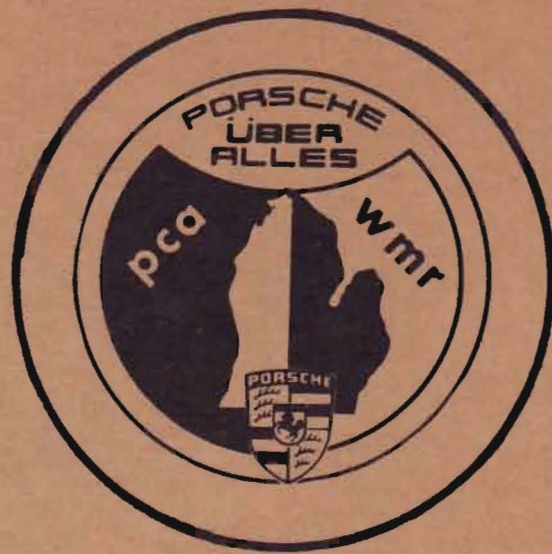


PORSCHE

ÜBER ALLES



WESTERN MICHIGAN REGION
PORSCHE CLUB OF AMERICA
1975

WESTERN MICHIGAN REGION PORSCHE CLUB OF AMERICA BOARD '75'

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FEBRUARY

DOUG'S HEAD

Here it is February and in a few more weeks our driving events will be under way. I think we can look for many new members taking part this year. I'm sure all those beautiful Porsches are in A-1 shape and ready for that good weather.

The new cover layout is compliments of Rick Hondorp, and the artwork was done by Rod (Z-28) Wolma. A big thanks to these guys who worked very hard on our cover and advertising - very professional.

Just a word about our advertisers. Although we already patronize many of them we have some new ones this year and they had enough faith in us to advertise in

UBER ALLES so let's get in there and pitch for these businesses and show them we appreciate their support.

I've been in contact with Bob White, our new Zone Representative, and advised him as to the board's feelings on the PCR. He is carrying our vote of confidence with him to the annual meeting, and I assure you our best interests are in very good hands.

As of this writing, you can look for two IMSA races in our area this year - Mid-Ohio on August 24, and a tentative Elkhart Lake on July 27. If you've never seen a racing Carrera, then you've never seen a race car at all. Put these two events on your schedule.

Doug

Veep Beep

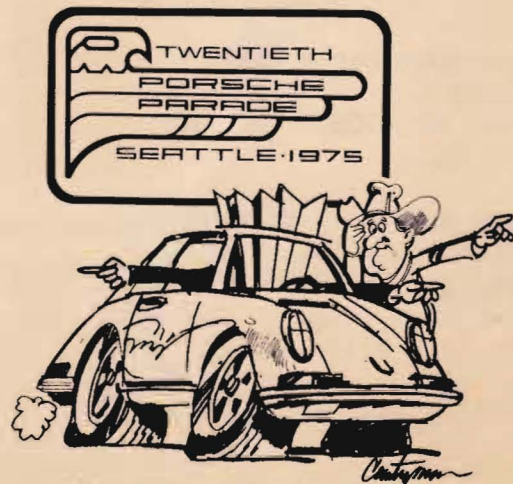
LET'S WORK TOGETHER

As Over-All Events Chairman, it looks like it's going to be a really big year for WMR. At WINTERFEST I had more people come up to me and ask what they could do for the club, "How can I get active?". The answer to this question is, "Show up at the events", and you will be active. Speaking of WINTERFEST how about that Mary Ann Conklin and Marilyn Moses, what a fantastic time! The meal was excellent, and everyone had a good time. I want to personally thank Jim Brammer and Dan Conklin for their trophies for the club and its members. I personally had a lot of fun watching people dance the same way they did eight years ago to the same music I used to play at high school dances. Thank-you Mary Ann AND Marilyn.

As for the outlook for the rest of the year, all you racers had better get your engines tuned and your nerves steady. We have a group of hillclimbs that will be an experience for the novice and a challenge for the experienced driver! There are rallies and good

times to be had by all. All you have to do is attend the events and ENJOY. To me that is what P-O-R-S-C-H-E is all about!

