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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: No collection is complete without an orange 914. Photo by Hal Kenety (see page 7 for more details)

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

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EDITOR'S NOTE

by GREG ARMSTRONG

I'm beginning to think that March Madness encompasses more than just the NCAA Basketball tournament considering the weather swings we've had this month. I have not yet watched the 12 Hours of Sebring, but I bet something happened during the race that could be classified as madness. The issue that could directly impact us is Porsche's current financial struggles which did not start this month but add to the reasons why March might be the month for MADNESS.

When Porsche faltered in the past the company recovered and then thrived. But just because it happened several times in the past doesn't guarantee future successful results. If there was ever an emergency that required dialing 9-1-1, this is probably it. Maybe it is finally time to build a volume mid-engine 911 that can become the most recent vehicle to rescue Porsche from the brink of collapse. I have no idea if such a vehicle could sell profitably, and in enough numbers to save the company, but it would be nice to see something "new" from Porsche that still connects with the legacy of the brand. The 911 GT1 Strassenversion doesn't count because there were not enough of those to be considered a volume production vehicle.

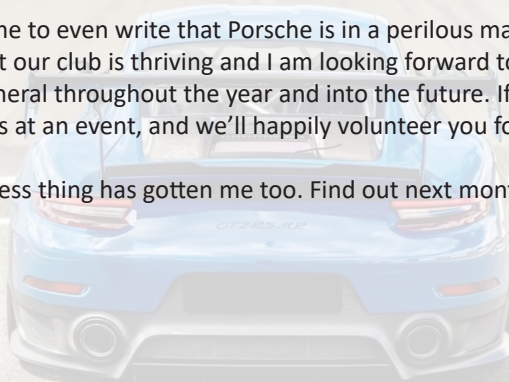
Creating a mid-engine 911 would allow the Boxster/Cayman line to finally be unleashed and realize its full potential, and that would potentially help increase sales of those vehicles as soon as the company figures out how to turn the EV chassis into an ICE chassis, or decides to make a new carbon fiber monocoque, but then there would be really expensive Boxsters and Caymans in the wild, and that might not help sales. I'm glad I don't have to make these hard decisions.

I know it's madness for me to even write that Porsche is in a perilous market position, so I will instead focus on the positive that our club is thriving and I am looking forward to seeing more of you engaging with MVR and PCA in general throughout the year and into the future. If you're asking what you can do to make a difference, join us at an event, and we'll happily volunteer you for something.

Maybe this March Madness thing has gotten me too. Find out next month.

Thank you for reading,

Greg Armstrong



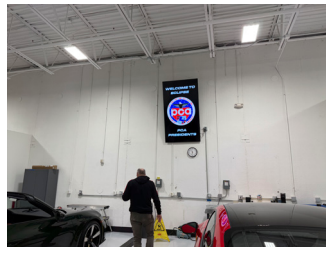
WILLKOMMEN

by Hal Kenety

Happy April! Spring is coming in fits and starts, which also means my car has been in and out of storage about three times now. However, the weather relented a few weeks ago and I was able to take my 911 down to Cincinnati for the Zone 4 Presidents' Annual Meeting.

The Annual Meeting is an amazing opportunity to connect with other regions and the National Office while learning more about the ins-and-outs of PCA. This year we had representatives from every region in the zone, as well as Amber Door (National Policy Chair, Western Michigan Region) and Aaron Ambrosino (PCA National President, Hudson Champlain Region) representing the National Office. Our intrepid Zone 4 Representative, Dave Stetson, led the meeting and discussion while also subtly putting people together. A highlight for me was meeting a former NASA engineer who is now working on building a power plant on the moon, which was absolutely fascinating.





Most of us arrived on Friday evening for a meet-and-greet at Mota Car Club, a private garage/social club, followed by dinner at MadTree Brewing, which was wonderful. The car club had some truly impressive cars, including a 911 Club Coupe and a McLaren Senna. The Ducati collection was also exceptional. I regret not bringing Newsletter Editor Greg as he would have joined our NASA friend in being over the moon: the puddle light situation was truly out of this world.

Puns having burned up upon reentry but keeping with the lunar theme, the next morning we gathered at Eclipse Window Tinting: a cavernous, 20,000 square-foot detailing, PPF, and tint shop that's owned and operated by an Ohio Valley Region family. They were gracious hosts and put out quite a spread – I've never seen so many new types of doughnuts in my life! The PB&J one was a personal favorite. We learned about the goings on in Zone 4 from Dave, then got an update from the National Office from Aaron. He deserves both kudos and a nap after having been stuck at BWI until 1 AM the night before in addition to it being his fourth weekend in a row on the road for PCA. Despite that, he was chipper and happy to talk to everyone.



