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ÜBER ALLES



http://wmi.pca.org

April 2009

THIS MONTH'S ACTIVITIES

April 2009

06 **Monthly Meeting** 7:00PM,
Delta Imports

18 **April Dinner Drive,**
6:30PM Schieble
Residence

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Enter your favorite Jambalaya recipe in Porsche Club's

**Bergspyder Jambalaya
Party & Cook-off Competition**

**April 18, 2009
6:30 P.M.**

Enter your own Jambalaya in a crock pot and compete for:

- Judge's Choice
- People's Choice

(Or be an official sampler of them all!)



MENU:
YOUR Jambalaya
All the extras provided

BYO:
Beer and Wine



*An award will be given to the first RSVP who knows what a
Bergspyder is!!!*

We will gather at the home of:
Terry and Dorilee Schieble
726 Lakeview Dr Portage MI

RSVP REQUIRED by April 15th
Home: 269-329-1578
Dorilee's Cell: 269-599-7324



COST: \$10.00 per person
*(FREE for chefs who bring at least one quart of "Home Grown"
Jambalaya)*

Upcoming Events

Monthly Meetings will occur on 1st Monday of every month at 7PM at Delta Imports, 6025 28th St. SE Grand Rapids, 49546

MAY 2009 DINNER DRIVE

The Walters are hosting a drive on Saturday, May 30th. We plan to meet in the parking lot of the Wayland Quality Farm & Home at 4:00PM, which is just east of US 131 behind the Big Boy and Shell station (so there will be bathroom opportunities before we leave). We will depart at 4:30 PM for a spirited drive through southwest MI, ending up at Sam's Joint on Gun Lake for dinner around 6:30pm.

Please RSVP by May 27th to Marshall at Marshall.Walters@watsonwyatt.com or (269) 672-5055.



West Michigan Region - 2009 Calendar of Events (UPDATED)

April	6	Board Meetings	August	3	Board Meeting
	18	Dinner Drive <i>Hosts: Terry & Dorilee Schieble</i>		8	Family Picnic & Concours <i>Hosts: Amber Door & Jerry Arens</i>
May	4	Board Meeting		22	Dinner Drive – Saunter to the Shore <i>Hosts: Barry & Candis Collick</i>
	30	Dinner Drive <i>Hosts: John & Marshall Walters</i>		28	28 th Street Metro Cruise (28 th & 29 th) <i>Hosts: Dan & Ren Phillips</i>
June	1	Board Meeting	September	14	Board Meeting
	10	Gilmore Gathering – Hickory Corners <i>Host: Rick Riley & Kurt Wirth</i>		8- 20	Grattan Driver Education
	20	Spring Up to Traverse City <i>Hosts: David & Beth Howard</i>		12	Dinner Drive <i>Host: Randy Portoluri</i>
	29	PCA Parade (National) – Keystone, CO <i>(29th June – 04th July)</i>	October	5	Board Meeting
July	6	Board Meeting		TBD	Fall Color Tour <i>Hosts: Paul & Renee Krapp</i>
	11	Gimmick Rally <i>Hosts: Ted & Gabi Blacklidge</i>		1 - 4	Porsche Escape 2009 Dayton, OH
	25	Dinner Drive <i>Hosts: Dan & Ren Phillips</i>	November	2	Board Meeting <i>(2010 planning)</i>
				6	Dinner Drive <i>Hosts: Duane & Brenda Weed</i>
			December	7	Board Meeting
				TBD	12 th Annual WMR Appetizer Party <i>Hosts: TBD</i>

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Porsche recommends Mobil 1



PORSCHE



From the Desk of the President ...

March 23, 2009 - Spring has finally made its appearance – but – our local weatherman informed us tonight that the “Japanese Model” weather prediction computer is calling for a few inches of snow in a few days. No surprise – we had just driven our '83 SC Cab to Kurt Wirth's Grattan Bar Dinner Drive on a sunny evening, only to come out after the festivities to find a dusting of snow on the hood! I suppose if we've come this far, we might as well get the couple more inches we need to hold the title of “Second Snowiest Winter!”

I would like to fill you all in on some information I gleaned from the Zone 4 President's Meeting I attended last Saturday:

- 1) Please go to the PCA.ORG website and do some cruising around to learn about your national club.
- 2) From the main website, click on “Regions” and go to our Zone 4 section. You can then log on to the 12 different clubs in your region here in the Midwest.
- 3) All of these clubs have activities that encourage interregional participation – many of whom have multiple Drivers' Education and Autocross events.

I have put together a list for you to note on your calendar of all DE events currently scheduled in Zone 4. There will be more to follow.

If you are interested in Autocross, here is the IROC schedule for 2009 – please check each Club's web site for cost and start time details: Motor-Stadt – June 13; Michiana – August 23, Western Michigan – September 6.

If you really love Autocross, check out Mid-Ohio Region's dates: June 14, June 28, August 23; and Eastern Buckeye: April 26, May 17, June 21, July 19 and August 16.

