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der RÜCKSPIEGEL

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 - Full page inside covers \$350.00

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On the Cover

GT4s are known for being the first
in and last out, and this 718 at a
Parade party is no exception.

Deadline for copy is the 10th of the
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Historical newsletters (May
1972-December 1975) are also
available, thanks to our club
historian, Bill Bauman.

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OKTOBERFEST IS BEST EDITORS' NOTE

BY: GREG ARMSTRONG & JOE SHEAMER

Dear der RÜCKSPIEGEL Readers,

We are excited to report that our multi-phase strategy to remove the shroud of secrecy surrounding MVR's HPDEs at Grattan is starting to deliver results. We plan to continue to acquire and disseminate HPDE information so that all of you who have never been to Grattan will be eager to sign up and attend next year's event. We are grateful to Todd Mierzwiaik for providing the opening installment.

There are other matters of equal significance we would like to address. Oktoberfest is, in terms of made up holidays, one of the best. It is the ONLY 16-18 day period in late September/early October each year when people can drink beer out of ridiculously large steins while wearing lederhosen and not be judged. This is mostly a result of everyone else being incapable of judging because they are also drinking beer out of super-sized steins and wearing lederhosen. We had hoped to get a correspondent to make a trip to Munich to cover the festivities for us, but no one was interested after learning it required wearing lederhosen. We're sensing a trend developing and we don't like it much. There isn't a lederhosen requirement for Grattan in case anyone was wondering.

The Electrification is coming, or it might already be here. Are you ready? We are not—more on that in a moment. Porsche world premiered the first model of its future car initiative on September 4, 2019. The Taycan Turbo and Turbo S are the first variants of their electric vehicle armada. The name is a little too close to toucan, and now our laser-focused minds can only think of Toucan Sam and his wacky Froot Loops.

Sarah Mierzwiaik has an in-depth article in this issue, so we are only mentioning the most important aspects of the car for us. The name. Using Turbo & Turbo S with Taycan is an inherent problem for us since we are certified turbo lovers and the Taycan—in either version—doesn't have any turbos. The name could have been an aftereffect of an Oktoberfest joke gone awry.

Fellow turbo lovers rejoice, because even when the vehicles don't have devices even remotely resembling turbos, Porsche will still find a way to throw Turbo and Turbo S into the name and make us think we're swimming in turbo heaven.

Imagine an all-electric Porsche lineup. When we consider that, we don't think much will change. They'll still be driver's cars with impeccable engineering, and, for now, they'll still have four wheels and tires and drive on the road. The evolutionary cycle has brought us full circle



Taycan Turbo S rolling fast without turbos.

Photo Credit: Porsche AG

back to the birth of the automobile and Ferdinand Porsche's first electric vehicular creations, but this time electricity is much better understood. That doesn't automatically mean better decisions will be made though.

Now we leave you with the reason we're not ready for this electrified future: innovation comes at a high cost, and the cost to us is a super-priced sedan. We know Porsche is the antithesis of inexpensive, but...the Taycan Turbo and Turbo S are comparable in price to the 911 Turbo and Turbo S which have actual turbos! We don't relish the thought of driving a ~\$200,000+ (depending on options, and you NEED the options) sedan to the grocery store on a regular basis—even if that store is Plum Market in Ann Arbor.

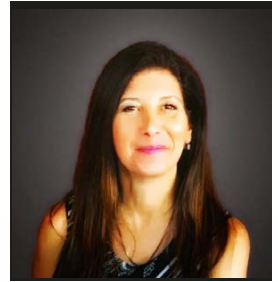
As always, your mileage will vary depending on how much and how long you press the loud (unless you're in a Taycan because then it won't get much louder) pedal, but we hope your excitement behind the wheel never wanes.

**Greg Armstrong
& Joe Sheamer**

Präzision in allen Dingen
derrückspiegel@gmail.com

WILLKOMMEN

BY: LISA SORIANO



It is hard to believe that this is the October Willkommen; the year has flown by, and I hope that you had many opportunities to enjoy it! A great deal has been accomplished in the Maumee Valley Region, but there is still a lot more that needs to be done. At a recent Cars and Coffee, I saw a number of members, new and old, that I haven't seen in a while. In speaking with them, I wanted to find out why I had not seen them at an event. I want to remind everyone that this is your club, and we all need to participate to get the most out of this wonderful organization.

