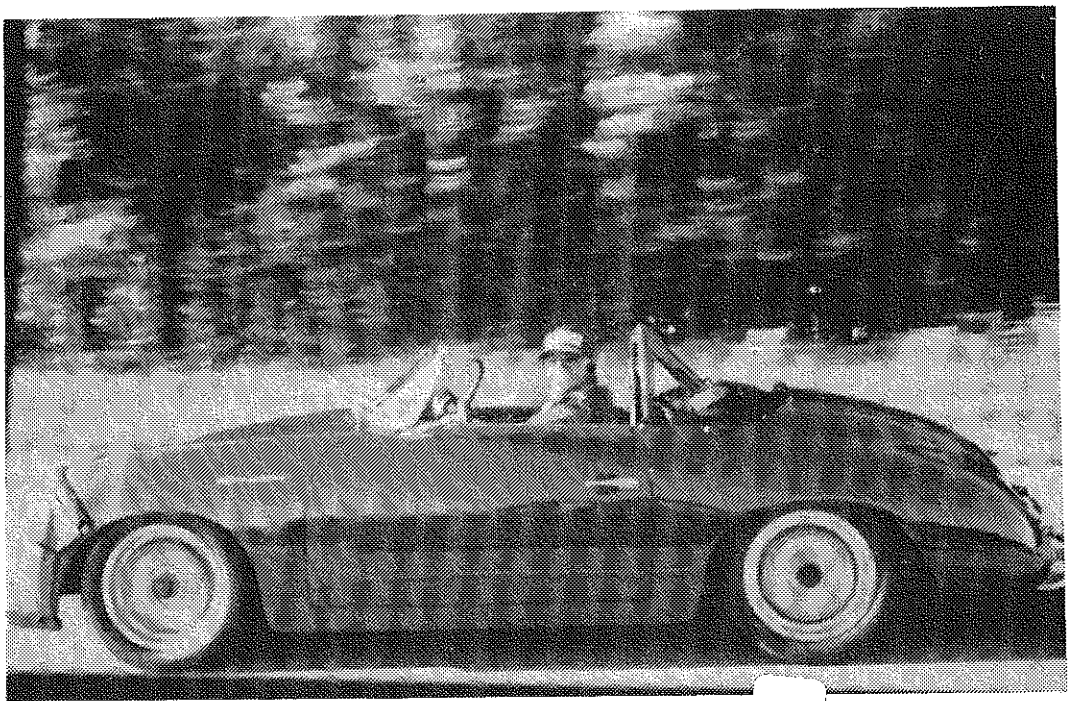


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SEPTEMBER 1985





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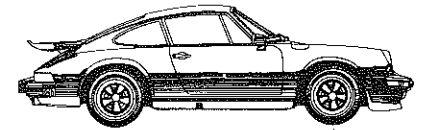
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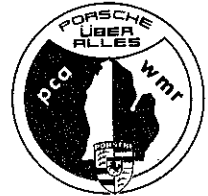
INSIDE;

STANDARD EQUIPMENT

Minutes..... 30

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meeting place—

SEPTEMBER 4, 1985
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ON THE COVER:

Sammy Speedster Smokes to Spartan Speedway!

ÜBER ALLES STAFF:

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Co-Editors: Juanita Weersma

Gary Petertyl



Diary of an



I.R.O.C. Weekend

by Frank Wagner

Many Porsche Club drivers feel that the I.R.O.C series, that Western Michigan Region competes in, is only designed for "speed freaks" or "race types". Nothing could be further from the truth. Several other factors must be considered along with the actual timing of the drivers and their vehicles. The tour to each auto-x site, rooting for your home region at the auto-x, the after competition party and the lovely restaurants. Let's ride along with Frank and Peggy to the I.R.O.C. in Nappanee, Indiana.

Our heroes and heroines (isn't that ill-eagle?) left Grand Rapids a day early. The call of outstanding countryside and fine restaurants was too much not to accept. On the trip down 131 south we passed through Three Rivers. One absolutely must stop at the Mr. Donuts in Three Rivers. Their sweet rolls are outstanding, as are their cola drinks. The air conditioning ain't bad either, on a 90° day, as this one was. It is also the perfect place to stop for people with small bladders.

Once into the South Bend area I could see the twinkle of "let's go shoppin'" in Peggy's eyes. At the home of Peggy's folks, I made a secret pact with Peg's dad, Delbert. Our deal was simple,

we'll go drink while the ladies went "shoppin'". Not too complicate the deal and seeing it was two against two vote, we won. Delbert dropped the ladies off at the mall, and off we went.

Now if ya ever get stuck in South Bend for any length of time, ya got to go to the Hausenda, Mexican Food and Restaurant. It's one of two "hot stops" in town. The other is "Rick's Goodyear Store" and I got a tale about that too. But that's another story. I only hit the nicest places, ask Chuck and Lynne Olenyk about Joe's Fishery in Chicago sometime.

Anyway, back to our story. Delbert and Frank walked into the Hausenda like two hot shot Hungarian playboys. I almost got my nose busted by the front door being pushed open by a drunk, as I reached for the handle. Delbert tripped over the welcome mat as he gracefully entered just behind me.

Once seated we ordered two jumbo margarittas. Now the margarittas that they serve are like a woman's breast, one's not enough and three's too many. Seeing we had two and a half hours to kill, I'll let your imagination take it from there. We did manage to find the mall, close to on time. Actually we picked them up off the curb, in front of the store, at the mall where we dropped them off at.

Sunday dawn's early (as they say) for the hard core autocrossers.

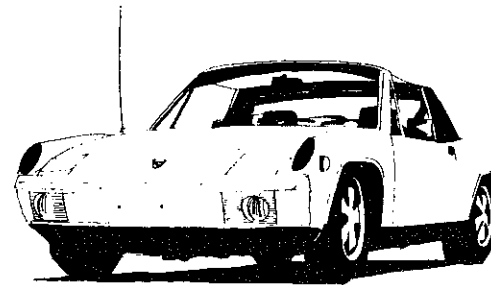
Thank God we're not counted with THAT bunch! Peggy, Frank and SIXER headed for Nappanee to one of our favorite breakfast spots, Club Mac. Nappanee has much to offer in cultural entertainment. There's a gas station, traffic light a high school, (complete with marching band practicing on our autocross site), a bar or two (unfortunately closed on Sundays) and a Club Mac Donalds. When one visits Nappanee, one must frequent the Club Mac, it is thee place to be seen. The drive-in service wasn't up to par this particular morning, but hell, everyone has an off day. Competitively priced, courteous service and screaming kids are some of Club Mac's better points. We made our lunch reservations, then off to the track.

Fortunately we had left traffic die down before trying to reach the actual auto-x site. Rob Walker generally flies in by chopper to avoid the congestion that normally accompanies an I.R.O.C. event. We've learned not to arrive too early and avoid the traffic. Rob also rates the toilet facilities at a five out of ten. Personally I enjoy the fresh air atmosphere and rated it an eight. Peggy was mumbling something about a three, on a cool day. Tech was totally under control and well run, as was registration, timing, and pylon chasing. Actually, very little of the later (or is that ladder?)

Michigan-Indiana had conveniently had practice at this site twice before our I.R.O.C. was scheduled to compete there. Naturally one would think this would give the sponsoring region a "slight" advantage. However, M.I.R. would be in for a rather rude awakening.

We had arranged that Peggy's car. Rooten-Tooten would be brought down by the automotive specialist C.A.R.S. Chuck and Lynne Olenyk did their normal professional job transporting Peg's Porsche to the race. Only higgint one bird, two Chuck holes, (sorry, I couldn't pass it up), and going through three farmer's sprinklers on the trip down. Rooten-Tooten was completely prepared when we arrived at track side. All Peggy had to do was slip on her helmet, fire up the beast, and take home the gold. Which she did, but more about that later.

