

# PORSCHE ÜBER ALLES



WESTERN MICHIGAN REGION  
PORSCHE CLUB OF AMERICA  
1975



# WESTERN MICHIGAN REGION PORSCHE CLUB OF AMERICA BOARD '75'

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# PORSCHE

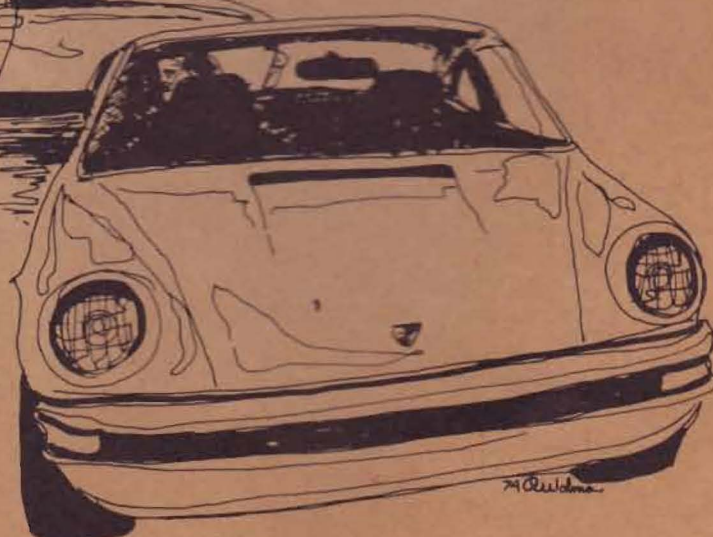


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# VEEP BEEP

25 YEARS OF DRIVING IN ITS PUREST FORM  
YEA, YEA, YEA

As most of you know, I went and sold my dear Silver E (may its new owner have stock in an oil well) and I'm now driving a Gulf Blue '75 Carrera. I didn't know until Doug Hoek told me, that Gulf Blue is the color that the Gulf Porsches were painted when they won the Manufacturers Cup. The car has a few minor flaws, but it must be noted that none of them offset the drive a bit. I do think that the good old E would stay with the Carrera, and might even beat it.

(The '75 Carrera/911-S engine is down 10hp from last year, so the factory put higher gears in the trans and rear end - figure that out.) However, the Carrera has much more torque than the E, but it still comes on at 3600 rpm's because of the higher gears. In a way, this is kind of a testimonial to Porsche. How many 1975 performance cars can you name that will even stay close to one made back in 1972? For any car to have the driveability, performance, and handling that is incorporated into the '75 Carrera in these days of government regulations says quite a bit for Porsche!

The first time I raced the car was at Lear Drivers Ed and Autocross. As luck would have it, I got my doors blown off by Charlie Richardson in his 356 Coupe! So much for equipment making a better driver out of you.

However, I did manage to redeem myself at Indianapolis Raceway Park (IRP). IRP is a 2.5 mile race track that was a real

gas to drive. There was a 3 liter 914 and a 3 liter 904 and a Carrera RSR and all kinds of heavy race machinery. As luck would have it Mother Nature rained all over everything and none of the race cars had wet racing tires, so yours truly took Fast Time of Day! This was a demonstration that racing is not only man and his machine, but that the circumstances that surround each event play a very large part in who wins. I will be the first to admit that there were many better drivers at IRP than myself, but I had all the luck!

I must say a few words about Chicago PCA running Grattan (speaking of rain). I didn't make the first day of practice, so I thought I would just drive out to Grattan on Sunday and spread good will among regions.

As soon as I arrived, it started to sprinkle, and then it started to pour! A lot of us were standing in the shelter of the hot dog stand when a gale force wind came through; trash cans blew over, everyone's gear started blowing around, and then both Port-O-Lets blew over - right on the front fender of a once Concours 912! It was very sad for the owner, but everyone else couldn't help but laugh at the sight of a flying outhouse hitting a parked car! (How fast was the outhouse going when it hit your car, sir?!)

On that bitter sweet note, I left Grattan and the Chicago club in a pouring rain, better luck next time!

Until next month, see you at the track,

RyI

---

## P.B.B PARTY

THERE'S GONNA BE A POOL AND BRATWURST AND BEER PARTY ON SUNDAY, AUGUST 3 AT 2:00 P.M.

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\$4.00/PERSON -- IF YOU DON'T WANT BEER BRING YOUR OWN BOTTLE & MIX.

