



der Rückspiegel
April 2021



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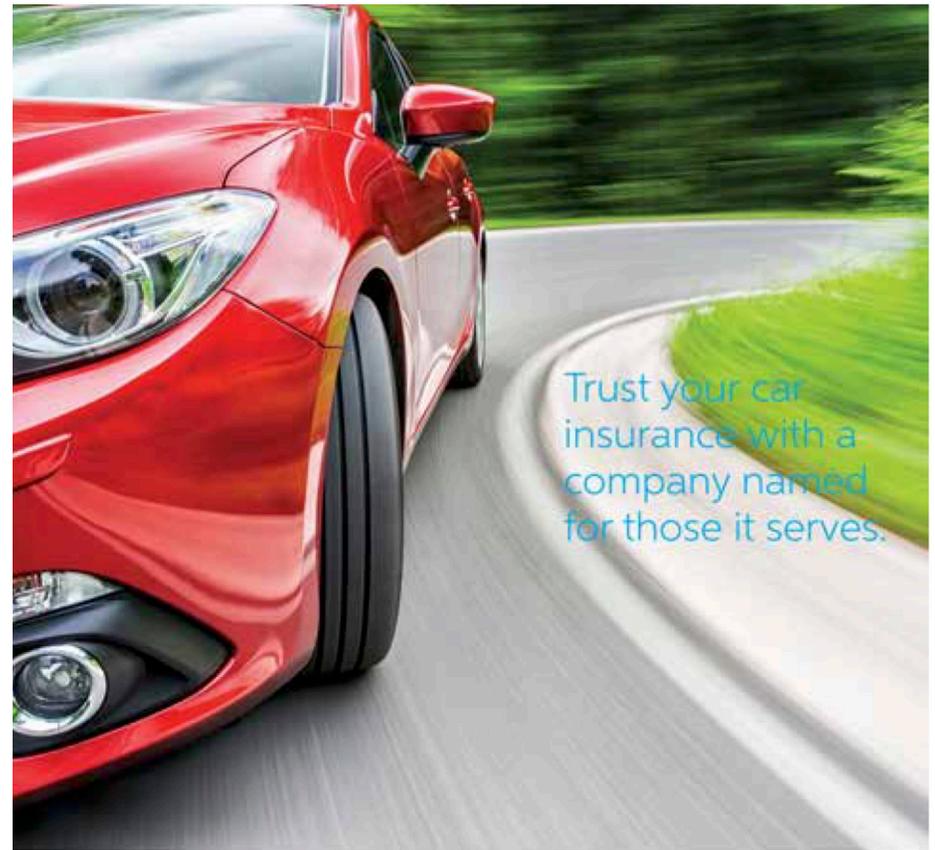
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der RÜCKSPIEGEL

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Advertising Rates

- All rates are for 1 year:
- Business card \$85.00
 - Quarter page \$165.00
 - Half page \$215.00
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 - 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: A 917 resting at RM Motorsports in Wixom, MI. Photo courtesy of Michael Murray

Newsletter layout 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.

Send pictures and articles to: derruckspiegel@gmail.com

der RÜCKSPIEGEL

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EDITORS' NOTE

BY: GREG ARMSTRONG & JOE SHEAMER

Dear der RÜCKSPIEGEL Readers,

Endlessly admiring our April cover vehicle and its legendary history caused us to drift into thoughts of a commonly heard automotive truism that may not be so true: "...[subject vehicle] is greater than the sum of its parts." We've seen and heard that phrase or some variation of it in auto reviews on a regular basis. We never gave it much thought, usually agreeing with the statement and forgetting about it, but now that we have more time on our hands to ruminate about the essence of existence, we began to question exactly what the phrase means. The short version of our conclusion is: not much. The phrase implies that there is a mathematical formula that can account for all of the details of a vehicle and add them together to achieve a result that can be quantified. The funny part is that the result is greater than the actual sum of the individual parts which shouldn't be possible. We are not pretending to be mathematicians, but this seems outlandish. People might look at us sideways if we walked around telling everyone we encountered that $2 + 2 = 5$, but that seems to be exactly what those who throw the subject phrase around are doing. The more thought we put into the idea, the more we began to believe one of two scenarios. The first is that there is a secret formula known only to some auto industry insiders and never discussed or shared with anyone who hasn't taken the secret oath for calculating vehicle parts and determining their individual value and how they contribute to the whole package, and whether that exceeds the paper result or not and whether or not the money charged for the vehicle is commensurate with the performance and utility it provides.