Last, but not least, the Furrin Group, which is a local car club that is over 50 years old, has two Autocrosses:

May 16 & 17 – West Michigan Auto Auction
July 4 & 5 – GVSU

They also have car rallies though out the year – check them out at Furrin.org

Once the weather really cooperates, get your cars out and drive them as they were meant to be driven, in a safe environment and with people who share your enthusiasm.

Ted Blackledge, President

2009 ZONE 4 DRIVERS' EDUCATION SCHEDULE

<u>Date</u>	<u>Track/Location</u>	<u>Organization</u>
April 17-19	Mid Ohio	Ohio Valley Region
April 24-26	Bluegrass Motorsports	Central Indiana
May 14	Waterford Hills	Southeast Michigan
May 15-17	Mid Ohio	Mid-Ohio Region
May 16-17	Watkins Glen	Allegheny Region
May 26	Waterford Hills	Rally Sport Region
June 5-7	Mid Ohio	Ohio Valley Region
June 11	Waterford Hills	Southeast Michigan
June 27	Beaver Run	Allegheny Region
June 27-28	Grattan Raceway	Rally Sport Region
July 3-5	Gingerman Raceway	Southeast Michigan
July 17-19	Putnam Park	Ohio Valley Region
July 28	Waterford Hills	Rally Sport Region
August 1-2	Gingerman Raceway	Chicago Region
August 13	Waterford Hills	Southeast Michigan
August 22-23	Mid Ohio	Mid-Ohio Region
August 25	Waterford Hills	Rally Sport Region
September 10	Waterford Hills	Southeast Michigan
September 18,19,20	Grattan Raceway	Western Michigan Region
September 22	Waterford Hills	Rally Sport Region
September 26-27	Mid Ohio	Allegheny Region
October 16-1	Bluegrass Motorsports	Mid-Ohio Region

Delta Imports, Grand Rapids – Meeting was called to order by Ted Blacklidge at 7:00 pm. Members present were: Ted and Gabi Blacklidge, Dan Phillips, Amber Door, Brenda Hildon-Kaempf, John Kilgren, Rick Riley, Arnie Axelrod, Colin Carpenter.

Minutes: Approved.

Treasurer's Report: Approved.

Webmaster' Report: Michael forwarded an email to Ted from the MSU Racing Club and W MI SCCA. They are looking for any interest in co-hosting a car show, and autocross participants.

Membership Report: 243 Primary Members, 197 Affiliate Members – total 440. New Members are: Leonard and Bonnie Gawron, Norton Shores, '00 911, Les Winegar, Jr., Caledonia, '95 993. Transfers In: 0, Transfers Out: 1 – to Connecticut Valley, Non-Renewals: 4, Renewals: 11

Advertising Report: We were notified that we need to put classified ads outside of ad copy. John will approach Delta regarding an independent ad.

Uber: The Uber went to the printer 2/27. Included was a note regarding nametags.

Insurance: Kurt will have insurance ready for the next driving event – May Dinner Drive.

Driving Events:

Grattan DE Pricing – Discussion regarding possible Early Bird pricing. A motion to keep pricing the same was made by Rick Riley and unanimously approved. Kurt recommended early follow up.

Old Business:

WinterFest Report – 48 attendees and a good response from everyone. More discussion regarding our 50th Anniversary next year. There is consideration to have the event in early October with an OctoberFest theme. Several members are looking into various country clubs – Cascade, Egypt Valley and Thousand Oakes - and pricing those venues out.

Morning After Report – 15 attendees. Enjoyed by all and no one left hungry.

New Business:

March DD – hosted by Kurt Wirth. March 11 @ 7:00pm.

Nametags – we will begin offering nametags at \$4 each.

Zone 4 President's Meeting, March 21 – Ted has a room reserved but is not able to attend. Dan may be able to attend.

Color Tour Location – Hosted by Paul & Renee Krapp. Considering Portage Point Inn, Onetema MI. The owner of the resort has hosted car clubs previously and has a color tour already mapped out for such groups. More information to follow.

