



der Rückspiegel

October 2022



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der RÜCKSPIEGEL

Published monthly by the Maumee Valley Region, Porsche Club of America.

Advertising Rates

All rates are for 1 year:

- Business card \$85.00
- Quarter page \$165.00
- Half page \$215.00
- Full page \$320.00
- Full page inside covers \$375.00

Check or money order made out to MVR-PCA must accompany request. Please call for shorter intervals.

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

Cover: Entrance to the Porsche Driving Experience at M1 Concourse. Photo by Dave Zimmerman

Newsletter layout happily provided by Sebastian Gaeta

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Historical newsletters (May 1972-December 1975) are also available, thanks to our club historian, Bill Bauman.

Send pictures and articles to: derruckspiegel@gmail.com

der RÜCKSPIEGEL

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**EDITORS'
NOTE**BY: GREG
ARMSTRONG
& JOE SHEAMER

“Think of it like old school 930 Turbo turbo lag. At first nothing happens and you wonder if the accelerator is broken, and then without warning you’re smacked by a whole lot of boost...”

This is the relaxing read before we bring you attempted information overload with the coverage from the 50th anniversary celebrations. Think of it like old school 930 Turbo turbo lag. At first nothing happens and you wonder if the accelerator is broken, and then without warning you’re smacked by a whole lot of boost accompanied by sound and fury to match which slam you from sedate to extreme acceleration. Being judicious with the throttle isn’t really our thing, so this light issue exists more from necessity than choice. If we could just figure out a successful method to entice more of the membership to share their experiences, we would be able to consistently produce action packed issues each month. Thanks to Dave Zimmerman and Bob Harris for sharing their recent Porsche Experience at M1 Concourse. We NEED more stories like this to fill our pages, and we refuse to believe Dave and Bob are the only ones having fun Porsche experiences these days. We actually know they’re not alone because we’ve seen the pictures from other events that will be covered in our special 50th anniversary edition next month.

Until then, greatness awaits those who are willing to write an article for the newsletter. OK, maybe we’re exaggerating a bit and greatness isn’t guaranteed, but you’ll definitely have our eternal gratitude. And just like the spam messages, once we know someone will contribute, we’ll keep returning to them until they’re all out of Porsche related stories and pictures

Thank you for reading,

Greg Armstrong & Joe Sheamer
derruckspiegel@gmail.com

WILLKOMMEN

by Kyle Mahan

Fall is upon us; this time of year can be delightful if you have the opportunity to get in your Porsche and get out there. Between the Oktoberfest celebrations, taking a drive to see the Fall colors, and all the fall traditions, there is still a lot to do before the snow flies. A great chance to enjoy a drive would be our upcoming combo of a driving tour and gimmick rally on Sunday, October 23.



The plan is for teams of 2-3 cars to follow driving instructions while answering questions along the route. The driving route with stops takes about 1 hr. 45 min and is 42 miles long. Please RSVP to Kim @ 2kimberlydharris@gmail.com or 419-699-3042. The event will start at 9:30 am at Sidecut Park, [1025 W. River Rd. Maumee, OH 43537](https://www.google.com/maps/place/1025+W+River+Rd,+Maumee,+OH+43537/@41.5111111,-83.2222222,15z) (The Silver Lake Area - north side of W. River Rd. and park in the Lamb Heritage Center lot), and the destination will be Charlie’s Restaurant [12407 Airport Hwy. Swanton, OH 43558](https://www.google.com/maps/place/12407+Airport+Hwy,+Swanton,+OH+43558/@41.5111111,-83.2222222,15z). For anyone not participating in the drive who would like to join the group for brunch –teams should begin to arrive around 11:30 am.

Speaking with Tony Quiroga (editor-in-chief) at Car and Driver a couple of weeks ago, we had a fascinating conversation about Formula 1, which is one of my passions. The announcement on the collapse of the Porsche/Red Bull talks ended a potential F1 partnership that I thought was inevitable and looked forward to seeing happen.

Porsche was ready to merge with Red Bull for ten years by partnering with the F1 championship leader’s engine program and buying a 50% share of its race team. The union was rumored to be announced at the Austrian Grand Prix in early July before the FIA delayed the final 2026 power unit regulations. Porsche finally confirmed the deal was off on the Friday morning of the Italian GP weekend.

