



der Rückspiegel

December 2020





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der RÜCKSPIEGEL

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On the Cover: Dave Zimmerman's "Boomerang" 2012 911 S. Photo by Dave Zimmerman

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,

This has been quite an unusual year. We are thankful that we have a core group of members who have always been eager and willing to contribute their time and effort to improve our region and the club as a whole. We hope that some other members are inspired by that group to join in on the fun. Adversity is almost always an excellent catalyst for great opportunities, and the adversities we've all encountered this year have provided us the opportunity to strengthen our production team and begin to take our newsletter to the next level. We are not Porsche engineers, but we are obsessed with continuous improvement and maximizing enjoyment. That's why we're hard at work coming up with something better than our proposed Driveway Challenge. We'll have more details on our next proposed event at some point in 2021. It would be helpful if any paramedics or emergency room personnel could let us know of their off-duty availability because we'll definitely need your professional assistance when/if our events go live.

What's the first thing that comes to mind when you read or hear the word, "Porsche"? Excluding whether or not it was pronounced properly when spoken, we think "911". We could drill down and name a specific one, but we're supposed to be unbiased and revealing which 911 we think of would indicate our extreme bias. The realization that occurred recently was that Porsche is more than the 911 and that our identity of the brand has been stuck in the past. Since the introduction of the Cayenne, Porsche has become a wildly successful SUV producer that also makes a few sports car lines. The brand identity to a first-time Macan buyer is a lot different than a die-hard 911 traditionalist. Which one is better? Oops, there we go again, stirring up controversy. WE all know which 911s are best, so we won't say anything else on the matter, but the brand is many things to different customers. None is any more or less valid than the other, but it is hard to grasp that Porsche is a fundamentally different company today than it was fifteen or twenty years ago since they've been consistently producing excellent vehicles. We suppose we've been target fixating for so long that we weren't conscious of the changes occurring even though the number of Cayennes and Macans spotted on the road should have been a constant reminder.

What does the brand inspire you to do or be? When we think about the engineers and designers working to improve each new model, it makes us want to be just that much better in everything we do. That's why we keep trying to create pandemic compliant events to entertain the membership and give us all a reason to drive.

"The brand identity to a first-time Macan buyer is a lot different than a die-hard 911 traditionalist"

der RÜCKSPIEGEL

Who are we kidding? Most of us don't need a reason to drive. We do it because we can.

Racing has been a persistent element of the company's existence throughout the decades. There have been brief interruptions, but Porsche always returns to the race track. It's in the company's DNA. Even when the factory isn't racing, someone somewhere is competing in a Porsche in a professional event and winning a lot of the time. The success of the SUVs makes it possible for the factory to continue racing, winning—not as much as usual this past year—and improving the road cars for maximum enjoyment wherever they may be driven. While we can't begin to explain or fully understand the massive popularity of SUVs across the industry, we're pleased that Porsche jumped on the bandwagon when they did. But we are talking about Porsche, so it wasn't just a ride along in the back with the other manufacturers. Porsche re-engineered the bandwagon for efficiency and performance and in the process created a paradigm shift in the definition of a true SPORT Utility Vehicle.

In the same way the 911 helped to keep Porsche afloat in the past, the SUVs are doing the same and more for the company now. While we may not have much desire to own one of the SUVs, we appreciate how important they have been in providing the profits to allow for continued sports car production (that not a lot of people are buying). The lesson we've taught ourselves after debating this topic in the editorial HQ is that every Porsche vehicle is infused with the same passion and precision and that all of the core values that have remained from the beginning are more important than the number of cylinders, doors, or the ride height. We don't have a clue what will happen in the next ten years and we wouldn't tell you even if we knew, but we are excited to see how Porsche continues to evolve and improve as the landscape changes beneath our feet. Maybe by 2030 we'll finally be able to comprehend that Porsche is more than the 911. Probably not though.

