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VOLUME 42 ISSUE 3

**Table of Contents**

Vorschall! 3  
 Officers & Chairs 4  
 The Open Road 5  
 From the Podium 6  
 Porsche Tourist Delivery, Circa 1960 Part 2 8  
 A New Member of the Porsche GT Family 11  
 MVR Membership News 14  
 Calendar of Events 15  
 Technical Q and A 18  
 Around the Zone 20  
 MVR Mart 24  
 Advertiser Index 26

**Photo on cover:** 2014 Newsletter Trophy  
*Photo by Tom Isley*

**Vorschall!**

*Looking Ahead!*

**MARCH**

- 8 #Cars and Coffee
- 14 Dinner at Sakura
- 20-22 Zone 4 Presidents Meeting

**APRIL**

- 9 Business Meeting
- 12 #Cars and Coffee
- 18 **King of the Hill at the Stewart's**

**der RÜCKSPIEGEL**

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---

### Moving

Please drop Barney Stewart (bstewart@bex.net) or Bob Harris (robertsharris@sbcglobal.net), our Membership Chairs, a note with your old & new address so you don't miss an issue of **der RÜCKSPIEGEL**.



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*The Open Road*



Signs that it is almost time to get the cars out of hibernation: the Crocuses are popping, the Gold Finch are turning their bright yellow, the first Robin sighted, and the snow has all

disappeared. I think it will not be long 'til we are out and about.

There have been some significant updates in the calendar. The date for the King of the Hill party at Beth and Barney Stewarts has changed to the 18th of April. The calendar also now has the full listing of Cars and Coffee dates for this driving season. A new event has been added for the Ladies in September. We have also updated/ added dates for several of the events that had dates yet to be determined. Now is the time to add them to your personal calendar. We want to see all of you at at least one event this year.

Roger Holliday has finished his story on his time at Porsche AG. Quite interesting to read how the factory handled deliveries then.

Parade registration will be open by the time you read this. There is still plenty of time to sign up and join the party in

French Lick. The Parade team has put together a whole week of activities for adults and kids. There is also information coming out about the Escape to Rushmore. This will be a weekend event in early October. As you might expect it will be held in the Black Hills of South Dakota.

On the cover you will see the trophy that this newsletter won from last years newsletter contest. It wouldn't have been possible with out the contributions of the members. A big Thank You to everyone who contributes articles and/ or photos. It's a great way to share that we have some awesome and fun events (something for everyone) and other Porsche-related information with all our members, advertisers, and the supporters of our region!

Flash your headlights at a fellow Porsche owner on the road!! Keep the kindred spirit alive!!

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## From The Podium

By Diane Schoen

---



Is it really March? I think I can actually smell Spring! Well, if not yet I know it's right around the corner. We have a few upcoming events I'd like to remind every one

about. First, we have dinner at Sakura's Japanese Steakhouse on March 14th. On the weekend of March 21st we have the annual Zone 4 Presidents Meeting at Maumee Bay Resorts, and Zone 4 will again be hosting the Friday night Welcome Dinner. It will be at Forrester's on the River with Happy Hour starting at 6 p.m. I hope I will get to see many of you out to these events.

As you all know the Porsche Parade is in our own backyard this year, in French Lick Indiana. This will be the 60th Annual Parade, being held June 21-27, 2015. If you have any interest in attending, which I hope many of you do, you will want to be in front of your computers on Tuesday, March 17 at 12 noon EDT.....because this is when registration opens! You can go online to [PCA.org](http://PCA.org) to find out all the activities that are being planned so that you know

exactly what you'd like to do. If you've never attended Parade, this one might just be for you.

On the calendar for April will be the King of The Hill Party at Beth & Barney Stewart's. This has a date change from the 25th to the 18th of April. I'm sure many of you will have your cars out of hibernation by then, so drive them on over to the Stewart's for some good old fashioned arcade style game playing!

