



der Rückspiegel

September 2020



Tony Calabrese's GT4 waiting to sneak onto the track for hot laps

Photo by Tony Calabrese



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der RÜCKSPIEGEL

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month for the next month's issue.

This month's beautiful cover
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Soriano and this issue's layout
was happily provided by
Sebastian Gaeta

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Historical newsletters (May
1972-December 1975) are also
available, thanks to our club
historian, Bill Bauman.

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EDITORS' NOTE

BY: GREG ARMSTRONG & JOE SHEAMER

Dear der RÜCKSPIEGEL Readers,

The bad news: Our printing partner, Printingraphics, has become another victim of the pandemic. This has caused a hiccup in our production schedule, but we are doing everything we can to keep the machine pointed in the right direction. We hope that the team at Printingraphics will be able to rebound and return stronger than before. MVR President, Lisa Soriano has coordinated with one of our advertisers, Rennstatt Racing's Sebastian Gaeta to step in and help us get this issue out to all of you. Thank you, Sebastian for making this issue possible!

OK, with the bad news out of the way we can discuss the event everyone who didn't attend wants to know more about, which was the Grattan HPDE. We were thrilled to hear that it was a success! And thanks to a couple of finger nails being pulled, we are able to bring to you a first-hand report from an event organizer and attendee, see the article on page 28. Thank you to our generous sponsors and volunteers for their efforts to insure a safe, educational, and entertaining event weekend as always, but made much more difficult by our current situation. Consider putting Grattan on your calendar for next year. The only negative news we heard from the weekend was that Todd Mierzwiak decided against running his Lego® GT3 RS to show everyone what a true momentum car was. We heard there was a problem with the driveline that could not be fixed at the track. Our hope is that the car will be operational soon because we have other ideas lined up for it. One of the most critical roles of the editors is to determine who should be driving what and where.

It was a surprise when Lisa Soriano informed us that we had won best cover in Class II and 2nd for best newsletter in Class II. We had to be certain she wasn't messing with us, so we watched the PCA livestream of the awards presentation ([link below](#)) and it was confirmed! Winning these awards would not have been possible without the hard work that Lisa & Michael Soriano, and the team at Printingraphics put into the

newsletter before we arrived. In fact, we are reluctant to take any credit for the awards because they did all of the work! The winning cover photo was taken by Michael Soriano. You may refer to your copy of the April 2019 issue to see the photo (you keep all of your copies of the newsletter in perpetuity, right?), Or if you didn't watch the livestream, you can see it here at 8:07: <https://youtu.be/TXMI2jFTb-Q?t=487>

We are delighted and honored to have finished on the top two steps of the podium in two categories. It was a great relief as well because it has been a while since we were able to make it to the podium. The loss to the Mierzwiaks in the paddle boat race at the Zimmerman's still stings. We shouldn't even mention the corn hole competition during the same party. That's all in the past and we are looking toward the future.

“We are delighted and honored to have finished on the top two steps of the podium in two categories”

We need your help to get us to the top step for best newsletter. Especially now, if you've done anything remotely interesting and Porsche related, please, PLEASE, share it with us for inclusion in

the newsletter. FYI: shining your tire sidewalls does not generally qualify as interesting unless it was done while the vehicle was in motion. We are not suggesting you risk your lives to bring us content, so keep that in mind, but consider bringing us content. We will shower you with effusive praise and gratitude to hopefully activate your dopamine receptors which will encourage you to contribute even more. When that happens we all win.

Thank you for reading,

**Greg Armstrong
& Joe Sheamer**

Präzision in allen Dingen
derrückspiegel@gmail.com

WILLKOMMEN

BY: LISA SORIANO

As you may recall, last year der Rückspiegel underwent an extensive update and refresh led by our interim Newsletter editor Michael Soriano with the assistance of Ian Stewart at Printingraphics.

I have been waiting nearly 4 months to make this announcement and am excited to finally be able to tell everyone the good news. The National Award winners were announced live during the PCA National Awards Ceremony on YouTube on Wednesday, August 19, 2020.