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# PORCIA OR WHATEVER I FEEL LIKE

As I waited for Rick and Craig to show up, I watched the man on the tube predict severe thunderstorm warnings for all of lower Michigan. Fortunately, the storm was moving eastward and the guys were late. By the time we headed for the Teter's in Plymouth, Indiana, the storm was 'only' rain.

Thus, the start of a wet weekend. The hospitality of the Teter's house was superb. (Harold, you are the Pizza King!) Rick will fill you in on the details of IRP the following day - I'd rather not. It took me until midnight that night (when we arrived at the Mansfield, Ohio, Holiday Inn), a drive in Craig's 914 for a change of 'mobile, and a rip-roaring radio station out of Columbus that had the original "Wolf Man" blaring out the tunes, to get over the frustration of a wet, no-time-on-the-board autocross. (It also took my poor owner's manual the whole next week to dry out.) I'm certain that Rick has a different set of memories for that day and you'll probably like his better.

Sunday morning looked like the IMSA Camel GT race would get wet too. But, the weather turned beautiful and we watched an exciting race. Al Holbert took first in his beautiful blue Porsche Carrera. One BMW stayed in the race once and finished second, followed by HHH (that's Hurley Haywood, of course) in his Carrera, and Warren Agar in the Chevy Monza. Notice that there are "other cars" giving a little competition this year?! That makes for very exciting racing (i.e. the Mosport Camel GT reported elsewhere in this issue). But we all know which car holds together the longest and wins the most races!!!

The following weekend was the Empire Hillclimb. What a beautiful little town right by Sleeping Bear Dunes on Lake Michigan straight west of Traverse City.

The "Hill" was about 1/2 a mile long, all uphill, no braking, flat out in third gear, and had a sharp right-hander at about 85mph. That was enough of a turn to lift off the suspension and make for a scarry finish.

One Corvette ripped his fiberglass on a tree at that turn and one old Berlin Raceway-type stock car rolled it there. And, while we're on the subject, there were about 8 or 10 smaller mishaps throughout the event. But, that's not the message I want to leave.

It was a great course! The spectators have good viewing and an intercom system announced the drivers and their times, etc. All day Saturday was practice and for some of us who got there early, there was time for 8 or 10 runs.

The classes seemed rather "makeshift" to a certain extent, depending on the times of practice. Anyway, when Rick and I got stuck in the class with the race-prepared Ferrari Dino, there wasn't too much we could say.

The event has been mostly dominated by Corvettes from the Detroit area in previous years. They are all in their own classes. There were only three or four modified Vettes that had faster times than the Porsches. Pat Lanham took the fastest time for Porsches. And, for nine drivers, seven of us took trophies.

I left feeling much better than the previous Saturday at IRP. Since Mr. Jones holds the "Hill" record from a previous year, and since his Ferrari Dino had racing slicks and was all prepared, and since he has experience in SCCA and IMSA driving, and since he only beat me by 1/2 a second, I didn't think my little ole stock Porsche did too badly for the first time on the "Hill".

Ken and Lew put on a fantastic event and the people we met from the local Empire area were very friendly. I must publicly thank Fred who owns the Standard station in Empire for letting me wheel in Black Beauty and shine her up before the action started. We, from WMR/PCA will be looking forward to next year's event at Empire.

Keep on pushin'

Bing





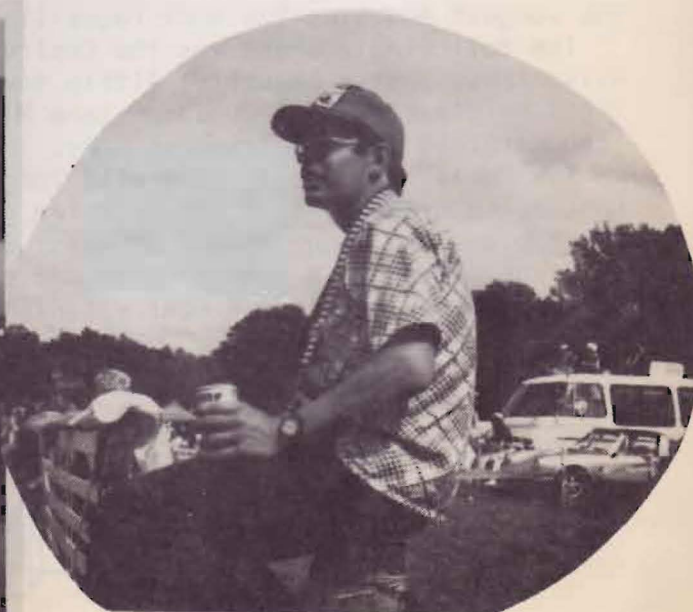


IMSA



MID

OHIO





## DOUG'S HEAD

For most people, driving a thousand miles on a weekend is one big bummer, however, Porsche Pushers know better.

