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der RÜCKSPIEGEL

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Photo on cover: Refelections from Parade

Photo by Tom Isley

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old & new address so you don't miss
an issue of **der RÜCKSPIEGEL**.

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The Open Road

The golf outing at Bowling Green country club was held in September. We had a good turnout with great weather. Thanks to Sharon and Ron Gargasz for being our hosts. See page 7 for the full report.

There are only a few remaining events this year. The planning meeting is schedule for November 12th and will be hosted by Beth and Barney Stewart. This is the meeting to set the events for next year. If you have suggestions or wish to host a party, plan on attending. The final event is the Holiday party on December 5th. We are returning to the Glass Salon in the Glass Pavilion at the Toledo Museum of Art. Kim and the Social Committee are planning a great time with some great food. There will also be a chance to see some interesting glass art. The galleries have just been reinstalled and several new works are on display.

The new web site is now up and running. If you have bookmarked the old one you should go in and update the link. The new site can

be found at mvr.pca.org. If you have any updates or comments on the new site be sure to send them to Bob Harris at robertsharris@sbcglobal.net.

Watch your email for updates to the events. You can also find current event information on the MVR web page.

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

.....the editor

*Editor Note:
Jeanne Krauser
has asked that I
use this picture
on the cover. I
decided that it
would be better
used for this column.*



From The Podium

By Todd Mierzwia



I can't believe it's the end of September already & it is officially Fall here in Northwest Ohio. It seems like yesterday that I was composing last month's column.

Soon it will be time to start thinking about getting the garage cleaned out, the fluids changed & the winterization that goes along with putting our cars away for season. Hopefully we still have time to drive these pieces of machinery before the weather turns sour. I know that I would love to get the GT3 out for some exercising. I can't believe that I've had the car since last April 2015 & she just turned 1100 miles on the odometer. The good part is that there have been plenty of opportunities for instructing at DE events this past season. I still have one at Mid-Ohio Race Course and one at VIR in late October to round out the season.

Sarah & I just got back last week from a "bucket list" vacation that involved spending time in Madrid visiting some incredible architecture. We then hopped on the high speed bullet train to Barcelona. That was very cool to see the speed in each car as we edged closer to the 200mph

mark. We spent quite a bit of time visiting various museums including the Spanish Naval Museum and the Gaudi Museum. The Naval Museum was absolutely incredible with the amount of history, artifacts and information that we learned about the Spanish Navy Armada. We especially liked the Gaudi Cathedral AKA Sagrada Familia. This cathedral has been under steady construction since 1882. The projection is that it will be completed in 2030. Nothing like fast tracking a project. Lastly, we got on a cruise in Barcelona which visited France & Italy. Both Sarah & I agreed that our favorite destination was visiting the Amalfi coastline, although I could have done without the hair raising bus ride where we were merely inches away from certain death on the mountain! No wonder Italy produces fearless race car drivers.

I would be remiss if I didn't mention that we have some neat upcoming club events including a driving tour/dinner down in Findlay on October 22. Jeff Fort will lead the group on the driving tour which culminates at the Pits Rod & Gun Club. Please check the club's website for more details and make to RSVP with Kim Harris.

Remember to keep the blink alive !!!

Todd

Golf Scramble

by Deb Isley



On Saturday, Sept. 10th, fifteen members & friends entered the annual MVR Golf Scramble at the Bowling Green Country Club (photos courtesy of their website). Four teams hit the tees for a fun challenge of 9-holes. The stakes were high and long or sometimes a little short that ended up wet. Several of the holes had these challenges.

We started out with partly sunny but had a short rain delay by the third hole. A few pins were a jog to the left or right from the tee, but some golfers invoked the rule that the shortest distance between two points was a straight line! Tall trees obstructed the view of the flying ball and we held our breaths not knowing if the ball was in a tree until we rounded the jog to see the ball a short distance from the pin!

The members of the winning team with 3 under par were Beth Stewart, Matt LeHann, and Ron Gargas. The other teams had scores that were even with par, one over par, and “a few” over par but, they’ve signed a pact not to divulge what “a few” means ;-).

