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ALLES

JANUARY 1983





PORSCHE ÜBER ALLES



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874-8142

ON THE COVER:

RUB-A-DUB-DUB, FOUR OFFICERS IN A TUB!
CLOCKWISE FROM TOP LEFT: CHUCK OLENYK,
JOHN LACKO, CRAIG PAULL, GARY PETERTYL



KALENDAR



- 1/15/83 WMR CROSS-COUNTRY SKI ADVENTURE
Shari Hoek
677-1043
- 2/12/83 WMR WINTERFEST
Maureen Richardson
364-9841

SCHEDULE OF UPCOMING BOARD MEETINGS

FEBRUARY 2ND

GARY AND LORI PETERTYL
309 BRIARWOOD S.E.
GRAND RAPIDS, MI
774-0420



PORSCHE UBER ALLES is the official publication of the Western Michigan Region, Porsche Club of America, Inc., a non-profit organization registered in the state of Michigan and issued monthly. Statements and opinions appearing herein are those of the author and do not necessarily represent the official position of WMR-PCA, PCA, its officers or members. The editors reserve the right to edit all material for publication and to publish only that material which is felt to be in the best interest of the region and PCA. Permission is granted for chartered PCA Regions to reprint articles, providing credit is given to the AUTHOR, WMR'S PORSCHE UBER ALLES, and provided copyright is not involved. A return of your newsletter is requested.

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RAMBLIN ON CRAIG PAULL

One of our first major tasks for the new year is basically completed, which is planning the calendar of events for 1983. Actually, the new board started on this job right after the election was completed. We start early on the project as we then have a fairly good idea of our event dates at the Zone 4 President's meeting, which is held in November. I want to thank Gary, Chuck and John, as well as Charlie Dunn for their help in carrying the load when the company sent me off to Germany somewhat unexpectedly.

The calendar listed below is still somewhat tentative, with room for changes. The board has tried to put together a schedule that allows you to enjoy your Porsche when the sun shines (and there's no salt on the streets), and to get together and enjoy the good company when the cars are stored.

Moving past the scheduled event for January (Hoek's ski party), we have;

February 12 - Annual WMR Winterfest

Our traditional winter banquet will be held at the Grand Rapids Marriott. Details can be found in this issue.

March 19/20 - General Member- ship Meeting

This is a call for all of you to attend a social gathering. We are planning some films, slides, and talk, but no business other than enjoying yourself.

April 3/May 1 - Traverse City Tour

A departure from our normal drive to the Paw Paw area to sample the grape, we are planning on heading north for a 2 day excursion. The cars should be out and polished at least once by then, and we hope to have a combined driving/social event that should be memorable.

May 14 - Grattan Driver's School

This will be our first warm-up of 1983, with instructors for all skill levels available. Those of you who are



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planning on attending the Memorial Day Elkhart Lake event particularly won't want to miss this opportunity.

June 17 - Rallye

Details will be forthcoming as to time and place.

July 2/3 - Holiday on Wheels

WMR's premier summer event rolls again. Two days, three events (concoors, rallye, autocross), and two parties promise an excellent weekend.

August 7 - Gilmore Auto Museum Tour/Picnic

We'll attempt to gain some appreciation of other automotive forms (if that's possible) combined with a lively drive.

September 10 - Barn Dance

This one is still in the idea stage, so if you have any (ideas, that is), please let me know.

October 1 - October Opus III - Grattan

Our last fling driver's school will be held in its traditional format.

That's the list as we have developed it . We've done the planning based on conversations and the results of the membership survey of last year, so it represents your interests as you have expressed them. Remember, PCA exists for your enjoyment, so if there's something we might have missed, pick up your phone and call any of the board members. Your input on planning will be appreciated.



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N.W. CORNER OF 28th AT BRETON



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TREAD PATTERN NANCY DUNN

□□□□ Now that it is winter-ugh- the AAA has some bits of wisdom for us all. Besides recommending professional rustproofing, AAA notes that car exteriors, underbody, and wheelhouse areas should be washed every 10 days with cold, clear water. But, when choosing your washsite be aware that most car washes built in the last 10 to 15 years recycle the water they use in the initial rinse. In winter this means salty brine is squirted into all the spots you are trying to keep rust free!

□□□□ Sears is selling a Craftsman tool box molded in a tough, supposedly unbreakable, plastic. After seeing what a steel toolbox can do to the inside of a trunk, sliding back & forth all the way to Elkhart, this is probably a pretty slick idea. If the box doesn't work out for tools you can always use it for fishhooks or sewing notions.

