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der RÜCKSPIEGEL

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Deadline for copy is the 10th of the month for the next month's issue.

On the Cover: 911 Speedster photo by Michael Soriano.

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Historical newsletters (May 1972-December 1975) are also available, thanks to our club historian, Bill Bauman. Send pictures and articles to: derruckspiegel@gmail.com

Newsletter layout happily provided by Sebastian Gaeta

der RÜCKSPIEGEL

MVR Officers

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Lisa Soriano | 419-843-2070 | Isoriano.pca@gmail.com

Vice President

Constanzo Rodriguez | 419-574-8780 | constanzo.rodriquez@gmail.com

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zone4rep@national.pca.org <http://zone4.pca.org>

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Kim Harris
2kimberlydharris@gmail.com

Todd Mierzwiak
toddm79861@aol.com

Constanzo Rodriguez
constanzo.rodriquez@gmail.com

Jim Schoen
raccor85@yahoo.com

Lisa Soriano
Isoriano.pca@gmail.com

MVR Chairs

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Greg Herr | 419-833-9696 | greg.herr@us.o-i.com

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DE Chief Instructor

Craig Zenil | 630-689-7219 | zman911@bex.net

Historian

Bill Bauman | 419-475-1336 | backmotor@bex.net

Insurance

Todd Mierzwiak | 419-283-5593 | toddm79861@aol.com

Membership

Yvonne Burlingame | 419-902-3403 | yvonneb.3403@gmail.com

Newsletter Co-Editors

Greg Armstrong & Joseph Sheamer
419-318-9014 | derruckspiegel@gmail.com

Safety/Technical Advisor

Clare Valley | 419-966-3786 | cvalley@roadrunner.com

Social

Kim Harris | 419-861-0745 | 2kimberlydharris@gmail.com

Webmaster

Bob Harris | 419-861-0745 | robertsharris@sbcglobal.net
mvr.pca.org

EDITORS' NOTE

BY: GREG ARMSTRONG & JOE SHEAMER

Dear der RÜCKSPIEGEL Readers,

This is perhaps not the best way to draw attention to our region, but when the editors are bored unusual ideas may occur.

Our Calendar of Events page is rather sparse at the moment. That makes us think about ways we can help. We couldn't get any of you to start building Gravi-cars; PCA has both Club Racing and the Sim Racing series. All of that left us feeling uneasy about not having any competitions we could call our own. That was why we conceived the concept of the MVR Driveway Challenge series. This is being proposed as a socially distant and virus-proof competition that will utilize any member's driveway that is of a suitable length. We know of two right away because both members hosted parties at their homes last year. The plan is to show up—unannounced because it is better to ask forgiveness and all that—and roll down the driveway. The competition consists of one timed run to determine who can reach the highest top speed and still stop before the end of the driveway in the shortest amount of time while reading der Rückspiegel. We may add a pro challenge which will require drivers to run the course in reverse. Participants will be immediately disqualified for exceeding driveway limits, taking out a mailbox, hitting anyone, being arrested for trespassing, or dumping oil/coolant on the competition surface.

It is imperative that everyone is clear that this competition can NOT be run if any children are present in the immediate vicinity. In order to ensure safe operating conditions, we will have each participant honk three times before staging and three more times before the timed run. That will be the universal symbol to steer clear of the area until the participant has left. We will run this with the DE tech inspection protocols. We are also close to persuading

Todd Mierzwiak to run his Lego GT3 RS on the Driveway Challenge because of its lack of running at Grattan.

To be clear, this challenge will NOT be sanctioned by US DOT, NHTSA, IMSA, FIA, SRO, PCA, PCNA, or Porsche AG, and it is probably better if no one at any of those entities is ever aware of the idea in the first place. We implore all of you to keep this between us until we can protect the intellectual property rights and establish a national series with Red Bull sponsorship and a television package. Then we can tell PCA and Porsche AG, PCNA, etc.

The most important aspect of this challenge is that we have a connection to a fantastic trophy designer who is eager to produce some very cool trophies and every good challenge needs quality trophies.

“To recap: we are only in the planning stages at this time. Do not try this at home unless you’re crazy”

To recap: we are only in the planning stages at this time. Do not try this at home unless you’re crazy. We’ve already

had several hours of sim time testing the concept, so we know it will work when we open the competition. We are flexible, so if someone has a better, safer, and less reputation damaging way to have some fun without getting sick from any contagious pathogens, let us know as soon as possible.