Meeting was adjourned at 7:54pm

Respectfully submitted by Brenda Hildon-Kaempf

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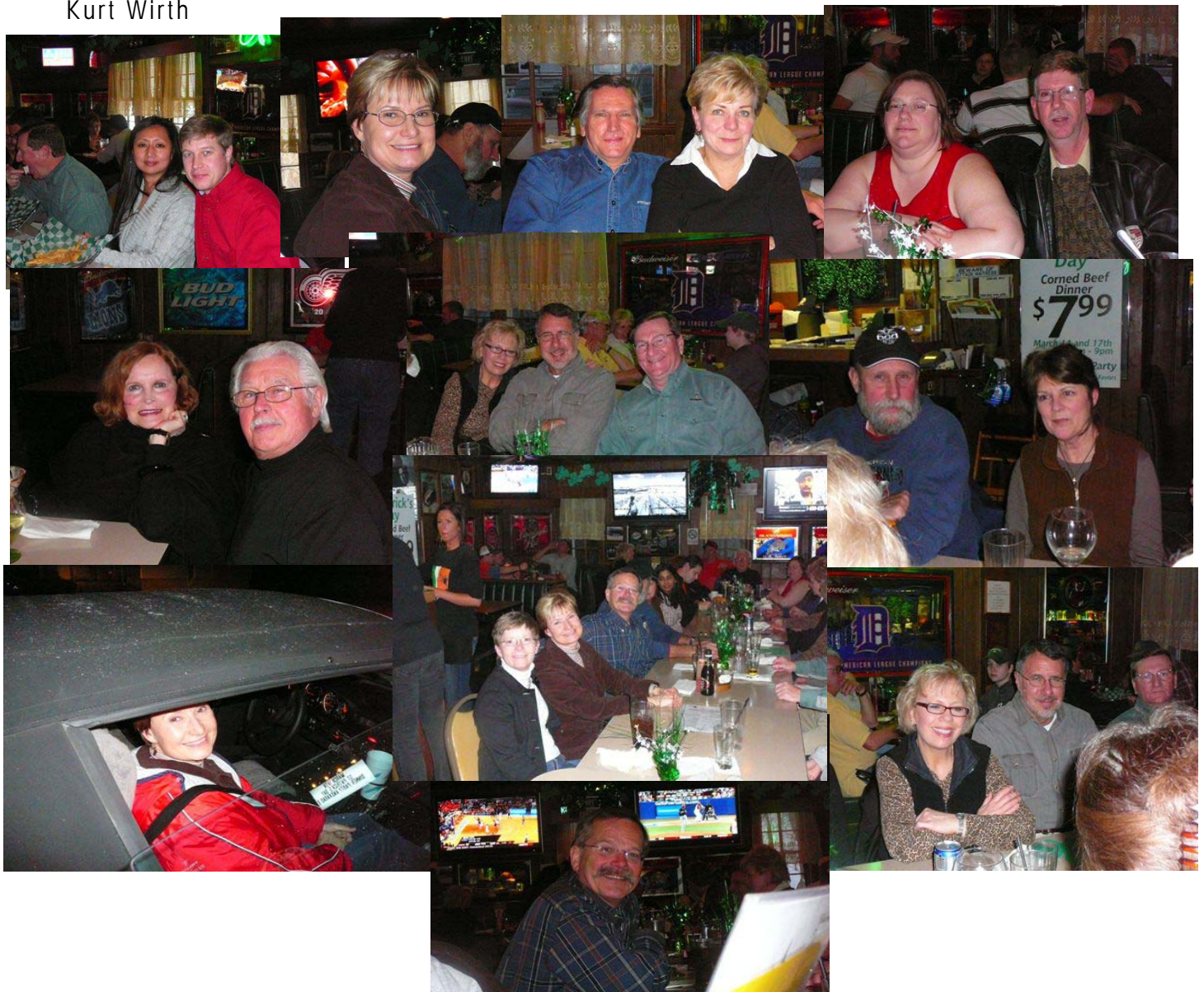
MARCH DINNER DRIVE - GRATTAN BAR

Well, this was at least the 10th time we were enjoying a WMR Dinner-Drive to the famous Grattan-Bar for some down home cookin'. I had the pleasure to host John and Marshall Walters, E.J. and Helen Czamopys, Eric and Lina Spross, Chuck and Lynne Olennyk, Dale and Cindy Selkmann, Paul and Renee Krapp, Dan and Ren Phillips, Ted and Gabi Blacklidge, Amber Door, Arnie Axelrod, Rick Riley, Shirley Wirth and myself who all enjoyed the various menu selections of the house. (One of the kitchen specialties was the Wednesday Fish Dinner.)

But aside from our rustic surroundings, the great food and spirits, was the fact that our Club is well and alive and we all enjoyed the camaraderie of the evening. Great signs for another beginning of a very busy and exciting WMR-Season!

So, for all of you who missed our Grattan-Event, please mark your calendar and set time aside to meet us at our upcoming events....

Dankeschoen for coming und auf bald,
Kurt Wirth



Porsche in China

Article and Photo by Dan Phillips

A decade of stunning economic growth has brought incredible change to China. A massive population migration from the rural countryside to the cities has provided the human capital needed to forge China's industrial and economic might, fueled by the developed world's insatiable demand for ever lower manufacturing costs. Dozens of newly-constructed skyscrapers with cutting-edge modern architecture fill every city center, while vast complexes of cookie-cutter high-rise apartments and condominiums dominate the periphery. Personal wealth and entrepreneurial freedom have flourished, direct consequences of China's "great experiment" to become a developed nation, through the opening and creation of free-markets, while maintaining significant central government control.

It is unclear whether free-market capitalism and the ability to accumulate personal wealth can peacefully co-exist with a strong, one-party government in the long term. Westerners frequently muse at this apparent dichotomy, wondering what ever happened to "communism". However, one thing is clear – China is well on its way to becoming a developed nation, an economic juggernaut, with seemingly unstoppable momentum. Just as outsourcing production to China from many developed nations has slowed, China's own internal consumption – its ability to purchase its own domestic production – has accelerated.

I had the opportunity to spend a few weeks in China on business, once in November and again in February. The country's infrastructure is stunning, as is the scope and scale of the country's economic growth and prosperity. Shanghai has become a city of 23 million people, eclipsing the populations of such metropolitan areas as New York (20 million) and Mexico City and Seoul (21 million each). In the 1960s, there was scarcely a building in Shanghai taller than 3 floors.

