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VOLUME 42 ISSUE 4

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Photo on cover: Long time member Ron Gulliford
Photo by Tom Isley

Vorschall!

Looking Ahead!

MAY

- 9 #Cars and Coffee
- 16 New Member at CCC
- 30 Clay Skeet Shooting & Dinner

JUNE

- 11 Business Meeting
- 13 **Art Museum & Dinner**
- 14 #Cars and Coffee
- 21-27 Parade in French Lick Indiana

der RÜCKSPIEGEL

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Moving

Please drop Barney Stewart (bstewart@bex.net) or Bob Harris (robertsharris@sbcglobal.net), our Membership Chairs, a note with your old & new address so you don't miss an issue of **der RÜCKSPIEGEL**.



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The Open Road



Maumee Valley Region lost a long time member with the passing of Ron Gulliford. Ron had been member of our region for many years and will be missed. He is survived by his wife,

Ruth, who we can expect to see at future events. You can read Jack Mechel's remembrance on page 7.

The social committee continues to refine this years schedule of events. The Holiday Party has been moved to November 13 to avoid the typical holiday conflicts. This has caused the Art Museum tour and dinner to be scheduled for June 13 The golf scramble is back on September 12. Make sure to keep your calendar updated.

The region is going to welcome new members to the club with a chili cook-off at Central Classic Cars on May 16. Two weeks later will be the clay shooting event on May 30. Be sure to let Beth know if you plan on attending either event.



Checkout the notice on page 12 for information on how to qualify for a chance to win a round of golf at Inverness Club. This has been made available thanks to our generous donation to the American Cancer Society.

If you are still interested in attending Parade there may still be room. There are close to 1000 registered for this years event. With it being in French Lick, Indiana, it is close enough for a day trip.

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

.....the editor

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From The Podium

By Diane Schoen



It's hard to believe that this month is already April! Spring is officially upon us. I've seen many Robins, a few Cardinals, Ducks are beginning to land in our pond

and as I drive home from work, I see Red Hawks a plenty perched in trees and on the fence line along the expressway. All of this helps me to know that soon I will start to see Porsche's of many colors as well out on the road.

They say that with Spring comes new beginnings. Some of you already know that I've been tossing around the idea of going back to school. I know, I've been called crazy a lot this week! My ultimate goal would be to obtain a teaching position at a University, and finish out my Anesthesia career in a less stressful way. Gosh, I may even get snow days and won't have to get up and drive in level 3 snow emergencies anymore!!! That in itself would be amazing!

Well, I am happy to announce that I have been officially accepted into a 100% online degree program through Texas Wesleyan University. I am

hoping to complete this program in three years and at the end of that timeline, I will graduate with my DNAP. This stands for Doctorate in Nurse Anesthesia Practice, yes, I can be called Doctor Diane! My dad is very proud! So, I will be busy the next few years, but will do my best to attend as many functions as I can.

Speaking of functions, up and coming this month is the business meeting which has a date change from April 9 to the 16th. Then we have the King of the Hill Party at the Stewart's, which is on April 18th. Pencil these events in and let Beth know if you can make it out, I hope to see many of you there!

I would like to end my article off this month by wishing a very sincere farewell to one of our long standing members. As a Maumee Valley Region and PCA member for over 30 years, it is with much sadness that we have to say goodbye to Ron Gulliford. Ron's passing this past week was very sudden and I would like to extend my prayers to Ruth and her family during this time. Please keep them all in your thoughts and prayers.

See ya all soon and Happy Easter!

Blink, Blink!

Diane

Ron Gulliford, December 21, 1934 - March 28, 2015

By Jack Mechel



Ron, a member of our Porsche family, passed away recently. He was a long time member of Maumee Valley Region. He was always

interested in sports cars and collector cars. He bought and sold a few collector cars over the years after thoroughly cleaning and minor repair.

