

# MAUMEE VALLEY REGION PORSCHE CLUB OF AMERICA



## DER RÜCKSPIEGEL



VOLUME 37

ISSUE 10

October 2010



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**Photo on cover:** Cars lined up at the Vin Devers car show  
*Photo by Tom Isley*

### **Vorschall!**

*Looking Ahead!*

### **OCTOBER**

9 Party at the Vollmar's  
 30-31 MVR Mid-Ohio DE

### **NOVEMBER**

19 Holiday Party at the Toledo  
 Museum of Art Glass Pavilion

### **DECEMBER**

9 Rosie's Italian Grill

## **Der RÜCKSPIEGEL**

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## Moving??

Please drop Rich Brown (rsbrown@bex.net) our Membership Chairman, or myself a note with your old & new address so you don't miss an issue of *Der RÜCKSPIEGEL*.

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## Schnell Fahrspur

By Todd Mierzwiak



The summer season is quickly winding down and the fall colors are in full bloom. I even got up at sunrise yesterday morning & went out to Secor

Metropark to get some great pictures of the fall leaves and fog as it was lifting off the meadows. As the weather cools down, I'm sure everyone is starting to think about putting their cars away for the season. It's that time of year to check the batteries, do an oil change and maybe get to some last minute work on the cars before the car cover goes on.

Two weeks ago several of us got together and went up to Kart2Kart in Sterling Heights. For those of you not familiar with Kart2Kart, this is an indoor go carting arena that is a 1/5 mile road course. I have never had so much fun wringing full bore around the track trying to catch fellow members to no avail. The deck was stacked against us though as Tony Calabrese consistently pulled ahead of everyone with terrific lap times. It turns out that he's no stranger to carting. Afterwards, we all headed over to Jeff & Teri Vollmar's for a cookout of brats & sloppy joes. We had a great time catching up with everyone and we got to see a nice collection of Porsches.

Don't forget that in two weeks we have our annual Mid Ohio Driver Education. It's not too late to sign up to learn how to properly drive your car around a nationally renowned track. You will also have the opportunity of being paired up with some of the best instructors in the area. This will be my fifth year going to Mid Ohio & I can't wait to get the Turbo out on the track. Hopefully the weather cooperates again this year.

Don't forget to mark your calendars for our annual Christmas Party on November 19 at the Toledo Art Museum Glass Pavilion. Jeanne and Lisa have orchestrated a wonderful night that will include a phenomenal meal and some great festivities down at the Art Museum. Please RSVP to either of them so that we can get an accurate head count.

Last month I wrote about the new 911 Speedster that Porsche has unveiled. This month the company has unveiled yet another new 911, the

*(Continued on page 19)*



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## **MVR Holiday Dinner**

FRIDAY

19 November 2010

6PM

Toledo Museum of Art Glass Pavilion

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## **Maumee Valley Region 2010 Calendar of Events**

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

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### **OCTOBER**

9 Party at the Vollmars  
30-31 MVR Mid-Ohio DE

### **NOVEMBER**

19 Holiday Party at the Toledo  
Museum of Art Glass Pavilion

### **DECEMBER**

9 Rosie's Italian Grill

The planning meeting will soon be upon us. This will be your opportunity to volunteer to host or plan an event in 2011. Be sure to watch this space for more information.

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### **December 9th 6:30 pm Rosie's Italian Grill**

606 N. McCord Road  
Toledo OH 43615  
Thursday 6:30PM

RSVP

Jeanne Krauser 419 841 7984 or [CPJMKrauser@JUNO.com](mailto:CPJMKrauser@JUNO.com)

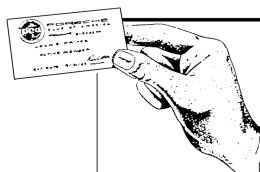
Or

Lisa Soriano 419 215 3333 or [MRS.LISASORIANO@JUNO.com](mailto:MRS.LISASORIANO@JUNO.com).

## MVR/PCA Membership News

### October 2010 - Club Member Anniversaries

Bill Bauman	39 Years
Barney and Beth Stewart	23 Years
Larry and Sally Erd	14 Years
Ron and Sharon Gargas	14 Years
Bruce and Diane Butcher	12 Years
James Schenk	10 Years
Gale and Darlene Heller	4 Years
Mark and Susan Burrow	1 Year



### New Members

Matt Almasri from Toledo OH driving a 1991, Purple Carrera.

MVR members can earn points as part of the activities program as follows. All activities must be confirmed to the MVR Secretary via Sign Up Sheets, Event Chairs, Notice of Participation at Zone 4 event outside MVR or Newsletter Editor.

