

# der Rückspiegel

APRIL 2026





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**Maumee Valley Region**  
**Spring Driving Tour**  
**May 17th, 2026**

**RSVP: Lisa Soriano**  
**LSoriano.pca@gmail.com**

**Meet: 8310 Sylvania-Metamora Rd.**  
**Sylvania, OH 43560**  
**(former Rite Aid)**  
**10:30am**

**Lunch at Hooligan's Grill Adrian, MI**

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## der RÜCKSPIEGEL

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### *Advertising Rates*

All rates are for 1 year:

- Business card \$85.00
- Quarter page \$165.00
- Half page \$215.00
- Full page \$320.00
- Full page inside covers \$375.00

Check or money order made out to MVR-PCA must accompany request. Please call for shorter intervals.

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

**On The Cover:** Lunch at The Beirut. Photo provided by Michael Soriano

Newsletter layout happily provided by Sebastian Gaeta

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der RÜCKSPIEGEL is the official publication of the Maumee Valley Region, Porsche Club of America. Opinions stated are those of the authors and do not necessarily represent the position of the Maumee Valley Region or Porsche Club of America. Back issues of der RÜCKSPIEGEL are available at [mvr.pca.org/back-issues/](http://mvr.pca.org/back-issues/).

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

Send pictures and articles to:  
[derruckspiegel@gmail.com](mailto:derruckspiegel@gmail.com)

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# EDITOR'S NOTE

by GREG ARMSTRONG

You may notice a change to the picture captions starting this month. If you don't notice anything, there's nothing to see, so disregard that last sentence.

Hal was kind enough to ask for suggestions regarding his exhaust dilemma, and of course I have one: dyno the car to see which one makes more power and is best suited for auto-cross competition and then keep the other one as an emergency backup. This also works because if Hal ever finds himself with a second 997, he can use the backup exhaust on the second car. My suggestion might make a bit more sense after you have read Hal's Willkommen this month.

In other news, Tony F. has agreed to take on the Secretary role for MVR. We'll see if that means we can also persuade him to write a monthly column for the newsletter as well. It is wonderful that he was willing to volunteer well before he got voluntold into the role. That's how they got me.

Thank you for reading,

Greg Armstrong

I put the caption for the cover photo here because of the amount of names.

On the Cover: Lunch at The Beirut. Photo provided by Michael Soriano. Clockwise from Left Michael & Lisa S., Bill P., Billy E., Tom & Deb I., Matt G. (end of table), Tony F., Kim & Bob H., Kent D., Jim & Cheryl W, Evie Z, Beth & Barney S., Bill & Jayne G., Hal K.

# WILLKOMMEN

by Hal Kenety

Willkommen,

I hope everyone has been able to take advantage of this nice driving weather in between thunderstorms and, in my case, hailstorms. With the new season and weather, I've been hard at work ruining my car's resale value with some autocross-focused mods over the past couple of months.

First in line were motor mounts. The options for my 997 were OEM, OEM+ (stock but with added urethane), semi-solid, and solid. Not wanting to vibrate my fillings loose but desiring a little bit of that race car buzz, I went with Rennline semi-solid adjustable mounts. These come with three bushings in different stiffnesses that you can swap out. I went with the middle option once again, the yellow ones. Once the mounts were assembled it was an easy matter of jacking the engine up an inch, removing the airbox, and swapping out the mounts one by one. See the shiny aluminum circles with yellow halos in the accompanying photos. My old mounts showed 2006 manufacture dates, and I could move them with my hands, so they were a bit tired, and my exhaust tips were a bit tight against the bumper cover once I was done.

Ever since I got my 997 four years ago, I always thought they had this characteristic wiggle in the rear when I went around corners and got slightly unsettled. I now know that was a symptom of worn motor mounts! Wow, what a difference this made. The car has maybe 10% more buzz and noise on startup, but the steering feels even better, the car feels tighter, and that weight out back doesn't wiggle anymore! I highly recommend looking into new mounts if you have an older car with original mounts.



Next up was a rear sway bar. The 997 is dialed in for mild understeer from the factory, as many cars are, for safety. However, on the autocross course I feel like I'm fighting the steering and can't use the throttle to steer as much as I'd like, so I'm trying to dial in a bit of oversteer to get around those tight parking lot corners. Replacing the bar took maybe 20 minutes, and it's nice and red so you know it's a race car (if you're checking out the suspension). It's definitely a lot beefier than the stock one. I won't really know how well this works until the season starts in a few weeks, but it seems to turn in better already.