Porsche’s statement read: “In the course of the last few months, Dr. Ing. h.c.F. Porsche AG and Red Bull GmbH have held talks on the possibility of Porsche’s entry into Formula 1. The two companies have now jointly

“Porsche was ready to merge with Red Bull for ten years by partnering with the F1 championship leader’s engine program ...”

concluded that these talks will no longer be continued. The premise was always that a partnership would be based on an equal footing, which would include not only an engine partnership but also the team. This could not be achieved. With the finalized rule changes, the racing series nevertheless remains an attractive environment for Porsche, which will continue to be monitored.”

It is personally a sad day, but you never know what the future holds.

I look forward to seeing everyone at the upcoming events.

We also welcome Thomas Shields to the club!



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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.

SIGN UP HERE. IT'S FREE! <https://www.pca.org/pca-juniors>

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

DOWNLOAD HERE: <https://www.pca.org/pca-juniors-activities>



PORSCHE CLUB OF AMERICA

PCA Roundup

by Lisa Soriano

PCA just celebrated its 67th Anniversary. In an effort to attract new members, PCA National continues to create an abundance of content to help educate, inform and entertain. Here are the most recent Tech Tactics Live episodes, Tech Tips, and PCA Insider Podcasts, as well as a Spotlight video available on pca.org and the Porsche Club of America YouTube Channel.



TechTactics LIVE:

- [PDK Transmissions How They Work and Can They Be Repaired?](#)
- [Deep Dive into the Creation of the Porsche 911 Classic Club Coupe](#)

Tech Tip Articles:

- [How Exactly Does Regenerative Braking Work?](#)
- [10 Reasons Why Everyone Loves A 356 Speedster](#)
- [Is the new Porsche 911 GT3 RS the only Porsche with active aero?](#)
- [Seven random tips you can use on any car – including your Porsche](#)

PCA Insider Podcast:

- [Episode 23: Porsches To Watch At The Monterey Auctions](#)
- [Episode 24: Behind the Scenes Filming our upcoming Porsche 992 GT3 vs GT3 Touring video](#)
- [Episode 25: Crazy Monterey Car Week Adventures](#)
- [Episode 26: What the Monterey Auctions Tell Us About The Future of the Porsche Market](#)

PCA Spotlight Videos:

- [Best-Kept Secret: Laguna Seca Corkscrew Hillclimb – Monterey Car Week](#)

I hope that you have been and will continue to enjoy all the information being provided by PCA National.

PCA Maumee Valley Region Fort Garage Extravaganza!

Saturday Nov. 5, 2022

Arrive at 3:00 p.m.

Catered by Miller Meats

Bring a side dish or dessert to share



Ugly sweater contest with prizes!

Directions:

- Take I-75 to Findlay, Rt. 12 Exit.
- Head east toward downtown and the Marathon Station for ½ mile.
- As soon as you pass the commercial businesses, turn right on the first street Glessner Ave (south).
- **Fort Garage is at 324 Glessner Ave.** – it is the gray steel building on the right behind the tall bushes.
- If you pass Wolfie's C store on the right, you went too far south.

RSVP: 2kimberlydharris@gmail.com

Or call Kim at 419-699-3042

Maumee Valley Region – 50th Anniversary Year
2022 Calendar of Events

OCTOBER

Oct 23 Fall Driving Event

Meet at 9:30 am for Driver’s instructions:
Side Cut Park
1025 W. River Rd.
Maumee, OH 43537

Destination is
Charlie’s Restaurant
12407 Airport Hwy
Swanton, OH 43558

For anyone not participating in the drive and would like to join us for brunch -
Rally Masters Kim and Bob will be looking for teams to begin arriving around
11:30 am.

NOVEMBER

5 Ugly Sweater Party (Findlay)

DECEMBER

**3 Holiday Party at Brandywine Country Club
(Maumee)**

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**MVR/PCA
MEMBERSHIP NEWS**

Primary Members	180
Affiliate Members	117
Total Members	297

1 NEW MEMBER: WELCOME!

**Thomas W. Shields of Rossford, OH
driving a 1999 911 Carrera**

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

CLUB MEMBER ANNIVERSARIES

William Bauman	53	Tom Dellinger	6
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Beth and Barney Stewart	35	Evelyn Zimmerman	2
Sharon and Ron Gargas	26	Kent Delventhal	1
James Schenk	21	Debra Guenther	1
Dean Weaver	8	Daniel Hill	1
Jody Scharer	7		



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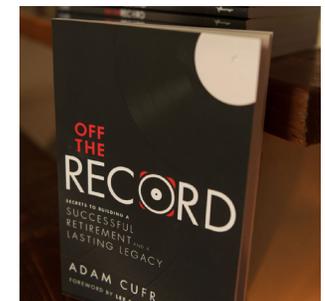
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ADAM CUFR, RICP®: the founder of Fourth Dimension Financial Group, LLC in Perrysburg, a retirement planner and investment advisor, financial author, and proud owner of a 1972 Porsche 911.





