

Western Michigan Region of the Porsche Club of America



www.pca.org

ÜBER ALLES



http://wmi.pca.org

June 2009

UPCOMING ACTIVITIES

JUNE 2009

- 01 Monthly Meeting,
7:00pm, Delta Imports
- 10 Gilmore Gathering,
1:00pm, hosted by Kurt
Wirth & Rick Riley
- 20 Spring-Up to Traverse City
12:00pm, hosted by David
& Beth Howard
- 21 Father's Day
- 29 PCA Parade, Keystone, CO
Multiple Day Event

JULY 2009

- 06 Monthly Meeting
7:00pm, Delta Imports
- 11 Gimmick Rally,
3:00p, hosted by Ted &
Gabi
Blacklidge
- 25 Porsches to Oxford, OH

OFFICERS:

President: Ted Blacklidge

2753 13 Mile Rd.
Rockford, MI 49341
(616)866-4143
sgrafex@chartermi.net

V. Pres.: Daniel Phillips

2676 Briarwood Court SE
Grand Rapids, MI 49512
(616)281-2459
dphil66@hotmail.com

Treasurer: Amber Door

645 Summerset Dr.
Jenison, MI 49428
(616)457-4515
Amdoor242@aol.com

Secretary: Brenda Hildon

637 South Shore
Dr., Kalamazoo MI 49002
(269)370-9183
blue911rsr@charter.net

So what are you going to be doing Wed. afternoon June 10th?

Well, Kurt Wirth and I, and as many of you who wants to join us, are going to take a leisurely drive down to the Gilmore Car Museum..

Please check out their web-site for directions and discover the many fine automobile exhibits housed in the several Barns covering the lush grounds.

There is everything from a million dollar Mercedes that was buried during WWII so the enemy wouldn't get it to the muscle cars of the 60's and 70's.

You can plan on eating a sandwich @ the authentic "Blue Moon" grill right on the grounds or just have an ice cream desert.

The grill is scheduled to close @ 4:00 so plan accordingly.

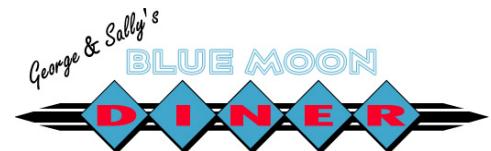
There are picnic tables as well if you so choose to bring your own food.

Wed. night is also cruise night so be prepared to check out anything and everything on wheels that may show up.

Kurt and I will be there @ 1:00pm so anytime you want to join the car fun is OK.

The barns are open until 5:00 so plan on leaving work early and enjoying the afternoon @ the Gilmore Car Museum.

~Rick Riley



Upcoming Events

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

Spring Up to Traverse

SPRING UP TO TRAVERSE CITY

Beth and David Howard are hosting the Spring up to Traverse City on Saturday, June 20th. We will meet at 12 Noon at Clinch Park in Traverse City, followed by Lunch and a sporty afternoon drive around the countryside.

Dinner will be served at the Howard's home on Lake Leelanau.
Please bring your own Beer and Wine.
Soft Drinks will be provided.

Your check for \$30 per person is your RSVP by June 15.

TO: David Howard
2525 N Lake Leelanau Dr
Lake Leelanau, MI 49653

dhoward200@comcast.net

231-271-0022

For those of you who wish to caravan from the Grand Rapids area, we will leave Rosie's Diner, 4500 14 Mile, Rockford, at 9:00 am on Saturday morning.

For those who would like to spend the night, some of us will be staying at the Red Lion Motor Lodge: www.redlionmotorlodge.com T:(231) 271-6694



2009 "GO MICHIGAN!" GIMMICK RALLY

YOU ASK –“ WHAT IS A GIMMICK RALLY?” OURS IS LIKE A DINNER DRIVE BUT WITH NO LEADER, LOTS OF QUESTIONS, AND YOU DON'T END UP AT A RESTAURANT, YOU END UP AT OUR HOUSE!

Date: Saturday, July 11

Time: Registration between 3:00 and 3:30

You will need time to read the instructions, so be there early enough to get oriented!



Location: We will meet in the parking lot of Choice One Bank & O'Malley's Grill, 5080 Alpine NW, Grand Rapids
This is approximately 2 1/2 miles north of I 96
On the east side of Alpine



Length of route: approx 40 miles

Length of rally: approx 1 hour

Handy items to bring along:

- You **definitely** need a navigator to read instructions and look for landmarks while you are driving
 - Clipboard or pad of paper
 - Pencil with eraser
 - Hi-liter
 - Calculator
- Cell phone (yes, some of us will get lost)

IF YOU CAN NOT DO THE DRIVE, AT LEAST COME TO OUR HOUSE AND ENJOY YOURSELF WITH YOUR PORSCHE FRIENDS. LAST YEAR WE HAD ABOUT 40!!!

For more fun, there will be a cookout at the Blacklidge home, 2753 – 13 Mile Road, Rockford, after the event starting around 5-5:30 until ????. BYOB.



RSVP TED & GABI BLACKLIDGE
1-616-866-4143
gabriele@chartermi.net



A GREAT DAY AND A GREAT WAY TO HAVE FUN WITH YOUR PORSCHE

\$ 5.00 min. donation will be asked for to go into the Charity pot, which is for ALS



2008 Gimmick Winners

GRAND PRIX OF GRATTAN DRIVERS' EDUCATION EVENT SEPTEMBER 18, 19, 20 2009

The event is limited to 80 Participants – 15 Novice, 65 Experienced – REGISTER NOW!!