Ryl



July 27 thru August 1
Post Parade Salmon Fishing
August 3, 1975 Westport

REFLECTIONS

On the way to The Presidents Motor Inn, snow was blowing all over the road and it was getting quite cold. I kept hoping everyone who confirmed their reservation would come. I shouldn't have had any doubts, as the evening progressed we ended up with fifty-six Porsche lovers. What a GREAT turn out! We were especially delighted to have Mr. & Mrs. Harold Teter and Mr. & Mrs. George Scott from the Indiana Region.

After hors d'oeuvres and cocktails we settled down to delicious prime rib. It was excellent.

Then the excitement began. When you get Dan'l Dixon and Doug Hoek together talking over 1974 and what a terrific year we've had, you feel like you are watching Johnny Carson and Ed McMahon. A special thanks to John Turuta, Dan'l and Doug who all had a hand in making the lovely awards.

Jim Brammer and Prestige Porsche-Audi presented WMR with a beautiful award in appreciation of PCA/WMR activities and support.

WMR was very proud to make Nils Ericksen an honorary member. Nils has given WMR a lot of his time, effort, and support.

Craig Paull and Rick Riley really saved the day. Thanks Craig and Rick for letting us use your MacIntosh. The music was outstanding. Your system was the envy of everyone there.

The door prizes were super! I had a ball picking the prizes up and meeting these fine people who support the club. The door prizes were given by: Prestige Porsche-Audi, Nils Ericksen, Doug Hoek, Classic Porsche-Audi, Bing Kolk, Capital Tire, Kegler's, German Car Service, Postma Oil Co., DeMeester Oil Co., Progressive Sound, Civic Theatre, Pit Stop, Bill Moses, PCA/WMR, Carolyn Underhill, Judy Cull, and Holiday Inn South. Thanks so much.

Last, but far from least, A BIG THANK YOU TO MARILYN MOSES.

Mary Ann Conklin

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Tim Thatcher
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Clyde and Rose Marie Witt
Angle Steel
Plainwell, MI 49080
Red 356

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2459 Rockhill Drive, N.E.
Grand Rapids, MI 49505
616/361-2392
Metallic Gold 911

WMR welcomes all of you.

'74

Our WINTERFEST Year-End Awards for 1974 were presented to: Bill Moses for "Porsche Is A Two Syllable Word Tech Session", Rick Riley for "Catastrophic Concours" and "Porsche Is A Two Syllable Word Tech Session" as well as "Holiday On Wheels Two Autocross", Bill Hooper and Bing Kolk for "The May Go Fast Autocross", Craig Paull for "Madcap Rallye", Doug Hoek "Holiday On Wheels Two Overall Chairman", Bob Underhill, "Holiday On Wheels Autocross", Pete Dykema, "Holiday On Wheels Concours", Dan'l and Helena Dixon for the "Holiday On Wheels Two Paradox III Rallye", Jay LePert for "Frenchman's Frolic" and "Aero-Track Autocross", Judy Cull for "Hare and Hound Rallye", Joe Cramer for "I Didn't Know That Tech Session, and Shari Hoek for "Winterfest 1974", "Hare and Hound Rallye", "Octobertour", and "Porsche Uber Alles Editor".

Foot In Mouth Dept.

OK gang, here it is -- the new PORSCHE UBER ALLES for 1975. Really and truly pulled some teeth trying to make it to press on time; we're a little late, but I sure hope you think it's worth it.

To have accomplished this feat alone would have been impossible. My sincere thank you's to Rick Hondorp, our most Western member of WMR (Tempe, Arizona) for the outstanding creativity in his layout of the cover, and to Rod Wolma, who doesn't own a Porsche, but who will some day, for a super job on our advertising scheme. Working with these two Porsche Pushers was a wonderful experience. Oh, to have so much talent.

