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der RÜCKSPIEGEL

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On the Cover

Type 64: the first car to bear  
the Porsche name at  
Rennsport Reunion VI  
Photo by: Michael Soriano

Deadline for copy is the 10th of the  
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RÜCKSPIEGEL** are available at [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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## EDITORS' NOTE

BY: GREG ARMSTRONG & JOE SHEAMER

**Dear der RÜCKSPIEGEL Readers,**

We are excited to embark on this new journey together! First, we want to thank Tom and Deb Isley for their dedication to the newsletter for more than 15 years(!). Their hard work made it what it is today. We also want to thank Michael Soriano for being interim editor and providing a smooth transition for us. We hope that you will enjoy our take as we attempt to follow the Isleys' example, but if you don't we want you to know that due to unforeseen circumstances, the Complaint Department closed moments before this issue went to print and it is not scheduled to reopen. Thank you for your understanding.

The fact that Joe and I are your new co-editors proves the efficacy and diligence of the newsletter editor replacement search committee. They earned their pay "voluntolding" us to step in for Tom and Deb Isley. We thought we were well hidden. It was reminiscent of those times in grade school when you got as small as possible in your desk and avoided making direct eye contact with the teacher so that you wouldn't be called upon to answer. Or perhaps you're more familiar with hiding behind a semi to avoid being seen by the Highway Patrol officer in the median. The above avoidance techniques didn't work that well in those scenarios either, but we persist in trying. If you find yourself volunteering for various club roles without knowing how you got into that position, it was probably because of one of the psychological tactics we borrowed from the Search Committee. Having said that, we know the fuel for this club is the people, and we felt it was our responsibility to assist in keeping sufficient fuel in the tank.

We will treat this newsletter like our cars. We will probably warm up all systems before we go flat out trying to burn up the tires while chasing maximum cornering speeds—on closed courses with emergency personnel and professional supervision, of course.

If you have any Region related pictures, articles, or opinions you would like to share in the newsletter, please send them to our email listed below. We are eager to hear from you as we take this high-speed trip together that is sure to have plenty of twists and turns along the way.

**Greg Armstrong & Joe Sheamer**

Präzision in allen Dingen

derrückspiegel@gmail.com

*993 Turbos traveling at the speed limit on 75S (Really!). Photo by Joe Sheamer.  
Camera: iPhone 7 Plus*



# WILLKOMMEN

BY: LISA SORIANO

On a beautiful Saturday morning, more than 40 MVR members met at Providence Metro Park for a fun drive to Auburn, Indiana. When we arrived at our destination, we were met by members from Central Indiana and Michiana regions and ate lunch at the Mad Anthony Brewing Company. There was a raffle for a free lunch as well as a tech quiz. Congratulations to our winners: Laura Valentine won the free lunch raffle, and Doug Crocker had the highest score on the Tech Quiz edging out Jim Wilson with the tie-breaker.



After lunch, we proceeded to the Auburn Cord Duesenberg Museum. We were treated to a 90-minute docent led tour of the museum and were then given the opportunity to explore at our leisure. In addition to this museum, several members also visited the adjacent National Auto & Truck Museum, which contained a collection of antique jacks donated by our own Barney Stewart. A huge thanks to Bob and Kim Harris for organizing the event and leading the driving tour.

Saturday, May 4, was our annual Charity Run for the Roses Party held at Porsche of Ann Arbor. Members from both Maumee Valley and Rally Sport regions donned their derby attire and placed bets on the horses, voted for the best Derby Hat and purchased raffle tickets for a number of prizes, with proceeds going to charity. Porsche of Ann Arbor and our Social Committee once again provided a spectacular spread that included Laura's delicious desserts, while mint juleps were the day's drink of choice. The money raised will go to Mobile Meals Kid's Weekender Program which provides nutritious and ready-to-eat food to children who would otherwise get inadequate nourishment over the weekend.

In addition to the Kentucky Derby, the 2019 Macan was unveiled, and we were given a presentation detailing the specifics of the newest version of one of Porsche's most popular current vehicles.

