



PORSCHE CLUB OF AMERICA Über Alles

Western Michigan Region

Let's Get Together:
Octoberfest
Broadwalk Reunion

In Review:
Brew Works Drive
Grattan DE
Caleb's Open Shop

A Look Back:
The Porsche From Hell
& Surprise Story

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PORSCHE



IGNITION

OCTOBER 2021



Upcoming EVENTS

DECEMBER EVENTS?

Nothing happening so far.

Any short term meet for a dinner, brew or wine would be appreciated.

Please share your ideas.

See contacts on P. 13

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On the cover: RSK 60 Spyder taken at the Luftgekühlt 7 event in Indianapolis. It was easy to channel your inner Panorama photographer Jeff Zwart when he WAS the guy who staged the cars for the event!

Photo: Chuck Olenyk

PORSCHES CLUB OF AMERICA

Uber Alles

Western Michigan Region

GREETINGS EVERYONE

LETTER FROM THE PRESIDENT



Jim Chiavaras
President, Western Michigan Region

I am writing this months letter on September 11 because I am in northern Canada on a fishing trip for the next 8 days. It is hard to believe that it has been 20 years since that fateful day on September 11, 2001.

We have been members of this great club since getting our first Porsche in 2001. The years have passed quickly but having met and become friends with so many members have made me realize the importance of the simple things in life such as friends who gather monthly to share experiences and stories even if only for virtual cocktail parties via zoom. Getting together these last few months in person for drives has been especially good. I am also grateful that everyone has stayed well.

Although I was not able to attend the event, the dinner drive hosted by Paul and Renee Krapp on September 4 at BrewWorks had a good turnout with 17 cars.

As of this writing Grattan HPDE is taking place this weekend.

Looking ahead, in September we have Caleb Kieberts OPEN HOUSE on September 18th, the FALL TOUR on September 25 in Traverse City, then OKTOBERFEST at the Gilmore Car Museum on October 9.

It is hard to believe that we are already looking ahead at our planning meeting for 2022 events on November 1, and I am hopeful that we will have many more good times next year and beyond.

I hope everyone has time to enjoy the rest of this driving season, because it is going way too fast.

All the best,

Jim

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IN REVIEW - BREW WERKS DINNER DRIVE

THE LONG AND WINDING ROAD TOUR

BY PAUL KRAPP

Our Porsches were designed and built by people who enjoy driving twisty challenging roads. The sole purpose of this drive was to showcase some of my favorite roads in West Michigan. One section was similar to a WRC tarmac rally stage that wound its way along the Muskegon River. Another section emulated the elevation changes and blind apexes found on the famed Nürburgring Nordschleife.

Seventeen Porsches departed High Rollaway Roadside Park in Newaygo. We enjoyed a leisurely drive around scenic Hess Lake. After negotiating the construction in Newaygo, we set out on the beginning of the fun roads! We drove alongside the Muskegon River to our halfway break at Russ's Restaurant. We traveled north to the Whitehall area where one of my all-time favorite roads is located! I like to call this section the "Nürburgring of West Michigan".

Due to cold rainy weather, our hosts at Brew Works arranged a private room indoors. Some lost stragglers finally showed up. We discovered that I and the sweep driver couldn't communicate due to poor cellphone service in the area.

I want to thank all of the people behind the scenes that make an event like this possible. Also, Renee and I want to personally thank everyone for attending and sharing in this wonderful group of people that is the Porsche Club of America!



Photos by A.Door, P. Krapp, W.Bubeck



IN REVIEW - GRAND PRIX OF GRATTAN

BY TED BLACKLIDGE

We are happy to report that 2021 came roaring back after THE YEAR OF COVID. Attendance at the Grattan Driver's Education event was the highest in many years. Seventy drivers and more than 12 volunteers participated enthusiastically for two days of excitement on (and off) the track. Fourteen students enjoyed track tips by experienced instructors who helped students gain insight on how to handle their vehicle on Grattan's challenging track.

Weather is such an important component of this event. Can you drive in snow and rain? Sure, but it is not nearly as much fun.