Thank you for reading and we hope you all have a safe and enjoyable end of the year,

Greg Armstrong & Joe Sheamer

Präzision in allen Dingen

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BY LISA SORIANO

In October, while many of you were enjoying the region's color tour, Michael and I were attending an event we have made an annual tradition since its 2015 inception, MORPCA's HPDE at the Indianapolis Motor Speedway. Over the years several MVR members have also attended and did so this year as well. Like everything this year, the event was quite different, but it was just as enjoyable. During the first full weekend of November, I represented the region by attending 5 hours of zoom meetings. Early Sunday morning was the Zone 4 DE meeting, and almost immediately followed by the Zone 4 Presidents' Meeting.



For the past several months, I have been highlighting events being aired on PCA's YouTube channel. Since my last article, there have been 3 Tech Tactics LIVE episodes:

- Need a jump? We talk battery and related accessories
- Shopping for an air-cooled 911: Would you buy this 964?
- 2020 Porsche values: What's hot and what's not

A few years ago, PCA adopted a new motto, "Fueled by Volunteers!" It is time for us to begin looking for the next group of talented individuals to run this organization.



Please consider utilizing your immense talent to help continue building this wonderful organization. Feel free to contact me, an officer, or any of the Board Members to volunteer or nominate an individual to any position.

As cases once again began to surge in our area, I reached out to the Ohio Department of Health

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to confirm the state's restrictions with regard to gatherings. I was informed that indoor limits have remained at a maximum of 10 people, mandatory face coverings as well as social distancing requirements. As a result, it was apparent that we could not hold our Holiday Party in December. There are, however, some dates to mark on your calendar for next year. Spring Treffen at the JW Marriott Scottsdale Camelback Resort is May 5 through May 9, 2021; Parade is at the French Lick and West Baden Resorts July 11 through July 17, 2021; Motorstadt Region in conjunction with the city of St. Ignace is organizing Porsches to the Mac II July 30 through August 1, 2021, and Fall Treffen at The American Club in Kohler, WI, is October 13 through October 17, 2021.

I would like to welcome our newest members, Troy Breidenbach and Evelyn Zimmerman.

I want to wish everyone a Happy Holiday season. May you stay safe and healthy! I look forward to seeing you in the New Year!

Thanks,

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

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Porsche Club of America September 3, 2020

Events News Magazine Classifieds Technical

e-Brake News

Dear e-Brake News subscriber, Porsche Club of America delivers e-Brake News to your inbox every Tuesday. This is the August monthly recap.

Check out the August issue of Porsche Panorama and scroll down for the top e-Brake articles of the month.

Scroll to the bottom to vote for the Porsche of the Month, and to see July's winning photo.

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Read Issue

V1 for 2025 is here!
All-new, engineered for RANGE SUPERIORITY **GO**

1. Six rare and special Porsches you can still afford (for now)

PCA—The Porsche market led the big 2011-2015 resurgence in the collector car market, setting trends that continues over the next slightly cooler five years.

Read More

2. Here are the Spring 2020 Member Only Raffle winners of a Taycan 4S

PCA—Meet the members who won and find out whether they chose the car or the cash prize.

Read More

Griot's Garage e-Brake Photo of the Week contest

Are you a member and took a stunning photo you want to share? Submit your pictures to potw@gca.org. Be sure to include your contact information, your Region name, and a few sentences about your picture.

Please note: You must have taken the photo and possess full copyrights to the image. We do not accept photos taken by non-PCA-members.

Visit GriotsGarage.com

Vote for your favorite Porsche Photo of the Week

Each month, we will feature the Porsche of the Week photos from the previous month. Then we will tally the votes and crown a new Porsche of the Month winner. PCA, in partnership with Griot's Garage, will be giving away a Concours Lawn Kit to contest winners and a PFM Speed Shine Kit to randomly selected voters.

[Click here to vote for your favorite photo](#)



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Subscribe to the club's weekly email newsletter, e-Brake News, which includes news articles, exclusive stories, and video from all over the internet.

e-Brake News has a bit of everything, from tech to road tests to motorsports — and you don't have to be a PCA member to subscribe! Every Tuesday evening, e-Brake will have the latest on PCA National events and club programs and entertaining, informative content.

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PORSCHE CLUB OF AMERICA

Second Time Around

Words & Photos By Dave Zimmerman



Sometimes you don't really appreciate what you have until it's gone. Once in a while you get the chance to have it over again, and you finally understand what you had and lost. No, I'm not talking about marriage or relationships. God knows I'm not qualified to write about that topic!