This year's Newsletter Contest was one of the largest in PCA history, and I am so proud to inform you that our updated newsletter was awarded 2nd place in Class II. We also won the award for Best Cover in Class II. These are the highest honors we have received to date. Congratulations to Greg Armstrong, Joe Sheamer, and Michael Soriano. Thank you for all you do, and keep up the great work!

At the end of July, we held our 3-day DE at Grattan Raceway. Due to the pandemic, this was an advanced solo event, limiting the number of people qualified to participate. However, those who did attend received an abundance of track time. I have been informed that it was another safe and successful event where everyone had a great time. Thanks to the DE Committee, Tony Calabrese, Craig Zenil, and Todd & Sarah Mierzwiak, for all of their hard work putting on this event.

PCA National continues to create content to help keep us connected, informed, and entertained. Since my last article, 3 additional Tech Tactics LIVE episodes have aired:

- **Motor Oil 101 What You Need to Know**
- **Project 964: Installing the Porsche Classic Radio**
- **Installing Steering Wheel Column Switch in 1987 Porsche 911**

If you are interested in viewing any of these episodes, visit PCA.org where you can locate the Tech Tactics LIVE link under the Technical tab.

der RÜCKSPIEGEL

It appears we will be holding another event soon. Barney and Beth Stewart are organizing a Color Tour on Sunday, October 18; they are looking into the possibility of a meal following the drive. Please be aware that there are some additional requirements due to the pandemic, and instructions will be sent with the event notification.

I would like to welcome our newest members Mark Bell, Jason Hatzidakis, Michael Leake, Mark Mathys, and Richard Moore. I would also like to welcome our Test Drive members Vernon Huntington and Lewis Greenman. Please continue to be safe, and I look forward to seeing everyone soon!

Thanks,



Maumee Valley Region 2020 Calendar of Events

| | |
|---------------|---|
| Oct 18 | Color Driving Tour and dinner at The Stables in Blissfield |
| Nov 9 | Dinner at TBD |
| Dec 12 | Holiday Party at Stone Oak Country Club |

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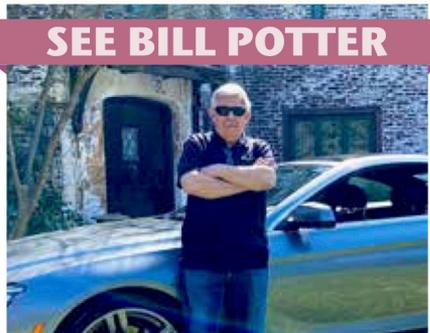
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MVR/PCA MEMBERSHIP NEWS

Primary Members **180**
Affiliate Members **127**
Total Members **307**

WELCOME 3 NEW MEMBERS:

Mark Bell of Bowling Green, OH
Driving a 2003 Silver Boxster S

Jason Hatzidakis of Sylvania, OH
Driving a 1985 White 944

Richard Moore of Toledo, OH
Driving a Black 911 Carrera



2 TEST DRIVE PARTICIPANTS:

Vernon Huntington of Northwood, OH
Lewis Greenman of Adrian, MI

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

[Alternator Whine Coming from Speakers – 2003 Boxster S](#)

Question: I recently installed a double din Pioneer touchscreen head unit to replace the CDR23 stock single din HU. I installed a MOST converter to retain use of the Bose Amplifier and existing speaker wiring/speakers, etc. The stock Porsche power wiring was retained using a METRA conversion cable (4 leads) from Crutchfield, so there was no need to tap into the car's electrical system.

The head unit works as designed and the sound quality from the Bose amplifier and speakers (while sitting stationary) is excellent...BUT, driving with the HU off, I get a very noticeable high-pitched whine that rises and falls with the engine RPM, and seems to be emitted by the speakers, particularly by the sub-woofer behind the driver & passenger seats.

It has been suggested that I need to install a ground loop isolator, which I think is a capacitive component of some kind. If so, what should I buy and where should it be installed?

Thanks!

