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Photo on cover: Beth and past President Barney Stewart at the holiday party

Photo by Jeanne Krauser

der RÜCKSPIEGEL

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der RÜCKSPIEGEL is the official publication of the Maumee Valley Region, Porsche Club of America. Opinions stated are those of the authors and do not necessarily represent the position of the Maumee Valley Region or Porsche Club of America. Back issues of **der RÜCKSPIEGEL** are available at 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

This month we have a guest column by Robert Turner. Robert is a member of the Maverick Region. We also have an article from Dave Zimmerman that outlines the importance of supporting our sponsors. He is requesting your help in tracking the times we use the services of one of our sponsors.

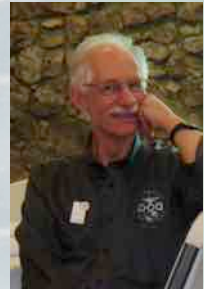
The planning for the June 15-16 weekend is progressing. The team continues to refine the plans for the activities. At this time we are still waiting on confirmation that we will be able to use Monroe street for the car show. The museum is still in discussions with the city on the plans for Monroe street. Stay tuned for updates.

The next social event is the UT basketball game followed by dinner at The Beirut restaurant. This will be on the 2nd of February. The Breakfast gatherings continue on February 12 at the Star Dinner on Central Ave.

The officers listing on page has an opening for Vice President. If you are interested, please contact Lisa or one of the board members. We also have a new chairperson for Social Media. Laura Valentine is filling that role.

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, or running the region. If you can support in any way, let Lisa or one of the other officers know. Your help will be greatly appreciated.

.....the editor



Willkommen

By Lisa Soriano



When I was approached by the Board last September and asked if I would consider becoming the next Region

President, I was caught completely off guard. After spending the past 5 years accompanying and assisting my husband Michael with his National responsibilities first as the Zone 4 Representative and now as the National Awards Chair, I wasn't sure I was ready to come back in such a visible role. However, after attending a Board Meeting and speaking with the officers and board members, I was reassured, and agreed to have my name placed on the ballot.

I would like to thank outgoing officers Barney Stewart and Bob Cryan as well as Board Members Bob Harris, Tom Isley, and Mike Valentine for their outstanding service and dedication to the club. I am pleased to be taking over with a strong support structure in place and, I am looking forward to a year filled with exciting events providing us with plenty of opportunity for fellowship and camaraderie.

Membership is an important part of any club or organization, but participation is key. I would like to personally invite every one of our members to please attend at least ONE event during this upcoming year, and give yourself a chance to reconnect with your fellow Porsche Club members.

If you are on Facebook, consider joining our closed group: Maumee Valley Region, PCA, where you will find event notices, pictures, and interesting articles. It's a great way to stay informed.

I want to wish all of you a Happy New Year, and I look forward to seeing you at an upcoming event. Just a reminder, our next event will be on February 2: UT Women's Basketball followed by dinner at The Beirut.

Thanks,

Lisa

Maumee Valley Region

Tuesday January 15, 2019 at 6:30 p.m.

Dinner at Social Gastropub

25818 N. Dixie Hwy

Perrysburg, OH. 43551

RSVP: 2kimberlydharris@gmail.com

PCA - Maumee Valley Region

Social Event February 12, 2019



Breakfast at 8:30 a.m.



Star Diner

6710 W. Central Ave. Toledo, OH. 43617

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

PCA - Maumee Valley Region

Social Event March 12, 2019



Breakfast at 8:30 a.m.



Star Diner

6710 W. Central Ave. Toledo, OH. 43617

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

Brand Loyalty Part 1 and 2

by Rober Turner

Brand loyalty. What every company spends untold dollars working to create. They build the essence of their brand around it. Really, they love this concept. Why? Big profits. It can be a status symbols like Louis Vuitton or Tory Burch or something simple like your basic “double no- whip-no-foam, skinny pumpkin latte” from Starbucks that you always order. We love what we love.