"We are not pretending to be mathematicians, but this seems outlandish"

The second, and we believe more likely, is that people have been repeating the phrase for so long that no one even bothers to consider that it is impossible to exceed a sum without massive mathematical sleight of hand and deception. A car that is truly greater than the sum of its parts was either miscalculated or misunderstood at some phase during the mathematical operation.

This doesn't change how we perceive automobiles, but it does make us question

der RÜCKSPIEGEL

the veracity of a person who claims, "this Porsche [insert model, sub-model, options, color, etc. of choice] is magnificent and is greater than the sum of its parts" and whether or not they've been indoctrinated into the automotive industry's secret society of imaginary mathematical formulas. Most of the members have a tell which is an easy identifier in that they blink a lot and talk out of the side of their mouths. The intangible in all of this is how the car feels when it is on the road or track performing. How it interacts with the driver is so deeply personal that two people can walk away from the same car with completely different descriptions of its performance.

"Our conclusion, we think, is that no Porsche is actually greater than the sum of its parts"

We think if we were greater than the sum of our parts, we would be able to fly without the aid of an airplane or wing suit, or better yet, show up at Le Mans next year and win overall without any training and not having ever raced there previously. For the scientifically inclined, we'll just plant the seed that if the desire to prove our conclusion overwhelms you we would not be opposed to staging that Le Mans effort if proper funding were supplied. Our conclusion, we think, is that no Porsche is actually greater than the sum of its parts, it's just that the person claiming that has made an error in the calculations or has too heavily favored the subjective reaction to the vehicle in the imaginary equation. Perhaps Porsches do exactly what they are intended to do regardless of our subjective opinion of them. Maybe the confusion exists because that intent can't perfectly be translated from German so we all have our own unique interpretations.

Just to cover ourselves, if you feel you truly have a Porsche that is greater than the sum of its parts, and you aren't talking out of the side of your mouth and blinking a lot, let us know. That is definitely article worthy material, and it is quite a coincidence that we need articles.

Thank you for reading,

Greg Armstrong & Joe Sheamer

Präzision in allen Dingen

derruckspiegel@gmail.com

WILLKOMMEN

BY LISA SORIANO

Spring is officially here, and after more than a year into this pandemic, there is finally some light at the end of the tunnel. With vaccines more readily available, and the governor beginning to talk about lifting restrictions, we can start to look at resuming activities in the near future.

For those of you planning to attend Parade, Phase II registration opens on April 7, 2021. This is when you sign up for events, tours, banquets, and volunteer shifts. If you did not register and secure a hotel room during Phase I, you can still register, but please be aware that most of the hotel rooms are already booked.

While not a PCA event, Toledo Cars and Coffee meets are popular among MVR members, and those meets should begin soon.

Since my last article, there has been 1 TechTactics LIVE episode:

How to start a Porsche after being dormant 10+ years

This episode as well as many previously aired episodes can be viewed on PCA's YouTube channel (youtube.com/porscheclubofamerica) along with a number of interesting videos including:

The Super Secret White Porsche Collection

The Screamer: A \$200,000+ Porsche 944 Turbo

Porsche 911 GT2 RS vs. 991.2 GT3 Cup at Road America

There is also a PCA Spotlight video:

Why Porsche's 992 generation 911 GT3 Cup is a technical leap beyond the 991.2 car.

As a reminder, the editors have requested that members send in pictures of their favorite current or previously owned Porsches. Thank you to those members who have already submitted their photos and were published in last month's newsletter.

"As a reminder, the editors have requested that members send in pictures of their favorite current or previously owned Porsches"



Please help us out and send your pictures with a short caption to derruckspiegel@gmail.com

I am once again asking everyone to consider utilizing your immense talent to help continue building this wonderful organization. Feel free to contact me, an officer, a chairperson, or any of the Board Members to volunteer or nominate an individual to any position.