Thank you for reading,

**Greg Armstrong
& Joe Sheamer**

Präzision in allen Dingen
derrückspiegel@gmail.com

WILLKOMMEN

BY LISA SORIANO

As the weather starts to get cooler and the days become a little shorter the leaves begin to change bringing about a great opportunity to get out and enjoy your Porsche. Barney and Beth Stewart organized a driving tour through the beautiful Irish Hills of Michigan on Sunday, October 18th, look for an article and pictures in the November issue.

You should have received an email from Kim Harris with the details and special requirements due to the pandemic. There was also an announcement in last month's as well as in this issue of der Rückspiegel. If you have any questions please contact Kim or Barney.



For the past several months, I have identified the most recent digital content being created by PCA National to help keep us connected, informed, and entertained. Since my last article, there have been 2 additional Tech Tactics LIVE episodes:

- Brakes 101

- Need a lift? We help you choose

If you are interested in viewing either of these episodes or any of the previously aired episodes, visit PCA.org and locate the Tech Tactics LIVE link under the Technical tab.

The PCA Sim Racing series returned to YouTube on Friday, September 4. The race took place at Laguna Seca and included the new iRacing Porsche 718 Cayman GT4 MR; the series will continue with Live races being broadcast every Friday through October 23. To watch the races live or a replay, visit pcasimracing.com.

Every Tuesday evening e-Brake News, which contains interesting Porsche

der RÜCKSPIEGEL

and PCA information for the week, is sent to your email. If you are not receiving your copy, please contact the PCA National Office at (410) 381-0911, to make sure that your contact information is up to date. There is also a monthly newsletter for the four door Porsches, Performance News. You can find past issues and subscribe to this newsletter on PCA.org under the News tab.

As a reminder, every primary member is entitled to one complimentary co-member with their membership. If you are interested in adding a co-member, please contact the PCA National Office.

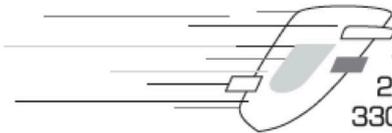
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Please continue to be safe, and I look forward to seeing everyone soon!

Thanks,



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Celebrating the 50th Anniversary of Porsche's Historic Overall win at Le Mans

by Rally Sport Region member Sebastian Gaeta
Images courtesy of Porsche Werkfotos

Christmas Eve in 1969 was spent with our neighbors, George and Babs Tatalias. He was a Greek businessman, she was a native of Berlin and boy-oh-boy did they love their Porsche 911 parked in the garage. George went on endlessly about his car and how perfect it was in every way. It was painfully obvious that he was a huge fan, but my father, I recall, just raised his eyebrows and nodded as he did his best to feign interest. I was an impressionable 7 year old and was so smitten with the stories about this magical car that I was hooked. From that point on I looked everywhere on the road for even just a glimpse of a Porsche, but in Omaha in 1970 there were few out there; at least I had George's car to look at whenever he left his house and came home.



Class winning 356SL in 1951

In the springtime of that year George kept mentioning this upcoming annual 24 hour race he had attended a few times in France (France!) and felt that Porsche had a chance to actually win it all this year. Obviously I had no real idea what any of that meant but of course I was impressed.

Let's fast forward to my young adult life where, like all of you, I was smitten with the cars but also became a big fan of the company's history. I bought and read every Porsche book I could find and of course the best one of all was *Excellence Was Expected* by Karl Ludvigsen. When the author has a close friendship with Ferry Porsche and is the most well respected automotive writer on the planet, you get access to information that no one else does which means that EWE became the reference point - and argument settler - for many a Porsche conversation.

If you read about Porsche's early history at Le Mans you will see just how important it was to them to have success. While Ferry was certainly not satisfied with just class wins, his nephew Ferdinand Piëch was the real driving force behind their push to become an overall winner, more on that later.

Porsche's Le Mans participation Started in 1951 when they entered one of the "Last Eleven", a name given to the remaining aluminum bodied 356s hand formed in Gmünd but not completed until after their move to Stuttgart in 1950. These "SLs" (Super Light or Super Leicht) were modified for racing and Porsche wisely used them to get their program going; they cost Porsche virtually nothing since they already had them and their light weight aluminum skin gave them a terrific power to weight ratio. Because these cars were practically turn key from the get go, Porsche could then

concentrate on developing their future race vehicles while the race department did their thing at the track.