So how far does brand loyalty take us? Here’s one example: How about the never ending Ford versus Chevy or Chevy versus Mopar battle and all the possible permutations therein? There are some folks that swear by Toyota or Honda and will buy nothing else (members of my own family fall into one of these two camps). Ever try having an automotive conversation with any of these people? Take a Ford guy for instance: “Don’t even get me talking about Chevy, because you know, those cars suck.” Personally I find those people very open minded, as long as you stick to how great Ford products and how sucky Chevy products are, that is. This is just an example, I’m not picking on anyone here. Not me.

So do German cars fall into this brand loyalty trap? Heck yes! BMW guys? Check. Mercedes guys? Check. Audi guys? Ah, I think you get it— check please! And Porsche guys? Well we are probably the worst, at least when it comes to brand die heart’edness. Come on, as a group

we are so loyal to our brand we even get into sub categories of brand fanaticism – as in air-cooled versus water pumpers or all fifty-three ‘924’ guys versus everyone else.

So does that apply to you? Hmmm. You are reading this in a Porsche Club magazine right? And me? What do you think? Hate to pigeon hole myself into any particular category, but I gotta be honest with myself here; yes I am a Porsche-brand geek. Says so right on the shirt I am wearing right now, writing this piece: Drivers Education February 2003, Maverick Region PCA. OK, maybe the shirt is a bit threadbare but I love it. Yeah, guilty as charged.

My own Porsche adventure started early, a really terrible (or terribly rusted) 914 I drove in college. It was an awful car and taken as a singular ownership event, should have scared most people (namely me) away from the Porsche brand forever. But then something magic happened. It was 1990, I was recently married. So one Saturday morning, as me and my bride read the local newspapers—just to set the stage here, my wife loves to read the paper cover to cover, she still does—she looked up from her paper and asked: “Is \$14,000 for a 1987 Porsche 944S with low miles a good deal?” (Remember – this is 1990 money we are talking about here) I

(Continued on Page 10)

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put down my section of the paper. She had just totally captured my attention. Brand loyalty was about to strike again! And a rather large rabbit hole had just magically popped into existence, right in the very fabric of my living room. Brand loyalty had just made its presence felt in the Turner household big time.

Part 2

Brand loyalty. Automotive manufacturers just love the concept. It means that life-time buyers can go from the El Cheapo entry-level car all the way up to the Grand Poohbah luxu barge, all without leaving the comfort and safety of the driver's seat of their favorite brand. No doubt the Grand Poohbah is probably the most expensive car in the fleet and I have a sneaking suspicion, also the least fuel-efficient car in the fleet too, but that's okay, because it's also the most profitable car the manufacturer makes. You know—the one that no matter what the Government of XYZ country does to try to kill it, the manufacturer will keep building that sucker till the nodding donkeys stop pumping oil.

OK, so maybe I am talking about Lexus guys, but there is something to say about how we Porsche folk approach our favorite marque. I am willing to bet that for many of us, there's more than one Porsche lurking in our collective garages. We bought in to the concept of the entry-level car and maybe started with a Boxster. But from there we

may have moved to the flag ship, the 911 Carrera (or something more fun like a Turbo, GT3 or, dare I say it, a GT2). And as family needs changed maybe we added a Cayenne, Macan or Panamera for when two-up driving was out of the question and you were forced—yes forced—to put people or stuff in the back. Point is, once we bought into the Porsche family hook, line, and PDK, we most likely decided to stay around for quite some time.

But have you checked the prices of those suckers lately? I mean a Cayman can run way north of \$100K and that does not even include fun stuff like seats and wheels. Problem is for me, the price tag of new Porsches is beyond my reach. Not so much because of what I make, but because of one or two other things that occupy me financially (like kids in college, their cars, room and board and the myriad of other things that seem to be attached to young adults these days, like eSports subscriptions and music stream services...which I pay for!). So I have to be content with pre-owned Porsches. I may be dating myself a bit, but there was a time when we called them used cars; but pre-owned sounds so much more civilized.

Nowadays a 2002 Boxster S is what fills my garage. Yes, I procured it as a pre-owned vehicle. Although to most people a Porsche is not exactly entry-level, fact is at this time in my life, it's what I can afford. To the uninitiated layman, however, a 2002

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Boxster looks pretty much like a 2010 Boxster or a 2015 Boxster. Honestly they cannot tell the difference.

