



der Rückspiegel

February 2021





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der RÜCKSPIEGEL

Published monthly by the Maumee Valley Region, Porsche Club of America.

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: 356 Static Display at Griot's Corporate Headquarters Tacoma, WA Photo & layout 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 RUCKSPIEGEL are available at 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

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MVR Officers

President

Lisa Soriano | 419-843-2070
lsoriano.pca@gmail.com

Vice President

Constanzo Rodriguez | 419-574-8780
constanzo.rodriguez@gmail.com

Treasurer

Sarah Mierzwiak | 419-215-5980
smierzwiak@aol.com

Secretary

Past President

Barney Stewart

Zone 4 Representative

Lori Schutz
zone4rep@national.pca.org <http://zone4.pca.org>

MVR BOARD

Lee Burlingame
burlingameconstruction@gmail.com

Jeff Fort
jeffreyfort@mac.com

Kim Harris
2kimberlydharris@gmail.com

Todd Mierzwiak
toddm79861@aol.com

Constanzo Rodriguez
constanzo.rodriguez@gmail.com

Jim Schoen
racc85@yahoo.com

Lisa Soriano
lsoriano.pca@gmail.com

MVR Chairs

Advertising

Dave Zimmerman | 419-376-0110
davezim911@gmail.com

Autocross

Greg Herr | 419-833-9696
greg.herr@us.o-i.com

Drivers Education

Tony Calabrese | 419-340-8759
thetony888@gmail.com

DE Chief Instructor

Craig Zenil | 630-689-7219
zman911@bex.net

Historian

Bill Bauman | 419-475-1336
backmotor@bex.net

Insurance

Todd Mierzwiak | 419-283-5593
toddm79861@aol.com

Membership

Yvonne Burlingame | 419-902-3403 yvonneb.3403@gmail.com

Newsletter Co-Editors

Greg Armstrong & Joseph Sheamer
419-318-9014
derruckspiegel@gmail.com

Safety/Technical Advisor

Clare Valley | 419-966-3786
cvalley@roadrunner.com

Social

Kim Harris | 419-861-0745 2kimberlydharis@gmail.com

Webmaster

Bob Harris | 419-861-0745
robertsharris@sbcglobal.net
mvr.pca.org

EDITORS' NOTE

BY: GREG ARMSTRONG & JOE SHEAMER

Dear der RÜCKSPIEGEL Readers,

This month we have something a little different for you since Yvonne Burlingame was kind enough to share her grandson's BEST sugar cookie recipe. We have not yet had an opportunity to take the recipe for a test drive, but Yvonne has assured us that these cookies are as good as advertised. Please let us know how yours turn out and send us some pictures of your best cutouts!

Constant movement, while not quite the same as constant development is integral to our existence. We originally thought that this was something shared with sharks—not the 928—but we have since learned that our knowledge was incomplete. Some sharks do require constant movement to keep oxygenated water flowing over their gills, but other sharks use their pharynx to pump water through their respiratory systems. For our purposes, we are only concerned with the sharks that must continue to move in order to breathe. To be clear, whenever we are near the ocean, all sharks are concerning, but far from the ocean in the editorial HQ, we are free from the dangers of a shark attack. One thing we know that has to keep moving is the globe we call the Earth. If it stops spinning, we would stop living on it.

This may all seem incongruous and irrelevant, but we believe the essence of constant movement and we're going to laterally assign constant development as a corollary to constant movement, is a natural aspect of our existence that is sometimes fought against. The benefit of constant development as it pertains to automobiles is not widely exploited because most car manufacturers don't stick with the same model vehicle for a long enough period of time. Of course, the 911 is one of the few exceptions to that statement. Its constant development has created a vehicle that is almost incomparable in the automotive landscape.

"What if Porsche had taken the 911 approach to all of its projects and never stopped development work on: electric cars, tractors, F1, IndyCar and aircraft engines, etc."

What if Porsche had taken the 911 approach to all of its projects and never stopped development work on: electric cars, tractors, F1, IndyCar and aircraft engines, etc. The 928 probably would have become the basis for the Panamera if it had stayed in production, and then alternatively, the 928 would have benefited from insights learned through the Panamera's development cycle.

