

der Rückspiegel

November 2020





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der RÜCKSPIEGEL

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Deadline for copy is the 10th of the month for the next month's issue.

On the Cover: L&M 917/10 by Michael Soriano

der RÜCKSPIEGEL is the official publication of the Maumee Valley Region, Porsche Club of America. Opinions stated are those of the authors and do not necessarily represent the position of the Maumee Valley Region or Porsche Club of America. Back issues of der RUCKSPIEGEL are available at mvr.pca.org/back-issues/.

Historical newsletters (May 1972-December 1975) are also available, thanks to our club historian, Bill Bauman. Send pictures and articles to: derruckspiegel@gmail.com

Newsletter layout happily provided by Sebastian Gaeta

der RÜCKSPIEGEL

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EDITORS' NOTE

BY: GREG ARMSTRONG & JOE SHEAMER

Dear der RÜCKSPIEGEL Readers,

The benefits of hindsight are overstated in our opinion. Since time travel probably isn't a thing, hindsight may only help in rare instances when the exact same situation with all of the same variables exists and the option to do something different presents itself. The sad part is that the outcome usually doesn't change anyway. We bring this up because we had already conceived, diagrammed, and tested (don't tell anyone) our Driveway Challenge concept mentioned in a previous note before we had learned about our second place in class II for the newsletter and first in class II for Best Cover—thanks to Michael Soriano's amazing pic! Had we known about our podiums months ago we never would have put the idea of a Driveway Challenge in print. The newsletter awards are a tremendous relief to us because we haven't yet won any DEs this year and time is running low. We think this might also mean some cool trophies for the editorial offices. We know a guy named Michael who makes some.

“The next step, and this is quite critical, is to get those of you who have ideas to share them with the rest of us. This can be done by sending an email to us or anyone on the Board who can forward the messages to us”

Armed with the current information that people outside of MVR are watching what we do with the newsletter, we probably still would

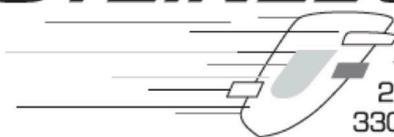
have gone ahead with presenting our competition concept to the membership. Our hope is that our zany ideas may inspire some of you to come up with safer events for all of us to participate in. The next step, and this is quite critical, is to get those of you who have ideas to share them with the rest of us. This can be done by sending an email to us or anyone on the Board who can forward the messages to us. If you didn't read the previous note or don't remember it because it was so last month and don't have any idea what we're talking about, just pretend you didn't read any of this note either and then it will all make sense.

It is not easy to come up with content when so many content generating activities have been cancelled, but we keep trying. Just in case we get in trouble for our Driveway Challenge and have to visit a non-extradition country for a while, it has been an honor and pleasure to work on the newsletter. We will make every attempt to secure a wireless connection so that we can continue our work if we do have to disappear for a while.

**Greg Armstrong
& Joe Sheamer**

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BY LISA SORIANO

Michael and I recently attended the Fall Planning meeting for next year's Parade, which will be held in French Lick, Indiana from July 11-17, 2021. It is an easy drive from our area with beautiful scenery and a fantastic resort. This is the perfect opportunity to experience PCA's premiere event for a couple of days or the entire week. Information can be found on the parade website: www.porscheparade.org.

On October 18, Beth and Barney Stewart organized a Color Tour through the Irish Hills of Michigan. A large number of members registered for the event, and I hope those of you that attended had a good time.



For the past several months, I have been highlighting events being aired on PCA's YouTube channel. In early October, the name of the channel was changed to Porsche Club of America, making it easier to locate when searching YouTube. Here is the direct link: <https://www.youtube.com/PorscheClubofAmerica>. Since my last article, there was a Tech Tactics LIVE episode about Winter Tires and several Sim Racing events.

A few years ago PCA adopted a new motto, "Fueled by Volunteers!" While I have thoroughly enjoyed serving as Region

President, my term is coming to an end, and it is time for us to begin looking for the next group of talented individuals to run this organization. Please consider utilizing your immense talent to help continue building this wonderful organization. Feel free to contact me, an officer, or any of the Board Members to volunteer or nominate an individual to any position.

