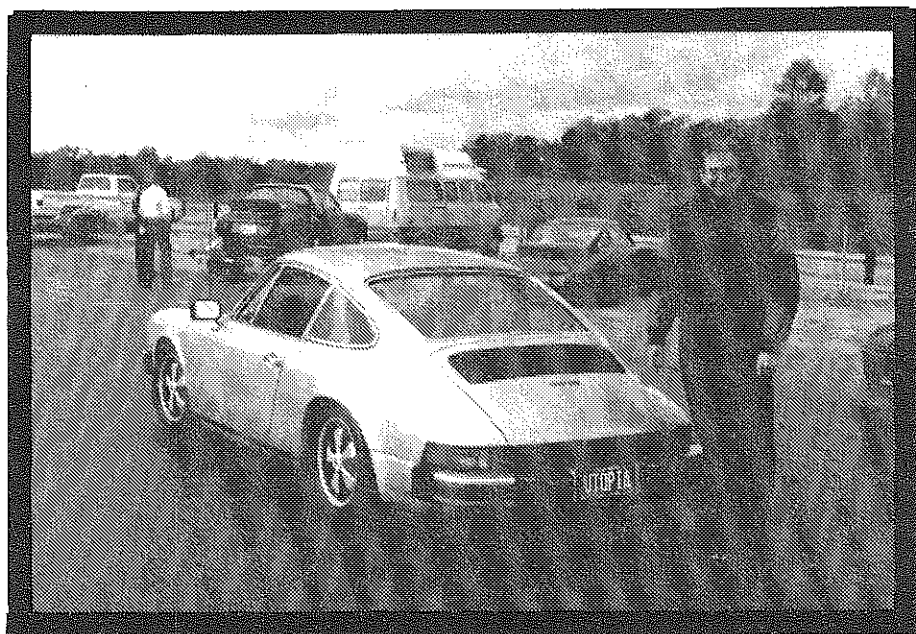


FORSCHE
UBER

ALLES

NOVEMBER

1985



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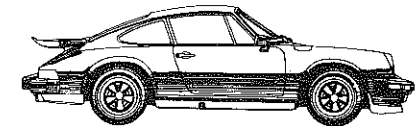
Peggy Wagner
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363-3740

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538-0176
956 9446



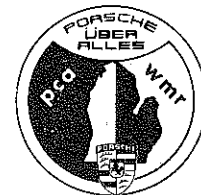
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OPTIONAL

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FUEL INJECTION PRIMER..... 16



meeting place—

NOVEMBER 6, 1985
DOUG & MARCIE TEPPER
7444 WOODVALE SE
GRAND RAPIDS MI 49508
616/956-9446

DECEMBER 4, 1985
RICK & LORI RILEY
166 PLYMOUTH NE
GRAND RAPIDS MI 49503
616/458-9932

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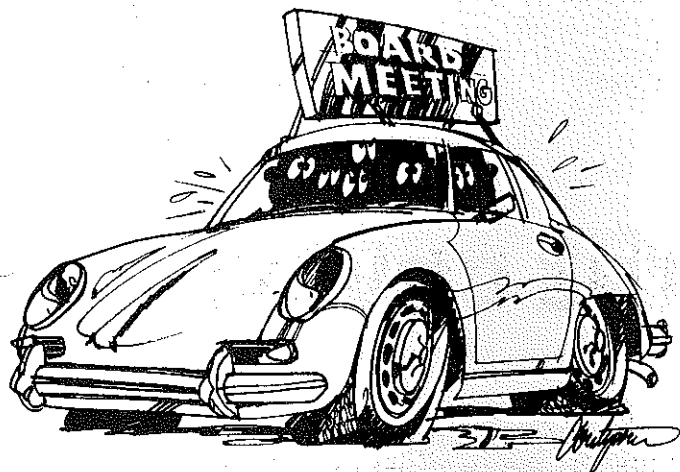
Peter Schutz makes a surprise visit to Grand Rapids on WMR's Grattan weekend.



1986 WMR Officers Ballot

OFFICE	NOMINATED	CHECK	WRITE-IN
President	Frank Wagner		
Senior Vice-President	Gary Petertyl		
Junior Vice-President	Eric Zillmer		
Treasurer	Peggy Wagner		
Secretary	Bob Dankert		

Indicate in Check column if you vote for the nominated candidate, or write in your selection. Return to Eric Zillmer, club secretary, by November 25th, 1985 at 2422 Russit, Grand Rapids MI 49505.

