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VOLUME 42 ISSUE 10

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der RÜCKSPIEGEL

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Photo on cover: A stop in the Bad Lands.
Photo by Tom Isley

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The Open Road



Deb and I just returned from Escape to Rushmore. We had great trip to Grand Rapids and enjoyed wonderful roads. On the way to Grand Rapids we made a side trip through the Badlands

and then the obligatory stop at Wall Drug. The weather the rest of the week was not very good and as a result we never saw Mount Rushmore or the Crazy Horse Monument. Every time we tried both monuments were shrouded in fog. We are already looking into another trip to South Dakota so we have another chance. Lee Burlingame has a full report on the event on page 8.

At the Escape final banquet it was announced that Escape was being replaced by PCA Treffen North America. The format is similar to how Escape has been in the past and is being advertised a driving experience. The first Treffen (Treffen Lake Tahoe) will be in Squaw Valley, California September 7 - 11 2016. Treffen Hill Country in Austin, Texas will follow in the spring of 2017. The fall of 2017 will have Treffen Asheville in Asheville, North Carolina.

The Social Committee has met and started making plans for next season.



The final plans will done at the planning meeting on November 7th at the Schoen's. That event will be followed by the annual Holiday party on November 13th. You should have received our formal invitation already. If you have not please let Diane Schoen or Jeff Vollmar know.

This year sees the club needing a number positions filled. We really need some of you to step up and take on the duties of these positions to keep our region viable. Without someone in these positions we will have difficulty providing the services (social events) you all can enjoy. If you, or someone you know, is willing to step-up, let one of the officers know. You will be greatly appreciated.

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

.....the editor

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From The Podium

By Diane Schoen



I apologize if you are receiving your newsletter late, Tom was most likely waiting on me. When I was accepted into the Doctorate Program for school I debated

about stepping down from being active president and letting Lee take over for the remainder of the year- but, several members encouraged me to finish out my term. That has proven to be an extremely difficult task.

I feel that I'm constantly making excuses for my absence, but my days are long. Work has been over the top busy and the days average is 14-16 hours and once home I have homework. Weekends and my day off are spent doing homework and catching up on housework. Unfortunately for MVR this is my priority right now. So, with that

said I again apologize for being absent at events, seeming distracted, or lacking in a timely newsletter submission. I even have a hard time keeping up with emails! I know, with the invention of the smart phone it's at my fingertips, but remember, I'm in an operating room 12-14 hours per day...I don't read emails during that time, I play catch up on the weekends or during my 20 minute lunch break.

I am still hosting the planning party on November 7, and I look forward to seeing many of you there. Also, don't forget we have the Holiday Party on November 13, get those RSVP's in and come on out for a great time!!

Again, thank you for all your support and encouragement in my efforts to obtain my Doctorate in Anesthesia!

Blink, Blink,

Diane

**Maumee Valley PCA
November Social Event
Saturday, November 7th**

Drinks and Appetizers at 5:00

Dinner 6:00

Meeting after dinner

2016 Planning Meeting at the Schoen's

24331 Sun Air Blvd

Perrysburg, Ohio 43551

Please bring an Appetizer, Side or Dessert

MVR Runs on Volunteers !

You can participate by hosting a event,
joining the social committee, and by sharing
your ideas !

Social Committee will be meeting on
Friday, October 16th.

Please join us !

RSVP : Beth Stewart (419) 829-2882 or
beths.mvrpca@bex.net

Escape to Rushmore

By Lee Burlingame

Photos by Lee Burlingame and Tom Isley

With both trunks packed in our 2000 Boxster S we were ready to start our journey to a very beautiful part of the US, Southwest South Dakota. South Dakota is home to Mount. Rushmore, Crazy Horse, the Badlands, Sturgis, and Deadwood. Our day started at 7:29am on September 30, 2015. We set the GPS for Des Moines, Iowa, which would be our dinner stop with some relatives and then an overnight in Sioux City. Along the way we saw corn, corn, and more corn. With all this corn we thought, how could we not stop at the Corn Palace in Mitchell, SD. Where else can you see Willie Nelson made out of corn?!!

From there it was off to Rapid City or so we thought. After about the 1000th sign for Wall Drug we found ourselves taking the exit. This place is a huge tourist trap today, but is a great example of how advertising or the power of suggestion can work. Wall Drug claims 2 million visitors a year and 10 million in annual sales.