I am always available to answer any questions or listen to any comments or suggestions that you may have. My email address is LSoriano.pca@gmail.com

Please continue to be safe, and I look forward to seeing everyone soon!

Thanks,



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MVR Did You Know?

by Sarah Mierzwiak

Hello everyone!



Photo credit: Lisa Soriano

Well, it has been quite a time lately...I have seen dozens of 2020 memes on the net, as you probably have. I bet you would agree, every single one seems to apply. (I like the socks the best ... if you follow any of these memes, you know to what I refer.)

Luckily, MVR and many other Porsche clubs have been able to host some pretty terrific Driver Education events at various race tracks around the region. Porsche Club of America is a terrific partner in

helping all of us get these events hosted and enjoyed by hundreds of drivers. If you read September's newsletter, you enjoyed an overview of our DE at Grattan



Photo credit: Michael Soriano



Photo credit: Todd Mierzwiak

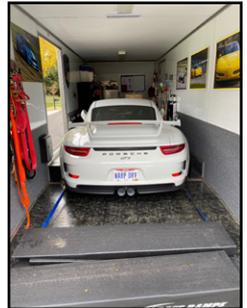
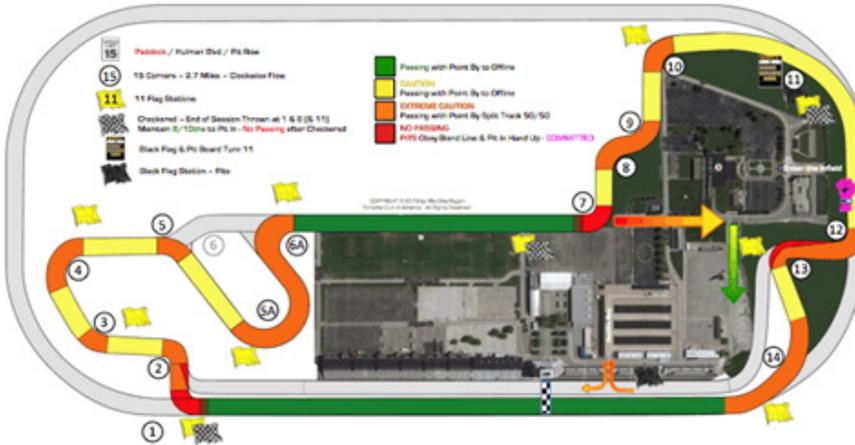


Photo credit: Todd Mierzwiak

Raceway, held the last weekend of July. Kudos to all who helped make it a success for MVR and our loyal participants.

So, I thought to take just a bit of time to tell you about another exciting DE that we attended this past weekend at "The Brickyard"—the Indianapolis Grand Prix Circuit. This annual event is hosted by Mid Ohio Region and boasts a whopping 250 participants. Each year MVR has a small but strong contingent attend, a few as instructors and a few as students. This year's attendees included: Chris Krauser, Todd Mierzwiak, Michael Soriano, Bram Masterton, and Joel Holland. As you may know, the Indianapolis Grand Prix Circuit is an exciting road course to drive—checking in at 2.7 miles with 15 separate turns, the track utilizes a part of the IMS Oval at turn eleven and at the front straight. Our guys clocked some terrific times: Bram at 1:51 in his ZL1 Camaro, Todd at 1:55 in his GT3, and Chris at 2:03 in his Cayman. That is some really fast driving my friends...the

MORPCA Indy Grand Prix Track Map



gents easily reached 155 mph on the front straight. I've included the Grand Prix track map for you to peruse; and as you can see there are a number of turns that certainly challenge any car's braking systems while offering the ultimate rev to every driver's soul!

We give a big shout out to MOR—Great Job! for successfully hosting a safe, fun, and Covid compliant event for drivers from as far away as Virginia, South Carolina, and even that great state of Texas. We are always thankful when our drivers come home safe and sound!