But what about a real entry-level Porsche, say a sub-Boxster? At one point, it was rumored for years. It was an on again/off again affair that kept us guessing. One day it's going to be an enhanced version of a new VW, the next it's going to be smaller and lighter than the Boxster.

This is great! I remember thinking. Hey, I can afford an entry-level Porsche. Something around \$40K (well equipped). If I move a few things around financially, get top dollar for my Boxster S and use the proceeds from the sale as a down payment, it could work. But ultimately Detlev Von Platen, (at that time the CEO of Porsche North

America) killed any hope of an El Cheapo Porsche, saying "You won't see anything lower than the current Boxster model." Further squashing any hopes for an entry-level Porsche, he continued: "Our entry model is our pre-owned program." Thanks Detlev. We get the picture. Been there, doing that...

And on that exhaust note, see you next time.

RL Turner is the author of The Driver, a series of action adventure novels, available in both print and ebook on Amazon (more info at www.thedriver-series.com). Having owned a dozen Porsches and driven hundreds of laps on racetracks throughout the southwest, author Turner knows a few things about going fast in a Porsche and then fixing them when he breaks something.

Maumee Valley Region Social Event

Monday March 18, 2019

6:30 p.m.

**Black Pearl Restaurant
4630 Heatherdowns Blvd.
Toledo, OH. 43614**

<https://www.blackpearltoledo.com/>

RSVP: 2kimberlydharris@gmail.com

Around the Zone

By Lori Schutz, Zone 4 Representative

Hi Zone 4,

2018 closed out with a few more Holiday parties and monthly business meetings. I had the pleasure of joining my local regions for their final meeting of the year the first week in December – First for Rally Sport Region who wrapped up a very successful year with a new activities chair committee who stepped up the end of 2018 with several well attended events–Father, mother and son – and are planning several great events for 2019. Next to Southeast Michigan Region, with nice succession planning passing the baton for President, Vice President and newsletter editor.

Then onto the Holiday Awards banquet at Mid-Ohio region, in Columbus Ohio on Dec 8th. I had the pleasure of telling the story of my father's time at Porsche between dinner and the annual awards. The 2017 Region of the Year had plenty to celebrate, and cast of volunteers to thank. The PCA final banquet of the year for me was for my home region Southeast Michigan Region on December 16th . The silent auction raised funds for their charity and everyone had a great time.

So now, a look forward - Happy New Year – and off to a great 2019. Your presidents, chief driving instructors and DE chairs will gather in late February for the Zone 4 President's meeting. I look forward to lots of great idea sharing and planning for

our multi-region events, and 3 Zone events. Please mark your calendars for these wonderful times, and come make memories with us.

May 17th -19th Mid-Ohio PCA Club Race - Mid Ohio Sports Car Course

– Mid Ohio region is teaming up with Northern New Jersey region for a combined Driver Education and Club Race event. What a great way to see hundreds of wonderful Porsches on track together. Plan a family picnic, come out to volunteer, or if you are an experienced DE driver, come drive the DE sessions. Club racers – this is the closest to your home town – please come out.

May 31 – June 2nd – Detroit Grand Prix – Belle Isle, Detroit Michigan

– PCA National is sponsoring a Car Corral at what I consider one of the best weekends in motorsports, right in our backyard. Professional race series featuring the IMSA and Trans AM Sports Cars will thunder around the island. And fresh from the Indy 500, the INDYCAR series comes to the island for 2 full points-counting races. The Car Corral features parking on the island, with a police escort from The Henry hotel on Saturday morning, guest speakers and a great place to gather and watch. We have a special rate for The Henry hotel for the weekend for out of town, or even in town, guests. For complete information and links, please visit the

registration site on
clubregistration.net : <https://clubregistration.net/events/signUp.cfm/event/9535>.

June 15th -16th - Toledo Museum of Art- Toledo OH - Maumee Valley Region is teaming up with the museum on the inaugural weekend of the special summer display “Life is a Highway – Art and American Car Culture”. The highlight will be the show & shine on the street in front of the museum where we anticipate over 90 great Porsches. Other activities to be announced, please plan to join us.

I look forward to seeing all of you in 2019 – please let me know what events and when & where they are happening in your regions, I'll do my best to plan to join you.