If I heard correctly, there were 285 registrants, a record for Escape. 38 states and a number of Canadian providences were represented with the furthest attendees from SW Florida. At check-in I spoke with a gentleman who pulled up in a brand new GT4 covered with bugs. He had almost 4000 miles on it and it was only 10 days old. Rick Lederman would be proud! Also seen at check-in was a hard top going for a ride up the elevator to be stored for the

weekend. At breakfast, we met a couple from Western Canada who were the winners of the raffle and were presented with their car at Parade in Monterey.

South Dakota's interstate speed limit is 80mph and not too populated, perfect for the cars we love. We did a number of driving tours on some very scenic, twisty roads. Again, perfect for the cars we love. Thursday morning we had open and decided to drive up to Mount. Rushmore. It was sunny and warm and turned out to be the nicest day of the entire trip. A good choice as the Mountain was covered in fog the rest of the trip. Many unfortunately were not able to see this spectacular sight.



Mount Rushmore without fog

I have to say our driving tour to the Northern Hills was my favorite. Mostly because the pace was brisk, the scenery was awesome, and the roads were great. We stopped in Sturgis where a local told us that over 850,000 bikes were there for this year's rally. Lunch was in Spearfish and then off through Deadwood.

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After 3 days of driving tours and 448 miles we were not ready to leave, but once again the trunks were packed and we headed east. An overnight stop in Bettendorf, Iowa proved profitable as Yvonne did well at the casino. All said we put 2812 miles on the car and averaged 27.1 mpg We had a great trip and would encourage anyone that has not been to this part of US to do so.



Sunset at the welcome party



Bob Cryan and Charlotte Chapman in downtown Grand Rapids



Porsches on the Northern Hills tour



Deb and Tom Isley at Wall Drug

Pictures by Lee Burlingame, Bob Cryan, Deb Isley, and Tom Isley

What young folks are missing

by Rick Mammel, The Bahn Stormer, Rally Sport Region

While driving back from the “First Saturday” Ypsilanti Warehouse gathering with European car historian Jeremy Goddard, our conversation got around to “too bad young drivers today will never get a chance to experience the same character building moments that we endured.”

By younger driver I mean anyone owning a car after electronic ignition and fuel injection became commonplace. Vehicles in the last 15 to 20 years don't really need an opening engine cover or hood. Other than oil changes you seldom have to touch a modern powertrain before 100,000 miles.

The experiences Jeremy and I were discussing were created by the vehicles available during the golden age of British and European automobiles. These experiences are more character building more than life changing. Certainly vehicles were less complicated during the golden age between 1950's to 1970's. Today, unless you have an OBD app on your phone, there is no way that you can fix any car problem on the side of the road. This is true even if your high-end European ride comes with a factory tool kit. In the good old days you learned to fix your car because you were just too lazy to walk that much.

The young guys will never experience

borrowing two shoe laces to add to your own laces so you could have a string long enough to be draped over the windshield with a spare tire washer/retention bolt attached to the end. This acted as a replacement throttle return spring. This crude fix worked faultlessly during the one hour drive back home. You do, however, look pretty silly with the hood removed and stuffed behind the seat in your roadster.

Young guys will never experience the recurring internal anxiousness, followed by a smile, every time you turned the key and the car started. In these modern times it is just expected that the car will always start. In the golden days it was just expected that the car would not start. You had so many things that would contribute to walking. For example when an old fashioned generator, with a solenoid style regulator tried to feed a 6-volt battery connected to fairly primitive starter, it was a recipe for failure. These starters needed a full 6 volts to get them to turn freely, even before engaging the engine's cranking load.

Then there was the missing or worn ring gear teeth on a car with only 25,000 miles on it. Joy befalls you when the starter creates some cranking force, only to have the smile briskly erased as the starter's Bendix gear jams itself solidly into the flywheel gear.

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Young guys will never know what it is like to have their date hold the flashlight as you put the 7/16" wrench on the lug that protrudes from the starter's end plate. She has to lean in over that oily BMC motor to get the marginal light down to the starter so you can wind it backwards and extract the Bendix gear from the ring gear. Good Times! But it is not over..... then she needs to help you rock the vehicle to get the engine to turn over enough to position a functional spot on the flywheel gear. You would think that this would not be too much of a task with a light British sports car with a manual transmission and with a worn, low compression engine, but alas you have equally worn wire wheels, that have spokes made of al dente spaghetti which absorbs most of your exertion.