"... the next morning we gathered at Eclipse Window Tinting: a cavernous, 20,000 square-foot detailing, PPF, and tint shop that's owned and operated by an Ohio Valley Region family."

After Aaron, we went into policy and procedures with Amber. While not the most exciting of topics, this discussion is really the meat and potatoes of how the PCA operates. We spent the majority of the time discussing risk management, which should be top-of-mind for any club. From traditional issues like minor waivers (Must be signed by both parents and notarized if signed off-site!) to more modern concerns such as website security (Did you know that many regions password-protect their sites?), there are always risks to manage.

After a delicious BBQ lunch, the afternoon was dedicated to brainstorming and exchanging ideas as a zone. There was some good discussion regarding both the challenges and opportunities facing regions, and I think everyone really benefited. I certainly came away from the day with some ideas on both events and operations that will hopefully translate into more fun for our members!

Looking forward, I hope to see everyone for dinner at BJs on Thursday, April 16th!
Also – tentatively reserve Sunday, May 17th for a driving tour – details to follow!

Welcome to the club Phillippe B. and Matthew C. Hope to meet you soon!

Viele Grüße,





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MAUMEE

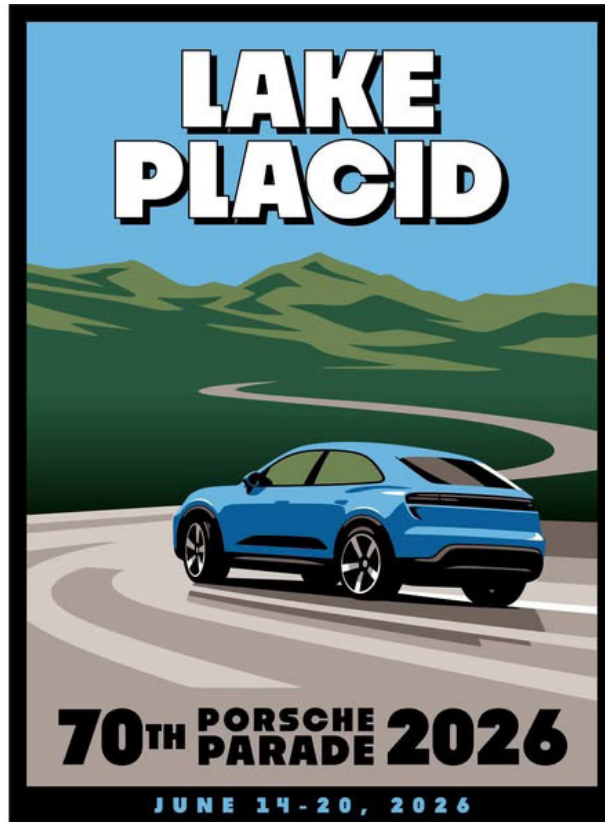
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Saturday, March 21st

1:30 PM

RSVP: Lisa Soriano

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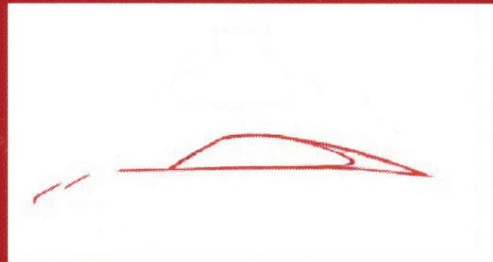
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PCA ROUNDUP

by Lisa Soriano



I am happy to report that the Social Calendar is beginning to take shape. We have our next several events outlined and are looking forward to announcing them soon. Our next event will be lunch at The Beirut on Saturday, March 21 at 1:30 pm. I have spoken with Restaurant Management and they are excited to host this event.

As a reminder, all of our club communications are being sent via the PCA Emailer, so please make sure that your contact information has been updated with the PCA National Office. If you are having difficulty accessing your account on pca.org, call the National Office at (410) 381-0911, for assistance.

Porsche Parade is PCA's week-long gathering for enthusiasts to celebrate their passion with driving tours, competitive events like autocross, Concours d'Elegance, tech sessions, and social gatherings, featuring hundreds of Porsches from all eras and showcasing national PCA awards. If you are still considering attending Porsche Parade in Lake Placid, New York, this year, it is being held from June 14 to June 20, there is still plenty of time. Phase I, which gives you access to booking your accommodations, is currently open, and Phase II Registration, which is when you sign up for the events and banquets, opens on April 15 at Noon. Here is a link to the Registration information on the Parade Website: <https://www.porscheparade.org/PhaseIRegistration>

TechTactics East was recently held at the PCNA Training Facility in Easton, PA. For those that could not attend, PCA National recorded the sessions and is posting them as well as hours of additional tech information on its YouTube Channel (@PorscheClubofAmerica). Below are links to the latest articles and videos produced by National.