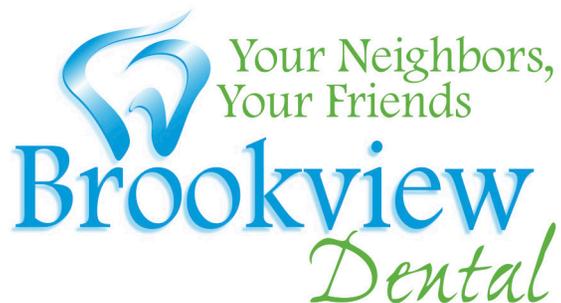
Please continue to be safe and stay healthy!

I am really looking forward to seeing everyone soon!

Thanks,

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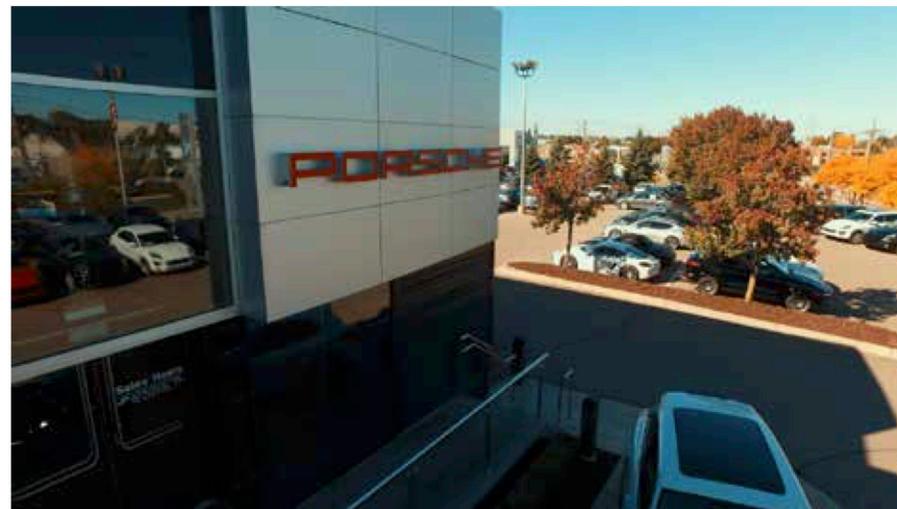
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TECHNICAL Q&A

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

Throttle Body – AOS and MAF – Is There a Service Interval – 2011 Cayman

Question: Does the AOS and MAF have a service interval? I've read the AOS should be checked at 60K? Throttle body cleaned as well as MAF. I'm a stickler for maintaining this car to maintenance specs

Thoughts?

Mainly curious. Currently car runs fine and without codes

Answer: Submitted by Pedro Bonilla

There's no way to service an Air Oil Separator (AOS). It is a simple diaphragm designed to capture oil droplets from the crankcase vent and return them to the pool of oil while enclosed completely in molded plastic. Whenever I do a major service be it at 40K or 60K miles I make it a habit to inspect the air intake from the air filter to the intake plenum. Generally, if there are no related codes, leave the Mass Airflow Sensor (MAF) alone. There are cleaners available for the MAF but you can do more harm than good because of its delicate exposed parts designed to measure air flow.

The throttle body (TB) does collect a lot of soot and grime which can affect its operation, so it should be cleaned at regular intervals. Use a TB cleaner or WD-40. The AOS dumps oily air right behind the TB which can eventually coat the downstream side in a film of oil that catches any dust particles that made its way through the air filter. This oil also coats the engine's intake Plenum and can be excessive if the AOS has failed. While you're there, clean out as best as you can any oil in the intake Plenum.

Getting Keys Cut – 1982 911 SC

Question: Hi, I'm a new member and this is my first time using the PCA website- think this is the right area. Hoping someone can maybe help with a key cutting question. I bought 2 of the new Flat Six keys to replace my very worn originals and took one to my local hardware store. They cut it but it doesn't fit (and they say they can't guarantee work on car keys). I've tried calling Porsche to get a recommendation of a key cutter and they say they don't know anyone. Can anyone recommend someone in the NYC or Long Island area? I've already wasted 1 key and I'm trying not to make the same mistake again. Thanks in advance.