The competition was intense, to say the least. Michigan-Indiana Region jumped off to an early lead. However, WMR and Motor Stadt Regions wouldn't be out done. As the times dropped, so did the home field advantage tha MIR had on the rest of us. The competition was intense. Doug Tepper and Jerry Forthofer had an incredible bout at each other. Jerry barely got the upper hand. Peggy was knocking down a lot of the men's best times. Chuck was throwing everything he could muster up

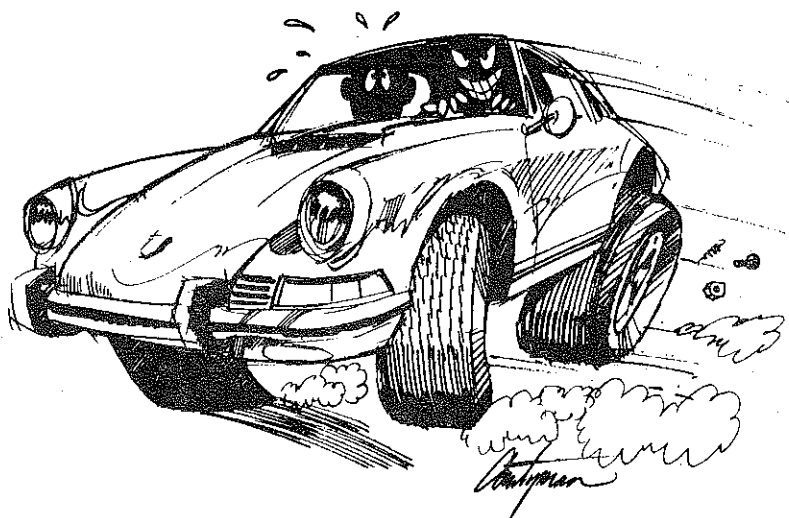


trying to overtake Frank. By the end of the day, many track records were set. Wayne Holleman managed to capture Fastest Time of Day. Western Michigan Region managed to take more than their share of first and second place trophies. Only proving once and for all that we are the superior drivers.

After the event, Jerry and Sharon Forthofer had everyone over to their home for a pool party, beer, soda and grub. On a scale of one to ten, both Peggy and I rated the party a twelve. As usual after the I.R.O.C. parties GREAT. We should have an award at the end of the year for the best party after an I.R.O.C. event. I imagine WMR would win that also.

Unfortunately, each day must end, and this day was no different. The Olenyks loaded their gear into Rooten's trunk. Peggy and Frank loaded their stuff into my inners. Chuck led all the way home to my garage. The trip home was somewhat faster than the trip down. It's a good think I was running on all six.

Like I said at the beginning of this article, there's more to I.R.O.C. than just "racing". There is no real excuse for not having fun at I.R.O.C. events. If you don't enjoy sport driving, how about partying, ah sport? As the U-boat commander in Risky Business says, "Porsche, there is no substitute."



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I.R.O.C. III—WMR

I.R.O.C.*I—MIR

by Doug Tepper

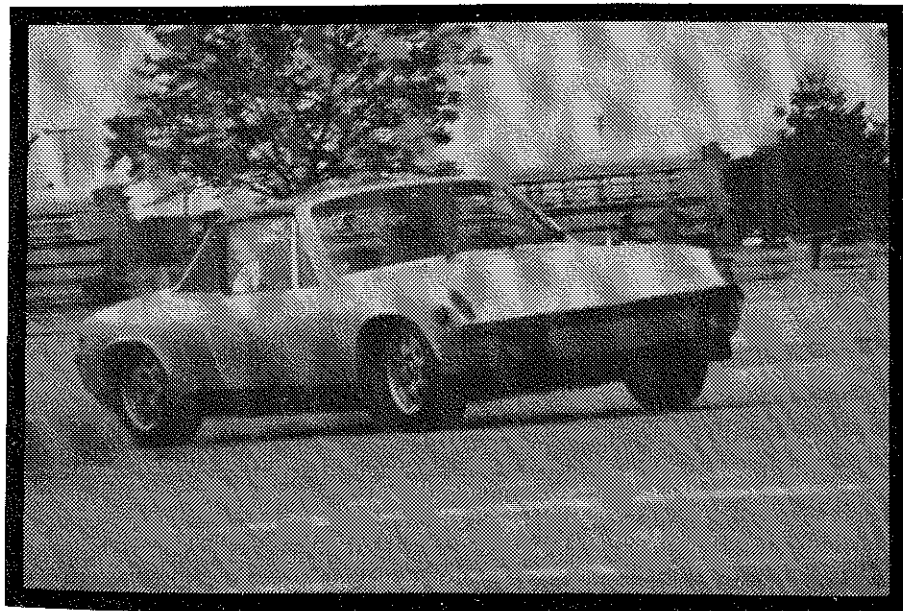
All the classic ingredients were there--good friends, sunshine and PORSCHEs. The first IROC of the 1985 series is history. Thirty-nine (39) of the tri-regional area PCA members tried their best at beating the clock (and each other) around the nice BIG parking lot in Napanee.

I took a peek at last year's scoreboard and found 1 more person and slower times. I guess practice makes perfect -- Is that what all the rubber was on the course when we got there?

MIR went all out this year--they even called in the Napanee H.S. band for pre and post event entertainment. They had to hide the band's bus keys from Hutch after his car stalled on the course--he was gonna take it for a timed lap.

This must be the big event of the year in Napanee. The local townsfolk, including a lonely officer of the law, watched as we made Messrs Goodyear, Goodrich, Pirelli and Yokohama very happy.

You will find below a summary of who took home the hardware as well as each participant's best time and IROC points.



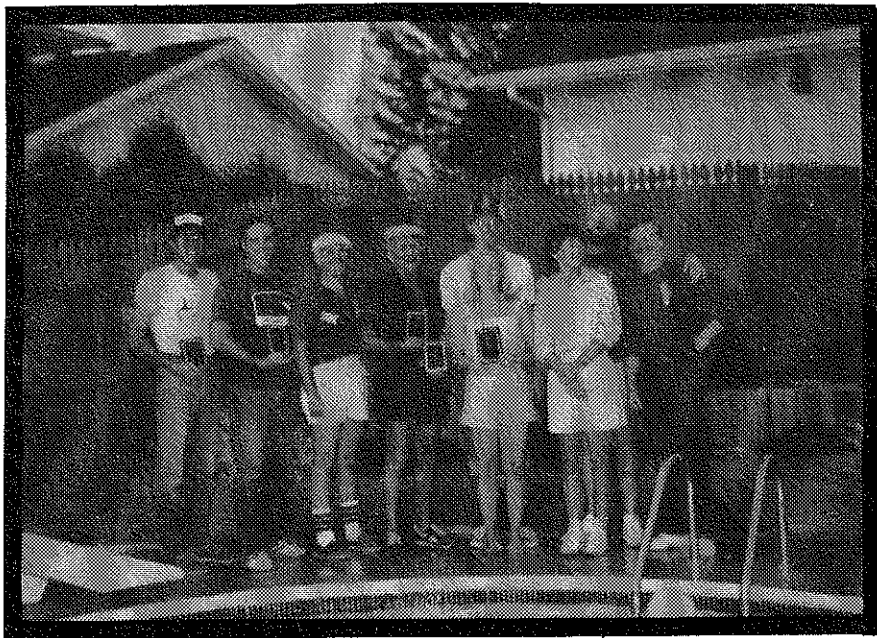
Gary Petertyl brings his silver 914 down the home stretch for a first place.
photo by Chuck Olenyk