We have not held an Autocross in quite a few years, and I would like to see if it is possible to bring the program back and offer it as another benefit to our members. I have spoken with Greg Herr our Autocross Chair, and for next year, we are looking into holding a Car Control Clinic / Autocross School on one day and an Autocross the following day. For those of you who do not know what an Autocross is, PCA.org defines Autocross as:

The sport of trying to navigate your car through a defined course of pylons usually on a large parking lot, faster than your competition. Autocross courses are set up using soft orange traffic pylons which will not damage your car.... Autocross is a "performance driving event" and a safe way to learn how to drive your car at its limit. You not only learn how to handle your car at speeds that you drive daily, but you also:

- *Gain confidence in your driving ability*
- *Learn the limits of your car's brakes*
- *Learn correct seating, hand, and feet positions*
- *Learn the limits of your car's tire adhesion*
- *Finally, autocross is a social gathering of new and old friends and LOTS OF FUN!*

If you are interested in participating in either of these events, please reach out and let us know.

At the end of this month, on October 26, is our Annual Planning Meeting which will also include a Chili and Pie Cook-off at the home of Jim and Diane Schoen. During the meeting our preliminary calendar for 2020 will be set. Jim and Diane host fantastic parties. I invite you to attend and become an active member.

We are always looking for new ideas, so please contact me or Social Committee Chair Kim Harris: 2kimberlydharris@gmail.com, with your event suggestions.

Another part of your membership is access to the latest Porsche information. On Tuesday evenings, National sends a copy of e-Brake News to every member and co-member with a registered email address. To update this information, please contact the National Office at (410) 381-0911. In addition, a new monthly electronic publication, PCA Performance

News, debuted in June 2019, specifically for four-door Porsche owners and enthusiasts interested in the latest news and information about Panamera, Taycan, Macan, and Cayenne vehicles. To sign up to receive this publication simply visit pca.org and click on "Subscribe to our Four Door Porsche Newsletter."

Just a reminder, if you are a new member, Renstatt has graciously offered to provide you with a region name tag. If you have been a member for some time, and are interested in a name tag, please contact me, and I will have one made for you for a nominal fee. I am always available to answer any questions or listen to any comments or suggestions you have. My email address is: LSoriano.pca@gmail.com.

I hope to see you at an event soon!

Thanks,

Lisa



Lisa and Michael take a break from the action on track at IMS for a quick photo op

LIFE IN THE HPDE CORNER

BY: TODD MIERZWIAK

A couple of months ago, we celebrated our 5th annual Grattan HPDE driving school which is held at Grattan Race Track in Belding, Michigan. I was recently reflecting on how the HPDE school has evolved into a top notch driving program courtesy of the many folks that give their time and energy to make this a successful event for the Club. We have been blessed to have some great classroom instructors, volunteers & spouses who help out with coordinating the registration, sponsors who make the event successful from a financial standpoint, an incredibly talented instructor group and finally a shout out to our students who all help to make this event come together in a safe manner.

Five years ago, the Club made a decision to migrate away from Mid-Ohio Race Course due to skyrocketing track costs. We quickly realized that if we didn't search out an economical alternative, our DE days as a club were probably coming to a close. We searched for nearby tracks and settled on Grattan Race Track in sleepy Belding, Michigan just outside of Grand Rapids. The track is a 2 mile, winding 10 turn road course featuring a multitude of challenges. The track includes a 160° hairpin turn, "S" turns, hidden apexes, a long straightaway and finally a Monza Toilet Bowl turn with lots of elevation changes.

For those who are still unsure about what a high-performance driving school entails or what they can expect if we can talk you into attending our event, let me provide some insight into a typical MVR-PCA HPDE school event. PCA describes the "mission and purpose of the driver's education program is to provide a safe, structured, and controlled teaching and learning environment". In other words, we are not racing, we are a safe driving school!



