

October, 1981

PORSCHE UBER ALLES

1981 IROC results inside!

HOT TUB TURKEY-DAY

SUNDAY, NOVEMBER 8TH

HOSTS: JUDY AND PHIL CULL

1939 Cornelius SE
Grand Rapids, MI 49506
616-452-0781

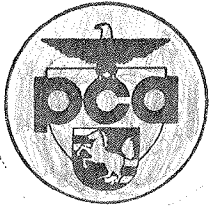
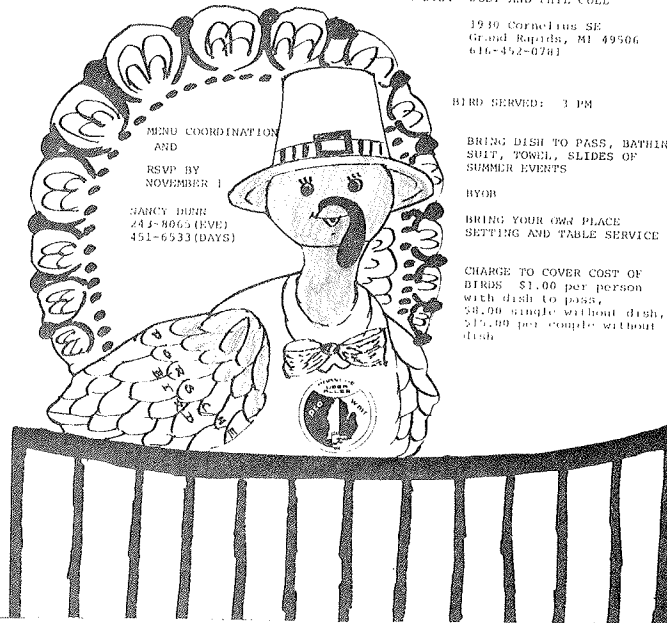
BIRD SERVED: 3 PM

BRING DISH TO PASS, BATHING
SUIT, TOWEL, SLIDES OF
SUMMER EVENTS

HYOB

BRING YOUR OWN PLACE
SETTING AND TABLE SERVICE

CHARGE TO COVER COST OF
BIRDS \$1.00 per person
with dish to pass,
\$3.00 single without dish,
\$5.00 per couple without
dish.



PORSCHE UBER ALLES is published by the Western Michigan Region, Porsche Club of America. Contributions, advertisements, and correspondence should be sent to the office of publication, c/o Dave Kramer, 434 Cherry se, Grand Rapids, MI, 49503. One year subscription price is \$5.00, and single copy price is 75¢. Permission to reproduce any material published herein is hereby granted, provided that full credit is given to PORSCHE UBER ALLES and the author, if applicable.

PRESIDENT: Steve Locke
1635 Oxford SE
Grand Rapids, MI
49506
247-0028

VICE-PRESIDENTS: Charlie Dunn
1932 Chamberlain SE
Grand Rapids, MI
49506
243-8065

Richard Riley
166 Plymouth NE
Grand Rapids, MI
49503
458-9932

SECRETARY: Jan Langdon
1545 Philadelphia SE
Grand Rapids, MI
49507
245-0981

TREASURER: Chuck Olenyk
6416 Egypt Valley NE
Rockford, MI
49341
784-2274

BOARD MEETING -- OCTOBER 7, 1981

MEMBERS PRESENT: Steve Locke, Charlie and Nancy Dunn, Rick Riley, Chuck and Lynne Olenyk, Doug and Shari Hoek, Marci Thieme, Bob Shedd, Craig Paull, Lance and Juanita Weersma, Phil and Judy Cull.

Minutes of September meeting approved.

Treasurer's report accepted.

UBER ALLES: Once again the request is sent out for articles and new advertising. Along the same line we should show an interest in submitting articles to Panorama.

EMPORIUM: Please buy car badges, they are in stock and those requesting them in the past may purchase theirs now.

IROC: Scheduling foul up, our event did not occur because another group in possession of track.

NEW BUSINESS: Colour Tour - note flyer for time and place. October Opus at Grattan - all set, pre-paid response excellent.

WINTERFEST: Rick made the motion that the treasury pay for the band, passed. Juanita will check two possible locations for the event, February 6th.

PRESIDENT'S MEETING: November 14th. Fort Wayne Indiana. Dates for next year's events will be a topic for discussion among regions. If anyone has the desire to put on an event please let Steve Locke or Charlie Dunn know with a date in mind.

MORE NEW BUSINESS: Phil Cull will look into obtaining a professional driving instructor for a driving school event next year. Shari Hoek was asked to head a door-prize hunt for Winterfest.

