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ÜBER ALLES



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November 2009

UPCOMING ACTIVITIES

NOVEMBER 2009

- 02 2010 Event Planning Meeting, Pietro's Restaurant
- 06 Dinner Drive, hosted by Duane & Brenda Weed
- 18 Dinner Drive, Shanghai Ichiban, hosted by AmberDoor & Jerry Arens

26 Thanksgiving

DECEMBER 2009

- 05 Holiday Appertizer Party, Hosted by EJ and Helene Czarnopys
- 07 Monthly Meeting 7:00pm, Delta Imports
- 25 Christmas



We Want You!!!

...to be the new Vice President of the Western Michigan Region, Porsche Club of America!

Could it be you? Why not?!? This is your chance to be a bigger part of your favorite club!

Your Porsche club is a lighthearted group of fun-loving car nuts, and a good VP is needed to help keep the momentum going. You will serve 2 years as VP, and then 2 years as President, spending a couple of hours each week making this the best darn car club in west Michigan.

As VP, you'll have a lot of fun acting as a backup to the Pres, helping coordinate events, keeping our members enthused about the club, contributing to the Uber...and much more! It's a fun, easy-going way to make an impact, and spend time with like-minded Porsche friends on a regular basis.

We're looking for an enthusiast, an advocate, somebody not afraid to get involved and be an active player. It's really easy, it doesn't take much time, and it's a lot of fun!

If this sounds like "you", then just write a simple, well-written letter to demonstrating the following:

- Your enthusiasm for the Porsche brand
- Your enthusiasm for PCA
- Your desire to be an important part of the club's future
- Why you're the right person for the job!

Please drop your letter in the mail to our current President, Mr. Ted Blacklidge, before November 30th, 2009. The Selection Committee will convene and make a decision sometime in December.

Send submissions to:

Ted Blacklidge
2753 13 Mile Rd NE
Rockford, MI 49341

If you have any questions, don't hesitate to call Ted at (616) 866-4143.

IN THIS ISSUE:

- 1 Search for VP
- 5 September Dinner Drive
- 7 President's Letter

Upcoming Events

Monthly Meetings will occur on 1st Monday of every month at 7PM at Delta Imports, 6025 28th St. SE Grand Rapids, 49546

Maxfield's Restaurant November 6, 2009 @ 7:00pm



Duane & Brenda Weed will be hosting the November Dinner to Maxfield's Restaurant near Edmore on Friday November 6th for their ever famous Seafood Buffet.

The Seafood Buffet features crab legs, frog legs, fresh battered shrimp, ocean perch, baked cod, Cajun catfish, roast beef, barbecue ribs, and more for \$24.99
Other items are also available.

The Porsche club has reservations for 7pm so be fashionably early.

Please R.S.V.P. 231 937-4867 or Duane's cell 231 250-9624.

Maxfield's Restaurant is located at 11228 Wyman Rd., Blanchard, Michigan 49310

(800) 550 - 5630, Local (989) 427 - 5630

For driving directions go to

<http://www.maxfieldsrestaurant.com/restaurant/directions.php>



November 18, 2009
7:00pm
Join your fellow WMR PCA member for
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at



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Formerly Shang Hai Garden; Shang Hai Ichiban continues to serve one Western Michigan's finest dining experiences run by the Yang family. Head Chef James Yang and his brothers Steve and Eric continue their success of 20+ years of restaurant experience.

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This has been a popular dinner event for the last several years. Mark you calendar for a night of friends and food around the hibachi grill.

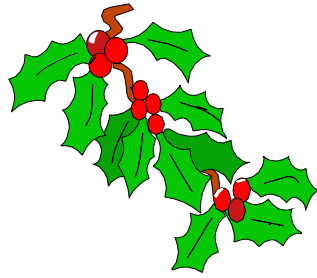
RSVP by 11/16/09

Amber Door

Amdoor242@aol.com

616 340-0971





HOLIDAY APPETIZER PARTY

December 5th @ 7:00 pm

Ring in the holidays on the first Saturday in December !
In keeping with tradition, bring an appetizer and/or a
bottle of wine
to share with your friends in the WMR Porsche club.

