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VOLUME 40 ISSUE 1

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Photo on cover: 918 Spyder

Photo by Mohamad Almasri

Vorschall!

Looking Ahead!

JANUARY

- 19 Zone 4 gathering at the Detroit auto show
- 26 Planning Meeting

FEBRUARY

23-34 PCA Tech Tactics East

The Region has a name badge available for purchase. The cost is \$10 per badge. Contact Tom Isley at derruckspiegel@bex.net to place your order. Badges will be delivered at the next event.

Der RÜCKSPIEGEL

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Moving??

Please drop Barney Stewart (bstewart@bex.net) our Membership Chairman, or myself a note with your old & new address so you don't miss an issue of *Der RÜCKSPIEGEL*.

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From The Driver's Seat

By Michael Soriano



Happy New Year! As I begin my 3rd year of presidency, I would like us to take a look back at the highlights of 2012.

For the second year in a row, we have had a record year of increasing membership as well as a

record attendance at a majority of our events. Last year was an amazing one for our region as we had a yearlong celebration of events commemorating the club's 40th anniversary. In March, we had another fun evening of curling in Bowling Green followed by pizza, beer, and wine hosted by the Gargaszs and Hollidays. One of two events in which a large number of members from both our region and Rally Sport joined together for a day of activities occurred in April. The Gobbas organized this event which included a tour of some country roads in Manchester, MI, a visit to the restoration workshop of R&A Engineering, and concluded with an early dinner at the Common Grill in Chelsea.

In May we held our first of three charity fundraising events, an RC car tournament, hosted by Barb and Rick Lederman and featured in the Panorama. The June event was our annual drive to Port Clinton and brunch at Mon Ami, while July took us to the Macks in Tiffin. At the beginning of August, we joined Rally Sport members for a drive through the Irish Hills, Parade Laps at MIS, and lunch at the Beach Bar. At the end of August, the

Schoens hosted a hugely successful Crab Bake. The Mierzwiaks held a Casino night in September, our second charity fundraiser. And, in October, was the official celebration of our region's 40th Anniversary with 3 days of events including a challenging "fun rally", organized by 1st time rally masters Bob and Kim Harris, a Concours, and a Black Tie Banquet, in which nearly 30 individuals with 25 years or more of membership were recognized and honored. In addition, PCA National Treasurer, Tom Gorsuch, and Zone 4 Rep, Ron Carr, presented the Region with several plaques and awards commemorating the milestone. November was dinner at Rosie's, while our last event of 2012 was dinner in Findlay at Steve's Dakota Grille. Throughout the year, we have been repeatedly reminded what a wonderful group of individuals comprise our region and have fostered several new friendships.

As we begin what I hope to be another extremely successful year, please join

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(Continued from page 5)

us at the Krausers on Saturday, January 26, for our annual Planning Meeting where the year's calendar of events will be organized. Also in January, Ron Carr is organizing another Zone 4 trek to the North American International Auto Show at Cobo Hall in Detroit. This year's event will take place on January 19 with a private reception before the show officially opens. We are in the process of organizing February's Social Event, so please check the website <http://mm.pca.org> and your inbox for more information.

Just a reminder that 40th Anniversary commemorative items are still available for sale. There is a T-shirt for \$12, a poster for \$6, and a DVD for \$5. If you would like to purchase the T-shirt or poster, please contact Chris Krauser at CPJMKrauser@juno.com

and to purchase the DVD, please contact Jeff Vollmar at jtvollmar@att.net.

I hope to see each and every member at a number of events throughout this coming year, beginning with the Planning Meeting. Also, make sure to plan ahead and mark your calendars, because Porsche Parade, PCA National's premier event is in our Zone this year, in Traverse City, MI. The weeklong extravaganza featuring car events, tech sessions, social events and FUN will be held from June 23-29; registration opens on March 12. For more information visit the Parade website <http://parade2013.pca.org>. Remember, it is through your active participation that everyone benefits. Hoping all of you have a very happy new year!

Thanks,

Michael

Remember to keep the blink alive!!!!