1 point for attending a MVR event

1 Point for attending any Zone 4 event outside of MVR

2 points for organizing and hosting a MVR event

1 point for assisting in a significant manner at a MVR or Zone 4 event

1 point for any article of at least 250 words (about one page) published in the MVR Newsletter


If you are not currently receiving Social Event e-mail updates, Please contact Lisa at  
Mrs.LisaSoriano@juno.com

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## MVR 2010 Point Totals as of 10/1/2010

Paula Baker	3
Mark Baker	3
Bill Bauman	9
Judy Bellman	6
Marshall Bellman	6
Susan Brown	1
Rich Brown	2
Sue Burrow	3
Mark Burrow	3
Diane Butcher	9
Bruce Butcher	10
Pete Callaghan	1
Traci Coleman	1
Pariss Coleman	1
Bob Cryan	5
Deb DeHaven	2
Tom DeHaven	2
Sally Erd	2
Larry Erd	2
Sharon Gargas	1
Ron Gargas	1
Shirley Gobba	7
Dick Gobba	7
Shanda Gore	1
Ruth Gulliford	5
Ron Gulliford	4

Kim Harris	8
Bob Harris	10
Carol Hauser	1
Dave Hauser	1
Tom Housekeeper	1
Greg Herr	5
Chip Holst	5
Deb Isley	14
Tom Isley	14
Suzanne Jennens	5
John Jennens	6
Sandra Kinker	9
Alan Kinker	11
Jeanne Krauser	12
Chris Krauser*	22
Barb Lederman	3
Rick Lederman	5
Michael Levison	1
Deb MacDonald	1
Pete MacDonald	1
Linda Mechel	10
Jack Mechel	14
Sarah Mierzwiak	8
Todd Mierzwiak	12
Barb Nolen	3
Richard Nolen	3
Linda Roan	7

Bill Roan	8
Chuck Schaub	2
James Schenk	7
Diane Schoen	13
Jim Schoen	12
Lisa Soriano	16
Michael Soriano	20
Janet Sternfeld	1
Bill Sternfeld	1
Beth Stewart	9
Barney Stewart	12
Caryn Tanner	4
Tab Tanner	4
Jeff Uhlman	1
Steven Uhlman	1
Teri Vollmar	3
Jeff Vollmar	6
Brian Walsh	6
Missy Walsh	5
Marcia Woolf	1
Leighton Woolf	1
Millie Woodruff	4
Tom Woodruff	5
Kathy Woodward	2
Marc Woodward	2
Laila Zenil	3
Craig Zenil	9

# The Battery

by Pedro P. Bonilla (GCR PCA)

Our car's batteries use technology invented in 1860 by Gaston Planté and they are of the 12 volt, lead-acid, starting type.

The traditional 12 volt lead acid battery is actually made up of six identical 2 volt cells. Each cell is made up of lead plates of different composition, immersed in dilute sulphuric acid.

Lead dioxide ( $\text{PbO}_2$ ) plates are connected to the positive terminal of the cell and react with the sulphuric acid ( $\text{H}_2\text{SO}_4$ ) to form lead sulphate and give up electrons.

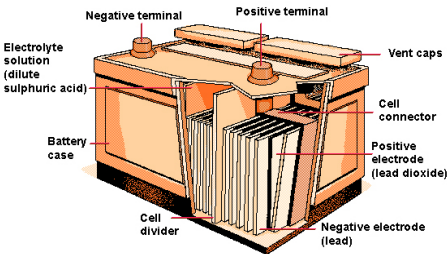
The negative terminal of the cell is connected to pure lead ( $\text{Pb}$ ) plates which react with the sulphate ions to also form lead sulphate.

The pure lead plates supply two positive charges and are left negatively charged.

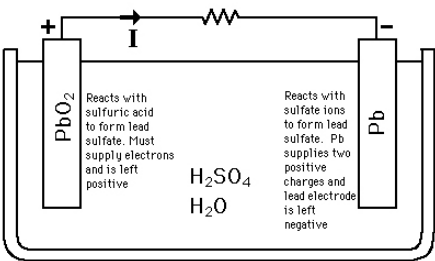
The stream of electrons passing from the lead-oxide plates to the pure lead plates is the electric current generated by the cell.

When the battery is recharged, the lead sulphate in each cell is broken down resulting in lead dioxide being

redeposited onto the positive electrode, and lead being deposited onto the negative electrode.



Starter batteries are made up of many thin lead plates which enable them to discharge a lot of energy very quickly which is what's required by a vehicle's starter motor which must turn over the engine in order to start it.



These types of batteries, like everything else, have their pros and cons.