The winners of the challenges were:

- Ladies second shot closest to the pin – Charlotte Cryan
- Mens closest to the pin – Steve Williams
- Ladies shortest drive from the tee (and the ball had to leave the tee!) – Deb Isley, I’ve been practicing those “worm burners” all season :-)
- Mens longest drive from the white tee – Matt LeHann
- For everyone who plunked their ball INTO the quarry (you had to be there and yes, quite a few of us heard the splash as the ball missed land; this is the challenge that was “a little short that ended up wet”) the names went into a drawing – and the winner was Victoria Steiner! We’re guessing that she opted for the sleeve of golf balls as her prize!

Dinner was at the club’s grill and everyone enjoyed the barbequed ribs with potato and slaw sides, baked beans, and home-made brownies (Thank you Yvonne for the dessert!). And we shared more golf stories! We’re looking forward to next year’s FUN golf outing!

The Last Turn – It's All Relative

by Leonard Turner



Bill Ferran 910 prototype; ttod 86 Parade Portland Maine

Intimidation. That's what this image is about; the monster, black and hulking, looming large over the tiny obstruction blocking its path, a scowl on its chromed face. Carnage, it implies, may ensue.

Actually, it was a lot more lighthearted than all that when I put this image together 30 years ago at the 1986

Porsche Parade. I had about finished shooting the autocross for Panorama and saw the possibility of setting this shot up with the sponsor's truck and the 910 of one of the contestants. Color film would have been too distracting for this subject, but I had only one last

(Continued on page 9)

(Continued from page 8)

exposure left in my black and white camera. It needed to be done right in one take.

Several conditions were required; the car needed to be very close to the truck, with a long telephoto to give the sort of compression to make them look even closer together. That required a high numerical f-stop to produce the desired depth of field from the 300 mm lens, which meant using a slow shutter speed and a tripod. Since I had no remote shutter release with me, the mechanical self-timer on the camera would have to be used to make the exposure.

The owner of the beautiful little Porsche 910, Bill Ferran, positioned his car for me, lining it up perfectly with the big, expensive Ford rig. I had to set up the camera with the long lens a

considerable distance away to get the entire scene, and stayed with the camera to trigger the self-timer.

All good—until a lady needing to get to the other side began walking, unawares, straight into my one-chance shot. Too far away to do anything to stop the disaster, I watched in frustration as the timer whirred downward. At the last moment, my photographic co-conspirator daughter vectored in on the innocent interloper, screaming at the confused and justifiably miffed woman, and saved the shot.

Ferran's 910 was the fastest car in competition that day. Thirty years on, it is probably worth a lot more than the menacing and now-old truck, too.

The post *The Last Turn – It's All Relative* appeared first on [@FlatSixes](#) - the blog about Porsche.

FOR SALE: 2003 Boxster S - black on black, 6 speed manual shift - very low miles at 32220. Practically every option available. Non-smoker - has not been driven in bad weather and is always garaged for the entire winter. All service records are available and all service is up-to-date. I am the third owner and can provide the Porsche Cars of North America Certificate of Authenticity showing the original build history. Engine was replaced under warranty at 5012 miles on 7/5/2005 by Porsche Cars of North America. The car has never been damaged in any way and has never been repaired except (see above) through normal wear and tear. Rear tires are one year old and front tires are older but excellent. The top is in perfect condition. There are no dents or scratches. Call Bob Cryan for a test drive and have the excitement of owning a Porsche! The price \$20,000.00, is negotiable. Ph: 419-705-2823.



MVR-PCA 2017 Planning Party

Saturday, November 12, 2016

Hosts: Beth & Barney Stewart

2437 Waterford Village Dr.

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Please bring your ideas for activities
next year. We need input from all to
build another robust calendar!



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or desert.

