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der RÜCKSPIEGEL

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Historical newsletters (May
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available, thanks to our club
historian, Bill Bauman.

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EDITORS' NOTE

BY: GREG ARMSTRONG & JOE SHEAMER

Dear der RÜCKSPIEGEL Readers,

We hope everyone is staying safe and healthy and has not lost any sanity. We are not commenting on the sanity levels of our members—as varied as it is—because we are not qualified to make such assessments. Just know that life is hard when we're not allowed to go to the race track, and we understand if some of you are flipping out right now.

We're not superstitious and we know the world doesn't revolve around us, but we couldn't help but momentarily feel a sliver of responsibility for the cancellation of the 2020 Parade. Half of the editorial team had been making tentative plans to attend our first ever parade since we have friends who live in Palm Springs. Maybe someone on the Executive Council heard about our possible attendance and decided it was too dangerous to allow us to attend and report on the proceedings. More likely, no one on the Executive Council knows who we are and did not know one of us *might* be attending and this is 100% a result of the pandemic.

Still, it's hard to make plans when everything keeps getting cancelled. We are already weary from writing so much about event cancellations, and we want you to be in a good mood before AND after you read our note, so we'll work on bringing you more sunshine and good news.

We gained a lot of valuable information from reading Sarah Mierzwia's MVR Did You Know? article in this issue, and that has given us an idea to break the boredom of our current locked down status. We want all of you who are willing and able to build your own Gravi cars (read her article for more information) so we can hold a competition. This is a fluid plan that has just started forming, so many or all of the details could change by the time of publication. We hope to persuade Michael Soriano to design trophies for the podium finishers. This challenge is not intended to supplant Parade, but since there is not going to be a Parade this year...

If the Gravi Car Challenge doesn't happen, we will always be able to repurpose the trophies for another event at a later date, so don't worry

about that. Maybe some of you think The Gravi Car Challenge is dumb, and we would be thrilled if some of you presented alternative events that we can hold. Please let us know! Or, start building your Gravi cars.

Thank you for reading,

**Greg Armstrong
& Joe Sheamer**

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WILLKOMMEN

BY: LISA SORIANO



I hope that everyone is being safe and staying healthy and I would like to thank our members who are essential workers for all that they are doing to help us get through this very difficult time.

As you may be aware, a portion of your annual membership fee is returned to our region in the form of a quarterly rebate. For the past several years, the Executive Council has provided a bonus, surplus rebate to the region as a result of the tremendous growth and continued success that the club has experienced. We were notified last week that we will receive a surplus rebate again this year, which is a much appreciated bonus in light of the current situation.

If you are looking for Porsche related material while staying safe at home, consider visiting the PCA website at www.pca.org, where you can read current and past issues of e-Brake News or Performance News by clicking the "News" tab. There is also a multitude of technical information available on the site as well. On Friday nights, PCA Sim Racing is live on YouTube or watch past races and videos on the Porsche Club of America YouTube channel. You can even explore the numerous colors Porsche has made available throughout the years or upload a picture of your Porsche by visiting www.rennbow.org.

On April 15, it was officially announced that the 65th Porsche Parade in Palm Springs was canceled. While this probably only directly affected Michael and me, I mention it for two reasons. First, as a result of the cancellation, Parade Chair Ron Gordon stated, "In lieu of Parade, the Parade Committee is working on ways we can still have fun, recognize accomplishments, share Parade memories, and fill the void of not being able to gather in person. Stay tuned to porscheparade.org, Parade Social Media channels, and e-Brake News for the latest." Second, next year's Parade is a relatively close 5-6 hour drive southwest of us, as we return to French Lick, Indiana, July 11-17, 2021; one of our favorite Parades of the ten we have attended.

I would like to welcome our newest member Troy Greeley. We are all looking forward to the time when we can drive our cars, get together and enjoy the camaraderie that is the Maumee Valley Region.

Hope to see you soon!

A handwritten signature in black ink that reads "Lisa".