EJ and Helene Czarnopys have graciously offered to host
the party
at their home in Rockford.

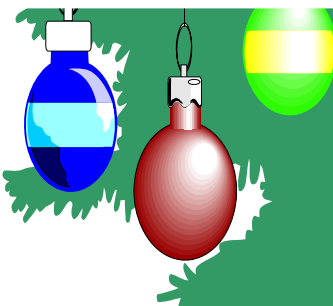
So dust off your holiday sweaters and vests and join a
relaxed evening
reliving memories of Porsche events in 2009
and looking forward to those of 2010 !

Please RSVP by Tuesday, December 1st to:

(616) 866-4239
or
helene6632@charter.net

Directions:

131 North to Rockford/10 Mile Exit
Turn left (west) on 10 Mile
First right hand turn is Algoma
2 Miles to 12 Mile
Turn right (east) on 12 Mile
.08 Mile to Valley View
Left on Valley View



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TBD

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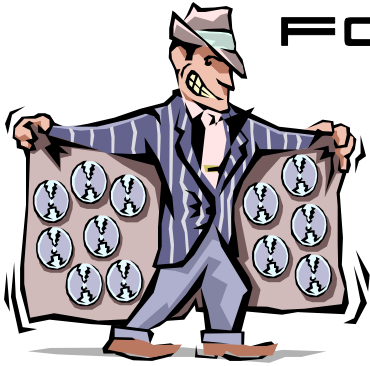
Roy Wilkinson
T: (330) 733-4813
E: Rwil5@sbcglobal.net

September Dinner Drive By Randy Portoluri

What great weather for the September 12th dinner drive. Ten Porsches met at the Spring Lake Holiday Inn parking lot and took off a little past 4:00pm. The drive started down M-104 through Spring Lake and then followed Lenard Road along the north side of the Grand River, We then crossed the river at Eastmanville and followed the river back on the other side. Four bayous come off the river along this side divided by the road, Some comments were made about how beautiful they were. Many of the roads were just perfect for our car. Nobody was lost following the old but still spry 911 that lead them.

We ended the ride at the Clover Bar in Grand Haven for some great pizza and fellowship, with 22 Porsche lovers in attendance. I understand that some drifted to the party next door to see the belly dancer.





FOR SALE

944T & 944T PARTS - 1986 944 Turbo coupe, stone gray/burg., koni 2-way cup-car coilovers, M030 front sway bar, racer's edge bushings, camber plates, Lindsey Racing stage-3 heads, MAF, intake manifold & solid lifter/cam, larger turbo, chips, adj. air/fuel, 968 - 6 speed trans., 3 sets of wheels, roll bar, sparco racing seats and belts, fiberglass rear bumper \$16,000 OBO. 944T parts: Front fiberglass fenders \$250, Fiberglass hood \$200, Fiberglass 924T LeMans real spoiler for 944T \$200, Lexan rear hatch \$500, Window net \$50, 944T front brake calipers \$60, 944T 5-speed trans. with cooler \$600, SFR stage-3 turbo \$900. Prices as listed, OBO. Ron Hendrick (616) 402-0362 (NOV)

1983 Porsche 930 - Pearl white, 87,600 miles. Very good condition. New parts and updates by Bruce at German Auto. Priced at \$34,500. Call Jack @ (231) 937-4392

HEATED (limited) OR UNHEATED SPACE - for your car. Unheated storage is \$200 for 5 months (\$40/month). For more information, call Bob or Carol Friday (PCA members for over 15 years) at (616) 863-9395 or email:

PARTS FOR SALE 944 - Control Arms, complete exhaust system with catalytic converter, brake rotors, calipers, torsion bars, coil over springs 400 lb, design 90 wheels 7 x 8 x 16", CV joints with new boots, oil coolers, steering wheel w/ air bag. 911- (930) complete exhaust system with exchangers, oil lines, lower front clip w/ driving lights (black) , transmission gear set (1st to 4th) , turbo charger, inter-cooler, shift lever, old style head lights. Parts are from 1989 944S2 and 1986 911/930 and pricing is negotiable.