Cheers – Lori

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Two-Way Street

by Dave Zimmerman

They say “It Takes Two to Tango” (stay with me here). In a marriage, both partners have to work at it to reach marital bliss. In any business transaction, both the buyer and the seller have to be happy when it’s over, for it to be truly successful. Take advantage of someone once, and they will never give you a second chance!

As Advertising Chair for MVR this past year, we have seen quite a few new advertisers in der Ruckspiegel. I’ve been trying to think of a way that we can encourage the new (and current) advertisers to stay with us in future years, instead of a “one and done” situation. Every business that advertises has budget constraints, and they need to know that they are getting something back for their ad dollars spent. Each time that I visited Discount Tire this past summer, I thanked them for advertising with MVR, but you never know if the message got to the right people?

I have a proposal that might help. Why not let me (your Advertising Chair) be the clearing house to pass that information back to the MVR advertisers? When going back to the following businesses to ask them to renew their advertising for another year, wouldn’t it be great if I could say to them:

- **Porsche of Ann Arbor** – Three of our members bought Porsches from you last year, and 12 members had their yearly maintenance done with you.

- **Discount Tire** – Four of our members bought new sets of tires, and five members had alignments done there.

- **Ballas Buick-GMC** – Two of our members leased new GMC’s from you, and three members bought new Buicks.

- **George Reiser, Attorney** – Three of our members decided to have new wills drawn up by you.

I’m sure that you get the picture by now. If the MVR Board approves the idea, I’ll create a spreadsheet listing all 20 of our current advertisers. Any time one of our members buys something or gets a service performed by one of our advertisers, just send me an email with the details, and I’ll add it to my spreadsheet. Then, when it’s time for the advertiser to renew their ad for another year, I’ll be able to show them that their investment in MVR advertising paid off for them!

Evie and I have personally done business with seven of our current 20 advertisers in the past few years. I’ll bet we would all be amazed with how much money our club members actually spend with those companies that support our newsletter, and our club?

If you like the idea, or if you see potential problems, please let me or one of the Board Members know. Thanks for listening!

Maumee Valley Region Social Event

Saturday February 2, 2019

Women's Basketball

Bowling Green vs. University of Toledo

Game time is 2:00 p.m.

**Meet in Grogan Room at Savage Arena (UT
campus)**

2025 Douglas Road, Toledo, OH 43606

Tickets are \$16 per person

Parking is \$5 per car

Food & beverage is available for purchase

RSVP: 2kimberlydharris@gmail.com

**Please respond as soon as you can so we can order
tickets**

After the game...

Dinner and drinks at The Beirut

4082 Monroe St.

Toledo, OH 43606

**[http://www.beirutrestaurant.com/assets/BeirutMenu-
opt.pdf](http://www.beirutrestaurant.com/assets/BeirutMenu-opt.pdf)**

MVR/PCA Membership News

January 2019 - Club Member Anniversaries



Thomas and Marilyn Edwards	37 Years
Dave and Carol Hauser	30 Years
David Vrooman	21 Years
Jim and Timothy Grabowski	19 Years
Mohamad and Malik Almasri	16 Years
Bruce Ziegler	14 Years
Larry & Claudia Chaffee	7 Years
Peter and Shanana Beck	4 Years
Jason and Heather Parkins	4 Years
Adnan Ahmed	1 Year
Robert Gajewicz	1 Year

John Bresnan of Defiance, OH driving a 1973 914 sunflower yellow

Jay Zvanovec of Perrysburg, OH

Maumee Valley Region Membership:

Primary Members	171
Affiliate Members	117
Total Members	288



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Maumee Valley Region Calendar of Events

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

JANUARY

- 8 Breakfast at Star Diner
(Central Ave.)
- 15 Social Gastropub
(Perrysburg)

FEBRUARY

- 2 UT Basketball and Dinner
- 12 Breakfast at Star Diner
(Central Ave.)

