

PORSCHE
ÜBER



AUGUST 1982

ALLES



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ÜBER ALLES



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ON THE COVER:

BOB SHEDD AND HIS D-PRODUCTION 914 DURING
THE MIDWEST COUNCIL RACE HELD AT GRATTAN.



KALENDAR



9/4-5	CHICAGO	ROAD AMERICA AUTO-X
9/11	• WMR •	WINE TOUR TO PAW PAW DICK BURNHAM 616-657-5566(D) 616-657-6264(N)
9/18	CIR	HOOSIER AUTO SHOW & SWAP MEET MIKE ROBBINS 317-253-9041
9/19	MSR	I.R.O.C. III SPARTAN SPEEDWAY KARL HAUG 517-485-0724 (N) 517-373-7830 (D)
9/26	• WMR •	RIVER OAKS GATHERING JOHN LACKO 616-381-7040 (D) 616-344-4764 (N)
10/2	• WMR •	OCTOBER OPUS AT GRATTAN CHARLIE DUNN 616-243-8065
10/8-10	OVR	OHIO VALLEY REGION'S OCTOBERFEST JAN GARVEY 606-331-8810
10/17	• WMR •	COLOUR TOUR CHUCK OLENYK 616-374-8142

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PORSCHE ÜBER ALLES



DÜNNSPRECHT CHARLIE DUNN

□□□□ ONE OF THE PREMIER PORSCHE CLUB SOCIAL EVENTS IS COMING UP ON SEPTEMBER 11TH - A WINE TOUR IN PAW PAW, MICHIGAN. THIS EVENT SHOULD BE ESPECIALLY ENJOYABLE THIS YEAR, BECAUSE IT IS BEING HELD DURING THE HARVEST SEASON. I'M SURE DICK BURNHAM HAS A SUPER DAY READY FOR ALL OF US. PLEASE NOTE THAT PRE-REGISTRATION IS ABSOLUTELY NECESSARY - CHECK THE FLYER IN THIS ISSUE FOR FURTHER DETAILS.

□□□□ IT IS MY PLEASURE TO PRESENT TO YOU THE SLATE OF OFFICERS FOR 1983 SELECTED BY THE NOMINATING COMMITTEE:

FOR PRÉSIDENT CRAIG PAULL
 VICE-PRES. GARY PETERTYL
 TREASURER CHUCK OLENYK
 SECRETARY JOHN LACKO

ELSEWHERE IN THIS ISSUE YOU WILL FIND A BALLOT - PLEASE VOTE AND MAIL YOUR BALLOT PROMPTLY.

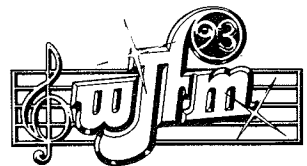
CRAIG PAULL IS A PAST VICE-PRESEDENT OF WMR WHO IS AN ALL-AROUND PORSCHE ENTHUSIAST AS IS EVIDENCED BY TWO CONSECUTIVE HOLIDAY ON WHEELS OVER-ALL AWARDS. CRAIG IS FAMILIAR WITH

ALL ASPECTS OF PORSCHE CLUB, AND I'M SURE HE WILL PROVIDE THE LEADERHIP WE NEED FOR ANOTHER SUCESSFUL YEAR.

GARY PETERTYL HAS BEEN A MEMBER OF WMR FOR A COUPLE OF YEARS NOW - HE IS OUR CURRENT SECRETARY AND A VERY AVID AUTOCROSSER. CHECK HIS ARTICLE IN THIS ISSUE.

CHUCK OLENYK HAS BEEN OUR TREASURER FOR THE PAST TWO YEARS, AND HAS DONE A REALLY OUTSTANDING JOB IN THE OFFICE. ADDITIONALLY, CHUCK IS CURRENTLY THE PRODUCTION EDITOR OF ÜBER ALLES.

JOHN LACKO TRANSFERRED TO WMR FROM NORTHERN OHIO REGION LAST YEAR - CERTAINLY THEIR LOSS AND OUR GAIN. JOHN AND HIS WIFE NANCY TOOK OVER AS THE PROPRIETORS OF PORSCHEPORIUM THIS YEAR. JOHN HAS MANY FRESH IDEAS, AND IS SURE TO BE A VALUABLE MEMBER OF THE BOARD.