Let us not just focus on vehicles from Britain since I have spent many roadside moments with vehicles from Stuttgart. Young guys will never know what it is like to rebuild a 356 fuel pump on the side of I-96 when one of the rocker pins falls out. Using the factory tool kit, a flat blade screwdriver and a rock from the roadside, an hour later you are back on the road. Young guys will never know what it was like to want to go to the pub only to find that the only working car (a '58 Porsche 356A) needed a fuel pump. The solution -the buddy who suggested the pub trip was put in charge of blowing in a lengthened vent hose attached to a fuel tank. The fuel tank location in a 356A almost makes for a gravity feed fuel

system, but "Mr. Lungs" did have to overcome the resistance of getting the gas through the failed fuel pump. The return trip from the pub may have been one of the earliest examples of alcohol supplementation to a carburetor.

These current days are the good times for car ownership. But it is sad that newer cars will not force you to understand their internal workings as they did in my days. Today a 100,000 mile car is 10 times more reliable than the ones we were buying with 35,000 on them. Now you do not even open the glove box to check on the owner's manual. Back then you instantly purchased a full workshop manual and the pre-purchase inspection was primarily focused on whether the whole toolkit was in the trunk and how many new spare parts were in there with it.

When was the last time you had the thought flash through your mind, "Great it started !!"

Maumee Valley Region, PCA
2015 Corn Maze & Fall Color Tour
Weekend
October 17th & 18th 2015

Corn Maze & Tech Quiz Saturday
October 17th

Our weekend starts Saturday, at Wheeler Farms, 11455 Obee Road, Whitehouse Ohio, with a tech quiz and a trek through their challenging corn maze. Children & Grandchildren are welcome. Plan on meeting in the “Butterfly House” lobby at noon.

Color Tour Sunday October 18th

Noon till approx 3:30 PM

Join us for a drive along the scenic Maumee River.

Our day will start at noon with lunch at Carrabba’s Italian Grill 3405 Briarfield Blvd, Maumee Ohio 43537.
(just off I-475, exit 6)

RSVP by Oct 11 a must
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MVR/PCA Membership News

October 2015 - Club Member Anniversaries

Bill Bauman	44 Years
Barney and Beth Stewart	28 Years
Ron and Sharon Gargas	19 Years
Hugh and Kyle Grefe	16 Years
Steve George	13 Years
Jeff and Susan Diehr	9 Years
Gale and Darlene Heller	9 Years
James and Linda Jenkins	3 Years
Scott Rorick	2 Years
Terry Richardson	1 Year



New Members

Craig Kohring of Northwood
Driving a 2000 Silver Boxster

Jody Scharer of Adrian
Driving a Black 2013 911 Carrera S
Cabriolet

Maumee Valley Region Membership:

Primary Members	148
Affiliate Members	112
Total Members	260

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



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Maumee Valley Region Calendar of Events

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

NOVEMBER

- 7 Planning Party - Schoen's
- 8 #Cars and Coffee
- 13 Holiday Party

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

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

DECEMBER

- 12 **Cocktail Party at the Isley's**

Request to MVR Members:

For 2016 there will be a variety of MVR club positions open and they are:

- President
- Vice President
- Secretary
- Social Chair
- Webmaster

If you or someone you know is possibly interested in any of these positions please contact a board member:

- Jeff Vollmar <jtvollmar@att.net>
- Mike Valentine <mvalentine@protradesteel.com>
- Tom Isley <trisley@buckeye-express.com>
- Todd Mierzwiak <toddm79861@aol.com>
- Barney Stewart <bstewart@bex.net>
- Robert Harris <robertsharris@sbcglobal.net>
- Lee Burlingame <lburlingame@handypro.com>

Please have the names by the Nov. 7th Planning meeting as there will be a vote by the members at the Holiday Party on Nov. 13th.

*Maumee Valley PCA
2015 Holiday Party
Friday, November 13th*

*Parkway Place
2592 Parkway Plaza
Maumee, Ohio 43537*

*Cocktail & Social Hour 6:00-7:00
Dinner & Awards 7:00
Charity Baskets Silent Auction & Raffle
Music & Dancing*

\$50.00 per person

*Please send RSVP & Checks by Nov. 2nd
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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

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Technical Q and A

By PCA Technical Committee

Engine Temp Sensor Failure on 2005 Boxster

Question: I have an engine temperature failure notice on my 2005 Boxster with 50,000 miles. It has happened twice before in the last week or so but it cleared itself almost immediately. Not so this time. The engine temperature gage reads minimum (no movement at all). After driving with the failure, as things seemed OK, I now also have a check engine light on. I'm thinking that it is a temperature sensor failure and not an actual engine problem. Any thoughts? I had to drive quite a distance with the failure but it seems no problems.