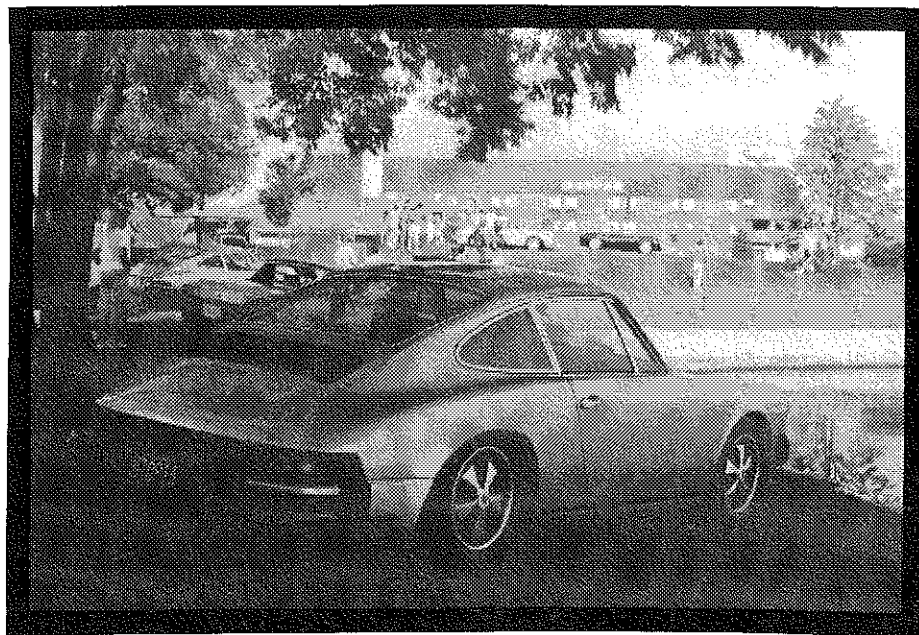


ADVENTURES IN UTOPIA

BY DON MEYER

This story actually begins at our own Holiday On Wheels over Labor Day Weekend. After recruiting a very nice girl from Ohio as a partner for our rally, I was invited to Mid-Ohio Region's hosting of Oktoberfest '85 to be held near Columbus, Ohio. Being the terminally nice guy I am, I ignored everything I'd ever heard about Ohio and accepted the offer. I started cleaning the 911 again for the concour. I would also be running the rally, but passed on Sunday's autocross. After being beaten all summer by people I knew, getting beaten by strangers was out. (Watch for future 914 restoration stories). Anyway my concour preparation started the weekend before the event with a call from my rally partner in Ohio. She explained that the concour would be "top side only", which included interior, exterior, engine and trunk. As this was the same as the class I had won at Holiday On Wheels, I decided we would pretty much be playin for keeps in Ohio. The next two days and four evenings after work were spent cleaning the 911. Armed with the score sheets from HOW, I went looking for the dirty areas I had missed in Grand Rapids. Paul Thieme was right, my interior did need more help. My prayers for no rain on Friday were answered and the trip to Ohio was perfect with the bad news bears failing to

score. With excellent directions I arrived right on time at 1PM. Paused for lunch and started cleaning the 911 again. While I detailed my car on one side of the garage, Bruce Pickering (our Zone 4 Rep) and his entire family worked in a last day effort to include their '75 911 Carrera in the concour. On Friday evening I was given an opportunity to drive Amy Pickering's newly acquired "pumpkin" 914 2.0 to Stoffers hotel to register for the weekend's events. Fond memories of my 914 came back during the short 15 minute drive. At the hotel I met the first of many very nice Ohio Porsche People I would meet over the course of the weekend. Saturday started too early as Q-tip nightmares and remembering places I had yet to clean got me up at 5:30am. The concour started at 9:00am with the cars placed around a pond near the hotel. The 13 judges formed 3 groups and 1 group started with my 911 first. In 5 minutes it was all over, or so I thought. After all the entrants were judged, some of the cars were judged a second time, including mine. Rumors were that a tie had to be resolved. The judges then had a meeting and came back for a third and final time. This time all 13 judges inspected the 911 at one time. What were these Ohio people doing to me? No one was talking and I learned nothing until the awards banquet that evening.



