

MAUMEE VALLEY REGION PORSCHE CLUB OF AMERICA



DER
RÜCKSPIEGEL



VOLUME 35

ISSUE 11

November, 2008



*for Porsche enthusiasts
in the Maumee Valley
since 1972*

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Photo on cover: Heather Downs
Country Club
Photo by Tom Isley

Vorschall!

Looking Ahead!

NOVEMBER

- 1&2 Mid-Ohio Drivers
Education
22 Holiday Party

Der RÜCKSPIEGEL

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Moving??

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

The 2008 MVR Chairs

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Pole Position

By Craig Zenil



It's November the 2nd..MVR's final day at Mid-Ohio and my last track day of the season. And, I've just been sent home early by our newsletter editor, Tom Isley, because I haven't submitted

my article yet for the November issue of Der Ruckspiegel! Actually he didn't send me home..but yes, it is my fault that you didn't get this as quickly as you're use to.

Speaking of Mid-Ohio, this was our fourth or fifth year now of having the first weekend in November as our assigned date by the track for a driver's education (DE). For many years we had a more predictable weather date in August, but the track moved us and there was nothing we could do. As it turned out, we've been really lucky with the weather and this year was absolutely the best! Temps were in the low 60's all weekend so the cars responded well to the cooler temps and our personal hydration wasn't a problem either.

Thanks to Chris Krauser, our Chief Instructor, and Jeff Vollmar, our DE Registrar, for the many hours of preparation they put into making Mid-Ohio the success it was. Tom Woodruff and Jack

Mechel also deserve recognition for volunteering their time to help the club and forgoing their opportunity to drive just to make the event a success..thanks guys! Our local partner, Vin Devers, also deserves a big "Thank You" for donating the shirts all participants of the event received. This year marked the 20th year MVR has conducted DE's at Mid-Ohio and Vin Devers was gracious enough to purchase the commemorative shirts for the attendees.

Following our holiday dinner at Heather Downs Country Club on the 22nd, we'll have our final business meeting of the year/"December Fiesta" at El Camino's at Sylvania and Douglas, on Thursday, December the 11th at 6:30 p.m. Please RSVP to Jeanne Krauser if you'll be able to attend. Depending on the quantity of Margarita's consumed, you may hear more about this year's events than you expected...

Thanks again for you support..I really appreciate it.

Keep the Porsche "Blink" alive,
Craig

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Business and Mexican in December

The December meeting
will be dinner at El Camino Real
combined with the Board Meeting

6:30 PM December 11
At the corner of Sylvania and Douglas in Toledo

Please RSVP to Ruth 419.422.6203 (ronrag60@yahoo.com) or
Jeanne 419.841.7984 (CPJMKrauser@juno.com)

Brand new Goodie Store

Maumee Valley Region
will be opening their new Goodie Store
just in time for Christmas shopping
at the Holiday Dinner on November 22.
Clothing, Dinnerware, Die Cast cars
And much more

MVR-PCA Business Meeting
October 11 at Vin Devers

Todd Mierzwiaak started off the meeting. He discussed a bill from Larry Erd for some vinyl clings of our club logo that were to go to Jeff Vollmer for the goodie store. Larry has a contact and prototypes ready for the goodie store. Jeff Vollmer, who is going to get the store going, said he will take care of it himself. Jeff's plan is to debug the goodie store at the Holiday Dinner and then move it to the club website and newsletter. Jeff gave us a list of items that he was thinking of starting out with. The company he is going to work with has a one time set up fee for our logo (s). It has many different items available with no minimum number for orders. We discussed which products and colors may do best with our club members. We also discussed "seed" money to get the store stocked initially. Jeff also told us of some good deals he had found on some smaller Porsche things. We also discussed the legal guidelines for use of Porsche's various logos.

Jeff next gave a financial report. The DE currently has about 20 signed up with another 25 still on the fence. We should be OK. Garages are half full and a good percentage of shirts are ordered. Mid-Ohio is asking we put our requests in soon for next year's track rental.

Secretary's report: We will need a new secretary for next year as I

will need to resign after six years.

