! In any part of the world where winter temperatures drop below 45 degrees fahrenheit on a regular basis you're going to want Winter tires over All Seasons and definitely over Summer tires. Röhl

says that "Steering and driving maneuvers work only if the tires have enough grip on the road. So you absolutely have to have the right tread and rubber blend for cold temperatures." It doesn't matter what type of drivetrain you're equipped with (front, rear or all-wheel drive) your Porsche needs traction to grip the road for accelerating and braking. As Röhl says, "Nobody should think that all-wheel drive will make you safe in winter with summer tires." In fact, during winter conditions, summer tires will only give about 1/10th of their performance capabilities. That means only 10% of your Porsche's power gets transferred to the road and, more importantly, you only have about 10% braking power.

[Source: Porsche customer magazine Christophorus, No. 379]



MVR January Social Event

By Kim Harris

We had twenty-two members in attendance at our first gathering of the New Year. Sarah and Todd Mierzwiak organized a wonderful event at the University of Toledo. From the free parking tickets to the great accommodations, we felt first class all the way.

The crowd was rocking in Savage Arena on January 7th for the men's basketball game. Our hometown Toledo Rockets led all the way against the Miami Redhawks. Final score was 91-76!

Attendees had front row seats in the Grogan Room to view the game and cheer for the Rockets. There was plenty opportunity to have a drink and catch up with fellow MVR members. What a great way to begin 2017.

Check out our schedule of events at MVR.PCA.ORG



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MVR – PCA Social Event

February 9, 2017

6:30 p.m.

Dinner at the Black Pearl restaurant

4630 Heatherdowns Blvd.

Toledo, OH 43614

[Across from the Stranahan Theatre]



Separate party room



Prepare special limited menu for us



\$22.99 includes entrée, potato or vegetable, salad, rolls and coffee or soft drink

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RSVP:

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MVR/PCA Membership News

January 2017 - Club
Member Anniversaries

Terry and Cindy Crandell	42Years
Thomas and	
Marilyn Edwards	35 Years
Dave and Carol Hauser	26 Years
David Vrooman	19 Years
Jim and	
Timothy Grabowski	17 Years
Mohamad and	
Malik Almasri	14 Years
Chuck and Denise Putsch	13 Years
Bruce Ziegler	12 Years
Larry Chaffee	5 Years
Peter and Shanan Beck	2 Years
Jason and Heather Parkins	2 Years



New Members

None

Maumee Valley Region Membership:

Primary Members	148
Affiliate Members	112
Total Members	260

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Maumee Valley Region Calendar of Events

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

FEBRUARY

9 Dinner at the Black Pearl

MARCH

18 Laser Tag, Dinner at The Grape Leaf

APRIL

23 or 30 Tour to Mon Ami with Brunch

MAY

6 Kentucky Derby Party

JUNE

10 Tour to Duesenberg Museum in Auburn, IN

11 Brunch after Cars & Coffee

JULY

8 At Lederman's - 'RC Cars' and Lunch provided

9-15 Parade

28-30 MVR DE at Grattan Raceway

AUGUST

12 Tour to Findlay followed by picnic

SEPTEMBER

16 Party at Valentine's

20-24 PCA Treffen Asheville, NC

OCTOBER

21 Color Tour to Irish Hills

NOVEMBER

11 2018 Planning meeting at Schoen's

DECEMBER

1 Holiday Party (MVR 45th Anniversary)

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

MVR Social Event

March 18, 2017

3:00 pm - Zombie Laser Tag at Funagin's

5340 N. Centennial Rd.

Sylvania, OH. 43569

\$12 per person for 2 games (pay at event)



Opting out of laser tag, but still want to enjoy a great meal? Join the group for dinner!

5:30 pm – Grape Leaf Diner

909 S. McCord Rd. (SE corner at Angola Rd.)

Holland, OH. 43528



RSVP: 2kimberlydharris@gmail.com

Kim Harris 419-861-0745



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Technical Q and A

By PCA Technical Committee

Taken from PCA Tech Q&A

Edited and Compiled by Bob Cryan

Sun Roof Trouble

Question: I have a 2002 Porsche 911 C4S, which at 53,000 miles, has sunroof trouble. The tilt feature opening and closing works fine and the motor sounds good! The actual retracting mode does not. The roof will open about 15mm and stop. Sometimes it will not close at all. I have a hunch this is common. What is the likely culprit? Is there a good illustration that will allow me to fix?

Answer: Submitted by Bill Burris. The sunroof mechanism on your car is relatively simple, with a switch, a motor and some cables, but unfortunately the tilt/sliding roof seems to be a source of trouble for many owners. Let's start with what we know based upon your description: the motor works and the switch works, leaving the most likely suspects the drive cables. The guys at Pelican Parts have posted some pretty good photos of the parts and given a fair description of what might be giving you trouble, but my money is on your getting in there and identifying the challenge right away because it'll be perfectly obvious. You'll know the cables are the issue if you can't manually work the roof forward and backward using the Emergency Sunroof Closing Tool conveniently attached to the inside of your sunroof motor cover (same panel the sunroof switch is on.) Here's a link: www.pelicanparts.com/techarticles/Porsche-996-997-Carrera/105-BODY-Sunro...

944 Transmission Vibration

Question: There is a transmission vibration in my 987 944 that has about 44,000 miles on it. Someone said the balance shaft might be out of alignment. Any ideas?

Answer: Submitted by George Beuselin. Yes, it is quite likely that balance shaft alignment is the problem, especially if the sprockets on the balance shafts have been removed (e.g. during a water pump replacement or a front engine reseal procedure).