Class	Name	Region	Time	IROC Pts.	Trophy
P-2	Kurt Wirth ¹	WMR	1: 8.81	88.2	
P-3	Lance Weersma ²	WMR	1: 6.54	99.3	T
P-4	Gary Petertyl	WMR	1: 4.33	100.0	T
	Gary Pippenger	MIR	1: 6.24	88.1	T
	Bill Robertson	MSR	1: 8.44	74.4	
	Lloyd LaHuis	WMR	1: 8.37	74.9	T
P-6	Kieth Ring	MIR	1: 6.42	100.0	T
	Greg Hartman	MIR	1: 8.44	87.8	
P-7	Jerry Forthofer	MIR	1: 1.76	100.0	T
	Doug Tepper	WMR	1: 1.94	98.8	T
	Karl Haug	MSR	1: 4.06	85.1	
P-11	George Scott	MIR	1: 4.78	100.0	T
	Bill Wagoner	MIR	1: 5.03	98.5	
P-12	Harold Teter	MIR	1: 1.56	100.0	T
	Jim Topper	MSR	1: 2.29	95.3	T
	Rick Riley	WMR	1: 2.55	93.6	T
	Harry Burnstine	MIR	1: 2.64	93.0	
	Don Meyer	WMR	1: 5.16	76.6	
P-13	George Nickell	?	1: 1.90	100.0	T
	Doug Cramer	MIR	1: 3.29	91.0	T
	Bill Weir	MSR	1: 3.34	90.7	T
	Paul Thieme	WMR	1: 4.12	85.7	
	C. Cramer	MIR	1: 4.87	80.8	
P-16	Tom Schwenk ³	MIR	1: 4.70	72.4	
I-1	Peg Wagner	WMR	1: 2.10	100.0	T
	Dave Hutchison	MIR	1: 7.69	64.0	T
	Ed Scott	WMR	1: 7.96	62.3	
I-2	Wayne Holleman	MIR	0:59.02	100.0	FTD
	Larry Grover	MIR	1: 2.68	75.2	T
	Jeff Lightfoot	MIR	1: 5.21	58.0	
M-1	Phil Cull	WMR	1: 2.10	100.0	T
	Bill Moses	WMR	1: 3.79	89.1	
M-3	Frank Wagner	WMR	1: 0.52	100.0	T
	Chuck Olenyk	WMR	1: 2.08	89.7	T
L-1	Sharon Forthofer	MIR	1: 3.99	100.0	T
	Marcie Tepper	WMR	1: 7.73	76.6	T
	Sally Sprafka	MSR	1:10.44	59.7	T
	Pam Robertson	MSR	1:11.13	55.4	
	Susan Ring	MIR	1:11.34	54.1	
L-2	Bonnie Robertson	MSR	1:17.07	100.0	

1 Ran with P-4
2 Ran with P-6
3 Ran with M-3



Region	1st	2nd	3rd	Total
MIR	6	4	0	10
MSR	0	1	2	3
WMR	4	4	2	10
Geo. Nickell	1	-	-	1
				24



The pride of Western Michigan brings home the Plaques (Trophies). Left to right, Chuck Olenyk, Lance Weersma, Phil Cull, Lloyd Lahuis, Doug and Marcie Tepper, Peggy Wagner, Frank Wagner, and Rick Riley do our region proud!!!!!!!!!!!!

Photo by Chuck Olenyk

TO JUDGE OR BE JUDGED?

by Lori Schutz-Riley



Phil Cull has been on both sides of the "concour fence". At the 1984 Parade in Appleton, Wisconsin, he entered his 356 in the coucour competition. This year in Costa Mesa, California Phil judged the 914 Production Division. I talked with Phil about the two experiences and found out how he compares them, and what he sees in the future for himself.

Surprisingly enough, preparation time was similar. Phil began restoration work 1½ years prior to show-time, and spent a year preparing to be a judge. Although the restoration required more physical work, he studied many hours familiarizing himself with the 914 model. This included

reading as well as examining 914's. He practiced on those owned by Craig Paul, Frank Wagner (6 cylinders) and Peggy Wagner (4 cylinders). I asked Phil which was more enjoyable. He answered, "I never expected to win first place. I did the best I could within the time resources available. I was more apprehensive about my ability to be a good judge than a good car-builder." Phil showed a 1956 - 356 - A speedster which he "built exactly the way he wanted to". The car was affectionately named "Samantha", and competed in the Modified/Limited Production Division. His judging assignment was 914 Production Division which con-



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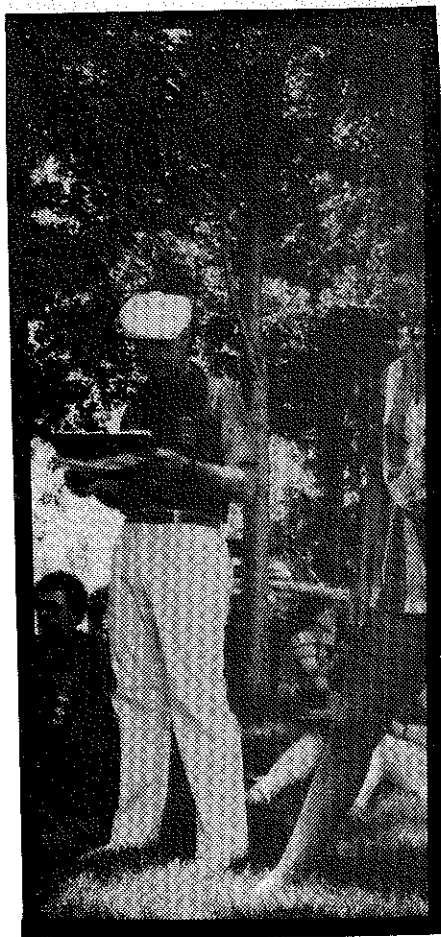


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sisted of 2 classes, the 4 cylinder and 6 cylinder models.

Qualifications for each task are very different. To concour all one really has to do is enter although the preparation varies greatly. I think it's fair to say that Phil and Judy "went all-out". To be a judge is not so simple. Just after the '84 Parade, Phil wrote a letter to the '85 Parade committee offering to be a judge. The follow-up correspondence included a resume, of Porsche related activity, and completion of a questionnaire.



completion of a questionnaire. This was all presented to the PCR committee. Phil feels that his experience in concour helped in being chosen as a judge. Samantha was Phil's second restoration effort. He has owned two 914's, which he and Judy concoured at regional events.

What about time involved at the concour itself? Once "Sammy" was judged, Phil was done working but not sweating until the results were posted. As a judge, Phil was busy the entire day. "The time went quickly. We have a certain number of items to judge within a time limit. We must use the same sequence on each car and be consistent with each. I felt obligated to check each car equally - spending the same amount of time on each item. As an example, if I pulled the hub cap on the first car, I then must pull the same hub cap on the rest of the cars in the class or it wouldn't be fair."

I asked Phil, "What next?". Samantha will not be shown in a National Competition again. Phil says, "I'm smarter than Mohammed Ali - I'll quit while I'm ahead. Sammy was a show car in '84 -- a go car in '85." He has proven this by taking a first place in the concour in '84 and a first place at Road America last weekend (August 18th).

Phil will judge again prior to being a judged. He prefers to enter, but realistically time and effort are prohibitive. "The opportunity to judge will come first. Being a good objective judge is as difficult (if you have a conscience) as preparation of a car with respect to knowledge." The next car that Phil and Judy will enter is Judy's 1959- 356 Convertible D. "This will be stock. I want to present the car in National Competition in the Production Category where it will be judged for originality as well as cleanliness and maintenance. This will be an exceptional challenge."

Photos by Judy Cull

PARADE '85

by Lori Schutz-Riley

This year was my third Parade. Not that I'm a seasoned veteran, but I felt like one!! Rick and I landed in the Los Angeles International Airport at about 12 noon. By 1 pm we had loaded up our rental Camero from National Car Rental, and were on our way. The sweet gal from National told us to take Highway 1 instead of the interstate because the traffic would be less and it would take less time. The opposite was true!! Boy were we upset. Oh well.

We arrived at the South Coast Plaza Westin (Parade Headquarters) in time for the valet parking lot to be full, the special Porsche Parking lot was full, and the free Lowenbrau had run out - at 4:30 pm. So okay, we'll park in the parking ramp across the street - after all, it was just a rented Camero, not our 911. So we have the bellboy load our bags on the cart and we go in to register. Surprise again -- housekeeping is behind schedule, and our room will be ready in 2 hours. There is a phone message waiting for us to be in our room at 6pm to receive a call. How can we be there if the room won't be ready til 6:30pm?? So--we agree to be back at the desk at 6pm when the call arrives and take it there. Good California welcome so far.