Tech Tactics:

- [Why Pay \\$800 For an Oil Change?](#)
- [Porsche 911 Race Cars Through The Years](#)
- [Porsche Market: What we learned from recent 2025/2026 auction results](#)

"TechTactics East was recently held at the PCNA Training Facility in Easton, PA. For those that could not attend, PCA National recorded the sessions and is posting them as well as hours of additional tech information on its YouTube Channel (@PorscheClubofAmerica)"

PCA Insider Podcast:

- [Episode 203: Behind the Scene Stories from Our Top 15 Videos of 2025](#)
- [Episode 204: Surprising Porsche buys at Kissimmee Mecum Auction](#)
- [Episode 205: How Werks Reunion Became A Bucket List event](#)
- [Episode 206: Confessions of a Porsche Dealer Service Manager](#)
- [Episode 207: We Talk About Our Favorite Race Tracks](#)

A handwritten signature in black ink that reads "Lisa". The signature is written in a cursive, flowing style.



Thursday, April 16th

6:30 pm

RSVP: Lisa Soriano

lsoriano.pca@gmail.com

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as outlined in OFFICIAL RAFFLE RULES

SA2010 HELMET EXPIRATION EXTENSION to October 1, 2026 for PCA AutoX Events

New Snell 2025 rated helmets are expected to start hitting the supply chain next month by a few manufacturers. While this is good news, the PCA AutoX Committee is announcing an extension of the **expiration date for SA2010 helmets to October 1, 2026 for PCA AutoX events**. This will give adequate time for widespread product availability and give PCA membership plenty of time to update their helmets if needed.

Per the AutoX Minimum Standards “Entrant” helmet section, “Approved helmets must be manufactured to the current rating or the two most recent SA, M, or K Snell ratings”. With this extension notification, use of Snell 2010 helmets will therefore expire after October 1, 2026 for use in PCA AutoX events.

As always, please email Paul Kudra, PCA National AutoX Chair, at AutoX@pca.org with any questions.



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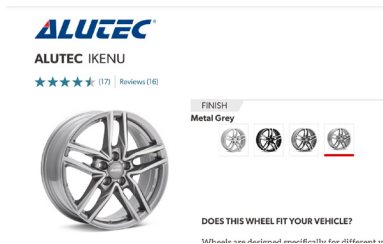


THE MART



Set of Alutec Ikenu 19" wheels for Macan. Used tires on them; I alternated all weather to summer tires. \$500 Wheel pictured is for illustration purposes only.

Juan Penhos juancpenhos@yahoo.com



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More information: pca.org/events/treffen-at-sea-2026-pacific-wine-country



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A majority of Region Correspondence is being sent via PCA's emailer system or using the contact information in the monthly membership reports sent from PCA National PLEASE make sure that PCA National has your current email address.

ALSO be advised that EVERY Primary Member is allowed to add a co-member for no additional charge. To update your contact information or add a co-member please call:

The PCA National Office at (410) 381-0911
If you have any questions or need further assistance,
please reach out to our Membership Chair
Lisa Soriano: lsoriano.pca@gmail.com

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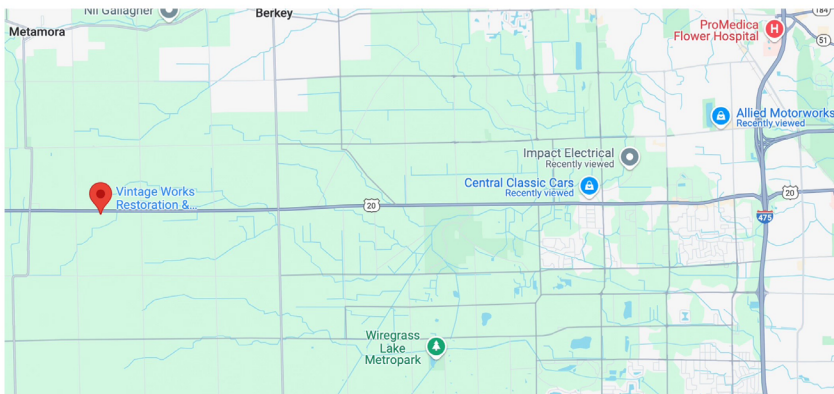
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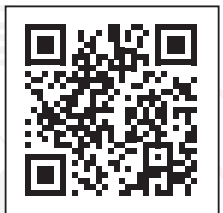
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PCA History Book

Updated for 2026, the Porsche Club of America History Book is online now. Inside, you'll find a comprehensive look at the club's journey, detailed sections on key milestones, a showcase of events, and prominent National Awards, complete with descriptions and past winners.