RSVP: Kim Harris

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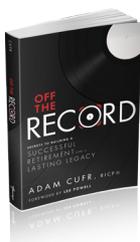
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MVR/PCA Membership News

September 2016 - Club Member Anniversaries

Jack and Sheryl Bushmeyer	43 Years
Nirakar and Tara Thakur	34 Years
James O'Connell and Sherry Bruewer	29 Years
John and Suzanne Jennens	23 Years
Douglas Crocker	17 Years
Allen Schall	13 Years
Anthony Calabrese and Allison Reny	7 Years
Michael and Laura Valentine	5 Years
Mary and Peter Koury	4 Years
Kenneth and Ann Wise	4 Years
Michael Gilley	2 Years
Mark and Sue Bernhardt	2 Years
Dave and Evie Zimmerman	2 Years



New Members

Joe Sferra of Toledo
Driving a Black, 1984
911 Carrera Targa

Tom Dellinger of Whitehouse
Driving a Black 2009 911 Carrera 4S

Keith Laws of Napoleon
Driving a Orange 1974 914

October 2016 - Club Member Anniversaries

Bill Bauman	45 Years
Barney and Beth Stewart	29 Years
Ron and Sharon Gargasz	20 Years
Hugh and Kyle Grefe	17 Years
Jeff and Susan Diehr	10 Years
Gale and Darlene Heller	10 Years
James and Linda Jenkins	4 Years
Terry Richardson	2 Years
Craig Kohring	1 Year
Jody Scharer	1 Year

Maumee Valley Region Membership:

Primary Members	150
Affiliate Members	114
Total Members	264

If you are not currently receiving Social
Event e-mail updates, please contact

Kim Harris at
kimberlydharris@sbcglobal.net



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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

- 10 #Cars and Coffee
- 13 Business Meeting
- 22 Findlay Rod & Gun Club

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

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

NOVEMBER

- 12 Stewart Planning Party
- 13 #Cars and Coffee

DECEMBER

- 2 Holiday Party at Glass Pavilion
- 8 Business Meeting

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Maumee Valley Region – PCA

2016 Holiday Party

Friday, December 2, 2016

Toledo Art Museum – Glass Pavilion

6:00 p.m. - Cocktails & Hors d'oeuvres
(cash bar)