PROs	CONs
Low Cost	Heavy and bulky
Very reliable	Charge efficiency only 70%
Tolerant to abuse	Danger of overheating during charging
Tolerant to overcharging	Not suitable for fast charging
Can deliver high current	Typical life is 300 -500 cycles
Indefinite shelf life when stored dry	Must be stored charged with electrolyte
May be on float/trickle charge for long time	Can leak corrosive acid
Many sizes and capacities available	Require ventilation
Many manufacturers worldwide	
World's most recycled product	

In order to prolong the battery's life you need to charge it immediately after use. They will last longer with partial discharge rather than a full discharge. The best charging method is a constant voltage followed by a float charge. Unfortunately a fast charge is not possible.

The vehicle's alternator is actually the battery's charger. As soon as the car's engine starts, the alternator starts sending an electric current back to the battery, which keeps it fully charged and ready for the next engine start.

When charging, be it by the vehicle's alternator or by an outside charger the battery slowly loses water due to evaporation and therefore needs periodic maintenance. Regularly check the volume of electrolyte in each cell and top off as necessary with distilled water.

Porsches come from the factory with Moll batteries in place. Depending on conditions and use a battery should last between 4 and 7 years. When replacing you can replace with another OEM Moll battery, or you can opt for any of a myriad of suppliers which offer much cheaper

alternatives. Just be sure that you install the correct size, not only physically, but also electrically. Make sure that the new battery has close to the same starting capacity measured in CCA (cold cranking amps), the correct base and shell size which will allow for the secure placement as well as the correct position of the terminals so that the car's battery wires can reach them.

There's newer battery technology on the market (Absorbed Glass Matt - AGM) which requires no maintenance and has eliminated quite a few of the cons of the traditional lead-acid battery, such as: has better weigh-to-power ratio, can be placed in any position, even upside down, higher tolerance to vibration and shock, will not leak or out gas, needs no vent, is completely sealed, has a lower rate of self-discharge, and lasts longer.

In these AGM type batteries the lead plates and the separator are wound and tightly compressed into a cell tube so they can't move, shed, or break even in severe shock and vibration applications and the separator, which is an absorbent glass matt, holds the electrolyte like a sponge so

*(Continued on page 14)*



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(Continued from page 11)

it can't spill. Their main drawbacks are higher cost and unique shape which needs special adaptors and plates to safely mount in our vehicles.

If you are storing a battery for an extended period, it is recommended that it be stored in a cool, dry place, off the floor and connected to a smart charger which will apply a constant voltage until the battery fully charges, then maintains a float or trickle charge to keep it at its peak.



If you want to find out more about Batteries and how to make them last longer in your Porsche, please visit our website:  
[www.PedrosGarage.com](http://www.PedrosGarage.com).

Happy Boxstering,  
Pedro

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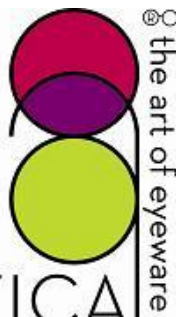
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## Remembering the humble start to a Porsche career

by Roger Holliday Claudia Fischer

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What does a travel scribe do when he turns 70?

He thanks his lucky genes ... and his long-suffering wife ... for getting him here. He looks forward to a few more trips that he can scribble about. And then he peers back 50 years to the day when a genial German came to dinner at his North London home ... and changed his life forever!

The guest was Wolfgang Raether, a cousin of my mother's. He also happened to be the sales manager of Porsche, in town to attend the annual Earls Court Motor Show where the latest company cars were being displayed.

Porsche in those days was nine-years-old with a workforce of 1,300 that turned out just 30 cars a day. But due to some highly original styling, rear engine configuration, meticulous hand fabrication and a very successful racing program, it had quickly amassed a passionate following — especially among the U.S. sports car set.

On the day that my "Onkel" Wolfgang showed up in London, I was a year out of boarding school and working a seemingly dead-end desk job processing orders for an oil company.

So when, after a substantial dinner, our guest suddenly said that he might be able to use a British chap like me in his Tourist Delivery Department, I jumped at the opportunity.

Tourist deliveries, he explained, allowed Porsche's overseas customers — Americans and Brits mostly — to pick up new cars at the Stuttgart factory, use them on a driving vacation and then ship them home as "used vehicles," with significant savings.

Letters were exchanged. A job was offered. And three months later — February 1960, actually — I packed the pannier of my 125cc Lambretta motor scooter with some precious possessions, kitted up in my warmest duffle coat and woolen scarf, strapped on crash helmet and goggles and followed my parents' car to the edge of town.

A quick tearful goodbye and I was off, headed for Southern Germany and a new life, some 600 tortuous miles away.