Under a shady tree in Ohio, UTOPIA didn't mind Ohio!

The rally started at 12:30pm Saturday afternoon and proceeded through the breathtaking Ohio countryside (Breathtaking because I have allergies!). The odo run went through "Plain City" where they were having their "corn fest". (Would I lie to you?) This would be our second rally together and our first TSD rally. Despite many good tricks by the rally master, we managed to stay on course and thanks to some advice from a gentleman in a 914-6 (a rare combination) on maintaining average speeds, we finished 13th out of 36 entrants with 616 total penalty points. Over 400 of those points were assessed before the advice, early in the rally. Amy's classic line during the long and very tricky third leg was "Hey, this is kinda fun." Lucky for me we weren't lost.

At the awards banquet the guy in the 914-6 had won the rally with something like 76 points. The concour awards were presented by class, mine being 911 S '74 and newer. Yes, the local boy did good - I won my class. The Pickering's Carrera placed third despite the efforts of a bird with good aim and machine gun style in between the judgings.

I then learned the reason for the extra judging. The "Judges Choice" is the overall award for the entire concour. All 13 judges voted to determine the winner. The results were 6 votes for the kid from Michigan and 7 for a silver '69 911 from the Detroit area. As this was only my second concour ever, I was still very happy. I think I lost some points in the engine compartment this time, maybe



I'll get my air conditioning compressor chromed for next year.

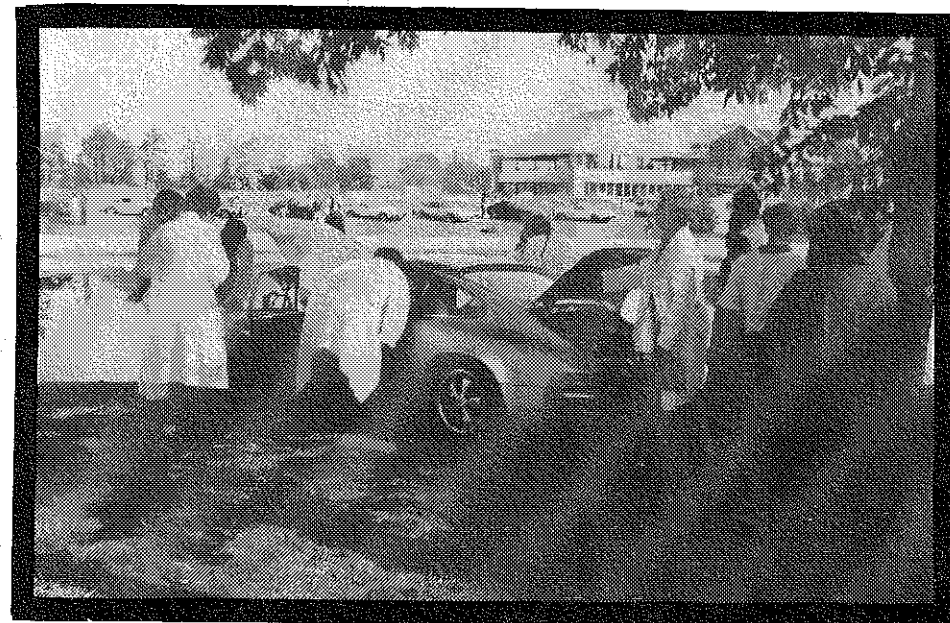
The last let of the rally was also a slow practice lap of the auto-xcourse. Powell Raceway is a small banked oval within a large banked oval, with the kind of tight pylon gates my 911 hates scattered around the course. This was the final event in the Ohio area's IRAC series.

The overall winner of some of the classes hinged on this event. Bruce Pickering just edged out Bill Bauman for Over all in what would have been my class. Well, the spectating was pretty good too. A grassy hill afforded an excellent view of the auto-x and the weather was great all weekend.

The trip home Sunday evening was hampered by bad gas causing my engine (and my heart) to miss and skip occassionally. About the time the gas problem cleared, the rain started, so by the time I got home, the 911 was dirty once again.

Was it all worth it? Absolutely, Yes!! The bottom line is that these mini-parades are great fun. The people who organize these events put a lot of time, effort and planning into making them fun and successful. The opportunity to meet interesting people and see many different cars are great. Next year's Holiday On Wheels will be in Grand Rapids again, and Oktoberfest will be a little closer to home in the Cleveland area. I'll be there for yet another adventure, How about You??

