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Porsches at Lake of the Ozarks.

Photo by Tom and Deb

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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The Open Road

We just returned from our trip to Parade. We started with a trip to visit my dad in Oklahoma and then spent some time in Bentonville, Arkansas. While in Bentonville we visited the Crystal Bridges museum and spent time looking over the area. It was really nice and not what you would expect. After a couple of days in Bentonville we headed up to Osage Beach, Missouri for Parade. There will be a full report of the visit in next months issue.

You will notice that we have 4 new advertisers this month thanks again to Deve Zimmerman and his quest to fill the pages with advertisers. The new advertisers are Bill Potter at Nice Car Company, Allied Motorworks, George Riser, and Waterford Bank. If you need the services of one of these (or our other advertisers) be sure to thank them for supporting the club.

Dave Zimmerman has shared his experience at the Battle Creek Speedfest with us on page 8. Looks like he learned a lot about his car.

Our next social event is the new member picnic on August 5th. It is being held at Secor Metropark in Sylvania. Also in August is the Porsches to the Mac that is being held in St. Ignace, Michigan the weekend of August 17-19. I know that several MVR members will be heading up north for that weekend. I don't want to leave out that we have the Drivers Education the weekend of July 27-29 at Gratton in Michigan. Plenty to do and enjoy.

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

You happen to be one of those unlucky folks, that never seem to win at anything, not even at Candyland vs. your granddaughter. So it's out of character, but you buy a couple of scratch off lottery tickets at the 7/11. WOW your ship finally comes in to the tune of \$200,000 (net after taxes). Well now, I think a trip to the toy store to kick some tires, just might be in order.

Sitting down with a sales consultant, it quickly becomes apparent there are far more choices to consider than one could have imagined. No less than 30 offerings (two door variety), are presently available from Porsche. That being said, there are a couple of high end models, in very limited production and extremely scarce. Including the five versions of the 911 Turbo, the GT2 and the two GT3 choices, Porsche offers 24 variations of the 911, and 6 variations of the Cayman/Boxster platform. That's a total of 30 two door offerings, not too shabby.



What to do? Taking a good look at the six Cayman/Boxster choices, chances are that you will be able to keep more than half of your winnings and perhaps even take a trip to Stuttgart to boot. Make no mistake, these mid engine models deliver the Porsche experience, both on and off the track.

Maybe you've always wanted a 911? Well one could select a 911 Carrera, add a few options, and still drive out with half of your winnings in the bank. Now here's where it gets more difficult. If you're willing to part with a few dollars more, there are fifteen more 911 models to consider. Stepping up from the base Carrera, there are 3 Carrera "S", 4 Carrera "4", a Carrera "T", 2 "Targa", and 5 "GTS" models to choose from. Pack a lunch on this shopping trip, and plan on using over half of your winnings

Have a lead foot? The top of the line, Turbo S, "Exclusive Edition" with 700HP and a 0-60 time of 2.7 sec might be your fix. There's just one catch, you'll have to keep scratching those tickets because you're first winnings, leaves you a bit short.



Well, there goes my alarm, time to get up and back to reality!

Take care,

Barney.

Reference: <https://www.porsche.com/usa/models/>



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BATTLE CREEK SPEEDFEST 2018

by Dave Zimmerman

After six months of waiting, anticipation, and wondering, the last weekend in June finally arrived. I signed up way back in January, and I couldn't wait to test my car, and test my nerves at high speed.

Wait a minute, maybe you haven't heard about SpeedFest? Everyone knows that we Porsche folks like cars that handle curves (just ask Barney about the license plate on his 718 Boxster S). But this is something different. It's like a quarter mile drag race on steroids! Each year at the Kellogg Airport in Battle Creek, Michigan, there is an Air Show and Hot Air Balloon festival. It draws over 100,000 fans and includes a midway with rides, food, etc. just like your local county fair. For the last four years, there has also been an event called SpeedFest held in conjunction with the Air Show. This is basically side-by-side drag racing for a full half mile on the airport runway! I've wondered what my Ferrari 458 Italia would feel like at those speeds, and the thought of driving that fast without worrying about police in my rearview mirror sold me on the idea. I had raced my Porsche GT3 once at Milan Dragway, but this was going to be so different!