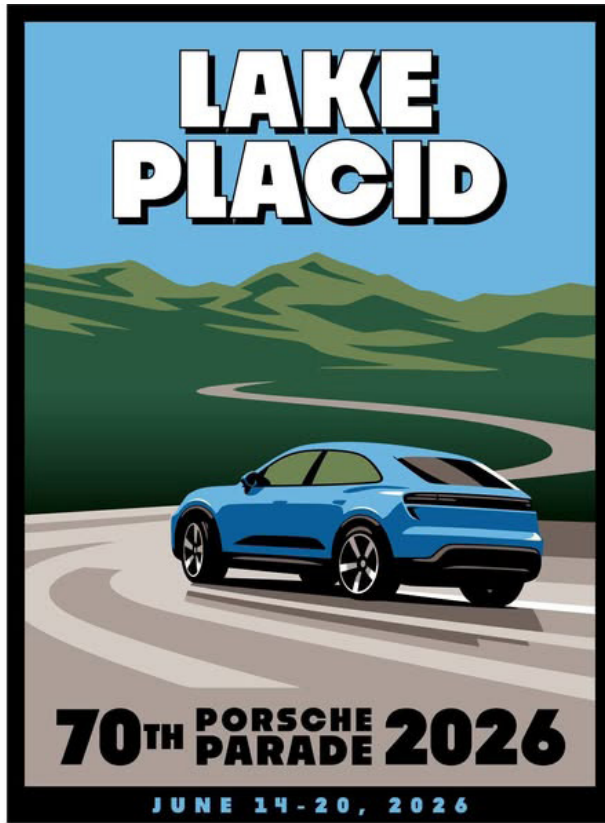
My final mod was the biggest. I've always thought my car was a bit quiet with the stock exhaust and wished it had been optioned with the valved Porsche Sport Exhaust. Buying a new PSE for \$6,000 didn't seem like a good use of money, and neither did spending \$4,000 for the nice, Italian, Tubi Style exhaust either. However, there is a modification one can do to 997 stock mufflers that reroutes the piping a bit to essentially give you a muffler that mimics a PSE with the valves permanently open. This is called the Gundo or Fister mod. These run from free (Gundo) if you have a welder and a lot of courage (I have neither), to a few hundred for a professionally redone set (Fister). So, I ordered a new set of mufflers with this mod pre-done with the intention of returning my stock cores for a partial refund.

Imagine my surprise when, after breaking every bolt on the way (the new kit came with new bolts, thank goodness), I pulled out from under my car *not* a stock Porsche muffler, but instead a fancy Italian Tubi Style one! This leaves me at a bit of a crossroads, and a half-muffled car until I decide. Do I keep the fancy exhaust (that I apparently didn't like the sound of) and eat the shipping cost to return the new one? Do I install the new one and hope it's better while selling this fancy exhaust, potentially at a net profit? It's a good problem to have, I guess, although I would definitely go back and actually check my exhaust ahead of time if I were to do it again. If you have an opinion – please let me know!



Enough about my car, I'm looking forward to seeing everyone else's cars at our **driving tour on Sunday, May 17<sup>th</sup>**! We will start in Sylvania and head into the wilderness to the north, finishing for lunch at Hooligan's in Adrian, MI. Hope to see everyone there! Viele Grüße,

*Hal Kenedy*



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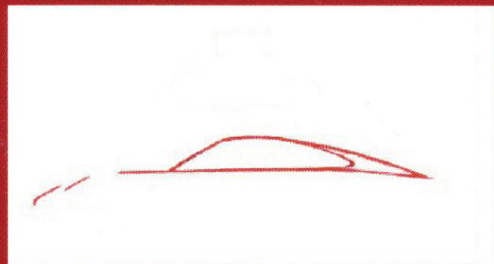
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ybslo968turbo@gmail.com



# PCA ROUNDUP

by Lisa Soriano



It is hard to believe that we are already into April, and the beginning of the driving season. Our April event is dinner at BJ's Restaurant & Brewhouse on April 16 at 6:30 pm. We had a great turnout last year, and I hope to see many of you again this year. The Stewarts are leading our Spring Driving Tour through the Irish Hills of Michigan which will be held on Sunday, May 17, concluding with a meal at Hooligan's Grill in Adrian. It will definitely be an event you don't want to miss!

While not a PCA event, Cars and Coffee events are beginning this month as well. They alternate between Sylvania and Perrysburg, and are very popular amongst our members. Check the calendar for dates and location.

As a reminder, all of our club communications are being sent via the PCA Emailer, so please make sure that your contact information has been updated with the PCA National Office. If you are having difficulty accessing your account on [pca.org](http://pca.org), call the National Office at (410) 381-0911, for assistance.

There is a wealth of entertaining and technical information on [pca.org](http://pca.org) as well as PCA's YouTube Channel (@PorscheClubofAmerica). Below are links to the latest articles and videos produced by National.