That strategy quickly gave the world the Type 550, first known for their prowess in the Pan Americana in Mexico which gave birth to the Carrera name we all know so well today. They entered the 550 at Le Mans in 1953 and scored a class win, something that would be a regular occurrence in the 1950s and 1960s along with many top ten finishes. Excellent showings by the Types 718 RSK, RS60, RS61, 904, 906 Carrera 6, 907 and 908 models continually raised the bar for the little company in Stuttgart. In



Porsche Type 550s in 1953

fact, 1969 saw the little Reisetöter 908 finish second by a mere 100 yards to the mighty Ford GT. Little known fact but the 917 was also entered that year albeit with much more development needed to make it competitive. That car retired on lap 327 with clutch or transmission problems, depending on whose account you read.

So here we are again in Omaha in the spring of 1970 and this is what gave my neighbor such high hopes that year for an overall victory. My memory fails me of exactly when it was I heard that they had won, but I do remember him being very giddy over it for a long time while my dad just went on playing golf as if nothing in his world had changed, which of course it had not. But it did in mine. For what seemed like years, every July I would go to a news stand and look for any indication of how Porsche had done at Le Mans the month before. While I still didn't really know much about the cars and the company, I rooted for them every year just as I would my favorite sports teams.

To many people at that time it appeared that Porsche was an overnight sensation, like they came out of nowhere and took the racing world by storm when in fact that could not have been further from the truth. From the beginning they were the little company that could and slowly and methodically carved out their rightful place in motor sports. The race department, in the very capable hands of Ferry Porsche and Huschke von Hanstein, built a solid reputation through the 1950's and 60's as a formidable team with class and overall wins piling up on the European hill-climb circuit and the endurance races of Targa Florio, Sebring and Daytona. Looking back, it was their destiny to eventually win an overall at Le Mans but there were times it seemed it would evade them forever, especially after the narrow loss in 1968.



Porsche 908 was narrowly defeated in 1968

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New Race boss Ferdinand Piëch, nephew of Ferry, forged ahead with everything learned about endurance racing over the last two decades, plus a little trick they would perfect over the years by using - ahem - broad interpretations of the FIA rules,



meaning they did many things to the cars that the rules "didn't say you couldn't do". They built a virtually unbeatable car for the 1970 race that the FIA would eventually regulate out of eligibility. But win they did, with icon Hans Hermann teamed with Dickie Attwood in the #23 car it wasn't even close, the race was actually out of hand by the morning and they won easily crossing the finish line in front of the 2nd and 3rd place cars by 5 and 8 laps respectively. The fact that the 2nd and 3rd place cars were also 917s made the victory even more dominating.



There was so much drama in that race, not the least of which the awful weather, that volumes have been written about it and we could not possibly cover all of the back stories, which were many. Instead, this is to celebrate the 50 year anniversary of destiny,



The mighty 917 of Herrmann and Attwood leading the pack

of Porsche's will to win which paid off handsomely. Over the next 50 years the company won an additional 18 victories which only proved that the 1970 win was a harbinger of things to come. What makes their record of most overall wins at the Sarthe even more impressive is that during that 50 year period they didn't even make an attempt at an overall win for 17 races

between 1998 and 2014. Think about that, they won 19 out of 33 attempts at an overall win!

Whether you are a racing fan or not, just know that the victory in France 50 years ago has made Porsche what it is today and truly cemented in the public's mind the mystique that surrounds the little cars from Stuttgart.

I lost track of our old neighbor George in the mid 70's and he might not even be with us now, but I do enjoy the fact that he likely lived to see many a Porsche victory at Le Mans and how pure his joy was from it all, much like us when we get behind the wheel of our cars. 🏁🏁

MVR/PCA MEMBERSHIP NEWS

Primary Members **182**
Affiliate Members **127**
Total Members **309**



WELCOME 2 NEW MEMBERS:

Michael Leake of Sylvania, OH
Driving a 2002 Red 911 Carrera Cabriolet

Mark Mathys of Put-In-Bay, OH

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

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

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TECHNICAL Q&A

**BY: PCA TECHNICAL COMMITTEE
TAKEN FROM PCA TECH Q&A
EDITED AND COMPILED BY: MIKE VALENTINE**

Pulsating Dash and Head lights – 2000 911 Carrera Cabriolet

Question: The headlights and dash light pulsate every time I operate the vehicle - day or night. I had an unrelated issue last year and as a result the alternator was replaced by a well-respected Porsche service shop in Clearwater Florida. The pulsating was first noticed soon after the alternator was replaced. I returned the vehicle to the shop and they removed and tested the alternator and it was found to be in good condition. No explanation for the pulsating was offered other than to say... "let's keep an eye on the issue".