April also holds our Business meeting which will be held at Vin Devers, on Thursday, April 9th at 7pm. Remember, any member may attend this meeting. If you have any concerns with anything Maumee Valley Region related we welcome your suggestions, whether positive or negative. Please feel free to come on out in April and let us know your thoughts, we are your Region first and foremost. Hope to see many of you at all of our events this year!!

Here's to better weather and having our cars out on the roads!

See ya'all soon!

Blink, Blink!

Diane

**Maumee Valley Region  
Annual New Member Event**

Saturday, May 16th, 2015  
5:00-9:00pm



Central Classic Cars  
8444 West Central Avenue  
Sylvania, Ohio 43560

We will be providing Deli Meat & Cheese trays  
Please plan on bringing a Side, Salad or Dessert  
**New Members** (within 1 year) plan on attending to meet  
fellow members and see all the things the club has to offer.

Please RSVP to Beth Stewart at [beths.mvrpca@bex.net](mailto:beths.mvrpca@bex.net)

## Porsche Tourist Delivery, Circa 1960 (Part 2)

By Roger Holliday

Photos by Roger Holliday



By 9 o'clock, the first of our tourist delivery clients would have arrived at Factory #2 in Zuffenhausen,--either by taxi from Stuttgart's airport after an overnight flight or from some downtown hotel.

They'd have been directed by the factory guards to a second floor lounge adjacent to the Delivery Hall, where our Berlin-born hostess, Kitty Mertes, dispensed strong coffee and her own brand of north German humor. A very different kind of stimulation was provided by the sight and sound of a continuous stream of bra-bonneted 356s leaving the factory for their 30-mile autobahn test drive!

After a quick meet and greet, I'd check that my client's car was ready and properly prepped with customs plates installed, and then begin the requisite paperwork.

A view of the factory floor

This mainly consisted of paging through the driver's manual and service logbook. Explaining any existing warranties. And preparing the obligatory Green Insurance Card required for all border crossings. Clients would also receive the latest edition of the house magazine, Christophorus... as well as that highly prized Porsche lapel pin!

Racing posters were also freely available as were many of Porsche's other high end "goodies" such as silk scarves, Solida and Maerklin scale models, plaques and portfolios and large format calendars.

Also included in their package was an Aral map of Europe.

*(Continued on page 9)*

*(Continued from page 8)*

One of the main reasons for taking delivery at the factory--besides some serious cost saving--was the chance to drive a brand new car round Europe for a week or two before returning it to the factory for the all important first service and shipment back home. Therefore travel itineraries as well as service and shipping details had to be organized before they left.

Then, with preliminaries properly sorted, the moment they'd been waiting several months for finally arrived—seeing that new car for the very first time.

This took place under the bright lights of the Delivery Hall and was very much of a practiced ritual as we'd move (with much oohing and ahing), around the car from front hood to rear engine and back again carefully noting all important features.

Inside the cabin we'd focus on the instrumentation and accessories before demonstrating the proper (and elegant) way of exiting the car—an important lesson for all--especially for skirted ladies in a 356!

A demo run round the neighborhood followed—and was long or short depending on the client's experience and available time. It would usually include a quick dash up the nearby autobahn and then an exchange of driving seats before returning to the factory through Stammheim and Zuffenhausen

On rare occasions we might even go as far as the Solitude race course for a quick lap or two!

Tourist delivery clients, almost without exception, also wanted to see the factory. So they'd either be attached to one of the regular morning or afternoon tours handled by the Press Office or I'd take them myself to see the engine build department, assembly line, dyno operation, Reutters body shop and so forth. (The museum in those days consisted of four vintage Porsche-designed automobiles standing on a raised platform in the Delivery Hall).

In the event that a client's visit coincided with the factory mid-day lunch break, a canteen meal was also a possibility. An added bonus would be finding themselves eating their frankfurters, tripe or goulash in the company of some of Porsche's celebrated "biggies" like race and PR Chief Huschke von Hanstein, factory driver Edgar Barth, Richard von Frankenberg and even, on occasion, one of the Porsche family members.