Ron joined the Porsche club 32 years ago. He enjoyed the cars and the camaraderie of all the members of the Maumee Valley Region as well as traveling to other regions for events. He went To Mid Ohio Region events, to Stoddards swap meets and other Region events.

One of several Porsches Ron had, he found that had been setting for a long period of time. The engine had frozen and he got a good deal on the car. With patience and loving care he was able to get the engine running and sold the car. Ron's favorite Porsche was a 930

Turbo. He found a 930 Turbo car as basket of parts and turned into drivable vehicle. In later years he sold the 930 Turbo to another Porsche member in Findlay who also loves the car.

Ron served in the military at Ft Dix New Jersey as an assistant in the General's office. I met Ron at Ft Dix, We found we only lived 40 miles from each other. We were housed in same barracks. I met Linda at Ft Dix and married her before I left the service. Ron was my best man at our wedding. After we were both out of the service Ron married Ruth. I was then Ron's best man at his wedding.

Ron was an architectural draftsman at Marathon Oil in Findlay. He later had his own architect business designing and modifying many businesses in the Findlay area.

His wife Ruth has also been an avid participant in the Porsche club. She and Ron provided morning snacks, coffee and lunches at many of our events at Mid Ohio. Ruth provides many treats over the years at our events including Auto Cross events.

Expect to see Ruth at upcoming events. She has met many friends and plans to carry on for Ron.

997 or 991: How Do You Decide?

By *FLATSIXES.com* by Bradley Brownell

Over the past decade or so, Porsche has been making arguably the best 911s in history. They are pillars of performance, attractive aesthetic, aural seduction, and comfort. They aren't just the best 911s in history, they're among the best cars, full-stop. The 996 led the 911's watercooled revolution, but it was the 997 that really put the edge on and made the car a shining sports car. The 991 was a revolutionary approach to the 911, making almost everything better. The 991 offers more performance than the 997, in fact depending on the track, the 991 Carrera S is faster than a 997 GT3. The 997, some would argue, is fitted with more communicative steering, as the 991 has an electrically assisted rack. The 991 is more comfortable, and the interior feels much higher quality, but is much larger than the 997, which somehow just feels the 'right' size inside. If you're in the market, how do you decide?

The Major Positive Of A Porsche 997 Over A 991 Is A Side Effect Of Depreciation

While a new 991 Carrera S will set you back in excess of \$100 grand, a good 997 Carrera S can be had for quite a bit less. Figure that you can get into a nice 2008-2011 (because those have the "good engine" a Type-9A1 direct-injected unit that is still used in the 991) Carrera S or Carrera 4S anywhere from \$50k to just under \$70,000. Additionally, you can get the wicked quick 997 Turbo of the same vintage for just a touch more, there are plenty for

sale in the eighty thousand dollar range that will get the pulse moving pretty quickly. Of course, there are also GTS and GT3 models to consider. For the purposes of this argument, I think we'll stick with an apples to apples 991 C4S versus 997 C4S comparison.

This whole argument stems from a thread on Reddit that we stumbled upon recently. The original poster mentions that he's in the market for a 911 as a daily driven car, including inclement winter weather. If it were your money, which 911 would you buy, what options would be an absolute necessity, and why?

The 991 and 997 Carrera 4S, more specifically the post-facelift 997, share a lot in common. They both use the 9A1 based engine with give or take the same horsepower. They both have a very good all wheel drive system. They both sport wide fenders and wide wheels. They are both available with an excellent PDK transmission. They are both supremely fun to drive. Lets look at a few things that separate them.

Daily Driving

The 991 and the 997 are likely very similar to live with on a daily basis. If my commute were nothing but freeway and straight boulevards, I'd probably feel sort of guilty subjecting a Porsche to that daily slog. Every once in a while, I'd surely have to take the long way and find some local fun driving roads. Come the weekends, though, and it'd be a

(Continued on page 9)

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blastoff to some local mountains and valleys specifically for a back road fun run.

