

MAUMEE VALLEY REGION PORSCHE CLUB OF AMERICA



DER RÜCKSPIEGEL



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November 2010



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Photo on cover: Jim Schoen and Jeff Vollmar at Mid Ohio
Photo by Tom Isley

Vorschall!

Looking Ahead!

NOVEMBER

19 Holiday Party at the Toledo
 Museum of Art Glass Pavilion

DECEMBER

9 Rosie's Italian Grill

Der RÜCKSPIEGEL

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Moving??

Please drop Rich Brown (rsbrown@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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Schnell Fahrspur

By Todd Mierzwiak



We just got back from a terrific weekend down at Mid Ohio Sports Course. The weather was absolutely perfect with 60 degree weather and sunny skies the entire time we

were there. The club had a great turnout with almost 60 participants enjoying the instruction. We had quite a few new faces join us including Jim & Diane Schoen in their Cayenne, Bob Harris in his 944 Barney Stewart in his 944. Thankfully we didn't have any problems with car casualties. I got a chance to "stretch" the 911 Turbo's legs out on the track and she performed flawlessly.

I am sitting in the Schipol Airport typing away right now, which is located just outside of Amsterdam waiting for our final leg to get to Dubai. It has been a long day so far with over eight hours of flight under our belt, a six hour layover and then an additional nine hours of flight time to Dubai International Airport. We got into Schipol at 6:00 and decided to take the Metro into downtown Amsterdam to see the city sites. As we got downtown, the city was just starting to wake up. We sat at a small café and watched trucks dropping off fruits/vegetables to the local businesses and young people bustling to work. Sarah & I walked

the narrow city streets enjoying views such as the canals, architectural designs and the vendors.

Once we arrive in Dubai, we have one day to rejuvenate and then the four of us are headed on Saturday to the Abu Dhabi F1 race which is about 90 miles from Bob and Charlotte's apartment. I can't wait to see the new track that was just recently completed. I'm sure that plenty of pictures will follow.

Next weekend is our annual Christmas Party at the Toledo Art Museum Glass Pavilion. I'm sorry that we won't be able to attend since we will still be in Dubai. We have some new officer positions for next year that include Michael Soriano serving as President, Diane Schoen as Vice President, and Tony Calabrese as Secretary. In addition, we will have some new chair positions such as Bob Harris/Barney Stewart co-chairing the Membership position and Tony Calabrese will be taking over the reins from Jeff Vollmar as

(Continued on page 20)



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MVR Holiday Dinner

FRIDAY

19 November 2010

6PM

Toledo Museum of Art Glass Pavilion

January 29 6:30 pm
Planning Meeting at the Krausers

3618 Rose Acres
Toledo OH 43615

RSVP

Jeanne Krauser 419 841 7984 or CPJMKrauser@JUNO.com

Please bring a dessert, appetizer or side

Maumee Valley Region 2010 Calendar of Events

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

NOVEMBER

19 Holiday Party at the Toledo
Museum of Art Glass Pavilion

JANUARY

29 Planning meeting

DECEMBER

9 Rosie's Italian Grill

The planning meeting will soon be upon us. This will be your opportunity to volunteer to host or plan an event in 2011. Be sure to watch this space for more information.

December 9th 6:30 pm Rosie's Italian Grill

606 N. McCord Road
Toledo OH 43615
Thursday 6:30PM

RSVP

Jeanne Krauser 419 841 7984 or CPJMKrauser@JUNO.com

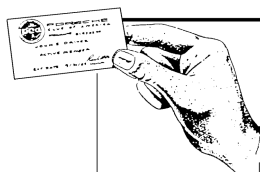
Or

Lisa Soriano 419 215 3333 or MRS.LISASORIANO@JUNO.com.

MVR/PCA Membership News

November 2010 - Club Member Anniversaries

John and Janice Burchfield	42 Years
George Reiser	13 Years
Daniel Shepherd	11 Years
David and Caroline Bartoo	10 Years
Steven and Mimi Spitler	6 Years
Jeff and Susan Diehr	4 Years
Joanie and Michael Barrett	3 Years
Greg Germain	3 Years
Charles Roan	3 Years
Alan and Cheryl Summers	2 Years
Christopher Combs	1 Year
Brian and Kim Reece	1 Year
Tom and Debi DeHaven	1 Year



New Members

Chris and Mary Heidenreich from Toledo, driving a 1990, black 964.