MELLOW MUSIC
 ninety, three fm

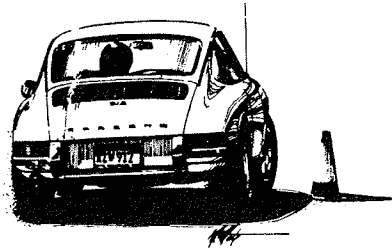


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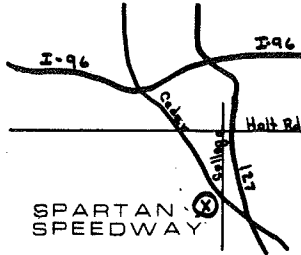


IROC III

**Spartan Speedway,
Lansing**



SUNDAY, SEPTEMBER 19



REGISTRATION & TECH	9:00 - 10:00
DRIVERS MEETING	10:00
PRACTICE	10:15 - Noon
TIMED RUNS BEGIN	12:45

THE ENTRY FEE OF \$12.00 INCLUDES THE PARTY AFTER THE EVENT.

Call Karl Haug, (517) 485-0724 eves, 373-7830 days for info.

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Y'ALL COME, HEAR!



**PORSCHE
PUSHERS
PERSONALITIES**
JANET WAGNER

Welcome to the three new members this month. WMR is having a terrific summer and we hope you will join us for the remainder.

Bill and Laurie Fleisher, 4680 Carrick SE, Kentwood, 49508, 531-2776, drive an orange 914. Their other child, Bill, will soon be off for his own Porsche Club membership. Their main interests are racing, technical information, and socializing.

Alan and Nancy Ford, 26171 Wyndham, Sturgis, 49091, are transfer members. Hope you come out to an event so we can meet you.

William Freeman, 131 Parchmont, Parchment, 49004, 382-2551, drives a blue 914. His main interests in the club are for technical information, socializing and tours.



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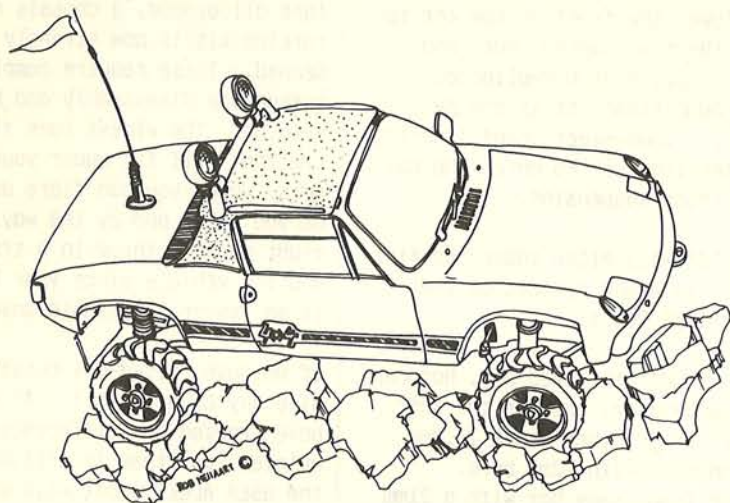
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PORSCHE ÜBER ALLES



THE STATE OF THE ART 914/4 AT 8-10-82

A STUDY IN HANDLING

by Bob Shedd, Craig Paull and
Chuck Olenyk

A warm August night and a few "Oly" lona neckers inspired the discussion about 914/4 handling. Considering the constantly increasing array of aftermarket goodies, this study could be outdated by the time you read it. Therefore, we saw the need to include a date in the title and this disclaimer so that none of what we are about to say can be held against us.

Using the best autocrosser's glossary to rank the phases one can attain; mild, intermediate, and gonzo, let's discuss the first.

MILD -- A 16mm front sway bar, a 15mm rear sway bar, 49 inch pound rear springs, good condition shocks regardless of manufacturer, 5½ inch rims, 165X15HR tires. All you tech quiz addicts should recognize stock '73 or newer 2.0 liter specs by now, right? Any 914/4 equipped as such will be classified at a PCA sponsored autocross, such as I.R.O.C. as a stock class car.