Answer: Submitted by Pedro Bonilla

Most of the noise induced into an aftermarket radio system is generally due to faulty grounding. Make sure that the system is well grounded. Sometimes people install a ground wire to a screw on the dash that is not grounded, so make sure that your ground point is actually ground. If you have checked and everything is well grounded the second most common cause could be that the noise is being induced through the power wires. You'll need to install a noise filter. Installation varies according to the specific noise filter, so if you're not sure, I'd recommend you visit an audio shop which will have the noise filter you need and can install it for you or give you tips on how to do it.

Happy Porsche'ing

[981 Spark Plug Removal – 2014 Cayman](#)

Question: Pedro, you got my attention with your spark plugs tend to seize answer in Panorama, July 2020. I use time maintenance too and my local Indy guy says to keep driving as plugs don't wear out for many more miles. What is

risk reward on do it or don't do it? Replace coil too?

Another question: I have 20" retrofitted wheels, and odometer is slightly incorrect. Can I adjust or just live with it on future rallies?

Answer: Submitted by Pedro Bonilla

Some parts should be replaced based on mileage or time. Sparkplugs, in my opinion don't deteriorate with time, only mileage. On some models the recommended schedule for the sparkplugs is 60,000 miles, on others it's 40,000. Follow your schedule.

Regarding the coils, I tend to replace them when they fail or when I see any cracks on the case.

I haven't checked on the 981 models, but on the 986 and 987s the odometer reading was not adjustable. Check with your service advisor to see if they can do it.

I'm a bit surprised that you found a measurable difference when going to 20s because the tires generally maintain the same circumference whether they are 19" or 20". That's why the wider the diameter the smaller the profile of the tire. For instance, the standard 19" rears are 265/40-19 and have a circumference of 85.92". The 20" rears are 265/35-20 and have a circumference of 85.76" which is less than a 1/4" difference.

Happy Porsche'ing

[How Do I Research the History of a Car? - 1971 911E](#)

Question: I have found what I think is an excellent example of a 911 long hood. The car is currently yellow, but the seller informs me it was originally signal orange. I am interested in restoring it to the original factory color. How would I set about researching that? Second question is regarding pursuit of a COA. Is that done through my local dealer or what is the process?

Answer: Submitted by Edward Mayo

There should be a plaque on the driver side hinge pillar with a stamped in number indicating the paint code. Also, if you find areas of the car that would be unlikely to be painted during a repaint, such as up behind the gauges, under the door panels, or under the rear seat cushions.

As to the C.O.A., the process of supplying PCNA with a VIN and getting all the car's original build specs are unfortunately gone, killed by people counterfeiting engine and chassis numbers to fake higher priced models. As I understand it you now must take a car to a "Porsche Classic" dealer and for a 'fee' they will verify what you have. 📄



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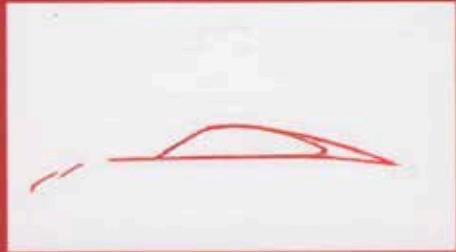
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Maumee Valley Region Fall Color Tour



Sunday October 18, 2020
Irish Hills Michigan

Tour will depart from the parking lot behind the Blissfield McDonalds (511 E. Adrian St.) at 1:00 pm sharp. Plan to arrive no later than 12:40 pm.

To participate as COVID compliant as possible:

Print, sign, scan and email back both Waiver documents prior to event (emailed to those who RSVP)

Print route instructions and bring with you (Barney & Beth Stewart are preparing the route which will be emailed in early Oct. to those who RSVP)

Rest stop 1 hour into tour (half way) at MDOT facility with picnic tables for anyone wanting beverage or snack (we will not be having a group dinner at restaurant as in past years)

RSVP: 2kimberlydharris@gmail.com



Around the Zone

by Lori Schutz

Hi Zone 4 Friends and Family,

As one region president stated, this year has been a lot of idea, plan, organize, cancel, repeat!! As we all strive to stay safe and protect each other from the COVID-19 Pandemic, we try to be creative to stay engaged with each other with our Porsches. Maybe some ideas to keep us having fun?