So, Friday, the 13th, we jumped into the Gimlet and headed for Mosport Park. We hit a little rain, but no Smokies for the entire route and had the hammer down all the way. When we got to the race track, it began to rain pretty hard, but practice and qualifying went on anyway for the Formula 5000 and IMSA cars.

Saturday brought sunshine and intermittent rain. Porsche Park took its usual parade lap(s) and the two heats were won respectively by Redman (BMW) and Peter Perfect. The main race was led by BMW, Camaro, and Porsche at different times. Redman lost an oil seal right in front of Porsche Park which was too bad because I felt the Porsches could race with the BMW.

After more tight dicing and nose to tail laps, Gregg was involved in a shunt and so was Holbert, slowing both cars. All of a sudden we had Carl Schaffer in the lead in his aluminum Camaro. At this time, Hurley Haywood was about 40 seconds back with less than 8 laps to go. He did not know what place he was in until

his crew gave him the go sign. So did Porsche Park. I know it is loud inside the racing Carreras, but Hurley must have heard us. HHH got the hammer down and hung it out. The RSR is not supposed to oversteer, but he had his ass way out all the way though the esses and on to the start/finish straight.

With two laps left, he caught that fat cat Camaro, deep braked him into Turn 5, and blocked Schaffer all the way up the straight to the esses where Carl saw handling German style all the way to the checkered flag.

The best I've seen in racing; Steve McQueen must have written this race. Not only was the first place hotly contended, but it was good racing all the way back to 7th - fierce going all the way!

Great competition, met a lot of super Canadian fans, drank a bit of suds, took a few pictures, got very wet and tired, came across Canada at over eighty-five and got 23 miles per gallon.

Are we going back to Mosport? You bet, September 20 is the Canadian Gran Prix -- don't miss it.

Doug

## WINNERS CIRCLE

Empire Hillclimb hardware takers were: First Pat Lanham and Dan Dixon. Second Phil Cull and Bing Kolk, Third Rip Riley and Dick Ward. The Ladies Class was won by Mary Koewers in her 914.

Beginners Luck Rallye on June 22 winners are detailed elsewhere.

Kalamazoo Club's Watervliet speed event trophy winners were: First Dick Ward and Pat Lanham. Third Craig Paull. Other Porsche competitors were: Phil Cull, Charlie Richardson, Don Meneghini, and Bill Hallack.

## SAVE \$

Varano Glass Company has extended a 25% discount to members of our region on all windshield replacements. The Editor has a catalog with price sheets which indicates Varano can replace all Porsche model windshields.

## A NEW GARAGE!

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## WOMEN RACE!?

I'll drink, or should I say DRIVE to that any day! Right on, right on, right on.

Any woman who can drive 28th Street can drive in an Autocross or Ice Race - they are both a hell of a lot safer.

Seriously, if you are going to drive, why not be a good driver. I see all sorts of weirdos on the road and that scares me. I've ridden with people that I'll never ride with again even if it means I have to walk.

The average woman gets in the car and puts her foot on the gas pedal and brake but that's all. Hubby comes home and for some reason takes her car - no gas left, turn signal doesn't work, and the muffler is about to drop off. Worse yet, it's misfiring because of a bad plug.

What I'm getting at is you not only learn to drive, but you can learn about the mechanics of your car if you are going

to get involved in Autocrossing or Ice Racing. If you want to be a good driver, it involves getting to know your car inside and out. What have you got to lose? NOTHING! (But, then again - your life.)

How many people are killed on our roads throughout the year? Many! Why? Because of carelessness for one reason. People don't take the time to learn to be a SAFE driver. People don't know their car or their own capability.

You can! I'm learning more every time I line up with the men in an Autocross event.

Autocross to me is not only the greatest way of learning, but is yet another and better way of saving my own and many other lives out on the highways and yet having the greatest time while going it.