*(Continued on page 10)*



The factory floor looks a lot different today

*(Continued from page 9)*

Summer, for obvious reasons, was the busiest time of the year and we'd often have half a dozen or more factory deliveries to do a day.

Our clients were primarily American--or US military personnel stationed in Europe--but we also handled all the other English speaking countries as well as non-German speakers. German clients had their own Tourist Delivery team.

But even in deepest winter, when factory deliveries were reduced to a trickle, there was always much to keep us occupied...like preparing for



upcoming PCA Tours, working the Frankfurt, Paris or London motor shows, translating memos and manuals and corresponding with clients new and used—all heady stuff for a 20-something Brit living in Schwabenland and working for Porsche in the sixties!

## A new member of Porsche's GT family

*By Porsche Cars North America*



The benchmark in its class: the Porsche Cayman GT4

Atlanta. Porsche's GT family is proud to announce the addition of an exciting new member: the Cayman GT4. This is the first Porsche GT sports car based on the Cayman and features components of the 911 GT3.

Clocking a lap time of 7 minutes and 40 seconds on the North Loop of the Nürburgring, the Cayman GT4 earns the same lap time as the 2011 911 GT3 and positions itself as the new benchmark atop its market segment. The Cayman GT4 clearly demonstrates Porsche's dedication and passion to continue to promote truly industry-leading two-door sports cars in the future – sports cars that are developed at the Motorsport department in Weissach.

The engine, chassis, brakes, and aerodynamic design of the Cayman

GT4 are configured for maximum driving dynamics while retaining the versatility and everyday utility that are typical of the two-seater Porsche coupe. Powered by a 385 hp 3.8-liter flat-six engine derived from the 911 Carrera S engine, the Cayman GT4 transmits its power solely through a six-speed manual transmission with dynamic gearbox mounts. Zero to 60 mph is accomplished in 4.2 seconds; its top track speed is 183 mph. The chassis – which features a 30 mm lower ride height and a generously sized brake system – consists almost entirely of components from the 911 GT3.

Ready for the race track: The first Porsche Cayman with added downforce at both axles

The exterior of the Cayman GT4 highlights it as a member of the Porsche

*(Continued on page 12)*

*(Continued from page 11)*

GT family and provides a clear distinction to related mid-engine coupes. Three pronounced inlet openings at the front and a large fixed rear wing are part of an aerodynamic package which is systematically designed for downforce. Upon request, the performance capabilities of Cayman GT4 can be taken even further.

Available options include the Porsche Ceramic Composite Brake (PCCB) system, full bucket seats made of carbon fiber composite, and a custom Sport Chrono Package featuring a Track Precision app.

The interior of the Cayman GT4 focuses on maximizing the experience of unfiltered driving enjoyment for both driver and passenger. Standard sport seats, which are upholstered in a combination of leather and Alcantara®, offer excellent lateral support. The new Cayman GT4 sport steering wheel guarantees ideal control and direct

steering feedback due to its compact dimensions.

Technical aspects of this new GT sports car are based on the 911 GT3. As a mid-engine sports car and a prime example of driving dynamics in its class, it follows the conceptual tradition of such cars as the 904 GTS, 911 GT1, Carrera GT and 918 Spyder.

GT sports cars engineered by Porsche embody the most passionate connection possible between everyday driving and Porsche's competition heritage and highlight the sporty core of the brand: Intelligent Performance.

The Porsche Cayman GT4 celebrates its world premiere in early March at the Geneva International Motor Show. This vehicle will arrive at U.S. dealers in July 2015. The starting MSRP for the Cayman GT4 is \$84,600. MSRP does not include a destination charge of \$995.