The weekend's weather was almost perfect - upper 70's, sunny and breezy. No rain gear or parkas needed!

Much of our DE committee has volunteered for years. A huge thank you to all of them.

2021 Committee Volunteers:

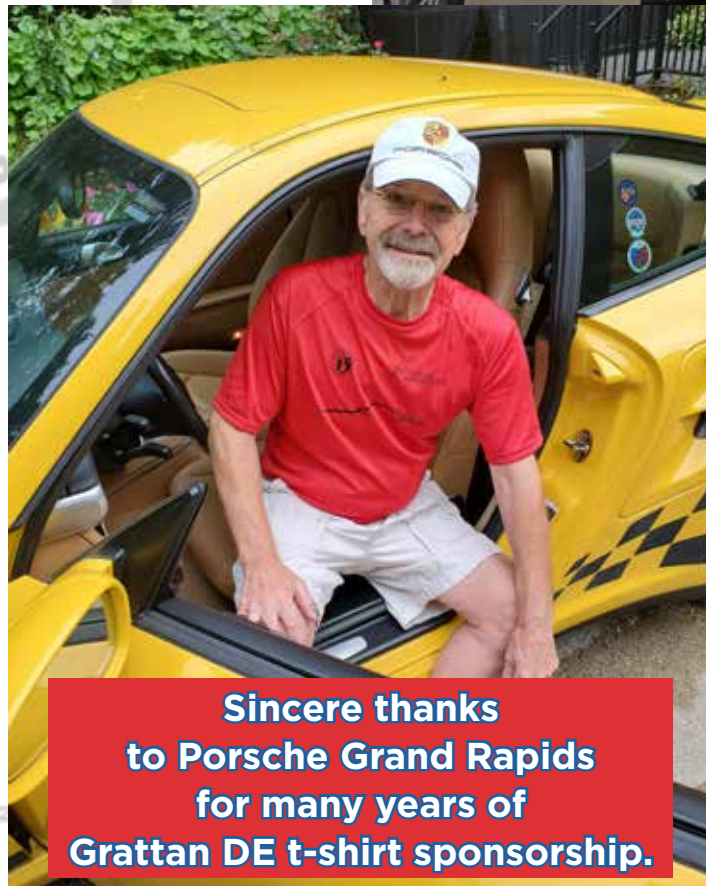
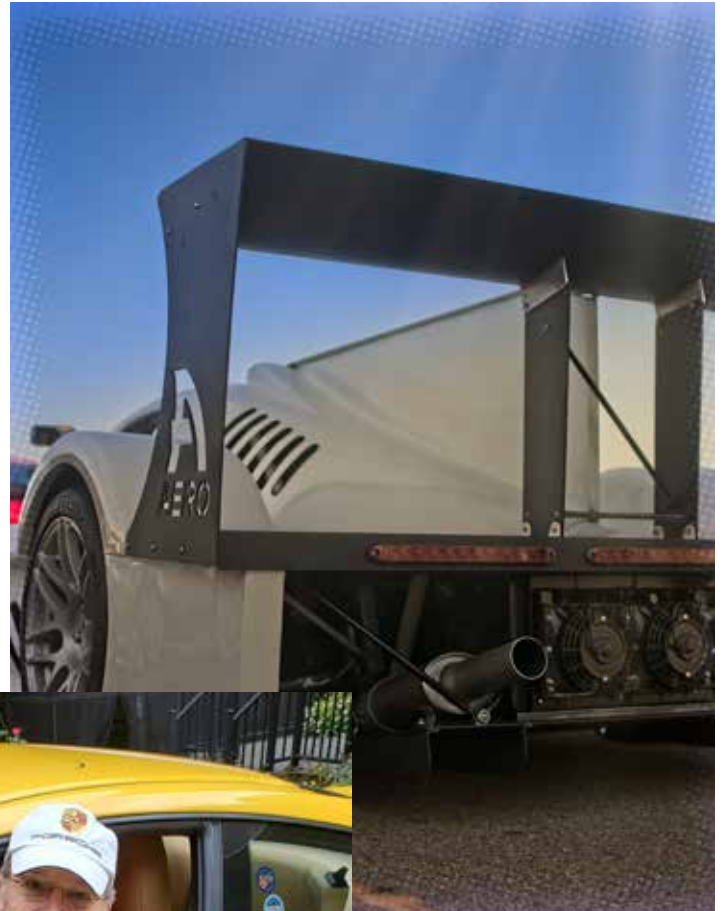
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Ken Haverkate
John Kaczmarczyk
Lynn Kase
Jason Kolk
Jeff Kolk
Greg Koning
Jeff Simonis
Robert Stander
Doug Tepper
Chris Thorpe
Bill White.