As personal wealth has grown, so have sales of luxury goods. Wealthy Chinese customers splurge on all the usual trappings and outward symbols of wealth – Rolex watches, Prada shoes – caviar, and B-M-double-yoos. Porsche has also been quick to capitalize on this newfound prosperity, finding in China a new and fast-growing market for high-end goods that it cannot afford to ignore.

Porsche first established operations in China in 2001, and currently oversees 24 Porsche sales centers throughout the country. In 2007, Porsche's Marketing chief Klaus Bernig told Auto Motor und Sport magazine in Germany

that he expects sales in China to exceed domestic German sales within 5 years. That same year, Porsche achieved a new sales record of 4,179 units on the mainland, 624 in Hong Kong, and 53 in Macau.

As the brand has grown and established a presence in China, so has the recognition of and respect for all the qualities that make Porsche vehicles unique and special. Driving enthusiasts have discovered the sublime engineering perfection of Porsche sports cars, and Porsche clubs in China have germinated and grown.

Porsche was keen to establish the framework by establishing the Porsche Club China. There are currently two significant club regions, the Porsche Club Hong Kong and the Porsche Club Shanghai.

While I did not have the opportunity to personally contact members from either chapter, it would appear that the Porsche Club Shanghai is a much smaller contingent, and less active than the Hong Kong club. Their website indicates they kicked off their chapter in 2006, but their event calendar does not show any activity beyond 2007. However, in April 2007, with support from Porsche, the club had what looked like an excellent track-day event at the famous Shanghai International Circuit, home of the China F1 Grand Prix. Visit their website at http://cms.porsche-clubs.com/PorscheClubs/pc_shanghai/pc_main.nsf for more information and photos.

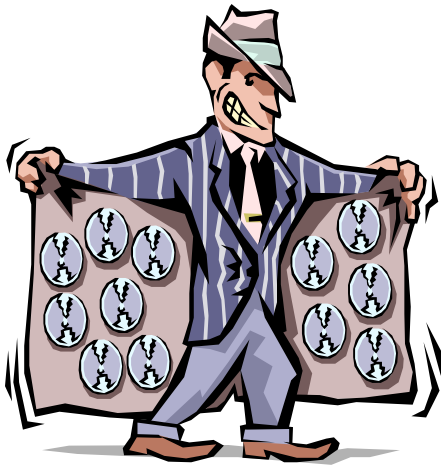
With its more established base, the Hong Kong chapter is more active, and hosts some incredible events. In 2008, the club organized a drive in Malaysia, and has a similar event planned for May 8th-13th 2009. For about \$48,000 HK dollars (about \$6,000 US), Hong Kong owners ship their cars to Kuala Lumpur, Malaysia, where they then fly in to meet up with their cars. The drive begins right away, winding through beautiful tropical back roads, staying at posh resorts, and finishing the tour with an entire day spent driving the famous Sepang F1 circuit before flying back to Hong Kong. (Doesn't that sound fun?!?) The HK club also organizes an annual drive from Hong Kong to Shanghai (about like driving from Grand Rapids to Atlanta), where the last day is spent at the Shanghai International Circuit. Visit their website at <http://www.porscheclubhk.com>.

Asia, and China in particular, may seem like a strange and very foreign place to many of us. And yet we find this unexpected common ground – our shared passion for these wonderful sports cars – through our very own Porsche club. Xie xie, Porsche!



A silver Cayman exits the A20 in Shanghai

Classified Ads



FOR SALE

944T & 944T PARTS - 1986 944 Turbo coupe, stone gray/burg., koni 2-way cup-car coilovers, M030 front sway bar, racer's edge bushings, camber plates, Lindsey Racing stage-3 heads, MAF, intake manifold & solid lifter/cam, larger turbo, chips, adj. air/fuel, 968 - 6 speed trans., 3 sets of wheels, roll bar, sparco racing seats and belts, fiberglass rear bumper \$16,000 OBO. 944T parts: Front fiberglass fenders \$250, Fiberglass hood \$200, Fiberglass 924T LeMans real spoiler for 944T \$200, Lexan rear hatch \$500, Window net \$50, 944T front brake calipers \$60, 944T 5-speed trans. with cooler \$600, SFR stage-3 turbo \$900. Prices as listed, OBO. Ron Hendrick (616) 402-0362 (NOV)

PARTS FOR SALE 944 - Control A-arms, complete exhaust system with catalytic converter, brake rotors, calipers, torsion bars, coil over springs 400 lb, design 90 wheels 7 x 8 x 16", CV joints with new boots, oil coolers, steering wheel w/ air bag. 911- (930) complete exhaust system with exchangers, oil lines, lower front clip w/ driving lights (black) , transmission gear set (1st to 4th) , turbo charger, inter-cooler, shift lever, old style head lights. Parts are from 1989 944S2 and 1986 911/930 and pricing is negotiable. Call Craig Ackerman at 616-866-1905 or pcaackerman@aol.com.