Grattan is one of the finest road courses in America. It is located only 20 minutes northeast of Grand Rapids. The 2-mile course is winding, hilly and has a complex assortment of almost every conceivable corner imaginable. The 10 turns include both uphill ascending and descending radius turns, a flat out dog-leg off the 160 degree hair-pin turn, a hidden apex, a Monza bowl, "S" turns, and even a downhill reverse-camber turn. It has been said that if you can master Grattan, you can drive anywhere! It also allows spectators the most viewing surface to watch, with 90% of the racetrack visible from one seat.

If you are new to road courses, you will experience first-hand how to manage your high-performance automobile in a controlled, closed environment and acquire skills that will enhance safer vehicle operation in everyday driving conditions. Each novice will be assigned an instructor and will be a Drivers' School Participant.

The event format is as follows:

Friday, September 18 is set aside for ADVANCED Drivers' Education only. Prior track experience, either at Grattan or other tracks, is required. NO EXCEPTIONS! Novices are welcome to help – and will benefit from learning more about the track.

Saturday, September 19 and Sunday, September 21 will be Drivers' Education with full instruction and professional corner worker support. Novices will begin each day with DRIVER'S SCHOOL before starting track activity with assigned instructors. Saturday night, the *Western Michigan Region PCA* invites you to join us for a TRACKSIDE BANQUET.

Sunday September 01 will complete the Driver's Education instruction at approximately 5:00. No Time Trials this year.

During lunchtime on Saturday and Sunday, we will have low-speed TOURING around the track. The "cost" is a \$20 donation, which will be given 100% to the designated WMR Grattan Grand Prix charity. Lunch is available at the track on all three days.



Contact: Amber Door, Registrar
645 Summerset Drive
Jenison, MI 49428
Phone: (616) 457-4515
Email: Amdoor242@aol.com
Or: www.Clubregistration.net

Questions: Ted Blacklidge, Chairman
Phone: (616) 866-4143
Email: sgrafex@chartermi.net



SEE YOU AT THE TRACK IN SEPTEMBER!



Porsches. All of them.



3080 Huron Rd. (M-59)
Waterford, Michigan
service@munks.com
248.681.8081



Michigan's #1 Rated Bosch Service Center

PORSCHE SNOWBIRD



Helen and I usually spend the winter in Florida and last winter was no exception. I had recently joined NASA (National Auto Sports Association) so we decided to take our Porsche to Florida for DE events at Homestead/Miami speedway and Sebring. We decided to also take another car to have some flexibility while we were there. (With XM radio, I think Helen listened to Elvis most of the drive).

Knowing how unpredictable Midwest weather can be, we wanted to leave by December 1. Our daughter however was expecting a baby in late November and Helen was going nowhere until the baby was born. Fortunately our first grandson arrived November 24 so we were able to leave on December 4. It was cold and gray but we managed to avoid driving in snow. As we all know, summer performance tires don't do well in ice and snow. Except for raining most of the time and patches of fog, the trip was pretty uneventful. Trucks were wall to wall at 75 MPH and I was almost able to dodge the mud flap one of the trucks threw up. It hit the front of the car but some extensive rubbing removed any sign of the incident. I'm glad I had the 3M protective film put on last year.

On Saturday morning we crossed into Florida and it wasn't long before the shoe and socks came off and the sandals went on. Windows down and sunroof open. What a great feeling. We arrived at our rental condo later that day and proceeded to get settled in.

The first job was to get my office set up. This was not a vacation. Then it was off to buy a hose and the cleaning supplies that would not fit in the cars for the trip. Helen found us a great home for the winter. Two car garage and a nice driveway for cleaning and washing. I took a floor jack and it was nice to take the wheels off and clean and polish them.

Prior to going to Homestead for DE, I took the car to Porsche of Naples for an oil change. Bad news, and good news. The rear main seal was leaking. It was covered under CPO. The other tough part was they gave me a loner. A brand new C4S coupe with the 7 speed automatic. That was some fun, but I still prefer a manual shift car.

In January, I drove to Homestead. It was about a two hour drive on a Friday. Saturday early we had tech inspection and drivers meetings. I met my instructor, a fellow Porsche driver. He races a 2005 911S. I rode with him for several laps and found there is a lot of difference between a prepared and a stock car. It was the first time I had used a communication system and found it very helpful since I have bad hearing anyway. The course was fun. It is a real challenge to come down off the oval at speed over bumps and pavement changes. The instructor was very good and I found out how good the brakes really are.

The NASA DE program is really good. Every session for every driver is followed by a short download meeting to review the good things that happened and the not so good things. It is a great way to learn not only from your own mistakes but others as well. I had four sessions on Saturday and returned Sunday for four more. My second instructor drove a prepared Miata and gave me some great instruction as well. On my second session I started getting vibration when braking. I eased up since I had to drive the car home that afternoon.

I made it home okay and made another visit to the service department. Bad news. Bad news. Good news.

The front rotors were warped and the pads were ruined. The air-oil separator was leaking. They covered that repair under the CPO. After the brake repair, the cookie jar is now empty.

I found out in early March the Sebring event had been cancelled. I was disappointed but I guess I will have to spend more time at Grattan and Gingerman this summer.

We went to downtown Old Naples several evenings to play tourist and window shop. Other than Palm Beach, this is the only place I have been where no one looks twice at a Porsche. Too many exotic Italian cars whose names I can't spell, along with Bentleys and Rolls Royce.

We had a great trip back after leaving on April 1. We are both looking forward to attending events this summer.

Don and Helen Szama

Up-Fixin der Website - Submitted by Michael Betz

The past month or so has been interesting for PCA.org and for our own WMR website.