Here is what I wrote in response to a similar question earlier...

One of the challenges of owning a 944 is that there are idiosyncracies about the 944 automobile that can only be learned through many years of experience or study of the factory service manual. Unfortunately, quite a few of the mechanics who are experienced with these unique aspects of the 944 engine are retiring and leaving your cars to be worked on by rookies who haven't been properly trained. So, guess

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what, if you are not lucky, they learn by working (and making mistakes) on your car. If the balance shafts are not timed properly, they will set up a vibration in the engine that usually manifests itself as a buzzing in the shifter at engine speeds between 3000 and 4000 rpm.

The 944 engine is essentially a 928 engine that has been cut in half, and, in order to minimize second order vibrations, has two balance shafts installed, one upper shaft and one lower shaft. Those balance shafts rotate at twice the speed of the crankshaft and do a pretty good job of reducing vibration. If you have ever driven a normal four-cylinder engine and found it to be buzzy, you should be pleased that your 944 engine can be as smooth as a straight six engine, all due to the balance shaft system.

Unfortunately, it is a bit tricky to properly time the balance shaft system. If you have to remove the sprockets that drive the shafts, they can be installed incorrectly, due to the design of the sprockets that has two keyways. One keyway is for the upper balance shaft and the other is for the lower balance shaft. Since you have to remove the sprockets before you can remove the rear belt cover, this usually occurs when you renew the front engine seals or when you need to replace the water pump.

There is only one page of the 2000 page factory service manual that shows the proper installation of the sprockets on the two balance shafts. That is page 13-4 of Volume 1 (Engine). The experienced 944 mechanics know that the quick way to determine if the balance shafts are properly installed is to remove the belt and to spin the balance shaft. If the sprocket is properly installed, the notch in the sprocket will point to the timing mark in the rear belt cover (roughly at the one o'clock position on the top shaft and the 7 o'clock position on the bottom shaft.)

All of the BS sprockets are marked with an "O" for the keyway which should be installed on the upper (ober in German) shaft. The keyway that is unmarked (or marked "U" for unter, German for lower, on early cars) should be installed on the lower shaft.

Once the sprockets are installed properly, installing the balance shaft belt is relatively easy. Make sure that the balance shaft belt is properly tensioned, which most mechanics who are not familiar with 944 cars will tension too tight, because of their ignorance and their lack of the proper tensioning tools. A balance shaft belt that is too tight will whine.

Around the Zone

By Michael Soriano

Zone 4 Representative



Greetings PCA Zone 4 Members,

As winter is upon us, I am pleased to see that many regions are making an effort to encourage their membership to participate and stay

involved this time of year. Most of the regions have held their Planning Meetings to help establish a preliminary calendar of events. A number of regions are holding events to welcome new members or introduce their newly elected officers. A few regions hold their holiday parties now as opposed to the end of the year, which is always so busy; while others have held fundraising events to help benefit their communities. This time of year many regions hold tech sessions, which are designed to help us better prepare for warmer days. And as we start looking ahead, it's the perfect time to begin planning your driving season.

Amongst the events already planned are numerous DEs. Zone 4 regions host Driver's Education events from April through October. These events are designed to provide a safe, structured, and controlled teaching and learning environment so that participants can improve their driving abilities and acquire a better understanding of vehicle dynamics and driving safety.

They take place at a number of tracks including Grattan, Indianapolis Motor Speedway, Mid-Ohio, Pitt Race, Putnam Park, Waterford Hills and Watkins Glen; so why not consider attending one this year.

Many regions have already opened enrollment for their DEs, and with Driver's Education continuing to grow in popularity, more instructors are needed. In the next few months, two National Instructor Training Sessions are scheduled. The first will be on March 25, offered by ARPCA at Pitt Race, and the second will be on April 28, offered by CIR at Putnam Park, followed by a 2-day DE on April 29 and 30.

As region calendars firm up and events continue to be added, please remember to check your inboxes, region's newsletter and website, as well as the Zone 4 website <http://zone4.pca.org> for the most up to date information about events available to you. Also, consider attending other regions' events, such as:

- Southeast Michigan Region's Monthly Board Meeting is February 2
- February 7 is Rally Sport Region's Club Meeting at Karl's Cabin in Plymouth
- Michiana Region's Business Meeting at Dandino's Supper Club in Goshen is February 8

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- February 9 is ARPCA's Business Meeting at Fast Co.
- Join Maumee Valley Region members for dinner at the Black Pearl on February 9
- February 10 is Central Indian Region's Valentine's Dinner and Dance at the Orchard Ridge Country Club in Ft. Wayne.
- Mid Ohio Region's New Member Social at the Hofbrauhaus in Columbus is February 11
- February 14 is Ohio Valley Region's Monthly Board Meeting and Member Social

- Western Michigan Region's Winterfest 2017 is February 18 at the Cascade Hills Country Club
- February 25 is Motor-Stadt Region's Annual Holiday Party at the Spartan Hall of Fame Café

If you have any questions or comments please feel free to contact me at MSoriano.ZoneRep@gmail.com

Thanks,
Michael

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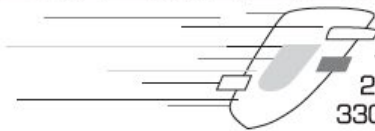
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For Sale: 1984 Porsche 944

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

For Sale: Michelin Sport Cup 2 tires. Fronts are 245/35ZR20. Rears are 305/30ZR20. Less than 1 year old. Asking \$500 for set.

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