□□□□ Five-time SCCA National Solo II champion E. Paul Dickinson added to his laurels by winning the 1982 stock 1 category in the Eagle one pro solo challenge.

Driving Sewickley Porsche Audi 944, Dickinson's scored one win, two seconds, and a third in five events entered for a total of 37 points, 16 more than runner-up Jim Thompson.



An interesting procedure at a pro-solo autocross is the use of tennis balls on top of the pylons to quickly determine if one has been hit by a competitor -- A tennis ball falling from its perch identifying a mistake without argument.



□□□□ Sports Illustrated quoted race car driver Neil Bonnett on why he put a 300 H.P. motor on a 19-foot fishing boat: "You hook a bass at 100 m.p.h. and it takes the fight right out of him". Source: Bill Howard and BMWCCA Roundel.

□□□□ Kurt and Shirley Wirth have again extended an invitation to PCAer's to visit their home for Kurt's famous gluhwein prior to Winterfest on Saturday, February 12th. Address and time are noted on the Winterfest flyer. Don't you dare miss it.

□□□□ VW has done it again! Made in America but European in spirit. I love our/my GTI - WOW - Wait until I get more miles on the engine, then I'll let you know what that Rabbit can do with it's sticky Pirelli's, stiff springs, swaybars, and close ratio transmission. Helena Dixon and Mark Hulbert have joined the GTI subsidiary of WMR - PCA too. I feel that VW has marketed a product that can help it capture the moderately priced performance car market.

□□□□ During my Wall St. Journal Lunch, I found some Automotive trivia I think all WMR - PCA'ers might digest. While auto output is at a 24 year low falling 19% from last year, combined auto and truck production fell 12% to 6.2 million units. The breakdown by car maker is as follows:

% Increase (decrease) in
production from 1981 to 1982

	Cars	trucks
GM	(19)	(12)
Ford	(16)	(6)
Chrysler	(20)	(15)
AMC	+4	(3)
Volkswagen	(50)	(78)

All automakers are expecting a gradual improvement in 1983 and with better products - like the VW GTI - the market may be revived.

(Editor's note - The seven hundred plus members of the Midwest Sports Car Council have voted Nancy their 1982 rookie of the year during which she drove her Rabbit to second place in the season class sedan 3 standings. Our congratulations to you also for a super accomplishment. Look out SCCA in 1983.)



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MOTOR & SPORT **FRANK WAGNER**

With the birth of this monthly article I am making an attempt to provide to you readers various information pertaining to your sport vehicle. It may range from safety oriented equipment to waxes and polish. Tire testing, improved products, or just general gossip. Conflicting views of equipment or events that we put our cars through. This article may or may not directly effect Western Michigan Region, but hopefully will provide interesting reading and knowledge for the Porsche pusher.

In the months to come, I'd like to provide a look at sport driving and road motoring that not only as it appeals to me, but also to you and your own driving "habits". Perhaps a look at other automobiles that can provide interesting and fun driving (we do have a winter in the Midwest). As I found out this winter,

how enjoyable it is to own a second less expensive "salt car", that is still fun to drive.

We are going to look at a comparison between original equipment parts versus aftermarket replacement parts. The quality and price difference as well as how they perform their task. Can outside repair shops provide proper maintenance of our sport vehicles as well as the authorized dealers?

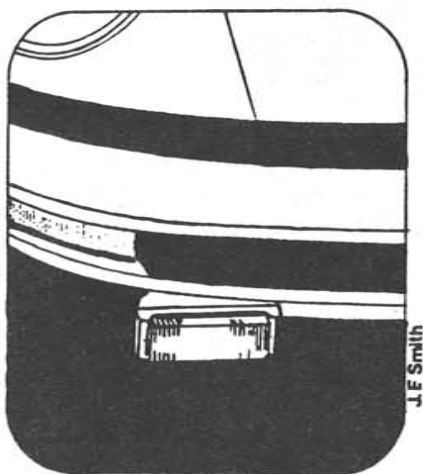
The views pertaining to special equipment (not Original Equipment Manufacturers) are this author's only. If an article receives outside input it will state so. Not everyone believes in a particular spark plug or brake pad for their vehicle, and differing opinions will be passed along to the readers. It is my intention to provide as much information as possible. If something in the past has worked for you, lets share that information. If anyone has suggestions as to what tests or information they feel the Midwest Porsche drivers need, Please contact me either by phone or mail.