MARCH

- 12 Breakfast at Star Diner
(Central Ave.)
- 18 Dinner at Black Pearl

APRIL

- 13 Tour to Auburn, IN

MAY

- 4 Kentucky Derby Party at
Germain Motors with RSR
- 23 Dinner in Bowling Green

JUNE

- 15 Porsches at the Art Museum
- 16 Road Rally

JULY

- 14 Family Picnic at Secor Park
- 21-28 PCA Parade
- 26-28 MVR DE at Grattan

AUGUST

- 11 Party at Zimmerman's

SEPTEMBER

- 7 or 8 Golf Tournament at
Bowling Green CC
- 29 Tour to Findlay and Dinner

OCTOBER

- 26 Party at Schoen's (and
Planning Mtg)

NOVEMBER

- 9 Dinner at TBD

DECEMBER

- 14 Holiday Party at Stone Oak
Country Club

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

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

MVR name tags are now available for members and their associate member. Please send a note with your request to Barney Stewart at bstewart@bex.net. Tags are \$10 ea, payable on delivery.

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

Technical Q and A

By PCA Technical Committee

Taken from PCA Tech Q&A

Edited and Compiled by Mike Valentine

Top Not Functioning Intermittently, Handbrake Not Detected – 1998 Boxster

Question: The top of our Boxster is not opening/closing on occasion. After some trouble shooting we determined that this was happening because the car sometimes did not see that the handbrake was engaged. If the handbrake light on the dash did not come on when the handbrake was engaged the top would not function (not surprisingly). Has anyone seen this issue and is this a simple contact problem (sticking, etc.) or does the entire handbrake assembly have to be changed or is there a sensor module associated with the handbrake that needs to be replaced or ...?

Answer: Submitted by Pedro Bonilla.

There is a small microswitch at the base of the handbrake that gets dirty and sticks. You can access it from the driver's side, just behind the driver's seatbelt buckle. There's a small, removable panel on the center console. Once you open it you can see two wires that go into the base of the handbrake. They attach to the microswitch. Liberally spray electric contact cleaner at the base of the handbrake, where the wires are, while moving the handbrake up and down. This will clean out the switch and allow the top to operate normally again.

Happy Porsche'ing,

Is There Any Merit To An Upgraded Lower Oil Pan – 2002 Boxster S

Question: Only if it's a dedicated track car.

In normal driving you will never need anything else other than what's supplied by Porsche.

If you have a dedicated track car which is subjected to high speed turns, a good deep sump kit can alleviate some of the oil starvation issues and provide additional cooling for oil. Keep in mind that because it is added to the bottom of the pan, it will be lower than the standard oil pan and may be more vulnerable to road debris or off-road excursions.

Happy Porsche'ing,

(Continued on page 18)

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Flywheel Issue – 1992 968

Question: I have a 1992 968 Cabriolet that appears to have an issue with its dual-mass flywheel. Unfortunately, the aftermarket suppliers have dried up, and the only source for a new one is Porsche - Germany, and the price is ridiculous. I've located a possible source for a used flywheel but would like to get specifics on rotational specs in terms of number of teeth and/or degrees. Any ideas? Or, for that matter, any thoughts on alternate sources?

Answer: Submitted by George Beuselin.

I do not have the specs on the stock flywheel, but there is an alternative. Fidanza offers a lightened aluminum flywheel for a fraction of the cost of a new flywheel, with an added benefit of less rotating mass. You can search the internet for "Fidanza Billet Aluminum Flywheels 199681". You may have to change the clutch disk also.

Remanufactured Engines – 2004 911 4S

Question: I am looking at a 2004 C4S. The records show the engine is one from the Porsche factory that has been Re Manufactured. My question is, going forward, does this mean I no longer need to worry about the IMS Bearing. Will it still need to be a maintenance issue in the future and be changed when I do a clutch replacement. What upgrades did Porsche do to this bearing when they're manufactured this engine? Thanks for your reply

Answer: Submitted by Bill Burris.

Our experience with the factory remanufactured engines is quite good, though there's no way to determine which intermediate shaft bearing is installed without a visual inspection - which could only be performed with the clutch/flywheel assembly removed.

Bear in mind Porsche used the latest generation factory IMS bearing on the date of remanufacture - there were no "improved" aftermarket parts ever installed, so the question regarding maintenance is the same as for any factory application: there is no maintenance requirement for this bearing, they're theoretically good for the lifetime of the engine (or until the time of engine wear out/rebuild). You may choose to replace it sooner but that would be voluntary on your part.

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