HEATED (limited) OR UNHEATED SPACE - for your car. Unheated storage is \$200 for 5 months (\$40/month). For more information, call Bob or Carol Friday (PCA members for over 15 years) at (616) 863-9395 or email: bfriday@chartermi.net

1999 Porsche 911 C4 Coupe - Heavily-optioned 996 6-speed manual coupe in gorgeous Midnight Blue Metallic with Space Grey interior. About 72k miles. Long options list includes Litronics, PCM nav, PSM stability, full supple leather, full power heated seats, and lots more! This car is in excellent shape cosmetically and mechanically, and shows evidence of careful owners. It has been loved! Now it's your turn... Very reasonably priced at only \$26,900. Call Dan at (616) 281-2459, or email dphil66@hotmail.com. For more info and pictures visit <http://www.geocities.com/dphil66/Porsche.html>.

1983 Porsche 930 - Pearl white, 87,600 miles. Very good condition. New parts and updates by Bruce at German Auto. Priced at \$34,500. Call Jack @ (231) 937-4392

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Classified Ad pricing for 3 month minimum:

*Free for Western Michigan Region members.
\$5.00 for PCA non-region members.
\$10 .00 for non-PCA members.*

*Editor reserves right to edit ads.
Please send information and/or checks to Club Treasurer.*

ESCAPE TO.....

So you know all about this year's Porsche Parade, right? June 29th through July 4th in Keystone, Colorado? (For more info, go to WMR website for links) And if you can't make it to the beautiful state of Colorado, where do you go as a second choice?

Right! Ohio! Dayton, to be exact! The Ohio Valley Region of Zone 4 will be hosting the **Fifth Annual Porsche Escape to the Birthplace of Aviation** from October 1-4, 2009. A bit of Dayton history, tied to speed through Porsche.

"Escape To...." events are held as an alternative or addition to Porsche Parade to offer members another opportunity to experience PCA at a broader level - meeting new friends from different areas, and sharing the Porsche experience. The locations rotate about the country and the competition aspect of Parade is deemphasized to reinforce our motto that "it's not just the cars, it's the people."

The Ohio Valley Region is focusing on this social aspect with tours of covered bridges, colorful towns, the only Frank Lloyd Wright house in Ohio, and of course, aviation. The venues for dinners include two distinct automotive collections: the original Dayton *Packard* dealership collection of over 50 cars, and *Taj Ma Garaj* - a unique personal collection of all things created by Dr. Porsche in a wonderful eclectic facility - an event in itself! The car display will be held at the wonderful Carillon Park, which houses the original *Wright B Flyer* and many other historic houses (log cabins, gas station, etc.) and engineering feats in a lovely park setting. Many car shows have been held on their grounds, and the cars show wonderfully in this facility. We have arranged exclusive behind-the-scenes tours at the *National Museum of the United States Air Force*, in addition to allowing plenty of time to tour the NMUSAF independently. They have arranged private tours of the original (restored) home of *Orville Wright*. They also have one of the top Dayton caterers serving food at the venues and his presentations will be a flavorful addition at each event!

The OVR has planned a very enjoyable long weekend, and will appreciate your support.

Porsche Escape 2009 to the Birthplace of Aviation website is almost up and running for registration. Check at: www.ovrpca.org

If you have any questions about the details of Escape 2009, please feel free to address them to: Kathie Hunter, Escape 2009 Co-Chair: bentpylon@aol.com

by Gabi Blacklidge

MSU racing club **AUTOCROSS CHAMPIONSHIP**

Summer 2009



Presented by:
Western Michigan Region
of the **SCCA**

- Event and Series prizes!
- \$25 for SCCA members (can join at event)
- \$30 for Furrin Group and college students w/ ID
- \$40 for non-members
- Discounts for running on both days of weekend events
- Free membership and ride-alongs for passengers
- Participate in as many races as you like
- All skill levels welcome
- Open to the public

Solo Drivers School: **May 16**
Solo Race: **May 17**

Solo Race & Car Show: **June 27**
Solo Race & Car Show: **June 28**

Solo Race: **July 25**
TBD: **July 26**

Solo Race: **Aug 22**
Solo Race: **Aug 23**
co-hosted with SVR



For more information visit: www.wmr-scca.org

Send questions to:
Jake: Scassel@msu.edu
Dayle: Framet@msu.edu

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An ENTHUSIASTIC start to 2009

2008 was an excellent year of Porsches, food, fun, friends and participation. Our most enthusiastic person for 2008 was Dan Phillips. Due to his work schedule (work always gets in the way of fun!), Dan was unable to personally accept his award at WinterFest, but his lovely wife Ren was there to accept for him. Our runner up in 2008 was Amber Door; it was a very tight race!

2009 will be another excellent year of events with the ever popular Spring Up to Traverse City (June), Gilmore Car Museum Gathering (June), the Gimmick Rally (July), Family Picnic and Concours (August), Grattan Driver's Education (September) and the Fall Color Tour (October). Check out the complete list of events and dates in your monthly Über Alles or on the website <http://wmi.pca.org/participate/participate.htm>.