I have subsequently moved to the panhandle of Florida and have again taken the vehicle to a known and respected Porsche repair shop where they also tested the alternator and again found it to be functioning correctly. But...the pulsating continues with no other problems or issues with the vehicle identified. If anyone has any thoughts it would be most appreciated.

Answer: Submitted by Bill Burris

Unless you're a fan of the disco era, pulsing lights can be a bit distracting so I can understand your wish to get back to full power. Using an analog voltmeter at one of your bulbs will confirm voltage fluctuations, but at the risk of diving a little too deeply into the subject we can look at potential sources of the problem. Fundamentally, alternators have a natural pulse thanks to their rectified sine wave output, but these pulses are very minor, and the effect becomes minimized at higher RPM so I don't suspect this is the issue. The battery typically becomes a buffer for any voltage fluctuations so if you've got a healthy battery that wouldn't rise to the top of the 'must check' list. One area often overlooked is the ground cable - and there are two of them that will make a difference in your case: First is the ground cable from the engine to the chassis in the engine compartment (check both sides) and the other is from the battery to the chassis up front; both should be retightened to see if that makes a difference. In the end you can always try another known good alternator (like from a recycler) to see if that gets rid of the disco effect, but I'd reserve that as a final resort.

If you're halfway handy you could even do the swap yourself; changing the alternator on your car may not be the easiest job ever but it's a piece of cake compared to air cooled 911's!

Looking to Replace Headlamp Rubber Seals – 2003 Boxster

Question: Recently replaced bulbs in Boxster headlamps. Rubber seals are dry and looking to replace just the seals. Was told only option would be to purchase new headlamps. Any suggestions?

Answer: Submitted by Pedro Bonilla

The seals are part of the headlight assembly and not sold separately. If you have a lot of patience you can make your own as a DIY project. When I made mine, I used an old bicycle inner tube for material, a pair of scissors and an exacto knife. It took a whole weekend and a few beers!

Howling Noise at low Speed - 2001 Boxster S

Question: I bought this car last year with 46,000 miles. It has that howling sound at low speeds as well as sometimes on high speed. Also, I need to check my air conditioner, the vents show moisture and the glass exhibits condensation. Would like to avoid the dealership, way too expensive. Thanks!

Answer: Submitted by Pedro Bonilla

Howling or “coke bottle” whistle are fairly common sounds in these older cars. If the sound is coming from the front, around the gas flap area, most likely it’s associated with the gasoline evap valve (probably the carbon control valve). If the sound comes from the right side of the engine compartment, most likely its associated with the Air/Oil Separator.

Overheating - 1990 944 S2

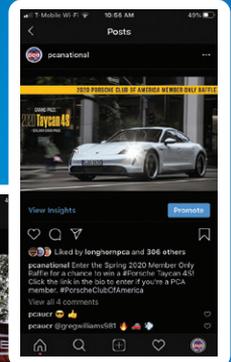
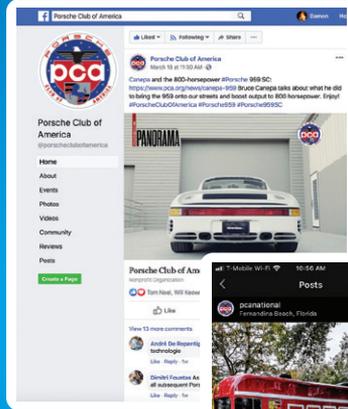
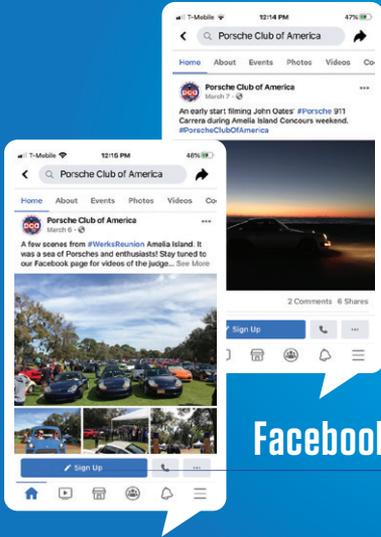
Question: Picked up a 1990 944S2 cab. The drive home without any issues (45 miles) I took the car out for a cruise a few weeks ago and noticed the temperature gauge was going up past the middle almost into the danger zone while I was driving. When the car came to a stoplight the temperature went back down to normal operating level. Coolant level is fine, I had the system bled. The fans are coming on. I don’t see any coolant leaks. Any suggestions??

Answer: Submitted by George Beuselinck

It is not unusual for the cooling system to fluctuate a bit, especially on a hot day. As long as the temperature does not get into the solid range of the gauge, I would not worry about it. But, that’s just me.