Even through the foggy prism of five decades, a few highlights of that "scoot to Stuttgart" still remain. I remember, how crisp and cool it was as I rode south through the countryside. Sheep grazed in green fields. Birds twittered in the hedgerows. And villages with age-old church spires punctuated a bucolic landscape.

I also clearly remember wondering what I was doing leaving friends, family and the comforts of home for life in a strange new land, and then fighting a strong desire to turn the bike around!

*(Continued on page 18)*



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### Did you Know.....

That a 911 Porsche's six cylinder engine can hold up to twelve quarts of oil, and some models have two oil filters.....

That an under inflated tire will run hotter, wear out sooner and give you less fuel economy.....

That older British cars used a positive ground on there electrical systems, All other cars made use a negative ground.....

Synthetic engine oil can last twice as long in an engine when compared to conventional oil....

That a clean car is a happy car!



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Bob Gutjahr and his 1979 Sebring Edition 924 at Parade

## First Parade: Concours people and robin leave their mark

*By Paul Elwyn, President and Newsletter Editor, Bluegrass Region*

My first Parade experience as part of a Concours prep team provided a refreshing awareness of Porsche owners, accented by response to a robin in flight over the prep floor.

Fellow Bluegrass Region member Phillip Doty invited me to assist him and Chesapeake Region member Bob Gutjahr in preparing Bob's 1979 Sebring Edition 924 for Preservation competition.

Although I am not a Concours person, I have spent many hours working with experienced paint. My 14-year-old Carrera 4S turned 109,000 miles on the drive to Parade, so although I try to take care of my car whose panels remain free of dings (save one which I will not point out), she sports the patina of a Porsche

that is well traveled, and that suits me.

Bluegrass Region member Robert McClelland and brother Richard, stretching on Friday evening from the 561-mile drive in their 356C, volunteered to join the work on Saturday.

I enjoy a display of low-mileage Porsches, but what really draws me in for a closer look is the car more traveled, not less. So I was happy to lay hands on the 924 approaching 100,000 miles, its Guards Red finish showing light scratches, stone chips and the oxidation that comes with age and use. Following my shift of polishing and waxing, the finish glowed a little more under the cruel

*(Continued on page 20)*



Roger Holliday, 50 years ago.

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*(Continued from page 15)*

I recall pushing my little scooter into the bowels of a Silver City Airways freight carrier, looking down on whitecaps as we crossed the English Channel and slip-sliding on notoriously slick Belgian cobble stones to my first overnight at a Brussels youth hostel, where I slept fitfully with my passport under the pillow. I remember, too, incessant rain on the German autobahn, being blown sideways and drenched with spray by every passing 18-wheeler and riding, maxed out at 50 mph, throttle wound tight, while peering through a tiny hole in the rain-spattered wind-screen.

And how absolutely lost and alone I felt.

Everything turned out well in the end, of course. But there was still one more small sting in the tale to

come. Due to a customs snafu, a trunk containing my “dress-up” clothes hadn’t arrived from London and I had nothing even remotely appropriate to wear for that all-important first day on the job.

Unfortunately, the bright green suit, the brown silk shirt and the pointy shoes that my obliging landlord managed to dig up were not exactly what sales manager Raether had in mind for the meeting and greeting of his important Porsche customers, and I was summarily sent back to my dreary room to await the trunk’s arrival. Not exactly the way I had planned to start my new and glamorous career at the House of Porsche!

*Roger is one of the founding members of MVR—editor*

## A Letter from the Public

---

Fellow MVR members: The following letter was sent to the President of one of the Michigan Regions and provides insight into the public perception of the Porsche sports car community. This individual makes a very good point about being aware of your surroundings and driving safely.

*Just a quick note to inform you that I am a resident of the village of Dixboro in Superior Township (Ann Arbor).*

*On Sunday, September the 19th at 5:42 PM, two lines of Porsches drove through our village. I am going to assume that they were members of your group.*

*I like a Porsche as much as the next person, but I am writing to complain about what I consider to be childish behavior of several of the members of your group.*

*The situation is as follows: As they entered the village on Plymouth Road, (near the crossroads at Dixboro Road), they accelerated ridiculously fast and inappropriately. They may have been within the speed limit, however, there is no need for the zero to 60 antics as you enter a populated area of a pristine village. I was in my yard and was shocked at the spectacle and the noise.*

*FYI: The first three houses on the left as you enter this village are home to children under the age of 7. The first house on the right has grandchildren under the age 5 who*

*are there every weekend. Each of those houses have dogs. One of those houses recently had a dog run over due to a speeding and drunk driver. The fifth house on the left also has a child, I believe to be under the age of five. This is a village, not a speedway.*

*So, if in fact the group that drove through our village was the one of which you are a member, would you mind having a chat with the members about the proximity of the houses to the road in this village, and to the village in general. I would really appreciate it.*

*All the best and keep on 'Porsching' ...my made up word? :)*

*Sincerely,  
(name withheld)*

*Remember that the public is watching.*

---

*(Continued from page 5)*

GTS. This car gets added to an already fantastic set of 911 cars. The GTS features a wider rear stance, new locking center caps, alcantara interior finish and deleted rear seats to set it apart from the rest of the lineup.