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MAUMEE VALLEY REGION 2020 CALENDAR OF EVENTS

MAY

POSTPONED 5/20 Dinner at Beirut

JUNE

6/14 Historical Driving Tour & dinner at Beer Barrel in Findlay

CANCELED 6/21 - 6/27 PCA Parade in Palm Springs, CA

JULY

7/11 Drive to Gilmore Car Museum in Kalamazoo, MI

7/24 - 7/26 MVR DE at Grattan

7/31 - 8/2 Porsches to the Mac in St. Ignace, MI (Motorstadt)

AUGUST

8/19 Hibachi Dinner at Nagoya in Perrysburg

SEPTEMBER

9/19 Driving Tour to Ciao Bella in Port Clinton

OCTOBER

10/18 or 10/25 Color Driving Tour and dinner at The Stables in Blissfield

NOVEMBER

11/9 Dinner TBD

DECEMBER

12/12 Holiday Party at Stone Oak Country Club

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

Moving

Please be sure to update PCA with your new address so you don't miss an issue of der RÜCKSPIEGEL. This can be done on the PCA website at PCA.org

NOTE

All business meetings are held at Vin Devers and start at 6:30 p.m. (Dates TBD)

New or revised events in **BOLD** # Non-PCA event - Canceled or Postponed Events will be in **RED**.

MVR/PCA MEMBERSHIP NEWS

MVR MEMBERSHIP

Primary Members **177**

Affiliate Members **126**

Total Members **303**

WELCOME NEW MEMBERS

Troy Greeley of Ottawa Hills, Ohio
Driving a 2016 Gray 911 Carrera 4

CLUB MEMBER ANNIVERSARIES

Leighton & Marcia Woolf	33 Years
Kenneth & Patricia Mauer	27 Years
Geoffrey McIntyre	23 Years
Martha McIntyre	23 Years
Michael & Lisa Soriano	12 Years
Jason Perry	10 Years
Brian Walsh	10 Years
Claudia Fischer	9 Years
Roger Holliday	9 Years
Jeff & Amy Lapp	5 Years
William & Sandra Potter	5 Years
Benjamin Creech	3 Years
Daniel & Rosalie King	3 Years
Daryl Lajiness	3 Years
Jack Brand	2 Years
Tina Duran	2 Years
Doug Ewing	2 Years
Juanita Plyler	2 Years
Mike Poulos	2 Years
Katrina Ewing	1 Year
Joseph Margiotta	1 Year
Zach Perry	1 Year



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TECHNICAL Q&A

BY: PCA TECHNICAL COMMITTEE

TAKEN FROM PCA TECH Q&A

EDITED AND COMPILED BY: MIKE VALENTINE

Clean Combustion Chamber AFTER AOS Swap? – 2007 Cayman

Question: I recently experienced a total AOS failure during a canyon drive. When I saw the huge amount of instantaneous smoke I immediately pulled over, turned off the engine and towed the car home. I replaced the AOS, and during the job removed the plenum and throttle body to clean the oil that went into the intake to avoid further oil ingestion after the job. The car now runs smoke-free but is down on power, presumably because of fouled spark plugs, so I plan to swap those right away as well. My question is, do you suggest any other measures to clean out the combustion chamber and rid it of the oil that was ingested (any fuel additives, etc.), or do I just drive the car? My concern is additional damage to catalysts, loss in power, etc. Thanks!

Answer - Submitted by Pedro Bonilla: The loss of power comes from the DME which goes into a “safe mode” when it senses a major issue at the O2 sensors. You can disconnect the battery for a couple of minutes to lose those parameters from the DME’s memory and then just drive the car. It may take up to 30 miles of normal driving for the DME to relearn new parameters. Driving the car for at least 40 minutes will ensure that any oil remnants in the cats are burnt off.

Happy Porsche’ing

Power Steering Fluid – 1989 944 S2

Question: Coming out of winter hibernation, my power steering is making a squealing noise and I have had a slight PS fluid leak. What is the correct PS fluid to use to top it up? I have heard that a non-synthetic is essential and that Dexron II is preferred but it is hard to find.

Answer - Submitted by George Beuselinck: I have used synthetic and non-synthetic versions of Dexron ATF in all of my 944s with power steering. They all have worked equally well.