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I personally am looking forward to an interesting year. Hopefully, I'll be making many more contacts with Porsche enthusiasts for ways to make events more fun. Also, talking to parts suppliers to find out why they feel their products are best. I hope your up and coming sport driving year will be everything you've hoped for. See you next month. Remember, "be careful out there".



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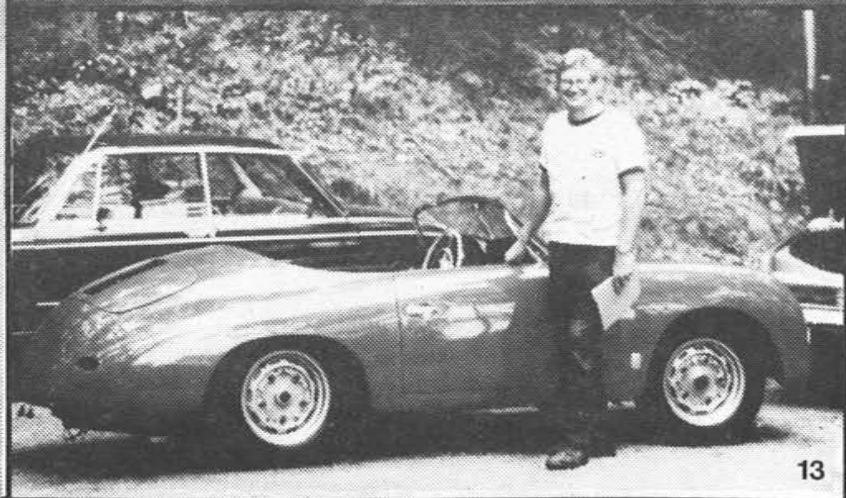
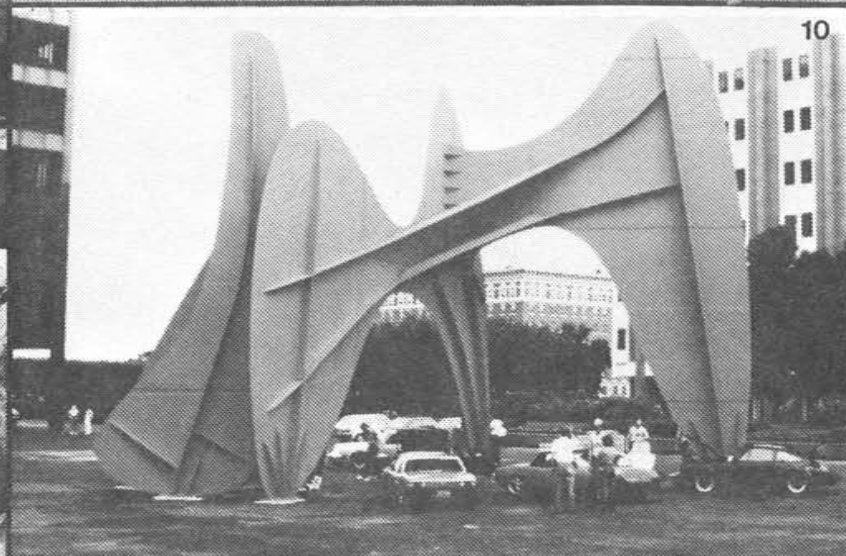
For your second challenge of the new year (your first being to get up out of bed New Years Day in time for the Rose Bowl Game), try to match the captions below to the appropriate photo.

Mail your answers to "Uber Alles" no later than January 31st, 1983.

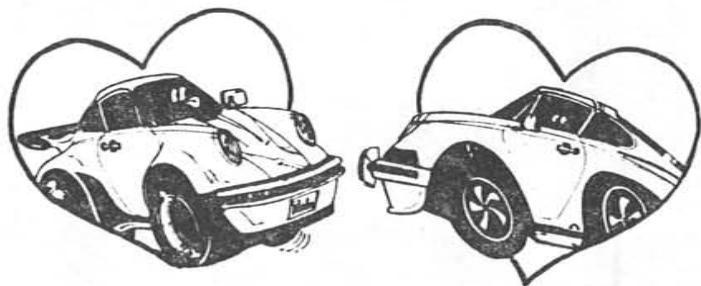
The winner will be announced, and prize awarded at Winterfest. You must be present to win. If necessary, the winner will be determined by drawing from all correct entries.