The Porsche 918 reviewed. A Hybrid worth having?

Submitted By Mohamad Almasri with permission from Bob Rouleau



I was fortunate to be invited to the 918 event at Barber Motorsports Park on the 3rd week of December. I packed light, hopped on a plane, enjoyed a welcome dinner, and went to sleep dreaming about the next day.

The next morning we arrived to the motorcomplex at Barber for a detailed viewing of the 918. The 918 is still a prototype but many of the important elements are production ready. So with that in mind here's what I learned.

First, what is the 918? It's a Supercar.

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It has already done the North Loop in 7:12 seconds from a standing start, in traffic! The car was not even being driven by one of the factory hot shoes, rather the guy who tests tires. Speculation is that in the hands of Walter Rohrl, we'll see 7:10. That's 20 seconds faster than the Carrera GT!

Beyond being just a Supercar, the 918 is a showcase for Porsche's advanced hybrid technology. When we think of a hybrid, most think Prius and boring. Not this time! With two electric motors having a combined 275 HP (limited to 245 HP) and 295 lbs/ft of torque and a 4.6 liter V8 derived from the RS Spyder, the car has a combined 795 HP. One electric motor drives the front wheels, the other the rear in tandem with the V8. The result is all wheel drive with a desired rear wheel bias. Leaving out an additional drive shaft and the usual center differential reduced weight and enhances the low center of gravity.

The electric motors provide maximum torque at zero RPM so acceleration off the line is breathtaking – expect a 0-60 time of around 2.8 seconds. Over the rev range of the V8 the electric motors flatten the torque curve for great throttle response.

The 918 has a “Map” control on the steering wheel. In E-mode the car is all electric. It can cover 15 miles without using the gas engine. By the way, this isn't 15 miles of hypermiling, the car will accelerate to 90 miles per hour on battery alone. I can tell you that acceleration in E-Mode is brisk! In the car, it sounds like you're riding in a turbine powered vehicle. The battery back is good for 202 Kilowatts and is

capable of delivering that power for 160 seconds. That's a bit over 274 HP by the way. And 295 pound feet of torque is available from a dead stop.

In Hybrid mode you get both the gas and the electric engine cooperating with a view to maximum efficiency without compromising every-day performance. This is the mode for street and highway driving. Believe it or not you might see something like 70 MPG!

In Sport Hybrid Mode, the gas engine runs all the time for more enthusiastic driving, perhaps best left to race tracks. The battery is charged by regenerative braking as well as the V8.

In Race Hybrid Mode the gas engine runs all the time, and continuously charges the battery pack. Throttle response is sharper and PDK shifts are faster.

Hot Lap Mode, here comes push to pass. Yes, there is a button in the center of the Map switch which gives you the full power of the gas and electric motors combined.

Hot Lap mode can drain the battery Pack in 160 seconds – which means you would have exceeded 200 MPH long before the battery pack was exhausted.

Consider that without using hot lap mode, we recharged the battery to 93 percent in just two laps!

Assuming that you drained the battery by using E-Mode (electric only) normal city or highway driving in Hybrid will recharge the battery in only 7 minutes!

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While I'm praising Porsche's hybrid advances, know that the 918 is a plug-in. On a regular 120 volt wall outlet full charge takes 5.5 hours. With the optional rapid charger and 220 volt 30 AMP circuit (think electric stove or clothes dryer for example) it takes 2 hours.

With a 50 AMP circuit it takes about 30 minutes! Now that's a fast charge which will take you to the office without using a drop of gas. Porsche dealers are certifying a list of electricians capable of installing the rapid chargers up to Porsche quality standards and they'll have 30 minute charging stations at their dealerships. Have a coffee and charge the car. Nice!

Sadly I was not allowed to drive the 918. There are only two prototypes and only 7 people qualified by PAG to drive them. I rode with Cass Whitehead who will be familiar to anyone who has taken the PSDS course at Barber. The important thing is that I was totally comfortable in the passenger seat with the pro driver and could concentrate 100 percent on how the car behaved.