Like a kid waiting for Christmas morning, Friday finally arrived, and we headed for Kellogg Airport. We were one of the first cars to arrive, and after the tech inspection and

helmet approval, we put the numbers on each door and waited for the fun to begin. Airplanes of all types were doing practice runs with spins and loops and vertical stalls, and blowing their smoke rings in the air making heart shaped pictures, etc. There was even a Marine Corps Osprey plane making vertical take offs and landings like a helicopter. The next two hours was like watching a parade of muscle cars and exotic sports cars arriving to do battle. Most of the major brands were there. In addition to my lone Ferrari, there was Porsche, Lamborghini, Audi, Nissan, BMW, Cadillac, Dodge, Ford, and lots of Corvettes.

I had not expected to be the fastest car there, and that was certainly true! The list of cars entered on Friday shows the HP rating of each car, and it was pretty mind boggling. I think there were only two or three stock cars there that had not been modified. My Ferrari has 562 HP, and a Lamborghini Huracan Spyder with AWD showed 610 HP. The numbers went up quickly from there. One Dodge Challenger Hellcat was listed at 707 HP. A Chevrolet SS (built in Australia with a Corvette engine) had added a supercharger to get 650 HP. A Roush Ford Mustang was at 850 HP, while most of the Corvettes were ZO6 models from 600 to 1,000 HP. An Audi R8 AWD sports car was an early 4.2 liter V-8 model, but had

(Continued on page 9)

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twin turbos added to reach 650 HP. There were three Cadillac CTS-V models rated from 600 to 1,000 HP. There were no less than six Nissan GT-R models running with 620 HP to 1,400 HP!

How did Dave and the Ferrari make out, you might ask? Long story short, pretty fast, but should have been faster! I made four passes down the runway, each time trying a different method of launch and shifting. On my first run, I basically left the line at idle and let the trans shift itself at 9,000 RPM. The sound of that four-cam Ferrari V-8 engine at 9,000 RPM is like music to the ears of a car enthusiast! I went through the traps at 152 MPH with a huge smile on my face.

I was sure that the car had more in it than on my first run, so next I experimented with Performance Start, Ferrari's version of what Porsche calls Launch Control. I had read the owner's manual the night before, but something didn't really work right. RPM's went up to about 2,000, but then dropped back to idle before I released the brake, so another bad launch. This second run netted just 147 MPH, so I was obviously disappointed.

Maybe I was pushing the Performance Start button too soon, and waiting too long before taking off. Also, when using Performance Start, you must shift the trans manually with the paddles instead of letting the car do it. My Ferrari is equipped with five LED red lights at the top center of the steering wheel. The idea is to keep your eyes

on the road, and shift when the lights come on instead of watching the tach. Well, I got a better launch this time and paddle shifted several times right on the money. The fifth LED light comes on at 8,920 RPM and if you don't shift right away, the engine passes 9,000 RPM. Guess what? Ferrari and most other sports car makers have this neat electronic feature that cuts off fuel to an engine so it doesn't blow up from over revving. So, at about 130 MPH, I was watching the track instead of the lights on the steering wheel, and suddenly, no power. Duh, maybe it's time to shift to a higher gear, Dave. Even with the driver error, this run was 155 MPH, so I knew the car had more.

Finally on my last run of the day, things worked a little better, I kept my foot to the floor and shifted on time, and the speedo said 160 MPH! I actually lost three of my four races. One to a 1,200 HP Cadillac CTS-V and another to a Porsche 911 Turbo S. While I knew that I didn't have the fastest car there, we did win a trophy for FASTEST FAN FAVORITE. People were constantly crowded around my blue Ferrari looking at it, taking pictures, and asking questions about it.

We ended our short get-away with a walk around FireKeepers Casino just outside Battle Creek. If you feel like doing a little gambling, it's only a two hour drive from Toledo. Who knows, maybe we can meet you there next June for the 2019 SpeedFest party at the airport! Good Luck!

Hello MVR Members.

Good news for those of you that have been asking how to get a MVR name tag. Many of you know we lost our name tag supplier a while back, however the good news is that we have found a new source. If you would like a tag, or tags in the case of having an associate member (wife/husband/child) please reply to my email address: bstewart@bex.net with your name and your associate member's name, if applicable. Name tag cost is \$10 each payable when you receive the Tag.