Craig Zenil, Troy & Nick Poling / Photo Credit: Todd Mierzwiak



Yvonne Burlingame, Debbie Schukert,
Laila Zenil / Photo Credit: Todd Mierzwiak



Eric Gedeon RSR member / Photo Credit:
Todd Mierzwiak

The program is designed around a driving platform so that the driving participants improve their driving abilities, along with a better understanding of how their own cars react in a safe heightened environment. Students find out first-hand the capabilities of their cars in a closed course environment. This skill set transfers over directly to the street to enhance driving capabilities. Behind the scenes, our Chief Instructor will make student/instructor pairings based on similar cars, student capabilities and other criteria. Once the participants arrive at the track on the day of the event, they get to meet their instructors for the weekend. The instructor will inquire with the student what he/she wants to learn or if they want to concentrate on any specific areas. The students are placed in one of four student run groups based on prior experience & skill set. Over the course of a two-day HPDE event, the student will be out anywhere from 8-10 times on the track for about 20 minutes in each session. The instructor works with the student to hone their skill set in linear braking/accelerating, car control, learning where the corner workers are, safe ingress/egress on the

Continues to next page...

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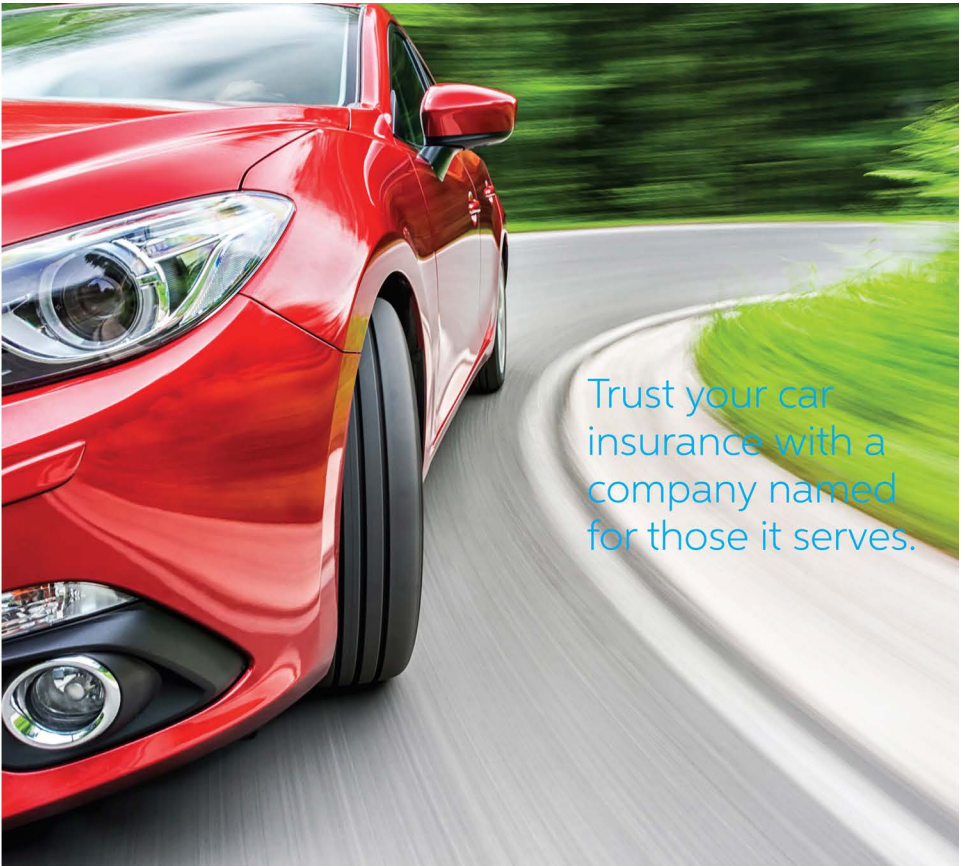
track and what the various flags mean, along with safe passing skills. The instructor provides constructive proactive input to the student throughout the weekend. HPDE events encourage the student participants to drive within their ability and to improve their car-control skills with each event. As the student progresses from “Novice” to “Intermediate” and finally to “Advanced”, they learn more complicated skills such as apexing strategies, braking points, how the car reacts to inputs, and turn-in points. Throughout the weekend event, there are also classroom sessions to discuss specific on-track questions along with the covering of proper driving techniques.