On Tuesday morning, April 14, I was uploading a couple of IROC updates Colin Carpenter had sent. In a note to him, I said, "I've just finished the fixes, but I can't upload them. PCA.org is down. I don't remember that ever happening before."

Colin gave me credit for taking National down. But what actually was occurring was that pca.org was dying a slow death. By that evening, the site was completely dead.

Jim Selders, the National Webmeister (PCA Information Technology Chair), poured hours and hours of volunteer time into getting the new pca.org on-line, and then restoring individual region websites. Our site was more or less restored a week later, although it was a version from several months earlier in the year.

I was having difficulty uploading to the site and determined – and Jim confirmed – that the new site no longer supported "legacy technology" – AKA old software. Since I took over responsibility for the website from John and Sally Nuerenberg in August 2003, we've published using FrontPage Server Extensions. Short story, I had to completely delete the website, and restore it using FTP. Because of the huge amount of content on our site (over 5,000 files including 4,700 images) it was a slow, painful process that took about 16 hours.

It also means that we need to abandon Microsoft FrontPage 2003, as Microsoft did two years ago. The club has purchased new software – Microsoft Expression Web – and at some point, we'll make a transition to the new HTML standards.

For the record, I'd like to say that Jim Selders did an amazing job rolling out the new pca.org, while still supporting the local region's sites. Our Zone 4 rep, Roy Wilkinson, recently supported this notion. He said, "The website (new) has been a real headache. The lead IT guy has resigned and the server crashed leaving one person to head-up the "bandaid" fix. Jim Selders did a great job fixing the new website. There are still some issues which need to be ironed out, but most is up and running. PCA has hired an outside service to assist in the "powering up" of the website. Right now, Tech Q & A and The Mart are not 100%. There will be a PCA ONLY type of Facebook program coming to the website and will on the site after Parade."

So, kudos to Jim for his outstanding efforts in keeping National – and WMR – on-line.

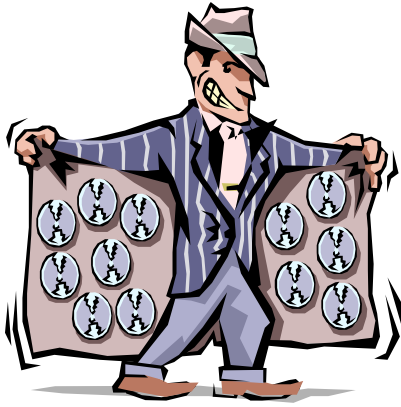
Earlier this year, with thanks to the good work of Ren Phillips, we added an electronic version of Über Alles to the website.. We also made some minor modifications to the way things are laid out. Before long, we'll have a new (and possibly improved) WMR website.

Do you have suggestions on ways to improve? Like Mickey Mouse, we're all ears. Send your suggestions to mbbetz@image-stream.com.



Golf Enthusiasts!!!

Arnie Axelrod will be planning a WMR PCA golf outing in August. More details to come in the next month's Über!



FOR SALE

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

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

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.

Porsche 996 Wheels - Genuine Porsche 18-inch Sport Design II wheels, ultra-lightweight 2-piece design with magnesium center and titanium rim, chrome plated. These are the 10-spoke design with bolts all around the perimeter. Front wheels are 7.5Jx18 ET50, part number 996.362.134.55. Fronts are near mint with no damage. Rears are 10Jx18 ET65, part number 996.362.140.50. Rears have some curb rash. Minor pitting of chrome in some spots, but very good condition overall. Rims only, no tires. Asking \$750, call Dan Phillips at (616)281-2459.

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.

MAY ANNIVERSARIES

Last month Kurt Wirth & his beautiful wife, Shirley celebrated their 30th Anniversary as Porsche Club of America members.

Thank you both for your continued support!

JUNE ANNIVERSARIES

Douglas & Julie Raedy
5 Year

Mark & Andrew Kasten
5 Year

Mark Sellers
1 Year

Jeremy & Julie Nelson
1 Year

NEW MEMBERS

Jim & Jackie Mesak
Rockford
'99 911

James & Pamela Reed
Grand Rapids
'70 911S

Transfer In
(from SEM)
Clark & Tyler Benson
Spring Lake
'05 911

GERMAN AUTO
Service, LTD.

Quality Service in Any Language



Bosch
Authorized
Service



(800) 260-8000

1014 Scribner, N.W.
Grand Rapids, MI 49504

PCA WMR Monthly Meeting Notes
04 May 2009 - Monday

Attendees:

Dan Phillips Rick Riley
 Gabi Blackledge Ted Blackledge
 Craig Ackerman Amber Door
 Colin Carpenter Kurt Wirth

Meeting called to order at 7:02 pm by Ted

Minutes – deferred, no minutes available to approve

Treasurer's report: Approved.

Advertising report:

- Haggerty ad not back in (not paid)
- All advertisers have been billed except Munk's (not due)
- Response to Delta not yet formulated; Delta has been billed twice and has not paid; upon receipt of new bill (and credited four months due to prior whatever), said not renewing due to Porsche's complaint about ad copy quality. Reviewed Amber's draft response and OK'ed it to be sent. No Delta advertising starting with the June issue. Follow-up: Dan P. met with Delta to discuss, they seem open to continuing and improving the relationship. Dan to follow up with Ryan Coe in June with improved print quality.

Website report: Website down due to server / service upgrades no longer supporting legacy technology. Web site to be back up prior to meeting. Website was back up and current as of meeting time. Michael will be purchasing new software to support future site development. Michael updated site to changed up the order of sidebar links, and placed Uber as own link at top left. Also added link for Minutes.

Uber report: Ready to go to printer by May 5 or 6 per Ren.

Insurance report: Insurance for upcoming May 30 DD submitted and in process.