Our spirits not to be dampened, we proceed to Parade registration. Good News - our names were spelled correctly on our name tags (this is always a problem for me!). The bad news is- the best seat left for the Concour Black Tie Banquet is

table 94 (out of 96). That's the back of the room for the Riley's that night.

Still - chins up - we wait for our phone call at 6pm - at least that went well. And by 9pm we were able to check into our room. By then we were quite wilted!!

Monday the Concour was spectacular. People's choice was a tough decision. Phil Cull from WMR was a concour judge this year. Last year, Phil showed his newly-restored 356 Speedster, and won 1st place in class, 2nd in division to the Manhattan winner. I talked to Phil about which he enjoyed better - the judger of the judgee (see article "To Judge or Be Judged").

Attending a Parade without a Porsche leaves one with lots of spare time. On Tuesday Rick and I walked around Newport Beach and on a friend's recommendation, had lunch at the Crab Cooker. This is literally a "hole in the wall" eating establishment which used to be a bank, and the vault has been converted into a very large refrigerator. We ate the best lobster ever - skewered and barbequed. Boy was it good - we geared up our appetites for Maine lobster in '86.

On Wednesday we had another kick-around day. Rick and I went in different directions, and met back in the lobby bar where we were joined by George Scott (MIR). We decided to get a group together and have dinner at the T.G.I. Fridays a block away. So a few hours later we got together: Rick and I (WMR), George & Kay Scott (MIR), Ed & Sandy Scott (WMR), Linda & George Gutman (Chicago), Bob & Wilma White (Chicago), Mike Robbins (CIR), Bob Snider (Ramme)



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and Manfred Knauf (Seattle). Afterwards the group dwindled in numbers but not enthusiasm, and we marched off in the other direction to the Magic Pan for dessert. Yes, we are eating our way through the Parade!!

On Thursday Rick and I went to watch the final day of the Autocross event at Riverside Race way. Dr. Wolfgang Porsche rode with us. He owns a 930, and although he enjoys driving fast on the Autobahn, he does not autocross himself. He and his family do attend a few races in Germany. He was very anxious to see the Porsches run at Riverside. We spent the coolest of the three days at the track, but the heat was still powerful. The hosts had plenty of pitchers of cold water, so we survived the day. For a few hours we joined Phil Cull in a lookout tower on Turn 7. Leave it to Phil to find the best seat in the house!!! From

the outside, this tower looked like a pack of Winston Cigarettes. We could see most of the track, and were shaded from the sun. We watched several classes run including the 928's, Improved classes and the Modified's. For the last few runs of the Modified's we went back to the central area to cheer on the home town favorites, Mark Eskuche and Bea Knoerzer driving Mark's 914. Mark got the 2nd fastest time, and Bea captured the fastest women's time!!

On Friday we watched as all the rally competitors checked in and began the run from the front of the Westin. Now that was a "Porsche Parade". Another day of sightseeing for us Porscheless Paraders. The four Scotts, two Culls and two Riley's left in our rented sedans to Long Beach.



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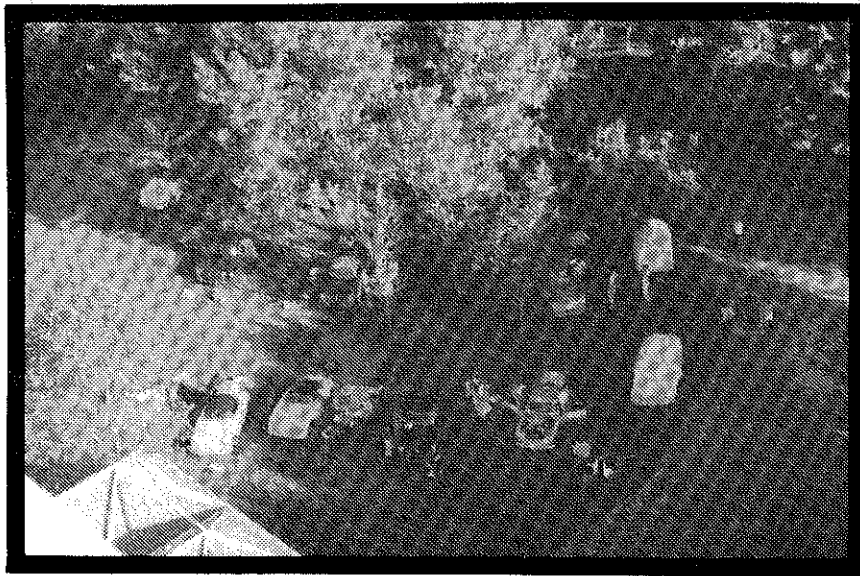


We toured through the Queen Mary cruise ship and saw the Spruce Goose. What a sight!! Then to the Crab Cooker one more time!!

Saturday night was, of course, the traditional final banquet. We did much better - Table 8. As usual, lots of awards, door prizes and the trip to the factory was given away. Sheila Harris-Schutz, wife of Porsche president Peter Schutz, gave a short talk on the importance of wearing a seat belt. She announced that Porsche will have a film available for club events concerning :

concerning wearing a seat belt. Peter Schutz gave his usual tremendous speech (of course, I'm not a bit biased). The closing was given by Mick Williams, as he has for many years, and his words still bring a tear to my eye, and will every year.

Next year's Parade is in Maine. A bit closer to home. We will definitely have a Porsche!! We missed Blue, as the Cull's missed Samantha, and the Scott's missed theirs. We did enjoy seeing former friends, meeting new ones, celebrating anniversaries and congratulating on accomplishments. The essence of Parade is the People, and what a fine group of folks we have in PCA.



A bird's eye view of the Concour on the lawn of the Costa Mesa South Coast Plaza.

Photo by Judy Cull.



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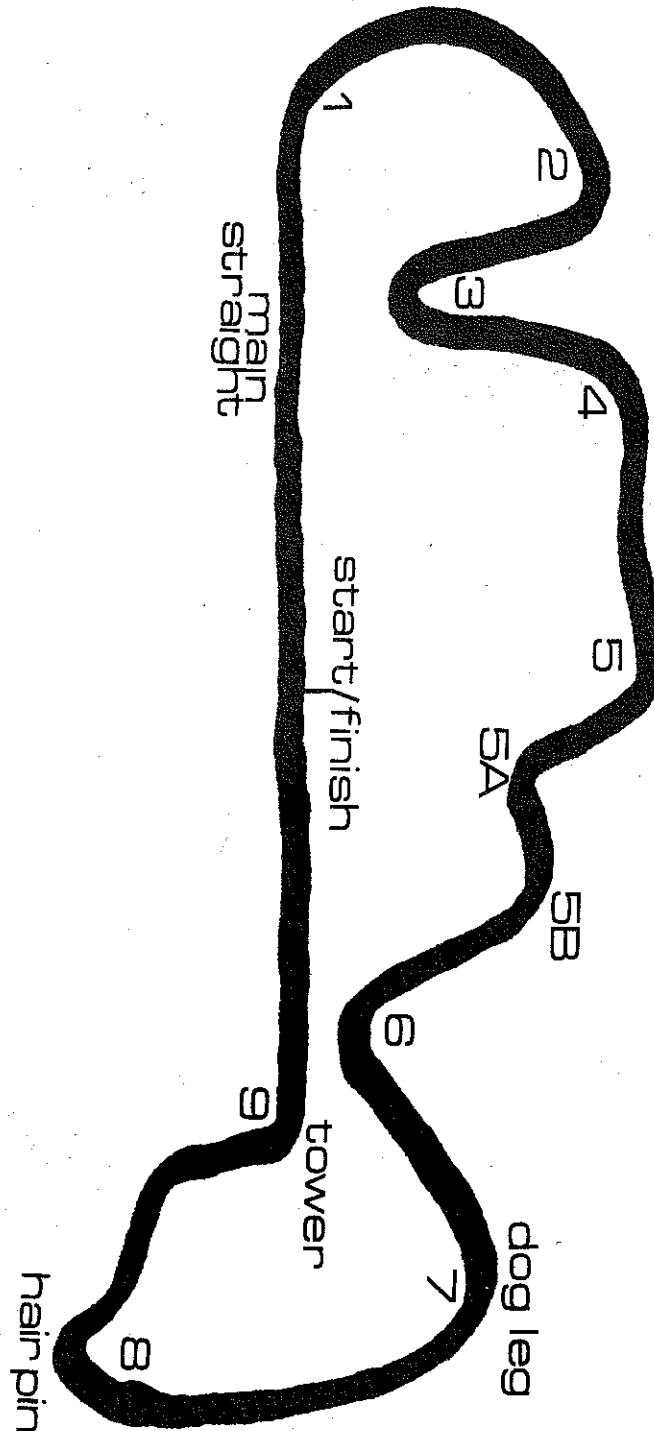
by Rick Riley