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MVR/PCA Membership News

March 2015 - Club  
Member Anniversaries

Skip and Andy Holst	30 Years
Sandra and Alan Kinker	30 Years
Kevin Woeller	29 Years
Charles and Kristine Schaub	22 Years
Dan and Jonna Dessner	20 Years
Richard and Andrew Grieser	18 Years
Klaus and Denise Fink	16 Years
Greg and Victoria Herr	16 Years
Jeffery and Mary Jo Denker	8 Years
Marc and Kathy Woodward	8 Years
Christopher Sim	5 Years
Jay and Karen Viery	5 Years
Michael and Debra Calabrese	4 Years
Charles and Sharon Dvorak	1 Year



New Members

Jeff and Susan Diehr of Waterville  
Driving a 2003 996 Turbo Cab.

Maumee Valley Region Membership:

Primary Members	139
Affiliate Members	104
Total Members	243



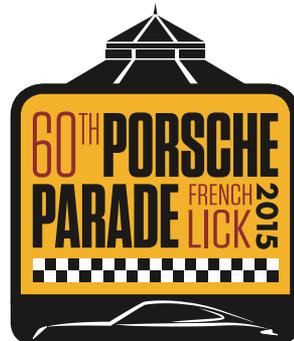
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## Maumee Valley Region Calendar of Events

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

### MARCH

- 8 #Cars and Coffee
- 14 Dinner at Sakura
- 20-22 Zone 4 Presidents Meeting

### APRIL

- 9 Business Meeting
- 12 #Cars and Coffee
- 18 **King of the Hill at the Stewart's**

### MAY

- 9 #Cars and Coffee
- 16 New Member at CCC
- 30 Clay Skeet Shooting & Dinner

### JUNE

- 11 Business Meeting
- 14 #Cars and Coffee
- 21-27 Parade in French Lick Indiana

### JULY

- 14 #Cars and Coffee
- 18 **Rally to the Mack's**

### AUGUST

- 1-2 Grattan DE
- 9 #Cars and Coffee
- 13 Business Meeting
- 16 **Mon Ami**

### SEPTEMBER

- TBD Golf Scramble
- 13 #Cars and Coffee
- 19 **Ladies Outing at Copper Moon**

### OCTOBER

- 8 Business Meeting
- 11 #Cars and Coffee
- 17 Fall Color Tour

### NOVEMBER

- 7 **Planning Party - Schoen's**
- 8 #Cars and Coffee
- 14 **Art Museum & Dinner**

### DECEMBER

- 4 Holiday Party

Note: All business meetings are held at Vin Devers and start at 7PM.

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

If you are not currently receiving Social Event e-mail updates, please contact Beth Stewart at [beths.mvrpca@bex.net](mailto:beths.mvrpca@bex.net).

**Maumee Valley PCA  
April 2015 event**

New  
Date!

**King of the Hill  
Games of Skill - III**

Saturday, April 18th at 6:30

Barney & Beth Stewart's  
2437 Waterford Village Drive  
Sylvania, Ohio 43560  
419-829-2882

Please bring a appetizer, side  
or dessert

RSVP to Beth Stewart at  
[beths.mvrpca@bex.net](mailto:beths.mvrpca@bex.net)

Maumee Valley PCA

**Social Event**

Sat., March 14, 2015

6:30 p.m.



Sakura Japanese Steakhouse

5294 Monroe St.

Toledo, OH 43623

RSVP: Kim Harris 419-861-0745

[kimberlydharris@sbcglobal.net](mailto:kimberlydharris@sbcglobal.net)

## Technical Q and A

By PCA Technical Committee

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### Car Will Not Crank

1982 911 SC Targa

**Question:** Was having an intermittent starting problem, but now will not start at all. Turn the key, and all gauges light up, seat belt buzzer buzzes, and all accessories work. Used to be able to turn the key several times, then it would crank & start. New High Torque starter installed approx 2 yrs ago. Just replaced the electrical portion of the ignition switch, and still nothing. Tried turning the ignition switch with a screwdriver, to rule out the mechanical part of the ignition switch. Still did not crank. Cleaned the ground strap at the transmission, and all battery connections & wires. Still no cranking, but have power to everything. Can push-start the car by popping the clutch and it starts right up. I have exhausted everything that I can think of. Please help!