Tours—we all love to drive our Porsches. How about go exploring and find new roads? Then we can plan a tour or gimmick rally next year along that route? Keep good notes of roads, interesting landmarks and good stopping points. And then a good wash and detail when done. We all pamper our Porsches, right?

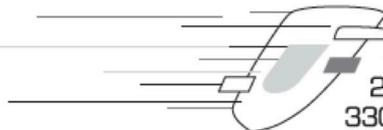
SIM Racing—Visit www.PCASimRacing.org for the latest info. Soon the National team will be launching a zone and region program. Details coming soon.

One activity that is still able to happen are the Driving Education events for solo and advanced drivers. And where restrictions allow, some in-car instruction scheduled for October. These events still require volunteers, so please try to pitch in when and where it is safe.

And then there is always more time to share with kids and pets – my kitten Danica is very helpful with landscape projects. Let's stay connected as best we can while staying safe. I look forward to seeing everyone as soon as possible.

Lori –

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

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The MVR Grattan HPDE 2020 Report

Words and Photos by Todd Mierzwiak



By now things have settled down a bit since we held our annual Grattan HPDE driving school at the end of July. When we signed the contract in December 2019, little did we know what was in store for our DE

committee as the Covid-19 pandemic reared itself.

As spring wore on, we were in constant contact with the Board & Officers to see if we could realistically pull off a successful event for the club. Even though many larger regions had canceled or shortened their DE schools, we decided to wait to make a hard decision until we got closer to the event to see if Michigan would open up to allow these types of events to take place. The DE steering committee weighed many facts including that we would forfeit our track deposit, could we attract drivers, could we safely protect our participants & how would we run the event differently this year? We had several Zoom meetings with our fellow Zone 4 officials to see how they were complying & running their events plus a few of us were already participating in these other



John Heinrich (Stetson) & Alan Johnson



der RÜCKSPIEGEL



Troy & Nolan Greeley

events at this point. We decided that the only way we could put on the event was to limit the participation to Instructors & Solo only drivers. This dramatically cut down our pool of potential drivers but we felt that with the pent-up demand for DE events, the attendance would be ok. We spoke with local & state officials and the DE committee discussed how we could realistically social-distance the participants, attract drivers and provide everyone attending with a safe environment.



As we approached the days leading up to the event, the roster started filling up quickly & we ended up with just over 50 participants who attended this year. We pulled drivers from all over the PCA region including Indiana, Michigan, West Virginia, Ohio & Kentucky. This was a whole new way we had to approach the DE school



since there was no in-car instruction this year. Craig Zenil & Tony Calabrese coordinated the format of the school to safely allow the drivers plenty of on track drive time & everyone commented on how safe they felt due to the circumstances.

The three-day weekend cooperated perfectly with great weather, fantastic comradery and we had an assortment of unbelievable cars, not just Porsches. We had an Alfa Romeo, Camaros, VW's, Corvettes and even a Rolls Royce! (hint. it had a Viper V10 motor)! The feedback we received over the weekend was unbelievably positive as everyone had a great time spending time together and talking cars.

I would like to personally thank our two main sponsors this year. Porsche of Ann Arbor and TireMan made this year's DE School a resounding success. I would also like to give a shout out and thank you to my wife, Sarah, who worked behind the scenes as the Club's treasurer & worked with the sponsors to enlist their financial help. Without them, we would not have been able to put this event on this year. These sponsors are what allow the Club to put an event on like this. As you are looking for a Porsche or need new tires/maintenance on your car, please be sure to support them...they are great folks!



Even though this crisis is still looming, we are already thinking about next year's event. Hopefully things will look a bit different next year as we move forward. Thanks again to everyone who attended and made this a success. 🙌



Craig Zenil approves this message.



John Hansen giving the Camaro more go juice.



Tony Calabrese modding the grill for more speed.



Bill Bauman driving with Tom Green (RSR).

Soul, electrified.

The new Taycan Turbo.



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