Clutch Bleed During Brake Fluid Change – 2014 Cayman S

Question: I maintain my own Porsche and change the brake fluid at two-year intervals. I have had my ‘14 Cayman S since new and am about to undertake the third brake fluid change. On the previous two I also bled the clutch slave which is the only difficult part of the job as the nipple is hard to reach with the wrench. Is it

required to bleed the clutch slave each time? I called my local Porsche dealership and presented the question to the person who stated she was the service manager. She told me the clutch bleed was a separate service and not done during the two-year brake fluid service. I asked how often it should be done and she said she didn't know without the vehicle vin number, but thought maybe every six years. Needless to say, my confidence level in her expertise was not high after the call. You guys care to shed light on this subject?

Answer - Submitted by Pedro Bonilla: Brake fluid is very hygroscopic, meaning that it's very thirsty and draws water into it from the atmosphere. Water in the fluid will boil at 212° F and create vapor which is a compressible gas. It has been determined that flushing the brake fluid every two years will keep it fairly water free.

When you flush the system with fresh fluid you need to let the old fluid flow from every point. From each of the two calipers in every corner and from the clutch slave cylinder because the clutch and the brakes share the same fluid and reservoir. If you don't flush the clutch, the hydraulic line to the clutch could contain water and could still contaminate the rest of the fluid.

Happy Porsche'ing

Jacking Car For Oil Change – Need To Be Level? – 1983 911 SC Targa

Question: Newbie Question: I'm about to do my first oil change on my '83 911 SC. Can I only jack (or use wheel ramps) the rear end to do a proper oil change, or does the car need to be level (or even higher on the front end) for the oil to drain properly?

Answer - Submitted by Chris Powell: You can jack up the rear end and get sufficient draining. Keep in mind that you will only get about 10 quarts out of a system that holds about 17 quarts if everything is dry. Since you are new, keep these things in mind: drain the oil sump tank as well as the engine case, never install a drain plug without tightening it, be prepared to catch 10 quarts of oil, and be sure you remove the drain plug from the case, not the pressure relief piston. On your engine, the drain plug on the case faces to the driver side and is at the lowest point in the middle. Have fun!

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MVR DID YOU KNOW?

BY: SARAH MIERZWIAK

GOODWOOD!

Okay, that was a first hint. A few of you may know all, or a bit about it. Here are a few additional hints: Goodwood House, West Sussex, England; hill climbing; late June, early July.

I probably have most of you Porsche enthusiasts on board by now. This is the

Goodwood Festival of Speed: “the largest motoring garden party in the world—an incredible four days that brings together an impossibly heady mix of cars, stars, and motorsport ‘royalty’ to create the largest car culture event in the world. Held on the immaculate grounds of Goodwood House, this annual hill climb event is a true celebration of motorsport and all things automotive.” Goodwood.com, 2020.

I couldn’t have described it any better! Here are a few more details...

This festival is held each summer on the private grounds of Charles Gordon Lennox: 11th Duke of Richmond, 11th Duke of Lennox, 11th Duke of Aubigny, 6th Duke of Gordon. A bit stuffy, perhaps boring, one may think? Well, that idea couldn’t be more wrong: this is only the most daring, narrow, bumpy, 1.16-mile hill climb, private estate supercar track in the world. Featuring historic racing motor vehicles such as Formula One cars, Rally cars, and exotics of all types (even motorbikes), drivers and onlookers take this competition seriously. Some of you who know about this event will say: “but the track only has an average incline gradient of 4.9%.” I know, I know...5% is not much of a hill, but for an historic Formula One Porsche on a private estate track, it’s not bad, and it is an average.

The Goodwood Festival of Speed was the brainchild of Charles Gordon, who desired to bring motor racing back to Sussex—specifically to his private estate—which boasts a pretty long history of British motor racing: in 1936 Freddie March, 9th Duke of Richmond established an annual Goodwood estate “Hillclimb” timed race for the Lancia Car Club. The first present day event began in 1993 with just one day (Sunday), drawing a whopping 25,000 motor enthusiasts, who reveled at the sight of a small selection of invited historic exotic vehicle owners as they raced around the estate track and grounds. In 1994, Charles added a second day to the event (Saturday), formally making it a weekend festival. In 1996, another day was added (Friday); and finally, in 2010, yet another day was added (Thursday) to accommodate a Moving Motor Show. You might think this sounds interesting, but I’m not done describing the events now held at this four day extravaganza, which hosts up to 125,000 ticketed guests each year.

