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Photo on cover: Summer reminder
Photo by Tom Isley

der RÜCKSPIEGEL

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mvr.pca.org/back-issues/. Historical
 newsletters (May 1972-December
 1975) are also available, thanks to
 our club historian, Bill Bauman.

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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

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The Open Road

The Minute to Win It party hosted by the Valentines is reviewed by Kim Harris this month. The party was really fun and provided many challenges to those in attendance. Jeff Fort reports on his adventures doing repairs on his 914. You can read his report on page 25.

The social committee led by Kim Harris is working hard on the schedule for next year. They have many ideas to present at the planning meeting that will be hosted by Dianne and Jim Schoen on November the 11th. This will be the time to provide your input into the schedule for 2018. If you are not able to make the meeting and have a great idea, let Kim or one of the officers know your idea.

The newly revised region by-laws will be ready for approval at the planning meeting. You should be seeing them distributed with the notice of the meeting. Those members present will be voting on the by-laws.

This years holiday party is being held at Brandywine Country Club on December 1st. You should have already received your invitation by now. This year MVR is celebrating 45 years as a region in PCA.

Remember that you can always find up to date information on the Region and the upcoming events by checking the Region web page at mvr.pca.org.

One final note is a reminder that the club is “fueled by volunteers.” We are always looking for help in planning or staging our events. If you can support in any way, let Barney or one of the other officers know. Your help will be greatly appreciated.

.....the editor



From The Left Lane

By Barney Stewart

Just how long is a minute? Well if you are sitting in your doctor's waiting room, waiting to be called, a minute can certainly seem like an eternity. Conversely, if you happened to be at the Valentines September social event, a minute may have felt like a blink of an eye. "Minute To Win It" was the theme of the evening, it was based on the TV program with the same name. Laura challenged the group with 10 different tasks, each to be completed in 1 minute or less. After numerous hardy laughs, Deb Isley and Mikey Valentine emerged as victors.

A big thank you goes out to Laura for going above and beyond in orchestrating this fun event. Also, thanks to her support team of Mike, Jess, Mikey, Chris, Katelyn, and Bob & Charlotte Cryan.

You may or may not be aware that we are revising our Code of Regulations. Not an easy task. Bob Cryan has been the catalyst and Jeff Fort the authoritative presence of a small committee of which I am a part. Our objective is to become more in line with PCA National's Code of regulations guidelines, and at the same time, produce a document that is more detailed and descriptive. We submitted a revised draft to National's Policy Committee for their critique, subsequently adopting many of

their suggestions. Our committee has several hours invested in this undertaking, and we hope to ratify the next draft, at the November 13 Board meeting.

Next up on the social calendar is our annual planning party, Saturday November 11, hosted by Diane and Jim Schoen. One of the most important events of the year, it's when brilliant minds convene, to map out the upcoming year's social calendar. Please contact Kim Harris, 2kimberlydharris@gmail.com if you have an idea for an event, remember an event does not need to be held at a member's home.

The planning meeting will be closely followed by our Holiday Party on Friday, December 1st, at Brandywine Golf Club. The Holiday Party typically garners our largest attendance, it's a great opportunity to welcome newer club members. Formal invitations will be mailed out in mid October.

The 2017 calendar year is quickly winding down. I hope to see you at an upcoming event.

Take care.

Barney.

Minute To Win It

by Kim Harris

What a great idea for a party – thank you Laura Valentine! Theme of red, white and blue including dessert specialties surrounded the event. Even a big screen TV was put on with the Ohio State game. It was an evening of all American fun for our Maumee Valley Region, now in its 45th year.

Mike and Laura put on a great event for our club. We had food, drinks, treats, prizes and fun interactions with fellow Porsche enthusiasts. Before the games began, there was time to admire and discuss each other's cars. They always look great lined up and down a street together.

How much can you accomplish in one minute? Do you think you could stack 10 nuts, blow 1 bubble through ring, knock over 3 waffle balls with nerf pistol or bounce bag of ping pong balls into glass containers? Well partygoers proved they could handle these challenges

and more at the Valentine's on September 16.

Well, ok, some of us got a little stuck on a challenge or two. I couldn't channel my inner 5 year old and blow a decent bubble let alone push it through the ring. Then Beth was barked at by Ferdinand to not knock over that final water bottle. And a few folks had jams in their nerf pistols before three balls were shot off their posts. These were just a few minor setbacks.