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



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

MVR 2010 Point Totals as of 11/1/2010

Mohamad Almarsi	1
Paula Baker	3
Mark Baker	3
Bill Bauman	12
Judy Bellman	6
Marshall Bellman	6
Susan Brown	1
Rich Brown	2
Sue Burrow	3
Mark Burrow	3
Diane Butcher	11
Bruce Butcher	13
Tony Calabrese	3
Pete Callaghan	1
Traci Coleman	1
Pariss Coleman	1
Bob Cryan	5
Deb DeHaven	2
Tom DeHaven	2
Sally Erd	2
Larry Erd	2
Sharon Gargas	1
Ron Gargas	1
Greg Germain	1
Shirley Gobba	7
Dick Gobba	7
Shanda Gore	1
Ruth Gulliford	5

Ron Gulliford	4
Kim Harris	8
Bob Harris	13
Carol Hauser	1
Dave Hauser	1
Tom Housekeeper	1
Greg Herr	6
Chip Holst	6
Deb Isley	18
Tom Isley	17
Suzanne Jennens	5
John Jennens	7
Sandra Kinker	10
Alan Kinker	14
Jay Kjoller	1
Jeanne Krauser	13
Chris Krauser	13
Barb Lederman	3
Rick Lederman	6
Michael Levison	1
Deb MacDonald	1
Pete MacDonald	1
Linda Mechel	11
Jack Mechel	15
Sarah Mierzwiak	8
Todd Mierzwiak	15
Barb Nolen	3
Richard Nolen	3

Linda Roan	7
Bill Roan	8
Chuck Schaub	3
James Schenk	9
Diane Schoen	14
Jim Schoen	12
Lisa Soriano	17
Michael Soriano	21
Janet Sternfeld	1
Bill Sternfeld	1
Beth Stewart	9
Barney Stewart	15
Caryn Tanner	4
Tab Tanner	4
Jeff Uhlman	2
Steven Uhlman	1
Teri Vollmar	5
Jeff Vollmar	12
Brian Walsh	7
Missy Walsh	5
Marcia Woolf	1
Leighton Woolf	1
Millie Woodruff	5
Tom Woodruff	8
Kathy Woodward	2
Marc Woodward	2
Laila Zenil	4
Craig Zenil	11

The Battery

by Pedro P. Bonilla (GCR PCA)

In this chapter of our tech articles, let's talk about a slippery subject:

Engine Oil.



And I mean slippery in the full sense of the word because it has been the subject of many, many discussions and opinions. Therefore I'll try to stick to the facts.

Engine oil is mainly a lubricant, but it also serves several other important functions such as: cooling, cleaning and protecting from corrosion the different internal engine surfaces that it bathes. To be able to perform these functions, special

additives are mixed into the base oil. These additives are mainly: detergents, multi-viscosity additives, emulsifiers, anti-foaming agents, polymers, anti-wear formulations such as ZDDP (Zinc DialkylDithiophosphate), etc.

But some of these additives, such as phosphorus (contained in ZDDP), which is an excellent anti-wear agent, with time, can also cause damage to the catalytic converters. Because of this, the automobile

manufacturers and the emissions-regulating agencies have forced the oil companies to reduce the amount of phosphorus (and other additives) in their oils.

Products that meet the new ILSAC (International Lubricant Standardization and Approval Committee) GF-4 Specification, must have phosphorus levels at less than 800 ppm. The ILSAC-G4 Standards was jointly developed and approved by Japan Automobile Manufacturers Association, DaimlerChrysler, Ford and GM.

Because automobiles and internal combustion engines are used in different and varied environments, from the sub-freezing arctic to the scorching desert, the engine oil must be able to adapt to those extreme-at-time conditions. Hence the multi-viscosity feature which means that the oil will have a particular viscosity at low temperatures and another at high operating temps.

This is necessary because the oil needs to be thin and circulate through the engine quickly at start up and it must also have thicker characteristics when hot to provide the needed protection at operating temps.

Viscosity, simply put is how thick or thin an oil is at a certain temperature.