We might well have had Porsche designed and built engines powering space bound rockets if the aircraft engine development had been a priority

and continuously pursued. The IndyCar project would have inevitably become successful with enough time and resources. It is generally not the Porsche way to abandon a project while it is a still a failure.

These wild musings lead us to the most difficult question regarding any project. How do you decide when it is more beneficial to allocate resources to a different project rather than continuing on the current path? Had Peter Schutz not chosen to continue the 911's development, Porsche would probably be a much different company today, and possibly owned by Mercedes-Benz. Maybe the answer is to do what makes sense at the time based on the facts available and worry about being proven right later.

We would like to see Porsche resurrect some of the models and projects from the past and deploy a continuous development path that will create new and improved vehicles that add to the diverse lineup Porsche already offers. The benefit of the information gleaned from research into one model is that a lot of it can be applied to the other models as well, increasing the advancement potential of new technologies and approaches.

While we wait for that to occur, please consider how you may get involved and help us to continuously develop MVR and the newsletter.

Thank you for reading,

Greg Armstrong & Joe Sheamer

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"We would like to see Porsche resurrect some of the models and projects from the past and deploy a continuous development path..."

WILLKOMMEN

BY LISA SORIANO

With winter upon us, and social events at least a couple months away, there are still plenty of opportunities to spend time enjoying PCA content and planning for this summer.

If you are considering attending this year's Porsche Parade in French Lick, Indiana, it is time to start making arrangements. Housing Registration begins on Wednesday, February 10, 2021. For information about Parade, please visit <https://porscheparade.org>, and feel free to contact me at lsoriano.pca@gmail.com if you have any questions.



Here is the list of TechTactics LIVE episodes from the last couple of months:

- Buying a 2003-10 Porsche Cayenne
- An exclusive tour of Griot's Motors
- Diminished Value and Appraisals- What you need to know
- Designing and producing wheels for Porsche

"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."

They can be found at PCA's YouTube Channel, (<https://www.youtube.com/c/PorscheClubofAmerica>). You can also watch interviews with the Porsche Factory Drivers including Patrick Long, Esmee Hawkey, Earl Bamber, Laurens Vanthoor, and Matt Campbell, as well as unique spotlight videos on a number of topics.

Last month, the PCA Sim Racing program announced an eDE instruction program where first time sim racers can get the opportunity to learn from experienced PCA Sim Racers. If you are interested, visit <https://pcasimracing.com>. Information on getting started is located under the Reference tab.

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.

I would like to welcome our newest member Edward Frobase.

Please continue to be safe and stay healthy!

I am really looking forward to seeing everyone soon!!

Thanks,

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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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V1 for 2025 is here!
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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 Griot'sGarage.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](#)



Want to stay up-to-date on all the latest PCA and Porsche news?

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

TECHNICAL Q&A

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

Power Steering Whine, Foaming – 1984 944

Question: Power steering pump growl on startup, reservoir fluid has bubbles no leaks. I did add power steering fluid by accident, do you think this may have caused my problem?

Should the system be flushed and new fluid added/what type fluid?
If so, can you tell me the best way to drain the system and refill. Thank you

Answer: Submitted by George Beuselinck

I noticed that you are in Connecticut, and, since this is winter, I will assume that it is cold when you start your car.

If you have a growling and foamy fluid in the power steering reservoir, it means that you are sucking air into the pump, most likely through the nose seal (the one behind the pulley) on the pump. Air gets into the system and thrashes around and creates foam. The proper fix for this is to rebuild the power steering pump. There is a really good YouTube video of the rebuild process here: <https://tinyurl.com/y5nv3lhw>(link is external)

The proper fill of the power steering system is Dexron or Mercon. It doesn't matter whether it's Dexron 2 or 3 or 4, etc. They all work just fine.

To flush the system, disconnect the return line from the rack, move the rack back and forth to purge it, start the engine, (less than a minute should be adequate) and repeat until the system runs out of fluid. I recommend replacing the reservoir, since it has a filter in it that becomes clogged over time.

Shift Cables – 2011 Cayman

Question: Hi Pedro, Happy New Year! ---- I just purchased a 2011 Cayman S and on my first drive out I lost the ability to shift, it was towed to the local Porsche dealer for evaluation only to find out the shifter cables need to be replaced. Then I was told this is a common thing with the Cayman. I had no idea that it is a "common thing". What is your take on this? Is it common and if so how can it be

der RÜCKSPIEGEL

avoided? I don't want to be stranded some place on a road trip.