The first and primary attraction is the **Hillclimb** timed race, quite like our Driver Education event, but with only one car on the track at a time. Oops, I did mention these are world renowned supercars, on an exclusive British estate track? So, perhaps only a bit akin to our DE...(Hope I made you laugh here). Each F1 supercar races against the clock: the winner is the vehicle and driver who has the greatest agility and speed to reach the end unscathed, and under their competitors' circuit time. The track record time is 39.9 seconds, set by Romain Dumas in 2019, driving a prototype electric Volkswagen ID.R. The record time for a Formula 1 car, 41.6 seconds, was set by Nick Heidfeld in 1999, driving a McLaren MP4/13. It is noted: Goodwood now officially has only F1 demonstrations. They demurely state that timed rounds were dropped for safety reasons, no additional details. This year's event is dubbed Shootout Sunday; an F1 legend and Indy 500 champ attests: "The Goodwood Festival of Speed Hillclimb was the narrowest, bumpiest, least grippy course I've ever driven. But I loved it!" Goodwood.com, 2020.

Goodwood also offers the F1 Pit Lane, allowing attendees to meet and greet these incredible cars and their fearless drivers—chatting with Tom Kristensen standing next to his Audi DTM or Jacky Ickx with his Ford GT-40; or viewing the famous Porsche 917 and shaking hands with its iconic driver, Dickie Atwood. Each of these men and their cars were at the 2019 festival. Anthony Reid driving the sponsored Chevron GR8 GT3 is scheduled for this year.

The second event (not held every year) is the extremely fun and quirky **Soapbox Challenge**, a downhill race for gravity powered cars. Bentley and McLaren participated in the 2013 challenge: their engineers using gravitational potential energy—stored in a 2.5 kg mass that sits atop a platform and is affixed by a ‘thread’ that is wrapped around the car’s rear axle (you probably understand this is a pulley system, that, as the mass falls the thread wrapped around the axle unwinds, and with gravity on a downhill lunge, turns the wheels and accelerates the car). This sounds a bit crazy, why would anyone propel a car with a weight and pulley? But I can assure you, upon researching this type of car, even Harvard’s Natural Sciences Department lectures on this very topic: the Gravi car. (I, too, am thinking about Fred Flintstone right now...)

The third event is the **New Rally Shootout**—along with the Forest Rally Stage: a demonstration area for the Rally cars and drivers—an impressive, complete circuit track through Goodwood’s forests. Cars start at timed intervals, and this year the competition drills down to a single winner-takes-all run. The circuit offers drama and excitement as British Rally Championship and World Rally Championship cars carve out the forests of West Sussex. Thinking of our DE, I wonder if they offer a “ladies’ day”? Just joking!

The fourth event is the **Supercar Run**, developed in 2000 (officially sponsored by

Michelin, Microsoft Windows, and The Times), this is a race circuit just for street legal supercars, with an option for a timed run...of course almost all entrants opt for the timed run. This event is extremely popular and now “the venue” for specialty car manufacturers to show off their latest supercar concepts and working models. Goodwood has also incorporated The Arena: where spectators can get as close as possible to these supercars as they drift around the track. They have also added The First Glance Paddock, offering literally a hands-on introduction to what’s new and blindingly fast.

The fifth event is the **Cartier Style et Luxe**, an ultra-high end auto show presented in a format similar to that of the Pebble Beach Concours d’Elegance. Entry is by invitation only. This auto show is judged by an eclectic mix of people—not just world-renowned car designers, but also a few famous Hollywood celebrities who just happen to be all manner of supercar junkies.

The sixth event is the **Moving Motor Show**, aimed exclusively for new car buyers, which allows manufacturers and potential owners a chance to test the cars on one of the courses.

And finally, there are other quite popular items: the FOS Futures Lab exhibit, advertised as “the hub of things to come”. Goodwood.com 2020. The Lab highlights the most innovative, forward-thinking visions of future technology: space exploration and manned flying racers, autonomous transport vehicles, and definitely crazy cool programmable robotics. Goodwood also offers captivating airshows: celebrating past and present with displays from the Battle of Britain Memorial Flight to the Red Arrows Royal Air Force team to The Blades aerobatic show. There is also extreme motocross: BMX and trail bike racing with Goodwood Action Sports; and at a few of the festivals, even Roboraces—remote controlled, driverless cars competing on one of the tracks, with a virtual passenger seat experience.