Score one point for participating and three for accomplishing the challenge. Some folks breezed through the clever tasks put before us. Ultimate point winners were Deb Isley and Mikey Valentine who will be enjoying their Cold Stone gift cards as our final warm weather is still here. The rest of us went home with heads high wearing our participation medals as a reminder that we tried our best!

Barney and Todd work at stacking nuts



(Continued on page 8)

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It looked easy to hit those whiffle balls. It wasn't for most of us



Yvonne Burlingame and Deb Isley ready to take on the challenges



Bob Ponzi and John Jennens awaiting their turn

Photos by Kim Harris and Tom Isley



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Annual Planning Meeting
Nov. 11, 2017 at 4:00 p.m.

Hosts:
Diane & Jim Schoen
24331 Sun Air Blvd.
Perrysburg, OH. 43551

- ✓ First we eat, drink and socialize!
- ✓ Then we plan our events for 2018 (potential ideas sent out with reminder emails and you can add others)
- ✓ Those attending will vote on proposed new By-laws for MVR (Docs will be sent out with reminder emails for your review in advance)
- ✓ Euchre Tournament to follow business meeting

Please bring an appetizer, side dish or dessert

RSVP:
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MVR/PCA Membership News

October 2017 - Club
Member Anniversaries

Bill Bauman	46 Years
Barney and Beth Stewart	30 Years
Ron and	
Sharon Gargas	21 Years
Hugh and Kyle Grefe	18 Years
Jim Schenk	17 Years
Jeff and Susan Diehr	11 Years
Gale and Darlene Heller	11 Years
James and Linda Jenkins	5 Years
Terry Richardson	3 Years
Craig Kohring	2 Years
Jody Scharer	2 Years
Tom Dellinger	1 Year
Keith Laws	1 Year



New Members

Michael Valentine of Maumee
Driving 2002 Boxster S

James Van Hook of Sylvania
Driving a Guards Red
2018 911 Carrera S

Craig Burrow of Perrysburg
PCA Test Drive

Stephen Stoll of Sylvania
PCA Test Drive

Maumee Valley Region
Membership:

Primary Members	158
Affiliate Members	109
Total Members	267

If you are not currently receiving
Social Event e-mail updates, please
contact Kim Harris at
2kimberlydharris@gmail.com



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Maumee Valley Region Calendar of Events

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

OCTOBER

- #8 Cars and Coffee
- 22 Color Tour to Irish Hills

NOVEMBER

- 11 2018 Planning meeting at Schoen's
- #12 Cars and Coffee
- 13 **Business Meeting**

DECEMBER

- 1 Holiday Party (MVR 45th Anniversary)

Note: All business meetings are held at Vin Devers and start at 7PM (Dates TBD).

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



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Technical Q and A

By PCA Technical Committee

Taken from PCA Tech Q&A

Edited and Compiled by Mike Valentine

Roll Bar Recommendation – 1995 993 Cabriolet

Question: I missed a recent DE event because my '95 Cab is required to have a roll bar. Has anyone installed one? Any recommendations? I want to get one installed asap. Thanks.

Answer: Submitted by Anthony Callas. As you probably already know, there are quite a few options when it comes to Roll-over bars and or full Cages.

Let's start with the terminology,

Roll Cage: A full cage that usually welds into the inside of the cockpit or passenger compartment. This normally isn't a good idea in a street driven track car because of the lack of accessibility to the cockpit once it is fully installed. We usually recommend a bolt in Roll-over bar or possibly bolt-in cage at this point because it isn't so permanent.

Roll-Over Bar: A roll-over bar sits behind the front seats and is just a simple hoop with legs crossing and facing rear wards for additional triangular type strength. This works well and it is our first recommendation in a street driven track car. The neat thing about a roll-over bar is that it can easily be installed and removed without damaging much of the interior of the automobile. Not to mention the fact that it's a great place to mount your shoulder harnesses for your 5/6 point harness system.

If you must go with a full cage and if it's a street driven track car, I recommend that you go with a bolt-in style set-up, for example from OG Racing, DAS Sport or Safety Devices just to name a few. These three mentioned manufacturers are of high quality and fit well.