Read the updated book here: <https://ww2.pca.org/pca-history>



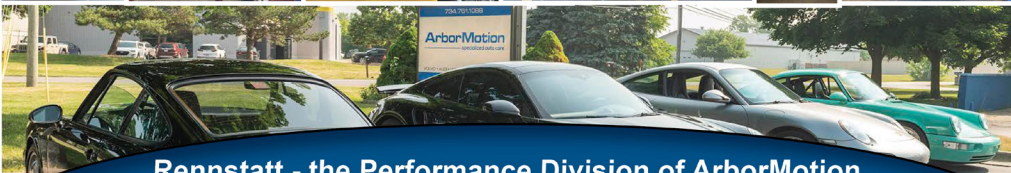
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MARCH 2026

MVR/PCA MEMBERSHIP NEWS

Primary Members	172	2 new members welcome!
Affiliate Members	112	Phillipe B of Maumee, OH
Total Members	284	Matthew C. of Sylvania, OH

If you are not currently receiving Social Event email updates, please contact Lisa Soriano at lsoriano.pca@gmail.com

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

CLUB MEMBER ANNIVERSARIES

FEBRUARY ANNIVERSARIES

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TECHNICAL Q&A

BY: PCA TECHNICAL COMMITTEE
TAKEN FROM PCA TECH Q&A
EDITED AND COMPILED BY: MIKE VALENTINE

PDK oils and filter change on 2013 981 Boxster S? – 2013 Boxster S

Question: I purchased a 2013 Boxster S a few months ago. It has 13.5K miles. It has never had its PDK transmission oil or its clutch oil changed. It will soon be 13 years old. I plan on getting both PDK oils drained and replaced, but should the pan with integral metal filter also be replaced? Thank you. My dealer is recommending fluids only.

Answer: Submitted by Pedro Bonilla

For your low-mileage (13.5K miles) 2013 Porsche 981 Boxster S approaching 13 years old with no prior PDK service, replacing both the main PDK transmission oil (~5-6L) and clutch oil (~6L) is a smart preventive step regardless of miles, as fluid degrades over time with contaminant build up in the wet-clutch system.

Yes, you should replace the pan with its integral filter (Porsche part ~9P1321359, often called the sump or metal-mesh filter assembly), even if your dealer suggests fluids only. This unit captures fine metal particles and clutch material that accumulate over years, preventing clogs that harm mechatronics and longevity—kits from suppliers like Blauparts include it as standard for PDK changes.

Porsche's factory interval is 120K miles/12 years, but experts and owners recommend 40-60K miles or 4 years due to real-world wear, especially on older untouched fluid. Dealers often skip the pan/filter to cut costs/time (fluid drain/refill is quicker)—omitting it risks incomplete cleaning and future issues like slipping or harsh shifts. At 13 years/zero prior service, err conservative; total fluid need is ~10-12L of spec fluid (00004330582).

Push back on the dealer or use an indie shop with PIWIS for level checks. DIY videos confirm it's straightforward with a pump and lift.

Happy Porsche'ing,

What are the best ECU performance tuners for a 2021 Boxster GTS 4.0? – 2021 718 Boxster S

Question: What are the best performance tuners for a 2021 Boxster GTS 4.0?

Answer: Pedro Bonilla

There are quite a few Performance tuners which offer a package for your car.

In no particular order: APR, M-Engineering, Softronic, Eurocharged, Cobb and several others. Keep in mind that many times the expected gains are grossly exaggerated. The **ONLY** way to make more horsepower in an internal combustion engine is to **PASS MORE AIR** through it.

Most tuners change maps for specific octane ratings, change timing and reaction time but in a normally aspirated car they cannot pass more air just by tuning. Many times, in order to get gains they rely on enlarging air intake parts such as throttle body and intake tubes and filters.

Try to drive other similar vehicles that have been modified so you can judge for yourself.

Happy Porsche'ing,

What do I maintain/replace to extend my car's life? – 2008 Boxster

Question: I have owned my car for 14 years and theoretically would like to get another 14 years out of the car. I have maintained the car myself and it has proven to be highly reliable. Based on the cars age and mileage, can someone recommend a list of items that should be addressed that are not considered general maintenance items but have or could fail on a Boxster due to age?

Answer: Submitted by Pedro Bonilla

If you follow the recommended service schedules from Porsche you can expect the best chance for longevity.

I have maintained my '98 Boxster strictly following those service schedules and have now logged **316,000 miles in the 28 years of ownership.**

Happy Porsche'ing,



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