13 Judges is a bit much, even for overall!!!!!!!!!!



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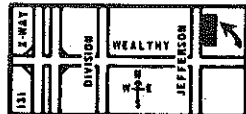
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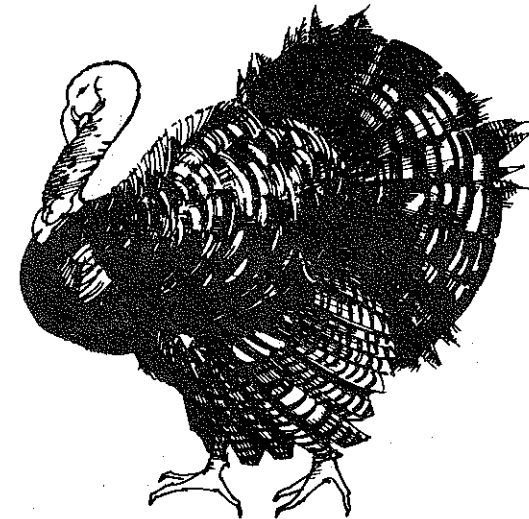
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- BYOB, PLACE SETTINGS, SWIM SUITS & TOWEL
- TIME: AFTER 2:30 PM
BIRD SERVED AT 4:00PM



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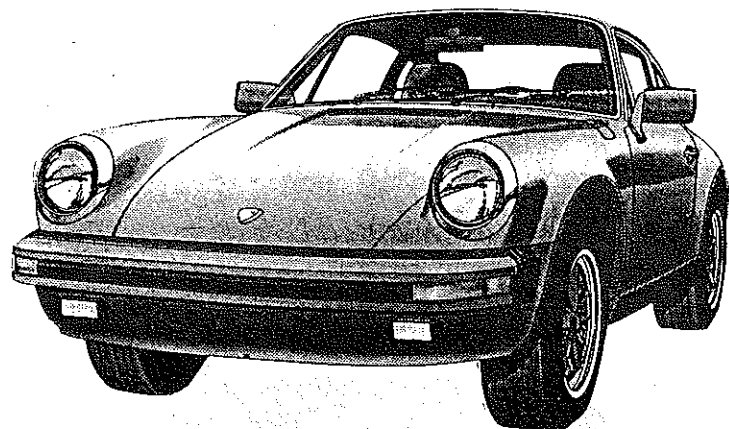
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EXCELLENCE WAS EXPECTED OR GUESS WHO'S COMING TO DINNER!

BY RICK RILEY

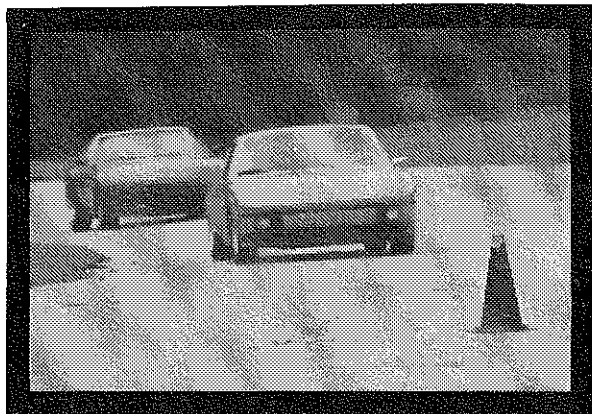
6:00 am on October 5th, I had a lot of doubts about how our Grattan event would unfold. Everything had gone quite well Friday night at the Harley Hotel. Don Meyer handled tech inspection there, and all weekend for anyone that left the track unexpectedly. Thanks Don. Most of our out of town guests arrived for registration and friendly bench racing.

However, when Lori and I arrived at Grattan Raceway at 7:00am on Saturday, the only bright spot was the smile on Craig Paull's face. It was dark, cold, windy with just enough rain to make you miserable. You really had to wonder what possessed anyone to be out in this kind of weather.