I thought you might like to know a little bit about one of the most famous race tracks in the country, so here's a quick overview of the more interesting facts:

The track was first built in 1909 by four Indiana businessmen: Carl G. Fisher, James A. Allison, Arthur C. Newby and Frank H. Wheeler—who pooled their resources to build the Indianapolis Motor Speedway as an automobile testing ground, to serve as a common testing facility for the rapidly growing local automobile industry. Dozens of companies like Marmon, Cole, National, Marion, Overland and even Duesenberg were operating in and around the city limits. By 1913, Indianapolis ranked second in the country, just behind Detroit, in terms of automobiles produced. This “motor parkway” as it was called, was built on 328 acres of farmland just outside the city limits. At 2.5 miles from start to finish, they kept the design simple: two long straightaways and two gradual turns, permitting

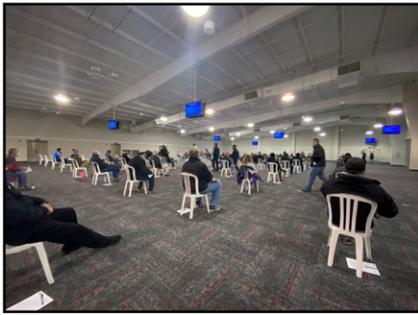


Photo credit: Lisa Soriano



Photo credit: Todd Mierzwiak

der RÜCKSPIEGEL



any automobile to be tested to its fullest extent. As you may expect, the focus of the facility soon turned to racing, allowing manufacturers the opportunity to give the general public a “stripped down” view of the same vehicles that could be purchased from the showroom floors.

A few other cool historical items to know:

- The first official race was held in 1909, and at a total length of just five miles. Austrian engineer Louis Schwitzer won with an average speed of 57.4 mph. Twelve thousand spectators attended.
- The track’s initial surface was made of crushed rock and tar—which easily proved to be a disastrous choice as it broke up in a number of places, causing the deaths of two drivers, two mechanics, and two spectators.
- The track surface was immediately replaced with 3.2 million paving bricks, hence the nickname “The Brickyard”.
- Low attendance in the early years forced the owners to regroup, focusing on a single, longer race with a much larger prize: \$14,250. And so, after these important changes were made: May 30, 1911 was the inauguration of the Indianapolis 500. Ray Haroun won the grueling event, driving at an average speed of 74.59 mph. This 6 hour and 42-minute race was an immediate hit, drawing fans and press from around the country.
- Today, the Speedway is owned by someone you’ve heard of: Roger Penske. Of course you also know Mr. Penske has quite a stellar reputation in all things cars and racing...and if you didn’t know, is estimated to have a net worth of over \$1 Billion.



All Photos on this page by Todd Mierzwiak

I hope you enjoyed this article! I want to thank the following sources for my information: Todd Mierzwiak, Indianapolismotorspeedway.com, Wikipedia.org, and History.com. 

MVR/PCA MEMBERSHIP NEWS

Primary Members 180
Affiliate Members 127
Total Members 307

Moving?

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

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



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TECHNICAL Q&A

BY: PCA TECHNICAL COMMITTEE

TAKEN FROM PCA TECH Q&A

EDITED AND COMPILED BY: MIKE VALENTINE

Do Modern Day Porsches Still Require Proper Engine Break-in – 2020 718 Cayman GT4

Question: In the past Porsche 911 air-cooled engines were dyno-tested for 30 min after assembly before installation in the new cars that were being built. After which there was a test drive lasting 20-30 km by factory technicians before delivery to the new owners. With the advent of post 996 -era the total volume of vehicles built and processed far exceeds the capacity to continue the aforementioned traditional quality control. Hence, I questioned whether my new 2020 GT4 has been dyno tested and run in as before as well as what is your technical committee's advice regarding proper engine break-in procedure for my new car? I am torn between driving the first 500-1000 miles varying the revs constantly and keeping below 5000 rpm or just taking it straight to the track and run it up to 8000 rpm after the engine reached operating temp.