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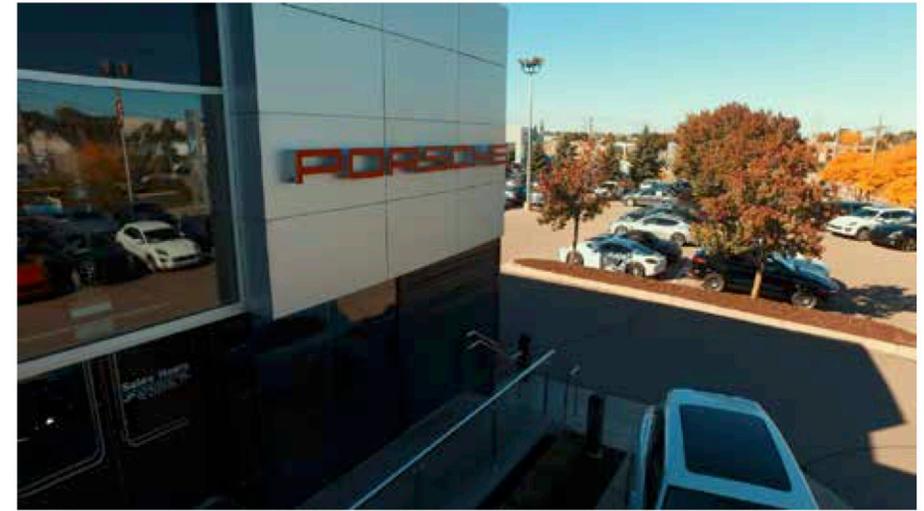
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Ready to join us in PCA Sim Racing? The group is founded on the principles of gentlemen driver racing found in PCA Club Racing. If you are a beginner racing online this is a great place to start as we openly coach and mentor new drivers through our highly successful eDE Driver Education program. Races are broadcasted live on YouTube with professional announcers.

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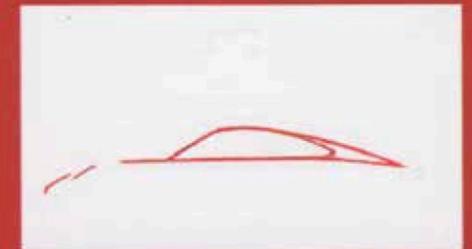
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A Porsche GTS Experience

by Dave Zimmerman



“ Once out on the track, we were greeted by a beautiful array of brand new Porsches, all being the high performance GTS models”

It all started on a Friday morning. I was babysitting my two granddaughters in Canton, MI, but I had a few hours to kill while they were in school. Canton is only 15 minutes from Ann Arbor, so I decided to run over to Porsche of Ann Arbor to see what was new. I talked with service to see when the next work should be done on my 911 S, and then sought out someone in sales to answer a few questions. I found Margo Heaslip to be very helpful answering questions about what cars were coming in soon, and what lead times would be if I decided to order a new Porsche. She also told me what my trade-in might be worth if I decided to make a change. Next she asked me if I might be interested in attending a Porsche Driving Experience, and I said, “Of course, when?”

The next Wednesday morning was very foggy, but Bob Harris and I set out before 7:00 AM for the 90 minute drive to M1 Concourse in Pontiac, MI. We went through registration, signed the necessary waiver, and picked up helmets before listening to an opening greeting and explanation of how things would work that morning. We were in a group of about 40 drivers, plus maybe 10 more Porsche instructors and helpers. Naturally, being a Porsche event, everything went off smoothly with

no problems. Once out on the track, we were greeted by a beautiful array of brand new Porsches, all being the high performance GTS models. There were four 911s, two of the new electric Taycans, and two each of the SUVs, Macan and Cayenne.