On October 5th and 6th, the Western Michigan Region of the Porsche Club of America will sponsor a two day Grattan event. What follows is a brief explanation of one lap driven in a 1975 911 Carrera.

You leave the tower and accelerate through the timing light located approximately one third the way down the main straight. A terminal velocity of 100 miles per hour is easily attainable before reaching turn one. Late braking is the fast way but very unnerving because the braking area is very bumpy. Third gear, smooth turn in and a relatively early apex gets part of the job done, then let the car move out to the left side of the track with judicious application of the throttle, and you're flying into the down hill, off-camber braking area of turn two. Brake hard, second gear and let the car move all the way out to the apron. Early braking is essential in turn two. Once you are in the off-camber too much speed means the toolies for you! Accelerate hard in second and leave it there because turn three is a major down-hill, very off-camber acute turn with a swamp as a catch fence. Brake hard, cross the yellow line and then come back across it to the left using an early apex, holding the car in as much as possible

to maximize your speed through turn four. Stay left as long as humanly possible up the hill and take a late apex down the hill, shifting to third gear. A late apex on turn four is very important because run off room is very limited. Accelerate hard toward the hill and stay far left, brake as you climb the hill, or for those with large genitalia - brake after the hill when the car lands firmly on the suspension. Third gear and middle to late apex through turn five, hang on, down shift, and drive straight to 5 A, early apex, and give up 5 A to set up for turn six. Accelerate up the hill and hold a tight line around six, let the car move to the middle of the track, accelerate hard in second gear, move right and set up for a late apex on the carousel (or turn eight). A fair amount of speed can be carried through eight because of it's banking. Then stay to the middle of the track, accelerate over the hill, steering right, toward the white line. This is a good place for all you 911 types to short shift into the next higher gear. The Dog Leg is a third gear, down-hill, off-camber "very important turn" that if taken wrong, the car tends to get light in the rear end and here comes the toolies. So be sure to put your right front tire on

GRATTAN





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Driver Meetings 8:30 & 11 am
Practice Runs 9am-6pm
Grattan Raceway

Sunday--Oct.6

Timed Runs 9am-6pm
Trophy Presentation 6:30pm

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 PHONE _____
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 PORSCHE MODEL _____ YEAR _____
 ENGINE DISPLACEMENT _____

PCA REGION _____
 PREVIOUS TRACK EXPERIENCE _____
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 '84 PCR CLASS _____

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REQUIREMENTS

1975 Snell approved Helmet
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 Clothing - long pants, 100%
 cotton long sleeved shirt or
 driving suit.
 Orientation mandatory for
 first time Grattan drivers.

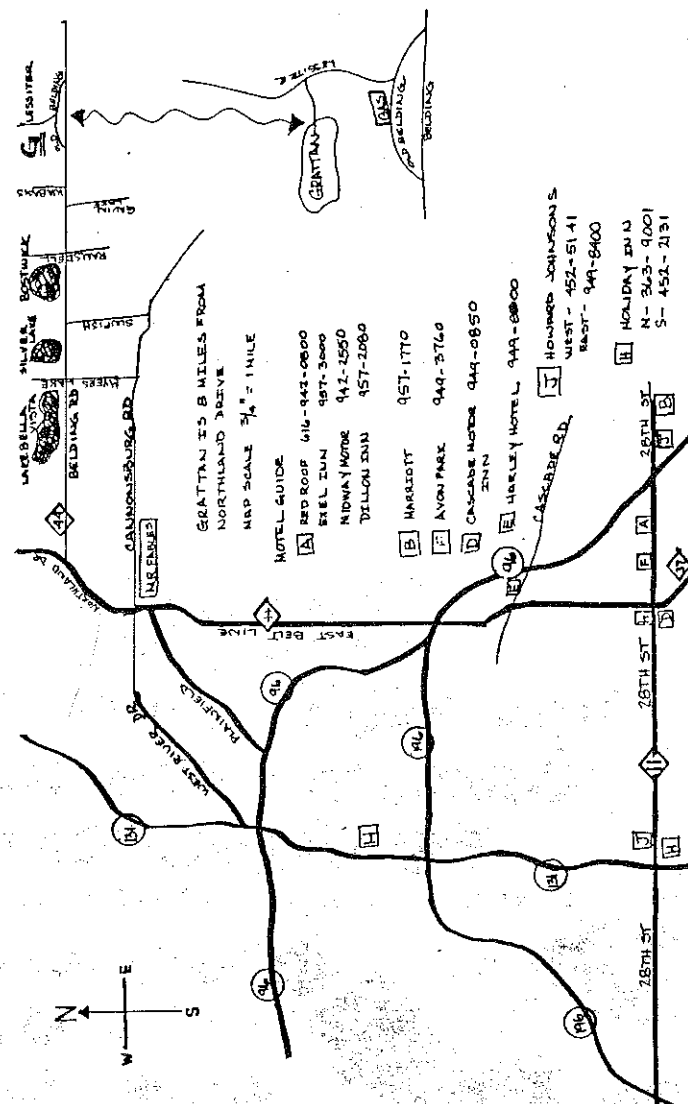
Trophy Chairman - Bill Moses

Technical Consultant - Phil Cull



LÖWENBRÄU

DIRECTIONS TO GRATTAN



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**BF GOODRICH
T/A HIGH TECH RADIALS**



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the white line and the inside of the track. Accelerate hard and move to the middle of the track, be sure to get your braking done in a straight line, down shift to second gear, use a tight line, zing right around the inside of the hair-pin, or turn eight, late apex and you're on the right (correct) side of the track headed for your next test of Gonates 400. Between turn eight and nine is a nice third gear up hill, blind apex (turn before you can see it) that precedes the most important turn on the track - turn nine - entry to the ½ mile main straight. Your speed and smoothness through the blind apex will determine your speed down the main straight. Turn in just before you crest the hill and run right over the little patch of broken pavement on the right side, stay right and make a smooth late apex through turn nine, don't let the car go too far right, there tends to be marbles on the right side, bad place to go sideways. Then get ready to do it all again.

Properly driven, Grattan is one of the most enjoyable tracks I've every run. Except for turns one and nine the speeds are relatively low and the accent is on good handling, knowledge of the track, and courage. The only pylons on the track will be the apex markers. Saturday will be consecutive lapping for practice and timed runs are Sunday.

We will use 1984 PCR classes and electronic timing. The Western Michigan Turn Marshalls are going to expertly handle our corners, so bring your favorite non-alcoholic beverage, a comfortable chair, a stop-watch and enjoy the competition.

As with all good things, Grattan event is filling up fast. Lori and I attended Chicago Region's Road America event and were overwhelmed by the response we got for registration. So if you don't want to be left out, get your money to us A.S.A.P. Put in your new brake pads, bleed your brakes and I'll see you at Grattan on October 5th and 6th.