What I am talking about is a relationship with a truly fine automobile. I've owned three Porsches in the last seven years. The first was a 2012 911 S, the second was a 2015 911 GT3, and finally a 2015 Boxster. After the first two 911's, I decided to scratch that long-time itch that I've had to own a Ferrari. I traded in the 911 GT3 for a 2010 Ferrari 458 Italia coupe. After just a year, I traded in the 2010 for a 2014 458 Italia coupe. I thought at the time that this would be my dream car, one that I would own for many years, before succumbing to old age and getting a big luxury sedan. As they say, "the best laid plans..."



A lot of emotions come with the acquisition of a \$200,000+ sports car that will go 200 MPH! Some obviously are excitement, a sense of pride and accomplishment, curiosity about how the car will handle, and if I can handle the car at speed? Should I take it to the race track, what will my friends think, etc.? All of these questions and feelings went through my mind in the first few months of Ferrari ownership.



Unfortunately, a lot of other questions started to come into my mind as well. Ferrari's are so expensive to repair, what if something breaks? My 2014 Ferrari had a free seven-year maintenance package included but was already out of warranty coverage. Also, the

day that I bought the car, I began to think about how to hold its resale value high for when I was finally ready to sell it. A curb scrape on a wheel could cost hundreds of dollars to repair. A parking lot door ding that required repainting a door could knock \$10,000 off its resale value. Nobody wants a Ferrari that has had body work

or paint work done. And finally, the more miles that are on an exotic sports car, the lower the resale value. So, I found that I let the car sit most of the time to keep the miles low, maybe driving it just to car shows and once or twice a month to church. Plus, the car sat in the barn for four or five months every winter here in NW Ohio. My justification was that I was keeping the resale value high, but the truth is that I was not getting nearly the enjoyment that I should have been getting, based on the money that I had spent for my Ferrari.



Being the frugal person that I am, it finally occurred to me that I may not be a "Ferrari guy" after all. I had loved all three of my Porsches and began to think that maybe it was time to go back to one. After numerous low-ball offers from dealers on the Ferrari, I found a retail buyer in NY and shipped the car to him in mid-August. After fifteen years of BMW, Corvette, Ferrari, and Porsche, I found myself without a sports car. That had to change! I remembered how much I loved my first Porsche, a 2012 silver 911 S coupe with beautiful red leather. I had sold it to fellow MVR club member Dr. Bahu Shaikh back in 2016. I also knew that Bahu had a new 2020 C8 Corvette on order. So, I did the logical thing. I went to Bahu and asked him if he would sell my old Porsche back to me. Knowing that his C8 would be coming soon, he was happy to do so. We negotiated

"After fifteen years of BMW, Corvette, Ferrari, and Porsche, I found myself without a sports car. That had to change!"

a price that was fair for both of us. It's a perfect business transaction when both parties walk away happy.



Painting by Dr. Bahu Shaikh

I couldn't be happier having my former 911 S back in my garage. Every time I get in, it just feels like an old friend again. I know where everything is, what to expect when I hit the gas pedal or turn the steering wheel, and I get real pleasure out of every trip, whether to the Post Office or visiting family hundreds of miles away. I drive it almost every day; definitely don't let it sit in the garage gathering dust.

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Plus, there's an added benefit of buying a car from Dr. Bahu Shaikh. He gave me a beautiful oil painting of the car that he had done, and it's really quite lovely.

This proves that some things really are better the second time around!

Dave

As a result of Dave buying back his car we decided to nickname it "Boomerang". You're welcome, Dave. The Editors



MVR/PCA MEMBERSHIP NEWS

Primary Members	180
Affiliate Members	126
Total Members	306

WELCOME 1 NEW MEMBER

Troy Breidenbach of Lima, OH
Driving a 1988 Guards Red Carrera Targa

WELCOME BACK via Transfer from Rally Sport

Evelyn Zimmerman of Dundee, MI
Driving a 2015 Guards Red Boxster

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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

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

TECHNICAL Q&A

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

Spark Plugs – 2014 Cayman S

Question: Hi all! Working on making my first spark plug change in my 2014 3.4 I Cayman S. It seems there are two ways I can go in purchasing these plugs. First way is to go with Porsche labeled spark plugs with a part number of 999 - 170 - 151 - 90. Second way is to go with Bosch OEM fgr5nqe04/0242245581. The second way is one-third the price of the first way. Does anyone know if these are the same spark plugs and if there is any reason I should go for the Porsche label spark plugs? Also does anyone know if both of these are the correct fitment for a 2014 981 Cayman S 3.4 I? Thank you very much and happy Motoring before the rain comes!