On each of the previous driving events that I had participated in, there was an instructor in the car while I was driving. This time, Porsche used a lead/follow system, where an instructor drives a lead car following the correct line around the track, and the students follow as closely as possible (they suggested 2-3 car lengths). The M1 course is about 1.5 miles long with tight turns, some slight elevation changes, and a relatively short straightaway. Even with the short straight, we were approaching 90-100 MPH before jumping on the brakes for a hard right hand turn. Bob and I were in the first group to drive the 911s. I drove first with Bob as my passenger. There were four 911s in a row following the lead instructor, and some of the drivers had a hard time keeping the pace, which slowed the cars behind. The cars we drove had 73 more HP than my 2012 911 S, plus some had rear axle steering, so they were quick and handled great, much like my previous 2015 GT3. Bob and I both got to drive two different 911s on the road course, and



as usual, I was amazed at the braking capability of all the Porsches that we drove!

After the 911 experience, we went down to the paved infield to try out the electric Taycan. This was my first drive in an electric vehicle, and it's so different. All you really hear is a slight whirring noise, plus the tire noise on the pavement. Rather than the road course, we drove the Taycan on an autocross course set up with orange cones. It was slow speed with really tight turns, and the Taycan weighs about 5,000 pounds. The acceleration was amazing with instant torque, and the corners were flat and fast for any car, especially one weighing two and a half tons.

I was really interested to see how the Porsche SUVs would drive, and they came next after the Taycan. We were back on the road course with them. The Macan GTS has 434 HP from a twin-turbo V-6, while the Cayenne GTS has a 453 HP twin-turbo V-8. Both SUVs were amazing in both acceleration and handling, plus the great brakes. I especially loved the Macan GTS. Other than the limited rear

seat legroom in the Macan, it would make a great daily driver for any sports car lover.

I know that Bob would agree that we both really enjoyed our time at M1 Concourse driving the GTS Porsches. We were treated to a great lunch after the driving experience, and another afternoon session was planned after we finished. A nice young man named Vincent was also there with a display of the beautiful Porsche watches. He explained that you can custom order a watch with the band matching the interior of your own Porsches, and the inside back of the watch can be made to perfectly match the wheels on your Porsche. However, the price range heading toward \$8,000 put a Porsche watch out of my must-have list.

I certainly want to thank Margo Heaslip and Porsche of Ann Arbor for allowing Bob and I to experience the Porsche GTS models at M1 Concourse. It was an experience that we will not soon forget!





THE MART

For Sale: 1987 924S - 1 owner 57,000 miles, no accidents, never tracked, all original in excellent condition.

\$10,995 419-893-4698

Douglas Hileman



WANTED: A Maumee Valley Region badge for the rear engine lid. I'd like to install it on my 1973 911 T. If you have a badge you're willing to sell, please contact me by email jbgiezie@bex.net or phone 702-328-5752. Thank you, Bill Giezie

EDGE-OF-YOUR-SEAT PERFORMANCE



Photo credit: Notbadphotography



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TECHNICAL Q&A

BY: PCA TECHNICAL COMMITTEE

TAKEN FROM PCA TECH Q&A

EDITED AND COMPILED BY: MIKE VALENTINE

Checking The Alignment and Resetting the Steering Wheel Position – 2020 718 Cayman GT4

Question: Recently while tracking my GT4 at VIR I ran over a dip at the edge of the track which was severe enough for the suspension to hit the bump stops and I noticed afterwards that the steering wheel was no longer centered at the 12 o'clock position when going straight. Before going to get the alignment checked I would like to know how the technician will be able to correct the alignment and recenter the wheel. Since the steering is now electrically assisted instead of analog hydraulic does the shop need a PIWIS to electronically set the angle of the steering wheel when the wheels have been set to the OEM specs? While we are checking the alignment what would be a good compromise specs (toe and camber) for a street driven Cayman GT4 that will be used mostly for track days?

Answer: Submitted by Pedro Bonilla

When you take the car for alignment, it is placed on a special rack that uses lasers to measure the exact parameters of your car (toe, camber and caster). Depending on your particular car and the type of driving you do, it can be set up differently (more or less aggressive).

You tell the tech if you track the car, with what tires, etc.

Regarding the out-of-center of the steering wheel, when you hit the edge of the track, you may have damaged (bent) the steering arm a bit. The alignment technician will be able to see if it is a damaged arm or if it's just an adjustment that's needed.

Generally speaking, Porsche Race Shops are MUCH, MUCH better at alignment than dealers.

Try to take it to a renowned race shop. You'll be happy you did.