AND MORE NEW BUSINESS: A properties chairmanship was established. Lance Weersma will take care of all club property. Members will check equipment in and out with Lance. Any club

equipment you now have should be turned over to Lance.

Scheduling for 1982 will be discussed at Rick Riley's on October 24th at 9:30 AM....

IROC: Scoring for overall will be done from two events. The banquet is uncertain, a suggestion was made that the awards be presented at a restaurant.

NOVEMBER 8th: HOT TUB TURKEY-DAY

JANUARY 16th: CROSS COUNTRY SKI PARTY.

MEETING ADJOURNED AT 9:28 PM

SCHEDULE OF UPCOMING BOARD MEETINGS

7:30 PM WEDNESDAY'S

NOVEMBER 4th DUNN'S
1932 Chamberlain SE
Grand Rapids
616-243-8065

DECEMBER 2nd Jan Langdon
1545 Philadelphia SE
Grand Rapids
616-245-0981

JANUARY 6th WEERSMA'S
2325 Collinwood SW
WYOMING, MICHIGAN
616-530-0906



CHARLIE'S LAIR: COLOR TOUR '81

All due respects to "Henney Manly III" but when one maintains one's proper stiff upper lip, mainly due to frostbite, one just doesn't expect 22 paying customers just to view dead foliage.

Nonetheless, just as the proper chairman pleaded "real race"...Mr. & Mrs. Dunn calling in a marker I didn't recall leaving,...I foolishly agreed to route this yearly harvest of fallen hues.

At innu rate...arriving Saturday at tea at the designated MTA lot (Eiko, our Japanese daughter supplanting Maureen, who was wisely stying warm selling her beloved Clifford...a 1967 Olds who having rolled 100 K was due for the pasture)... we were greeted by wind, rain, & three faithful who trekked from Kazoo: Doug McDonnel & Debbie Stokes in a yellow 356, John & Nancy Lacko, and Tom & Judy Aardema... all wondering why some brainless bloke in a Delta 88 is flashing his GEE's out trying to corral them into a respectable group.

Cursing the luck that anyone showed, Yours truly retreated to the warm doughnut shop and returned near off-time to find Frank & Janet, Doug & Shari, Craig, Chuck & Lynne, Paul & Marci---bear with me. Everyone who showed on a day like this deserves to see their name in print--- Mike & Pat, Rick & Kris, Phil & Judy, & Wilmetta, who joined Craig. All were eagerly awaiting the start.

Forgoing the planned rally format, due mainly to yr faithful's unwillingness to host an underwater Drivers Meeting, we all paraded the route tailing the Delta 88.

Needless to say, everyone followed to the finish, eagle-cyeing the scorable questions almost to a fault, calling tie-breakers, etc. into parceling out the vino awarded as prizes.

Frank & Janet culled 1st, while Phil & Judy with a lack of only 2 questions broke the tie with John & Nancy who were 3rd.

"Carlos Murphy's" upon whom we descended unannounced accomodated us very well, had super food & drink, and left a feeling of wanting to go back and try what "so & so" had. Be sure to try potato skins, by the way.

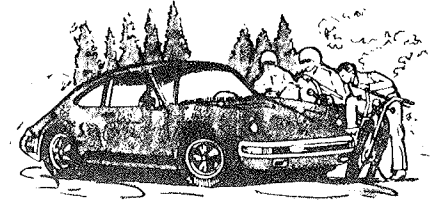
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by Charlie Dunn

Gray skies and crisp, fall air greeted the early arrivals at Grattan on Saturday, October 10th. The 23 pre-registered drivers began arriving in two's and three's at about 8:30. Each group announced their impending arrival as the morning stillness was broken by the raucous burble of a tuned exhaust, the neat, precise blip of a throttle as the final downshift was executed just prior to the track entrance.

Each driver quietly signed the waiver, carefully selected a corner-working time, placed their order for one of Judy Cull's famous sub sandwiches, then headed for the paddock to prepare their mount for the mandatory tech/safety inspection by "Uncle Frank" Wagner or Dave "The Driver" Kramer.

At 9:35 the pulse of everyone present quickened just a few BPM's (Beats per Minute) as the call "DRIVER'S MEETING" went out. Instructor assignments for new drivers, corner worker's procedures, and passing signals were covered as well as a solemn admonition to all to "keep it on the track". It seems that heavy rains (8 inches) earlier in the week had left the off-track areas an oozing, quagmire of sticky brown mud. With driver anticipation reaching a feverish pitch, the initial group of corner workers was dispatched to their respective stations at 9:44 and the track was opened.