Answer: Submitted by Pedro Bonilla

I wouldn't call it a "common thing" but there have been some cable failures. The new cables that are available are stronger and I haven't heard of any failures on replacement cables.

Happy Porsche'ing,

986 Rear Speaker Kit – 2000 Boxster S

Question: My Boxster S came with the M584 rear speaker shelf but not with speakers or additional equipment to install them.

Any suggestions on obtaining a 986 rear speaker kit or the components now? Pelican Parts no longer sells them.

Answer: Submitted by Pedro Bonilla

Do a search on the Internet. These kits pop up every now and then. Pelican Parts may not have them now, but check with Suncoast Parts, AutohausAZ, Sunset Porsche, etc. who have sold them recently. I installed one from Suncoast a few weeks ago. I don't know if the customer had it from before or if he had just bought it when he brought it to me for installation.

Happy Porsche'ing,

Driver's Side Window Will Not Go All The Way Down – 2007 Cayman

Question: I have a 2007 Cayman that I recently purchased, and the driver's side window will only go about 3/4 of the way down. I removed the door panel and don't see any obstructions or signs of rubbing or binding. What could cause this?

Answer: Submitted by Pedro Bonilla

The window's movement is dictated by a stepper motor which makes the window regulator move up or down. So, you have to check the stepper motor and the regulator. The latter would be my first to inspect. The regulator has braided steel cables that can get frayed and tangled in its pulleys. The regulator is not easily seen since it's completely inside the door, but it's not overly difficult to remove to inspect and/or replace. Happy Porsche'ing,



BEST Soft Sugar Cookies (Cut-outs the grandkids LOVE)

Provided by Yvonne Burlingame

- 2 Cups sifted flour**
- 1/2 cup softened shortening (margarine works!)**
- 1/2 tsp baking soda**
- 1 cup brown sugar**
- 1/2 tsp salt 1 egg yolk**
- 1/4 tsp nutmeg 1/2 cup sour milk or sour cream**
- 1/2 tsp vanilla**
- 1 egg white**

1. Sift together first 4 ingredients & set aside.
2. Mix shortening, sugar & egg yolk until fluffy.
3. Mix dry ingredients alternately with sour milk or cream.
4. Add vanilla.
5. Beat egg white until stiff and fold QUICKLY into mixture.

CHILL DOUGH THOROUGHLY -- Overnight is best.

6. Roll out (dough will be very sticky, so be sure to flour up)
- BAKE 375 degrees in pre-heated oven.

Depending on thickness, bake 11-20 minutes...Just until edges start to brown.

ENJOY!!

We made Porsches, Police Cars, Hearts, Pigs & "Gingerbread Men". The kids (including Lee) ate them all up within 2 days!!

Do you have a Favorite Picture of your Porsche?

See page 22 to put it in der Rückspiegel!

MVR/PCA MEMBERSHIP NEWS

Primary Members	175
Affiliate Members	122
Total Members	297

CLUB MEMBER ANNIVERSARIES

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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 zkimberlydharris@gmail.com