Tom Isley reported success with new writers / reporters for Der Ruckspiegel. Vin Devers has put a link on their website to our club's website.

We may have room to expand four more pages in Der Ruckspiegel if we get a few more advertisers. We then kicked around several ideas for businesses who may be interested.

Next we discussed the price for dinner options at the holiday party. We went over a club subsidy for the evening and how that would work. As a side, the idea of publishing a financial report yearly was discussed. It was agreed it would be a good idea if explanations were included. We decided we needed, or wanted, to have appetizers and desserts included in the price for the holiday dinner. That would bring the price to \$40. per person.

Chris Krauser brought up end of year awards. President Craig Zenil told us about revolving trophies that they had at their previous region. Jeff and Jack brought up memories of our own club's trophies

The January annual planning meeting will need to be at someone's home since our Vin Devers meeting room would be too small. Chris and Todd both of-

(Continued on page 18)

Maumee Valley Region 2008 Calendar of Events

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

NOVEMBER

- 1&2 Mid-Ohio Drivers Education
- 22 Holiday Party

DECEMBER

- 11 MVR business meeting and member meeting at El Camino Real

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Holiday Dinner

Heather Downs Country Club
3910 Heatherdowns Blvd.
Toledo, Ohio

November 22, 2008 – Saturday Evening

6:PM Cocktails
7:PM Dinner

An invitation will be mailed in a few weeks.
Reservations are required. If you make a
reservation and do not attend you will still
have to pay. **Black Tie (optional)**



Ruth 419 422 6203
RONRAG60@YAHOO.com
Jeanne 419 841 7984
CPJMKRAUSER@JUNO.com



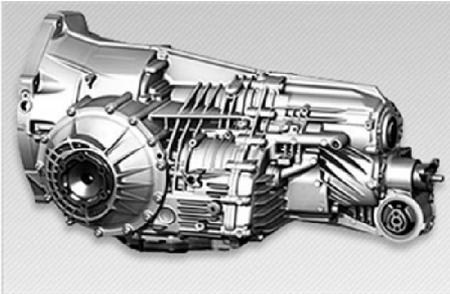
The MVR business meeting for December will be combined with the member meeting at El Camino Real on December 11.



Porsche Tech

Presented by Vin Devers Porsche of Toledo

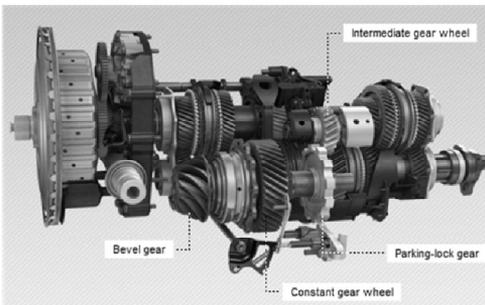
The Transmission



PDK is not the first double-clutch transmission system used by Porsche. Porsche worked on developing this type of transmission since the '70s. The first racing car with PDK was used in 1984 in the Porsche 956 at the Nürburgring, while Porsche had its first big win with this type of transmission in 1986 with the enhanced 962 in Monza. The main advantage over rival vehicles was that gearshifts could be accomplished without interruption in

traction. Series development was not possible at that time as control electronics systems and computer capacities in the '80s were not yet sophisticated enough to perform the complex control functions that were essential in meeting the comfort requirements for road vehicles. Now that these requirements have been met, PDK is ready to be used in more Porsche models—for improved sportiness and comfort!

The Porsche Doppelkupplung (PDK) is a combination of manual and automatic transmission. A special feature of PDK is that two



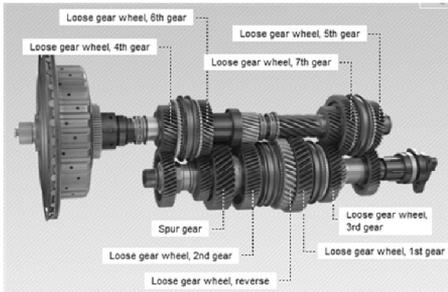
gears can be engaged at the same time. During driving operation, the power flow is transmitted via one of the gears, while the next potential

gear is already pre-selected. When shifting gears, the clutch for the active gear disengages

(Continued from page 10)

while the clutch for the pre-selected gear engages. This happens under load and is coordinated so that the power flow is permanently available.