Answer: Submitted by Dan Cleary. I have seen both sensor and wiring issues and on several occasions rodents building nests and eating through the wires to get nesting material. I would get to someone with a PIWIS or code reader and find out why your CEL is on.

Faulty E-Brake Release on 2008 911 Carrera 4S

Question: I was letting my 997 warm up while I put away some things in my garage. The car ran for approximately 5 minutes when I heard a clunking sound and watched as the car raced down my driveway and finally came to a rest in a grassy field across the street. Although the driveway is a steep hill, the car was running with the e-brake applied on the semi-flat area of the driveway. It is a manual transmission car. When I caught up with the car, its e-brake handle was in the downward/unapplied position. Thankfully the car only sustained front end damage from the impact of going from steep hill to flat road below. What would cause the e-brake to release on its own? Is there anything I should have my mechanic check out while it is being repaired?

Answer: Submitted by Dustin Aydt. I've never heard of a parking brake releasing on its own. Perhaps the locking mechanism inside the handle has failed? I would start by checking for proper adjustment of the parking brake assembly. There is a calibrated number of clicks the handle should be able to be pulled as well as a specification for adjusting the parking brake shoes at the rear of the car. The adjustment of the handle varies depending on how many total clicks the mechanism has which can only be checked by removing the cables from the handle and operating it. Once the parking brake adjustment has been confirmed as being correct, all you can do is perform some testing. Without exiting the vehicle, set the parking brake with the vehicle on a grade and try to get it to release by jiggling the handle, bouncing/rocking the vehicle, etc. If you cannot get it to release under these conditions there is no obvious reason for it to happen again.

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Taillight bulb replacement for 1994 968 Cabriolet

Question: I need to replace the left rear turn signal bulb on my 1994 Porsche 968. Can't see how to do it and can't find anything on line. How do I access, remove lens, etc. Directions please.

Answer: Submitted by George Beuselin. Individual bulbs for the 968 taillight assembly can be accessed from the inside the luggage compartment. You will have to pull away the carpet from the back of the taillight. Once you have done that, you will be able to see the sockets for the bulbs. The sockets are a twist and pull type of socket. Gently twist and pull the socket out of the taillight assembly. Replace the bulb, socket and carpet.

Driver's door on 2000 Boxster will not unlock with the key

Question: The driver's door on my 2000 Boxster with 88,000 miles will not unlock using the key in the lock. Does the door unlock mechanically or electronically? It's a pain when I don't drive my car for over a week and the key fob will not unlock the door. When I remove the battery the fob starts working again. Is something disconnected in the driver's door or do I need to look someplace else?

Answer: Submitted by Daniel Cleary. It is probably the door handle support with the lock cylinder. There is either a metal or plastic jointed arm that connects the outside lock cylinder to the actual door lock and they frequently break.

Using PASM at Speed

Question: I plan on taking my 2012 911 Turbo to run the Texas Mile. I have had the computer flashed and am achieving 685HP. The car ran 207.9 mph on the dyno so I expect to reach somewhere around this speed. Would it be better to leave the PASM switched off at this speed? I have had it up to 165mph in the past and I find that at high speed the tighter suspension (switched on) makes the car feel a little more apt to bounce off the ground. It might just be my imagination but it does feel very tight like hitting a pebble at these speeds could be enough to take me off the ground.

Answer: Submitted by Dustin Ayt. I am sorry but I cannot comfortably give an opinion on this as it is safety related and I have no personal experience with the Texas Mile or top-speed runs in general. From a road racing point of view I can tell you that a very "stiff" street car is actually a very soft race car but bear in mind that most race tracks are for the most part well-kept and have minimal abnormalities that would upset a vehicle should it reach 200+ mph. Also, when speaking of road racing, a soft car is a much more forgiving car. These two items lead me to believe that it may be safer to leave the vehicle in the standard setting as opposed to Sport. I do know of two other individuals that have reached 200 mph in 996 TTs, one with stock suspension and one on Bilstein PSS10s, but I'm not sure exactly where that would fall compared to your vehicle.

