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Photo on cover: The sky in the hood

Photo by Craig Zenil

der RÜCKSPIEGEL

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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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Moving

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

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The Open Road

Jeff Fort visited the Porsche Experience Center in Atlanta recently. He has provided a report on the “experience” that can be found on page 7. I would guess that he and Staci had some fun. Thanks for the report Jeff.

The committee assembling the Drivers Education have reported that the event is shaping up to be a big success. The sponsorship is up this year as well as the attendance numbers. Even the ladies only sessions on Friday are expected to be well attended. There is still time to sign up if you are interested.

Coming up on August 12 is the tour to the Findlay Rod and Gun club. Ruth Gulliford and Jeff Fort are reprising this event again this year. September brings a party at the Valentines on the 16th. There has been a date change for the Fall Color Tour. It is now going to be on the 22nd of October.

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

If you were asked to describe perfect Toledo day, weather wise, you would be hard pressed to improve on this past, 8th of July. Great weather seems to bring out car enthusiasts in numbers, and that's exactly what happened for Rick & Barb Lederman's, "RC Cars and Lunch", event. The Porsche & Ferrari Clubs were well represented. As in past years, Rick had a twisty RC road course layout taped on his driveway. However the highlight of the day was the appearance of a realistic simulator that proved to be quite a challenge for the numerous F 1 drivers present. Many thanks to Rick & Barb for hosting an awesome event.

Beth and I took a few days off and headed down to the Smoky Mountains last month. While the Smokes are awesome, and a popular destination for thousands, we were headed down primarily because of a different draw, the "Tail of the Dragon". Envision 318 curves in 11 miles, no shoulder, residential, or commercial driveways. As you motor through a canopy of trees, you feel the "Tail's" elevation changes and tight turns. We could even read our own rear license plate on two or three of those 180* switchbacks. If you are in the area and interested, the "Tail" is located about ½ hour South of Knoxville. It runs from Tennessee to North Carolina on route 129. Oh and there's no need to crank it up, those 11 miles will put a smile on our flat land Ohio faces, even at a modest

pace. "PCA Treffen Asheville" is a 3 day event this September that features a drive on the Tail, however it quickly sold out.

Just for the fun of it, I'd like to put my membership hat back on for a moment. I thought you might find it interesting to take a look at MVR membership numbers over the last 6 ½ years. On January 1st, 2011, we had 114 primary & 92 affiliates for a total of 206 members. Not bad for a small region in the upper Midwest. Presently our membership numbers 155 primary & 110 affiliates for a total of 265. That's a significant increase. While it's inevitable that we are going to lose a few members from time to time, for various reasons, our gains are noteworthy. So take a collective bow, for reaching out with a warm welcome, to new MVR members.

Next up is our Grattan DE, July 28, 29, &30.

On August 12th we will tour to Findlay for a picnic. What's not to like, driving & munching! Check the der Ruckspiegel for details.

Take care,
Barney.

Porsche Experience Center Atlanta

by Jeff Fort

I've owned many a Porsche since 1976 and some really fine ones so I am biased. But I am here to tell you, if you want to appreciate our cars on a new level, visit the Porsche Experience Center in either LA or Atlanta.

On Saturday, June 17, Staci and I went to the PEC in Atlanta. A nine-hour drive, it is next to the airport on I-75. One long-time Porsche guy told me the day before I would be disappointed because it is a short track so that one does not get to go very fast. Further, it amounts to paying Porsche to take a test drive. On reflection, it was fast enough for me and worth the every penny.

One selects from a number of packages and pays for it on-line. See: <https://www.porschedriving.com/home>. Staci and I both opted for a Carrera 2S since it is the closest to what we own. We asked for manual transmission for the same reason but a MT was not available that day. With the purchase of optional insurance for \$50, it was \$500. For that one gets the car, an on-board trainer and 90 minutes of seat time. The course of instruction includes time in different "modules." They are, from the web site:

The purpose of the program is to elevate one's confidence in both driving ability and the car's capabilities. Run the kick plate a few times to see if you can maintain control, then a few laps on the

track. Learn over steer on the low-friction surface, then a few laps on the track. Etc. It works. You find yourself driving faster laps.