## Tech Tactics:

- [Protect Your Investment: Navigating Diminished Value Claims with Super-car Claims](#)
- [Inside the P Zero: Davide Conti on Pirelli's OEM Compounds & Data-Driven Development](#)
- [Porsche Center Lock Wheels: History, Maintenance, and Tech with an Expert](#)

***“While not a PCA event, Cars and Coffee events are beginning this month as well. They alternate between Sylvania and Perrysburg, and are very popular amongst our members. Check the calendar for dates and location.”***

#### PCA Insider Podcast:

- [Episode 208: A Once-in-a-Lifetime Porsche European Delivery Experience](#)
- [Episode 209: Just Give Nathan Merz the Mic: 997 Turbo, Barn Finds, 928s, & upcoming PCA adventures](#)
- [Episode 210: This Porsche Swap Meet Survived the Internet for 49 Years – we survived Tech Tactics](#)
- [Episode 211: Amelia Island Car Week: Porsche Surprises and Record-Breaking Hammers](#)
- [Episode 212: Inside the Dealership: A candid talk with Porsche Hunt Valley’s General Manager](#)





**Thursday, April 16th**

**6:30 pm**

**RSVP: Lisa Soriano**

**lsoriano.pca@gmail.com**

MEMBER ONLY

# RAFFLE

**1ST GRAND PRIZE:**  
**2026 PCA 70th Anniversary**  
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[www.pca.org](http://www.pca.org)

**ENTRY DEADLINE:** June 1, 2026  
**WINNER ANNOUNCED:** July 31, 2026  
**Multiple winners anticipated**

Additional prizes after first grand prize  
are based upon number of entries  
as outlined in OFFICIAL RAFFLE RULES

## **SA2010 HELMET EXPIRATION EXTENSION to October 1, 2026 for PCA AutoX Events**

New Snell 2025 rated helmets are expected to start hitting the supply chain next month by a few manufacturers. While this is good news, the PCA AutoX Committee is announcing an extension of the **expiration date for SA2010 helmets to October 1, 2026 for PCA AutoX events**. This will give adequate time for widespread product availability and give PCA membership plenty of time to update their helmets if needed.

Per the AutoX Minimum Standards “Entrant” helmet section, “Approved helmets must be manufactured to the current rating or the two most recent SA, M, or K Snell ratings”. With this extension notification, use of Snell 2010 helmets will therefore expire after October 1, 2026 for use in PCA AutoX events.

As always, please email Paul Kudra, PCA National AutoX Chair, at [AutoX@pca.org](mailto:AutoX@pca.org) with any questions.



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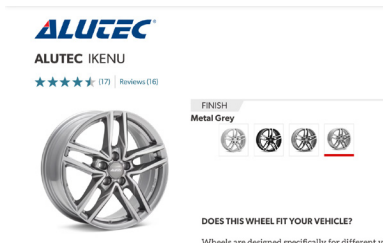
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# THE MART

Set of Alutec Ikenu 19" wheels for Macan. Used tires on them; I alternated all weather to summer tires. \$500 Wheel pictured is for illustration purposes only.

Juan Penhos [juancpenhos@yahoo.com](mailto:juancpenhos@yahoo.com)



ORDER DATE		SALES REP. NAME/PHONE EXT	TERMS	MAKE, MODEL AND YEAR	
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PART NUMBER	QUANTITY ORDERED	QUANTITY SHIPPED	GROUP	DESCRIPTION	UNIT PRICE
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San Francisco and Santa Barbara. Experience fun Porsche and partner seminars, special on-board events and activities, unique Porsche themed beverages, wine tastings, and incredible in-port experiences in partnership with local PCA Regions.



More information: [pca.org/events/treffen-at-sea-2026-pacific-wine-country](https://pca.org/events/treffen-at-sea-2026-pacific-wine-country)



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## IMPORTANT NOTICE

A majority of Region Correspondence is being sent via PCA's emailer system or using the contact information in the monthly membership reports sent from PCA National PLEASE make sure that PCA National has your current email address.