Around the Zone

By Michael Soriano
Zone 4 Representative



Greetings PCA Zone 4 Members,

As a new season is upon us and the leaves begin to change, a number of regions have planned color tours to take advantage of this beautiful time of year.

There are also a few more DEs available for those who want another opportunity to spend some time on the track, and there are always terrific social events to attend.

Hopefully you have been able to participate in a variety of events offered throughout Zone 4 during this year's driving season. In late August I attended a truly notable event. MORPCA hosted an advanced HPDE on the road course at the Indianapolis Motor Speedway. This marked the first time a car club was permitted to run an event of this type at IMS. Over 200 PCA members participated in the 3 day event that included a reception in the Hall of Fame Museum and another reception in a pavilion located near the iconic Pagoda. The following week I joined members from the Central Indiana Region who took a scenic drive to dine at Father John's Brewery located in a unique setting offering a very distinctive dining experience. It is a microbrewery and restaurant with a menu that specializes in bison raised at the owner's buffalo preserve. I also travelled to the Michigan Region to attend their annual car show. This year the event was held in beautiful Warsaw, IN, where a nice se-

lection of Porsches showed up. During the evening, several region members and I enjoyed dinner at one of the city's local restaurants.

It is also the time of year when regions are sending out a call for candidates for their upcoming elections of officers and board members. This is a great way to get more involved and help make your region as well as our zone even stronger. There are other ways to become more involved such as chairing a committee, hosting an event, writing an article for the region newsletter, or taking pictures at events for the region's website or Facebook page. At Parade, National introduced a new motto: "Fueled by Volunteers," a statement that can clearly be seen at any number of events. Consider sharing your talents, and know that your assistance is not only needed, but is greatly appreciated as well.

I have met so many wonderful PCA members during my visits to the regions since becoming Zone 4 Representative, and I look forward to meeting many more as I continue to travel throughout the zone.

Please remember to check your in boxes, region's newsletter and website, as well as the Zone 4 website <http://zone4.pca.org> for the most up to date information about events available to you. Also, consider attending other regions' events, such as:

- Ohio Valley Region's Rallye Porsche Mariemont is October 3

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- October 3 is Allegheny Region's Grand Concours at Station Square
- Mid-Ohio Region's Oktoberfest and Member Car Show is October 3
- On October 4 Western Michigan Region is hosting a Teen Street Survival School at 5/3 Ballpark
- Rally Sport Region's Annual Fall Color Tour is October 12
- October 13 is Motor-Stadt Region's People, Porsches, and Pizza at Spagnuolo's in Okemos
- Michiana Region's Business Meeting at Colombo's Restaurant is October 14
- Plan to attend Central Indiana Region's Annual Huber Winery Tour on October 17

- October 17 is Northern Ohio Region's Grape Escape Wine-Tasting Excursion
- Maumee Valley Region's Corn Maze and Fall Color Tour are October 17-18
- On October 18, join Southeast Michigan Region's Fall Color Tour

If you have any questions or comments please feel free to contact me at

MSoriano.ZoneRep@gmail.com

Thanks,
Michael

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MVR Ladies Event at Copper Moon Studio

by Jeannette Forrester & Deb Isley



Seven of the "Porsche Gals" broke away from the pack on Saturday, September 19th, for an evening of fun and socializing. Several of us drove our Porsches to the event and what a gorgeous fall evening to drive with the car top down on a convertible!

We went to Copper Moon Gallery on Airport Highway. While we enjoyed appetizers, dessert, & wine, Suzie, a skilled artist, taught us how to do a fused glass technique. Since some of us were new to this, we took the studio's Lil' Chips class. We each made our own project from various colored chips of glass, and had a great time being

creative. The pendants, sun catchers, small plates, and jewelry all turned out beautiful. And the pieces were yet to be fired in the kiln at over 1500 degrees Fahrenheit! Several of the ladies said that they had such fun with the class that they wanted to come back to learn more.

All of us agreed we would enjoy more outings and hope more "Gals" will join us next time. Watch for future MVR Ladies Events in the der Rückspiegel newsletter!

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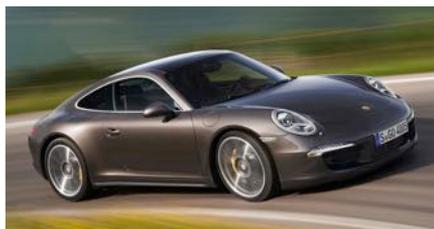
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