Owning a Porsche is one thing, but daily driving a Porsche sports car is another thing altogether. I've done it before, and I've always found it lifts my spirits. I always get to work in a better mood, and arrive home already having forgotten the woes of the work day. If you can figure out a way to make it work for you, I suggest you try it. Porsches love to be driven.

This is perhaps an odd comparison, because the 991 is unequivocally a sports car, and yet it feels more like a Grand Touring car than the 997 generation does. In every conceivable measurable way, the 991 is superior. It grips better, it accelerates better, and it drives better. For some reason, though, the 997 feels more like a sports car because of its comparative inadequacies.

Interiors

My primary gripe about either car, if you can call it that, is the Germanic lack of proper cupholders. This is something you just have to get used to when you drive German cars, but they tend to only have diminutive 'can holders' that don't really work well if you grab a Starbucks on your way to work, or a Big Gulp on your way home. If you need a drink, you'll either become proficient at driving with one hand, or you'll start buying bottles with resealable caps. It's a minor inconvenience, but something that should be brought up.

In that reddit thread, a lot of time is devoted to discussing whether the 997

or the 991 has the better stereo system. Personally I couldn't care any less than I do, because while I love music, I'm hardly an audiophile. I've never found a need for 'premium' audio, because I've spent enough time around unmuffled cars that my ears can't tell the difference. If it matters to you, then you may need to just listen to them yourself for a proper verdict. Some say the base Bose system sounds like junk, and you need to opt for premium speakers. Your audio experience may vary.

There really isn't any argument here. The 991 has the better interior of the two, in fact, one of the best interiors Porsche has ever put together. The seats are insanely comfortable, and everything is easily within reach. The interior is where you'll spend your time in the car, so it does matter. The 997, on the other hand, has a more familiar feeling to it. I've spent a decent amount of time in the drivers seat of 997s and 987s, and they just feel more like a Porsche inside. That's a very poor way to describe it, but I can't think of another way to phrase it. The 997's "Porsche-ness" makes me enjoy the drive a little more.

Inclement Weather

Driving your Porsche in inclement weather is something of a touching point for me. I grew up in the nasty winters of the Midwest, so I'm well familiar with snow, sleet, hail, and any combination of them at once. I've seen 3-feet of snow fall in a matter of hours. Don't worry, your Porsche can make it through all of this if it is properly equipped. I can't say this enough, but if you drive your Porsche where there is

(Continued on page 10)

(Continued from page 9)

snow, buy a second set of wheels and fit them with excellent winter tires. In countries like Canada, snow tires are mandatory, but here in the US, you can drive all year long on Michelin Pilot Sport Cups if you have the required combination of talent and chutzpah. If you don't desire to wad your new Porsche into a ball in the winter, do yourself a favor and get dedicated tires. "All Season" tires are the proverbial Jack of all trades, yet master of none.

While Porsche's all-wheel drive system is nice for traction, it does nothing to aid stopping in winter situations. Your tires are the only things that make your brakes effective. The general rule for winter wheels and tires is that you want a bit narrower wheels so that the tire

doesn't just ride up on top of the snow, but actually pushes through it to get to the road surface. If you don't like the look of your Widebody Porsche with narrower wheels tucked into the body, a combination of high offset wheels and wheel spacers will help the car look a little more normal during the winter months.

As a side benefit, your dedicated winter tires allow you to get a set of dedicated summer tires with a higher grip threshold, but poor cold-weather performance. Go ahead, you and your daily driver Porsche deserve it!

My Pick

This is one of the hardest questions I've ever had to answer. Mostly because I love both of these cars so dearly.

The 991 is prettier, more comfortable, easier to drive, and feels more solid and better put together. The 997 feels sportier, a 'better fit', and much much less spendy.

At the end of the day, I'd probably vote with my wallet and get the 997 for the significantly lower price, but as a daily driver the 991 would probably be the superior pick. Comfort is key when you're in the car for long commutes. Whatever your needs or price point, there's probably a 911 daily driver out there for you.