ALSO be advised that EVERY Primary Member is allowed to add a co-member for no additional charge. To update your contact information or add a co-member please call:

The PCA National Office at (410) 381-0911  
If you have any questions or need further assistance,  
please reach out to our Membership Chair  
Lisa Soriano: [lsoriano.pca@gmail.com](mailto:lsoriano.pca@gmail.com)

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- |  |   |
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| 27.....Fort Law Firm<br><a href="http://www.jfortlaw.com">www.jfortlaw.com</a>                 | 26.....Porsche of Ann Arbor<br><a href="http://www.porscheannarbor.com">www.porscheannarbor.com</a> |
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| 9.....PCA Parade<br><a href="http://www.pca.org">www.pca.org</a>                               |   |



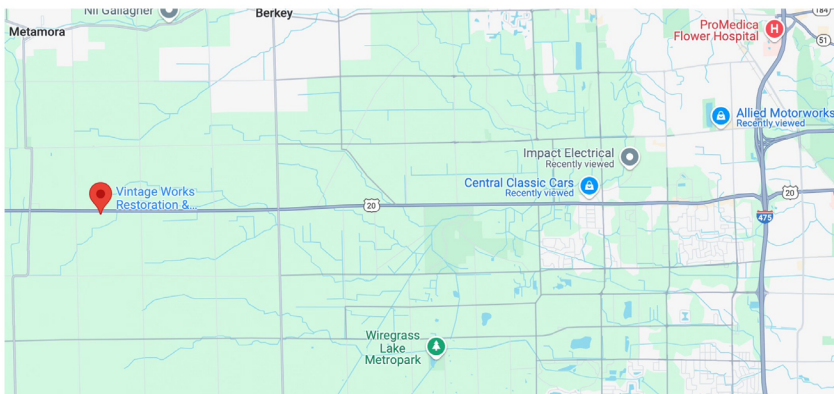
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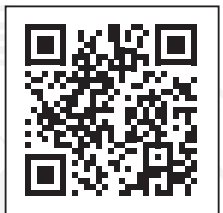
# Updated & Online Now!



## PCA History Book

Updated for 2026, the Porsche Club of America History Book is online now. Inside, you'll find a comprehensive look at the club's journey, detailed sections on key milestones, a showcase of events, and prominent National Awards, complete with descriptions and past winners.

Read the updated book here: <https://ww2.pca.org/pca-history>



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APRIL 2026

# ***MVR/PCA MEMBERSHIP NEWS***

<b>Primary Members</b>	<b>168</b>
<b>Affiliate Members</b>	<b>111</b>
<b>Total Members</b>	<b>279</b>

If you are not currently receiving Social Event email updates, please contact Lisa Soriano at [lsoriano.pca@gmail.com](mailto:lsoriano.pca@gmail.com)

### **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](http://PCA.org)

## ***CLUB MEMBER ANNIVERSARIES***

### ***MARCH ANNIVERSARIES***

Stephen Hill	37	DeeDee Liedel	5
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Tom & Debi DeHaven	14	Brian Ostrowski	4
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William Oliver	9	Ken Wood	3
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Judy Bellman	7	Donald Hammond	2
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# TECHNICAL Q&A

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

## Are 968 fuel tanks known to develop leaks? – 1992 968

**Question:** I bought the 1992 968 used in 1993 and it's only driven occasionally during the summer, odometer reads 42,000. I am noticing what appears to be a gas leak coming from the tank or perhaps the gas line or filler hose. I opened the access from trunk to top of tank and the fuel line all looks good. Are these tanks on the 968 known for possible leaks? I notice gas staining by the front of mounting strap where it wraps around the underside of the tank.

**Answer: Submitted by George Beuselink**

The plastic tanks in the oval dash 944s and the 968 are not known for leaking from the tank. The area in your photograph is a metal cover over the fuel pump and its associated hoses. If you remove the metal cover, your chances of locating the fuel leak increase.

If the source of the leak is not readily apparent, I suggest a thorough cleaning with brake cleaner, a thorough drying (with compressed air) and then an application of cornstarch or baby powder, then a period of observation to determine the source of the leak. As a worst case, you may need to remove the fuel tank to inspect the hoses and connections on the top of the tank, which will require removal of the transaxle beforehand.

## Anything I need to know about putting studs on my 2015 Cayman instead of lug studs? – 2015 Cayman

**Question:** I want to put studs on my stock 15 Cayman wheels, instead of lug studs, this is for cometic reasons only.

**Answer: Pedro Bonilla**

Make sure the kit you purchase is compatible with your car. If you will be using wheel spacers, make sure the studs are long enough to support the spacer.

Follow the recommended torque settings and whether or not they require thread lock. Use the correct ball-seat nuts (made for Porsche wheels).Happy Porsche'ing,

## Why is coolant bubbling up from the small finger size depression in the expansion tank? – 1980 924

**Question:** Engine is not overheating. Coolant level seems to be ok. No leaks from cap or overflow or any hoses

**Answer: Submitted by George Beuselink**

When you turn your car off after a long run, the water pump stops pumping and the radiator fans stop pulling air through the radiator, stopping most of the cooling. There is still quite a bit of engine heat, and it migrates into the coolant. The coolant expands from the heat and the increase in coolant volume has to go somewhere and that place is the coolant expansion tank. It enters the tank through the small finger size port.



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