Here is your top 12 most Enthusiastic People for the first quarter of 2009:



Amber Door
2007 Enthusiast

Brenda Kaempf	120
Amber Door	100
Rick Riley	100
Renuka Phillips	90
Gabi Blacklidge	85
Dan Phillips	85
Ted Blacklidge	75
Kurt Wirth	70
Jerry Arens	50
Paul Krapp	50
Renee Krapp	50
Claudio Kaempf	40



Candis & Barry Collick
2006 Enthusiast

Here is how you can earn points and receive the coveted Lloyd LaHuis Trophy:

Attending a WMR event:

- Meetings/Parties/Dinners: 10 points
- Autocross/Drivers Ed/Club Race: 10 points
- Driving your own Porsche to an event: 5 points
- 50 or more miles one way: 10 points

Participation in a WMR event:

- Chairing an event: 20 points
- Autocross/Drivers Education: 15 points
- Members who bring new members: 10 points

Write-up of WMR event:

- Pictures/Write-up submitted: 10 points

MARK YOUR CALENDARS

Wednesday, June 10th, 2009 at 1:00 pm.

Gilmore Gathering at the Gilmore Car Museum, Hickory Corners

Rick Riley & Kurt Wirth are giving us the perfect opportunity to ditch the office and head out to Hickory Corners for a wonderfully relaxing Wednesday afternoon spent drooling over beautiful cars (and not just our Porsches), and chatting with fellow gear-heads. The museum barns (where they store the Gilmore car collection) are open till 5:00pm.

More details to follow in next month's Uber Alles!

Porsche Fights from Back of the Pack at Sebring

STUTTGART - March 21 - With a sensational charge through the field, Joerg Bergmeister (Germany) gave spectators a gripping show with his works driver colleagues Patrick Long (USA) and Marc Lieb (Germany) at the season-opening round of the American Le Mans Series in Sebring (Florida). After a collision early on in the race which resulted in a twelve minute pit stop for repairs, they continued without any problems in the 450 hp Porsche 911 GT3 RSR run by Flying Lizard Motorsports until 1.10 hours before the end of the race, turning one fastest lap after the other. However, after Marc Lieb had overtaken his competitor Ian James in the Panoz Esperante, James hit the back of Lieb's Porsche and nudged him into a spin on the finish line. In the end, last year's winner was classified fourth. Darren Law, Seth Neiman and Johannes van Overbeek (all USA) claimed fifth with the second Flying Lizard racer, and as the best GT2 vehicle was awarded third place in the environmental classification "Michelin Green X Challenge". In this special category, average speed and fuel consumption are taken into account.

At the start, Joerg Bergmeister got away well from the first row. In the second lap, however, a competitor hit the Porsche 911 GT3 RSR of last year's winner. The replacement of the toe link cost a total of twelve minutes. From the back of the field, Bergmeister and his team mates Patrick Long and Marc Lieb took up the chase with a spirited drive, turned the fastest race lap with 2:02.494 minutes and one hour and ten minutes before the end moved into third position. But then the No. 45 Porsche spun and crashed into the wall. "I had already passed Ian James but he simply didn't leave me any room," said Lieb annoyed. "What a huge pity," said Joerg Bergmeister. "Third would have been crucial for our championship." Patrick Long added: "We did everything possible to bring home points. It was an incredible effort from the whole team."

During the early phase of the twelve hour race in Sebring it initially looked as though the pole-setting Porsche 911 GT3 RSR of Farnbacher Loles Racing would be the car to beat. Start driver Dirk Werner (Germany), who shared the cockpit with Porsche works drivers Wolf Henzler (Germany) and Richard Lietz (Austria), began to pull clear of the field lap after lap and by the time he came in for his first pit stop had already put around 25 seconds between him and the fastest Ferrari. But several laps later the team not only lost the lead position but also had to relinquish all hopes of a podium result. Damage to the power transmission cost the team 1:48 hours to complete the complicated repairs. "In the end we just wanted to complete the minimum distance to score points toward the championship," explained a visibly disappointed Wolf Henzler. "Although our position in the fight for the championship looks much worse now compared to after our win last year, we will definitely not be giving up." His team mate Dirk Werner added: "Our goal is and remains to defend the GT2 class title." Richard Lietz stayed positive after the race. "Although we had bad luck here today I know that the new 911 GT3 RSR is even better than its predecessor. That makes me confident for my season in the European Le Mans Series."

"Of course we would have been thrilled if our customer teams could have repeated their win from last year," said Porsche's head of motorsport, Hartmut Kristen. "But racing luck was definitely not on our side today. As far as the performance of our new 911 GT3 RSR is concerned, I'm very pleased. The car ran well this weekend under all conditions and set the fastest lap times. With this in mind, we have a good starting point for the rest of an undoubtedly exciting season."

The second of ten rounds of the American Le Mans Series takes place on April 4th in St. Petersburg (Florida).



photo courtesy Porsche Motorsport

911 GT3 RSR, Farnbacher Loles Racing: Wolf Henzler, Dirk Werner, Richard Lietz

Porsches. All of them.