- | | |
|---|-------|
| A BUMPER CROP | _____ |
| ALONG THE STRAIGHT AND NARROW | _____ |
| TWO TURKEY TUBBERS | _____ |
| DEJA-VU | _____ |
| SPEEDY TOP | _____ |
| AND THE 11TH COMMANDMENT WAS:
"THY SHALL NOT ROCK THE TUB" | _____ |
| BIG RED | _____ |
| JET-SETTERS | _____ |
| TIPTOE THRU THE TOOLIES | _____ |
| 356 "2 + 24" | _____ |
| A TIME TO BE "SHINY-SIDE DOWN" | _____ |
| NB155 YOU ARE CLEARED FOR TAKE-OFF
ON RUNWAY G | _____ |
| AS THE "WOODHOUSE WAY" COMMANDS "QUICKIE" | _____ |





WINTERFEST 83



FEBRUARY 12TH

- TIME/DATE : SIX O'CLOCK SATURDAY EVENING
FEBRUARY 12, 1983
- PLACE : MARRIOTT INN
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PROGRAM - YEAR END AWARDS AND DOOR PRIZES
DANCING - TO THE MUSIC OF RIVER CITY JAZZ
- ADDITIONAL : A SPECIAL ROOM RATE OF \$46.00 PER NIGHT FOR PORSCHE
CLUB MEMBERS WILL BE AVAILABLE FOR THE WEEKEND FOR
THOSE WISHING OVERNIGHT ACCOMIDATIONS.
- THE MARRIOTT INN OFFERS A SUPURBE SUNDAY BRUNCH
BUFFET. RESERVATIONS REQUIRED.

Kurt and Shirley Wirth have again opened their home to PCAer's prior to Winterfest for a taste or two of his famous gluhwein. Don't miss it!!

4:00 pm February 12th
7413 Sheffield Dr. S.E.
Ada, Michigan
942-5076



ALFAS ATTACK GRATTAN, OR PORSCHE CLUB HOLDS THEIR OWN!

BY FRANK WAGNER

This past October 16 & 17 the Alfa Romeo Owners Club of Detroit sponsored an event at Grattan Raceway. Unfortunately it was not well published and many P.C. A'ers didn't know about it. Sixer and I found out about it at Ionia the week before and planned on attending for that last fling.

The weather on Saturday was terrible. Windy, rain off and on, cold and cloudy. Perfect weather conditions to start a fire in the fire place and write the day off. Instead we went out to Grattan to watch the Alfa's fun for awhile and to talk to the people setting up the event. I told them I'd run on Sunday and paid my entry fee, had my car teched, then drove back to G.R. to make some calls to other WMR Auto-crossers. Dave Karrer, event chairman, had mentioned a campfire that night, with a tent, autocross talk till the wee hours, and of course, suds. Right up Sixer's and my alley.

I arrived back at my apartment and got on the phone. Rats, no luck. I couldn't find anyone home. Don't tell me that two rotation days at Grattan and knowone accept Jeff Kolk, Peg Riddle and I would take advantage of it! Okay, I'll try later. Sixer, Peggy and I are off to the store, a bottle of Ezra Brooks for me, a can of Kendall Racing oil for Sixer, and I don't know what poison Peggy bought. More phone calls, no luck again. Oh well, back to the track.

The three of us took off to join the party. On the way out going past the Bostwick Lake Inn I noticed a baby blue Carrera and a silver 356C cab. Good thing Sixer has good brakes. Dragging down from 90 m.p.h. I could just imagine all those bottles in the trunk. We joined Rick Riley, Kurt Wirth and friend. They had just left Grattan (no wonder no one was home) and said it was terribly cold. A few minutes later Chuck and Lynn Olenyk strolled through the door. Not long after their arrival Jeff Kolk walked in. He had seen the beginnings of a Porsche Club party in the parking lot and decided to



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join in the festivities. A few drinks and some food later we decided to go to Chuckie & Lynn's for more suds and some slides. By this time it had gotten really cold out. Going to Chuck & Lynn's was probably one of the brighter decisions of the day.

We partyed in usual P.C.A. fashion, till the early hours of Sunday morning. Finally we decided to leave. Rick thought he'd follow me into town because I had my Escort. Well someone better tell me to keep a closer watch next time. When Bob Seger is blasting on the tape, Sixer's engine screaming in my ears, and

talking to Peggy over all the racket, who has time to watch the orange light on the Escort? Rick and I came up on the State Police, nose to nose, on East Beltline at 80 m.p.h. plus I have know idea why he didn't swing a U-turn and come after us. All I remember is staring at him, each of us looking at the other through our drivers door windows. Lady luck strikes again.