Some other impressions and information:

The cars are abused, pure and simple. At least that's what I would have called it before. I did probably ten launch control take offs followed by extreme braking. What you realize is how well-engineered these cars are. They are meant to take it. I guess I knew that, but to actually do it (thankfully in someone else's car) drives (sorry) home the point.

When Porsche introduces a new model, dealership personnel cycled through a PEC to learn it on the track and the associated modules. Porsche also brings in competing vehicles for comparison. My instructor said there is no comparison. The 'vettes overheat in a heartbeat and the others simply break down. His exact words and I can believe it. So, don't worry about driving your Porsche too hard.

Yankees, with more ice time, are known to do better on the kick plate and the low friction module. I can believe that, too.

I've have read much about the PDK v MT debate. Old school, I have, and think I'll always have, a MT. But, I have new respect for PDK. There is no way I could have driven the way I

(Continued on page 8)

(Continued from page 7)

did with a MT. No one, I mean no one, can take off, up shift and down shift like it does. It may be more communicative or fun to have a MT, and I'll rationalize my choice that way, but for pure quickness and accuracy

Our friend Darja Praprotnik, who drives a Mercedes in Findlay and a Tesla in Atlanta, attended with us. She became a Porsche believer in the process. I don't know how one could not. Money well spent, Porsche.

My instructor, Chuck Rosenblum, was in his 50's and is an experienced racer. His son, a college student, also a racer, was, by coincidence, Staci's instructor. Chuck conveyed as much confidence in 90 minutes as I can imagine. "Right wheel on the white line, drift out to the left wall, tap the brake, tighten it up, power on"

PSM on, PSM off, sport mode on, sport mode off, all in a controlled environment. Enlightening.



Staci made it through the slalom at 40 MPH (and has a picture of the readout to prove it). The instructors said that was remarkably good (and now I have to live with that).

By chance, the LeMans race was on at the time. PEC had a large screen TV with plenty of lounge chairs and catering for invited guests – many Peach Tree Region PCA

members – and it was fun meeting with them, eating free food and watching the race.

There is a museum and a store, which are also worth visiting.



To conclude, if I were weighing a Caymen v a 991 or a Macan v a Cayenne – or any new Porsche for that matter – I would spend the money and drive each there. So, recommend that to your friends and treat yourself. It is well worth the time and expense. You will leave with a smile on your face – guaranteed.

From the Vice President

by Bob Cryan

When I was appointed to the Board I was asked to review the MVR Code of Regulations (Code), otherwise known as our By-Laws. As I am sure you know, all organizations that manage memberships, collect dues, and spend money typically have a set of procedures/regulations that govern how the organization operates. Organizations such as ours that are defined for tax purposes as “Not For Profit” are required to have such By-Laws.

Our Code has been in existence for a number of years and has been revised numerous times. Like most organizational documents By-Laws tend to be kept in a file cabinet and essentially forgotten until a significant event arises and leadership team members, maybe uncertain as to how to handle it, consult the By-Laws for guidance. I recently did that in order to advise Board members how to proceed to fill our recent Board vacancies and those created by the resignations of Todd Mierzwiak and Tom Woodruff.

There is no standard content for the By-Laws but there is a typical format that most documents follow. The National PCA recently revised its By-Laws and has provided it as a

model for Regions to follow if they so desire. Thanks to the help of Michael Soriano, our Region 4 Representative, I procured a copy for each Board member. In the coming months, beginning at the next Board meeting on July 13th, the Board will be reviewing the National PCA document and comparing it with our Code. We will be looking to clean up any confusing language; delete any sections that no longer apply; and, add sections that are needed to bring our management procedures more in line with current operational practices.