The post 997 Or 991: How Do You Decide? appeared first on @FlatSixes - the blog about Porsche.

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Maumee Valley Region Annual New Member Event

Saturday, May 16th, 2015
5:00-9:00pm



Central Classic Cars
8444 West Central Avenue
Sylvania, Ohio 43560

We will be providing Deli Meat & Cheese trays
Please plan on bringing a Side, Salad or Dessert
New Members (within 1 year) plan on attending to meet
fellow members and see all the things the club has to offer.

Please RSVP to Beth Stewart at beths.mvrpca@bex.net

Last year our Region made a sizable donation to the American Cancer Society. Because of the donation they have made available 2 slots in their Northwest Ohio Golf Classic. The Golf Classic will be held on Monday, June 22 at Inverness. The event will begin with a luncheon at 11:30 followed by a shotgun start for golf at 1:00. Golf is played in a shamble format. These slots for the golf are being raffled by MVR. Tickets being sold for \$15 for one or two for \$25. Tickets may be purchased at an event or by emailing derruckspiegel@bex.net.

Our longtime Webmaster, Janet Sternfeld, would like to retire from the job and is looking for someone to take over the site. Knowledge of HTML and CSS is essential. Here's your chance to be creative and give MVR a new Web site design! (Or you can simply maintain the existing site as is.) Email Janet at genie10@aol.com



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MVR/PCA Membership News

April 2015 - Club Member Anniversaries

Monte Zarick	37 Years
Steve and Carolyn Hill	26 Years
John Hurburt	25 Years
Jeff & Steve Uhlman	24 Years
Roger Holliday	4 Years
Calvin and Janice Roth	2 Years



New Members

Steven Griffiths of Scott OH
Driving a Blue 2003 996 Turbo

Max Meyer of Ottawa Lake MI
Driving a Silver 2000 Boxster

Maumee Valley Region Membership:

Primary Members	143
Affiliate Members	107
Total Members	250



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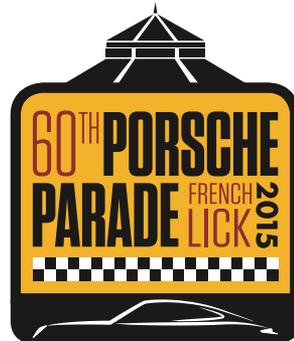
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Maumee Valley Region Calendar of Events

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

APRIL

- 12 #Cars and Coffee
- 16 Business Meeting
- 18 King of the Hill at the Stewart's

MAY

- 9 #Cars and Coffee
- 16 New Member at CCC
- 30 Clay Skeet Shooting & Dinner

JUNE

- 11 Business Meeting
- 13 **Art Museum & Dinner**
- 14 #Cars and Coffee
- 21-27 Parade in French Lick Indiana

JULY

- 14 #Cars and Coffee
- 18 Rally to the Mack's

AUGUST

- 1-2 Grattan DE
- 9 #Cars and Coffee
- 13 Business Meeting
- 16 Mon Ami

SEPTEMBER

- 12 **Golf Scramble**
- 13 #Cars and Coffee
- 13 **#Vin Devers European Car show**
- 19 Ladies Outing at Copper Moon

OCTOBER

- 8 Business Meeting
- 11 #Cars and Coffee
- 17 Fall Color Tour

NOVEMBER

- 7 Planning Party - Schoen's
- 8 #Cars and Coffee
- 13 **Holiday Party**

DECEMBER

Note: All business meetings are held at Vin Devers and start at 7PM.

New or revised events in **BOLD**
Non-PCA events.

If you are not currently receiving Social Event e-mail updates, please contact Beth Stewart at beths.mvrpca@bex.net.

**Maumee Valley PCA
April 2015 event**

New
Date!

**King of the Hill
Games of Skill - III**

Saturday, April 18th at 6:30

Barney & Beth Stewart's
2437 Waterford Village Drive
Sylvania, Ohio 43560
419-829-2882

Please bring a appetizer, side
or dessert

RSVP to Beth Stewart at
beths.mvrpca@bex.net

News Flash !

