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**Photos on cover:** Tan-Tar-A  
Resort. The site of the 2018 Parade  
*Photo provided by Tan-Tar-A resort*

## der RÜCKSPIEGEL

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Porsche Club of America.

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[mvr.pca.org/back-issues/](http://mvr.pca.org/back-issues/). Historical  
newsletters (May 1972-December  
1975) are also available, thanks to  
our club historian, Bill Bauman.

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## The Open Road

The Social committee is still hard at it putting the final touches on the events for 2018. The next event is dinner at Biaggi's Ristorante Italiano in Perrysburg. It will be on the 23rd at 6:30pm. The following month there will be a mystery room and dinner on February 24th. More events are getting added to the calendar so be sure to watch your email for updates.

There are a number of events coming up this summer that you may wish to add to your calendar so you don't miss them. The big one is Parade July 8 through 14 at Lake of the Ozarks. This location is an easy one day drive and many are planning on attending already. Parade registration starts on January 29. Deb and I had the opportunity to visit the resort in December and thought the area is going to be a lot of fun. For more information be sure to check out the Parade web site <http://parade2018.pca.org>.

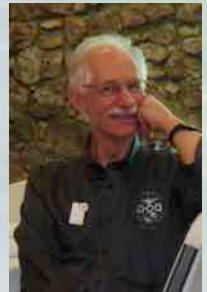
Another event that is close by is the Porsche's on the Mac being put on by Motor-Stadt Region in August. This is a long weekend event with several activities located in Michigan's northern lower peninsula.

In this issue, Jay Kjoller has provided an entertaining report on his first experience racing at Daytona.

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](http://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.

Just a guess but you may have noticed that 2017's last gasp, and 2018's welcome, were part of the same bone chilling arctic blast, that lasted much too long. It's still a long way away, but we certainly can start thinking spring.

Following up on our Holiday Party, elections were held during the evening and for 2018 our officers are: President: Barney Stewart, Vice President: Bob Cryan, Treasurer: Sarah Mierzwiak, and Secretary: Jeff Roberts. Elected to the Board were: Bob Cryan, Tom Isley and Todd Mierzwiak.

A tip of the cap goes to Adam Cufur our outgoing secretary. Adam and his wife Carie are the proud parents of 6 girls. Thanks Adam.

Presently, we are in the early stages of planning our third Kentucky Derby party held each year at Porsche of Ann Arbor. This year's party will likely be a joint event with our RSR cousins. More to come.

Another event, and new to the PCA calendar this year, is the "Porsche's to the Mac" gathering. It is sponsored by Michigan's Motor Stadt Region and is planned for August 17, 18, & 19th at St. Ignace Michigan. I'm told there will be a web site up and running soon, with complete details, including sign up information. Presently, at least 8

MVR members have made hotel reservations. I will pass along any information I receive.

Porsche Parade our premier event each year will be held at The Tan-Tar-A Resort, Lake of the Ozarks MO. July 8-14. Lake of the Ozarks is located in central Missouri, reachable in one day's drive. Visit <https://www.pca.org/event/2017-09-12/porsche-parade-2018> for more information. If you have never attended a Parade, I assure you the weeks ongoing activities will keep you busy, you will meet new friends, and take away lasting memories. Perhaps, the most enjoyment will be from driving your second best gal, on some of the twisty local roads.

Now might be a good time to check your battery maintainer on vehicles in winter storage. Notice I said maintainer because a battery maintainer will cycle on and off as needed where as a trickle charger is constantly charging. Winter storage is hard on batteries and proper maintenance can help to extend the life of a battery.

Next up on the social calendar is Dinner at Biaggi's, Levis Commons, on Tuesday January 23rd at 6:30 pm. See you there!

Take care,  
Barney.

## A Rookie Goes to Daytona

by Jay Kjoller



The 1981 Daytona 24 Hour race was an awesome experience for me. It started when Steve Southard, long time PCA'er and racer from Columbus, Ohio, called to ask if my wife and I wanted to run the race in my 911. I thought Steve was crazy since we had earned our SCCA provisional licenses just the previous summer and had very little racing experience. Steve assured us that we could get the required IMSA and FIA licenses with no trouble and that all we had to do was stay out of the way of the fast cars, stay on track and all would be OK. So naturally we agreed. We took the car to Steve's shop for prep. I rebuilt the 2.8 liter engine, Steve and I each built up a transmission and off we went. (Quite sometime later it finally occurred to me why Steve wanted to run my car instead of his own 914/6, he wanted it to be my car that got beat to death! Duh!)