Driving Events:

- 1st event is June 13; Ed Klunk, Colin, or Ted to get equipment to the event. Rick Riley suggested we tell SCCA we're at Ionia, they might help increase participation.
- Grattan: Some good suggestions from Colin about updating the event, will be integrated per Ted. Rick Riley suggesting faster method of removing wrecked cars from track than owner+trailer; what do we do? (Rent a wrecker may solve the issue. Defer to Grattan committee.)

Old Business: Scheible dinner drive: 'twas a good time had by all! Jambalaya was a good twist on the chili cookoff theme.

New Business:

- Maumee Valley trying to promote an IROC event on 09 August; can we exchange promo pieces (our Grattan event) to put in the respective publications?
- 50th Anniversary: June 11-12-13 2010 date approved by group; Craig Ackerman may be able to do box lunch position; send out a save-the-date to our membership at this point. Special something or other for past presidents – special invites? Speak at banquet?
- Walters DD – May 30: 90 min drive; departure point in Hastings area; end at Sam's Joint on Gun Lake
- Gilmore – June 10: Gonna be there, gonna look at the barns, gonna have a good day off (Wednesday afternoon, begins at 1:00 pm at Gilmore museum, Hickory Corners); advertised in the Uber, page 2
- Spring-Up to Traverse – June 20: advertised in the Uber, page 2; Amber recommends early reservations due to high occupancy rates in Traverse that weekend. Red Lion Motor Lodge still has rooms available. Email blast to go out advertising Saturday AM rendezvous for participating GR/Kzoo/Muskegon/etc. members.
- THANK YOU Eric Spross – Made trip to Grattan to last weekend's Audi club driving event to hand out fliers to promote our Grattan DE.
- Dan to post ½-page ad for Grattan event at Steelcase CDC bulletin board. Follow up: Complete on 5/29 per Dan P.
- Please provide 2009 ½-page calendars for Delta, and remove the 08 calendars that are there. Follow up: Complete on 5/21 per Dan P.

Respectfully submitted by Dan Phillips

2009 ZONE 4 DRIVERS' EDUCATION SCHEDULE

<u>Date</u>	<u>Track/Location</u>	<u>Organization</u>
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

PORSCHE TEAMS IN DP AND G SHUT OUT OF TOP SPOTS, BUT IN THE THICK OF CLASS CHAMPIONSHIP POINTS AS ROLEX GRAND-AM SERIES COMPLETES ROUND FOUR AT LAGUNA SECA

MONTEREY, CA (May 17) – A stop-and-go penalty for jumping a restart was very costly to Porsche works driver Timo Bernhard (Germany) and his Penske Porsche Riley teammate Romain Dumas (France) Sunday during the Verizon Wireless Festival of Speed, the fourth race of the 2009 Rolex Grand-Am Sports Car Series presented by Crown Royal Cask No. 16.

Running a strong third, Bernhard was penalized for jumping the restart on lap 77. He was just 0.819 seconds behind leader Scott Pruett at the time, and after making his penalty pit stop, he fell to seventh place, 14 seconds behind with just 33 minutes left in the 2 hour, 45 minute race at Mazda Raceway Laguna Seca.

The Penske team wound up finishing sixth, 13.3 seconds behind the winning Pontiac Riley of Jon Fogarty (Bend, OR) and Alex Gurney (Irvine, CA). The #58 Brumos Porsche Riley entry of Darren Law (Phoenix, AZ) and David Donohue (Malvern, PA) finished eighth, the last car on the lead lap, and lost their Daytona Prototype driver's championship points lead. The #59 Brumos Porsche Riley of JC France (Ormond Beach, FL) and Joao Barbosa (Portugal) lost 10 laps making repairs to a broken suspension and finished 25th overall and 14th in DP.

While the Daytona Prototype teams were disappointed, the Rolex GT entry of Leh Keen (Charleston, SC) and Dirk Werner (Germany) recorded the 245th podium finish for Porsche in Rolex Grand-Am GT competition. They drove their #87 Farnbacher Loles Racing Porsche 911 GT3

Cup entry to a third-place GT finish.

Porsche has earned nearly three times as many GT podium finishes of any other manufacturer. Spencer Pumpelly/Ted Ballou finished fourth in their TRG Porsche 911 GT3 Cup, enabling Pumpelly to retain the GT championship lead by a single point over Keen/Werner.

But the tale of the day was in Daytona Prototype competition.

"We definitely had the car to win today," Bernhard said. "On the restart I accelerated with everybody else, and then the guy ahead of me braked again. When I saw the green flag, I went to the left and everybody was braking – 'Oh, what happened?'. I was afraid to hit my brakes because everybody went with me and they would have hit me. In the end it was a problem (penalty) so I came in for the stop-and-go. Afterwards, I made up two positions, but the 60 car blocked me big time, which is not nice when you are racing so hard to win."

Indeed, it was a disappointing end to such a promising race. Dumas had qualified fifth, and a clean start earned him a position on the first lap. He ran strong with lead pack, and then made his mandatory first pit stop on lap 5 (all teams are required to pit within the first 45 minutes). Dumas got a splash of fuel and rejoined the in 12th place.

The race's first of only four cautions on lap 9 allowed Dumas to move closer to the leaders and when the green flag waved again, Dumas was one of the fastest cars on the 2.238-mile road course. By lap 21, he was third and moved into second on lap 27.

Dumas ran second from lap 27 to lap 61, passing the halfway point of the race. When the leading Lexus Riley of Memo Rojas (Mexico) pitted, Dumas lead, but only for one lap, lap 62.