Viscosity ratings are regulated by SAE (Society of Automotive Engineers)

In a particular oil, its viscosity is

expressed by numbers and/or letter.

There are single grade (single weight) and multi-grade (multi-weight) oils on the market although the majority of our vehicles now use multi-grade formulations.

There are also Standard Petroleum Oils, Synthetic Oils and blends of both.

In multi-grade oils, the first number and the letter W (winter) refer to the oil's viscosity when the oil is cold. For example: 0W, 5W, 10W, 15W, etc., where the higher the number the more viscous the oil is at low temperatures.

The second number refers to the oil's viscosity at high, operating temperature. For example: 30, 40, 50, etc., and again, where the higher the number, the higher the viscosity for that temperature range.

Lately, low viscosity (thin) oils have become the OEM (Original Equipment Manufacturer) norm. This is so, because of two main reasons:

1.- The lighter the weight of the oil in the engine, the less internal friction there will be which in turn allows the engine to make a bit more HP and offer a little better MPG numbers. The main reason behind this is that the auto manufacturers are forced to reach certain environmental CAFE (Corporate Average Fuel Economy) numbers.

The down side is that the thinner the oil, the less protection it provides, so there's a very delicate balancing act between an oil's weight and the protection it offers the engine components.

2.- Bearing, piston-to-cylinder and gear-to-gear clearances have become smaller because of better metallurgic and manufacturing methods. Using thicker oils may interfere with oil flow and increase oil pressure. In older (worn) engines it's generally better to use a higher viscosity oil because the clearances have become bigger.

Oil gets degraded with use, mainly because of gasoline and carbon blow-by and because of the high temperatures and pressures it is subjected to.

That's why oil needs to be changed on a regular basis, to remove all those contaminants which, if left in suspension, in time will turn the oil acidic, causing then damage (corrosion) to the engine's internals.

Each manufacturer has an oil change recommendation for each particular model, which, in my opinion, should be the worst-case scenario for replacing.

When the factory fills a car with oil they don't know under what specific conditions the car will be used, so they use a "blanket" oil: 0W40. Many people tend to stay with what's offered by the factory, thus they will replace their oil with the same, original 0W40 Mobil 1, but based on the above, one should consider one's physical location (weather) as well as the type of driving done in order to select the best possible oil.

Many times the particular brand of oil is irrelevant, since they need to be approved under the same regulations, most of the brands have com-

(Continued on page 14)

Howard

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(Continued from page 11)

patible products with each other, and even though the factory recommends using Mobil 1 oils, they also produce a "Porsche Approved Oils List" which includes tested and Porsche-approved off-the-rack oils for different regions of the world.

In our sunny South Florida "paradise" we don't need to worry about the lower end of the thermometer's scale, since it will rarely dip below 50 degrees. Because of this we shouldn't even look at 0-weight oils. Also, the top-end of our thermometer's scales tend to stay high, especially during the long summer months.

I generally recommend to my local customers 10W40 oil and in my car I personally use 15W50. I find that after 100,000 miles, switching to the heavier multi-viscosity formulations gives better protection against wear

because of the looser clearances, it also cuts down on rear main seal leaks and on sporadic puffs of smoke on startups.

For my personal car, a 1998 Boxster, Porsche recommends replacing the oil once every year or 15,000 miles, but in my Baby the oil and oil filter get changed every 7,500 miles or less. This formula is working just fine, since I just clocked 193,000 smiles on the odometer with almost 12,000 of those being hard track miles.

For the complete Porsche List of Approved Oils and additional information on oil changes and other topics, feel free to visit the DIY pages of my website:
www.PedrosGarage.com.

Happy Porsche'ing,
Pedro

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******SAVE THE DATE******

ROAD TRIP to the 2011 DETROIT AUTO SHOW

January 15, 2011

Ron Carr, Zone 4 Rep.

I would like to celebrate the return of Porsche Cars North America to the North American International Auto Show being held in Detroit, Michigan at the Cobo Hall Conference & Exhibition Center Jan. 15-23, 2011. They have been absent from the show since 2007 but have decided to return in 2011. The show opens to the public on Saturday, January 15th, 2011.