7:00 p.m. - Salads served

After dinner, MVR annual awards presented

11:00 p.m. - Event concludes

Please send RSVP & Check by Nov. 14, 2016

\$60 per person

Make check payable to MVR-PCA

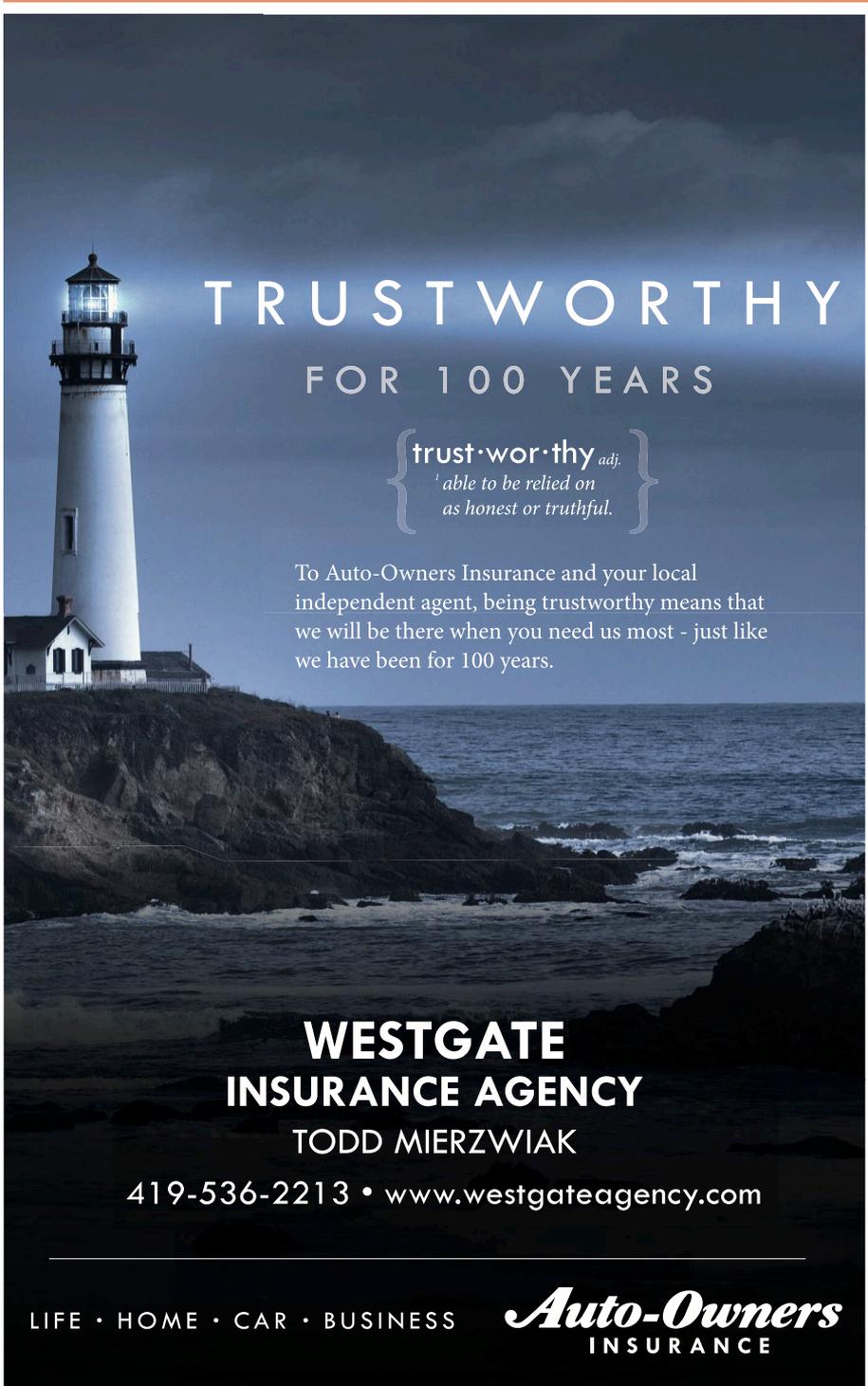
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Technical Q and A

By PCA Technical Committee

Taken from PCA Tech Q&A
Edited and Compiled by Bob Cryan

What Is Best Ride Tire

Question: I currently have 18" Pirelli P Zero tires on my 2004, 911 and am getting ready to replace them. I'm looking for a better riding tire and understand that I will have to sacrifice some performance. I'm looking for recommendations from fellow Porsche owners who have done the same or similar.

Answer: Submitted by Bill Burris. Ride comfort is a combination of so many factors - tires included - but what one person considers sporty and acceptable will be entirely too harsh for others, so with that in mind here's one man's opinion: While I like the Pirelli P Zero tire for its tread pattern and sidewall looks, the tire I gravitate to when I need a change is the Michelin Pilot Sport. There are a number of iterations of this tire so you might want to experiment, but don't overlook other options from companies like Yokohama and Hankook. Sometimes I end up with a particular tire because of availability or price, but if you've got a choice try the Michelins for a combination of performance and comfort (and they don't look too bad, either!)

How to Repair Convertible Top Out Of Sync

Question: The convertible top on my 2000, 911 Carrera cabriolet with 54,000 miles keeps going out of sync when cycled 4-5 times. I can sync it and get it to work but after 5 times it goes back out of sync and the flap in the back gets stuck partially open. I have had people work on this for hours and no luck. What is the solution?

Answer: Submitted by Bill Burris. I'll bet a nickel there's something bent. Instead of chasing it, my best recommendation is to take the car to a competent body shop - they deal with broken tops all the time and know where the weak points are. What's great is that your synchronization failure is the same every time, so it shouldn't be particularly hard to find out why.

My Check Engine Light Came On About 2 Days After Jump Starting My Dead Battery. Is This Common?