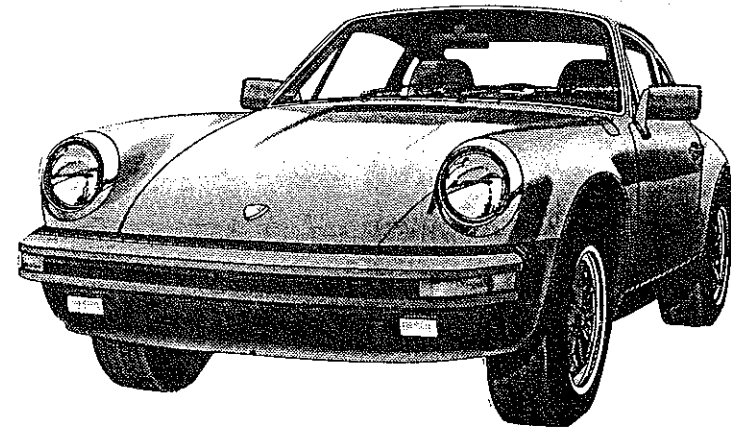
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PORSCHE UBER ALLES



JOHNSON PARK IS BACK SEPTEMBER 14 & 15 1985

THE LAST EVENT IN THE FURRIN GROUP / INTERSTATE BATTERY SOLO II SERIES

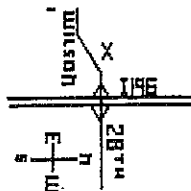


ENTRY FEES

PRE-REGISTRATION
BOTH DAYS: \$14.00
SUNDAY ONLY: \$10.00

DAY OF EVENT
BOTH DAYS: \$16.00
SUNDAY ONLY: \$12.00

MEMBERS OF ANY SPORTS CAR CLUB: \$1.00 LESS



SCHEDULE:

SATURDAY:

REGISTRATION & TECH: 9:30am TO 4:00pm
PRACTICE: 10:00am TO 4:00pm
LUNCH BREAK: NOON TO 1:00pm

THE COURSE WILL BE CLOSED TO ALL CARS DURING THE LUNCH BREAK; THIS WOULD BE AN IDEAL TIME TO WALK THE COURSE.

SUNDAY:

REGISTRATION & TECH: 9:30am TO 10:30am
DRIVERS MEETING: 10:30am
TIMED RUNS: 11:00am ON

- *HELMETS & SEATBELTS REQUIRED
- *FIRE EXTINGUISHERS RECOMMENDED
- *SCCA SOLO II RULES - EXCLUDING DOWN & OUT RULE
- *PRE-REGISTRATION DEADLINE IS SEPTEMBER 7
- *75 CAR LIMIT
- *HOT AND COLD FOOD AND BEVERAGES AVAILABLE AT THE PAVILION.

NOVICE DRIVERS SHOULD TRY TO ARRIVE EARLY SATURDAY, AS THEY MUST RIDE UP THE HILL FOR AN ORIENTATION RUN BEFORE THEY BEGIN PRACTICE. IT'S ALSO STRONGLY URGED THAT YOU TAKE ADVANTAGE OF THE EXPERIENCED DRIVERS WHO WILL WALK THE COURSE DURING THE LUNCH BREAK.

FOR MORE INFORMATION, CONTACT TOM JOHNSON 616-455-3912
JIM RUITER 616-247-3568

FURRIN GROUP/INTERSTATE BATTERY

JOHNSON PARK SOLO II PRE-REGISTRATION FORM

NAME _____ PHONE _____
 ADDRESS _____ CT/ST/ZP _____
 CAR MAKE _____ MODEL _____ SOLO II CLASS (if known) _____
 MODIFICATIONS _____ CLUB _____
 SEND ENTRY TO: JENNIFER JOHNSON
 959 SILVERLEAF SE
 KENTWOOD MI. 49508 DEADLINE FOR PRE-REGISTRATION IS
 SEPTEMBER 7. MAKE CHECKS PAYABLE TO THE FURRIN GROUP, INC.

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- BUSINESS TRAVEL



Plainfield at I-96
364-7531

THE TRAVEL BUG

I.R.O.C. II—MOR

by Doug Tepper

The IROC God smiled on us again. Another great day for autocrossing. The trip to the Great Oval (Spartan Speedway) took only an hour--if you followed Rick "I know a Shortcut" Riley. The Speedsters didn't want to mess up their hair so they took in the scenery in a second wave of WMR Porsche Pushers.

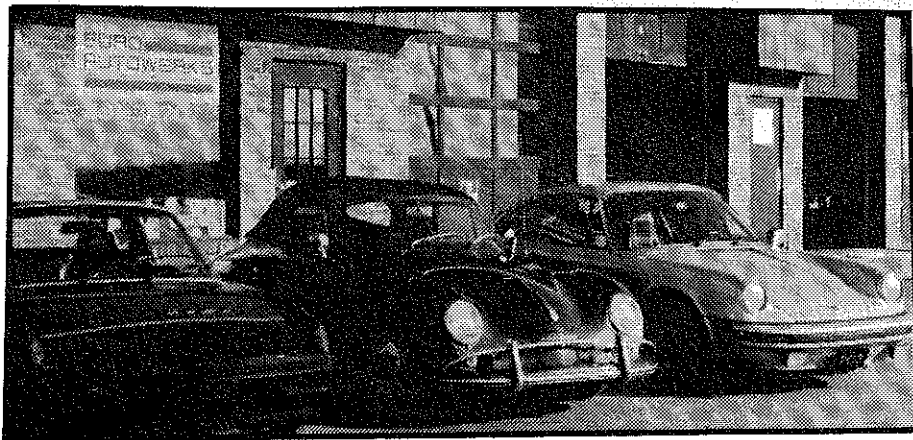
The track seemed faster this year, even though they wouldn't let us high on the bank. Most folks had better times than '84. That bench racing in the Winter must do some good, but so does trick suspension setups, sticky tires and memorizing the Turner and Miles bible on autocrossing.

Wayne Holleman (MIR) must be doing all three. He turned in a new track record and second FTD of the series. Riley is gonna have to go back next year with The Monster and bring the record back to WMR.

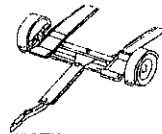
Say, how 'bout those gals! We had seven (7) women run in ladies class (six participated in Napanee). Sharon Forthofer has dominated so far, taking both Ladies FTD.

It looks like our new ladies classes are popular this year.

EURO AUTOWERKS



4450 Stauffer SE 281-3270
Off 44th, between Breton &
Kalamazoo



Kirt Wirth brings it on around.
Photo by Rick Riley.

By the time you read this, IROC 1985 will be history. We will print final standings in the next Uber. The IROC Awards Banquet will be November 16, 1985 at:

J. Ross Browne's
Whaling Station
6701 S. Westnedge
Kalamazoo, MI

More details to follow.