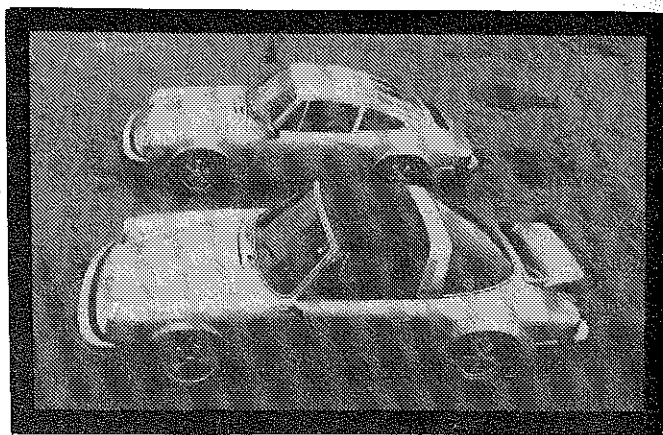
We set up pylons, had a quick cup of coffee and awaited the arrival of 67 other Porsche people as crazy or dedicated as we are. If you really want to test your marriage, try dropping your wife off at the Grattan Registration lean-to on a cold, wet day and say, "see you later honey!". Thanks Lori.

The largest problem I had was neatly handled by Craig Paull and Martin Waalkes, of the West Michigan Turn Marshalls, and that was that the lack of the aforementioned group. We had to spring corner working on all our participants at the last minute. The hastily contrived plan worked much better than expected and our schedule was approximately 15 minutes off all day long. For the two days Craig and Martin

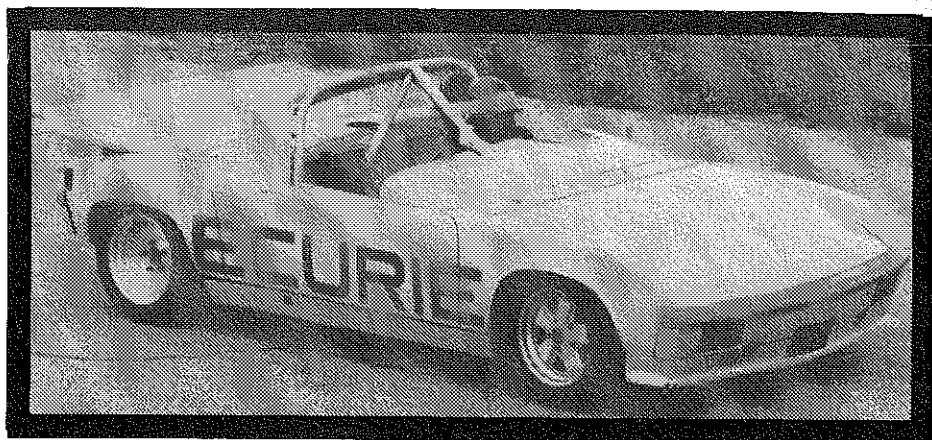




First to the Pylon wins!! Previous page- two Grand Rapids Speedsters await their turn on the track!!



Tail and Targa? Looks good either way!! Below - the FTD car for both mens and ladies - GO!



hauled the most willing out to the corners, Thanks Guys.

Next on my list was what are you going to do with drivers unfamiliar with a high speed race track? Doug Tepper had come to my rescue weeks earlier and from Don Meyer's list and some careful creativity, Doug got everybody with some one of more experience and usually the same type Porsche. Thanks Doug.

Lori had to leave for the Kent County Airport to pick up her father at 9:30 am Saturday - now what!! I was all out of wife, who could I get to stand out at turn one in that God-foresaken shack. Enter Debbie Tuckey. Thanks Debbie, I know how much it took to smile that early in the morning.

Above: Event Chairman Rick Riley welcomes everyone to Grattan. Below: WMR's professional timers Judy and Donna with Peter Schutz at trophy presentation.





I sincerely enjoyed having Peter Schutz, President of Porsche (and my father-in-law) come out to the track to watch and talk to everyone, but who needs "Excellence was Expected" looking over their shoulder! Ah, so what, just a little more incentive to do a good job.

Harold Teter and Phil Cull handled start line for two days. Phil was also my consultant along with Bill Moses and Don Meyer, and Craig Paull prior to the event. Thanks Guys.

Pete Knoerzer was good enough to bring Chicago's timing equipment for us to use on Sunday. Unfortunately I didn't have my beads and rattles to make the stuff work. I know it works great, but all the king's horses couldn't get it going this day. Our Parade Seasoned Professional Timers-Donna Teter and Judy Cull unwavered, struggled through with the use of borrowed (unfamiliar) timing equipment from Bill Bauman (Mid-Ohio) in the motor home borrowed from Ted McCarthy. Thank you everyone, especially Judy and Donna.