**Answer:** Submitted by Chris Powell

Your next step is to measure the voltage at the starter on the 50 wire (the large yellow one), while someone holds the key in the start position. If you get 12 volts, then the starter may be your problem. You can also jump the starter directly at the 50 wire to the big red wire on the starter terminal. If that works, and the voltage is low, check the 14 pin plug on the left side of the engine compartment under the fuse panel cover. The 50 wire runs through there from the ignition switch, and the contacts may be loose or corroded.

### How Does One Find A Short In Wiring From Fuse Box To Left Front Marker Light Without Dismantling The Body Parts?

1987 911 Carrera Targa

**Question:** Left front marker is out. Mechanic located a short between fuse box and lamp. Says getting at the wiring requires taking apart the bodywork at the base of the left front fender forward of the wheel -- an expensive activity. Is this the only way in? All suggestions appreciated.

**Answer:** Submitted by Chris Powell

I would start by just removing the lens and the housing. Chances are high that any wiring damage will be there, most likely from a previous body repair. You also might double check the diagnosis. Usually a short means you are blowing a fuse. Is that the case?

*(Continued on page 19)*

*(Continued from page 18)*

### **Distributor Rebuild And Belt Replacement**

1996 911 Carrera

**Question:** From what I have read is the most likely cause of the distributor belt failure is a bearings failure in the belt driven distributor side. I pulled mine down and sure enough the top bearing was just miles from a freeze up. I got to it just in time. Now the bad part is I have spent two days on line trying to locate the right bearing with no luck. The company that mfg. the bearing no longer supply them. Bearing # 1201-BE-2RS-AH01 The bearing is an ANGULAT BALL BEARING. With out this type bearing the only thing left is a High Performance dual plug distributor. \$1500.00

**Answer:** Submitted by Joel Reiser

The belt itself usually fails first, its just a thin rubber belt. After that yes you're right. I have always just sent these out to shops who do them for a living, never tried to source the components. I heard it was tough and the information was closely held by those who had worked hard to figure it out. If it was me I'd just find a spare on eBay and send that one out for a rebuild. Sorry, wish I had a better answer.

### **How To Change Timing Belt And Water Pump On 1984 944**

1984 944

**Question:** I am looking for instructions on changing timing belt and water pump etc. The cost for this work in the Denver area runs \$2000 to \$3000 depending on shop. I have located a timing belt kit from ECS which looks good and includes a Gates racing kevlar belt and an updated water pump from the 944 turbo plus all the associated rollers etc. (\$589)

**Answer:** Submitted by George Beuselin

Here is a link to Clarks Garage website, which outlines the water pump procedure.

<http://www.clarks-garage.com/shop-manual/cool-07.htm>

This, coupled with the Factory Service Manual from Porsche, details every thing that a very good mechanic needs to know. If you are not a very good mechanic, find someone who is and pay him to do the job.

### **D90 Wheels**

1984 944

**Question:** What size spacer will I need to mount D90 wheel to the 944?

**Answer:** Submitted by George Beuselin

The nominal offset for the early wheels (as in your 1984 944) is 23 mm. The nominal offset for the late wheels (as in the D90 wheels from the 944 S2) is 52 mm. Therefore, the proper spacer would be 52-23, or 29 mm thick.

## Around the Zone

By Michael Soriano

Zone 4 Representative



Greetings PCA Zone 4 Members,

As we are all looking forward to the arrival of spring, many regions are offering tech sessions to get our cars prepped for the driving season. In addition, regions

have found ways to encourage PCA camaraderie during these winter months. There have been chili cook-offs, membership dinners, and new member events as well as Daytona viewing parties, and Saturday breakfasts.