Naturally, the Board will keep the membership informed of our progress and at some point bring recommendations/revisions to the membership for their approval by way of a vote. I would be happy to provide a copy of either our Code or the National PCA By-Laws to any member interested to read it. Of course, any suggestions received in the interim will be welcome and acknowledged. Just text me at 419-705-2823 or email me at johnrcryan1@gmail.com.

Bob

Maumee Valley Region

August 12, 2017 Social Event

2:00 meet at Providence Park Grand Rapids, OH
South entrance near canal boat launch

Jeff & Staci Fort will lead a picturesque & leisurely drive to Findlay.



Destination: The Pits Rod & Gun Club
10951 Township Rd. 227 (Olive St. dead ends at gate)
Findlay, OH 45840

Ruth Gulliford will be at the Club to greet everyone...

Drinks and appetizers to start...then German style picnic...

Brats, frankfurters, baked beans, German potato salad and dessert!

Activities:

- ❖ Row boats
- ❖ Fishing (bring your own rod)
- ❖ Picnic games
- ❖ Skeet shoot or pistol shots (bring your own guns)

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Kim Harris 419-699-3042

Ruth's cell 419-306-0612. Call on day of event if you need directions.

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MVR/PCA Membership News

July 2017 - Club
Member Anniversaries

Jeff and Lee Anne Snook	31 Years
Marty and Tina Nine	23 Years
Kathy Schramm and Tim Lehman	22 Years
Craig and Liala Zenil	19 Years
Diane and Jim Schoen	11 Years
Juan Penhos	10 Years
Tom Cable	7 Years
Gregory and Lisa Runion	6 Years
Lewis Mindlin	5 Years
Stuart and Holly Hathaway	4 Years
Daniel and Kelly Benson	1 Year
Mark Henderson	1 Year



New Members

Kenneth Kisseberth of Swanton
Driving a 2017 Silver Cayenne

James and Jennifer Mendenhall of
Swanton
Driving a Red 1986 944 Turbo

Maumee Valley Region
Membership:

Primary Members	155
Affiliate Members	110
Total Members	265

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



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Maumee Valley Region Calendar of Events

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

JULY

- 8 At Lederman's - 'RC Cars'
and Lunch provided
#9 Cars and Coffee
9-15 Parade
28-30 MVR DE at Grattan Raceway

AUGUST

- 12 Tour to Findlay followed by
picnic
#13 Cars and Coffee

SEPTEMBER

- #10 Cars and Coffee
16 Party at Valentine's
20-24 PCA Treffen Asheville, NC

OCTOBER

- #8 Cars and Coffee
22 **Color Tour to Irish Hills**

NOVEMBER

- 11 2018 Planning meeting at
Schoen's
#12 Cars and Coffee

DECEMBER

- 1 Holiday Party (MVR 45th
Anniversary)

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

Burnt Out Fog Light – 2007 Boxster

Question: How do change a burned-out fog light bulb in a 2007 base Boxster 987?

Answer: Submitted by Pedro Bonilla. In order to remove the fog light assembly, you'll need the plastic card tool supplied with the car. It might be in the packet with the books. It looks like a thick credit card. You need to insert it into the inboard side of the fog lamp to release a tab which will pop out the assembly. Once it pops out, maneuver the assembly out of the bumper and access to the bulbs is from the rear side. Happy Porsche'ing

Air Conditioning Cuts Between Cold and Hot – 1992 968

Question: My 1992 968 is great. However, I notice that my air-con tends to cut between hot and cold. Happens as the cut idles or when I change gears suddenly. Been advised to do an air-con top up but I was wondering if it was a switch of some kind? Appreciate any advice.

Answer: Submitted by George Beuselin. There are a couple of possible causes for your car switching between hot and cold while driving.