It was touch and go for awhile when calling on prospects to advertise in UBER ALLES, but LOOK what we've come up with! These people have done so much for us already that it sends chills up and down my spine. Patronize these businesses - a lot of them are WMR members. Wear your Porsche jacket or be sure to tell them you are Porsche people. They'll appreciate it and they'll know their advertising has helped. Next year it will help us too when I go knocking on doors again.

I truly believe we're going to give those other regions in our newsletter class this year some competition for the newsletter awards presented at the National Parade. We're off to a great start - any way you can help me to keep it going sure will pay off. I'd love to hear from you.

Speaking of newsletter publicity, the December, 1974, issue of CHRISTOPHORUS featured an article written by Frank Barrett. Frank was very instrumental in kicking off "This Newsletter Thing 1974" and he sure did a fine job with his article.

A great many regional newsletters were pictured in his article. What a thrill to see our publication displayed. If you get a chance to read this article I recommend it. There are quite a few members in the club who subscribe to the factory publication. The photography alone is worth the price of the subscription. It's really fine.

I've heard from Motor-Stadt that Michigan International Speedway's road course has been opened up so that the portion we ran last year can be used in its entirety and there won't be any turning around to get back to the pit area. S-U-P-E-R.

Be sure to keep your eyes peeled for first-hand details on the Three-Region IROC dates. I can tell you that WMR's will be a part of our Holiday On Wheels Three event, but as yet the meeting with the other two regions hasn't been held, so no other dates have been established as far as we know.

Have you heard the news? Peter Gregg has full VWoA-Porsche-Audi backing for the IMSA-Camel GT this year. Should be very interesting...lots of competition this year.

See everyone at the Sleigh Ride on the 15th. Keep on Pushin'-Porsche.

Shari

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|---|---|----------------------------------|---|---|
| M | | | | M |
| R | | <u>OL' FASHION'D SLEIGH RIDE</u> | | R |
| P | | | | P |
| C | | SATURDAY, FEBRUARY 15 | | C |
| A | | | | A |
| W | 7 | WOODLAND STABLES | 7 | W |
| M | P | | P | M |
| R | M | CANNONSBURG | M | R |
| P | | | | P |
| C | | \$3.00 PER PERSON | | C |
| A | | | | A |

Porcia or Whatever I Feel Like

Dear Porsche Friends:

This letter was originally intended to be about firing some of you up for a nice long Porsche cruise this summer to Seattle to attend the National Porsche Parade. Some of you good people had some interest, but are now losing it. Others probably never gave it a thought.

Well, if there are still interested people, I would like to know about it because I was tentatively going to keep about 2-2-1/2 weeks for travel time out along the northern Route 2 through the scenic Rocky Mountains and on to the Pacific Northwest for a rendezvous with other Porsche lovers. What a fun time of driving that would be.

Now, however, I am wondering just how many people from out inter-region area we could get to go? So, I have changed my line of thought just a little bit and would, instead, like to suggest that we all put that much more effort into making this coming season just that much greater right here at home. In other words, as the economy is slowing everything down, more of us would probably just as soon

stay around home this summer. So let's spend the time and energy that would have gone into a nice long trip across country and make more and better inter-region events right here at home. After all, that's where our good fellowship is.

To set you all thinking early, however, I am suggesting that we all give serious thought to next year's Porsche Parade to be held in Brainerd, Minnesota. That is much closer to home, even though it still would be a pleasingly long drive. Think of the drive out there and back through scenic upper Michigan with its many campsites...

Well, that can wait until next year. Just keep it in mind. Right now let's look forward to a good, fun-filled season. Can-Am racing is gone this year, but we will be caravanning to a couple of IMSA's.

Bing

P.S. If you've gathered that I still have an itching to "go West young man", you're right! Give it some thought and we may still go to Seattle...

THE PORSCHE WATCH

Porsche in this context means Porsche Design from the studio of F. A. (Butz) Porsche. The former head of Porsche styling (911 et al.) and his team have been active on their own projects. One idea which he conceived early in 1971 while talking with the Orfina watch importer was a watch carrying the Porsche emblem. This soon became a concept for a new design to meet the high demands of Porsche drivers in its design qualities as well as workmanship.