Due to its rapid gear changes without any significant interruption in traction, the 7-speed PDK transmission offers much better driving dynamics than a conventional manual transmission, yet with the convenience of an automatic transmission. In principle, a PDK transmission is a parallel-switched transmission made up of two fully synchronized shift-



sleeve transmissions with the following characteristics:

The input shaft of one transmission is a hollow shaft. It carries the gear wheels for the even gears 2nd, 4th and 6th. With this transmission, power is transmitted via the inner of the two multiple-disc clutches.

The input shaft of the other transmission is a solid shaft that runs within the hollow shaft of the first transmission. It carries the gear wheels for the odd gears 1st, 3rd, 5th, 7th and reverse. With this transmission, power is trans-

mitted via the outer of the two clutches. Only one transmission at a time transmits power via the appropriate clutch during driving operation.

The gearshift characteristics of the PDK transmission are adapted almost continuously to the driving style and road-surface conditions using various measured values. An adaptation is performed only in Normal mode and sometimes in SPORT mode. No adaptation is performed in SPORT PLUS mode. When this adaptation is selected, the shift program not only takes the driving style into consideration, but also road resistance. Changes in road resistance are particularly noticeable when driving uphill and on downward slopes. In addition, the PDK control unit forms an altitude correction factor, i.e. since the volumetric efficiency of the engine decreases as the altitude increases, the driver automatically accelerates more and the transmission will switch to a more shift-conducive map. This is detected by the altitude sensor and the most efficient map is made available to the driver.

Launch Control

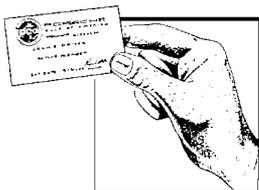
This function is available in SPORT PLUS mode both in selector-lever position "M" and "D" on vehicles with Sport Chrono Package Plus. There are a couple pre-conditions: The vehicle must be stationary, the brake pedal must be pressed and kickdown must be active.

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MVR/PCA Membership News

November 2008 - Club
Member Anniversaries

John and Janice Burchfield	40 Years
George Reiser	11 Years
Hugh and Kyle Grefe	9 Years
David and Caroline Bartoo	8 Years
Stephen and Mimi Spittler	4 Years
Gene and Kathleen Aufderhaar	3 Years
Timothy and Lois Hancock	2 Years
Jeff and Susan Diehr	2 Years
Armin and Catherine Hunger	1 Year
Joanie and Michael Barrett	1 Year
Gregory Germain	1 Year
Charles Roan	1 Year



New Members

No new members .

OOPS!
Non-renewals



Dan Burket
Christopher Dunbar

Did you forget to send your membership renewal into National? Won't you please take a moment now to send it in? We'd hate to lose you as members!

MVR Points

Maumee Valley Region elected Officers will be ineligible for end of year awards so that they, as a group, can decide who should receive end of year awards for Enthusiast, Rookie and Family of the year. Officers, will make these decisions based on attendance, participation and involvement in Maumee Valley and Zone 4 activities and be a reflection of both participation and contribution.

- 1 point for attending any PCA Zone 4 event reported to the MVR Secretary.
- 1 point for participating in an event such as an Autocross, Concour, Driver's Ed., etc and reported to the MVR Secretary
- 1 point for driving a Porsche to any PCA Zone 4 event reported to the MVR Secretary.
- 1 point for driving over 50 miles to any Zone 4 event reported to the MVR Secretary
- 1 point for helping with an event in a significant manner as reported to the MVR Secretary or Event Chair.
- 3 points for chairing or hosting an event reported to the MVR Secretary.