Within moments the air was filled with the unmistakable growl of Porsches as drivers warmed their engines and headed for the starting line. Intense concentration was evident in the eyes of each driver, as they pulled away from the starting line; each one searching for that uniquely special feeling that comes when operating a finely tuned automobile on a difficult track like Grattan.

During the first session, drivers were limited to five laps to allow all eager participants a chance to get in those first few laps. Later the limit would be bumped to ten laps - if there were cars waiting. The morning flew by with a dazzling flow of color as each car flashed by the tower, returning to the main straight to quickly dwindle to a small dot of bright motion, disappearing into turn one at the end of the straight.

Shortly before noon Judy Cull arrived in the green "Lunch Bus", and within a few moments the bus was surrounded by hungry people. After the half-hour break for lunch, the track was re-opened, and once again the hills around Grattan reverberated with the sounds of Porsches going fast.

As the early afternoon sun peeked through the dense clouds that special bond of friendship that holds many of us together blossomed forth as several drivers exchanged mounts - the better to heighten the enjoyment of others. Nancy Dunn and Chuck Olenyk traded 914's, Tim Thatcher and Judy Cull drove Phil's orange speedster, Uncle Frank instructed in his immaculate 2.2S, Phil Byrd drove Rick Riley's Carrera and Rick drove Phil's RSR (We'll let Rick tell the details of that experience). Sue Andrews and Nancy gave us a preview of next year's activities as one followed the other through the snakey esses, the tight hairpin, down the bumpy straight, and over the roller-coaster hill in a tasteful battle of drivewomanship.

As the afternoon drifted on, the line at the tower grew shorter - a clear testament to the level of satisfaction many reached - until at 4:15,

when the final session began there was a sudden rush by many to get "just one more lap", to capture a few more moments of adrenalin-heightened memories to carry them through the long winter ahead.

To those that shared the magic of that cool, autumn day in October, to those that heard the Porsche melody, my congratulations -- and thanks for coming. To those that were not there, my condolences - if you have any doubt that you may have missed a great event, just ask any of the participants. You too will attend the opera in 1982.

****VACATION IN THE PITS****
(part two)

by Jan Langdon

We left you last month with Sixer not running Saturday morning at Road America. But have no fear die hard autocrossers don't give up that easily. We recruited the help of at least a dozen mechanics who proceeded to diagnose Sixer's illness. I won't go into the details except that it took another two hours before Frank was back on the track taking several practice runs.

Frank brought Sixer in -- it was my turn for practice and I was ready to go. About half way around the track I got on the binders heavily and we jumped about five feet to the right. With my heart in my throat I made it the rest of the way around and pulled in to tell Frank. He sent me back out with a warning to be careful. One more run and my nerves were shot. No more driving for me. (Sure Jan, you want us to think Sixer has problems when all of us are getting close to discovering the ultra-top secret 007 navigation device that Frank has installed for super quick, pylon hopping, CIP - central intelligence porsche gang- note)

We left the track only to return to Siebkens to work on Sixer's brakes. Two hours of work to no avail convinced us to quit and to go to dinner. Even after a long day at the track everyone was ready for rest and relaxation. Some of us didn't have as good an evening as others however; the Schaller's had the fog lights ripped off the front of their 911. But, they had more in store for them the next day.

Another shock came the next morning --we actually slept in until 8:00.

I certainly wasn't excited to get to the track since I wasn't driving, and I don't think Frank was excited about driving either. Everyone told him he was insane to drive without his brakes (secret navigation device) but they don't know Frank like I do.

However we were not the only ones with problems; Nancy Dunn took Winkey off course in corner 5, hit the deep sump and belched his oil all over the track. Don't worry she already had 1st in class wrapped up.

The Schaller's had more problems. Marilyn was out on a timed run, as she tried to downshift the clutch died, but she has learned well, kept her wits about her and drove straight off. Since she didn't like a 911 without a clutch she had Frank, a passenger in the chase car limp 9 ELF in for her.

Even with all of the problems WMR came home with their share of the gold.....Congratulations winners.

You may all think that with all the problems we will never return to Elkhart again, WRONG. We plan to return even earlier for Memorial Day Elkhart and I'm sure if you ask the Schaller's or Nancy they already marked the date on their calendars. It all boils down to the ultimate combination of factors that create a dynamic weekend - Porsches, sunshine, and good friends, but especially the good friends. Come join us.

Here are long-awaited results of the shortened IROC Autocross series. WMR done good! Out of 20 classes represented, we took home 9 1st place finishes. Next came MIR with six, CR with 4, and MSR with 1. Some of ours were the closest fought contests, too. In Class 16, Rick Riley took 1st by less than a point. In Class 7, Dave Kramer had a 3.1 point margin, and in Class 8, only eight points separated the top 3. Fortunately they were all WMR.