Our first lap was in E-mode – totally electric. I was surprised by the acceleration, this was not a Prius or a Chevy Volt! Notwithstanding a full and fast lap using only the battery, we still had lots of power for a hot lap using every bit of gas and electric power. And, what a lap that was.

The car is amazingly stable – there was absolutely no sensation except cornering on rails. This, on both the hairpins and high speed corners.

The car has ideal weight distribution: 57 percent in back and 43 in front, like an open wheeler. But, that isn't all. The 918 has 4 wheel steering. At low speeds (think hairpin) the rear wheels counter-steer to help turn-in. On high-speed corners, they steer with the front wheels. The net result is to effectively shorten the wheelbase for slow corners and lengthen it for fast sweepers. I can testify that it works!

Body roll was nil. I wondered if it had active roll bars as offered on some other models. To my surprise it did not. The weight has been kept so low that the 918 corners flat without additional heavy components.

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The battery pack is mounted dead bottom in the center of the chassis. The V8 engine weighs only 300 lbs. and produces 126 HP per liter – a record for normally aspirated Porsche engines. With a dry sump it's also mounted low in the carbon fiber chassis. Note that the tub and the engine cradle are both carbon fiber.

The hot lap was blindingly fast and this in spite of the fact the V8 was limited to only 6,000 RPM – production will be 9,000 with the power peak at 8,500.

Another benefit of the hybrid drive system is the torque from the synchronous AC motors. Combining the two results in much flatter torque curve, not only off the line but anywhere in the power band making the high revving gas engine even more responsive.

For a guy who isn't into hybrid cars I have to admit, I liked this system. A lot. Through advanced engineering Porsche has managed to give us a "green" car which uses it's "greenness" to actually enhance performance across the board. In sum, this is my kind of Hybrid and with about 70 MPG in normal driving, the kind of green I could live with!

The 918 is a Spyder with two carbon fiber removable roof panels which fit neatly in the front trunk. With the panels stored there is still room for a soft luggage bag or two. With the panels installed the trunk is similar to a 997 or 991. Not bad for a supercar.

Comparisons to the Carrera GT are inevitable. The 918 is a bit longer and a bit wider due to new safety standards which will be in place by the time deliveries start. It is also about 300

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There really is a trunk in this super car. Not sure where the golf clubs would go though.

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pounds heavier in spite of the increased use of carbon fiber. Again safety stuff and the battery pack are the culprits. The curb weight is around 3,700 lbs. I have seat time in the C-GT and there is no doubt that the 918 Spyder is much more stable and confidence inspiring. The Carrera GT is a bit nervous as you approach the limit whereas the 918 inspires confidence.

If you wonder why, consider that it has a lower center of gravity and active aerodynamics. And I don't mean just a wing that extrudes itself over 75 MPH like a 911. Rather the wing can and will adjust its angle depending on speed. Not only that but various flaps including a pair on the front end will open and or close to further increase downforce. In short the car has two aero modes. Low drag for normal driving with best economy and maximum downforce mode for very high speeds. From personal experience on Barber's "technical" (instructor term for scary) high speed 100 MPH plus corners, the car was planted. Period. I

mean really planted in a way that even a GT3 cup is not. This, on street tires which are not the final spec and are expected to have more grip.

Options: as you'd expect there are a lot of options. You can have your Spyder wrapped in Martini Racing colors or, a Strauss Racing motif. Stunning both, but sure to attract the attention of law enforcement. In addition to "paint to sample" colors, the 918 has two exclusive paint schemes in "Liquid Metal."

One is similar to Artic Silver and the other like my favorite Polar Silver, i.e., silver with a nuance of blue. The Liquid metal paint is unique in that the metal particles are aligned as opposed to being random as is typical. It's a ten part process with three iterations of buffing between various coats. It has a subtle 3D effect and it's stunning. Now for the bad news: it costs \$63,000.

If you're one of the 918 buyers - Porsche will produce only that many

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and this is guaranteed by contract - you'll get the benefit of a personal VIP assistant who will inform and help you every step of the way up to and including visiting a Special Wishes Center to customize your car. There are three centers, one at the factory, one in New Jersey (NYC actually) and one on Rodeo Drive in Beverly Hills. A 918 buyer also gets first call on any new model Porsche offers in the future.