Answer: Submitted by Chris Powell

Welcome to the PCA! This section is not a forum but is an area that you can get expert answers to your questions. Getting a new key cut from a worn-out example is a difficult situation. It sounds like these might be original keys, in which case I believe the dealer can order them for you by VIN from the factory. It takes some time to get them, but they will fit if the locks are original. You could also take them to an actual locksmith rather than the hardware store. They may be able to make a better example.

Manual Transmission Fluid – 2002 Boxster

Question: Looking for the best manual transmission fluid for my 2002 Porsche Boxster, I believe it has Sweeney 201 fluid in it now but shifts very hard from first to second when cold. Is this good oil to use or what do you recommend for transmission and rear diff?

Answer: Submitted by Pedro Bonilla

There are several good tranny oils available for the Boxster. I personally use Sweeney 201 in my car, but Liqui Moly, Mobil1, Porsche and others also offer suitable alternatives.

Dead Battery Access – 2008 Cayman S

Question: After not driving my Cayman S for a few weeks I found the battery completely dead. I tried to gain access to the frunk by the method in the owner’s manual (pulled out the positive contact in the fuse box) but could not get the frunk release to function. I have done this before & got into the frunk by this method & was able to charge the battery & get everything back to normal. I obviously did not expect to leave it so long before getting back to the car. I did find that I'd plugged in a USB charger which had a light in it. That likely caused the battery to go flat much sooner than otherwise would.

Answer: Submitted by Pedro Bonilla

Keep in mind that it may take a few hours for the battery to take in enough charge to open the frunk.

There is an emergency cable inside the front left wheel well. You need to remove the wheel, then the wheel liner.

Happy Porsche'ing,



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Do you have a Favorite Picture of your Porsche?

See page 28 to put it in der Rückspiegel!

MVR/PCA MEMBERSHIP NEWS

Primary Members	175
Affiliate Members	123
Total Members	298

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

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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

MVR MEMBERS' PORSCHE PICS



This month we have two pictures from Dave Zimmerman in his former GT3 at Mid-OH being chased by Jim Sheely in his Audi S2.

Also, Jeff Fort sent a pic from a drive in rural OH heading east.

Thank you for the photos Dave and Jeff!



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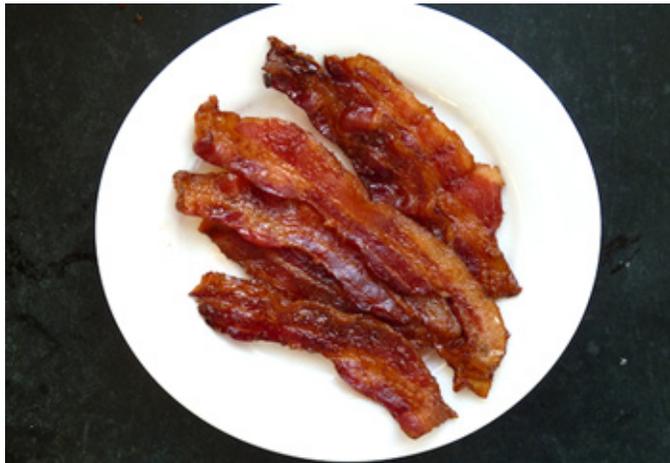
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DO YOU HAVE A QUICK & EASY RECIPE TO SHARE FOR PORSCHE ENTHUSIASTS TO ENJOY?

This recipe provided by Yvonne Burlingame



BACON. BACON. BACON. BACON!!

The only way to make bacon.

Not in a frying pan, with grease everywhere.

Line a baking sheet with aluminum foil. Lay your bacon out. Put it in the oven at 375 degrees for 20 min. No flipping needed!

Once the grease has cooled/hardened - roll it up and throw it away. [throw away the bacon??!!--eds.]