The summary of IROC II times, points and trophy spreads are as follows:

Region	1st Place	2nd Place	Total
MIR	5	1	6
MSR	2	1	3
WMR	5	2	7
			16



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Class	Name	Region	Time	IROC Pts.	Trophy
P-2	K. Wirth ¹	WMR	47.23	85.3	
P-3	L. Weersma ²	WMR	45.13	94.8	T
P-4	G. Petertil	WMR	44.55	100.0	T
	L. LaHuis	WMR	45.74	89.3	
	W. Robertson	MSR	47.04	77.6	
	J. Escher	?	47.18	76.4	
P-6	K. Ring	MIR	45.56	100.0	T
P-7	J. Forthofer	MIR	42.11	100.0	T
	K. Haug	MSR	43.54	86.4	T
	D. Tepper	WMR	43.87	83.3	
	D. Walski	MIR	46.05	62.6	
P-9	M. Haveman	MSR	43.39	100.0	T
	J. Yeager	MSR	46.05	75.5	
P-11	B. Wagoner	MIR	43.31	100.0	T
	E. Zimmer	WMR	43.57	97.6	
	G. Scott	MIR	44.04	93.3	
P-12	R. Riley	WMR	42.79	100.0	T
	J. Topper	MSR	43.33	95.0	
	D. Meyer	WMR	44.43	84.7	
P-13	B. Weir	MSR	43.01	100.0	T
	J. Kopplin	?	43.32	97.1	
P-16	T. Schwenk ⁴	MIR	43.98	91.4	T
I-1	P. Wagner	WMR	43.90	100.0	T
	E. Scott	WMR	47.37	68.4	
I-2	W. Holleman ⁵	MIR	40.73	100.0	FTD
	J. Dillinger	MSR	42.64	81.2	
	L. Grover	MIR	43.71	70.7	
M-1	P. Cull	WMR	42.37	100.0	T
	B. Moses	WMR	44.55	79.4	
M-3	F. Wagner	WMR	43.05	100.0	T
	T. Bonderenko	?	44.16	89.7	
	C. Olenyk	WMR	44.25	88.9	
L-1	S. Forthofer	MIR	43.18	100.0	T
	M. Tepper	WMR	46.96	65.0	T
	S. Walski	MIR	48.03	55.1	
	S. Sprafka	MSR	48.28	52.8	
	S. Ring	MIR	49.72	39.4	
	B. Robertson	MSR	51.24	25.3	
L-2	L. Schutz-Riley	WMR	48.62	100.0	

¹ Ran in P-5

³ Ran in P-5

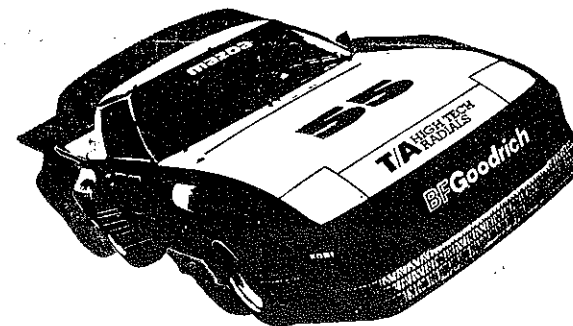
⁵ New track record

² Ran w/P-4

⁴ Ran w/M-3

T/A HIGH TECH RADIALS

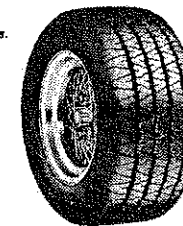
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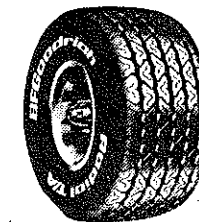
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HOOSIER AUTO SHOW
INDIANAPOLIS MOTOR SPEEDWAY
SEPTEMBER 21, 22 1985

All Porsche owners are invited to join the Central Indiana Region of PCA at the Indianapolis Motor Speedway on Saturday, Sept. 21st. PCA is one of about 50 car clubs involved with this event. Last year, there were 1,100 cars on display...ranging from very early antiques up through the latest model Porsche, Ferrari, Jaguar, and more. If you like cars, you'll love this event. Cars can be entered for judging or for exhibit only. All Porsche entries, judged or exhibit, will be parked in a group. After the activities at the track, Porsche people will have cocktails and dinner at the Holiday Inn North. Sunday, there will be touring laps of the 500 track, high wheel bicycle races, and for Porsche People, a Rallye. You may come one day or both.

.....
ENTRY FORM
19th HOOSIER AUTO SHOW
September 21, 1985

NAME _____
ADDRESS _____ CITY _____ ST _____ ZIP _____

Car for exhibit (not judged) entry fee \$7.00 (\$10.00 after Aug. 18)
Car show entries will not be accepted after September 14, 1985.

Year _____ Model _____ \$ _____

Car for judging entry fee \$10.00 (\$15.00 after Aug. 18) \$ _____

Box Lunches: No. _____ @ \$5.00 each. \$ _____

Dinner: No. _____ @ \$15.00 each (includes tax & tip) \$ _____

Rallye entry fee - \$6.00 \$ _____

Make check payable to CIR-PCA Total Check \$ _____

I accept and assume full liability for any injury or loss to me or my property, agents or employees at any time and from any cause while on the premises of the show. I expressly release the management of the Hoosier Auto Show, Swap Meet, Inc., and the Indianapolis Motor Speedway from any liability for such loss or injury, and agree to provide for and pay for my own insurance.

Signature _____ Date _____

Mail to: Mike Robbins, 7533 Westfield Blvd., Indianapolis, IN 46240.
**Please enclose self-addressed, stamped business size envelope for return acknowledgement of your entry, car pass and additional information.

HOT TUB

TURKEY DAY

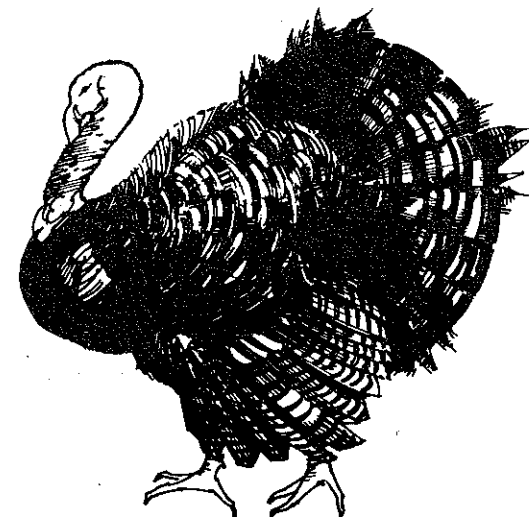
Saturday, November 9, 1985

Hostess: Peggy Wagner
(616) 241-1263

Place: Judy and Phil Cull's
1930 Cornelius, S.E.
Grand Rapids, MI 49506

MARK YOUR CALENDAR NOW!

Further details to follow in
subsequent newsletters.





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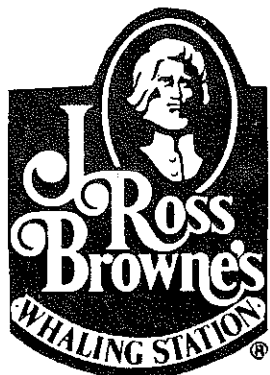
PORSCHE ÜBER ALLES



1985 IROC AWARDS BANQUET



SATURDAY NOVEMBER 16, 1985



J. ROSS BROWNE'S WHALING STATION

6701 S. WESTNEDGE

KALAMAZOO, MI.

(2 MILES SOUTH OF I-94)

SOCIAL HOUR BEGINS 6:30 P.M. (CASH BAR)

CHOICE OF DINNER ENTREE

COST ABOUT \$15 PER PERSON

WATCH FOR MORE DETAILS LATER

EVERYONE WELCOME

(COME HAVE A GOOD TIME EVEN IF YOU DIDN'T COMPETE IN IROC)

MARK YOUR CALENDAR NOW

MOTOR-STADT YOUR 1985 HOST REGION



MID OHIO REGION PCA

This year MidOhio Region PCA is proud to host the annual Oktoberfest event. This special weekend will also be the IRAC season finale. The multi-event weekend will include a Concours, Rally, Autocross, and Banquet. Make your plans now to attend September 20, 21, and 22. Headquarters will be the Stouffers Inn in Dublin, Ohio. The Concours will be held near headquarters and the Autocross will be at the Powell Speedway.