PCA focuses on continuous refinement of the HPDE standards and safety as technology advances both in the actual cars as well as the participants’ equipment. As the dizzying array of über super cars have gotten ever faster, the national organization has come up with different ways to keep the participants safe. An example of this is the requirement for equal restraints for students and instructors, especially for cars with 6-point harnesses and HANS devices installed. Another important aspect is the pre-event tech inspection which is completed before the vehicles arrive at the track by a certified shop. This ensures that the brakes, mechanicals & fluids have been addressed.

If this all seems daunting, it really isn’t. Who wouldn’t want to get out & “exercise their car” in a safe format? I encourage you to talk to one of your fellow drivers who has attended a driving school. They will tell you how addictive this can be. I do have a general word of caution in that it is the most fun you will have that is still legal!!!



Troy Poling, Nick Dumas, Jim Schoen, Nick Poling / Photo Credit: Todd Mierzwiak



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MAUMEE VALLEY REGION 2019 CALENDAR OF EVENTS

OCTOBER

26 Party at Schoen's
(and Planning Meeting)

NOVEMBER

9 Dinner TBD

DECEMBER

14 Holiday Party at
Stone Oak Country Club

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 events.

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

Moving

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your new address so you don't
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RÜCKSPIEGEL**. This can be done
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MVR/PCA MEMBERSHIP NEWS

MVR MEMBERSHIP

Primary Members **167**

Affiliate Members **122**

Total Members **289**

CLUB MEMBER ANNIVERSARIES

Tara & Nirakar Thakur **37 Years**

Beth & Barney Stewart **32 Years**

Sharon & Ronald Gargasz **23 Years**

James Schenk **19 Years**

Leah & Douglas Hileman **16 Years**

David Nesler **11 Years**

Tony Calabrese **10 Years**

Linda & James Jenkins **7 Years**

Craig Kohring **4 Years**

Jody Scharer **4 Years**

Tom Dellinger **3 Years**

Cathy & James VanHook **2 Years**



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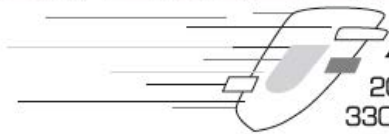
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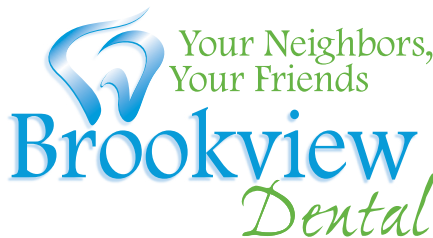
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TECHNICAL Q&A

BY: PCA TECHNICAL COMMITTEE

TAKEN FROM PCA TECH Q&A

EDITED AND COMPILED BY: MIKE VALENTINE

Clutch Pedal – 1983 944

Question: My car ran fine last weekend but the brake fluid light came on, so I added some brake fluid to top it off. When I got in the car a week later the clutch pedal went to the floor and did not return. I can pull it up with my hand. I checked the brake fluid level and it had again gone down below the minimum mark. I topped it up again but that did not help the clutch. Do you have any suggestions about what I should do next?

Answer - Submitted by George Beuselinck: The reason that your brake fluid light came on is that you have leaked a bunch of hydraulic fluid from the clutch hydraulic system, which is fed from the brake fluid reservoir. To determine whether it is your clutch master cylinder or your clutch slave cylinder, check for wetness near the clutch pedal (that would indicate the master cylinder) or a puddle of brake fluid (put a few newspapers under the slave cylinder and let it drip overnight). Most likely, it is the slave cylinder, but for a hydraulic system that is over 30 years old, I recommend replacing both.

Bleeding the clutch system can be quite irksome. I recommend using a Motive Brake Bleeder (no fluid in the tool, just air) with the rear bumper at least one foot higher than the front bumper.

2nd Gear Grind – 2016 Cayman GT4

Question: I've been having problems shifting into 2nd gear from 1st where occasional grind occurs. This happens at random both when the car is warm and cold. Down shifts work fine on all gears. Recent 3-year service was done by local Porsche dealer. Recent recall was done on transmission also. Any insights would be helpful.

Answer - Submitted by Pedro Bonilla: Your clutch may not be disengaging completely. Make sure that the mat is not getting under the clutch pedal and limiting its full motion and bleed the clutch's hydraulics. Since the clutch's slave is the highest point in the hydraulic system it tends to collect any air bubbles. Flush the brakes and clutch with new fluid and make sure the clutch pedal is completely depressed while it's being bled.