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Yvonne



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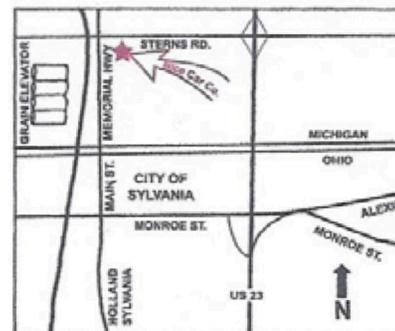
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Around the Zone
by Lori Schutz



Hi Zone 4 Friends and Family,

Greetings – and is it spring yet? It's time to start considering getting the cover off of that Porsche in the garage, reading up on new tires, the latest in wax and polish and are you due for an oil change? Make that appointment with your favorite mechanic. For those of you planning to do some track driving at a High Performance Driving Education event, check your helmet as the 2010s are no longer allowed. Several regions host a spring tech session or spring drive so please check your region newsletter and website, as well as Facebook page, for an event near you.

The 12 Seasons of Ohio

- Winter
- Fool's Spring
- Second Winter
- Spring of Deception** ← **You are here**
- Third Winter
- The Pollening
- Actual Spring
- Summer
- Hell's Front Porch
- False Fall
- Second Summer
- Actual Fall

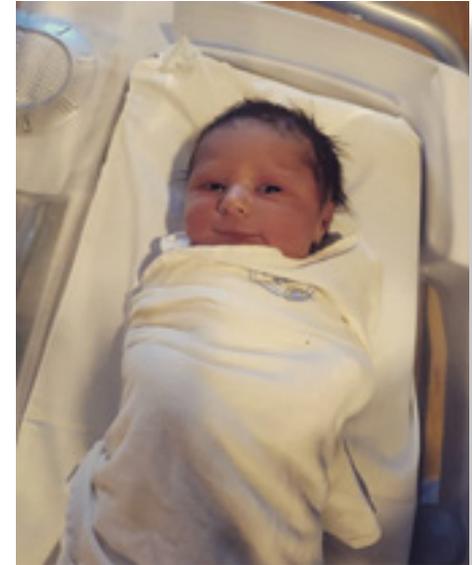
And in case you aren't sure just what season this is, I found this handy-dandy guide on social media. I supposed Ohio applies to all of Zone 4. I find this quite amusing!

Registration Phase 1 for the Porsche Parade opened in February, and Phase 2 will be in early April. Watch for an announcement for a webinar in the Region Focus series that will explain the Phase 2 registration process – in eBrake news. If you aren't getting weekly email newsletters from PCA, then go to your login page on Pca.org and make sure you are signed up.



Speaking of Parade, for those of you going, there will be several update emails coming out as we get closer. Mark your calendars for Monday July 12th from 5:30-7pm for the Zone 4 Party at the French Lick Resort.

In this wild and crazy COVID world we've been in, there have been a few marvels happening. Perseverance successfully landed on Mars and is beaming home some fantastic photos and soon will be roaming around the planet surface. Wow. And here on earth we are experiencing our own miracles such as the arrival of the latest Schutz Family member, my great-nephew - meet Felix Joseph Schutz. He's smiling at only a few hours old dreaming of his first ride in a 911!



Happy Driving, and dreaming of driving!

Lori Schutz

Zone 4 Representative

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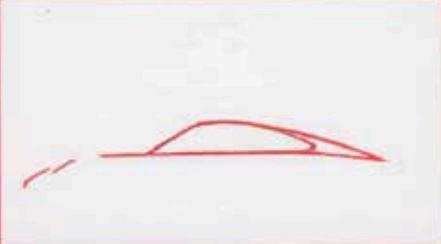
Jim is a 20-Year Porsche Club member and has owned 6 Porsches.