The first might be a broken plastic clip between the stepper motor and the mixing flap. To check, look near the accelerator pedal in the driver side foot well and see if there is a metal rod that is not connected. If you turn the temperature knob between full hot and full cold while the ignition is on, the motor that drives the rod should move.

There are three parts that are needed to fix the broken link. They can be located in the Porsche Parts Catalog at 8/13/00 - 13 and are:

944.572.313.00 Bearing

944.572.314.00 Bearing

944.572.217.00 Metal Clip

The other possibility is that one of the thermistors (temperature sensors) which provides input to the temperature control unit has failed. If that happens, the control unit cannot properly determine which action to take and the temperature can sporadically change for no apparent reason. If that is the case, check the input to the control unit at the back. All three of the thermistors should have the same value at the same temperature (allow the system to come to room temperature before testing.)

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Moisture in Tail Light – 2017 911 Carrera S

Question: When getting my 911 991.2 commercially washed, it retains moisture in the driver's side tail light. The car is under warranty. What should the dealer do to correct/solve this problem?

Answer: Submitted by Dustin Aydt [SVR]. Water inside a light assembly is generally due to a failed seal where the lens and housing are "welded" together. While it is not uncommon for a small amount of fog to form on the inside of the lens (especially headlights) this is not considered a problem unless you see droplets forming. Should you have water droplets forming inside one of your light assemblies the only remedy is replacement. If there are no signs of outside influence or impact damage the replacement of the lens should be covered under warranty.

M030 Components – 1989 944 S2

Question: What does option M030 include on a 1989 944S2? I suspect larger brakes, stiffer springs and anti-sway bars, what else?

Answer: Submitted by George Beuselin. At the front of the car, adjustable height koni struts and M030 springs, 26.8 mm front sway bar, M030 bushings.

At the rear of the car, 18 mm rear sway bar, M030 bushings, koni rear shocks. 25.5 mm torsion bar, stronger half shafts and CV joints.

I had thought that the brakes were the same as on the 944 turbo M030 package, but they are the standard 944S2 brakes.

Engine Not Starting/Turning – 1999 911 Carrera 4

Question: Just did a complete engine rebuilt. Battery is 13.87 volts, trying to start engine but only heard a clicking sound in the engine bay, but starter motor will not start. Have cleared the ground wire at the cylinder head and grounding post at body of vehicle. All lights lid up at instruments cluster but no crank. Please help. Checked the battery positive post in the engine bay with no negative reading.

Got feeling might be the immobilizer system.

Answer: Submitted by Bill Burris [MAV]. Well, you're at least part way there with the clicking in the engine compartment, which means that it's not likely the immobilizer that's holding you up. You've already confirmed the #1 reason for no start (or slow cranking) is the engine-to-chassis ground, so your next check will be a bench test of the starter; I know it's difficult to get to but that's what's next on the diagnostic tree.

Around the Zone

By Michael Soriano, Zone 4 Representative



Greetings PCA Zone 4 Members,

After waiting for several months to see if there was going to be a PCA Car Corral at the Detroit Grand Prix at Belle Isle, with less than 2 weeks

notice, I was contacted and asked if I was interested in hosting the event. I agreed to take on this task, and the first step was to put together a thorough proposal, which needed to be submitted to the EC for approval in order to get funding. I received word that my proposal was approved and that I could begin promoting the event a mere 10 days before it began. For the next 10 days, I spent nearly every minute of the day promoting, preparing for, and coordinating every aspect of this 3 day event, including a hotel room block, a welcome dinner, and police escorted caravan, as well as determining the amenities at the Hospitality Tent and the car corral itself.

Through a number of Zone blasts, and with the cooperation of the regions within Zone 4, we were able to properly promote the event. Once again, ticket sales for Saturday surpassed the track's expectations, and we had to request an additional allocation of tickets.

A room block was set up at The Henry Autograph Hotel to accommodate anyone travelling from out of town. On Friday evening, we had a nice turnout for dinner at TRIA Restaurant. The group consisted of members representing 7 different regions.