I thought it would be fun to plan to gather at the Porsche Display at noon on Saturday for a Zone 4 "Meet and Greet", look at the cars, take some photos, and generally provide some support for PCNA and the local dealerships.

Because of the distance to Detroit for many Zone 4 members, I will help to coordinate the following weekend events for those Regions that would like to make this a "weekend destination event":

- Block of hotel rooms for Zone 4 members (possibly at the Dearborn Inn (Marriott) near the Henry Ford Museum),
- Parking at the Henry Ford Museum with Shuttle Bus service to and from Cobo Hall,
- Dinner gathering on Saturday Evening at the Hotel for all Zone 4 members (Individual Pay),
- Tour of the Henry Ford Museum and Automotive Hall of Fame on Sunday before returning home.

Several regions have done this as a very successful event weekend in the past- it can be a great family weekend adventure in the midst of winter. I will leave the details of the event to each region to organize what their membership might like to do. Let me know if you are interested and if I can help in any way. I will send more information to the Regions as we settle some of the details. I will provide additional information in December and early January to the Region newsletters, websites, and Email Blaster.



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Did you Know.....

That a 911 Porsche's six cylinder engine can hold up to twelve quarts of oil, and some models have two oil filters.....

That an under inflated tire will run hotter, wear out sooner and give you less fuel economy.....

That older British cars used a positive ground on there electrical systems, All other cars made use a negative ground.....

Synthetic engine oil can last twice as long in an engine when compared to conventional oil....

That a clean car is a happy car!



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2012 Porsche Cayman R Makes World Debut at Los Angeles Auto Show

New mid-engine coupe takes its purist cue from Boxster Spyder

ATLANTA – November 17, 2010 – Featuring 121 pounds less weight and the most horsepower available in a mid-engine Porsche, the 330-hp Cayman R has been created for one reason: pure driving dynamics. With its highly-tuned sports suspension and vigilant attention to weight savings, the third Cayman model offers an even more precise driving experience than the “standard” Cayman S. A direct descendant of the famous 1950’s 550 and 1960’s 904 mid-engine, high-performance Coupes, the 2012 Porsche Cayman R is celebrating its world premiere at the Los Angeles Auto Show November 17, 2010.

Light and Powerful

The newest member of the mid-

engine family features the highly efficient 3.4-liter six-cylinder Direct Fuel Injection (DFI) boxer engine found in the Cayman S, but produces 10 more horsepower. With a six-speed manual transmission, the Cayman R sprints from a standstill to 60 mph in 4.7 seconds, two-tenths of a second faster than the Cayman S. With the optional seven-speed dual-clutch PDK (Doppelkupplungsgetriebe) transmission and the Sport Chrono package, the exercise is reduced to 4.4 seconds. Top track speed with the manual transmission is up by 3 to 175 mph (282 km / h), 174 mph (280 km / h) with the PDK.

The main objective in the concept

(Continued on page 20)

Announcing the 2011 officers and chairs

New to the position for 2011

President	Michael Soriano
Vice President	Diane Schoen
Secretary	Tony Calabrese
Membership	Bob Harris/Barney Stewart
Drivers Education	Tony Calabrese

Remaining in their 2010 positions for 2011

Treasurer	Jeff Vollmar
Autocross	Greg Herr
Concours	Jim Wilson
Historian	Bill Bauman
Newsletter	Tom & Deb Isley
Advertising	Todd Mierzwiak
Safety	Alan Kinker
Social	Jeanne Krauser/Lisa Soriano
Technical Advisor	Alan Kinker
Goodie Store	Jeff Vollmar
Web Master	Janet Sternfeld

US customers give Porsche top marks

from PorschePurist.com: The Cars, Products and LifeStyle by Pepper Girl

The plant that manufactures the Porsche 911 has received the Silver Plant Quality award for Europe in the 2010 Initial Quality Study. In several studies conducted by US marketing information company J.D. Power and Associates, customers gave top marks to plant that builds the classic sports car from Dr. Ing. h.c. F. Porsche AG, Stuttgart.