INTERMEDIATE -- A 19mm adjustable aftermarket front sway bar, removal of stock rear bar, 140 or 180 pound short rear springs. Note: increasing the rear spring rate will diminish ride quality, and the combination of stiff rear springs and a rear sway bar will, in our opinion, actually decrease handling. Koni, Bilstein, Mulholland, or another brand of performance shocks along with a 60 series

low-profile, high performance tire on a rim of not more than 6½ inches. The only rim we know of with this width, proper offset for fender clearance, and which doesn't affect track width is made by Minilite. Also lower the front of the car to match the now lowered rear, and don't forget that a realignment and a bump-steer kit is now necessary. Bump-steer means lowering the steering rack to match the now lower front suspension.

Again PCA will allow these modifications in stock classes as stated in the 1982 PCR's.

GONZO -- Off the deep end, hardcore, race suspension, not for the soft of bottom: replace stock 17.9mm torsion bars with 22mm bars. Replace front sway bar with a 21mm

bar if you can find one. Koni, Bilstein, or Carrera competition shocks, about \$500 each. At least 180 pound, preferably 220 pound rear springs, with a locked differential, plastic suspension bushings all around, a chassis reinforcing kit is now strongly recommended. These require complete suspension disassembly and hours of welding. The widest race slick and rim that will fit under your fenders, which you can flare as much as you like, and by the way, you might as well throw in a trailer and tow vehicle since your Porsche is no longer streetable anyway.

If we have raised any questions, give any of us a call. If we have have created any differences of opinion, put them in writing - the UBER ALLES staff will appreciate your article.



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Dan

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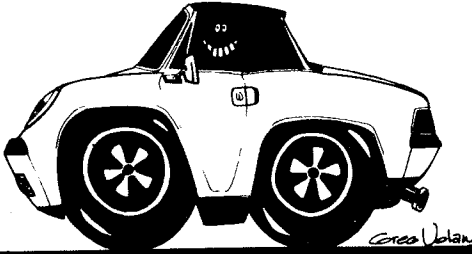
Dan

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PORSCHE ÜBER ALLES



SIX PAK TO GO SIX PAK

Ever stop to listen and feel the personality of your Porsche? Certainly we have personalities, just like people. Frank loves to climb into my cockpit and fire up my engine. He likes the induction noise that my triple throat Webers make. Also the pitch of the sport exhaust system excites him. Can't say that about the neighbors though. The biggest thrill is cruising at 4000 rpms in fifth gear listening to everything working at once.

Sometimes we get sick too. Then we need love, attention, and lots of money to make us well again. Everyone out there knows we are worth every penny spent on maintenance. And if you really love us you spend all kinds of extra money on trick things. You know, Coco mats, sway bars, big brakes, etc., etc. Frank once mentioned it was like keeping a well kept woman up, only different.

Some of us don't like being driven in the rain, bad place to live then in Western Michigan. Others of us only come out to concours events like a beautiful woman in an elegant evening dress. Everyone admires us,

but from a safe distance. There are still others that like to run. Like a free stallion running over his territory, we'll fly across the nice roads of the world doing the thing the good professor always wanted us to do. Some of us even become housewives, or househusbands going to the store every week or running errands for or with the family.

You see many of us have personalities that are easy to spot. So the next time you are out in the garage don't be afraid to talk to us. It may sound a little funny to other people but they just own Chevy's or something. So just go ahead and talk to us, you can never tell when we might talk back to you.





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JOIN THE CROWD!