Answer: Submitted by Pedro Bonilla

I once asked a Porsche engineer if he could explain how I could purchase a Bosch Mass Airflow (MAF) Sensor with the exact same Porsche Part Number at one third of the price of the OEM from the dealership. I said it also applies to sparkplugs and other sensors as well.

He explained it this way: When Porsche places an order to Bosch for a particular number of parts, say MAFs, Bosch can only sell them to Porsche. But Porsche inspects the parts and returns any that don't meet their specifications. If the MAF had to read 1.0 volt when tested and read 0.99 volts it was rejected the same as if it had read 0.09 volts. But these parts that are returned back to the manufacturer (Bosch in this case) can now be resold on the open market. You may get lucky and purchase the one that read 0.99 volts, but you may not and get stuck with the 0.09 volt one which is practically useless.

My recommendation after that conversation has been that if the part in question can cause damage in any way to the engine, don't buy the resold one, get the OEM. Also, the OEM part has a full 2-year warranty.

Happy Porsche'ing.

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Anti-Theft – 1988 911 Carrera

Question: I have an 88 coupe that I will be driving through a few states in a week or so. What are some good suggestions for anti-theft while staying at hotels/unlocked garages?

Answer: Submitted by Chris Powell

Unfasten the DME relay under the driver seat and remove it when you leave the car. Take it with you, along with the spare you should have in the car somewhere. Car will not start without it.

C40 Oil For 718 GT4 – 2020 718 Cayman GT4

Question: I have a 2021 718 GT4 on order with an expected delivery in Dec. I have read that the new 4-liter engines require C40 motor oil rather than the A40 oil most other Porsches use. I understand the reason for the new oil are the new filters in the exhaust system. I have also read that these new filters are somewhat de-activated in the U.S. cars and some have speculated that due to this the A40 oil can be used. From what I understand the new oils are not compatible, meaning you can't use A40 to top off a car that uses C40. Can you address this—whether all cars with the new 4-liter engine must use C40? Also, if we need to use C40 can you advise where to get it as auto parts stores I have asked about this say they can't get it?

Answer: Submitted by Pedro Bonilla

Here's the story directly from the proverbial horse's mouth: C40 spec oil is required, instead of A40 to protect the Gas Particulate Filters. All 2018 and newer Porsches state that in the manual, but those vehicles (model years 2018, 2019 and 2020) did not come to the US and Canada equipped with the gas particulate filter system so they could use the A40 spec oil.

For model year 2021 and newer, every Porsche imported to North America will be equipped with EPS and requires C40 spec oil. C40 oil is not readily available, as you've found out, so you will have to take it to the dealer for oil changes until you can find the new oil. Right now, very few dealers have any of the C40 oil at all but they should be well stocked before year's end. The new oil has a part number VW5100.

That's all I have right now.

Happy Porsche'ing,



MVR



By Sarah Mierzwiak

Hi Everybody! Well, this is the last “Did You Know...” for 2020. Whew! I think we are going to get through the year okay—heads, hearts, hands and feet all in the right places. Please stay safe, healthy, and above all connected with each other in grace, peace and gentleness.

So, as we have a few ladies and gents who are track junkies, and I wrote about the amazing Indianapolis Motor Speedway last time...thought I might offer you a few tidbits about an incredible racetrack in our own back yard: Mid-Ohio Raceway.

Most of you may know or have heard of Mid-Ohio as a sports car course. Oh but it is so much more, hosting not just our PCA/MVR members and their guests at DE events, but also the likes of the AMA Pro Go Daytona Sportbike Series, the AMA Vintage Motorcycle Days Event, various Dirt Bike Series, the Americas Rallycross Championship, SCCA, the Grand-Am Road Car Series, the NASA Championships, the Indy Car Series, the IMSA Weathertech Sports car Championship, NASCAR Xfinity Series, and the unparalleled American Le Mans Series.