Speaking of future, the battery pack is attached with 4 bolts and can be easily removed and replaced. It is warranted for 8 years. If battery technology improves, Porsche will supply a compatible pack using the newer technology to ensure that the 918 is as future proof as possible.

For track drivers, an interesting option is the Weissach package. Some painted surfaces are left in polished carbon fiber to save weight, interior

leather is swapped out for fire resistant fabric, and AC and the Burmester sound system is left out. Lightweight magnesium wheels reduce unsprung weight and 6 point harnesses come with the car. This trims the weight by 77 lbs. You can put back AC and the radio if you choose at no extra cost.

Is it worth it? That depends on your disposable income. It is an outstanding streetable uber-supercar which can blow by race cars with ease or sip fuel as you chose. All in all a technological tour de force and an iconic start of a new era in the world of supercars.

Production will start on 9/18/2013, so get your deposit ready before the Chinese gobble every one of them. I learned of one individual who ordered two.

The preceding article was originally published on the Rennlist forums by Bob Rouleau. The photos were provided by Mohamad Almasri who also attended the event. Editor



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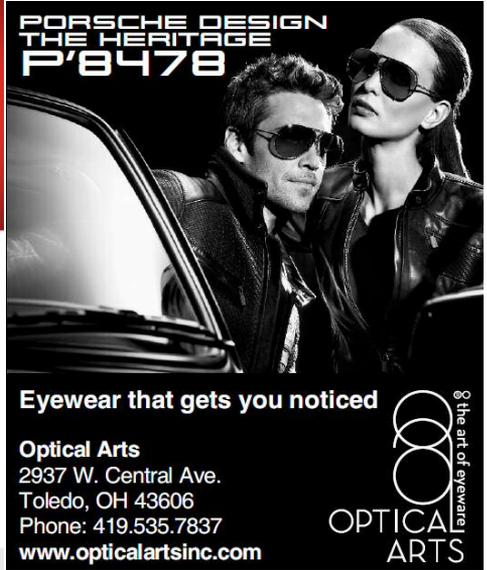
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PCA's 58th annual Porsche Parade



It's time to start planning your summer trip to Parade! PCA's 58th annual Parade returns to Traverse City, Mich., after 24 years, and will run from June 23-29, 2013. Our host hotel is the Grand Traverse Resort and Spa, the site of the 1989 Parade and one of the most requested sites to repeat for a Parade.

The Porsche Parade is the PCA's annual convention, a week-long extravaganza of car events, tech sessions, social events and FUN. Whether you like to autocross, rally, tour or Concours, there is plenty to do and see. The Parade is a great family vacation, and the Traverse City area has a wide variety of kid-friendly activities.

Check out all the activities at: parade2013.pca.org. Check back often for updates. Registration for Parade begins March 12, 2013.

MVR/PCA Membership News

January 2013 - Club Member Anniversaries



| | |
|-------------------------------|----------|
| Terry and Cindy Crandell | 38Years |
| Thomas and Marilyn Edwards | 31 Years |
| Dave and Carol Hauser | 22 Years |
| David Vrooman | 15 Years |
| Jim and Timothy Grabowski | 13 Years |
| David and Darlene Kimple | 11 Years |
| Mohamad and Malik Almasri | 10 Years |
| Christopher and Dana Dunbar | 10 Years |
| Bruce Ziegler | 8 Years |
| Roderick and Julia MacLachlan | 4 Years |
| Larry Chaffee | 1 Year |

New Members

None

If you are not currently receiving Social Event e-mail updates, please contact Lisa at
Mrs.LisaSoriano@juno.com

MVR members can earn points as part of the activities program as follows. All activities must be confirmed to the MVR Secretary via Sign Up Sheets, Event Chairs, Notice of Participation at Zone 4 event outside MVR or Newsletter Editor.