Judy get-your-foot-in-it  
Cull

---

## BEGINNERS LUCK

|    |                                  |      |
|----|----------------------------------|------|
| *1 | Duane & Charlene Wacker          | 45   |
| *2 | - Dave & Marcia Koth             | 82   |
| *2 | Steve & Karen Stone              | 88   |
| *3 | Jim DenBraber & J. Mark Hearn    | 217  |
| *4 | Jim Baker & Pat Wheeler          | 366  |
| *5 | Dick & Joan Burnham              | 373  |
| -  | M. David Mills & Dennis Travis   | 546  |
| 6  | Allen & Janice Williams          | 603  |
| 7  | Dick Woltersom & Lani Chichester | 611  |
| 8  | Rip Riley & Rebecca Donald       | 1254 |
|    | Doug & Shari Hoek                | DNF  |
|    | Judy & Coleen Cull               | DNF  |
|    | Bob & Sally McLarty              | DNF  |

### CONCOURS

- \*1 Doug & Shari Hoek
- 2 Judy & Coleen Cull

\*Denotes trophy

-Denotes non-Porsche

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# HAPPINESS IS

a new Porsche, 70mph speed limit, which is not enforced, 3,000 miles of open road, and 10 days of no work. Sounds like a good time, doesn't it?

The whole thing started back in May with a car swap for one week with Craig Paull. He got my yellow 1974 911 for a week and I had his beautiful 914 2.0 complete with Michelin XWX's - what a car. I do have to admit that I initially did not expect such exhilarating performance from a 914. Needless to say, one month later I took delivery of a Scarlet Red 914 2.0.

The same week I bought my 914, Judy and I departed with fellow PCAers Bob Shedd, Tom Lillibridge, Bing and Mark Kolk for Mosport, Ontario, for the IMSA race. The trip into Canada was fantastic with the seldom enforced 70mph speed limit. We were going 70 to 85 all the way. What a great way to break in a new 914! You should have seen Bing lying on the pavement photographing the exhaust pipe of his Carrera. It was the whitest exhaust pipe I have ever seen on any car. That's what I call total gas efficiency!

The IMSA race was super with Hurley Haywood winning in his white Carrera and Peter Perfect finishing fourth. I had the pleasure of driving IMSA 911 driver David Causey in the Porsche Parade around the Mosport track. After the celebrities lap, we were then able to take a lap on our own around the track. All I remember is a Lime Green 911 passing me going about 100mph. However, when Sunday's Parade lap time came, that same car wasn't in the line up! (Maybe this time he was trying to get in the starting grid?)

Sunday night after the race we returned to our campsite to be greeted by an on-coming storm. After having our tent re-secured properly (thank you Jerry Knapp) we then proceeded to attempt to stop the many leaks we discovered in Bing's tent.

Monday morning we were up early and departed to Toronto for breakfast at an elegant restaurant called the Mars! (It was out of this world.) After breakfast, we said goodbye to Bing, Mark and both Jerry's and we then headed for Montreal. I stopped at a Porsche dealer there and

learned that a fully equipped 914 2.0 would cost \$11,000 plus and a car similar to Bing's Carrera would cost over \$22,000! Maybe that will make you feel a little better when payment time comes around each month.

After Montreal we headed for Quebec, which was like an old European city where almost everyone drives a Citroen and speaks French - we managed, but barely.

On our way back from Quebec we headed back through the states toward Kazoo. On the way home we stopped to see what I consider the epitome of Porsche dealerships - Stoddard's in Willoughby, Ohio. I was very fortunate to be able to speak to Chuck Stoddard, PCA National Officer and owner. He gave us a complete tour of his establishment, including two 904's, five 914-6's, a Carrera 2, and IMSA Carrera RSR that his service manager is converting to street use, and the most beautiful 356 Cabriolet I have ever seen. It was orange. They also had their own dyno room, a sterile paint room, and an old parts department for 356, 550's and 904's, etc.

I also found out from Mr. Stoddard that he is now taking orders for a '76 Turbo Carrera for a measly \$25,900. Also, a new version of the 912 is coming this fall along with the 928 front engine car in the near future. This dealership is second to none in my estimation.

We arrived back in Kazoo Friday midnight with 3,000 miles on our 10 day old 914. It was an enjoyable trip, however, Judy and I still had to prepare for our Rallye on Sunday.

The day of "Beginners Luck" was extremely muggy and hot, so hot that Pete Dykema took his beautiful, but seldom seen 356 back home for fear of fading paint. We had a good turnough, though, 13 cars was great considering there was a conflicting speed event that day in Watervliet. I might note that of the 5 trophy winners, four were novices. Good showing! I hope to see these people try their skills again at Craig Paull's Madcap II on July 4th.