Same New Member Event -
We just decided to **spice** it up a bit !

New Member Event - Chili Cook Off !

Saturday, May 16th 2015
5:00 - 9:00 pm

Central Classic Cars

8444 West Central Avenue
Sylvania, Ohio 43560



Attention All Iron Chefs ! We are looking for 6 to 10 people who want to show off their culinary talents and share their favorite chili recipe with the rest of us ! All you will need to bring is a crock pot full of your secret recipe . People choice and two other prizes to be awarded.

Those not participating please bring sides and dessert

New Members (within 1 year) plan on attending to meet fellow members and see all the things the club has to offer.

Please RSVP to Beth Stewart at beths.mvrpca@bex.net

Technical Q and A

By PCA Technical Committee

Torque Tube Rattle

1985 944

Question: I have a rattle from under the car when no pressure is on the drivetrain, the clutch is about 10k old and well adjusted, I fear that the bearings in the tube may be the culprit, question? How can I check these with the car assembled. I have it on stands and ran it in gear, seems quiet? on the road that's not the case. I've checked all the other parts for rattles, it's all tight???

Answer: Submitted by George Beuselin

You can get a pretty good idea if the torque tube bearings are bad without removing the transaxle. Remove the bolts at coupler at the rear end of the drive shaft and slide the coupler towards the transaxle until the coupler is completely free from the torque tube. Then have someone (or a broomstick) depress the clutch pedal. You should now be able to rotate the driveshaft. If the driveshaft bearings are noisy, you will need to replace the driveshaft or rebuild it. Be very careful about the rebuilding process. If you damage the bearing carriers, you may not be able to reuse them. The rebuilding process is not as simple as some of the internet sites might suggest. My success rate is about eighty percent after five years of experience.

Steering rack removal

1980 911 SC

Question: I am working on my car to replace the steering gear, and am now faced with either somehow getting at and disconnecting the steering shaft coupler from the top side, which looks like it will be a nightmare, or removing the crossmember under the car so that I can remove the steering rack and shaft coupler as one piece, like the rebuilt unit was delivered (rack and steering shaft coupler assembled). I'd rather do the latter, but am not sure if that is recommended. Any advice is greatly appreciated.

Answer: Submitted by Chris Powell

I would remove the crossmember and take the rack out with the coupler. I don't see how you could change the rack without doing so. I think you might just be able to drop the crossmember down without removing the torsion bars to give enough room to change the rack. Just in case, measure your front ride height before you start so you can get it back if you have to remove the bars. You will also have to loosen the fuel pump mount, but again not have to disconnect it.

When to change shocks

2000 911 Carrera Cabriolet

Question: When to change shocks

(Continued on page 19)

(Continued from page 18)

Answer: Submitted by Joel Reiser

The stock 996 and Boxster shocks are junk. Porsche did a great job of cost-cutting during that time, but went just a little too far in my opinion. You were ready to change your shocks 25,000 miles ago. Try a set of Bilstein HD, or whatever your shop recommends, you won't believe the difference.

The stock shocks on the GT3 and Turbo were much better, but not on the base models. For those I'd go 60k miles then pull out one rear, remove the spring, and see if you can compress it by hand. If you can, its shot. If not, then make sure it rebounds on its own.

Oil Question

1986 911 Carrera Targa

Question: I have been using 20w50 in the car since new, summer use only. With all the synthetics now, and the 0w40 and now Porsches 10w60, is there a better weight I should be using. Only a bit worried with the thicker oil about wear on start up, though as I mentioned car used only in nice weather. Thank You!

Answer: Submitted by Chris Powell

We use 5w-40 synthetic. Look for oils that state Porsche A40 on the bottle. This means it is Porsche approved. There are a number of synthetics that meet this criteria. I don't know the availability in your area, so check your auto parts store, or your Porsche shop.