Dumas immediately pitted, turning the car over to Bernhard, who rejoined in third, 11 seconds back. A few laps later, the yellow flag came out, and the ensuing penalty proved too costly for the Penske team to overcome. They will have to wait three weeks for another chance at their first Rolex Grand-Am victory, the Sahlen's Six Hours at the Glen, June 4-6 at Watkins Glen, NY.

"I had a good long stint to start the race, and the car was working very good," Dumas said. "But with the rule changes, I was losing a lot on the straights. The (100) RPM loss (rule change) hurt us more than the (reinstatement) of sixth gear helped us. When I turned the car over to Timo, we were hopeful of a podium, maybe a win. The penalty ended our hopes."

Rolex 24 at Daytona winners Donohue and Law lost their Daytona Prototype driver's championship points lead, falling eight points behind race winners Fogarty and Gurney after four races.

"We are very disappointed," Donohue said. "We can't get the set-up right. We gotta get to work. We spent a lot of time testing at Daytona, which is a unique place. It seems what we learned at Daytona doesn't apply to other tracks. We have two weeks before the next race to think, research and work on solutions that will make our Porsche more competitive."###

Words of Wisdom ~ Gabi Blacklidge

1. Do not walk behind me, for I may not lead. Do not walk ahead of me, for I may not follow. Do not walk beside me, either. Just leave me alone.

2. The journey of a thousand miles begins with a broken fan belt and a leaky tire.

3. It's always darkest before dawn, so if you're going to steal your neighbor's newspaper, that's the time to do it.

4. Don't be irreplaceable. If you can't be replaced, you can't be promoted.

5. No one is listening until you pass gas.

6. Always remember you're unique. Just like everyone else.

7. Never test the depth of the water with both feet.

8. It may be that your sole purpose in life is simply to serve as a bad example.

9. It is far more impressive when others discover your good qualities without your help.

10. If you think nobody cares if you're alive,

try missing a couple of car, boat, or house payments.

11. Before you criticize someone, you should walk a mile in their shoes. That way, when you criticize them, you're a mile away and you have their shoes.

12. If at first you don't succeed, skydiving is not for you.

13. Give a man a fish and he will eat for a day. Teach him how to fish and he will sit in a boat and drink beer all day.

14. If you lend someone \$20 and never see that person again, it was probably worth it.

15. Don't squat with your spurs on.

16. If you tell the truth, you don't have to remember anything.

17. Some days you are the bug, some days you are the windshield.

18. Don't worry, it only seems kinky the first time.

19. Good judgment comes from bad

experience, and a lot of that comes from bad judgment.

20. The quickest way to double your money is to fold it in half and put it in your pocket.

21. Timing has an awful lot to do with the outcome of a rain dance.

22. A closed mouth gathers no foot.

23. Duct tape is like the Force. It has a light side & a dark side, and it holds the universe together.

24. There are two theories to arguing with women. Neither one works.

25. Generally speaking, you aren't learning much when your mouth is moving.

26. Experience is something you don't get until just after you need it.

27. Never miss a good chance to shut up.

28. We are born naked, wet, and hungry. Then things get worse.

by Gabi Blacklidge

DEMING'S AUTO COLLISION SERVICE, INC.



Craftsmanship since 1957

ROB & SUE DEMING, Owners
 PORSCHE CLUB MEMBERS SINCE 1987
 2493 W. STATE RD. HASTINGS, MI 49058
 PH. 269-945-2922 FX. 269-945-0320
 MONDAY THRU FRIDAY 8:00 TO 5:30

SATURDAYS BY APPOINTMENT
 CONVENIENTLY LOCATED JUST OFF OF M-37
 NEXT TO THE HASTINGS AIRPORT



Visa and Master Card
 accepted



- FREE ESTIMATES
- INSURANCE CLAIMS
- GENUINE PARTS & ACCESSORIES
- ALL MAKES & MODELS
 FOREIGN & DOMESTIC
- OUTSTANDING RECORD OF
 SATISFACTION

WWW.DEMINGSAUTOCOLLISION.COM

EURO AUTOWERKS, INC.

Full Service Shop, Specializing in Service
 of Porsche, Volkswagen, Audi, Mercedes,
 Saab, Honda and American Vehicles
 ASE Master Technician
 PCA member since 1974
 Using the latest technology



Club Discount

\$75.00/HOUR FOR
 PCA MEMBERS
 MENTION YOUR
 MEMBERSHIP TO
 RECEIVE
 DISCOUNT

We perform used car inspections. We offer pick-up
 & delivery. Call today for rates.

"Gift Cards Now Available"

Located one mile east of Bostwick Lake Inn on M-
 44, or west of Wabasis Rd., on M-44

9240 Belding Rd. NE
 (616) 874-7932

OPEN: Monday - Friday 7:30am - 5:30pm

P20 porsches 2oxford

This is the fifth year for P20 in Oxford . Last
 year we hosted 396 Porsches from 17 states
 and Canada . This year we are expecting
 upwards of 500 Porsches to adorn the quaint
 brick streets of uptown Oxford , Ohio on
 Saturday July 25th.

For a \$25 per car entry fee (with \$5 of that
 going to the American Cancer Society), each
 car gets an event poster, T-shirt, and goodie
 bag. In addition, throughout the day, we will
 be awarding more than \$3500 worth of great
 door prizes. We will once again have our
 'people's choice' car show with awards to more
 than fifty cars.