SCHEDULE

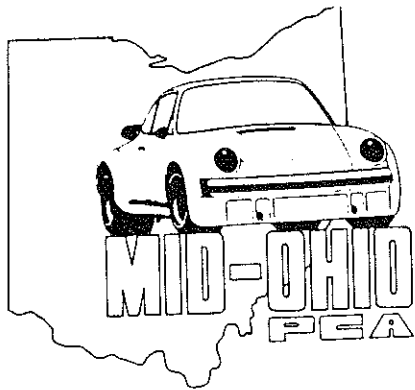
Friday, September 20, 3:00pm - 11:00pm	Registration with cash bar poolside
Saturday, September 21, 8:00am - 12 noon	Concours
12 noon - 5:00pm	Rally terminating with beer bash
7:30pm	Banquet at Pickett's Restaurant (Stouffers)
Sunday, September 22, 9:00am - 3:00pm	Autocross - Powell Speedway

COST

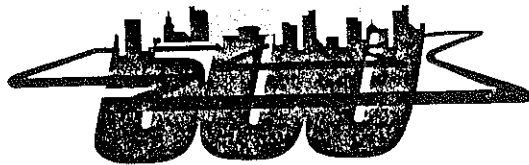
Single - All events	\$ 55.00
Double - All events	\$ 90.00
Rally with beer bash only	\$ 10.00 per car
Concours only	\$ 7.00 per car
Autocross with beer bash only	\$ 18.00 per driver
Banquet only	\$ 24.00 per person
Oktoberfest Commemorative Beer Mugs	\$ 10.00 each - Set of 4 \$ 35.00

For further information please contact either Bill Reuter, Oktoberfest Chairman, 3031 Greenvale Drive, Worthington, Ohio, (614) 766-4848, or Marilyn Trux, Oktoberfest Registrar, 2235 Surreygate Drive, Worthington, Ohio, (614) 889-0211.

To register send Name, Address, Phone, and region with check by Sept. 9.



Columbus



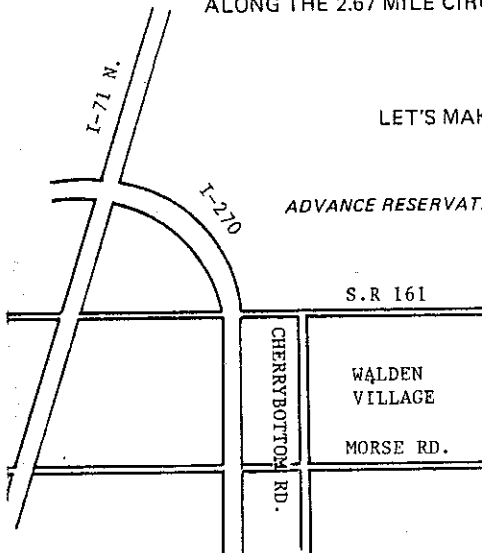
COME JOIN PORSCHE RACING ENTHUSIASTS AS MID-OHIO REGION CELEBRATES THE FIRST ANNUAL IMSA COLUMBUS 500 WITH THE FIRST ANNUAL MOR BEER BASH ON SATURDAY OCT. 5th, 1985 AT 8:00 pm.

THE PARTY WILL BE HELD IN THE PARTYHOUSE OF THE WALDEN VILLAGE CONDOMINIUMS ON CHERRYBOTTOM ROAD BETWEEN S.R. 161 AND MORSE ROAD IN COLUMBUS. YOUR \$5.00 ADMISSION COVERS BEER & SOFT DRINKS, SNACKS, MUSIC, AND PLENTY OF GOOD TIMES.

THEN JOIN THE CROWD ON SUNDAY AS THE WORLD'S FASTEST SPORTS PROTOTYPES TAKE TO THE STREETS OF DOWNTOWN COLUMBUS IN THE INAUGURAL COLUMBUS 500. SPEEDS ARE EXPECTED TO REACH 165 MPH ALONG THE 2.67 MILE CIRCUIT.

LET'S MAKE IT A TRADITION!

ADVANCE RESERVATIONS REQUESTED BUT NOT REQUIRED.



FOR MORE INFO CONTACT:

BILL BARTHOLOMEW
(614) 475-8222

MIKE CURRAN
(614) 436-3840

1 MINUTES

by Eric Zillmer

August 7, 1985

Called to order 7:45pm
Present: Doug and Marcie Tepper, Lance & Juanita Weersma, Kurt Wirth, Don Meyer, Phil & Judy Cull, Doug & Shari Hoek, Bob Dankert, Steve Locke, Chuck & Lynne Olenyk, Charlie & Maureen Richardson, Hosts Frank & Peggy Wagner.

Treasurer's Report - Peggy Wagner - Checking account \$275.91, Money Market \$5085.35 Total \$5381.26.

Membership - Marcie Tepper - one add, see Welcome article.

Porschemporium - Bob Dankert - Total worth \$1047.30

Old Business

Learning Rally - 10 entrants, \$25.00 profit, future rallies in question due to participation.

IROC 1- 39 entrants, 15 WMR, with 4 firsts, 4 seconds, 2 thirds, GOOD JOB!!!

Name Tags - Committee formed to finalize details, stay tuned.

New Business

Frank is looking for volunteers to make up nominating committee for 1986 WMR officers. Don't hesitate to ask for details.

Next Meeting September 4th at Phil & Judy Cull's.

Adjourned - 9:17.

The H.O.W. committee met prior to the general board meeting. All arrangements have been finalized, no changes from schedule of events printed in August issue.

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stored winters, \$3,200. or best
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1958 Porsche 356-A. Factory
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or best offer. Contact Dale
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FOR SALE

1973 Porsche 1.7, Hit hard in
front, \$475.00 as is. Call
Bud Gage 616/965-4279.

FOR SALE

1958 Porsche 356-A. Factory
Sun Roof, not a kit car. AM/FM
New tires, Pearl White. \$5800.
or best offer. Contact Dale
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Belts, Porsche Crest, Adj. Size, tan.....	\$13.50
Binders, Panorama.....	10.50
Books, Porsche Owner's Companion (by Post)....	14.50
Up. Fixin Der Porsche Vol. I & II	15.00
Up Fixin Der Porsche Vol III.....	12.00
Up Fixin Der Porsche Vol IV.....	12.00
Up Fixin Der Porsche Vol V.....	12.00
Up Fixin Der Porsche Vol VI.....	15.00
Car Badge, PCA.....	15.00
Car Badge, WMR.....	2.50
Decal, PCA 2", Inside or outside.....	.70
Decal, PCA 3½", Inside or outside.....	1.70
Emblem, PCA ½".....	2.20
Emblem, PCA 1".....	2.70
Hats, PC A Blue, Mesh back.....	6.00
Key case, Nylon trifold w/Porsche crest, in blue, grey and red.....	8.00
Lapel Pin, PCA ½".....	2.70
Patch Porsche Crest 2".....	2.00
Patc, 3" - 2.20, 4" - 3.20, PCA-WMR 4".....	2.20
Old T-Shirt, WMR child's size 10-12, 14-16....	3.50
Old T-Shirt, WMR adult size 34-36.....	3.50
Tie Tack, PCA.....	2.50
Ties, Porsche Crest, Navy, red, brown, silver.	13.50



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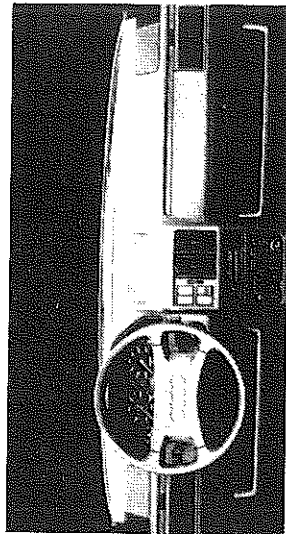
RETURN TO:
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c/o LORI SCHUTZ-RILEY
166 PLYMOUTH NE
GRAND RAPIDS MI 49503

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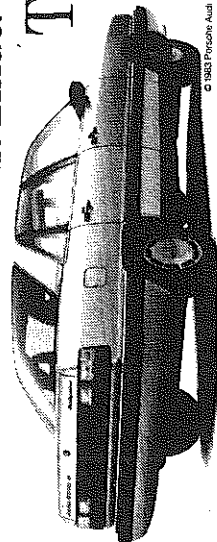
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Grand Rapids, MI
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7413 Sheffield Dr. SE
Ada, MI 49301

address correction request



The new Audi 5000S is so aerodynamically sound on the outside, it reduces sound on the inside.



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The Car Barn

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Audi: the art of engineering.