Happy Porsche'ing,

Where Can Floor Jack Be Positioned To Safely Jack Up A 718 Cayman/Boxster – 2019 718 Cayman GTS

Question: Where is a safe place to position a floor jack to lift a 718 so that jack stands can be placed under the four “built-in” jack points? Thanks!

Answer - Submitted by Pedro Bonilla: Before attempting, make sure that your jack is working properly and is not leaking. Never get under a car suspended by a hydraulic jack unless it has a mechanical lock. Make sure that the car is on level ground and use wheel chocks so it will not move while jacking. In order to get 4 jack stands in place:

Place your jack on a rear jack point and raise that side of the car until you can safely slide a jack stand under that side's front jacking point. Slowly lower the car onto the jack stand. Move the jack to the other side of the car and repeat. Finally, with both front wheels off the ground, move the jack to the underside's aluminum skid plate's rearmost point (between the bolts) and raise until you can safely slide a jack stand under each one of the rear jacking points. Slowly lower the car to the stands.

Happy Porsche'ing,



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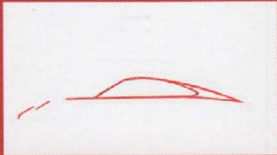
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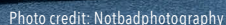


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Jim is a 20-Year
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DID YOU KNOW?

BY: SARAH MIERZWIAK

I've written about the E Prix series—the amazing events, incredible participants, and just a bit of the technology. So, this time around I thought I would bring you up to speed on Porsche's recent announcement: their new, all electric sports sedan, the Taycan Turbo. Porsche tells us this name is translated as “lively young horse” referencing the center of the Porsche crest.

To say this is a superb, sexy, athletic, performance-oriented sports car is a good start—this vehicle is just beautiful, and as stated by the company: “Here comes the first electric sports car with the soul of a Porsche.” And what a soul it is.

If you haven't seen the new Taycan Turbo yet, I've included a few websites at the end of the article to peruse at your leisure. Enjoy the view and the reviews, I certainly did! Porsche considers the Taycan the answer to the future of electric mobility, so let's take a look at a few of the specs.

It's a concept car, the first for Porsche, in the field of fully electric cars. Developing a four-seat sports car with an all-electric drive system, they first started by designing the exterior, setting structural proportions that combine with the electrical components from the Mission E. Of overriding importance for the engineers was to create the iconic Porsche look and feel: a cleanly styled low front end mixed with the beautiful shapes of the 918 most of you know and love. The front air curtain has the classic round Porsche nose that guides air around the front wheels, with two intakes—one below each headlamp, that curve around toward each wheel arch to help cool the brakes. The lack of a B pillar allowed Porsche engineers to attach the doors with front and rear hinges, creating a stunning suicide door design that allows optimum access to the vehicle's interior. I know some of you traditionalists will not like the door design, but it is really pretty cool. Understanding light weight is a critical component of the vehicle, the bucket seats are designed in true race car fashion: minimally sleek with the highest-grade materials and craftsmanship available, as expected from Porsche.

Like the Cayman, you have two boots: a smaller one up front, that is nearly tripled in size in the back. Porsche designed a tail/brake light that is nestled sleekly around the full width of the Taycan's back end. The spoiler is beautifully integrated into the body work in normal mode and elevates serenely but with authority when put into sport or sport plus mode. A wide, low diffuser replaces the usual hot tail pipes, adding to the rear of the car's iconic look.

It's incredibly slick design carries the traditional 911 vibes, but incorporates new era technology that integrates the car and driver further than ever achieved before. The Taycan is equipped with three different touchscreens (no knob turning allowed!) that give the driver control over every inch of the vehicle: of course, the most important being the sport and sport plus modes, and the nannies that go with each. You can upgrade, adding a fourth screen for the passenger should you want to give a freeloader any control of things like passenger side temperature or music. What is super cool, Porsche integrated gesture and eye recognition commands—singularly unique features that the engineers then coupled with a holographic display similar to that found in yesterday's 918s.