Call Craig Ackeamer@aol.com.

FOR SALE: Two Dunlop SP Sports - \$150.00 255-40-ZR 17. Never mounted excellent condition. Call Dave Reid @ 616-560-3583 or 517-667-9943

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928 ENGINE FOR SALE: 1985 928 5.0 ltr quad cam, 88k actual, runs good. VIN: WPOJB0921FS860652. Engine take out for engine upgrade for track use. ALL Accessories, alt, PS, Smog pump, ignition coils, wires, New Injectors, rails - **EVERYTHING GOES** - Lots of new and upgraded parts, please call me directly or email me for photos or a time to see the engine sgober@mycfc.com 616-893-0891 No reasonable offer refused

FOR SALE: 4 16" Wheels off a 993 with all season tires. \$600.00 or best offer. Call Arnie at 616-443-4901

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From the Desk of the President ...

Well folks, by the time you read this letter, our first snow flurries will have fallen, most of the leaves will be off the trees and I will be 8 weeks from ending my West Michigan Region club presidency. Gabriele and I have enjoyed our involvement with the club for the past 4 years. 2 years as the Vice Pres, and 2 as President. The club is very fortunate to have Dan Phillips as the new chief. Dan is a very enthusiastic Porsche person—even though he drives a BMW! Please don't hold that against him. His lovely wife Ren, your newsletter editor, is actually the real enthusiast. She drives her Porsche Boxster 12 months, rain, snow and shine. How many club members do that? By the way, Dan is in need of a new Vice President. We will have our November 2 planning meeting (see enclosed details) to put together our calendar for next year and would like to invite all members to join us. If you are interested in becoming part of the board, please email me asap.

For those of you that are looking for a late season driving event, our friends at the Furrin Group (Furrin.org) are holding their last autocross on November 14 at the US 131 Motorsport Park. Check out the website for details and registration.

Now, thanks to the generosity of Mid-Ohio Region's club president, Dave Hayden, I am including a detailed article on:

Storing Your Porsche

"First, let's talk about gasoline stability during those long winters. We've all seen or read the many ads on STA-BIL Fuel Stabilizer. Does it work? It certainly can't hurt. I've seen the effects of stale gasoline on lawn mowers that have set for several years. If you plan to only store the car for the winter, then do what they say: add a fuel stabilizer to the tank, fill the tank with fuel, then run the car home so the stabilized fuel will flow through the entire system, not just the tank. On the other hand, if you are storing the car for an undetermined period, I'd nearly empty the tank, add stabilizer and run the stabilized fuel through the engine, then empty the tank, restart the engine and run until the engine stops. This concept goes against what the car manufacturers say, but if you are storing for several years, there are no other good procedures that I've heard.

I have recently read that the octane rating of gasoline deteriorates fairly rapidly too. If that is true, then we don't want a tank full of old gasoline come spring. If you can't avoid a full or nearly full tank, then consider taking it easy until you can consume the stale gasoline. They use to say to keep the tank full to avoid condensation. That may be true with older systems, but with today's cars the systems are air tight and moisture condensation should not be an issue. Nevertheless, I still fill the tank and use a stabilizer.