If you want to worry about it, get yourself an infrared thermometer and check the temperature at various points on the hoses going to and from the radiator. You should see a significant drop. Also, overheating may be an indication of a thermostat that is failing. 🏁🏁

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In addition to the huge regional social media presence, the club is active at the National level, too. Join us for our daily posts on Facebook, Instagram, and Twitter.

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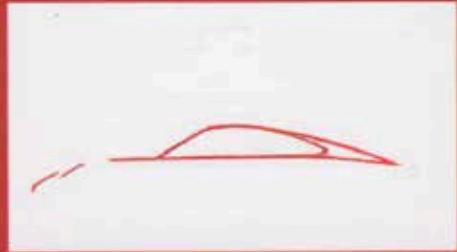
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Around the Zone

by Lori Schutz

Hi Zone 4 Friends and Family,
August was a great month for Zone 4. Our High-Performance Driver Education program is getting back into high gear, albeit somewhat adapted to COVID restrictions, with solo only events from Southeast Michigan, Rally Sport and more. Mid-Ohio Region and Northern Ohio Region teamed up for the 25th Annual Porsche Club



Race/DE weekend at Mid-Ohio Sports Car Course. A commemorative photo and special swag were the highlights, in addition to a very well executed weekend.

"...National Awards were presented in an online video event. Zone 4 was well represented..."

While the National Porsche Parade was cancelled, the National Awards were presented in an online video event. Zone 4 was well represented with the following winners listed below. Congrats to these regions! And a special congrats to Amber Door for the Zone Rep Award



der RÜCKSPIEGEL

for her many years of service and contribution to PCA. (<https://www.youtube.com/watch?v=TXMI2jFTb-Q&feature=youtu.be>)

Best Newsletter Cover

Class II: der Rückspiegel — Maumee Valley Region

Class III: Über Alles — Western Michigan Region

Class IV: Rundschau — Allegheny Region

Best Newsletter

Class II: 2nd: der Rückspiegel — Maumee Valley Region

Class IV: 2nd: P4 - Porsche Pushers Private Papers — Southeast Michigan Region

2020 Public Service Award

Honorable Mentions - Central Indiana Region

Thanks so much,

Lori

Your VERY Proud Zone 4 Representative - zone4rep@national.pca.org





2,248

That's a BIG number

As of October of this year that is how many repairs Tyler Berry, our dedicated Porsche specialist has completed on Porsche vehicles in just the last five years (he has been here for 8).

These include - IMS Bearing Upgrades - Turbo Water Pipe fixes Timing Belts - Suspension Upgrades - Performance Alignments along with Regular Routine Maintenance and Repairs.

That's a lot of experience and is why Rennstatt is Southeast Michigan's Premier Independent Porsche repair specialist. Please let us know how we can help you! Conveniently located just off I-94 and US 23 for our MVR Friends.

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White with Black interior



Approximately 165,000 Miles.
Less than 5,000 miles on OEM Rebuilt Turbo



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Everything works, Runs and drives great, Numbers Matching car, have Original window sticker. Lindsey Racing Boost Enhancer otherwise unmolested original. All Vacuum lines replaced this year. Newer coolant hoses, Less than 10,000 miles on timing belt and OEM new water pump, Needs nothing to start enjoying your 944 Turbo.

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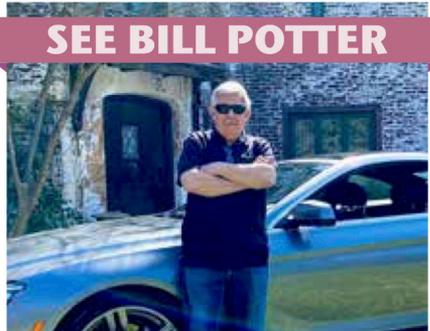
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More Grattan HPDE 2020

We had a bit of extra space in this month's issue, a few leftover pics from the Grattan HPDE, and some spare time on our hands, so you get more coverage from the weekend. Thanks to Craig Zenil and Todd Mierzwiak for the photos. We think the images are self-explanatory but email us if you absolutely must know more about a particular photo.



Top Left: The rest of Tony Calabrese's GT4 that was our September cover car. We're confident that being on the cover is worth at least 0.008 seconds per lap at Grattan.

Top Right: Pro tip: Go for the ones that best fit your tire budget and offer the most grip. Also, make sure you get the proper sizes for all four.



All the track time you could want over a weekend will be waiting for you at Grattan in 2021, start planning to attend now! 

Soul, electrified.

The new Taycan Turbo.



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