Tossing the idea around and asking questions they decided it must be a chronograph, a wrist and stopwatch, and winding would be out of the question. The choice of automatic or electric was decided for the former, with natural arm movements. It was obvious that it would have the simple functionality of a Porsche dash and why not black, after all? A new procedure was adopted to replace burnished metal, to resist scratches and give a deep matt black. The stainless steel

housing is sprayed with a plastic substance at high heats and a close union formed between plastic and carrier; in matt black.

After long preliminary work the Porsche watch has been available in specialty shops since June, 1974. It comes with a flexible steel strap in the expected style and offers clear scales on a black background. In addition to normal second hand there is a stopwatch hand and scales to record up to 30 minutes and 12 hours. Set the watch aside and it will run another 45 hours. Experience with automatic watches has been entirely satisfactory as we know, and Orfina made sure it has a high-quality mechanism.

The surface treatment has lived up to expectations too with no wear on the edges. The face is large enough to be read easily even in bad light and it looks like a diver's watch.

This prize possession will cost roughly \$225-\$230 and looks its price.

Christophorus

RAMBLIN' ON

Well, here it is February, 1975, already and I haven't managed to accomplish anything yet, except make it to WINTERFEST. Winter seems to have that effect on me. My other thoughts match those of Snoopy on top of his dog-house covered by snow, "There's a lot to be said for summer!" Amen. Michigan winters are weird, though, in that they do allow infrequent driving of one's Porsche. A couple of weekends ago, I took up on that opportunity, and headed the 914 out the Gerald R. Ford (whoever he is) expressway. It was a beautiful day, the sun was shining, and I determined that I was willing to pay to go 70. As it worked out, I didn't have to, which was fine by me. In fact, there were so few "Smokeys" that I let it roll out to a nice decent speed - I know I appreciated it, I hope the car did too.

I must really offer my congratulations to Mary Ann Conklin and Marilyn Moses on putting together a fantastic WINTERFEST. I enjoyed the evening thoroughly, except

possibly for the polar chill that was invading the place. And, since I'm told that The Presidents was having its share of troubles, I'm sure it means that the gals worked even harder to provide us with a good time. I also wish to thank anyone who donated any of the door prizes. There was a great variety, which I'm sure was appreciated by all. I also want to thank MacIntosh for providing us with all the power we could have asked for.

I hate to wind this up so short, but it's high time for the ice races and I'm running late, which is not exactly an unknown situation for me. The way things are shaping up though, I'll probably always run late - I'm tuned for 70 mph, not a permanent 55 - expletive deleted! Well, I've got to run, I want to see everyone participate in PCA this year - we're really trying to set it up that way. Peace and tranquility be unto you and your Porsche.

Craig

FOR WHAT IT'S WORTH

Ladies, gentlemen and fellow Porsche freaks, I hereby place before you a proposal. This may seem like a dream come true - it is.

On some bright and shining afternoon in April or May, the start of something good could take place. Here is what I propose, and I need 40 or more volunteers.

Let's fly to Stuttgart for a weekend and go through the Porsche factory. Far out huh?

With forty or more people we could get some super group rates. We would fly out of Detroit on a Friday evening and arrive in Stuttgart on a Saturday about noon, get settled in our rooms and enjoy some of the local color (and Beer, lots of Beer).

Sack-out 'til about 10:00 A.M., eat and go to the Porsche factory for the

rest of the day. After the tour, go back to the Hotel for some more local color, take a few pictures, have a farewell drink to Germany, and sack-out 'til Monday A.M. Have breakfast, get on a plane about noon, and fly back to Detroit, be back home about 9:00 or 10:00 P.M. Monday night.

All this and more for about \$465.00 per person including rooms.

If you are interested, please drop me a line. It would be the greatest weekend you've had in a long time. I will need to know how many of you would like to go to see if these rates would be possible. So, do it right now. Call me at Prestige - 241-5613.