For more information about Porsches2Oxford
 2009, please visit our website at
www.porsches2oxford.com

**FLYING LIZARD MOTORSPORTS PORSCHE 911 GT3 RSR OF
BERGMEISTER/LONG SCORE FLAG-TO-FLAG WIN TO SOLIDY ALMS
GT2 POINTS LEAD**

**--Farnbacher Loles Racing Porsche of Henzler/Lieb second after race-
long battle--**

TOOELE, UT. – May 17 – By the time the thundering field of 23 cars completed their first lap of the 3.048 mile Miller Motorsports Park, the site of today's Utah Grand Prix, the Porsche 911 GT3 RSRs of Flying Lizard Motorsports and Farnbacher Loles Racing had established themselves 1-2 at the head of the GT2 field and would never relinquish that lead.

Porsche's two top GT2 class challengers – the second place qualifying Ferrari of Melo/Kaffer and the fourth place qualifying BMW of Milner/Mueller – tangled on the front straight just yards past the green flag on the very first lap. They placed themselves at a tremendous disadvantage for class honors when came together, sending the damaged BMW to the pits for several laps for repairs and sending the Ferrari spinning wildly off in to the infield.

The #45 Flying Lizard Porsche 911 GT3 RSR of Patrick Long (USA) and Joerg Bergmeister (Germany) and the #87 Farnbacher Loles Racing Porsche 911 GT3 RSR of Wolf Henzler/Marc Lieb (both Germany), ran like a freight train as they lead every lap, going flag-to-flag to claim an impressive GT2 one-two class victory.

"Yes, it was 'flag-to-flag' but it was not that easy," said Bergmeister, co-leader in the GT2 points standings. "I tried to conserve the car and maintained our 10-second lead over Marc (Lieb, driver of the #87 Farnbacher Loles Porsche). Then I handed our car over to Patrick and he finished the job."

The Flying Lizard Motorsports team had come to the Salt Lake City track - 4,135-foot in elevation - immediately after the Long Beach round of the ALMS season to test. Both drivers felt that it was time and money well spent.

"The biggest thing in our win today, to me, was the test after Long Beach," added Bergmeister. "The car was really dialed in and the team really had everything prepared perfectly."

His comments were echoed by his teammate and co-leader in the point standings, American Patrick Long. "The Flying Lizard team goes through its list and makes sure every box is checked. They do a phenomenal job." He said. "It's a testament to Porsche, our team and our sponsors that they are willing to go all these the extra yards to continue to improve."

Long also had words of praise for his partner, who he said gave him a perfect

car at their first pit stop. "The rest of the race was really pretty much of a chess game, keeping the lead, keeping our distance and conserving the car. And we did not have a single yellow flag period during the entire race. That meant another stop for a 'splash-and-go'. The Lizard crew made it absolutely perfect."

The finishing order was reversed, however, when the results of the Michelin® Green X™ Challenge were announced with the #87 Farnbacher Loles Porsche taking the GT class honors, beating out the #45 Flying Lizard car. The rules for the Michelin Green X Challenge measure a combination of performance, efficiency, and fuel economy.

The Ferrari of Melo/Kaffer recovered from its first lap spin and subsequent tire stop, to work its way all the way back up to third place. Fourth went to the Panoz of Farnbacher/James. Finishing fifth, despite a rapidly deflating puncture which sent driver Johannes Stuck (Austria) careening through a gravel trap and to within inches of the tire wall, was the T-Mobile Vici Racing Porsche co-driven by Nicky Pastorelli (Netherlands). Finishing sixth was the #44 Flying Lizard Porsche of Seth Neiman/Johannes van Overbeek (both USA).

The inaugural race of the ALMS Challenge class for Porsche 911 GT3 Cup cars, was won by the husband and wife team of Martin and Melanie Snow. The Snows are no strangers to competing amongst ALMS' best; they won the GTS class (now known as the GT1) at the very first ALMS race at the 12 hours of Sebring in 1999. The disqualification of the #08 Porsche GT3 Cup car of Brown/Sweedler and the #47 of Baker/Cosmo for ride height violations, elevated the #02 of Parker/Skerlong to second and the #36 of Faieta/Hoaglund to third.

Bergmeister and Long now lead the GT2 drivers points with 80, with the Melo/Kaffer Ferrari drivers with 59 and the Farnbacher/James Panoz drivers with 52. Porsche holds that same 80-59 lead over Ferrari in the manufacturers points.

The next American Le Mans Series race is the North Eastern Grand Prix at July 18 at Lime Rock Park, in Lime Rock Connecticut.

#

Chairpersons:

Über Alles Editors:

Ren Phillips
T: (616) 281-2459
E: Renlopes@sbcglobal.net

Advertising:

John Kilgren
T: (616) 403-2953
E: jkilgren@clarkfinancialgroup.com

Chief Driving Instructor:

Terry Schieble
T: (269) 329-1578
E: no39rsr@sbcglobal.net

IROC Events:

Ed Klunk
T: (773) 573-8765
E: hemisaurus@aol.com

Safety:

Craig Ackerman
T: (616) 866-1905
E: Pcaackerman@aol.com

Insurance Coordinator:

Kurt Wirth
T: (616) 956-0249
E: kurtwirth356@comcast.net

Registrar:

Amber Door
T: (616) 457-4525
E: Amdoor242@aol.com

WMR Enthusiast:

Lina Spross
T: (616) 987-6419
E: ericnlina@gmail.com

Web Master:

Michael Betz (Webpage)
Mmbetz@image-stream.com
Renee Krapp (Uber Aces)
E: krapp@trinity-health.com

Membership:

Jerry Arens
T: (616) 457-4515
E: flybox911@aol.com

Zone 4 Representative:

Roy Wilkinson
T: (330) 733-4813
E: Rwilk5@sbcglobal.net



SAVE THE DATE



Porsche Club of America
Western Michigan Region
50th Anniversary Celebration!

The club is preparing a gala celebration in honor of our 50th Anniversary, and we invite you to "save the date" for the upcoming festivities!