I will be placing an order in the near future.

Barney Stewart

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Brain Teaser Challenge

Curated by Sarah Mierzwiak

Answers must be submitted by the first of the following month – please submit one answer per person, per month, and be sure to explain your conclusions. Don't forget to tell us your name when you submit! Each month's answer will be published along with the next month's teaser. Submit your answers to: MVRTeaser@gmail.com.



Tom and Deb Isley are a few of some of the most devoted Porsche Parade attendees, traveling to and participating in twenty Parades over the years. This year, they are excited to head to Lake of the Ozarks, Missouri, where Porsche Parade is holding its 2018 premier event. Having retired a few years back, one of their hobbies includes taking long trips to visit family and friends – of course driving to their destinations in true Porsche style: in either the silver, 50th anniversary edition Spider, or the malachite green Boxster 987.

This particular eleven-hour, 700+ mile trip to the Ozarks will require an

awful lot of CD's for entertainment – so Tom makes sure their favorite music is ready to go. At hour six, speeding along I-70W toward St. Louis, they decide they've listened to just about enough Mick Jagger and the Rolling Stones, so they turn off the radio and begin a word game. Deb starts, asking Tom this question: Name two words that have the vowels:

a, e, i, o, u and y - in alphabetical order. (Another hobby of Tom and Deb's is scrabble, so he is ready for the challenge!) Tom easily finds two words that meet Deb's question. What two words did he offer?

Answer for last months challenge: Bob and Charlotte were buying the vinyl contact car ID numbers needed for their two cars at the Drivers Education event at Grattan Raceway. Sold individually, 1 number is \$0.99; 6 numbers – three for each car – the total cost was \$5.94, without tax.

Around the Zone

By Lori Schutz, Zone 4 Representative

Dear Zone 4,

The Porsches are on the road, on the track and enjoying the heat and sunshine in Zone 4. We have new banners to display at our events this year.



I ended May with the traditional weekend in Indianapolis for the Indy 500 with my brothers and cousins. Then on into June where the Indycars head up to Belle Isle for the Dual race weekend, joined by the IMSA WeatherTech Series. The Car Corral was a big hit on Friday, June 1st and even more so on Saturday June 2nd. 29 Porsches arrived via Police escort from The Henry hotel. Was a thrill to see traffic stopped for us as we drove over [with] 100 Corvettes waiting for us to go by. Once on the island we all enjoyed the hospitality tent where Lynn Friedman, our Car Corral queen, was waiting for us with donuts and coffee. Later we enjoyed lots of great racing.

The next weekend I was in Cincinnati for the Ohio Concours weekend. Saturday morning, June 9th – Love your Sportscar Day for Porsche worldwide - I was honored to be on a panel for the seminar at Porsche of the Village called Porsche: A Sporting Life. Moderated by Cam Ingram, I was joined by his father Bob Ingram, the legendary Brian Redman, and my good friend Ray Shafer from the Porsche Experience Center in Atlanta. For 90 minutes, we shared our favorite Porsche stories and answered questions from the crowd of over 170.



Ray Shafer, Brian Redman, Cam Ingram and Lori Schutz at the Ohio Concours Seminar

The next day was the Concours at Ault Park, where the theme was the Seven Decades of Porsches. The Schutz Speedster joined nearly 100 Porsches on display on the center lawn. Was quite a tribute to the marque. On the following Monday I attended the monthly meeting for Mid-Ohio Region, and on Tuesday for the Ohio Valley Region and shared stories of my father's days at Porsche.

Then following weekend, back in Michigan. Saturday morning, June 17th, I joined Western Michigan Region for a Tech Session hosted at EuroAutowerks. Tim Thatcher, our host, gave a talk on alignment and other warnings of what to look out for to avoid mechanical failures. Then lunch! On Sunday morning, I joined the Rally Sport Region at Grattan Raceway for their drivers meeting. They had fantastic weather for a great DE.

See you soon at a region event, Happy motoring!

Lori



The Schutz Speedster at Ault Park with Lori Schutz and Rick Riley.