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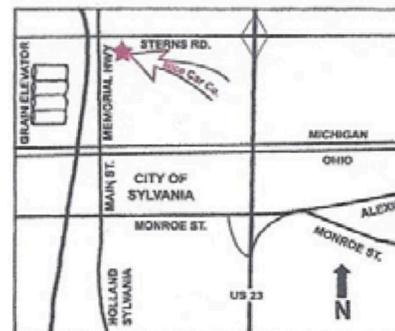
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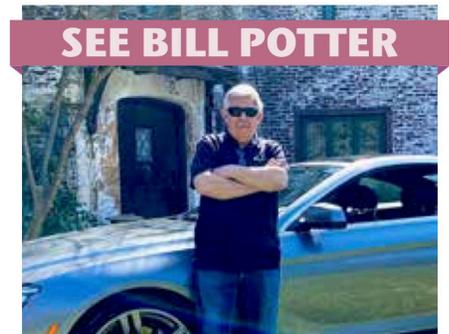
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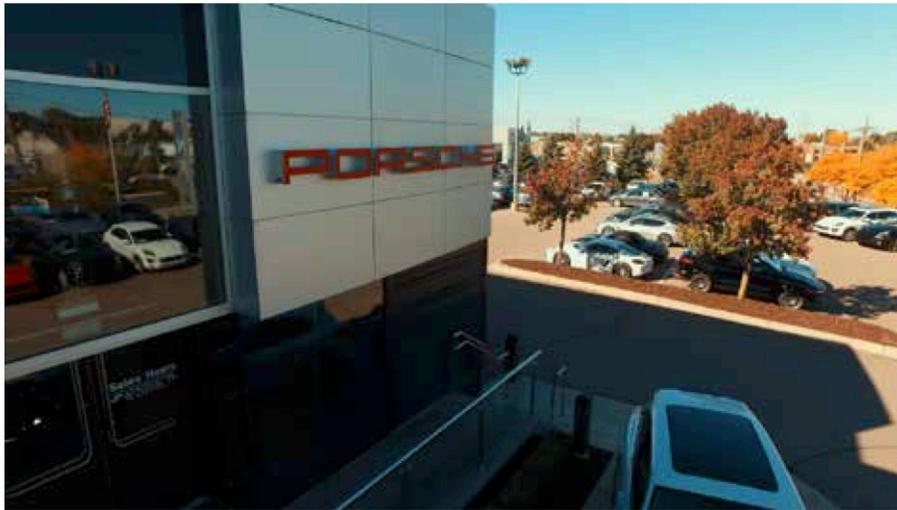
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WHO DOESN'T LOVE PICTURES?

We all love pictures, we all love our cars and we especially love pictures of our cars!

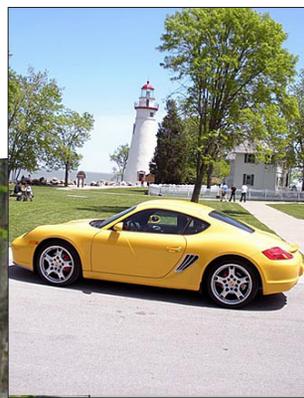
Since der Rückspiegel is currently being published online we have virtually all the room we can use to send the publication to our members.

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:

derrückspiegel@gmail.com

Greg Armstrong & Joe Sheamer



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



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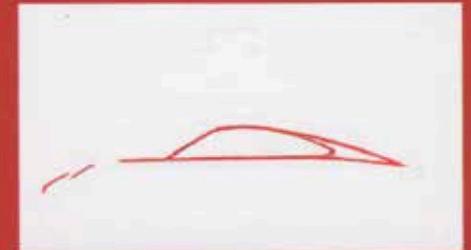
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Around the Zone
by Lori Schutz

Hi Zone 4 Friends and Family,

One of my favorite aspects about PCA is that no matter where I travel in this great country of ours, I always have friends. This story could be about any PCA event in Zone 4, and is true for my entire history with PCA. On a recent visit to Lexington, Kentucky with my friend David Clardy, we attended a Cars & Coffee on Saturday morning at one of our favorite restaurants called Ramsey's, hosted by Blue Grass Region.

We bundled up on a brisk fall morning for a top-down ride over in his 2006 Arctic Silver Boxster. Upon arrival what fun to see several Porsches lined up in the main area of the parking lot. There was nearly every model of Porsche represented, and a rainbow of colors as well. Introductions and elbow-bumps (thank you COVID) commenced with the group hanging out with the cars, and then we headed into a semi-out-door breakfast in the patio. As usual, I was the only gal - a morning with the guys! Why aren't the other wives, girlfriends and daughters coming out for a fine breakfast?

Some of the members I had met before at either an event such as the Cincinnati Ault Park concours, Parade in past years, and several were new friends. The other cool aspect about PCA is that some conversation topics are timeless. You can have the same discussion with different people at different times, and the subject never gets stale. Typically a new point of view, a new story to share, and always many smiles and laughs. This little car has a magical quality to bring people together to become instant friends – what I love about PCA.

So I would encourage you as you are on the road, when we can travel freely again, or on vacation – check out the local region website, and see if there is a gathering you can attend. Guaranteed, you will make a new friend, learn something new about the Porsche you own and/or want to own, and create a memory.

Stay safe – and hope to see you soon!

Lori Schutz



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