- When: 12th, 13th, and 14th of June 2010 (Friday, Saturday, Sunday)
- Where: Grand Rapids, Michigan

This event will be like a mini-Parade for our region, which may look something like this:

Friday, 12 June 2010:

- A Drive on Beautiful Country Roads
- Casual Dinner
- Casual Drinks

Saturday, 13 June 2010:

- AM Concours
- Box Lunch
- Afternoon Gimmick Rally
- PM Cocktail Hour
- PM Banquet, with Special Guests

Sunday, 14 June 2010:

- AM "Cars & Coffee" (& Donuts!)
- A Drive on Beautiful Country Roads
- Casual Lunch & Farewell

Come celebrate with us!! More details to come in future issues. To volunteer to help out with this event, please contact Dan Phillips at (616) 281-2459. With your help, it will be an event to remember!

EMCO Gears Porsche Car Club Ticket



Price: \$ 55.00

**EMCO Gears Classic presented by
KeyBank
Friday, June 19 2009 - Sunday, June 21
2009**

Porsche Owners Car Club Ticket: \$55. Exclusive for Porsche car owners. Includes Weekend General Admission, Paddock Pass, parking and access to car corral area, parade lap. Must be purchased in advance, not available at gate.

West Michigan Region - 2009 Calendar of Events (UPDATED)

June	1	Board Meeting	August (Cont:) 28	28 th Street Metro Cruise (28 th & 29 th) <i>Hosts: Dan & Ren Phillips</i>		
	10	Gilmore Gathering – Hickory Corners <i>Host: Rick Riley & Kurt Wirth</i>		September	14	Board Meeting
	20	Spring Up to Traverse City <i>Hosts: David & Beth Howard</i>			8- 20	Grattan Driver Education 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 Blackledge</i>	1 - 4	Porsche Escape 2009 Dayton, OH		
	25	Porsches to Oxford, Ohio <i>Hosts: Dan & Ren Phillips</i>	November	2	Board Meeting <i>(2010 planning)</i>	
August	3	Board Meeting	6	Dinner Drive <i>Hosts: Duane & Brenda Weed</i>		
	8	Family Picnic & Concours <i>Hosts: Amber Door & Jerry Arens</i>	December	7	Board Meeting	
	22	Dinner Drive – Saunter to the Shore <i>Hosts: Barry & Candis Collick</i>	TBD	12 th Annual WMR Appetizer Party <i>Hosts: TBD</i>		

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



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

Send questions to:

Jake: Scassel@msu.edu
Dayle: Framel@msu.edu

MSURACING.COM



Foreign Car Services, Inc.

1104 Portage Street
Kalamazoo, MI 49001
269-342-6994

COMPLETE AUTOMOTIVE SERVICE
QUALITY WORKMANSHIP FOR 17 YEARS
HOURS: MONDAY— FRIDAY 7:30AM TO 6:00PM
CLOSED SATURDAY & SUNDAY

PORSCHE SPECIALISTS
Bosch Authorized Service Center.

Our Master mechanics can handle anything your car needs from a "pre-purchased" vehicle inspection or diagnostic inspection to a complete engine overhaul or routine tune-up. Come in for an estimate today!

We services:
Acura, Audi, BMW,
Honda, Lexus,
Mazda, Mercedes,
Nissan, Porsche,
Saab, Toyota,
Volkswagen &
Volvo.

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* online 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. Continued from May 2009 *Uber*:

GM and the UAW

This brings me to the relationship between Detroit management and the UAW.

It is likely that if no Japanese or European manufacturers had built plants in the U.S.—in other words, if imports were still really imports—the Detroit carmakers would not be in their current straits, although we as consumers would probably be paying more for cars and have fewer choices than we do. The fact is that the Detroit Three's post-World War II business strategies were doomed from the day in 1982 when the first Honda Accord rolled off a non-union assembly line in Ohio. After that it soon became clear that the Japanese automakers—and others—could build cars in the U.S. with relatively young, non-union labor forces that quickly learned how to thrive in the efficient production systems those companies operated.

Being new has enormous advantages in a capital-intensive, technology-intensive business like automaking. Honda, Toyota, Nissan, and later BMW, Mercedes, and Hyundai, had new factories, often subsidized by the host state, that were designed to use the latest manufacturing processes and technology. And they had new work forces. This was an advantage not because they paid them less per hour—generally non-union autoworkers receive about what UAW men and women earn in GM assembly plants—but because the new, non-union companies didn't have to bear additional

costs for health care and pensions for hundreds of thousands of retirees.

Moreover, the new American manufacturers didn't have to compensate workers for the change from the old mass production methods to the new lean production approach. GM did—which is why GM created the Jobs Bank. The idea was that if UAW workers believed they wouldn't be fired if GM got more efficient, then they might embrace the new methods. Of course, we know how that turned out. The Jobs Bank became little more than a welfare system for people who had nothing more to contribute because GM's dropping market share had made their jobs superfluous.

Health care is a similar story. GM's leaders—and the UAW's—knew by the early 1990s that the combination of rising health care costs and the longevity of GM's retired workers threatened the company. But GM management backed away from a confrontation with the UAW over health care in 1993, and in every national contract cycle afterwards until 2005—when the company's nearness to collapse finally became clear to everyone.

In testimony before Congress this December, GM's CEO Rick Wagoner said that GM has spent \$103 billion during the past 15 years funding its pension and retiree health-care obligations. That is nearly \$7 billion a year—more than GM's capital spending budget for new models this year. Why wasn't Rick Wagoner making this point in 1998, or 1999, or even 2003? Even now, GM doesn't seem willing to treat the situation like the emergency it is. Under the current contract, the UAW will pay for retiree health-care costs using a fund negotiated in last year's contract—but that won't start until 2010. GM is on the hook to contribute \$20 billion to that fund over the next several years—unless it can renegotiate that deal under federal supervision.