Answer: Submitted by Pedro Bonilla

With the new (1997 and newer water cooled) engines the tolerances and efficiencies have gotten much better than before. With the state-of-the-art cylinder coatings and special metal alloys used the engines are much less in need of a traditional break in. All new engines are fired up and dyno'd at the factory and we are told are ready to enjoy.

I still recommend doing a 1,000-mile traditional break-in where engine and car speeds are varied, slowly incrementing both throughout the period and then doing an oil change before putting it through its paces. It certainly won't hurt.

Happy Porsche'ing,

Engine Failures – 1999 Boxster

Question: Hi Pedro, I am on the hunt for a 2009 to 2012 Gen2 Cayman. I thought I had all this motor stuff behind me feeling very confident that Porsche has resolved the IMS & bore scoring & piston slap. I felt confident that anything from 2008 is relatively safe then I talk to a few mechanics and they are saying not so fast. It is still an issue just not so much. Can I get your valued opinion on this? I know that a PPI should always be done and whatever I decide on I will get that done prior.

Your kind assistance is always most appreciated.

Answer: Submitted by Pedro Bonilla

The IMS and bore scoring issues show up in (1999 - 2008) M96 and M97.1 engine. The M97.2 engines (2009 - 2012) do not have an Intermediate Shaft (IMS) and are not prone to bore scoring.

Happy Porsche'ing,

Frequency of Usage of Battery Maintainer – 2012 Boxster Spyder

Question: Generally, I drive my 2012 Boxster Spyder on Saturdays or Sundays. After a short drive I connect a CTEK 4.3 A Battery Maintainer for another six days. I cannot find any information regarding the recommended frequency/usage of the Battery Maintainer on a vehicle. Is the six-day period of time running the maintainer connection, stopping and connecting again doing any harm to the battery or other components? Should it be longer?

Answer: Submitted by Pedro Bonilla

What you are doing is not harming the battery or any other component. In fact it's making your battery last longer. I do the same with my car.

Happy Porsche'ing,

996 Onboard Computer Control Lever – 1999 911 Carrera

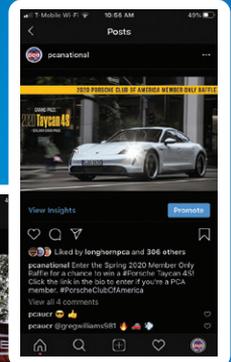
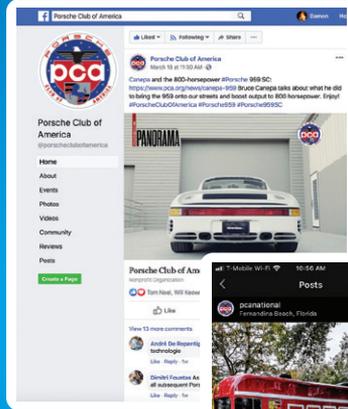
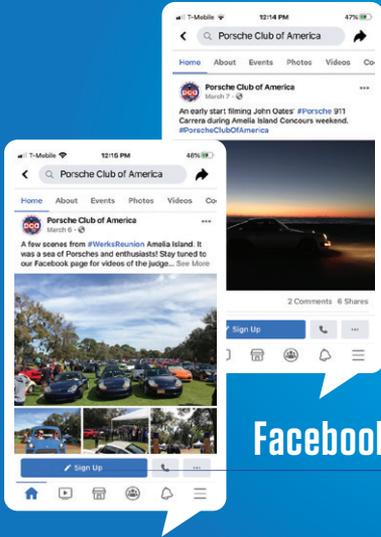
Question: I have a 1999 996. It does not have an Onboard Computer Control Lever as shown in the owner's manual. Since that is the case, I have a couple of questions. First, why do some cars have that lever while others do not? Was it an option that had to be ordered? Second, without it, is there any way to change the instrument panel display? My previous car, a 2002 986, allowed me to do that. Thanks!