When we drove through the tunnel under Turn 4 and into the infield at Daytona International Speedway I was totally blown away at how big

the place was. I was completely intimidated. The first lap on track was even more intimidating. Flying down the back straight (there was no chicane at that time) it looked as if the NASCAR Turn 3 banking was really a huge wall that I was going to crash into. The speed was insane! It took a few laps to muster up the courage to go through the high banked turns, foot to the floor, but once I did it was easy after that. Practice and qualifying went pretty smoothly, learning the track, bedding new brake pads, checking tire temps and so on, but no mechanical problems. We were pretty slow, qualifying 71st out of around 77 cars, but we were in the show and we were having fun!

Did I mention being intimidated? Here I was, a rookie with maybe two SCCA regional races to my credit and I'm standing on the grid next to my home built race car getting ready to start the biggest road race in the country (and maybe the 2nd biggest in the world), surrounded by some of the world's biggest names in racing. OMG doesn't even begin to cover it.

Steve started the race, my wife took the second shift and I went third. We ran 2 hour stints because that was how long the 32 gallon fuel load lasted. After my 2nd stint I went somewhere (I can't remember where) to try to sleep, yeah right! After a while I gave up and returned

*(Continued on page 8)*

*(Continued from page 7)*

to pit lane. I got back just as our car was pulling out of our pit stall. The transmission had given up and the guys put in the only spare part we had with us. The swap took about an hour I guess—we weren't real well set up to deal with a major problem-- but the guys did a fine job and it turned out to be the only hiccup in the whole race.

My next shift provided me with one of my most memorable racing experiences. It was still dark and I caught up with another 911 in the infield. I was only marginally faster and didn't get an opportunity to pass immediately so I thought I'd wait until we got onto the banking to make the easy pass. We entered the banking nose to tail, but as luck would have it, our acceleration was as close as two cars could be only we were going much faster than usual—I was drafting! Down the back straight, through NASCAR 3, through 4, foot smashed on the floor with my front bumper not six inches from his rear. And we're we flying! We weren't geared for this extra speed and the poor engine was just screaming! But the amazing and unforgettable thing was, aside from the engine noise, it was eerily quiet inside the car because the car ahead was blocking all the air. It was like driving down the expressway in a Buick with the windows closed. Only we were doing 180 MPH! Very surreal.

I knew I had to get by this guy somewhere, but the road course was pretty risky because of faster cars

getting around us and we were so evenly matched on the oval. I decided the best place to pass would be coming through the tri-oval near start/finish with a slingshot move before diving into the infield road course section, but of course I had never done it before and I was pretty nervous about trying something new at that speed. I decided to follow the 911 through the road course again so I could get the slingshot maneuver straight in my head before actually going for it. I knew that my engine and trans wouldn't take the thrashing on the oval for very long so I would have to make something happen. Besides, how hard could it be? I'd seen the roundy-rounders do it a hundred times in NASCAR races on TV. So next lap, still nose to tail, we get to the tri-oval and I pull low to the left and just like on TV, my car accelerates and blows by the other guy. Hard on the brakes into turn 1 and onto the road course pulling away from the other guy. No problem.

There is one other thing I remember vividly from night racing at Daytona. Along the short infield straight, just before the left hand kink, I could see a large group of spectators standing around a campfire. The smoke was drifting across the track and the smell of steak grilling over the open fire made me realize it had been hours since my last meal. Several laps later, at the same spot, I was greeted by the aroma of marijuana wafting into the car.

*(Continued on page 9)*



*(Continued from page 8)*

I got the 'privilege' of driving the sunrise shift with the sun blinding me as it peeked over the east wall for several laps. But with daylight came the realization that wrecks and mechanical problems had really thinned out the field, but there were still eight hours to go. We just had to concentrate on staying clean, keeping the car alive and finishing.

By late morning we had made our way up to 4th in class with George Drolsom's 924 Turbo in third a few laps ahead of us. We knew that his overstressed four banger 924 couldn't possibly stay running to the end and that when it blew up we'd be on the podium in our first Daytona. Well, ya know, I raced George many times afterwards and I think this was the only damn time that car made it to the finish line. Oh well, that's racin'.

I got to drive the last stint and took the checker, 17th overall, 4th in class. Neat. That poor engine did every minute of practice, qualifying and all but that one hour of the race and was just as strong at the end as when we unloaded. Later we were told that my wife and I were the first married couple to run that race. Panorama had a nice action shot of the car in their coverage article. I did the Daytona 24 Hours several more times over the years finishing all but two of them, but was never able to better that 4th place finish.

PS: I learned that weather doesn't really care if there's a race or not. Ask me sometime what it's like racing at Daytona at night, in the rain, with the ground effects prototypes sucking the water off the track and spraying it back into the air as they go by. Oh, and a little fog rolling over the back straight wall at the same time. Hint: it's scary!