Question: The battery in my 1999, 911 Carrera died after I left ignition on and I jumped started car in the morning. I went to work and 2 days later when I was going home it started. While then driving the 'check engine' light came on. Is this common? Do I need to take in? I checked fuel cap and re-tightened it, but the light is still on.

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Answer: Submitted by Bill Burris. Chances are the two circumstances are unrelated; take your Carrera to a qualified Porsche repair facility to have the diagnostic codes read, repair performed if necessary then extinguish the 'check engine' light.

Looking For Quiet Ceramic Brake Pads...Possible?

Question: My 2005, 911 Carrera S with 68,000 miles has original ceramic brakes and they squeak very loudly when they are heated up. My local dealer says that the rotors and pads all look good. Is there a quieter Porsche authorized ceramic brake pad available?

Answer: Submitted by Dustin Aydt. Unfortunately race brakes are inherently noisy and that is exactly what PCCBs are. Some PCCB brakes are noisier than others but they all make much more noise than their steel counterparts. From my experience it seems that street cars with PCCBs stay on the quieter side if they are never brought to full operating temperature (i.e. track events.) Once the pads/rotors have seen these temperatures they tend to become noisier while street driving. It has never come up so I'm not sure if there are aftermarket PCCB brake pads available but there are definitely steel brake options. Many of the track guys order their cars with PCCBs to get the larger calipers and then switch the pads and rotors out for steel components that are much more economical to wear out at the track. Perhaps you can make the same swap with a more street-specific pad to minimize your noise concerns.

How Do I Find Out If My 2000 911 Tiptronic Has the Double Or Single IMS Bearing?

Question: I have tried without success to provide my VIN to Porsche and Porsche dealers to determine if my 2000 911 Tiptronic has the single or double bearing configuration. It is my understanding that the double bearing is reliable but not the single.

Answer: Submitted by Bill Burris. You can check the Eisen IMS Settlement for your VIN range, but if you own a 2000 Tiptronic it's likely got the single row bearing (8% failure as estimated by Porsche) vs. the 1% failure expectation of the double row bearing. Part of the challenge we have as owners is that Porsche did not keep engine-by-engine records for which motor got which bearing type, but the single row setup was phased in early in the 2000 production year and continued through mid-2005. There is, however, a quick way to know for sure which one you've got: Look at it. (that is, next time you've got the engine out of the car and can separate the engine from the transmission!)

Around the Zone

By Michael Soriano
Zone 4 Representative



Greetings PCA
Zone 4 Members,

Amidst the cool crisp air and surrounded by the majestic splendor of the beautiful autumn foliage, it will soon be time to put our cars into

storage until sunshine and warmer temperatures return next spring. However, that does not mean that there still aren't plenty of opportunities to get together with your fellow PCA members for friendship and camaraderie.

I recently attended MORPCA's 50th Anniversary Celebration. On a beautiful autumn Sunday, a large number of MORPCA members including several Past Presidents gathered in a hangar at The Ohio State University Airport. PCA National Past President Manny Alban entertained the crowd with stories and presented the region with a PCA flag signed by each member of the Executive Council. In addition, I presented the region with a number of items to commemorate the momentous occasion.

I also attended OVR's signature event, Rallye Porsche Milford. This year there was a new venue and an additional day of activities. The weekend began with a driving tour followed by dinner at a

local restaurant, and included a car show and a day filled with Porsche fun. Several hundred people were on hand as Milford's Main Street was closed off to accommodate the 100 Porsches on display in the picturesque city.