Coming up on Wednesday, June 12, is our dinner at La Fiesta Mexican Restaurant in Maumee. A reminder to anyone interested in attending Parade, PCA's weeklong National Convention being held in Boca Raton, registration is open until Sunday, June 23; visit <http://pcaparade.org> for details. Also, our Driver's Education at Grattan Raceway is the final weekend of July. You can register for this event at <http://Clubregistration.net>.

I would like to welcome our newest members Joseph Margiotta and Lance and Geneen Morrison, and personally invite them as well as all of our new members for the past year to attend our New Member Family Picnic at Secor Metro Park, which will be held on Sunday, July 14.

If you haven't been to an event recently, please consider joining us at one soon.

Thanks,

*Lisa*  
Lisa



## DRIVING TOUR TO AUBURN, IN



*MVR members on the way to Auburn*

*Continues on next page...*



*MVR, Michiana, and SEM members  
on the docent led tour at the Auburn  
Duesenberg Cord Museum*





Lunch Raffle Winner Laura Valentine



Tech Quiz Winner Doug Crocker

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## MVR - DID YOU KNOW?

BY: SARAH MIERZWIAK

A number of Porsches have starred, played a major role, or had a cameo appearance, in over 3,700 international and national movies and television series since the early 1940's? Here are just a few of the many, many appearances:

- A 1976 Arrow Blue Porsche 911 Turbo (930 Coupe) played a cameo role in an episode of the late 1970's Wonder Woman television series;
- A 1958 Silver Metallic 356A Coupe driven out of a California car dealership, as Doris Day drove her Imperial Crown Convertible through the building, in the 1963 movie Move Over Darling;
- A Petrol Blue Metallic 1978 Porsche 911 SC Targa featured in a number of scenes in the 2008 – 2010 Italian television series Romanzo Criminale;
- A 1984 Black 928 S served as the predictably fun set of wheels for Gary and Wyatt in the 1985 movie Weird Science (outfitted with the "Gary" license plate);
- A Carrera White 911 GT3RSR (997) made a flashy appearance in the Swedish illegal street racing movies Getaway in Stockholm, 9 and 10;
- A painted gold 1979 928 played a starring, albeit wet, role in the 1983 movie Risky Business;
- And you may remember Jacqueline Bisset's Champagne Yellow 1964 Porsche 356 Cabriolet in the iconic Steve

McQueen movie: Bullitt.

(There are so many movies in which you will find Porsches of all makes and models, take a look at the Internet Movie Cars Database website: [imcdb.org](http://imcdb.org) and peruse the 127 pages of movies and Porsche appearances.)

Most car aficionados are familiar with the many different types of Porsches appearing in the television series Top Gear and Grand Tour - you may know the Grand Tour episode during which 78 year-old "Dickie" Attwood races his 1970 Le Mans winning Porsche 917 against a Porsche 911 GT2 RS driven by 2016 Le Mans winner Neel Jani (with passenger James May).

And almost all Porsche car devotees know of the two movies: Rush and Le Mans, both iconic films featuring the exciting, dangerous, and obsessive nature of professional car racing. An important turning point in the Porsche brand came in the mid to late 1960's, and is documented in the movie Le Mans. Porsche began development of the 917 under the guidance of a young mechanical engineer, Ferdinand Piëch (son of Louise Porsche, grandson of Ferdinand Porsche). In 1968, many race car firms, including Piëch at Porsche, began working on a new class of cars: ultra lightweight chassis and extremely powerful engines with capacities under 5.0 liters. To keep these dramatic changes from becoming too dangerous (deadly) for drivers, the FIA governing body implemented a homologation rule

*Continues on next page...*

requiring: “production based” cars - the vehicles entered into the race must be based on production vehicles for sale to the public; and compliance with racing series technical / safety guidelines. In this way, the FIA required at least 25 completed examples of this new breed of race car in order to be eligible to race at Le Mans.

The deadline to produce all 25 cars: April of 1969. It was “all-hands-on-deck” at Porsche, with every warm body at the factory drafted into service. Apprentices, bookkeepers, office staff and secretaries were all recruited to put together 25 cars in time for FIA certification and qualification to race at Le Mans. To this day, these first 25 917s are still referred to as “Secretary Cars.” Porsche went on to produce 917s that saw overall wins in both the 1970 and 1971 24 Hours of Le Mans - in a Type 912, flat-12 engine of 4.5 and 4.9 liters.