Some good common sense ideas include completely cleaning the car: wax it and treat the rubber/vinyl/leather. Most importantly, thoroughly clean the inside making sure that all remnants of food are removed. We don't want to attract those small furry creatures, do we? I've tried many of those home remedies to discourage winter occupancy, but have never found a fool proof remedy. I still place Bounce drier sheets and moth balls in my car. They can't hurt. I would also recommend cleaning the trunk(s) and engine compartment to remove all remnants of food and anything that looks, smells, or feels like food. I've seen mice feed on some strange stuff. If they don't eat it they'll make nests with it. Don't keep bird seed, grass seed, and pet food near the car unless in a rodent proof container (personal experience). Or better still, don't store the stuff in the garage. You are just inviting those varmints to store the food in your car and live there too.

I believe keeping the moisture out is just as important as keeping away those pesky critters. Excess moisture can lead to corrosion of metal and growth of mold. There is nothing worse than opening up the car after a long winter's nap to find foul smelling mold covering the once beautiful leather. How do we minimize the affect of moisture? The best and obviously most expensive way is to store the car(s) in a climate controlled garage. For most of us that ain't gonna happen! So what are we to do? As I said earlier, keep the car closed tight and clean. That means windows up, the doors and trunk lids closed completely. Other options are to start the car every few weeks and heat up the interior as well as the engine compartment. Another option is to use a desiccant or drying agent. They are advertised by car care vendors like Griots. They work if the air is not too humid and you use a large enough quantity to absorb the moisture. Another method entails the use of electric heaters or light bulbs. Using some external heat will keep the dew point high enough to prevent or minimize condensation. I've seen small heater advertised. My remedy includes trouble lights with 40 watt bulbs hung safely in the cabin and the trunks. This method may help, but you must also consider the risk of a potential fire. The operational costs should be minimal, about \$20 per season per light. I've used the 40 watt trouble lights and they seem to help. Please note, 40 watt bulbs in a metal trouble light cage will usually not cause localized heating if properly installed.

What about mechanicals, like the tires? Some say to put the car on jack stands to take pressure off of the tires and prevent flat spotting. That sounds logical, but what about those shock tube shaft that will be exposed? They could and do rust. Now you have created another problem. I prefer to over inflate the tires to maximum pressure, about 50psi. There are wheel carriers with a contour similar to that of a tire. They should also help prevent flat spotting and their cost is low. On the other hand, I've never experienced permanent flat spotting with just doing nothing.

Are you going to leave the engine till spring? I hope not. We often hear that the engine oil should be changed, first thing in the spring. Do you really want to put the car away with dirty oil? I don't. At the end of the season I drive the car for at least an hour to remove condensation from the crankcase. Then the oil and filter are changed. Now, the car is ready for its long winter's nap.

For those of you who store your car(s) for the winter the single most important thing you can do is install a trickle charger on the battery. Batteries left unattended may completely discharge in a few weeks. So, what's the big deal? As a battery discharges, lead is converted to lead sulfate. In a completely discharged battery, too much sulfate is formed and some of it will flake off and build up in the bottom of the battery case. Eventually, enough of the sulfate will build up and short out the plates. Now, the battery will not completely charge or hold a charge. This happened to me with a one year old battery. Replacement cost over \$300. I became a believer and now use the trickle charger year round! The safest procedure is to remove the battery from the car. However, on newer cars you need power in the car to open the locks. Read your owner's manual before disconnecting the battery.

Lastly, use a good waterproof cover. As well as keeping the exterior surface clean and dust free, the cover may help to retard moisture penetration."

On the other hand, the purist drives their Porsche year around!!!

Ted Blacklidge, soon to be ex-President



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Uber Alles September 2009 Dan Bird article pg 12

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Adam & Deb Dingwall
1 Year

PORSCHE'S PERFECT DAY ENDS WITH 100TH AMERICAN LE MANS SERIES WIN AND NINTH GT2 CHAMPIONSHIP; LONG/BERGMEISTER LEAD LIZARDS TO HISTORIC LAGUNA VICTORY

MONTEREY, Calif. - October 10 --Joerg Bergmeister (Germany) and Patrick Long (USA)

capped a successful 2009 American Le Mans Series season by winning their sixth race of

the season, capturing the ALMS GT2 drivers, manufacturers, and team championships, as

well as helping Porsche to earn its 100th class win in the American Le Mans Series today in

the four-hour endurance event for the Monterey Sports Car Championships at Mazda Laguna Seca Raceway.