9/26/82

BREAK FOR ALL KALAMAZOO - BATTLE CREEK
AND GRAND RAPIDS PCA'ERS

LET'S GET AQUAINTED WITH ONE ANOTHER
AND SHOW OFF OUR CARS BEFORE IT'S TIME
TO HIDE THEM AWAY FOR ANOTHER CRUEL
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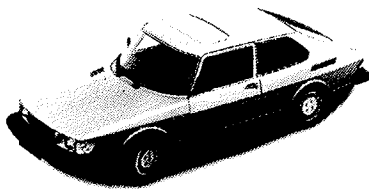
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TO EACH THEIR OWN GARY PETERTYL

FROM YOUR EDITORS:

Chuck, Jan and I would like to thank all the contributing authors, both those with recognizable by-lines as well as those whose pseudonyms confound us all. We hope that Porsche Über Alles is showing you the many interests of the Western Michigan Region and its members. Please feel that we welcome all members to submit their literary endeavors. "To Each Their Own" will be a monthly feature on your Porsche. The style of the article is what ever you want it to be. We will even use interview style if you prefer. Please contact Chuck or I to reserve your centerfold.

Nancy

DIARY OF AN AUTOCROSSING ADDICT

(Or, why is my wife, Lori, shaking her head and waving the VISA bill?)

Some people get a set of shocks at Sears for \$50; and go to Discount Tire for a \$200. set of tires. I can't. I insist on spending many times that so that my Porsche will ride stiffly and wear out tires quickly.

I'm an autocrossing addict.

The following is the story of my conversion from mild enthusiast to autocrossing addict.

SUMMER 1979 -- A guy I work with, Dave Kramer, has this neat orange car -- a Porsche 914. He lets me drive it -- it's faster than my Horizon. No wonder -- Bilstiens and XWX's do wonders for any car.

I tell my wife, "You aren't gonna believe this guy. He spent 150 bucks apiece on tires that'll last 10,000 miles. Crazy."

She just shakes her head -- unaware of the strange transformation beginning to occur in her husband.

SEPTEMBER 1979 -- Kramer invites me to go to Road America. I tell my wife, "We're going autocrossing, Road America? I dunno, some track in Wisconsin ... takes 4 minutes to get around it -- can't be that fast."

Right.

I tell the track folks I've never run R.A. (neglected to say I've never raced at all), so they send me out to practice with a guy named Chuck Stoddard. Oooh boy, talk about eye openers!



PORSCHE UBER ALLES



Needless to say, I had FUN. In fact, after driving back to G.R. on top of a full day of racing, I was so excited about the whole thing, all my wife could do was -- you guessed it -- shake her head.

MAY 1980 -- We pass up a '75 914 because it's too expensive. We end up finding a '72 914 outside of Fremont; needs some minor repairs, and some preventive maintenance -- but it's straight and a good deal. So I tell my wife, "this car runs nicer than Kramer's, his is stiff and it rattles. Ours is so smooth and the 165 ZX's are just like new. Besides I don't really want to race."

I'm sure if I had looked carefully enough I would have seen my wife shaking her head ... and Kramer laughing up his sleeve.

AUGUST 1980 -- First autocross. Car rolls like hell, the ZX's don't stick. I have to protest a 240Z without bumpers just to get third. Oh well, I really didn't buy the car to race it.

SEPTEMBER 1980 -- IROC Ionia. The only reason I don't finish dead last is because one of my competitors has a migraine headache and can't see very well -- really.

OCTOBER 1980 -- Johnson Park. No trophy again, the only car I beat is a misclassified 280ZX.

Desperation starts to set in. I know a 1.7 isn't a Weissach turbo, but doesn't heritage count for something?

WINTER 1980/81 -- I resign myself. The car is painted, now it'll be for show, not go.

APRIL 1981 -- SCCA driver's school. One last chance. It snows, I stay and drive. My wife goes, shaking her head. I figured its time to get serious.

MAY 1981 -- German Auto puts new Mulholland shocks and the 185 Pirellis off Paul Thieme's 914 on the car. I figure "show & go" are the order of the day. The guys at G.A.S. and VISA sure seem to agree, Lori is very quiet.

SUMMER 1981 -- My autocrossing record is better, mostly 2nd and 3rd places -- a few trophies. Then I ruin a tire at Grattan, and can't afford a new set. Between Bob Shedd and Chuck Olenyk, I manage to scrape up a set of nearly bald 185 xw's ... heh..heh. now we're gonna go fast. The first event on the xw's nets me a first place, and then I take a 1st in the Corvette class at Johnson Park. I smile. I need new tires. G.A.S. smiles, VISA smiles, Lori growls.