Note: To receive credit for attending or participating in an event outside MVR, but within Zone 4, a member must report on this event in the *Der RÜCK-SPIEGEL* as well as to the MVR Secretary

Greg Armstrong	1
Tony Armstrong	1
Bill Bauman	5
Judy Bellman	4
Marshall Bellman	3
Rich Brown	8
Susan Brown	7
Bruce Butcher	6
Diane Butcher	5
Bob Cryan	7
Charlotte Cryan	7
Larry Erd	20
Sally Erd	14
Dick Gobba	8
Shirley Gobba	8
Ron Gulliford	14
Ruth Gulliford	14
Gregg Herr	3
Doug Hileman	2
Deb Isley	19
Tom Isley	26
John Jennens	1
Suzanne Jennens	1
Darlene Kimple	10
Dave Kimple	10
Alan Kinker	5
Sandra Kinker	5
Chris Krauser	11
Jeanne Krauser	8
John Laube	3

Deb MacDonald	3
Pete MacDonald	3
Jack Mechel	14
Linda Mechel	12
Sarah Mierzwiak	14
Todd Mierzwiak	21
Barb Nolen	7
Richard Nolen	7
Bill Roan	7
Linda Roan	1
Connie Ryan	1
Bill Ryan	1
Chuck Schaub	3
Diane Schoen	14
Jim Schoen	14
Lisa Soriano	9
Michael Soriano	9
Caryn Tanner	16
Tab Tanner	16
Jeff Uhlman	3
Jeff Vollmar	8
Teri Vollmar	4
Ron Winters	1
Millie Woodruff	7
Tom Woodruff	22
Kathy Woodward	2
Marc Woodward	2
Craig Zenil	15
Laila Zenil	9

(Continued from page 11)

The function is triggered by releasing the brake pedal. PDK now enables optimum wheel traction for maximum acceleration.

Stress on components increases significantly when driving off at maximum acceleration in comparison with driving off "normally." In addition, there is a high temperature burden on the components in the clutches. To protect the components, this function may be disabled after a racing start (depending on the oil temperature). The dual clutches are cooled with the maximum cooling volume flow.

Overheating protection

The PDK transmission features a multi-stage overheating protection system in which a sensor, which is fitted above the hydraulic control unit, measures the oil sump temperature. The clutch temperature is also calculated based on the engine torque and the slip at the clutch. If there is a danger of overheating, a start-stop sensation is initiated by means of continuous opening and closing at drive-off and crawling speed, thereby prompting the driver to change the driving situation. Engine torque and kickdown revs are also reduced. This is not displayed in the instrument cluster, but a fault is stored in the control unit. If the temperature continues to increase, the engine torque and kickdown revs are reduced more drastically. The white warning "Transmission

temperature too high" appears in the instrument cluster and another fault is stored in the fault memory. If the temperature rises even further, the red warning "Transmission emergency run" appears and the Doppelkupplung is opened completely shortly afterwards. Another fault is stored in the fault memory. The vehicle will drive off, but not with the usual level of comfort. After implementing these measures, the transmission activates a special shift program in which gear changes are performed very slowly, with a high level of discomfort. If a certain temperature threshold is not reached, the transmission reverts to its normal program.

Warm-up program

The warm-up map is a shift program with raised gear-changing points. It heats the catalytic converters to their operating temperature as quickly as possible. The engine and transmission also reach their operating temperature faster as a result. The coolant temperature of the engine is checked when the engine is started. If this is less than approx. 20° C, the warm-up program is activated and is deactivated again when the coolant temperature is 30° C.

Crawling/Stationary decoupling

To ensure that the PDK transmission behaves in the same way as a Tiptronic transmission when driving off, clutch 1 is already

(Continued on page 15)

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slightly engaged so that the transmission becomes positively engaged and must be held by the brake. If only slight throttle is applied, the vehicle drives off very comfortably and generally smoothly. Driving off at a higher load results in a higher drive-off power. When the vehicle stops, the clutch is opened when the brake is pressed. The clutch is slightly engaged to make full use of crawling. This also reduces fuel consumption.

Smooth hill starts

A Drive-Off Assistant is used as standard both on vehicles with manual transmission and on vehicles with PDK transmission. It allows drivers to take off comfortably and smoothly on a slope without rollback. The system automatically detects that the vehicle has come to a standstill on a slope. When the driver now switches from the brake pedal to the accelerator pedal in order to drive off, the Drive-Off Assistant maintains the set brake pressure for as long as it takes for the vehicle to pull away up to two seconds. This prevents the vehicle from rolling back while the driver is switching pedals.