Happy Porsche'ing,

Using or Losing Coolant – 2010 Boxster

Question: My recently acquired 2010 Boxster has started using or losing coolant. I don't see any leaks anywhere, but I had to add about a quart after getting a warning message, and then a couple days later (after 3 separate 20 minute drives) I didn't get a warning message but the coolant level was below the minimum level in the filler neck. Where should I start looking and what are the possible solutions? Thanks in advance!

Answer: Submitted by Pedro Bonilla

Most often than not it'll be the water pump. Leaks at the water pump generally start only while the car is at temperature and running. The coolant pressure increases due to the temp and if the water pump's seal is not optimal it will allow a small stream of vapor to escape.

You can tell by looking underside around the pump. If you find a whitish/pinkish powdery residue, that's dried-up coolant and you should replace the pump before it fails completely.

If you don't find any evidence of a leak around the pump you can have a pressure test done, where pressure equal to a hot-running engine is introduced and then a visual inspection around the underside and radiators is done to find the source of the leak.

Also, don't overlook a bad coolant cap or the pressure relief valve in the system.

Happy Porsche'ing,

Brake Pads and Rotors – 2005 911

Question: My Dealer Says I Need to Replace the Front Brake Pads on My 911 With 29,000 Miles. They Said I Need to Replace the Rotors Too or I Will Have Issues with The New Pads and Rotors. Does That Make Sense? Thanks

Answer: Submitted by Pedro Bonilla

Porsche wants you to change pads and rotors together, to err on the side of safety. Truth is that if rotors cross-drilled are not cracked they allow 2 mm of wear before replacement is required.

If you run your finger on the outer edge of the rotors, you will feel a lip. When that lip is 1mm high, it's time to replace the rotors (there's another 1mm lip on the back side of the rotor as well).

If the rotors are within the wear limits you may just replace the worn pads. New pads should be bedded into old rotors to give you the best "bite" and long-term wear.

With new pads on old rotors, come to speed (70 - 75 mph).

Make sure no one is behind you and step on the brakes with force.

Stay on the brakes until you're down to 10 mph and release the brakes.

Resume a safe speed and let them cool for a couple of minutes.

Repeat twice more. Happy Porsche'ing



iPhone Amateur Car Photography

by Sebastian Gaeta

Please understand that I am a complete amateur when it comes to photography of any kind, but I have developed a bit of a simple technique when snapping images of my cars. I tend to subscribe to the opposite of "The Cars are the Stars" and I really enjoy images where the first thing your eyes are drawn to are not the car itself but a big splash of color or a bold object of some sort. I simply look to see if my car somehow fits in a neat background and if it does I take a few shots to see what happens.

I've tried to read about aperture, depth of field, shutter speed etc and my head just spins so I really know very little of what any of that means. Not to worry because I just use my iPhone anyway and it is hands down the best "Lazy Man's" camera for car pictures. This must just infuriate real photographers who've spent decades honing their craft just to see some smarty pants come along with a mobile phone (of all things) use a few pre-set tricks and get some good results.



Above you can see shots I took at the same spot at different times of the year with different cars in different weather. Even though it's basically the same picture, the mood changes drastically. Also note that I rely heavily on the zoom feature to draw the



background nearer. I like this effect very much and use it whenever possible.

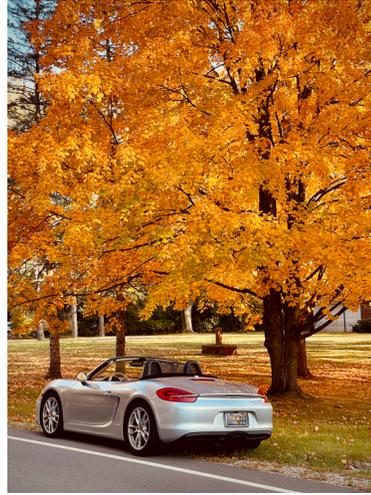
Above are two images near a farm not far from my house and while the cars are in the foreground, your eyes tend to rise the tree line and dart down to the rolled hay bails. The one on the left was taken at dusk with a heavy filter built into the iPhone editor which made it pretty dramatic, the shot on the right is cropped wider and with no filter but a pretty heavy vignette, which is also built into the iPhone's editor which as you see I use quite a bit to varying degrees.