WINTER 1981/82 -- Forget dreams of sugar-plum fairies, I spend the winter dreaming of new tires, sway bars, etc, etc, etc.

SPRING 1982 -- Finally, I'm going to go for it.... new Pirelli p6's, front sway bar. I'm ready, the car is stiff, and it sticks -- and it likes to win trophies. Lori is still shaking her head... but not



PHOTO BY JEFF KOLK



UPORSCHE ÜBER ALLES



quite as much as before. A chink in the armor, I think. She's finally ready to learn to drive the car ... just color tours and stuff, you know -- no racing, takes too much time she says.

We'll see.

The only thing I can say is, if you've never autocrossed -- you're missing half of what Porsches are all about. If you have autocrossed, and if you're even somewhat serious about it, you know how much fun it can be.

And, if you're an autocrossing addict, like me, you won't regret the investment you've made in the car.

Meanwhile, if you are married to an autocrossing addict, try these three steps to dealing with your spouse:

- 1) Learn how to shake your head (call Lori, she's got lots of experience).
- 2) Get a second VISA, so you don't see the bills.
- 3) Relax and try autocrossing, you may become an addict too!

J. Loppa's

gaslight village

PIZZERIA

and submarine sandwich shop

774-2124

GASLIGHT VILLAGE Across From Jacobson's 2224 Wealthy S.E. 774-2124



UBERSCHNEIDER UBER ALLES



PHOTOS BY CHUCK OLENYK

RACER'S BEAT DAVE KRAMER

For the last few months, I've been occasionally mentioning the WMR members who are running wheel-to-wheel races with the Midwestern Council of Sports Car Clubs. Well, we finally got a chance to shine in our own backyard...Grattan Raceway...and some WMR folks came out to watch.

Chuck & Lynne Olenyk, Gary & Lori Petertyl, Janet Wagner, Phil Cull, and Bill Moses were all in attendance ... with Chuck and Gary doing a good job of documenting all the action with their cameras.

We put on a pretty good show for them, too. Dan'l Dixon won his class in the first race of the day, but he almost didn't... Half way around the track on his cool-down lap after the checkered flag, he blew a tire that had worn down to the cords. Nancy Dunn finished 2nd in the same class, and Sue

Andrews was running in third place, when the timing belt broke.

We don't see Jim Werner very often anymore, ever since he move to Milwaukee, but he came to Grattan for this race and finished 2nd in his class. Later in the day Bob Shedd went out in his D-production 914, and won his class.

In the last race of the day, my Rabbit and I were ready, thanks to a good crew who quickly replaced the timing belt. I held off an early challenge by a 914 (sorry PCA) to win my class. Dan Conklin finished third in the same race.

It was nice to have the home court advantage, and it was nice to have a cheering section. Thanks to everyone for coming out.

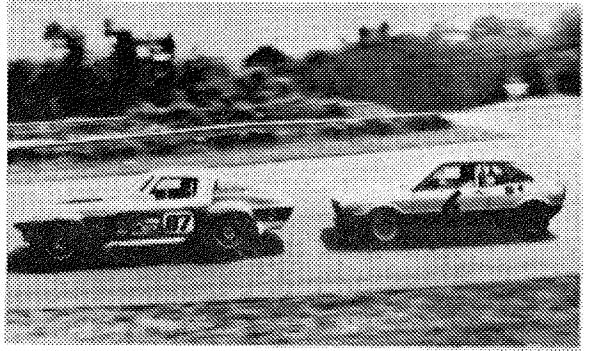
Two weeks later we raced at Road America, and things weren't quite as rosy.