Last month I assembled a team of Parade experts and brought them with me to the Ohio Valley Region for 2 Parade 101 sessions in Cincinnati and Dayton. Nearly 100 members attended these informational meetings at Porsche of the Village and White-Allen Porsche. On hand to answer questions was a parade committee member, French Lick Resort management, and seasoned parade veterans who led discussions on Concours, TSD Rally, and Tech quiz. A few days later I travelled to Maryland to attend the Winter Board of Directors Meeting. In fact the entire time I was there, I was so busy in meetings that I actually set foot out of the hotel only twice during my stay. One of those times was to attend an open house at PCA headquarters, where we were treated to the unveiling of the new Porsche Club Coupe.

Plans are being made for a combined Zone 4 and Zone 13 National Concours Judges School for the purpose of main-

taining current and recruiting a new generation of Concours Judges. Information on the school's date, location, and time will be posted on the Zone 4 website as soon as details become available.

As I have previously stated, one of my goals has been for the regions to join together and work as one cohesive zone in order to provide our members with even more opportunities to enjoy our cars. To help further this goal, the Events page on the Zone 4 website will soon contain a master Zone 4 calendar.

Please be sure to check your inboxes, local region's website and newsletter, as well as the Zone 4 website <http://zone4.pca.org> for the latest details on the many events available to you. Consider attending one of the many events being held throughout Zone 4 such as:

- March 3 is Rally Sport Region's Member Meeting at Karl's Cabin in Plymouth, MI
- Central Indiana Region's 1st Saturday Breakfast will be held on March 7 at Charlie Brown's in Speedway, IN
- Motor-Stadt Region's Board Meeting is March 10 at Spagnolo's in Okemos, MI
- Michiana Region's Membership Meeting will be held on March 11 at Colombo's in Elkhart, IN.
- Join Mid-Ohio Region members on March 14 for a Trickle Charged Saturday at Kraftwerks in Marengo, OH

*(Continued on page 21)*

(Continued from page 20)

- March 18 is Western Michigan Region’s March Dinner Drive at the Grattan Irish Pub
- Allegheny Region’s Opera Night is March 21
- On March 28, Ohio Valley Region is hosting an Autocross Clinic at Porsche of the Village
- Southeast Michigan Region is holding a Tech Session at Gilson Motorsports on March 28

I look forward to having the opportunity of meeting each and every one of you at these upcoming events. If you have any questions or comments please feel free to contact me at MSoriano.- ZoneRep@gmail.com

Thanks,  
Michael



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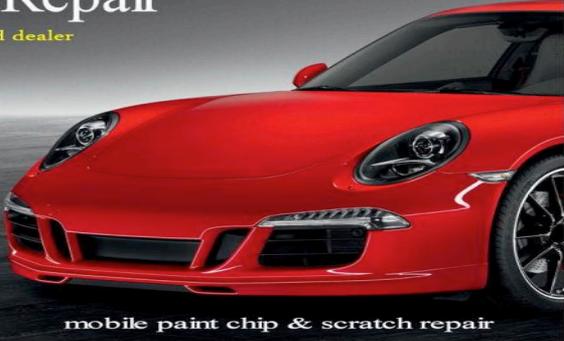
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Our longtime Webmaster, Janet Sternfeld, would like to retire from the job and is looking for someone to take over the site. Knowledge of HTML and CSS is essential. Here's your chance to be creative and give MVR a new Web site design! (Or you can simply maintain the existing site as is.) Email Janet at [genie10@aol.com](mailto:genie10@aol.com)

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- 8 #Cars and Coffee
- 14 Dinner at Sakura
- 20-22 Zone 4 Presidents Meeting

**APRIL**

- 9 Business Meeting
- 12 #Cars and Coffee
- 18 King of the Hill at the Stewart's