Many thanks goes to Classic Porsche



Audi for the use of their facilities, also the beer and snacks, Jay LePert for providing barbeque, all my coworkers (especially Dan Shewman for donating the use of his pool after the Rallye), and my wife Judy for preparing much of the food. My hat is also off to Charlene Wacker for the best frozen fruit salad I have ever had - I really needed that on such a hot

day! Pete Dykema and Al Sabo's Concours was a surprise to all except the Hoek's who are always ready for that sort of thing. Well, all I can say is that this has been the busiest, but one of the most fun week's of my Porsche driving days.

I hope to see you all at Holiday On Wheels Three. Happy Trails,

John Turuta



**75** **sept. 26, 27, 28**

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| Sun | Mon | Tues | Wed | Thur | Fri | Sat |
|-----|-----|------|-----|------|-----|-----|
|     |     | 1    | 2   | 3    | 4   | 5   |
| 6   | 7   | 8    | 9   | 10   | 11  | 12  |
| 13  | 14  | 15   | 16  | 17   | 18  | 19  |
| 20  | 21  | 22   | 23  | 24   | 25  | 26  |
| 27  | 28  | 29   | 30  | 31   |     |     |

# AUGUST

| Sun | Mon | Tues | Wed | Thur | Fri | Sat |
|-----|-----|------|-----|------|-----|-----|
|     |     |      |     |      | 1   | 2   |
| 3   | 4   | 5    | 6   | 7    | 8   | 9   |
| 10  | 11  | 12   | 13  | 14   | 15  | 16  |
| 17  | 18  | 19   | 20  | 21   | 22  | 23  |
| 24  | 25  | 26   | 27  | 28   | 29  | 30  |
| 31  |     |      |     |      |     |     |

## WHERE IT'S AT

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1 PCA-WMR BOARD MEETING - CONKLIN'S<br/>7:30 P.M.</p> <p>4 HOW III CONCOURS &amp; RALLYE - WMR</p> <p>5 HOW III AUTOCROSS PRACTICE &amp; PARTY</p> <p>6 HOW III AUTOCROSS</p> <p>13 Furrin Group Speed Event</p> <p>13 Kalamazoo Club Rallye</p> <p>20 PCA-MIR IROC AUTOCROSS - NEW PARIS<br/>DETAILS - CALL HOEK 452-8323</p> <p>26 &amp;<br/>27 Road America Formula 5000</p> <p>26 WMSCS Blueberry Rallye</p> <p>27 WMSCS Blueberry Speed Event</p> | <p>3 PCA-WMR POOL PARTY AT MOSES<br/>DETAILS - CALL HOEK</p> <p>5 PCA-WMR BOARD MEETING - DIXON'S<br/>7:30 P.M.</p> <p>9 PCA-MSR IROC AUTOCROSS AT MICHIGAN<br/>INTERNATIONAL SPEEDWAY 1.8 MILE<br/>ROAD COURSE REGISTRATION 9:00 A.M.<br/>PRACTICE 9:30 A.M. TIMED RUNS 1:00<br/>DETAILS - CALL HOEK</p> <p>10 Kalamazoo Club Speed Event -<br/>Wings Stadium - Council Sanctioned</p> <p>17 PCA-WMR AUTOCROSS AT AERO-MOTIVE IN<br/>KALAMAZOO - FUN AND FAST</p> <p>23 &amp;<br/>24 IMSA CAMEL GT - MID OHIO -- C'MON</p> |
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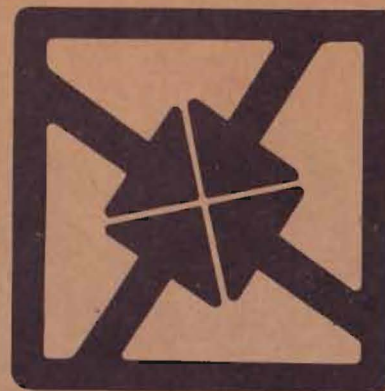


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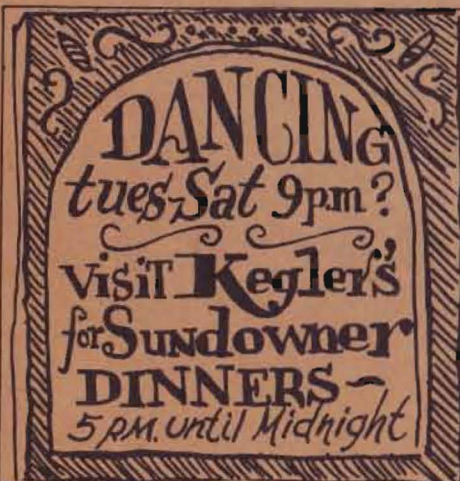
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