As far as the overall award for participation goes, that hasn't been calculated yet, but we're probably hurting since it was our home event that wound up being canceled. Stay tuned next month to get the final results, though.

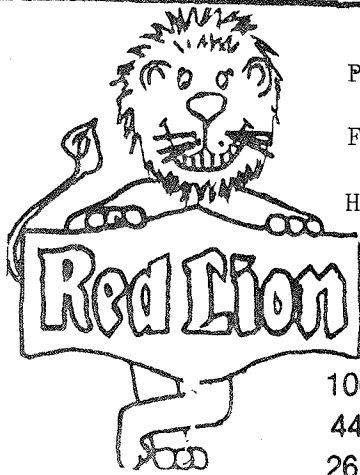
The IROC Banquet is also up in the air as this issue heads for the printer. While not yet canceled, it's certainly been postponed. A separate mailing will be sent to IROC participants when the date is set.

IROC CLASS RESULTS

* denotes trophy

CLASS 2: *Ed Scott MIR Kurt Wirth WMR	Class 13 *Larry Grover MIR
Class 4: *Mike Allen MSR Bob Sprafka MSR	Class 14 *Dave Raymond MIR
Class 5: *Dan Williams MIR Rich Lotesta CR	Class 15 *Nick Brenkus CR Daryl Schaller WMR
Class 6: *Russ Iser CR *Irwin Shaw CR Steve Winckler MSR	Class 16 *Rick Riley WMR Phil Byrd CR
Class 7 *Dave Kramer WMR Paul Weston MSR	Class 18 *Charlie Dunn WMR Jerry Dillinger MSR
Class 8 *Bill Moses WMR *Bob Shedd WMR Phil Cull WMR	Class 20 *Frank Wagner WMR Tom Thompson CR
Class 10 *Craig Paull WMR Jim Sovik CR	Class 21 *Tom Pyrdek CR
Class 11 *Steve Styers MIR	Class 28 *Nancy Dunn WMR Val Weston MSR
Class 12 *John Bohlander CR Ricardo Gonzalez MIR	Class 29 *Peg Riddle MIR
	Class 36 *Marilyn Schaller WMR
	Class 41 *Jan Langdon WMR

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5 Locations
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 602 Leonard, N.W. 449 Bridge, N.W.

by Nancy Lou Dunn

With the end of the 1981 autocross season it is time to reflect and better appreciate the toast we make so frequently, "to sunshine, Porsches, and most of all good friends".

We have all experienced the varied unpredictable elements that make the midwest famous, we have all experienced our own variety of the marque, but have we all experienced "good friends"?

This year in my autocrossing quest throughout the midwest I have furthered friendships with previous acquaintances and made many new friends.

I also came to realize what a "Porsche friend" is all about. During my Labor Day trip to Road America with Winkey (my 914) and Sue Andrews (my crewchief for the weekend) I managed to aggressively drive Winkey right off turn 5 - Winkey is very low and his deep sump did not stand a chance of survival. When the dust settled and the noise stopped there I was in the middle of the track pointed in the wrong direction, with oil seeping out of the bashed sump.

I saw Sue do a superwoman leap over the fence and in a flash she was in the car giving me assurance that we could handle the situation. We got towed into the paddock and the work began.

FOR SALE: 1974 911 Carrera, 911 4400 263, Special black paint, sunroof, leather seats, Koni shocks, tinted glass. Excellent, original owner, stored winters, low mileage...\$19,995...Call Bing Kolk... (616) 772-9578

FOR SALE: 1972 911T Targa, brown, 58,000 miles, car cover, bra, Ziebarted, new heat exchangers, muffler...\$9000. Jim Winckler, MSR Region, 741 Sadie Ct., Lansing, MI 48906 Phone: (517) 321-0461

Sue rounded up the tools and manpower to strip Winkey of his mangled sump so that the stock oil system could be installed.

The picture of Michigan-Indiana's Ben Tyler under Winkey with wrenches, hammers and chisels, breaking loose the cast aluminum sump that was by this time pouring Castrol GTX everywhere is one scene I will not forget for a very long time.

Ben certainly wins my Porsche-friend award for service in a combat zone.

And to all the other people that loaned us tools and gave us time and support, especially Kurt, Jim, Larry, and Danny, a sincere THANKS from this PCA devotee and her fearless 914.

For my effective crewchief, may I be able to return the support during autocross/racing 1982.