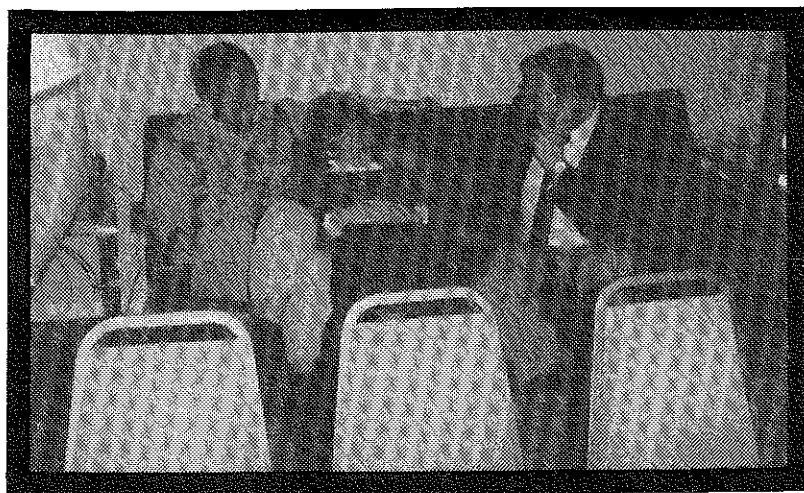


Saturday night was a special treat for all of us. Peter Schutz gave us a little insight as to what Porsche is doing and how they are going about it from a technical standpoint. We would have liked to let more people know Peter was coming, but we didn't know ourselves until the last minute. I think everything turned out fine just the way it was. Thank you very much Peter.

To sum all of this up - If you have a big problem, and you are "IN SEARCH OF EXCELLENCE" to help you out of a tight spot, you have to look no further than your friends in P.C.A. Thank you one and all.



Trophy presentation was a bit special this Grattan. Above, Harold Teter accepts his 1st for P12, and below Jeff Kolk his 1st in P13. Next page, Gary Petertyl grabs first for P4.

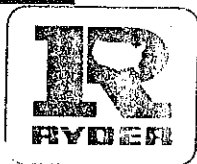


Debbie and Joe relax after dinner with guest Peter Schutz before his talk.





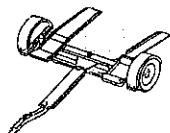
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GRATTAN TIMES

CLASS	DRIVER	PLACE	TIME
P 4	GARY PETERYL	1	1.52.9
	LLOYD LA HUIS		1.57.5
	JERRY PRUIS		2.02.8
P 7	JERRY FORTHOFFER	1	1.44.8
	JOHN LAIDLAW	2	1.45.6
	DOUG TEPPER	3	1.46.3
	JOE GRIER		1.50.5
	LEE LICHTENSTEIN		1.51.4
	ROBERT DANGOIA		1.52.1
	BOB MASTERS		1.53.4
R J GODLEWSKI		1.58.3	
P 8	CRAIG PAULL	1	149.3
	JIM SOVIK		DNS
P 11	BILL BAUMAN	1	1.42.8
	JOHN MELVIN		1.48.1
	ERIC ZILLMER		1.51.4
P 12	HAROLD TETER	1	1.47.6
	EVERETT MORGAN	2	1.47.9
	TERRY MC CARIHY		1.50.6
	DON MEYER		1.52.3
P 13 ^a	JEFF KOLK	1	1.43.7
	MIKE ZURICK	2	1.44.9
	JOHN O'BRIEN		1.55.9
P 15 ^a	WALTER BRAUNHOLER	1	1.48.8
P 16	PETE KNOERZER	1	1.45.9
	TED MC CARIHY		1.50.4
I 1	BRAD MAYEUR ^b	1	1.47.0
	RICH LOTESTA	2	1.50.3
	PHIL BRASHERS	3	1.51.0
	LANCE WEERSMA ^c		1.52.4
	JIM PAUWE		1.53.2
	PEGGY WAGNER		1.54.4
KEN HAVERKATE		1.55.7	
KURT WIRTH ^d		1.57.0	