This is an important time of year, and I am reminding you that you can help shape and support your region by participating in your region's elections. Furthermore, please consider volunteering and taking part in the upcoming planning meetings. Maybe this will be the year that you lead a tour, organize an event, or host a party. And, of course, with the holidays approaching, many regions will celebrate with their PCA friends by holding festive annual holiday parties. 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:

- November 6 is Rally Sport Region's Polar Bear Run
- Western Michigan Region's Annual Planning Meeting is November 7
- November 7 is Mid-Ohio Region's Board Meeting at the Rusty Bucket in New Albany
- Motor-Stadt Region's Board

(Continued on page 21)

(Continued from page 20)

Meeting at Spagnoulo's in Okemos on November 8

- OVR's Monthly Board Meeting and Member Social is November 8 at Firehouse Grill

- November 9 is Michiana Region's Business Meeting at Dandino's Supper Club in Goshen

- November 12 is Central Indiana Region's Annual Dinner at The Rathskeller in Indianapolis

- Maumee Valley Region's Planning Party is November 12

- November 12 is Northern Ohio Region's Annual Meeting at Stoddard

- Southeast Michigan Region's General Membership Dinner is November 18 at Pasquale's Restaurant

- November 26 is ARPCA's Holiday Party and Dinner at the Grand Concourse Landmarks Building

If you have any questions or comments please feel free to contact me at MSoriano.ZoneRep@gmail.com

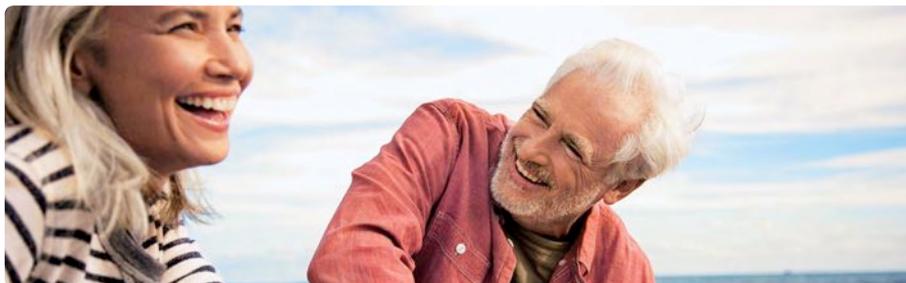
Thanks,
Michael

Announcing the new Maumee Valley Region web site.

The new and updated web site is now fully operational. You can find the new web site at:

mvr.pca.org

Please update any bookmarks and links to the new web address



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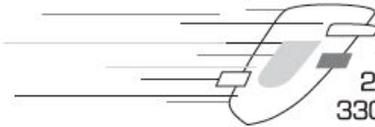
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Built to NASA GTS 1 specs. Motor built by Steinel's Autoworks, New Clutch, Weltmeister bars, springs & strut brace, Koni Shocks, Wilwood Calipers, Kirk Racing 1.75" DOM weld in cage, MOMO Seat /brace, G-Force 5-point harness & window net, 2 sets of 7" cookie cutter rims w/Kuhmo V710 , 225/50/15 tires (2 sticker tires never mounted), AMB Transponder and much more. Retired from racing in 2007, used it for a few driving events, now need to sell it to make room in the shop. \$5,000.00 firm. Video on YouTube at: <https://youtu.be/YuSg6h5FxVg>

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

1989 944 S2 – Guards Red/Black Leather, 94500 miles. This is the 3 liter, big torque 944 with 206 HP. After market Alpine Radio with hands free BT/Pandora/Sirius/CD and addition JBL speakers. Interior—everything works, power seats, leather is good, no cracks in dashboard. Exterior—paint is good (minor stone chips, no rust), daily driver in summer, not concours but garaged. All service records since 66,000 miles and some from before. Partial list I've done since 2012—belts/rollers replaced and re-tensioned, clutch, motor mounts, water pump, brakes, plugs, wires, brakes, hatch/hood struts, seals and gaskets, battery along with many other small items. Some slow fluid leaks remain. Goodyear Eagle Sport tires with 8000 miles riding on Konis with sport sway bars. Serviced since 2012 by The Car Port and John Jennens—734-568-6968—has offered to answer any questions about the car. Great and fun car but time to downsize our cars and travel more as retired folks. Asking \$13,500. Call 419 283 5601 after September 7 when I am back in the country.

For Sale: Pirelli Tires

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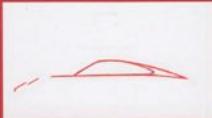
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