1 point for attending a MVR event

1 Point for attending any Zone 4 event outside of MVR

2 points for organizing and hosting a MVR event

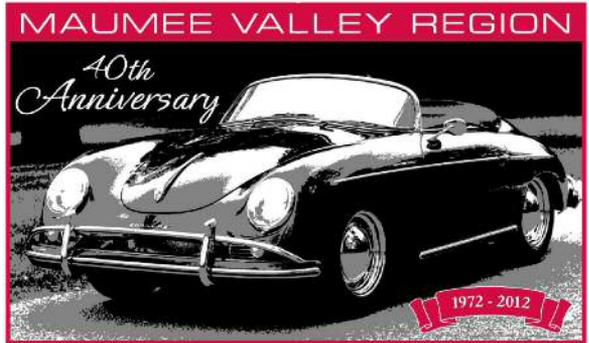
1 point for assisting in a significant manner at a MVR or Zone 4 event

1 point for any article of at least 250 words (about one page) published in the MVR Newsletter

40th anniversary T-Shirts and Posters are available for sale. Posters are 18" x 24" as shown at a cost of \$6. T-Shirts showing the MVR anniversary logo in front with Dick and Shirley's speedster on the back at a cost of \$12. To order, please contact Chris Krauser at cpjmkrauser@juno.com or 419-215-8453 . These items will also be available at most MVR events.



T-shirt front graphic



Porsche Club of America

T-shirt back graphic



Maumee Valley Region Calendar of Events

Check our web site at www.mm.pca.org for the latest event information.

2013

JUNE

23-29 Parade in Traverse City

JANUARY

- 19 Zone 4 gathering at the Detroit auto show
- 26 Planning Meeting

FEBRUARY

23-34 PCA Tech Tactics East

Point Totals as of 1/1/2013

A new year and a new set of points to be developed. Come on out to an event and see your name added to the list.

**MAUMEE VALLEY PCA
PLANNING MEETING**

**Saturday, January 26, 2013
6:30 p.m.**

**Jeanne and Chris Krauser's
3618 Rose Acres
Toledo, OH 43615**

RSVP:

Jeanne (419) 841-7984 or CPJMKrauser@juno.com

OR

Lisa (419) 843-2070 or Mrs.LisaSoriano@juno.com



In The Zone

By Ron Carr

Zone 4 Representative



Yes- it's winter, yes- it's cold, yes- it's snowing, and no- it's not over yet!! But it won't be long. The time spent indoors during this time of year is one of planning and rejuvenation. While the

club events are currently quite modest, the actual efforts needed to prepare and repair for the coming season are real. Thus, there is always something to do, if you look hard enough. Work on the calendar or work on the car, and get ready for spring! Check your local region's website and newsletter for the latest details on the many events close to you that are being planned, and check the Zone 4 Website at <http://zone4.pca.org/> for other regions' events, such as:

Join the Allegheny Region at their Mid-Winter Party on February 2nd at the Sewickley Porsche dealership in Pittsburgh, PA. Food, beverages, and live entertainment will be provided for a donation at the door. Please register on the ALR Website at <http://arpc.com/2012/11/2013-mid-winter-party/> to allow them to get a count of attendees.

The Mid-Ohio Region will host their monthly Trickle-Charge Saturday on February 9th at Byers Imports Porsche dealership in Columbus, OH. The theme will be an indoor Porsche Race Car Show, featuring cars of the Brumos collection, and featured guest

speaker Hurley Haywood. RSVP to Jeffrey Brubaker at brubaker_jeff@hotmail.com by January 25th.

You can join the Motor-Statd Region at their Annual MSR Holiday Banquet on Saturday, February 9, 2013 at The Spartan Hall of Fame Cafe in East Lansing, MI. They will have a private room with a Cash Bar. Appetizers provided by the club. The cost for dinner is just \$20 per person. You must RSVP by February 5, 2013 to Mark Schlott at meschlott@frontier.com or (517) 669-9658.

The PCA National Winter Board Meeting will be held on Saturday, February 9, 2013 in Orlando, FL. Location and details are on the PCA Website. All PCA members are welcomed to attend this semiannual business meeting.