Noise On Cold Startup

2006 911 Carrera Cabriolet

Question: I am experiencing only on cold startup, and only until oil pressure comes up, a noise, sounding like a lifter, or? During all subsequent restarts, there is no noise. Oil pressure stays at 1.5 bar or higher at idle, and 5 bar at 3000 and up. My car has 34,000 miles, and is maintained very well. Should I be concerned?

Answer: Submitted by Dustin Ayd

It sounds like you may have a lifter or chain tensioner bleeding down oil pressure when sitting for extended periods of time. This is not uncommon and is of no concern so long as the noise does not become more prominent. It sounds as though your oil pressure numbers are right where they should be and once the pressure builds the failing component pumps up and the noise disappears. While I have never seen a catastrophic failure from a bad timing chain tensioner or collapsed lifter it is recommended to replace them if the noise becomes consistent on every start or remains after oil pressure has reached operating pressures. Monitor the noise and visually inspect the engine oil when draining for metallic coloring or metallic bits in the oil filter. Should the noise get worse/more frequent or the oil takes on a metallic coloring further diagnosis will be required.

Around the Zone

By Michael Soriano
Zone 4 Representative



Greetings PCA Zone 4 Members,

I am pleased to be able to share some very exciting news with you. As you may have heard the Porsche Club of America has seen tremendous growth

setting another membership record in 2014, and as a result, has had a very successful and profitable year. For the second year in a row, there is a surplus of funds that PCA will be refunding back to the regions. It is my pleasure to be able to inform you that each region will receive a one-time rebate subsidy of \$5.00 per primary member, which regions can utilize in any way they see fit.

This is perfect timing as most of the regions within our zone are preparing for the upcoming driving season. I am certain this new influx of unexpected funds will be a welcome addition to each of your regions, and will be used to improve a wide variety of activities throughout the year.

I recently travelled to Grand Rapids, MI, to attend Western Michigan Region's Winterfest 2015. During the evening, I presented to the region a number of items in recognition of their 55th Anniversary. In return, I received milk chocolate and dark chocolate Porsches from region President Mike Karluk. The following day, I attended their Morning After Brunch. It was an enjoyable time and a great way for them to celebrate this milestone. I would like

to thank everyone in the region for their hospitality.

Be sure to check your local region's website and newsletter, as well as the Zone 4 website <http://zone4.pca.org> for the latest details on the many events close to you that are being planned. Also, consider attending other regions' events, such as:

- Multi-Region Swap Meet hosted by Porsche of Farmington Hills on Saturday, April 11.
- On April 11 Allegheny Region will be holding their All Member Dinner.
- Ohio Valley Region is hosting an Autocross at the Forest Fair Mall in Cincinnati on April 11.
- April 12 is Mid-Ohio Region's Autocross Beginner's School at Columbus Motor Speedway
- Motor-Stadt Region's Porsche People and Pizza is April 14 at Spagnoulo's in Okemos.
- Maumee Valley Region's King of the Hill Games of Skill III is April 18
- On April 18 join Rally Sport Region members for Time with Tim in Ann Arbor
- Central Indiana Region's Spring Color Auto Tour to Cincinnati is April 18 & 19.
- Southeast Michigan Region will hold their New Members Gathering on April 25

(Continued on page 21)

(Continued from page 20)

- Join members of Western Michigan Region on April 26 for their Spring Brunch at Cygnus 27
- May 1-3 Northern Ohio Region is hosting a DE at Mid-Ohio Sports Car Course
- Michiana Region's Michiana Car Show at Elkhart County Career Center is May 2

I look forward to having the opportunity of meeting each and every one of you at these upcoming events. If you have any questions or comments please feel free to contact me at MSoriano.-
ZoneRep@gmail.com

Thanks,
Michael



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- 13 **Art Museum & Dinner**
- 14 #Cars and Coffee
- 21-27 Parade in French Lick Indiana