Now the mechanicals: there is a motor on each axle for four-wheel drive, and a healthy 616 horsepower in the Turbo: approximately 2/3 allocated to the rear and 1/3 to the front. The Turbo



3 Taycans silently stalking their prey / Photo Credit: newsroom.porsche.com

S reaches up to 750 horsepower (using a 560-kWh over-boost), yielding a mind bending 2.6 second 0 to 60 mph in launch control mode and a blistering top track speed of 161 mph. This sounds incredible, but a lot of electric super cars have vanquished straight line statistics. So what makes this car unique? The Taycan runs on an 800-volt electrical architecture—twice the norm—and is designed to generate less heat in the motors, batteries, and electronic components. This architecture also means a lighter wiring system, less weight and less space. Because of such good thermal management, the performance is repeatable ...all you guys who love speed can quickly accelerate from 0 to 125 mph nearly as many times as you like (about 10 times) without impacting overall performance. Likewise, you have incredible speeds at take-off, and reap higher efficiencies at higher speeds, due to a number of engineering breakthroughs: a two-speed gearbox engineered with a lower ratio sits at the back, and the batteries are slung low between the wheels, creating a center of gravity lower than the current 911. Paired with air suspension, adaptive anti-roll bars, electronic rear differential, and four-wheel steering (most of which can be switched off if you're feeling quite superior) all these features allow you to run the Nurburgring at an easy 7 minutes 42 seconds if you so choose. And, yes, "Turbo" is part of the name, even though there is no actual turbo anywhere in the vehicle.

As with any Porsche, the aerodynamics of the Taycan are core to its operating efficiency. Here, a closed rear suspension, partially closed wheels, cooling ducts that close automatically when not needed, a perfectly flat underfloor, and rear motors able to shut down completely when cruising along with a 0.22 drag coefficient gives you a 225 to 250 mile driving range with the Turbo S, and a 260 to 270-mile range with the Turbo. Amazingly, to charge the battery you can reach 80 percent in just 23 minutes at a peak of 270 kWh. Just enough time to grab a mocha and scone at the local coffee shop while catching up on your favorite newspaper's latest headlines.

The pricing begins at just about 151,000 USD for the Taycan Turbo, rising to 185,000 USD for the top of the line Turbo S. This Mission E vehicle is not within Todd and Sarah's car budget, but we certainly hope it is within the budget of at least one MVR member - so we may have the opportunity to occupy that freeloader seat! ;)

FYI: For those of us who wouldn't be able to correctly guess pronouncing the vehicle's name: me...[Tie Can] is the phonetic spelling and pronunciation.

The author thanks the following sites for information contained in this article: Porsche.com, Topgear.com, Thefastlanecar.com, Caranddriver.com, Businessinsider.com, and Youcar.com on YouTube (#youcar #porsche #porschetarycan) to see the Taycan body shop production line in Zuffenhausen, Germany.

AROUND THE ZONE

BY: LORI SCHUTZ



Hi Zone 4 Porsche Lovers,

The sun has been kind to us this summer. What that means is that we have great participation at our events—picnics, show and shines, autocrosses and the like. This has other positive benefits as well—the majority of these events have a charity that is sponsored, and funds are raised to help each region’s very worthy causes.

I had the pleasure of joining some of you for such events. The Southeast Michigan Region Summer picnic and concours. I brought out my 1980 911 SC Weissach Coupe—she doesn’t get out that much and seemed like the right event. I entered the concours, not something I’m used to doing. And look at that, I won first place! So if I can do it, so can you. And it was a lot of fun. So next time your region has a concours or a show and shine, please consider participating. Patti Door and team put on a fantastic spread of summer fun picnic food, and we had a record number of cars on display.

The next weekend—OH NO—not another one! Yep, another concours. This time I headed down to Indianapolis, for Central Indiana’s event called Porsche Palooza. This was in conjunction, and part of the 5th annual Artmobilia concours. I displayed my Boxster S, but this time I wasn’t judged because I was one—a judge that is. There were 107 Porsches, out of the 486 total cars in the event. We took up the streets of Carmel, Indiana in fine fashion. David Roberts won the “Best of Palooza” award. Thanks to the efforts of CIR president Rebecca Pinto, for her work in pulling together the committee and having such a great success for the first time for this event. We had members from several regions from Zone 4 attending, including Ohio Valley and Michiana. Keep an eye out for next year’s information and consider attending.



Lori and her prize winning 911 SC Weissach

Have a great rest of the summer.
I look forward to seeing you at our Fall events ‘around the zone’.

Lori



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