Joe

P.S. Days may differ depending on when Porsche lets us through!

AUTOX

To prepare for Autocross, cars should be tuned properly, tires checked for tread depth and air pressure. Loose wheel bearings should be tightened to specifications. Brakes should be checked, (if they pull to one side it may cause you to hit a pylon). See that your battery is tied down and not too full of fluid. All fluids should be checked, especially gas, as it is most embarrassing to run out in the middle of the course, with all of your competition looking on! Bring your helmet if you have one, otherwise they should be available at the course. Driving gloves are also helpful, and washing your car is the final thing to do before you're ready to go.

Upon arrival at the event, visit the registration table, then to the tech inspection. There, they will check all the things you have already checked, and will assign your Porsche to its proper class. Now that you are waiting for your class to be called, find the course map, study it, and then watch some cars competing. Even if they do the run poorly, you can still learn from their errors.

Before going to the starting line, be sure to remove all loose objects, and as much excess weight as possible, i.e. spare tire, tools, wife, husband, girlfriend, or boyfriend, from your Porsche. When you go to the starting line, have your helmet on and seat belt fastened...
BE READY TO GO!

Usually practice is held for about 2 hours before the timed runs are scheduled to start. Three timed runs are usually given a contestant and the best time of those is the record. On the first run be sure to follow the course correctly. Remember, any pylons knocked out of position result in penalty points, recorded in seconds, (2 to 5 seconds per pylon).

Results are posted somewhere near the finish so you can see how you've done. Official results will be mailed to you.

Autocross is great fun for drivers to compete against each other (one car at a time against the clock) and a fun way to learn your own as well as your Porsche's capabilities.

Dave Snow - Arizona Region

winners circle

Congratulations to the trophy takers at the Lake City Ice Run 1975 ... Tim Thatcher, Craig Paull, and Bill Hooper.

FUN!

Sandy Lillibridge and Karla McGlamery are really working hard in preparation for the Sleigh Ride on Saturday, February 15, at 7:00 P.M.

We're going to meet at Woodland Stables and stash our after-the-ride goodies, then all pile in the sleigh and take to the woods for a whole hour. When we get back to the ranch, the party house will be warm and cozy just waiting for us.

There will be music, dancing, and a lot of Porscheabaloo along with tasty barbeque, potato salad, baked beans, etc. to soothe your hunger. Our chairpersons ask that you bring your own bottle, but they'll have the ice.

So, grab your date and we'll see ya there.

WE'RE GONNA HAVE A....

TECH SESSION

Sunday, March 16, 1974

Import Motors Ltd.- Grand Rapids

ALL details in next month's issue.

DON'T MISS IT

TECH IT

How many of you 914 owners are dissatisfied with excessive temperatures in the rear trunk? I know I was when we had our 914. The cure is very simple. You can decrease the temperature considerably by cutting louvers in the rear valence.

Remove the rear valence and take it to a metal shop or body shop which has the proper louvering dies to accomplish the task. If this solution is the one you choose, you can have the louvers cut in most any arrangement you desire, but the best is probably to have the slits vertical. They should also cover a considerable portion of the given area. After the louvers have been cut, the bare edges and any other scratches should

be sprayed with Rustoleum. These areas can now be resprayed with the black finish of your choice. If you don't have the time to complete the painting job yourself, drop it by your favorite body shop.

An alternative which was suggested by Ed Barney (Pacific Northwest Region) in UP-FIXIN der PORSCHE, volume III was to purchase a front panel for a VW Super Beetle; by cutting off the louvered section and riveting it into three cut-outs which you already provided in the valence, you have the same affect. Again, follow the same painting procedure. Ed relates that this action can drop engine oil temperature by about 35 degrees. Try it, you'll like it.

Der Skooner

Make your car battery outlive its warranty and keep it from eating holes in your Porsche or other fine German car (VW?). Easy? Not really, but with some forethought and preventive maintenance it can be done.