CLASS	DRIVER	PLACE	TIME
I 2	LARRY GROVER	1	1.46.0
	DAVE RAYMOND	2	1.46.3
	STEVE NORTHROP		1.48.8
	JOHN PFLIGENSTOFEN		1.50.5
	WAYNE HOLLEMAN		DNS
M 1	BILL MOSES	1	1.51.2
M 3	HEBER MAC MAHON	1	1.41.5
	FRANK WAGNER	2	1.47.1
	JOHN HADGLIS ^e		1.52.6
	PETE BRINK		DNS
MEN'S FASTEST TIME OF DAY			
	MARK ESKUCHE		1.33.1
P 23	SHARON FORTHOFFER	1	1.49.6
	MARCIE TEPPER	2	1.52.4
	LAUREN GREY		1.54.1
	LYNETTE LAIDLAW		2.02.6
P 24	HOLLY SOVIK		DNS
M 7	KATHY LIU		1.48.5
LADIES FASTEST TIME OF DAY			
	BEA KNOERZER		1.38.4

a = trophy awards based on DNS's not printed
 b = bumped from P 5 d = bumped from P 2
 c = bumped from P 3 e = bumped from P 14

FUEL INJECTION PRIMER By Russ Stein

Reprinted from the September 1985 issue of PORSCHE PAGE SETTER, PCA, Kentucky Region

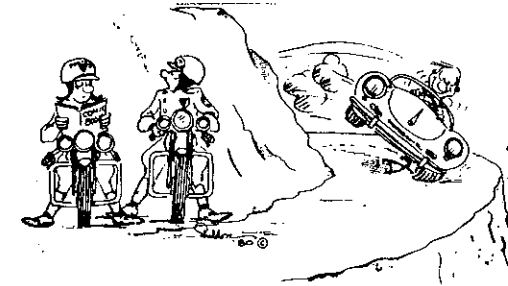
Porsche has used a wide (some say bewildering) variety of injection systems on their cars over the years. Technically, these systems differ greatly but all are aimed at the same goal: the most efficient blend of power, fuel efficiency and clean emissions possible. All of these systems are of Bosch manufacture, the acknowledged leader in fuel injection technology.

The first fuel injection system used on production Porsches was the high pressure, timed mechanical injection system. This system saw use on 911's from 1969 through 1973. This system's technology was originally developed for use on Luftwaffe aircraft in W.W.II. The system centers around a complex six plunger mechanical pump. This pump injects a metered portion of fuel individually to each cylinder, as its intake valve opens. Both the timing and volume of the injection are varied based on barometric pressure, engine load and RPM's, camshaft timing, engine temperature, and ambient temperature.

The advantages of this system are that it is capable of the highest power outputs of any of the Bosch injection systems. Throttle response is instantaneous at any RPM's and emission levels obtainable were quite good for its time.

The disadvantages are that it was an expensive system to produce, because of its complexity and necessity for absolute precision in manufacture. The system is quite difficult to adjust and calibrate, especially in older age as all of the linkages and pump internals wear. The system also cannot alter volume and timing of injection to compensate for different fuel needs of a worn, high mileage engine. Though a complex, expensive and intolerant system, it, when right, produces the highest fun quotient of any of the injected Porsches.

The second system used by Porsche was introduced on the 914-4 in 1970. This was the electronic D-Jetronic system. This system saw previous use on VW Type III's -- Squarebacks -- as far back as 1968. This system processed all the necessary data -- barometric pressure, engine RPM, valve timing, engine and ambient temperature, and engine load -- electronically, thus eliminating mechanical linkages that would wear and lose accuracy. The heart of the system was an



It's sure been a slow week, Joe. We're way behind on our ticket quota!!

Special thanks to Don Meyer for the excellent photos in this issue of Uber Alles.





PORSCHE ÜBER ALLES



on-board computer box to process all of the data and then fire the injectors at the correct time and correct duration. Injectors were fired in pairs to simplify the system without noticeable loss of efficiency. The primary data supplying unit was the pressure sensor, a device which balanced barometric pressure against manifold pressure (the best measure of engine load) and converted this balance to an electrical signal through a potentiometer for the computer to "read". The result was instantaneous fuel mixture changes to engine needs and superior fuel economy.