PCA members and Porsche owners, who visited the hospitality tent, were treated to donuts, coffee, and bagels in the morning, as well as water and soft drinks throughout the course of the day. In addition to people from throughout Zone 4, attendees included PCA members from Florida, Las Vegas, and Oregon that had travelled to Detroit just for this event.

On Saturday morning, 2 Michigan State Police cars arrived at The Henry to provide us with an escort to the corral. With our police escorts leading the way and blocking oncoming traffic, we set out on a nonstop 20-mile drive through the streets of Detroit, including a 3-mile stretch along Downtown Detroit's main thoroughfare, across the scenic MacArthur Bridge onto Belle Isle, and straight to the car corral. Everyone who participated agreed that it was even more fun than they had anticipated.

When we arrived at the corral, we were greeted with coffee and donuts, as the warm up began for the WeatherTech SportsCar

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Championship. Arrangements were made to allow a large group to tour the Park Place Transporter along with a question and answer session with driver Patrick Lindsey. The group was then surprised with a 2nd transporter visit to Alegria Motorsports and a private autograph session with drivers Daniel Morad and Mathieu Jaminet.

Over the course of the weekend, attendees were able to enjoy races from the Verizon IndyCar series, the IMSA WeatherTech SportsCar Championship, the Trans Am series presented by Pirelli, and the SPEED Energy Stadium SUPER Trucks. The Detroit Grand Prix is the only weekend to feature back to back days of full points IndyCar races. And, for the first time in this race's history, the same driver won both Saturday's and Sunday's races; congratulations to Graham Rahal.

Putting an event of this magnitude together requires a considerable amount of time and effort. I want to thank everyone that attended, and to all of the regions that assisted me by promoting the event. I especially want to thank my dependable team of trusted volunteers whose hard work and contributions helped to make this a successful event.

There are a number of wonderful events taking place this year throughout the zone. We are continuing to try to coordinate all of the region calendars into a master calendar which is posted on the events page of the Zone 4 Website, <http://zone4.pca.org>. Be

sure to check your local region's website and newsletter for the latest details on the many events close to you that are being planned. Also, consider attending other regions' events, such as:

- Plan to attend ARPCA's Pittsburgh Vintage Grand Prix Weekend July 14-16
- Northern Ohio Region's Catawba Island Club weekend is July 15-16
- July 16 is Eastern Buckeye Region's Autocross at Kent Trumbell
- Rally Sport Region's Waterford Hills Track Day is July 18
- July 19 is Western Michigan Region's Wednesday Night Cruise-In to the Gilmore Car Museum
- MORPCA's P2O in Granville, Ohio is July 21-23
- July 22 is Michiana Region's Treasure Hunt Block Party in the South Bend Historic District
- Motor-Stadt Region's Ice Cream Run from St. Louis to Midland is July 23
- July 23 is Central Indiana Region's Ladies Street Revival Car Control Clinic
- Join Maumee Valley Region July 28-30 for their DE at Grattan Raceway

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

Thanks,
Michael



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robertsharris@sbcglobal.net

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>

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

Call Billy Edwards at 419.349.4004



For Sale

1962 Porsche 356 B coupe body # 210415 slate gray # 6201 original 1600s 75 hp #702187 npr big bore pistons & cylinders. Original gearbox # 54914 new gaskets seals, solid axle boots, clutch pressure, through out bearing, and mounts. New brakes, brakelines, dual master, new wheel cylinders, new fuel tank new fuel sender, new shocks, battery new tires, wheels, hubcaps, reconditioned gauges – quartz clock. New chrome, moldings, rubber seals. New red autos international interior, German carpet, rechromed seat recliners, restored steering wheel, deluxe ring Drives, steers, shifts, stops as new

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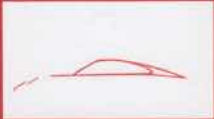
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