If you're searching for a simple roll-over bar then the world is yours, there are many to choose from. Here are some examples just to name a few, the previously mentioned including Porsche Tequipment, AutoPower and RSS.

I would also check with Cantrell Motorsports, OG racing and RSS because these companies have good reputations.

Using Jack Stands with Cayman – 2008 Cayman S

Question: I have watched numerous videos, read my Porsche User Manual, and searched the internet on this topic. My 2008 Cayman seems to have 4 and only 4 places under the car that is acceptable to lift the car off the ground. These are small, reinforced circles (buttons) just behind the front wheels and just forward of the rear wheels. This presents a MAJOR

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challenge if you want to pull all 4 wheels at one time. Brake jobs, Brake fluid flush, etc. are just two of many reasons someone may want to do this.

I have: two floor jacks: 1-low pro jack and 1 trolley jack, 4 adjustable jack stands, pair of ramps

I want to be able to lift the car and place all 4 jacks stands on the designated jack point (buttons). It is super tempting to use the floor jack in the center of the front and rear of car. Is there a safe place to do so? If not, what is the best practice for this operation?

Answer: Submitted by Pedro Bonilla. In order to place 4 jack stands and lift all 4 wheels off the ground in your Cayman do the following:

- 1.- With the jack on the left rear jack point and lift until you can place a jack stand under the front left jacking point. Slowly lower the jack.
- 2.- Move the jack to the right rear jacking point and lift until you can place a jack stand under the front right jacking point. Slowly lower the jack.
- 3.- Move the jack to the rear of the car, at the rearmost part of the aluminum skid plate, in between the tow bolts and lift. This will raise both rear wheels at once.
- 4.- Place a jack stand under each of the rear jack points. Slowly lower the jack.

Your car is now ready to have all 4 wheels removed.

SRS Light Stays On – 2000 Boxster

Question: When I slid the driver's seat back, the SRS warning light illuminated. The driver seat was replaced with a track seat a few years ago but this is the first time the SRS light came on. The DTC codes retrieved include: 03 Airbag warning supply and 46 Belt buckle, driver. I have visually checked wiring harness under the seat for damage or loose connection but all seems as intact as before. Disconnecting the battery did not extinguish the SRS light. Does the SRS system disable itself when the light is illuminated? What is a reasonable course of action to extinguish the light and return the system to operation?

Answer: Submitted by Pedro Bonilla. The SRS light can only be turned off by a Porsche Computer System such as the PST-II, PIWIS or Durametric. It does not turn itself off when the issue that triggered is repaired as the CEL does. Disconnecting the battery does not work either. The seatbelt buckles can generate the SRS light in many cars. When the contacts become sulphated or dirty the electrical resistance changes and the computer reads that as a fault. Try using a good electrical contact cleaner and spray liberally inside the buckle receptacle while rapidly depressing the release button. This can clean the contacts. Then clear the SRS light as explained above.

Happy Porsche'ing, Pedro

Around the Zone

By Michael Soriano, Zone 4 Representative



Greetings PCA
Zone 4 Members,

Over the past few
months, I have
travelled
extensively
throughout the
zone attending a
multitude of
outstanding

events affording me the opportunity
to interact with a number of PCA
members.

I was able to participate in
MORPCA's 3rd annual HPDE at the
Indianapolis Motor Speedway along
with nearly 300 drivers from all over
the country, with a large group from
throughout zone 4. The outstanding
3-day event is still the only one of
its kind permitted at IMS. The
weekend began with a gathering
held in a pavilion near the iconic
pagoda, as well as a reception the
following evening in the Hall of
Fame Museum. This year there was
also a party for all of the volunteers
and instructors held at the Dallara
Indy Car Factory in nearby
Speedway, IN.

I recently attended Northern Ohio
Region's Annual Rib Burn-off and
social. This event is consistently
one of their largest social events of
the summer and included a people's
choice car show. In addition, there
was even live music provided.

I also recently attended Eastern
Buckeye Region's Annual Summer

Party, an event I've been told I
needed to attend since becoming
Zone Rep. The Summer Party is one
of the region's most popular events.
This year's theme was a Toga Party,
and it was great to see so many of
the members participate. One of the
highlights of the evening was an
impressive fireworks display.