Answer: Submitted by Bill Burris

You found the Easter egg in the 1999-2000 996! All instrument clusters come with the software for Onboard Computer Control, but if the car wasn't equipped with it from the factory (which yours apparently was not) the functionality is simply turned off. Information like outside temperature, average MPG, average speed, and range remaining in the fuel tank can be viewed in the display at the bottom of your tach, all you need to do is add the stalk and activate the functionality using a scan tool. On later cars this functionality was either included in a package (2001) or standard equipment (2002-on).



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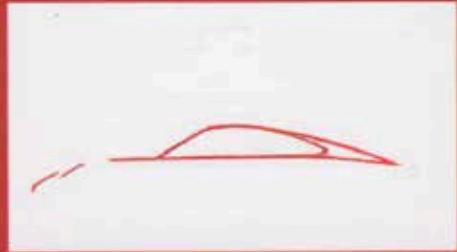
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HERE TO ASSIST, HAPPY TO HELP, PLEASE CALL!



Around the Zone by Lori Schutz

Hi Zone 4 Friends and Family,

We are starting to get out there and safely meet up to enjoy our Porsches this summer. August saw many more driving tours, cars & coffee events, and yes, even a few driving schools. This continued into September. I was able to join the Southeast Michigan gang at Waterford Raceway for a great day of Driver Education sessions. Despite no in-car instruction due to the COVID restrictions, we had all run groups full and the novice drivers were enthusiastic about their Parade Laps with Pace-setters showing the line. They will be back in the spring when hopefully we can get in the cars with them and improve their skills. HPDE events around the zone are showing great participation, despite no in-car instruction—such as

Western Michigan Region at Grattan and upcoming events at Mid Ohio, Putnam Park, and Indianapolis Motor Speedway.

Finding a silver lining, there have been many humorous cartoons and other ‘punny’ twists on the COVID situation. As a sign of the times, when at a Porsche Dealership, I saw this sign on the floor, as a substitute for the standard ‘stay 6 feet away’ to separate those customers standing in a check out lane and the like.



And later that week, driving in my Boxster, I had to pull over and take this photo on the right of the trip odometer reading. Doesn't that say it all!



Meanwhile, thinking ahead, I was able to spend a few days at French Lick Resort area with the Parade Planning Committee, for an onsite visit. Mark your calendars for the 65th Porsche Parade, July 11-17th. Zone 4 and Zone 13 are the host zones, and there is so much fun being planned for us. The concours will feature the Historic Display, this year with the theme of ‘Blow the Lid off of Summer’, featuring all the Porsche models with removable (or no!) tops. Let me know if you have a special Porsche for this display.

Take care and Happy Driving – Lori zone4rep@national.pca.org



Have you signed up for PCA Juniors?

It's not just the cars. And it's not just the grown-ups. PCA is about the kids too!

The PCA Juniors program is here for kids to enjoy PCA events, learn about Porsches, and continue the passion that runs throughout the Porsche Club of America. As a PCA member, you may sign up your child, grandchild, niece, or nephew under the age of 18. It's free to join! Your PCA Junior will receive a welcome box with an ID name badge in the mail. Many region events include activities for children and teens geared to grow enthusiasm for Porsche and PCA for generations to come.

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The PCA Juniors program has worked with coloring book illustrator Fireball Tim to create custom coloring sheets for you to download and enjoy.

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PORSCHE CLUB OF AMERICA

MVR Fall Color Tour

Words & Photos by Kim Harris

A beautiful day, curvy roads, trees full of fall color and the sound of performance cars...A Porsche enthusiast's dream? No, it was the reality of our driving tour on October 18!



Dar and Duane Bergoyne

"We had sunshine on the lakes, orange, red and yellow in the canopy of trees and twenty shining cars"



Dorothy and Greg Haunhorst

A Social Committee shout out to Barney and Beth Stewart for their effort on this event. They planned such a wonderful route through the Irish Hills of southeast Michigan. We had sunshine on the lakes, orange, red and yellow in the canopy of trees and twenty shining cars winding the roads around some awesome resort areas.