The Northern Ohio Region will host a Tech Session on February 16, 2013 at Stoddard NLA in Highland Heights, OH. Coffee at 8:30 AM, presentation starts at 9:00 AM. Topic will be the PCA Porsche Parade- how to plan for, participate in, and enjoy the premier PCA event of the year. Our past Zone 4 Rep Denis Moore will explain the process and answer questions. RSVP to Tom Leigh at 440-645-9250 or flat6@roadrunner.com by February 12th.

Like to Rally but not in the snow? Join the Northern Ohio Region for a Walking Fun Rallye on February 24, 2013

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at the Cleveland Museum of Art, Wade Oval. Meet in the museum lobby at 10:00 AM. RSVP to Ava Singerman at 440-821-8630 or avadancer1@aol.com.

The 3rd annual PCA Tech Tactics East will be held at the Porsche Cars North America site outside of Easton, Pa. February 23-24, 2013. Speakers from Mobil Oil, Bentley Publishing and Michelin Tires will join two members of our PCA Tech Committee, including John Paterek. We will also have two speakers from PCNA and possibly a Porsche "factory" speaker. Continental breakfast and "box" lunches are included in the registration fee of \$50.

Registration will open on February 1, 2013 on motorsportreg.com.

The 58th Annual Porsche Parade will be held in Zone 4 this year, in Traverse City, MI on June 23-29, 2013. We are hoping for a large turnout of Zone 4 members to the first Parade in our Zone in 20 years. Put this event on your calendar and plan to attend, volunteer to help out and have fun with PCA members from across the US and Canada. It will be a great time for all. Registration will open in March 12, 2013. The Parade Website is now available at <http://parade2013.pca.org/>. Please visit it often as it develops.



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1972 911 GT3 RSR Replica Yellow/blue with yellow interior, cage, 3.3 liter, twin-plug, 46IDA, crankfire, 915, QuaiFFE, 2150 lb, cage, carbon body parts, rust free, coilover and brake upgrades, front oil cooler, fire system, fuel cell, lots of spares and assorted parts, Trailer and tow vehicle available, PCA and HSR log \$32,000 David Hauser, drdavidrhauser@bex.net or 419-351-9605

1988 BMW M6 FOR SALE, collectors dream, less than 54,000 miles, fanatically maintained, all records since original purchase, blue with grey interior. Pictures available upon request. Call Pariss Coleman with questions. (419) 450 7670

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2005 Porsche Carrera 911S, 38K miles, \$44,900

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Great car, priced to sell . Tom Volk,
tvolk@ohiobelting.com or 419-466-6486



Tis the season to check your list:

- Winter prep and storage*
- Track and safety modifications*
- Special projects and Restorations*



Thanks for another great year

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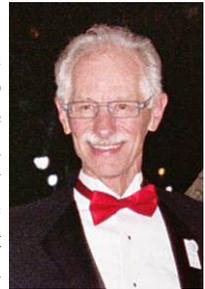
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Wow, I want one. Mohamad Almasri along with Bob Rouleau from the Rennsport Region had the opportunity to experience the new 918 Spyder first hand and provided the great review.



The car sounds like it would be the way to be fuel efficient and at the same time having the true Porsche experience. Unfortunately I will need to wait for it to show up in the classified section in Panorama.

The annual planning meeting is just around the corner. The calendar will be updated with the year's events when all events are settled. If you have an idea, it is not too late to be heard. Contact Michael or Lisa with your suggestions.

We have been expanding the e-mail list for electronic newsletter distribution. If you are not receiving the newsletter by e-mail and would like to be added to our list, you can send me a notice at derruckspiegel@bex.net. If you are getting the newsletter electronically and wish to be removed from our list, you can send a notice to the same address.

Flash your headlights at a fellow Porsche owner on the road!! Keep the kindred spirit alive!!

....the editor



Fritz always wanted a Porsche
with all the options.

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JANUARY

- 19 Zone 4 gathering at the Detroit auto show
- 26 Planning Meeting

FEBRUARY

23-34 PCA Tech Tactics East

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