UPORSCHE ÜBER ALLES

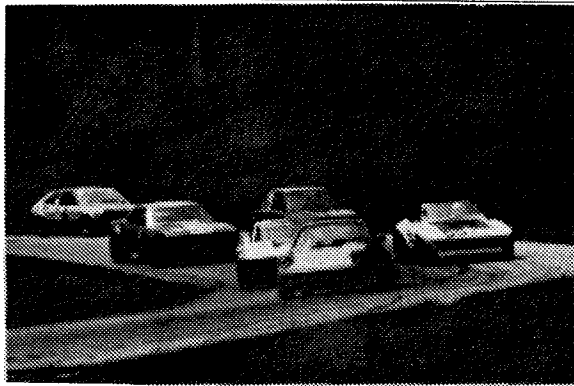


A SUPER SCIROCCO



In the first race of the day, Dan'l Dixon's throttle linkage came unglued, putting him in last place. Charlie Dunn finished third. Poor Sue Andrews had mechanical problems ... a brake line burst while entering turn 8, a 50mph left hander. She kept the car under control and avoided damage but couldn't finish the race.

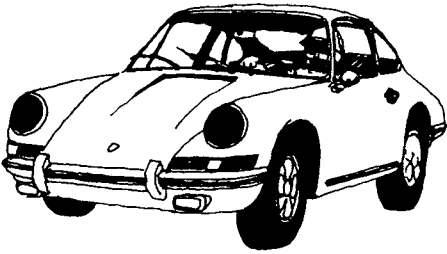
We couldn't quite get the car fixed for the start of the next race so I started 5 laps down. Meanwhile Dan Conklin was having a great battle with an MGB, eventually winding up forth. Best finish of the day was second place by Bob Shedd in the last race of the day.



PORSCHE
NOTHING EVEN COMES CLOSE



EVENT REPORT



I.R.O.C. II AUTOCROSS RESULTS AUGUST 1, 1982

IROC REPORT

Bill Moses

The following are the winning car/tire combinations at IROC I and II. The diversity of cars indicates, to me, the fairness of the courses.

IROC I:

<u>Class</u>	<u>Car</u>	<u>Tire</u>
I3	911 Carrera	P7
M3	914-6	XWX
M1	356	Firestone Intermediate
P12	911	P7

IROC II:

<u>Class</u>	<u>Car</u>	<u>Tire</u>
M1	356	Firestone Intermediate
I3	911 Carrera	P7
M1	914-4	P7
M1	356	P7

Conclusion - you can win with most anything. Drive what feels comfortable to you and your pocketbook.

Overheard at IROC II: "Smooth is not a guarantee of fast, just a prerequisite." Also - not one missed time at either event which both offered 4 timed runs.

CLASS P4

	<u>BEST TIME</u>
GARY PETERTYL	57.82
WAYNE HOLLEMAN	58.98
BOB DREGER	1.03.83

CLASS P4

LANCE WEERSMA	58.92
CHARLIE RICHARDSON	59.88
KURT WIRTH	1.01.36
DOUG CRAMER	1.02.68

CLASS P7

JERRY FORTHOFFER	56.74
KEITH RING	1.01.60

CLASS P10

GEORGE SCOTT	56.24
TOM PINARD	1.00.81

CLASS P12

CRAIG PAULL	55.00
LEROY PATTERSON	57.03
HARRY BURNSTINE	57.57
JOE GRIER	59.95
JAN LANGDON	1.01.42

CLASS M1

	<u>BEST TIME</u>
BILL MOSES	52.16 FTD
CHUCK OLENYK	54.30
PHIL CULL	54.71
LARRY RIDDLE	55.86
LARRY GROVER	56.15
SEAN GOGGAN	59.98

CLASS I3

RICK RILEY	53.22
STEVE COLLINS	57.61



IROC AT DOWAGIAC

by Janet Wagner and Lynne Olenyk

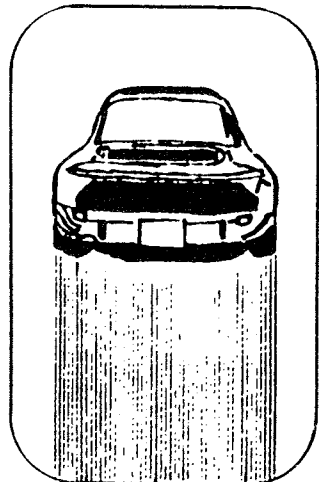
I.R.O.C. at Dowagiac was, as most I.R.O.C. events go, full of sunshine, Porsches, and good friends. We started the entourage from Grand Rapids with breakfast at Denny's. Included in the early riser group were Lance and Juanita Weersma, Joe Grier and Lee Dean, Gary and Lori Petertyl, Kurt Wirth, Craig Paull, and Janet Wagner. Late arrivals were Chuck and Lynne Olenyk. Other WMR members we met at the track included Rick Riley, Charlie Richardson, Phil and Judy Cull, Bill and Marilyn Moses, and Bob Dreger. Our showing of eleven out of twenty-four drivers makes our standings for the I.R.O.C. trophy ahead of the pack.