FOR SALE: S&S "quiet" exhaust for 1.7 or 1.8 914's. Only 2000 miles. Very reasonable price. Stock 914 wheels... hubcaps in good shape. Make offer. Bill Browne...361-0397.



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We at Uber Alles know that WMR is a home for pristine Porsches, racing Porsches, oldie Porsches, and that a super article about your Porsche exists. As a part of the 1982 Uber Alles, we would like to include a regular monthly feature, our own WMR version of "It's Personal Porsche Time".

Even if you do not feel that you have the ability, or have the time, or even have the desire to write an article yourself, we can still get enough information about you and your car (not through the CIA or FBI files we all have initiated through our varied escapades) in either of the following ways:

FIRST: If you could write an article in your own format - or

SECOND: Answer in as much detail as you want the following questions -

When, where, and why were you first attracted to Porsches

Have you owned any Porsches prior to your present car

How did you obtain your present car, recollections about the purchase

Driving experiences ----
on the road
on the track
close calls
*****cops*****
animals
weather
passengers
trips

What have you done to your car since you purchased it

What are your future plans for the car -- this one is heavy, don't let your Porsche in on it unless it's great news

What is your idea of the Ultimate Porsche for you

Either writing your own story or answering the questions will enable our talented staff to put together a terrific article about your car for Uber Alles

If you can provide an interesting before or early picture of your Porsche we will include it along with the current picture of you and your Porsche that Chuck Olenyk will capture for your article.

So get those P7's, XWX's, or CN36's rolling. Let's hear from you.

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WOW!!! Wouldn't it be great to have another advertiser? Then UBER ALLES would be that much closer to breaking even, and this space wouldn't be blank except for this obviously desperate attempt to fill it.

If you think you know of someone who might like to advertise next year...maybe even yourself...get in touch with next year's UBER ALLES staff...Nancy Dunn or Chuck Olenyk. Then you won't have to read notices like this next year.
Thanks.

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COMING ATTRACTIONS

- 11/8: Hot Tub party
See cover for details
- 11/15: Chinese Menu Strikes Again
Rerun of WMR-PCA's August rally for those who missed it... sponsored by Furrin Group
- 11/15: Zone 4 Officer's Meeting
- 12/13: Monte Carlo Style rally
Furrin Group
- 01/16/82 X-COUNTRY SKI PARTY -
***** HOSTED BY HOEK'S - WATCH
FOR MORE DETAILS
- 02/06/82 WINTERFEST WITH RIVER CITY
JAZZ - LOCATION TO BE
ANNOUNCED

***** SUMMER *****

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\$

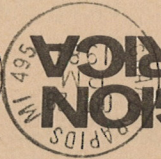
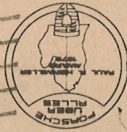
FOR SALE by FRANK WAGNER:
'59-65 356 Tach, 5500 RPM red line: \$30
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915 Gear box synchros...\$10 ea.
914 carb linkage, new: \$25
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911 valve adj. kit, 2.0-2.7 litre: \$10
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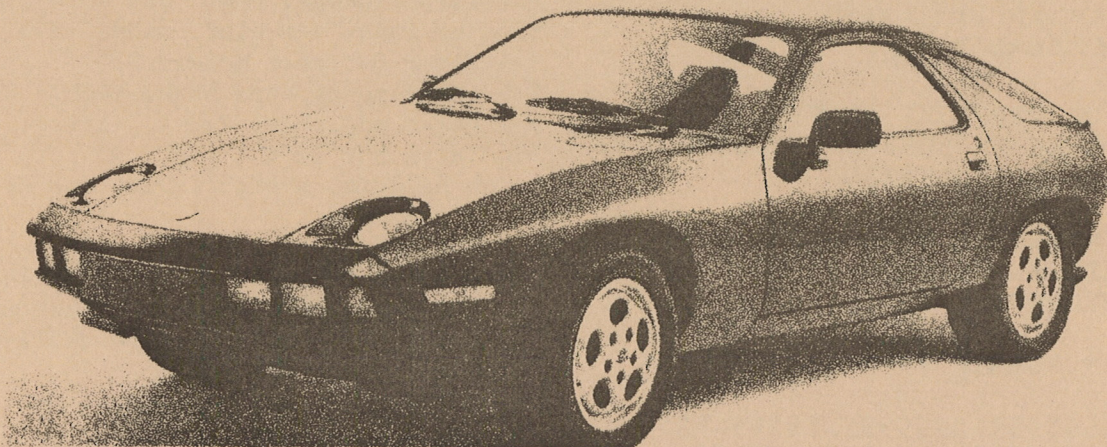
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