Bergmeister, who took over the driving chores from Long for the final stint in his #45 Flying

Lizard Porsche 911 GT3 RSR, ran nose-to-tail with the #3 Corvette's Jan Magnussen for the

lead during the last 20 minutes of the race, holding off the more powerful Corvette despite a vibration from a flat-spotted tire.

Then, with three laps to go, the Corvette passed the

Porsche, but used the pit lane entrance to do it, and the IMSA officials made him tuck back in behind Bergmeister. Then, with two laps to go, Magnussen got by Joerg again, and Bergmeister picks up the story.

"He got by me, but he went too far into the corner and put himself out of position, and I was able to retake the lead. This happened one more time during the lap, and I was in front going into the last turn, when he pushed me twice. We bumped a third time coming out of the corner, and he went into the wall and crashed. While I feel badly that Jan crashed, and I was glad to hear that he was okay, I felt we raced hard and fair, and that the entire Flying Lizard team and my co-driver Patrick earned this win," said Bergmeister after the race.

It was the team's sixth GT2 class win of the season, including five wins in a row at St. Petersburg, Long Beach, Salt Lake City, Lime Rock, and Mid-Ohio; and, for Bergmeister, his fourth ALMS GT2 title (2005, 2006, 2008, and 2009). He won the 2005 championship in a Porsche with Patrick, the 2006 title with Patrick (although they did not share the final points as Long drove Sebring in the Penske Porsche RS Spyder), the 2008 title with Wolf Henzler (Germany), and this year again with Patrick. For Long,

this was a special year because of the competition the team faced.

"With the addition of Corvette and BMW to the GT2 mix, it was easy to put in what you thought was a perfect lap, only to find out you were only fourth or fifth fastest. But Porsche

gave us a car which only came into the pits for fuel and tires - no mechanical problems all year - and the Flying Lizard Motorsports team continually won races for us with their flawless service, innovative strategy, and hard work preparing the car. As for Joerg and I, we complement each other's strengths and weaknesses, and are able to put all our efforts toward one goal - team victories," said Long.

"And to score Porsche's 100th ALMS win on top of that, it's a real honor," added Bergmeister. "We join the long list of Porsche factory drivers - Bob Wollek, Lucas Luhr, Sascha Maassen, Timo Bernhard, Roman Dumas, Dirk Mueller, Randy Pobst, Marc Lieb, Wolf Henzler, Mike Rockenfeller, Ryan Briscoe, Emmanuel Collard - along with many independents, such as Cort Wagner, David Murry, Johannes van Overbeek, Bryce Miller, Richard Westbrook, Helio Castroneves, Kevin Buckler, Johnny Mowlem, B.J. Zacharias, Brian Cunningham, John O'Steen, Martin Snow, Melanie Snow, Patrick Huisman, Craig Stanton, Kelly Collins, and Darryl Havens.

A complete list of Porsche's 100 victories in the American Le Mans Series can be obtained from sending an e-mail request to as@kgpr.com.

Wolf Henzler and Pierre Ehret (both Germany) finished third in the GT2 class in their #87 Farnbacher Loles Porsche 911 GT3 RSR, moving Wolf up to third place in the final point standings, despite having five different co-drivers this season while his regular teammate, Dirk Werner, was running a successful Farnbacher Loles Porsche effort in the Rolex Grand-Am series which results in a championship.