It was a lot of fun to put together this article, weaving Porsches in films to one in particular: Le Mans - an important movie documenting a key turning point in Porsche history. I hope you had fun reading this! ; )

The author thanks Internet Movie Cars Database (IMCDB), Porsche AG, Porsche USA Color Information, Amazon.com/Grand Tour, IMDB, and Wikipedia.



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## AROUND THE ZONE

BY: LORI SCHUTZ



Hi Zone 4,

April was a great month – we kicked off the Porsche season in the mid west with some great events across all Regions. From the Thirsty Thursdays with Eastern Buckeye to Third Thursdays with Mid Ohio, to the various breakfasts, tours and Cars N Coffees, the sun is out and so are our Porsches.

I started my month on April 2 with the Rally Sport Region meeting, giving my presentation about when my father, Peter Schutz, was President and CEO of Porsche AG. Little did I know, that I would be receiving such a heart-felt thank you gift. Dave Finch signed this wonderful print of his National Championship winning Porsche for me!

A few weeks later, April 13, Southeast Michigan held their annual Spring Tech Session at Munks Motors. Director of Communications, Merritt Scott Collins presented owner, Chris Braden with a flag to celebrate their 50th anniversary in business. Various speakers included Steve Carbary, SEM Driver Education Chair, and Rick Christian, Master Technician at Munks.

The final weekend in April, I stopped on Thursday evening and Friday morning for the driver's meeting for the first of many Driver Education events at Mid Ohio, hosted by the 2017 Region of the Year, Mid Ohio Region. A rainy Friday gave way to a partly sunny rest of the weekend. Event chair Bob Curley organized a fantastic event, including a DE 101 experience on Friday, and a driving tour joined the event on Saturday.

On Saturday, I joined members of Rally Sport, Southeast Michigan, and Motorstadt region for a multi-event day at Farmington Hills Porsche – featuring a Swap Meet, tech quiz and car show! Great job kudos to event chair Michael Cohen for a really fun filled day.

On a business trip to Jacksonville, Florida, I had to swing by and say hello to good friend Don Leatherwood at The Brumos Collection.

Happy car washes, fixin up, oil changing and having fun! Summer is just around the corner.

See you soon — Lori

# GEORGE K. REISER

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From 1:00 pm. - ?

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The Club will buy hamburgers, hotdogs, buns  
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Please bring a side dish to share.  
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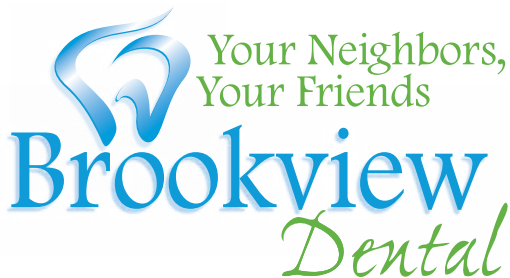
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go online to: [CLUBREGISTRATION.NET](http://CLUBREGISTRATION.NET)  
or scan this QR code with your smartphone  
to be taken directly to the registration page.

## MVR/PCA MEMBERSHIP NEWS

### CLUB MEMBER ANNIVERSARIES

Dick & Shirley Gobba **41 Years**

Ruth & Hanna Gulliford **36 Years**

Leighton & Marcia Woolf **32 Years**

Michael & Lisa Soriano **11 Years**

Bob & Kim Harris **10 Years**

Jason Perry & Zach Perry **9 Years**

Roger Holliday & Claudia Fischer **8 Years**

Philip & Barbara Fitzenrider **2 Years**

Daniel & Rosalie King **2 Years**

Mike Poulos & Tina Duran **1 Year**

Doug & Katrina Ewing **1 Year**

### MVR MEMBERSHIP

Primary Members **176**

Affiliate Members **126**

Total Members **302**

### WELCOME NEW MEMBERS

Joseph Margiotta

*from Toledo, OH*

*Driving a guards red 1989 911 Carrera 4*

### TRANSFER IN FROM EASTERN BUCKEYE (EBE)

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*from Huron, OH*

*Driving a silver 2000 911 Carrera Cabriolet*

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MAUMEE VALLEY REGION CALENDAR OF EVENTS