First, stop any damage that is in progress by removing battery (Batteries) and washing battery box with a solution of baking soda and water ... include the surrounding areas in this process. Be careful not to get baking soda solution on alloy wheels - it eats aluminum, magnesium, etc., but won't hurt paint or ferrous metals.

Next, charge the battery at low current (less than 5 amps) until all cells gas freely (don't worry about overcharging). Check the specific gravity of the electrolyte with a hydrometer (a cheap \$2.50 one is available from most auto stores and will do the job). It should be nearly the same in all cells (1.285 at 68 degrees). Now adjust electrolyte levels to just above the plates in each cell. Replace the battery in the car making sure the cables are in good condition, clean and tight. When adding water make sure it is distilled water.

Northern New Jersey

PORSCHE
is a
two syllable
word

DON'T FRET IF IT DOESN'T SNOW
FOR OUR SLEIGH RIDE WILL BECOME
A HAY RIDE

FEBRUARY

| Sun | Mon | Tues | Wed | Thur | Fri | Sat |
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Where It's At

MARCH

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| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | 31 | | | | | |

4 WMR/PCA BOARD MEETING 7:30 P.M.
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8&9 Holland Ice Run on Scott Lake

15 WMR/PCA OL' FASHION'D SLEIGH RIDE
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HAVE THE FOOD

16 Furrin Group Big Crooked Lake
Ice Run

22 MOTOR-STADT-PCA SKI TRIP

4 WMR/PCA BOARD MEETING 7:30 P.M.
LOCKE'S

15 Council Party -- Beer, Food, Band,
Dancing \$4.00 per person

16 WMR/PCA TECH SESSION - IMPORT MOTORS
WATCH FOR FLYER IN NEXT ISSUE

22 IMSA - Sebring, Florida

23 Kalamazoo Rallye

30 SCCA Council Sanctioned Rallye

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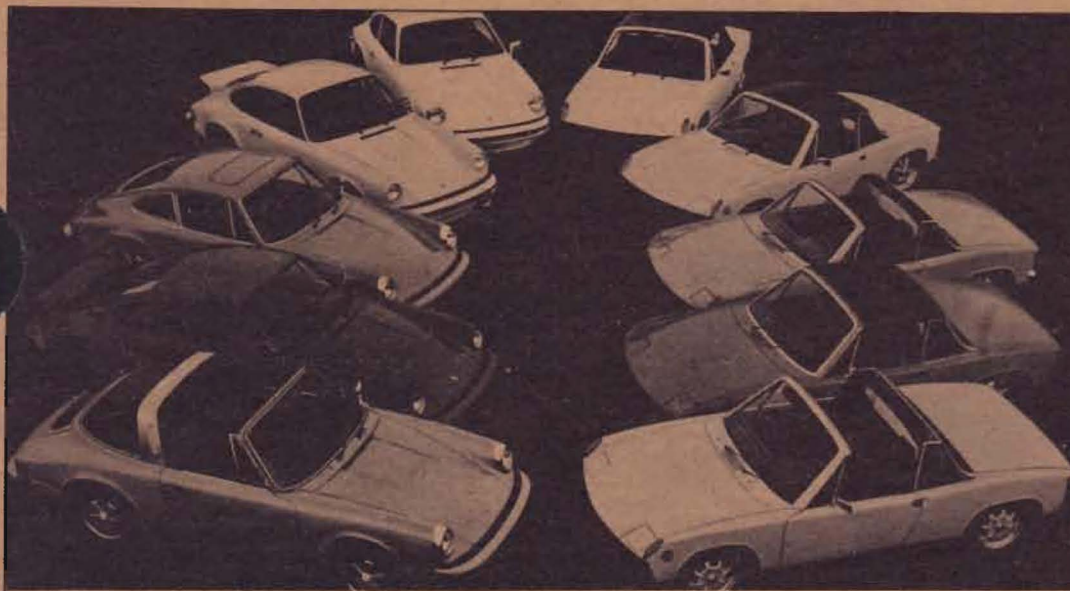
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