"The fight with the Panoz was a great battle, fun and fair. A prototype overtook me, but then

he had a bad exit and I hit him. I don't know if he was on cold tires, but I wasn't expecting him to be so slow. I had to brake really hard, and Dominik in the Panoz had a

great run, so he was able to pass me. After that, I was trying really hard to pass him back. I tried two times and we even went side by side through turns 1 through 4. We gave each other room and kept it fair. Finally with two laps until the end, I was able to pass him in the same way he passed me. He ran into traffic and he had a little bit of a bad exit, so I dove in. I had watched him from behind for 15 minutes, so I knew where I could out-brake him. So when we went into turn eleven, I knew I could make the pass so I said, 'Okay, now or never.' I made the move, and it worked perfectly," said Henzler, who won the title last year with Bergmeister.

"Everyone worked very hard this weekend to provide me and Pierre with a good car for the

race. We earned our podium position today and our third in the Championship.

I've known Pierre for a few years now, but this is the first time I've driven with him.

He's used

to driving Ferraris, but after a few laps in the Porsche, he got much more consistent and

confident. He kept the car safe and developed a good rhythm as his stint went on. He was a

big help to me today and we earned this podium together," Henzler added.

Continued on Page 10

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(Continued from Page 9)

Other Porsches got involved in this celebration day, with the #44 Flying Lizard Porsche 911 GT3 RSR driven by Seth Neiman and Johannes van Overbeek (both USA) not only finishing fifth, but winning the Michelin Green X Challenge for the second straight event, scoring enough efficiency points to win the season title for GT cars. The Michelin Green X Challenge measures the best Green Achievement score from a formula which calculates performance efficiency, greenhouse gas emissions, and petroleum displacement. For the second event in a row, the #44 Porsche ran the ALMS event with E85 fuel (85 percent ethanol).

The #45 Lizard team Porsche was second, and the #87 Farnbacher Loles Porsche third in the Michelin Green X Challenge final GT standings.

The #18 T-Mobile Porsche entered by VICI Racing, despite now entering the race until mid-week and missing the entire first day of scheduled practices, finished seventh with Richard Westbrook (England) and Johannes Stuck (Austria) at the helm, while Team Falken Tire Porsche, with Bryan Sellers and Dominic Cicero (both USA) sharing the driving, finished eighth in only their third race.

In the LMP2 class, Klaus Graf (Germany) and car owner Greg Pickett made it four podiums in four events in their Team Cytosport Muscle Milk Porsche RS Spyder, finishing second in class despite a couple of spins and a clutch problem.

"The Muscle Milk Porsche RS Spyder was fantastic today. Unfortunately we had a clutch issue that caused me to go off track when I was warming up the tires during a caution period. After that I had trouble getting it back into gear but let me tell you that nothing other than

a Porsche would have continued to make it in this race. It was magnificent. It's a great testament to their engineering excellence and without that we would not have finished the race. The crew talked me through the re-set procedure for the transmission, which was stuck between gears, and I was on my way," said Pickett, a former multi-time Trans-Am champion.

Graf, also a former Trans-Am champion, had his adventures on the track as well.

"What a race! Fortunately we finished enough of laps to finish second and give us our fourth podium in a row, that's a big achievement for the team coming into the ALMS LMP2 class at the end of the season, so hats off to the whole team. Obviously it was a pretty eventful race. I had a good start but I was stuck behind an LMP1 car for a couple of laps. I didn't really get frustrated but I just wanted to get going. The Muscle Milk Porsche RS Spyder was good and I wanted to go faster. So I dove underneath him going into Turn 9, which is a really fast turn.

And he just didn't see me I guess, because he hit me flat out when I was basically through and passed him already. Luckily the Porsche RS Spyder is a really strong car and it only did body work damage and some damage to the wheel so we were able to recover from that and put in some strong laps afterwards. We have a really strong team and I'm really looking forward to next year," Graf added.

In the American Le Mans Series Challenge class, for the Porsche 911 GT3 Cup cars running in the Patron GT3 Cup Challenge by Yokohama series, Melanie and Martin Snow (USA), both still in contention to win individual awards in the Patron series, captured the season championship in their Snow Racing Porsche 911 GT3 Cup car despite not scoring any points at Laguna Seca due to a contaminated fuel issue.