JUNE

12 Dinner at La Fiesta  
in Maumee

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 Meeting)

NOVEMBER

9 Dinner TBD

DECEMBER

14 Holiday Party at  
Stone Oak Country Club  
TBD M1 Concourse (Pontiac, MI)

\*NOTE\*  
All business meetings are held at Vin Devers  
and start at 6:00 p.m. (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](mailto: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](http://PCA.org)



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The Concours site is steps away at the resort's award-winning golf course, and we go back to the track as the Palm Beach International Raceway hosts the Parade Autocross. In addition, Florida's intracoastal waterway beauty will be on display during both the TSD and Gimmick Rallies.

Beyond Parade competitive events, you'll be able to enjoy breathtaking tours, world-class shopping, deep sea fishing, golf, and water activities. And we're just getting started.

Parade 2019: the largest single event PCA hosts each year. And the next one promises to make a splash!



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# TECHNICAL Q&A

BY: PCA TECHNICAL COMMITTEE

TAKEN FROM PCA TECH Q&A

EDITED AND COMPILED BY: MIKE VALENTINE

## ***Will 2003 Boxster S Brakes fit on 2003 Base With 16" Factory Wheels? – 2007 Cayman***

**Question:** I am thinking about upgrading my brake calipers and rotors on my Boxster base with factory Boxster S model parts. Will they fit with my stock 16" wheels and will I need to change any other brake parts for this to work? This is my daily driver and even though current brakes are excellent, better brakes are, well, better. I appreciate any input on this.

**Answer:** *Submitted by Pedro Bonilla.* Upgrading the front rotors and calipers on a base Boxster using Boxster S or Carrera 996 parts is a fairly easy job.

But you must have minimum 17" wheels. The larger size will not fit into 16" wheels.

Also, if doing it, do not alter the rear brakes. Brake bias of a mid-engine car is VERY important and changing calipers and/or rotors will upset this delicate balance.

Happy Porsche'ing,

## ***Oil Pressure – 1993 911 America Roadster***

**Question:** My 1993 America Roadster has 4-5 bar oil pressure during drives however, when coming to a stop the pressure drops to 1 bar or below that illuminates the oil pressure light. The oil level is at maximum and use 20W-60W Liqui-Moly. My mechanic tells me this is ok and on the next oil change he will place an extra oil pressure spacer ring, which will increase the oil pressure at idle. Is this a normal fix for this type of low oil pressure at idle?

**Answer:** *Submitted by Anthony Callas.* Thank you for your technical question to the PCA!

I have seen this several times over the years, usually and hopefully this stems from a faulty engine oil pressure sender.



The first thing to do is to diagnose the issue properly by checking your engine oil pressure utilizing an external engine oil pressure test gauge (tool).

Once you have confirmed what the engine oil pressure is, you can move forward by either replacing the engine oil pressure sender or at least knowing what the source of the issue is.

I have not had much luck with adding a shim to the engine oil pressure piston control spring, that seems like just a band aid, but hey it's a lot cheaper than disassembling the engine.

Enjoy your Porsche

### **Break In Period For GT2 RS – 2018 911 GT2 RS**

**Question:** I'm breaking in my GT2 RS. Does Porsche put in a special break-in oil? How many miles are needed for break-in? Should I change oil before driving on the track?

**Answer:** Submitted by Luis Veriales. Hello, Porsche uses Mobil 1 0w-40 when the cars are serviced in the production line, I agree with the factory recommendation of 2000 miles of careful driving following the guidelines in your owner's manual, I would recommend an oil and filter change at the 2000-mile mark, especially before any track use.

### **My Radio Is In Protect Mode.**

#### **Is There a Way For Me To Get It Going Again? – 2008 Cayman**

**Question:** My 2008 Cayman radio is in "Protect" mode. How can I get the radio to work?

**Answer:** Submitted by Pedro Bonilla. Those radios need to be reset using a PIWIS computer. They don't have a code to reset, so the computer may have to recode it. Happy Porsche'ing,



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Jim is a 20-Year  
Porsche Club  
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