In the "Automotive Performance, Execution and Layout Study (APEAL)", Porsche defended its top ranking in the study: The APEAL study determines the attractiveness of vehicle performance, execution, layout, and design for vehicles sold in the American market. The Por-

sche brand received the highest numerical score among all brands in the 2010 APEAL study. To do this, around 82,000 new car owners, whose vehicles have been registered between November and February, are polled each year. Aspects such as the practicality and comfort of the vehicles are also taken into consideration in addition to vehicle dynamics and design.

Porsche also received top marks in the 2010 Initial Quality Study and the 2010 Vehicle Dependability Study, receiving the highest numerical score among all brands measured in the study.

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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(Continued from page 17)

and execution of the Cayman R was to improve the already energetic two-seater through a systematic reduction in weight, thereby increasing performance, driving dynamics and agility. With a DIN unladen weight of 2849 lbs. (1295 kg), Porsche engineers were able to achieve a power-to-weight ratio of 8.58 lbs. per hp (3.9 kilograms per hp) and with 8.8 lbs per hp (4 kilograms per hp) with the PDK.

More from Less

The greatest savings comes from the use of lightweight components and the omission of certain standard equipment not directly associated with driving performance.

In addition to the removal of the A/C and stereo, the driver-focused Cayman R utilizes a sports suspension system that lowers the Cayman R by 20 mm, helping lower center of gravity. Optional on the Cayman S, the Cayman R comes with a standard limited slip differential, front and rear spoilers from the Cayman AeroKit and special lightweight 19" wheels also found on the Boxster

Spyder.

Lightweight aluminum door skins, carbon-fiber backed sport bucket seats and interior door panels from the 911 GT3 RS also contribute to the weight reduction. Black-framed halogen headlights, contrasting side mirrors and decorative "PORSCHE" side-stripes add to the unique appearance.

The 2012 Cayman R goes on sale in February 2011 and U.S. base pricing is \$66,300.

(Continued from page 5)

the DE chairman. This is exciting that we have a whole new group of energetic people will to infuse some new ideas. This only serves to keep our club a viable and growing organization!

I hope to see everyone next month at Rosie's Italian Grill.

Remember to keep the blink alive !!



Maumee Valley Region Mart

*Clean out your garage.
Advertise here.*

Reminder: Items for sale can also be sent to our webmaster at jms1@sev.org for those interested in putting their ad on the MVR web site.

Track Car: 1987 Porsche 944 Turbo (951) prepared by Steinel's with recent rebuilt motor. Many upgrades prepared for SCCA F Class racing. Specs And photos are available upon request. Asking \$16,000 firm just reduced to sell. Ahmad Zakeri, MD 419-324-6732 or 419-578-4360

1990 911 C2 62,000 miles excellent condition no accidents black / black contact Doug Eggleston 517 423-2715 days. Asking \$18,500.00

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....the Checkered Flag!



The drivers education was a big success this year. Turn out was very good and the weather cooperated. There will be report on the event in the next edition of the der Rückspiegel.



It was not such a good weekend for me as I hit a deer on my way to the track. This happened just right where US23 and US30 meet. The deer came out of nowhere (they always do that) and he took out the right front and windshield. I am fine and the car can be fixed. I guess this is a bad time to be driving near dawn or dusk.

The holiday dinner at the Glass Pavilion is right round the corner and if you did not sign up you are going to miss a another fine event arranged by the Social Team of Lisa and Jeanne. They have put in a significant amount of time putting this together.

If you look at the points list on page 9 you will see that there has been quite a few members that have been to at least one event this year. It is an example of the PCA motto that *"it's not just the cars, it's the people"*.

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

.....the editor

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SERVICE/MAINTENANCE/PARTS
PORSCHES - OF COURSE - OTHER MAKES WELCOME

John Jennens - Owner
4419 Section Rd.
Ottawa Lake, MI 49267
ybslo@bex.net

State Licensed and Certified
Member IATN (International Automotive
Technicians' Network)
Durametrics Diagnostics
Porsche Club Member

Just 2 mi. North of Toledo - Next to Suburban Aviation
419.356.3960



Der RÜCKSPIEGEL

Tom and Deb Isley
2847 Secretariat Rd.
Toledo OH 43615

Address Service Requested

First Class

NOVEMBER

19 Holiday Party at the Toledo
Museum of Art Glass Pavilion

DECEMBER

9 Rosie's Italian Grill

JANUARY 2011

29 Planning meeting