The course design was a challenging and very effective use of two adjoining parking lots. We must mention that WMR walked away with more than their fair share of the gold, including F.T.D. by Bill Moses.

Of course Porsche Club events don't end after the last timed run. MIR hosted one of the best after-event parties at Steve and Joyce Collin's cottage on an island in Magician Lake. We continued the festivities

well into the evening with water skiing, good food, and beverage. Steve entertained us with his exhibition of how water skiing is truly meant to be. Joyce was a delightful hostess and accepted Porsche Club shananigans with graciousness. Thanks again to both Steve and Joyce for their superb hospitality.

We wish more of you could have been there to see what Porsche Club comraderie is all about. See you next time!



J. F. Smith



PORSCHE
ÜBER ALLES



OCTOBER OPUS AT GRATTAN

10/02

TECH: 8 to 9 AM

THIS WMR SPONSORED EVENT IS OPEN TO ALL PCA MEMBERS
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THERE WILL BE NO TIMING ----- NO TROPHIES

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**WESTERN
MICHIGAN
REGION**





PORSCHE ÜBER ALLES



IROC BANQUET

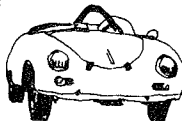
10·2·82

Following the October Opus at Grattan, we'll meet at Mother's (rated "A" by Pete and Tuti, and recommended by Grandma Moses!) for dinner and overall IROC awards.

Mother's
3440 Plainfield N.E.
Exit 33 196, North 2 blocks

Bring reservations to the last of the IROC series on 9/19: IROC III.

or send check and entree choice to:
Bill Moses
6506 Clover Ave
Jenison, Mi. 49428



Details: Cocktails (on your own) 6:30
Dinner 7:30
Awards 8:30

We will be seated in a private room. Come as you are from the track.

All the following dinners include: vegetable, potato, salad, beverage and dessert, plus tax and gratuity.

Please select from one of the following entrees:

Sizzler	8.50
Ribs	8.50
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Chicken Breast Florentine	9.50



Dancing/Band in the lounge after 9:00pm.



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PORSCHEMPORIUM



THIS MONTH'S FEATURE ITEM: Cotton Toweling is the best drying medium for your car. Unlike well preserved animal skin, this soft, natural fabric allows for any remaining grit, after the wash, to be whisked velvety away from the shine as the moisture is absorbed. The animal skin, stretched taut, firmly snags in place all the remaining micro chunks of stone and drags them right across your faultless planes. This snag and drag approach gives you that unique "burnished" look that you have seen on black hearses that have been dusted off too many times. Cotton toweling doesn't have to be wrung out and stretched after drying as epidermis does. Cotton toweling can be washed and fluffed dried. What better moisture absorbing medium could there be for drying your multilayered paintwork? Naturally, Porschemporium is your number one source for the appropriate Cotton toweling. Ours is emblazoned with the marque of our pride and joys. A tasteful, blue embroidered PORSCHE identifies these towels and puts the rest of your household on notice concerning the serious consequences you will dish out for abusing them. These towels should be above and beyond the kinds of punishment your normal household dry goods inventory is

put through day in and day out. Spare the PORSCHE towels from the ravages of the bath, the locker room, and the pool. The PORSCHE towels should be reserved only for blotting your PORSCHE.

CONSIGNMENT SALES: Available now is a brand new 924 Bra. It has the front license plate opening and is flannel backed. The normal mail order price is \$50 to \$65. Porschemporium priced at \$30.

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 616-344-4764

AT RIGHT

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