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February 2009

Joseph B. White

Senior Editor

The Wall Street Journal



How Detroit's Automakers Went from Kings of the Road to Roadkill

JOSEPH B. WHITE is a senior editor in the Washington, D.C., bureau of The Wall Street Journal. A graduate of Harvard University, he has worked for the Journal since 1987, and for most of that time he covered the auto industry, serving as Detroit bureau chief from 1998-2007. He writes a weekly column on the car business and the regulatory and social issues that surround it for the Journal's on-line and print editions, and contributes new-car reviews to SmartMoney magazine. Mr. White is co-author (with Paul Ingrassia) of Comeback: The Fall and Rise of the American Automobile Industry, and won the Pulitzer Prize for reporting in 1993.

The following is adapted from a speech delivered at Hillsdale College on January 26, 2009, at a seminar on the topic, "Cars and Trucks, Markets and Governments," co-sponsored by the Center for Constructive Alternatives and the Ludwig von Mises Lecture Series.

I'D LIKE to start by congratulating all of you. You are all now in the auto business, the Sport of Kings—or in our case, presidents and members of Congress. Without your support—and I assume that most of you are fortunate enough to pay taxes—General

Motors and Chrysler would very likely be getting measured by the undertakers of the bankruptcy courts. But make no mistake. What has happened to GM is essentially bankruptcy by other means, and that is an extraordinary event in the political and economic history of our country.

GM is an institution that survived in its early years the kind of management turbulence we've come to associate with particularly chaotic Internet startups. But with Alfred P. Sloan in charge, GM settled down to become the very model of the modern corporation. It navigated through the Great Depression, and negotiated the transition from producing tanks and other military materiel during World War II to peacetime production of cars and trucks. It was global before global was cool, as its current chairman used to say. By the mid-1950s the company was the symbol of American industrial power—the largest industrial corporation in the world. It owned more than half the U.S. market. It set the trends in styling and technology, and even when it did not it was such a fast and effective follower that it could fairly easily hold its competitors in their places. And it held the distinction as the world's largest automaker until just a year or so ago.

How does a juggernaut like this become the basket case that we see before us today? I will oversimplify matters and touch on five factors that contributed to the current crisis—a crisis that has been more than 30 years in the making.

First, Detroit underestimated the competition—in more ways than one.

Second, GM mismanaged its relationship with the United Auto Workers, and the UAW in its turn did nothing to encourage GM (or Ford or Chrysler) to defuse the demographic time bomb that has now blown up their collective future.

Third, GM, Ford, and Chrysler handled failure better than success. When they made money, they tended to squander it on ill-conceived diversification schemes. It was when they were in trouble that they often did their most innovative work—the first minivans at Chrysler, the first Ford Taurus, and more recently the Chevy Volt were ideas born out of crisis.

Fourth, GM (and Ford and Chrysler) relied too heavily on a few, gas-hungry truck and SUV lines for all their profits—plus the money they needed to cover losses on many of their car lines. They did this for a good reason: When gas was cheap, big gas-guzzling trucks were exactly what their customers wanted—until they were not.

Fifth, GM refused to accept that to survive it could not remain what it was in the 1950s and 1960s—with multiple brands and a dominant market share. Instead, it used short-term strategies such as zero percent financing to avoid reckoning with the consequences of globalization and its own mistakes.

To Be Continued ...

Part 1 of 3

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9magazine

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Goodyear Tires has teamed up with independent tuner and classic Porsche publication 9magazine to search out for the best Porsches in America.

"We are looking for not only the unrestored, concours cars, but the daily drivers and the tweaked Porsches as well" commented Brian Minson, Editor of 9magazine. Goodyear Tires and 9magazine will be selecting more than a dozen cars to be featured in the magazine during 2009-2010, these selected cars will receive a set of new Goodyear Eagle tires in the size desired by the Porsche owner. The tires will be shipped directly from Goodyear Tires to the car owner prior to a feature photo shoot, the only cost for the car owner will be mounting and balancing.

Featured cars will grace the cover of 9magazine and have their unique story of the Porsche and driver written. "This is a great opportunity for every Porsche owner to not only get hooked up with a great set of new shoes, but show off their pride-n-joy" added Minson.

Deadline for submitting a 100 word description and two or three photos of the Porsche is

April 30th. Submissions should be send to editor@9magazine.com or to 9magazine, Goodyear Tire Promotion, 20 East White Mountain Blvd., #A5-356, Lakeside, AZ 85929

40 years of the Porsche 917

The car described as the “Greatest Racing Car in History” celebrates its 40th birthday



Pix courtesy of - Typ 917 at Zuffenhausen (c. 1969) courtesy Porsche AG

Atlanta - March 9, 2008 - Forty years ago on March 13, 1969 at the Geneva International Motor Show, today's Dr. Ing. h.c. F. Porsche unveiled a car that, even by today's standards, is underestimated when it is described as the “super sports car”: The Porsche 917. It became a legend as one of the fastest and most successful racing cars of all time.