You may be wondering, how I came across this event. Some of you know I love art, and while researching for another article, I came across the central displays highlighted at each festival. These displays are MASSIVE works of sculptural art, erected on the Goodwood House front lawn: they are not only eye-popping, they are gorgeous feats of cars and physics. I love it!

Here are a few of the most interesting pictures that include Porsches:

Goodwood Festival 1998 – Porsche 50th Anniversary



Continues on next page...

Goodwood Festival 1998 – Porsche 50th Anniversary



I should note, each festival has a supercar manufacturer as host, who is highlighted throughout the festival and in the central sculpture. Porsche was the host in 1998, 2013 and 2018. I am completely enamored with this concept of a central sculpture. David Williams of Motoring says it best: "A Festival of Speed without its famous sculpture would be like a wedding without the cake, Christmas without the tree, or a Martini without the olive. It just wouldn't be the same." Motoring, May, 2011. I wholeheartedly agree! These front lawn sculptures, begun in 1993, were of a very modest fashion. The central display only reached the scope, scale, and sheer brilliance you see here when two timeless innovators teamed up: Porsche and internationally acclaimed sculptor Gerry Judah. Wow, what a collaboration they made, and what a precedent they set for Goodwood's future supercar hosts. As you may well imagine, the annual sculpture is now as big a talking point as anything else that goes on at the festival. (Music fans may have heard of Judah, known for creating mesmerizing settings for the likes of Paul McCartney, Michael Jackson, Led Zeppelin, Robert Plant and Jimmy Page.)

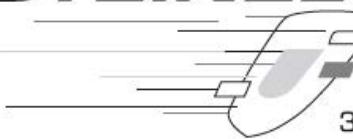
I am trying to convince Todd to plan a vacation around this Festival in an upcoming summer—can't wait! Please be sure to visit the Goodwood Festival website where they describe all the events. The Festival will be held this year but is postponed until September/October. If you would like to see all the sculptures, from Renault to Alfa Romeo to Lotus to Mercedes Benz to Mazda, and of course BMW, be sure to visit Wikipedia where they include a spreadsheet and pictures of all the annual sculptures. I am pretty sure you will want to see a few of these. I enjoy the Porsche sculptures, love the Mazda sculpture, and the one attributed to Bernie Ecclestone in 2017 is eye catching.

I hope you enjoyed this article. As always, it was a pleasure for me to bring you cars and art.

- S

The following sources were used for this article:

Goodwood.com, Wikipedia, Motorsport.com, Porsche.com

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AROUND THE ZONE

BY: LORI SCHUTZ



Hi Zone 4 Friends and Family,

Well we are sure in interesting times. Little did I realize that the DE Instructor Refresher Training in Cleveland on March 14 would be the last Zone 4 event for the foreseeable future. Depending on when this appears in your region publication, we may still be 'sheltering-in-place' until the COVID-19 threat is past us.

We sure did have a fun-filled event with our instructors and presenters. Thanks to Mid-Ohio Region for sponsoring the venue, and to Lori and Bob Bryant from Northern Ohio Region for their work in organizing the presenters, registration and catering. We had a strong turn out of over 50 in the room (capacity of 150—social distancing!) and 20 attended remotely via Zoom (that's a web conferencing platform, in case you didn't know).

On April 2, I had a Zoom meeting with most of the region presidents to check in and see how everyone is doing. A lot of common themes, with events being cancelled and discussion of the newsletters and websites. The good news is that everyone is healthy and safe. Some groups are using Zoom and other video platforms for monthly meetings, happy hours and social interaction that is safe and keeps us connected.

As we are spending more time at home, I hope you have seen the announcements about the SIM Racing program. Check out the latest at <https://pcasimracing.com/>. By the time you read this, the spring season may be complete. There will be more to come. Even the IndyCar series has gone iRacing this season. Stay tuned for more. Please stay safe and healthy, and I look forward to seeing everyone when we can gather once again.



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