Here are a few quick facts about the track:

- Mid Ohio is often called one of the most competitive road courses in the United States, with two challenging track configurations: 2.25-mile, 13-turn and a 2.4-mile, 15-turn. “The circuit has earned its reputation over a five-decade history of great racing among many of motorsport's legendary teams and competitors.” Motosport.com, July 2013 (<https://www.motosport.com/blog/mid-ohio-sports-car-course-history-and-timeline>).
- All of you know where the raceway is located, in the bucolic rolling hills just outside sleepy Lexington, Ohio.
- Mid-Ohio is classified as an (FIA) Federation Internationale de l'Automobile Grade Two circuit—this is quite an important designation. To give you an idea,



there are only 79 FIA Grade Two circuits in 32 nations. So, in our backyard, we have a raceway that hobnobs with some of the best tracks in Italy, France, Morocco, Spain, Argentina, Brazil, Japan, China, Czechoslovakia, Canada, and even New Zealand!

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MID-OHIO SPORTS CAR COURSE



LEXINGTON, OHIO

- The track was built in 1962 by Les Griebing and several Mansfield-area businessmen as a location for weekend sports car racing. The track was originally designed with 16 turns, including a left turn in what is today known as “thunder valley”. One year later, the turn was straightened as participants complained the track was too slow. Speed please!

- Eventually, the track was purchased in 1981/82 by Jim Trueman, a renowned road racer and founder of Red Roof Inns. Through his direction, the track underwent major renovations including the addition of a grandstand, amphitheater-style seating, garages with spectator balconies, the iconic Goodyear Tower (a five-story media and hospitality center), tunnels, and a redesigned paddock area. In addition, a tall, three-sided scoreboard tower was constructed in the infield, designed to be visible from nearly all spectator areas around the track.
- Trueman passed away from cancer in 1986, with his wife, Barbara, and daughter, Michelle, undertaking facility management and continuing track improvements throughout the decade: resurfacing and widening of the entire course, adding safety enhancements: guardrails, sand and cement barriers, spectator and debris fencing, and gravel runoff areas. Later improvements included the expansion of the Honda Communications Building and construction of the Goodyear Bridge; installation of a new retaining wall; and a straightaway paved through the chicane—allowing for the two different track layouts, the original 2.4-mile circuit, and the new 13-turn 2.25 mile circuit.

- These ingenious ladies also founded The Mid-Ohio School in 1993, offering licensed drivers and motorcycle riders programs in defensive driving, high performance driving and performance track riding. Still operating today, students in each course participate in classroom and private instruction, and group drills. Participants can test their newly-refined skills in the controlled environment of the facility's Vehicle Dynamics Center as well as on the track. The school has a AAA Approved designation and is recognized as a recipient of the Ohio State Highway Patrol's

Partners for Safety award. 18 programs are available to drivers and riders of all ages and ability levels: defensive driving programs for teens and adults, on-



track high



performance courses for automotive enthusiasts, to current and aspiring racers. There have been over 50,000 graduates from the Mid-Ohio School, including 18,500 teenagers and 13,300 motorcycle riders.

- In keeping with its reputation as a premier track in the United States, the owners again undertook extensive capital improvements during the 2006 off-season. The track and pit lane were completely resurfaced, and connectors were added in the track's famed Keyhole section to allow for three separate road course configurations. In 2008, the pit lane wall was entirely rebuilt, camping areas were updated, and the motorcross park was formally closed and converted into parking. The facility now boasts grandstand seating for 12,000 spectators and three observation mounds alongside the track that easily raise the capacity to over 75,000.
- Kim Green and Kevin Savoree, principals of Green Savoree Racing Promotions, purchased Mid-Ohio Sports Car Course and The Mid-Ohio School in 2011. (These individuals have worked together since 1993 as team owners in CART and the IZOD IndyCar Series, winning four championships and three Indianapolis 500's.)
- Our own DE Co-Chair, Tony Calabrese, holds an important speed/time record at Mid-Ohio! I'm not going to provide any details here, as I encourage you to ask him yourself the next time you see him. Tony's pretty humble and probably won't toot his own horn but ask anyway...it's a great designation for one of our very own MVR members to hold. Congrats Tony!