Quality is Job One

Rick Wagoner told Congress: "Obviously, if we had the \$103 billion and could use it for other things, it would enable us to be even farther ahead on technology or newer equipment in our plants, or whatever." Whatever, indeed.

This is a good place to talk about the Detroit mistake that matters most to most people: quality. By quality, I mean both the absence of defects and the appeal of the materials, design, and workmanship built into a car. I believe most people who buy a car also think of how durable and reliable a car is over time when they think of quality.

The failure of the Detroit automakers to keep pace with the new standards of reliability and defect-free assembly set by Toyota and Honda during the 1980s is well known, and still haunts them today. The really bad Detroit cars of the late 1970s

and early to mid-1980s launched a cycle that has proven disastrous for all three companies. Poor design and bad reliability records led to customer dissatisfaction, which led to weaker demand for new Detroit cars as well as used ones. Customers were willing to buy Detroit cars—but only if they received a discount in advance for the mechanical problems they assumed they would have.

During the 1990s and the 2000s, a number of the surveys that industry executives accept as reliable guides to new vehicle quality began to show that the best of GM's and Ford's new models were almost as good—and in some cases better—in terms of being free of defects than comparable Toyotas, Hondas, or Nissans. But the Detroit brands still had a problem: They started \$2,000 or more behind the best Japanese brands in terms of per-car costs, mainly because of labor and legacy costs, with a big helping of inefficient management thrown in. To overcome that deficit, GM and Ford (and Chrysler) resorted to aggressive cost-cutting and low-bid purchasing strategies with their materials suppliers.

Unfortunately, customers could see the low-bid approach in the design and materials used for Detroit cars. So even though objective measures of defects and things gone wrong showed new Detroit cars getting better and better, customers still demanded deep discounts for both new and used Detroit models. This drove down the resale value of used Detroit cars, which in turn made it harder for the Detroit brands to charge enough for the new vehicles to overcome their cost gap.

GM, Ford, and Chrysler compounded this problem by trying to generate the cash to cover their health care and pension bills by building more cars than the market demanded, and then "selling" them to rental car fleets. When those fleet cars bounced back to used car lots, where they competed with new vehicles that were essentially indistinguishable except for the higher price tag, they helped drive down resale values even more.

So the billions spent on legacy costs are matched by billions more in revenue that the Detroit automakers never saw because of the way they mismanaged supply and demand. This is why the Detroit brands appear to be lagging behind not just in hybrids—and it remains to be seen how durable that market is—but also in terms of the refinement and technology offered in their conventional cars.

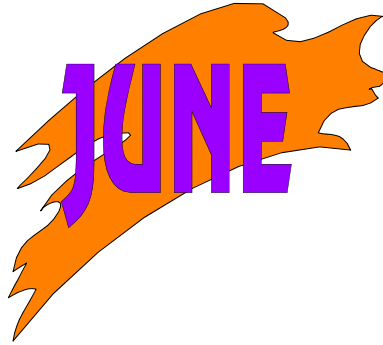
To Be Continued ...

Part 3 of 4

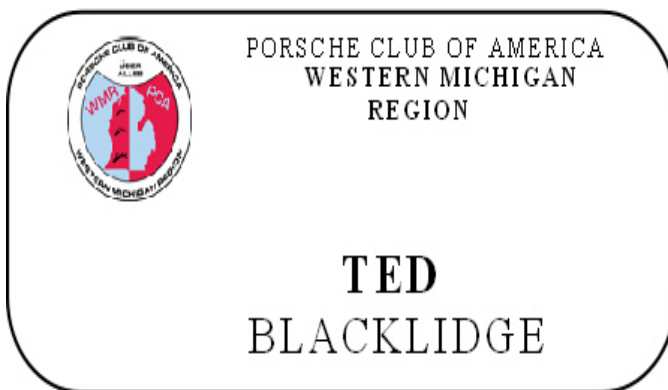
"Reprinted by permission from Imprimis, a publication of Hillsdale College."

WESTERN MICHIGAN REGION OF THE
PORSCHE CLUB OF AMERICA

C/O Ren Phillips
2676 Briarwood Court SE
Grand Rapids, MI 49512



HERE THEY ARE - YOUR OPPORTUNITY TO
HAVE YOUR VERY OWN WMR PCA NAME
TAG:



Cost for each are \$4.00. Contact Ted Blacklidge at
sgrafex@chartermi.net. to place an order.
Plus \$1 per tag for shipping, if necessary.

The name tags have magnetic fasteners to prevent nasty holes in
your fabulous Porsche apparel.

ABOUT ÜBER ALLES

Porsche Über Alles is the official publication of the Western Michigan Region Porsche Club of America, Inc. It is a non-profit organization registered with the state of Michigan and issued monthly. Statements and opinions appearing herein are those of the author and do not necessarily represent the official position of WMR/PCA, PCA, it's officers or members. The editor reserves the right to edit all material for publication and to publish on the material which it felt to be in the best interest of the region and PCA. Permission is granted to reprint, providing credit will be given to the author, WMR, Porsche Über Alles, and provided that copyright is not involved, return copy of the article when published would be appreciated. Subscriptions for non-members are \$18.00/yr.

Deadline for advertising and new articles is on the 10th of the month prior to publication.

Please send information to:

Ren Phillips
Renlopes@sbcglobal.net
2676 Briarwood Ct., Kentwood MI
49512
T: (616) 281-2459