I hope everyone is doing well as the year winds down.

Remember to keep the blink alive and well!!

*(Continued from page 17)*

brilliance of the overhead lighting.

The five of us enjoyed working on the 924, which won Second Place in class on Sunday, especially rewarding for Bob in his first Concours outing. We all felt some pride in having been a part of the win, but for me winning was secondary.

I was impressed with the enthusiasm of Concours car owners in the prep area who volunteered more information about their car than requested, searched for needed parts to complete our prep, people who have a great time sharing their car with others.

Parade, then, is about sharing the enthusiasm.

Paul Stewart on Friday evening, for instance, detailed his two Porsches

in the parking lot in front of the hotel. This was his tenth Parade in the same 2001 Boxster, and his daily driver '87 924 with 134,000 miles posed alongside the Boxster, both cars in white paint, both equally loved. Although not Concours cars, Paul's enthusiasm for Porsche and for Parade equaled that of the Concours car owners, a telling reflection on Porsche ownership.

The uninformed imagine owners with Q-tips applied to hood hinges to be people with mental health issues, but from my first Parade experience, Concours people left their mark with me as super enthusiasts.

Enthusiasts who whoop loudly with laughter when a robin in frantic flight over the prep floor leaves his mark on a Concours body panel.



The crowd at Teri and Jeff Vollmar's  
Photo by Todd Mierzwiak



## Maumee Valley Region Mart

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---

**Reminder:** Items for sale can also be sent to our webmaster at [jms1@sev.org](mailto:jms1@sev.org) for those interested in putting their ad on the MVR web site.

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1990 911 C2 62,000 miles excellent condition no accidents black / black contact Doug Eggleston 517 423-2715 days. Asking \$18,500.00

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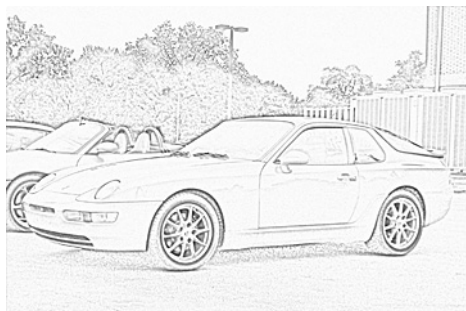


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## ....the Checkered Flag!



The next event is the MVR Drivers Education at Mid Ohio Sports car Course. This will be quickly followed by the holiday party at the Toledo Museum of Art Glass Pavilion.



This is one event not to miss. Lisa and Jeanne have done an incredible job of setting this up. Deb and I have had the opportunity to sample the Glass Pavilion by attending other events that are held there. It is a wonderful location.

The December meeting will be at Rosie's Italian grill. They are letting us use a private room so we can be a little rowdy if needed.

Jeanne and Chris have said that they will be hosting the planning meeting in January and will be looking for volunteers to host events in 2011

The article by Roger Holiday is a great story by one of our founding members. He is no longer a member but still deserves recognition. Some of you may remember the columns that he and Claudia wrote for the travel section of the Blade. They are now writing for the Toledo Free Press and still delighting with their travels.

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

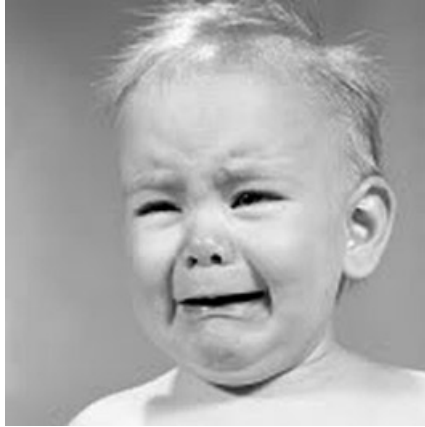
.....the editor

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### **OCTOBER**

30-31 MVR Mid-Ohio DE

### **NOVEMBER**

19 Holiday Party at the Toledo  
Museum of Art Glass Pavilion

### **DECEMBER**

9 Rosie's Italian Grill