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**Dinner at 6:30 p.m.**



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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](http://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](http://gcfb.com)

RSVP: [2kimberlydharris@gmail.com](mailto:2kimberlydharris@gmail.com) or 419-861-0745

## MVR/PCA Membership News

### January 2018 - Club Member Anniversaries

Terry and Cindy Crandell	43 Years
Thomas and Marilyn Edwards	36 Years
Dave and Carol Hauser	27 Years
David Vrooman	20 Years
Jim and Timothy Grabowski	18 Years
Mohamad and Malik Almasri	15 Years
Chuck and Denise Putsch	14 Years
Bruce Ziegler	13 Years
Larry Chaffee	6 Years
Peter and Shanan Beck	3 Years
Jason and Heather Parkins	3 Years



### New Members

Adnan Ahmed  
Driving a 2018 911 Carrera Black

Robert Gajewicz  
Driving a 1988 924S Arctic White

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### Maumee Valley Region Membership:

Primary Members	156
Affiliate Members	107
Total Members	263



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## Maumee Valley Region Calendar of Events

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

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### JANUARY

- 16 Breakfast at Star Diner
- 23 Dinner at Biaggi's  
Ristorante Italiano

### FEBUARY

- 24 **Mystery Room and dinner  
at Granite City**

### MARCH

- 10 **Toledo Museum of Art  
Tour**

### APRIL

- 25-29 **Treffen to Tamaya**

### MAY

- 5 Kentucky Derby Party at  
Germain Motors in Ann  
Arbor

### JUNE

TBD

### JULY

- 8-14 **Parade**

### AUGUST

- 17-19 **Porsches to the Mac**

### SEPTEMBER

- 12-16 **Treffen to Banff**

### OCTOBER

TBD

### NOVEMBER

- TBD Tour to Findlay & Planning  
Party

### DECEMBER

- TBD Holiday Party

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

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

If you are not currently receiving Social Event e-mail updates, please contact Kim Harris at [2kimberlydharris@gmail.com](mailto:2kimberlydharris@gmail.com)

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## Technical Q and A

By PCA Technical Committee

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Taken from PCA Tech Q&A

Edited and Compiled by Mike Valentine

### **Clutch, Gearbox or Tranny – 2001 Boxster**

**Question:** Hi Pedro another question for you. I'm the owner of a recently purchased 2001 base Boxster low miles approx. 28k. Tonight suddenly manual gear shifter had a lot of play in it. Seems it can't find 1st or 2nd gear. Can only start forward in 3rd. No noises no clunks and no grinding. Just wondering if it is linkage or something along those lines. I'm no mechanic but car does drive ok without noises but just a lot of loose play in shifter. Any ideas? Hoping it's not transmission or clutch?

**Answer:** Submitted by Pedro Bonilla. The shifting in your car is performed through two cables that run from the gear shifter, through the firewall, over the engine and down to the back of the transmission.

Whenever I hear of issues such as the one you describe, my first thought is a cable.

First, lift the bottom of the shifter boot upwards, using a pry tool around the horseshoe base. You may also need to remove the ash tray/window switch assembly from the lower center console with these parts removed you can determine if both cables are correctly connected to the shifter. If one cable is loose, there's the problem. If the cables are both connected, then you will need to get under the car and check the connection of both cables to the transmission. If one is not connected there's your problem.

If both cables are correctly connected to the transmission, then the problem most likely is within the tranny.

Most of the time this issue starts as a simply worn out front engine mount that does not get replaced. As it wears, the front of the engine drops a bit and this puts more strain on the shifter cables which eventually get disconnected from one end and/or cause internal damage to the transmission.

Happy Porsche'ing,

### **Replacing Tires – Front and Rear or Rear Only – 2004 911 Turbo**

**Question:** This question seems to be a popular topic. However, I just cannot reach the conclusion with the definite answer. The search did not help, either.

*(Continued on page 19)*

*(Continued from page 18)*

My car needs the replacement tires for the rear. I am trying to decide if the front ones need to be replaced at the same time. It is a car with AWD, so there are some requirements.

The depth of the tread for the front tires is currently 9/32 for both left and right. Luckily, they are wearing out evenly. The depth for the new one is 11/32 according to the manufacture data.

That is the wear amount of 2/32. One source says that the front tires can be kept as long as the wear amount is equal to or less than 2/32 when the rear ones need to be replaced with the new ones. Is this the case? What is the minimum required depth for the front tires with the new ones in the rear?

The car is on the winter set of tires/wheels right now for this question. The tires are Pirelli Winter Snow Sport 240 N3. The sizes of tires and wheels are as specified in the owner's manual for the winter. The same kind of tires will be used for the replacement whether the car needs the rear only or all four.