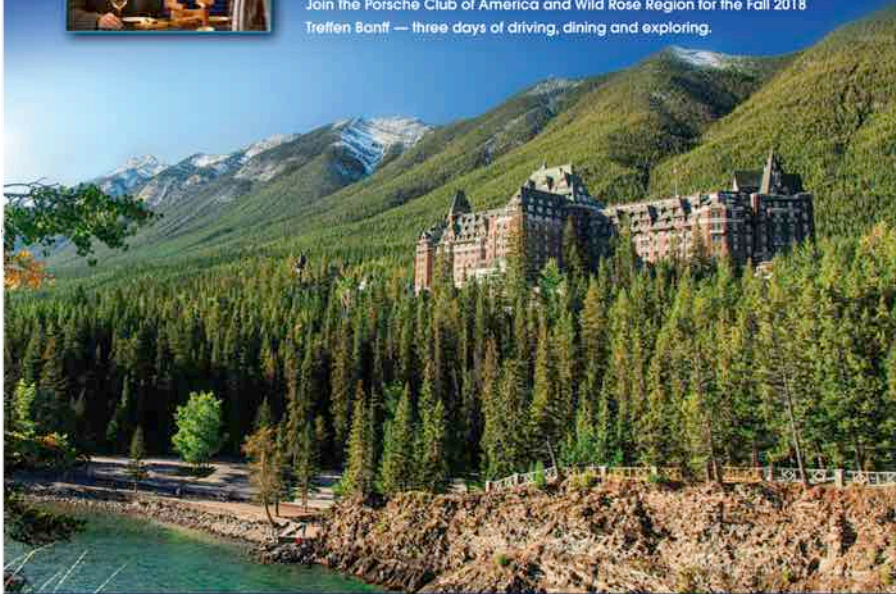
Tom Isley and Suzanne Jennens, two long time club members who are also Docents at the Toledo Museum of Art, are interested in starting a gallery group for MVR. What is a gallery group? A gallery group is a group of people who meet at the museum on a regular basis for a docent led tour. The tours are typically an hour long, can be held anytime the museum is open and are usually held the same day each month perhaps eight months out of the year. If you are interested or have any questions, please contact Suzanne at sjennens@yahoo.com or Tom at trisleigh@bex.net.



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For program information and registration details, see the Treffen website: treffen.pca.org or email the Treffen North America staff at: treffen@pca.org

Hey MVR-PCA,
We're having a picnic!

It's time for a good old fashion



Mark your calendars for Sunday, August 5th
From 1:00 pm. - ?

New Member / Family Event
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nephews. We will have games and prizes!

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summertime meal.

Please bring 1 or 2 side dishes to share.
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MVR/PCA Membership News

July 2018 - Club
Member Anniversaries

Jeff and Lee Anne Snook	32 Years
Marty and Tina Nine	24 Years
Craig and Liala Zenil	20 Years
Diane and Jim Schoen	12 Years
Juan and Holly Penhos	11 Years
Gregory and Lisa Runion	7 Years
Lewis Mindlin	6 Years
Stuart and	
Holly Hathaway	5 Years
Daniel and Kelly Benson	2 Years
Mark Henderson	2 Years
James and	
Jennifer Mendenhall	1 Year
Kenneth Kisseberth	1 Year



Mark Lynch of Tiffin, Oh
driving an arctic silver
2006 Boxster

Raymond Voss of Delta, Oh
driving an arctic silver
2001 911 Carrera

Armand Hashemi of Sylvania, Oh
driving a grey 2010 Cayenne



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Maumee Valley Region
Membership:

Primary Members	168
Affiliate Members	115
Total Members	283

Moving

Please be sure to update PCA with
your new address so you don't
miss an issue of **der**

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on the PCA website at PCA.org

Maumee Valley Region Calendar of Events

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

JULY

- 8-14 Parade
27-29 MVR DE

AUGUST

- 5 MVR Family Picnic at Secor Park
17-19 Porsches to the Mac

SEPTEMBER

- 9 Tour to Port Clinton and meal at Docks Beach House
12-16 Treffen to Banff
29 – Snooks Car Museum

OCTOBER

- 21 Color tour to Findlay and Planning party at The Pitts

NOVEMBER

- 3 Ford Rouge Plant tour and lunch at Ford's Garage
30 Holiday Party

DECEMBER

TBD

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



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Technical Q and A

By PCA Technical Committee

Taken from PCA Tech Q&A

Edited and Compiled by Mike Valentine

Electrical Troubles – 1973 914

Question: My left turn signal lights up both left and right turn lights. My gas gauge does not go above 1/4 full. Both problems were the result of an un-named mechanic "fixing" a wire.