Unfortunately, Doug Crocker experienced a

flat tire in the early mileage of the tour. He was grateful to Janet and Tom Dellinger (our sweep car) for waiting with him two hours for the roll back truck to arrive. At least the rain showers had passed through the region earlier that day and

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Jason and Carmen Hatzidakis and Bill Giezie

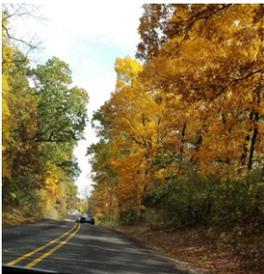
did not add to the disappointment.

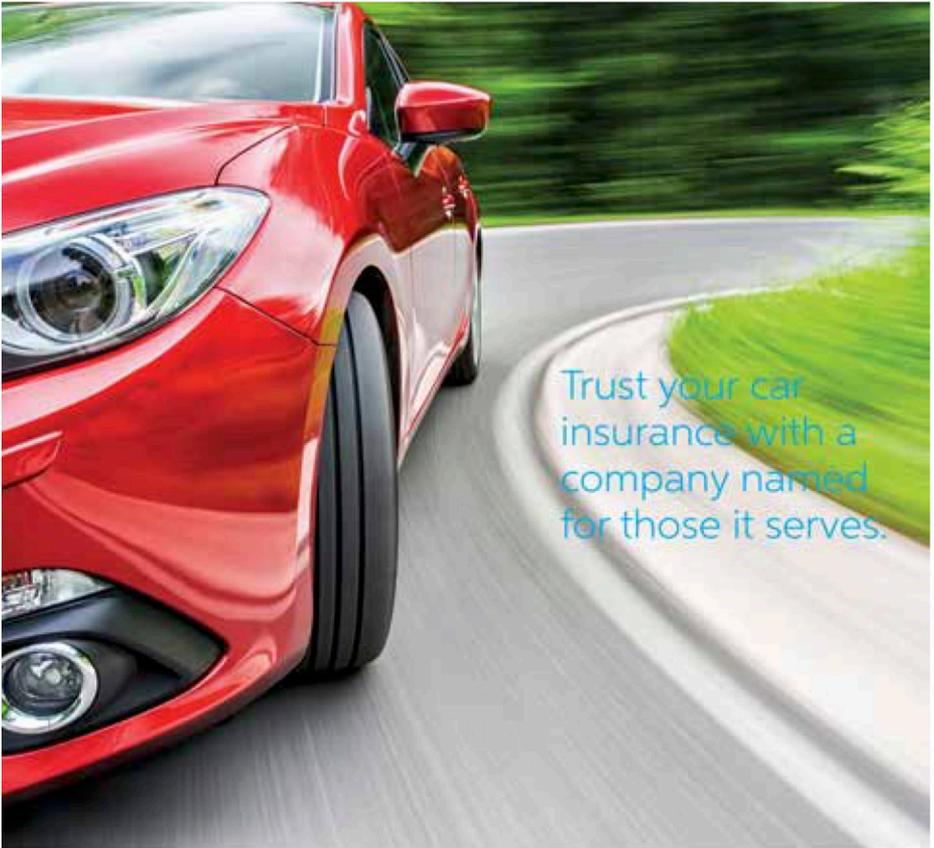
In order for the club to follow state pandemic guidelines, we did not plan a group dinner at the conclusion of our drive as we have done in the past. The Stewarts distributed goodie bags to all

cars before we began the route. It was fun having some snacks and water as we made our way through the one-hundred-mile route.

From Yvonne Burlingame:

"We had a beautiful day, around 23 cars. At least 3 New Members joined and that Audi R8 in front of us was part of our group. And we had a police escort out of the parking lot. Barney Stewart did an amazing job putting it together." 🏁🏁





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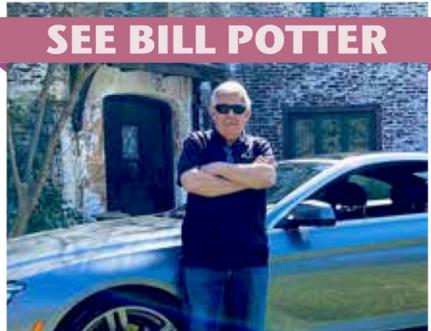
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