Sunday morning dawns too early. Grab a donut, coffee, and two aspirin and the car keys. Off to Grattan, again! Sixer and I arrived about 10:30 and they still hadn't started. Not long after I arrived, they had a drivers

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meeting. The usual stuff discussed, safety, passing enter-exit, etc. Then they asked for any experience drivers to act as driving instructors. As I was about to raise my hand Sixer rolled over my foot with his large P-7. Next thing I knew I was looking into his Hella headlight and he had this look like "you better not dummy, this is our day to just run". Okay, okay, get off my foot I understand.

We managed to get into the first group of cars. Off we went, one at a time, out of the pits. Each session was to be thirty minutes long, much like our events at Grattan. About ten minutes into the session I come up behind some slower cars. Before I knew it we were stacked six deep in line down the main straight. Too many to pass at once and doing it one at a time would spoil my track time. Track exit here we come. Jumped off at turn three and drove back to the start line. The starter knew my problem. "Want more space" he asked? "You got it" I said.

Off we go again, this time a wide open track in front of us, fantastic.

The second session I drove in was even better. Ellis Meistor had his Datsun Z there. We got into it pretty heavy. His car was much faster in a straight line, but his brakes and suspension are no comparison against Sixer's. He'd pull me down the main straight, then braked three times sooner from turn one than I would. Naturally I was on his tail through the rest of the course. The first left hander after the hill I would be so close to him that I'd have to brake extra hard to avoid passing him there. He'd swing way to the right side of the track, and my normal line is to the left side. Sixer and I figured we'd probably get thrown off the track if we passed him there. It would almost be worth it.

The Alfa Club did provide timed runs on Sunday, but no trophy's. As it turned out the 280Z car proved to be too much to catch on the straights. His extra horse power plus



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race tires put his time at 1:41.4. Steve Rich's 240Z race car ran 1:41.9. With Sixer third overall with a 1:44.0 flat.

Congradulations must go to Jeff Kolk with his black SC. He turned an excellent 1:45.6 to take fourth fastest time overall.

All and all I was very happy the way Sixer per-

formed. He was probably in his best form at this event. His two liter engine ran its heart out for me. An excellent finish compared to the engine sizes of the first four top finishers.

Maybe next year Alfa Club will come back to Grattan and more WMR - PCA members will get the word!

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BOARD MEETING



Minutes of the December 1,
1982 Board Meeting of
Western Michigan Region
Porsche Club of America.



Present: Pete Bax, Charlie & Nancy Dunn, Marci Thieme, Craig Paull, Gary & Lori Petertyl, Lance & Juanita Wiersma, Chuck & Lynne Olenyk, Phil Cull, Doug & Shari Hoek, Jan Bergmans, Bob Shedd, Charlie & Maureen Richardson.

1. Meeting called to order at 7:45 P.M.
2. Minutes of November meeting approved as presented.
3. Treasurers report discussion.
4. Membership - decreased to 107.
5. Uber Alles - Editors need articles.
1982 budget discussed. Editors would like to increase 1983 ad sales to cut out-of-pocket costs.
6. Porscheporium - no report.
7. Hot Tub Turkey Day - Everyone had a great time, to be scheduled again for next year.

8. Ski Party - all arrangements made, scheduled for January 15.
9. Winterfest - all elements under control, scheduled for February 12.
10. Discussion relative to how scheduling.
Motion to table discussion on How until more information on conflicting events can be gathered -- Langdon, Second - Shedd, passed.
11. National News
 - review of election results.
 - review of by-law change proposed by Las Vegas Region.
12. Review of Participation in Grand Area Sports Car Club.
Objectives of club are to share schedule information, avoid event conflicts, and build cross-participation.
13. Motion to adjourn at 9:01 -- Paull, Second -- Langdon, passed.



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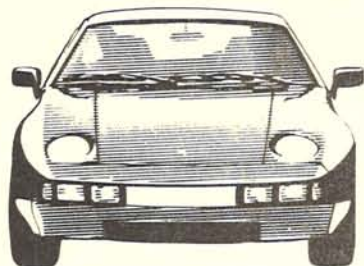
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Clockwise from top: Up-Fixin IV & V Panorama reprints \$7.00 & \$12.00, Porsche embroidered towels \$7.50, WMR-PCA Car Badge \$7.00, Think Porsche License Plate Frame \$3.00, WMR-PCA Patch \$2.00, PCA Key Case \$4.00, PCA Car Badge \$12.00, 1/43 Solido 928 \$7.00, PCA Baseball Cap \$5.50, PCA Patch \$3.00, WMR-PCA T-Shirts \$6.00 - \$9.00.

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