The Clutch

Very fast and economical

The double-clutch or Doppelkupplung, which is positioned directly at the transmission input, is a central module of the PDK transmission. With its wide range of

technical features, it meets the functional requirements of the transmission control system, thereby shaping the special character of this transmission concept. Very fast response times, a low mass inertia and good, comfortable friction values, combined with good fuel economy, allow very sporty driving with highly dynamic gear changing, or comfortable cruising. Low drag torques even at low temperatures as well as highly consistent clutch speeds guarantee comfort and excellent sportiness, but are also important safety requirements.

Disc packs activated separately

The PDK transmission transfers the engine torque from the dual-mass flywheel via the profile of its input shaft and passes it through the housing cover of the dry chamber into the wet chamber and on to the clutch primary. The clutch disc packs are arranged concentrically and are actuated via a hydraulic transmission control system. When the outer disc pack is activated, the engine torque is sent to the transmission with the odd gears and reverse gear. When the inner disc pack is activated, the torque is sent to the transmission with the even gears. Both clutches have low centrifugal force compensation and can be actuated and operated with slip regulation independently of each other. Since PDK is not fully slip-regulated in any operating state,

(Continued on page 18)

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(Continued from page 15)

the vehicle must be held with the brake when in gear to prevent it from rolling away.

Temperature control via oil flow

Porsche Doppelkupplung (PDK) is a so-called wet clutch. This does not mean that the clutch is immersed completely in an oil bath, but rather that it is cooled by a separate oil flow while heat is being produced—as when driving off and during gear changes. Clutch cooling and clutch control are activated at the same time. The cooling oil flow is regulated by a control valve on the hydraulic control unit. As soon as the clutch engages, the cooling oil flow is switched off. The clutch chamber then only contains oil mist. The drag losses that occur are not much higher than in a dry clutch.

Ryan Devers

(Continued from page 7)

ferred their homes.

The next business meeting is going to be in December at El Camino Real in a private room.

Craig announced that Roy Wilkinson wants to meet November 23rd to discuss DE challenges facing our PCA zone.

The Vice President usually picks up the door prizes for the holiday party. With Larry out of town we formed a back up plan.

There being no other business we adjourned.

Tom Woodruff MVR Sec.

....the Checkered Flag!

The weather for the Drivers Education at Mid Ohio was fantastic. The turn out was good and all had a lot of track time. Jeff and Chris did a wonderful job of putting it together and running the weekend. Deb and I took the 968 down and had two really good days of track driving. We both learned a lot about how the car handles. Should have some pictures and details in the next edition.



The Holiday party will be coming up real soon. See the flyer on page 9 for more information.

Reading the Porsche Tech article on the new PDK transmission was quite interesting. I can't wait until I get a chance to drive a car with it installed. Another innovation from our friends at Porsche.

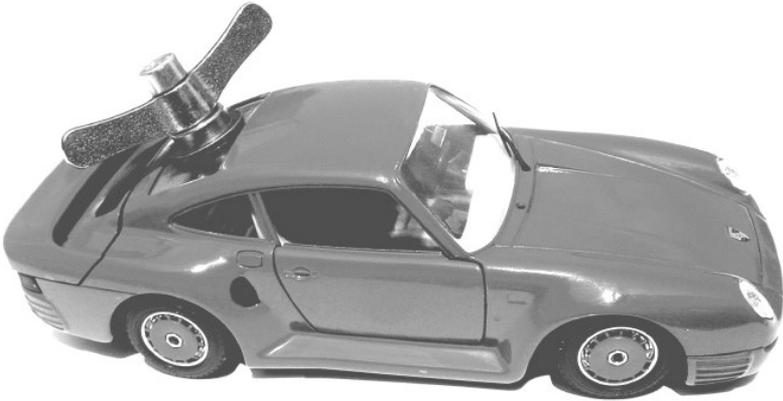
Check out our new advertiser Blue Frog Parts. Their ad is on page 16.

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

...from the Editor



As summer winds down...



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