Thank you very much.

**Answer:** Submitted by Luis Verdiales. Hello, when referring to wear, 30% is the maximum recommended difference, however I would be equally concerned with the age of your front tires and would inspect them for any evidence of cupping. I would replace the fronts if they are over three years old as older tires will show lower traction and less compliance, both factors in conjunction with rolling diameter will ensure predictable handling and stability of your turbo. Hope this helps.

#### **944 Turbo Timing Belt, While You're in There-- 1987 944 Turbo**

**Question:** I'll be replacing the timing and balance shaft belts on my 1987 944 turbo this winter. I'll also take the opportunity to change the water pump and various oil seals. Any other suggestions of things to do while I'm at it? does anyone have a list of required parts? Any suggestions with regards to the special tool required for setting the tension?

**Answer:** Submitted by George Beuselin. In addition to the belts and water pump, I recommend a new thermostat, all the rollers and all the seals in the front of the engine. The rollers should be made of metal, as they are much more durable than the plastic ones. You should strongly consider replacing all the rubber hoses at the same time. You can identify all the necessary parts by using the online Porsche Parts Catalog.

Since the factory timing belt tension tool is no longer available, the next best thing is the Arnworr tool. I recommend the Maxi Kit.

## Around the Zone

By Lori Schutz, Zone 4 Representative

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I am thrilled to be your new Zone 4 Representative, transitioning from Michael Soriano and his wife Lisa, who have served so well for us these past 4 years. I

have long, fun history with Zone 4 and look forward to meeting you at events throughout the year in our Zone.

A bit about my history – I attended my first Porsche Parade in 1983, joining my father, then President and CEO of Porsche AG, Peter Schutz, at the Lake of the Ozarks in Missouri. My first PCA event was the Road America PCA Driver Education (DE) with Chicago Region, then part of Zone 4. The spring of 1984 was my first autocross with Motorstadt, and I became hooked on PCA. I served as editor of the Western Michigan Region newsletter Porsche Uber Alles for 5 years, and held board positions of Western Michigan Region including 2 years as President.

I have been a member of many regions and received the Enthusiast of the Year from 3 since leaving Michigan in the early 90s. I most recently spent 10 years in Dallas with the Maverick Region, and after instructor and instructor team lead

roles, became DE Chair. I am currently a member of Southeast Michigan Region for the past 4 years, where I participate as a DE instructor and attend social events in my 2005 Boxster S and 1988 928 S4. As a member of the PCA Club Racing National Scrutineer team, I have worked races across the country over the past 5 years.

I hold a Master's degree in Environmental Engineering from Michigan State University, and am an Account Executive for a software company serving the higher education market for a Midwest territory which nicely overlaps Zone 4. Other hobbies include walking in the Komen 3-Day event to raise funds for breast cancer research, and I enjoy playing the piano and time in the exercise studio.

And now about YOU - Mark your calendars now and plan to join me and other Zone 4 members at the 2 Nationally sponsored PorschePlatz / Car Corral events this spring:

May 4-6 – Mid-Ohio Sports Car Course, Mid-Ohio Racetrack, Lexington, OH

June 1-2– Chevrolet Sports Car Classic, Detroit Belle Isle Grand Prix, The Raceway at Belle Isle Park, Detroit, MI

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### **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](http://PCA.org)

PCA - Maumee Valley Region  
Social Event January 16, 2018

**Breakfast at 8:30 a.m.**



Star Diner



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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](mailto:rsbrown@bex.net)

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**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

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**FOR SALE 1987 Porsche 924S**

89,000 original miles. Within the last 500 miles the following updates, upgrades and repairs have been performed. New Timing Belt, Water Pump, plugs, wires, cap and Rotor. Fuel Pump, fuel filter and injectors. New Clutch and assembly. Power Steering Pump, Power Steering Rack, Tie Rods and Tires. New Brake Hoses. New A/C compressor, A/C Dryer and Belts. 2 cranking (starter) sensors, New Battery, Starter and Front Struts.

5 speed manual. White exterior with black interior. Non factory am/fm cd player. No rot or rust anywhere. Asking \$5250 obo. Need to sell . Contact Jeff Roberts via e-mail [jroberts@commercepaper.com](mailto:jroberts@commercepaper.com) or 419-466-7896. Priced for quick sale! Not junk!





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MVR members;

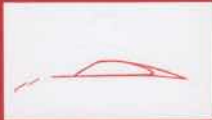
Our first board meeting of 2018 will be held on Monday, January 22nd at 6:00pm. The location, as usual, is Vin Devers meeting room. Members are welcome to attend.

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