Advantages of this system are many. The electronics provided a fuel efficiency that mechanical systems couldn't match. Starting in cold weather was excellent. Also, the system was quite reliable--but that brings us to disadvantages. The system is super reliable if voltages in

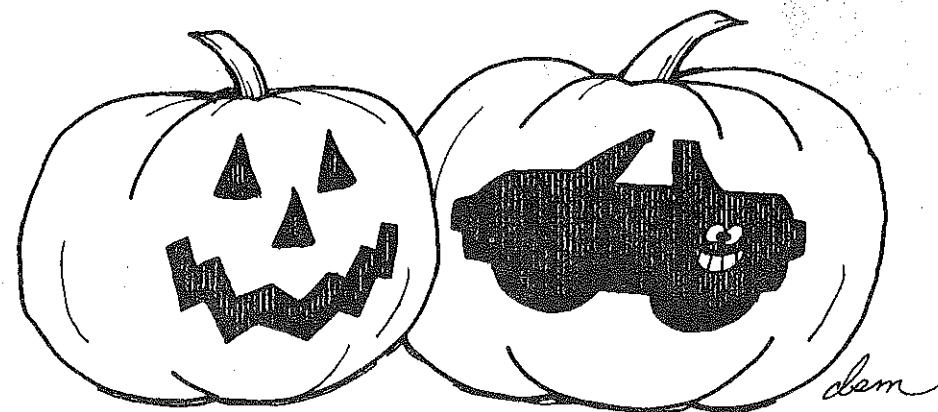
the system don't change; bad ground circuits, faulty voltage regulators, corroded electrical connections, or jump starting from a running car can cause the system to malfunction or shut down altogether. Electronic devices are picky about their voltage requirements! Another disadvantage (that isn't the fault of the system) is the inability of many service personnel to thoroughly understand and troubleshoot the system. The result is many wasted hours in repairing this system. Since this system was the first move into the electronic age for Porsche fuel systems, the effect on many service personnel was that of an electronic blitzkrieg -- a real shock, so to speak. This system was used on 1.7 liter 914's through 1973 and the 2.0 liter 914's from 1973 through 1976.



PORSCHE ÜBER ALLES



**Peter, Peter had a Porsche
Concour, Ralleyed, and autocrossed her,
Put her in a Pumpkin shell (for the winter)
And there he kept her very well.**



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1 MINUTES

by Eric Zillmer

October 2, 1985

This meeting was used, in most part, to determine the objectives of the club resources and events for the coming year. As a result, the minutes are in abbreviated form. The goals as chosen by those present to be most popular shall be printed at a later date.

Treasurers Report - Peggy Wagner
Total balance \$6267.66

Old Business

Hot Tub Turkey Day - Nov 9th
Call Peggy for food assignment
bring a dish for free entry

Timing Equipment -
unit sent back due to operation failures, credit pending

I.R.O.C. Banquet - if you plan to attend, please inform Doug Tepper ASAP

Next Meeting - November 6 at Marcie and Doug Tepper's



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1.7 heat exchangers-good	125 pr
early trans -needs syncros	200
axles w/both cv's	40
headlite motor	20
front turn signal lites	15
front side marker lites	5
stock fog lites -early	70 pr
marchal fog lites	80 pr
Fiberglass front fenders flared for 9" wheels	150 pr
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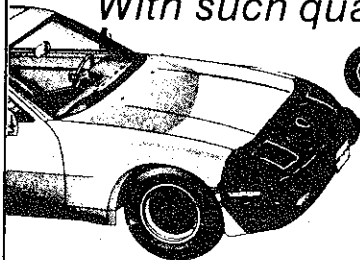
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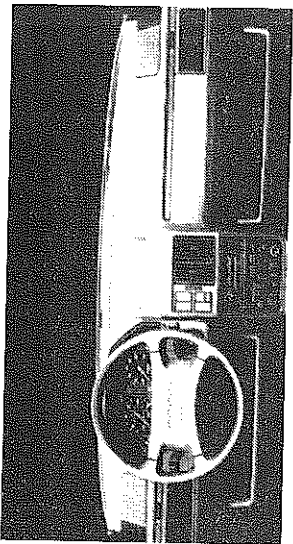
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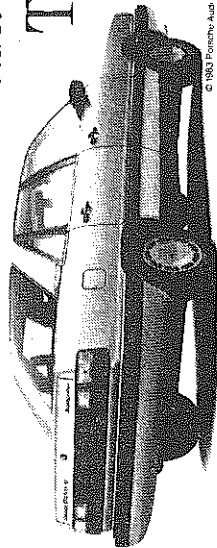
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