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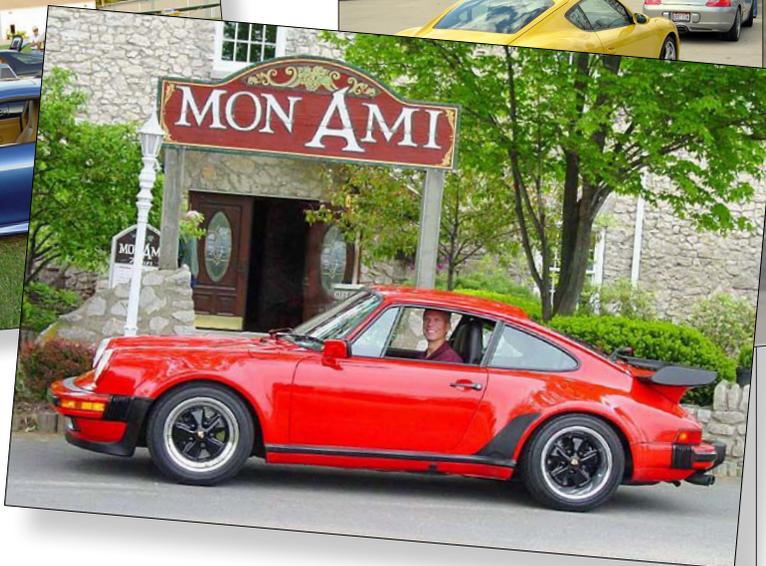
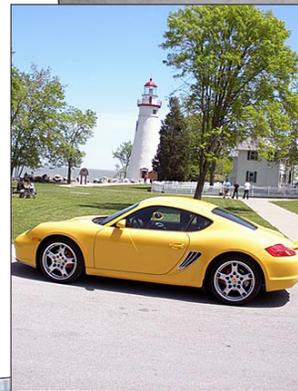
Since der Rückspiegel is currently being published online we have virtually all the room we can use to send the publication to our members.

Let's fill the rest of this year's issues to the brim with your favorite pictures of your favorite Porsche. They can be of currently owned vehicles or even the ones you let "get away" and wish you still had.

Simply send them with captions via email to us at:

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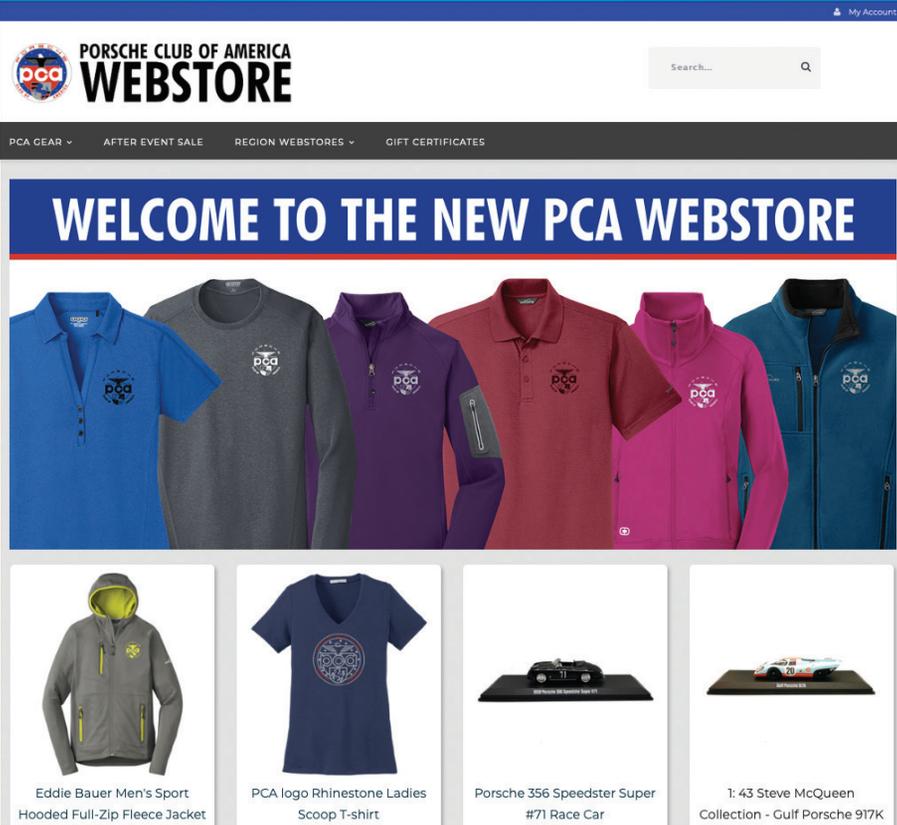
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