I thank the following sources for my information: Motosport.com, Wikipedia.com. I throw out a hearty THANK YOU! to all our MVR members and so many friends for reading these articles. I sincerely hope you enjoyed reading some or all of the information offered.

Sarah 



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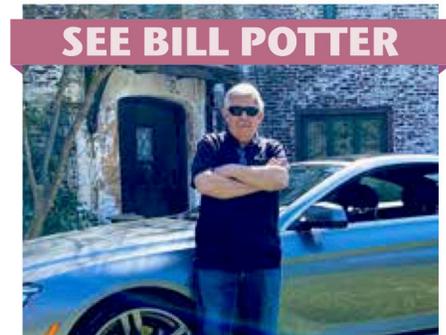
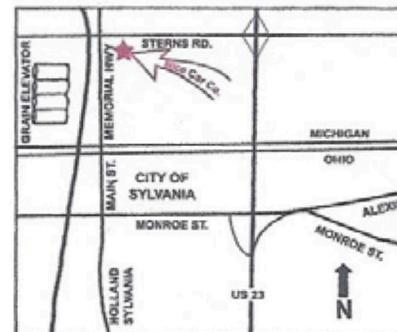
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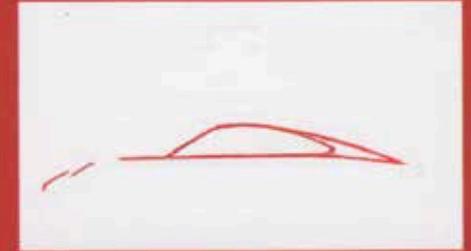
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Around the Zone
by Lori Schutz



Hi Zone 4 Friends and Family,

So, what to do for the next few months? The PCA Sim Racing program is moving to the Zone level for competitive events. Led by Dave Palmer from our Zone 4, teaming up with a few leads from Zone 2—there is a full schedule of e-DE for practice, qualifying and racing. Visit <https://pcasimracing.com/> for the overall program information. The Zone Racing program combines zones into 3 groups—Zones 2&4 are together. Visit our Zone Racing page at <https://pcasimracing.com/zones-group-2-4/> for additional contact information, racing rules, and dates.



As the weather turns, the leaves turn, we flip over one more page of the calendar for 2020. A year in many respects we'd like to forget! Yet, we aren't forgetting what is most important to us—our friends and the giving nature of our PCA regions. So many of you are having virtual events and still maintaining your

giving to your charities. Thanks so much for your continued support.

We wrapped up our High-Performance Driver Education series in October. With a late start this year, we finished strong, with many regions successfully holding solo only events and filling our rosters to keep the treasury in the positive. I was able to join THE Mid-Ohio region for their finale at Indy—see the photo to the left from the Saturday afternoon touring laps of the oval. How much fun to get to be on both tracks in both directions on the same day! At the request of the Speedway and Mr. Penske, we kept our masks on at all times, except when wearing a helmet. Great selfie with MOR President Gerhard Hillman with our masks from the 25th annual PCA Club Race from earlier this year.



Color tours happened all across the Zone, what great fun to drive down the highways and byways with our Porsche friends to enjoy the beautiful fall colors. They are gone all too soon.

Enjoy the fall weather and stay safe! – Lori zone4rep@national.pca.org



Have you signed up for PCA Juniors?

It's not just the cars. And it's not just the grown-ups. PCA is about the kids too!

The PCA Juniors program is here for kids to enjoy PCA events, learn about Porsches, and continue the passion that runs throughout the Porsche Club of America. As a PCA member, you may sign up your child, grandchild, niece, or nephew under the age of 18. It's free to join! Your PCA Junior will receive a welcome box with an ID name badge in the mail. Many region events include activities for children and teens geared to grow enthusiasm for Porsche and PCA for generations to come.

SIGN UP HERE. IT'S FREE! <https://www.pca.org/pca-juniors>

The PCA Juniors program has worked with coloring book illustrator Fireball Tim to create custom coloring sheets for you to download and enjoy.

DOWNLOAD HERE: <https://www.pca.org/pca-juniors-activities>



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