Porsche fired the starting shot for Project 917 in June 1968, after the international motor sports authority or FIA had announced a class of “homologated sports cars” with up to five liters cubic capacity and a minimum weight of 800 kilograms. Under the supervision of Ferdinand Piëch, the stipulated 25 units of the new racing car model were completed by April 1969 so that the 917 could begin its racing career in the same year. After it initially dropped out of its first three races due to technical problems, the 917 success story began in August 1969 at a 1,000-kilometer race at the Österreichring with a victory by Jo Siffert and Kurt Ahrens.

The engine configuration of the 917 was just as unusual as its different car body versions: Behind the driver's seat extended an air-cooled, twelve-cylinder engine with horizontal cylinders, whose crankshaft designated it as a 180-degree V engine. The 520 HP engine had an initial cubic capacity of 4.5 liters. The tubular frame was made of aluminum, the car body out of glass fiber reinforced synthetics. Porsche engineers developed different car body models to best meet the different demands of different racetracks. The so-called short-tail model was designed for heavily twisting roads in which a high contact pressure was necessary for fast cornering. The long-tail model was designed for fast racetracks and a high final velocity. Then came the open 917 Spyders, which were used in the CanAm and Interseries races.

At the end of the 1970 race season, Porsche confirmed its superiority with the 917 and 908/03 models, winning the Racing Series World Championship [Markenweltmeisterschaft] in nine out of ten possible victories. This series of victories began in Daytona and continued in Brands Hatch, Monza, Spa, on the Nürburgring racetrack, at the Targa Florio, in Le Mans, Watkins Glen and the Österreichring. However, the season's high point was the long-desired overall win of the Le Mans 24-hour endurance race, a trophy that Hans Herrmann and Richard Attwood brought home to Zuffenhausen on June 14, 1970. Their 917 short-tail model painted in the Porsche Salzburg colors of red and white with the start number 23 not only successfully defied its competitors but also the heavy rainfall.

As in the previous year, the 1971 season was dominated by the 917 model so that the Racing Series World

Championship [Markenweltmeisterschaft] went to Porsche again with eight out of ten race victories. And once again, a Porsche 917 was victorious at the Le Mans 24-Hour race – this time with Gijs van Lennep and Dr. Helmut Marko, who set a world record with an average speed of 222 km/h and 5,335 kilometers driven, a record that still stands today. One special feature of their 917 short-tail model, visually characterized by its “shark fin”, was the tubular frame made of magnesium. A 917 long-tail coupe model set a further record in 1971: On the Mulsanne straight stretch, which is part of the route in the Le Mans 24-Hour race, the sports car with the start number 21 recorded the highest speed of 387 kilometers per hour. Another Le Mans racecar achieved major recognition: The Porsche 917/20 was a mix between the short-tail and the long-tail models and was notable for its broad proportions. Although the pink colored racecar, nicknamed “the Pig”, dropped out halfway through the race, its unusual paint color made it one of the most famous Porsche models ever.

When the European FIA regulation for the “five-liter sports car” expired at the end of the 1971 season, Porsche decided to enter the Canadian American Challenge Cup (CanAm). In June 1972, the private Penske race team in motor sports used the turbo-charged Porsche 917/10 Spyder for the first time. With a performance of up to 1,000 HP, the Porsche Spyder dominated the race series and won for Porsche the CanAM championship with victories in Road Atlanta, Mid Ohio, Elkhart Lake, Laguna Seca and Riverside. In the following year, the 1,200 HP 917/30 Spyder had its racing premiere. The superiority of the monster car driven by Mark Donohue was so obvious that the regulations of the CanAM series had to be changed in the end in order to exclude the 917/30 from competing further in the 1974 season. Typical for Porsche: The technologies for increasing performance developed for these races were successfully transferred to the on-road sports car. That's how the 911 Turbo, with its side-exhaust turbocharger, began its career in 1974 and has been, since this time, a synonym for the performance capacity of the Porsche sports car.

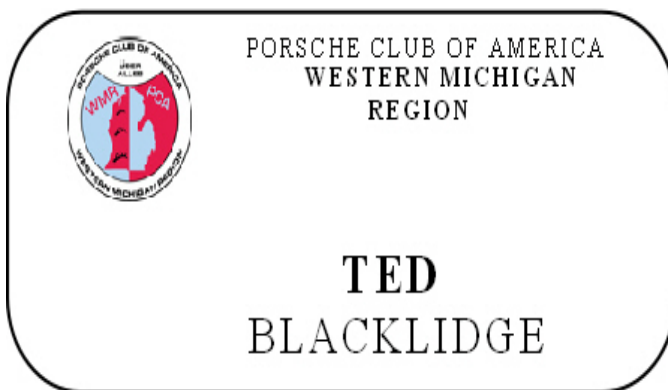
To date, the reputation of the 917 is legendary. Therefore, 50 international motor sports experts from the famous British trade magazine “Motor Sport” nominated the 917 as the “greatest racing car in history”. All in all, Porsche built 65 units of the 917: 44 sports cars as short-tail and long-tail coupés, two PA Spyders as well as 19 sports cars as CanAm and Interseries Spyders with up to 1,400 HP turbo engines. Seven of the most important 917 models – among them the Le Mans victory cars from 1970 and 1971 and the 917/30 Spyder – are currently on exhibit in the new Porsche Museum in Stuttgart-Zuffenhausen.

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