In any case, I am trying to correct this and need the correct wiring diagram. Where can I find the model # of my 1973 914 1.7L car in order to find the correct wiring diagram?

Also, do you have any recommendations on how to go about troubleshooting this find the issue.

I appreciate any help you can provide.

Answer: Submitted by Edward Mayo. Which turn lights do you mean? the outside ones, or the arrows on the dash gauge? Usually if the outside lights work okay but the gauge arrows don't, it's a turn signal relay. But you must buy it from Porsche, and even those are of questionable quality. Usually problems come down to bad grounds. Go to each corner light and ground each housing with a jumper wire to a GOOD metal ground. Take each bulb out, check the voltage at each bulb socket. Patience and use of a volt-ohm meter will usually find what will turn out to be a simple fix. To check the gas gauge just take the sender out of the tank and turn it upside down to see if the gauge follows it. Might just be a bad sender. Virtually all the 914's shared the same wiring schematic, 1.8's were slightly different on the engine. For wiring schematics try this site, "914 World"

Local Rural Tire Shop – 2006 Boxster S

Question: Sorry for the beginner question. Is there any reason why tires bought on-line can not be properly balanced and mounted by a local rural tire shop? Or is special equipment required which I will only find at a specialty shop or dealer?

Answer: Submitted by Pedro Bonilla. Any well-equipped tire shop should be able to properly mount and balance tires.

Porsches need to have the tire balancing done with a system called road-force-balancing. This machine uses a roller that puts 400-500 lbs of force on the tire as it's rotated while the computer determined the amount of weights (inside and outside) needed and the precise location of those weights. Ask your tire shop if they have a Hunter 9700 (or similar) unit.

(Continued on page 18)

(Continued from page 16)

Also keep in mind that your tires' TPMS sensors should be replaced every 3-4 years. The tire shop should also be able to install them without any issues.

Happy Porsche'ing,

Lowering – 2010 Boxster S

Question: Can I use the front and rear springs from a 2011 Boxster Spyder to lower my 2010 Boxster S. I would like to stick with OEM springs. It's my understanding the Spyder springs will lower my Boxster S by .81 inches front and rear. I would like to use the shocks I have as the ride is great. Thanks again.

Answer: Submitted by Pedro Bonilla. Even though the shocks are different, you should be able to install the springs from the Spyder on your struts.

Keep in mind though, that the travel will be shortened so your struts will not offer the proper damping, as they won't be used completely because of the shorter springs.

Happy Porsche'ing,

Caliper Fading – 2017 Cayman 718

Question: Wondering if any others here have this occurring. I have a 2017 Base Cayman with only 3000 miles. Came with matte black calipers. They are fading pretty badly, and I have not used any iron removing chemicals or any other type of chemicals on my wheels. I only use Griots shampoo which is pretty PH balanced and would not harm the paint on the calipers. I contacted my local Porsche dealer and after 10 days they came back with an answer of this is NOT warrantable as they say this if from outside influence. Interesting thing is my wife's 2017 base Macan has similar calipers and 20,000 miles and not fading. Look brand new. I plan on calling 1-800-PORSCHE to see if they can help but I am curious if anyone has any ideas on escalating this? Also, if this was from outside influence why is the entire caliper faded.

Answer: Submitted by Pedro Bonilla. The finish in those particular calipers is not paint. It's an anodized aluminum finish. It's not that it's fading but rather that contaminants and oxidation make it look lighter in color (this is known as chalking). You can use a product like Everbrite Restoration Kit to bring it back to the original finish.

Happy Porsche'ing,

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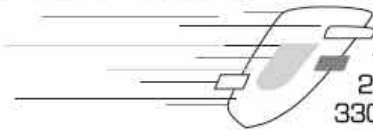
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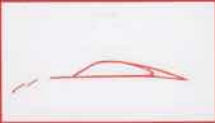
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