Below left is from my trip to pick up my new to me 981 this spring and drive it from Buffalo



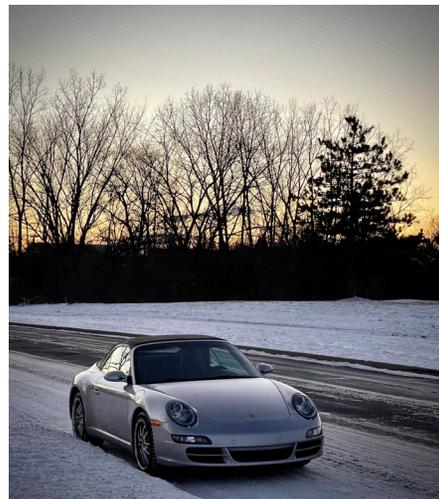
back to Ann Arbor, but with a 5 hour detour through the New York and Pennsylvania hills. I saw the bridge from the main road and took this shot from a low angle. To the right was from





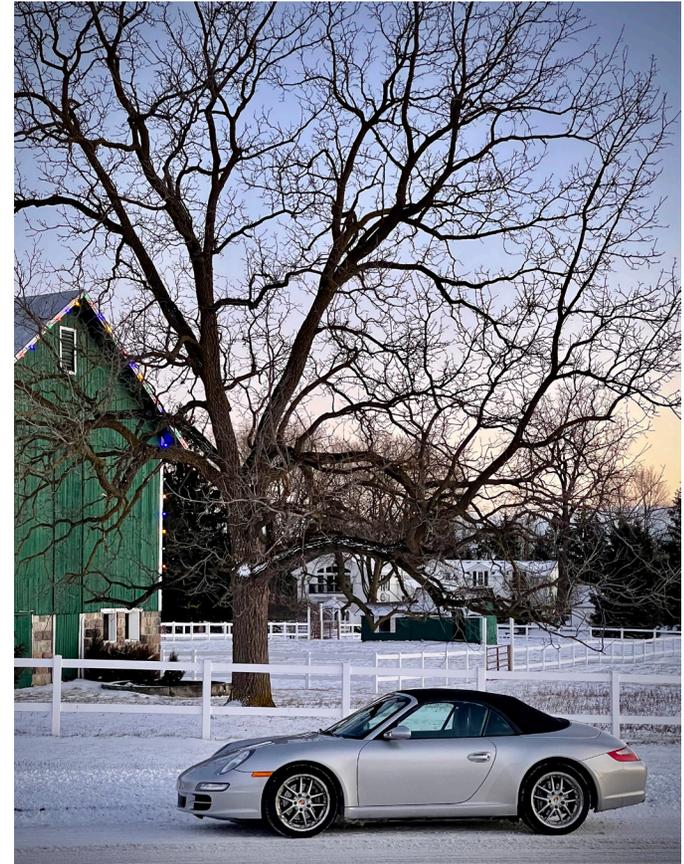
a trip in my 356C cabriolet to Captiva, the bold colors in the foreground and background frame the cars quite nicely. Opposite page, below left is a shot of my cars crowded together which I thought was a neat image; I'm always on the lookout for bold subjects. To the right of that is a shot of my Ghia at a friend's garage in Ohio. The dramatic roof line grabs your eyes first and then you realize there are some good looking cars in there too!

Above is essentially the same shot of my 981, just cropped differently. The iPhone editor allows you to quickly crop your image so you can use trial and error to get it just right, but you always have the option to revert back to the original if needed. I used the "Vivid Warm" filter in the editor to make the leaves really pop.



Winter shots can be very dramatic, you just have to be willing to drive your car in the snow like me. In these images I love the way the trees catch your attention but then drift to my old 997 cabriolet. I am not sure which is more fun, driving a Porsche in the snow or finding cool winter backgrounds for pictures.

As you can see, finding locations to take the shots is only half the battle. Simply pointing and shooting rarely gets you an image worthy of keeping, unless of course you are a professional, so that's why I rely heavily on the built in editing features on the phone. The adjustments I use the most are the zoom, cropping, the automatic and manual adjustments, the vignette and of course, the built in filters. As mentioned before, if you don't like the outcome of your editing you can always revert back to the original image and start over. You can also save a copy of the original so that you have both although I rarely do that, but the feature is there if you want it.



Here is a great tutorial that will get you familiar with the different editing features: <https://iphonephotographyschool.com/how-to-edit-photos-on-iphone/>

Being completely self taught on the iPhone editor my suggestion is to read the above tutorial and just start using it, you will get the hang of it quickly and as you try more things your images will get better and better.

Go out there and have fun not just with your car but your iPhone camera too!



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