They clinched the championship when the Wesley Hoagland/Bob Faieta Gruppe Orange

Porsche did not finish first - a position they needed to overtake the Snows.

Faieta took the checkered flag in third position, but later, the car was disqualified for having excess fuel capacity. The Shane Lewis/Mitch Pagery Velox Motorsport Porsche crossed the line in first place, but they too were disqualified (for not meeting the minimum weight) in post-race tech inspection. So, the winners of the ALMS Challenge class were Guy Cosmo and John Baker, in their Orbit Racing Porsche, having been on the pole in all three events they have entered, but scoring their first win.

"Today's fuel problems were unfortunate, but we had a great season, and we're glad it ended with a championship," said Ms. Snow, mother of four and a driving instructor at Utah's Miller Motorsports Park.

Along with Dutch champion Patrick Huisman, Martin and Melanie won the GTS class in a Porsche in 1999 to score a win in the first ALMS race at Sebring.

"As the season went on, I got more and more comfortable in our Porsche for these long races, and I had lots of fun," she added.

###





SAVE THE DATE



Porsche Club of America
Western Michigan Region
50th Anniversary Celebration!

20-21-22 August 2010

Mark your Calendar!

We're celebrating our region's 50th anniversary in 2010! Come celebrate with us - it will be a weekend filled with Porsches, friends, and fun!

Here is a quick outline of what you can enjoy:

Friday:

PM casual dinner drive, ending at a casual restaurant
Meet up downtown for drinks later

Saturday:

AM topside Concours d'Elegance, at Calder Plaza, downtown Grand Rapids
A catered box lunch at the Calder Plaza
Afternoon Gimmick Rally, departing from Calder Plaza
PM cocktail hour / reception
PM formal banquet with special guests and awards

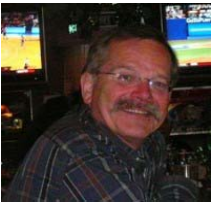
Sunday:

AM Cars & Coffee
AM lunch drive, ending at a casual restaurant
Farewell by early Sunday afternoon

Please help us make our 50th Anniversary Celebration a success! We are looking for leaders to plan and manage the various events of our 50th Anniversary celebration weekend. We welcome volunteers to help in any way you can.

Please contact Dan Phillips at (616) 281-2459 or dphil66@hotmail.com to volunteer, or for anything else. We look forward to seeing you there!!

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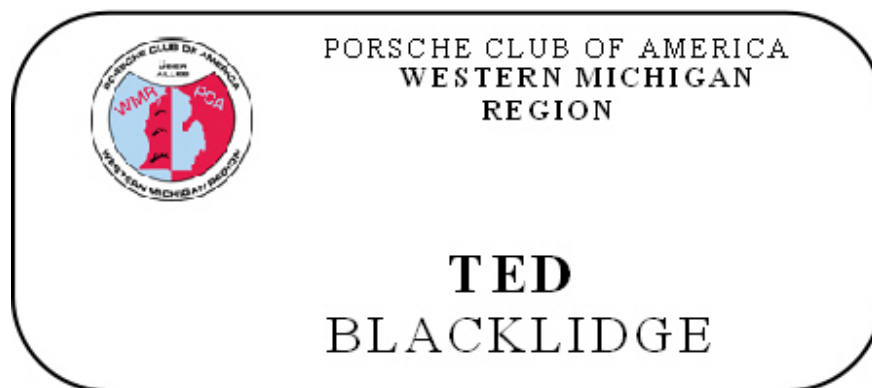
WESTERN MICHIGAN REGION OF
THE PORSCHE CLUB OF AMERICA

C/O Ren Phillips
2676 Briarwood Court SE
Grand Rapids, MI 49512



NOVEMBER

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