As we look ahead to events being
offered this month, there are some
great opportunities to enjoy some
more time behind the wheel before
the driving season concludes and it
is time to store your car for the
winter. A number of regions have
beautiful color tours scheduled. In
addition, there are still a few more
DEs available for those who want
another opportunity to spend some
time on the track, as well as
autocrosses, car shows, and there
are always terrific social events to
attend. Make sure to get out and
take advantage of these
opportunities.

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:

- October 3 is Rally Sport Region's
Club Meeting at Karl's Cabin in
Plymouth
- Motor-Stadt Region's You Define

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It Dinner Drive is October 5

- October 6-8 is Ohio Valley Region's Autumn Thunder DE at Mid-Ohio Sports Car Course
- Join Michiana Region Members on October 7 for OctoberFest in the Village at Winona
- October 13-15 is ARPCA's Club Race at Pittsburgh International Race Complex
- Mid-Ohio Region's Drive and Dine to The Levee House in Marietta is October 14
- October 21 is Western Michigan Region's Fall Color Tour

- Northern Ohio Region & Eastern Buckeye Regions' Horsepower & Harness Racing Event is October 21

- Maumee Valley Region's Color Tour to Irish Hills is October 22
- Join Southeast Michigan Region on October 22 for their Fall Color Tour
- October 28 is Central Indiana Region's Huber Winery Auto 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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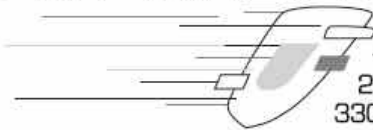
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For Sale: 1984 Porsche 944

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Rich Brown, (734) 807-0028. Email rsbrown@bex.net

For Sale: Michelin Sport Cup 2 tires.

Fronts are 245/35ZR20. Rears are 305/30ZR20. Less than 1 year old. Asking \$500 for set.

Call Billy Edwards at 419.349.4004



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5 speed manual. White exterior with black interior. Non factory am/fm cd player. No rot or rust anywhere. Asking \$5250 obo. Need to sell . Contact Jeff Roberts via e-mail jroberts@commercepaper.com or 419-466-7896. Priced for quick sale! Not junk!

A Porsche Adventure

by Jeff Fort

When I attended the DE at Gratten (great job MVR members) my 1970 914-6 started missing, so much so that I didn't run on Sunday. The next Monday I took the car to Auto Assets in Powell as they had worked on the car before and Chip Vance, the owner, races a six. I expected a carburetor or ignition problem. Bad news – cylinder #1 had only 75% compression.

As luck would have it, I also ran into Jay Kjoller at Gratten (not on the track). In the 1990's, Jay rebuilt the top end of my 73 911S. I had lost track of Jay and learned that he had moved to Colorado but now lived between Toledo and Findlay. Thank God, he agreed to work on my engine and, even better, to let me help.

What an adventure for me. I took the engine out to deliver it to Jay. I had never done anything like this before and it scared me. But actually, it came out easily. Shift linkage, half shafts, oil hoses in and out, electrical connections and gas lines. Still scary though, but at least I wasn't injured.

Jay confirmed the leak on #1 so it had to come apart. Jay and I had it down to the crankshaft in a day (after he had earlier got the engine on a stand and removed the transmission). We expected to see a cracked exhaust valve (the problem he fixed on the 73 S) or something else like that. The only thing discovered was some carbon build



up on the head where the valve seats.

But as long as we had gone this far . . . a more aggressive cam shaft, new crankshaft bearings, new valve guides, rebuilt distributor, machine the heads and piston rods, etc. What a joy to watch Jay – he knows these engines like the back of his hand – and to marvel at the engineering.

When I bought the car over 15 years ago, I was told it was a 2.5L “short stroker.” This was a common rebuild in the 70's using the original 2.0L crankshaft and 2.7L pistons and cylinders. Jay confirmed that in fact it is a 2.7L engine and that more is better. It has a desirable early aluminum case (Porsche later went to magnesium), Mahle pistons, Nikasil cylinders and a later oil pump. Someone had even carved off the bottoms of the pistons to make them lighter. All in all a very nice, if older, rebuilt engine. Someone knew what they were doing.

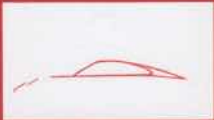
After the turn of the year I will prevail on Jay again and begin the rebuild. I can't wait.

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