A special note of thanks to Craig Ackerman, Tech Inspector, who is stepping down. His tireless enthusiasm and work ethic has been so valuable for many years.

We look forward to another successful event in 2022.



**Sincere thanks
to Porsche Grand Rapids
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For more photos go to:

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smugmug.com/Grattan-2021/

Grattan SnapSHOTS

Photos: Wolfgang Bubeck



In Queue for Tech Inspection



2021 EVENT CALENDAR

WESTERN MICHIGAN REGION · PORSCHE CLUB OF AMERICA

	Date	Event	Location	Host(s)/Event Chair(s)
Any	All	Everything	WMR	You
Let us know if you have any plans or ideas. We can add events short term and send out blasts. See contact info below for our SOCIAL EVENTS COORDINATOR or on page 13 all other members which keep the engine running.				
OCT	10-04	Monthly Board Meeting	Online (Zoom)	WMR PCA
	10-09	October Fest	Gilmore Car Museum	Non PCA event
	10-16	Boardwalk Reunion	NJ	
NOV	11-01	Planning Meeting 2022 Events	TBD	WMR PCA
DEC	12-06	Monthly Board Meeting	Online (Zoom)	WMR PCA

IN REVIEW

BY CALEB KIEBERT

Thank you all who came out to the open house of my new shop. We had quite a few new faces from the Kalamazoo/Portage area which was great to see! Everybody got to see the start of my 914 outlaw project which is a full rotisserie restoration of a 74' 914 that is being upgraded with a 3.4L out of a 2014 Cayman S, 916 body kit, 5 lug conversion as well as many other modern amenities.

Parking for the event was held in the front yard to which I received comments from many neighbors about how cool it was to have those beautiful cars out on display. There was food, great conversation, and a heated game of corn-hole with a controversial



CALEB'S OPEN SHOP

PICS BY AMBER DOOR

finish! I look forward to hosting more events and building the club attendance in the southern part of our region!



We're looking for event hosts for 2021

Simply stop by our Monthly Board Meeting, or contact our WMR PCA Social Events Coordinator, Lynne Olenyk, with your event ideas. Lynne will help you work through the details and make your event a success. E-Mail: lynniemarie@charter.net · Phone: (616) 710-0122



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For more PCA National and Inter-Regional events, visit:
<https://www.pca.org/events>

For the full PCA Club Racing Schedule, visit:
<https://www.pcaclubracing.org>



As I disclosed in the conclusion of Episode 3, I began looking in 1975 for a project 356 to be a companion to "AC". An ad in Über Alles described a 1964 SC Coupe for sale — totally disassembled without a front clip but otherwise complete. Gary Wiers was the second owner who lost interest after an arduous complete disassembly. He purchased the car from the original owner, John Alexander Jr., who was a Charter Member of PCA/WMR. When you are young and somewhat naïve, the reassembly didn't look daunting, so I bought it. In fact, the job took me the better part of 10 years, several major re-dos's, and lots of high blood pressure and the King's English. Challenge #1 was finding a suitable front clip. As luck would have it, I was blessed to obtain what I was told was the last factory front clip in the country. The body assembly was expertly done including lead work as original by Len Oram, Martin, MI. Paint job #1 came out poorly with an incorrect color match. Attempt #2 was a fine success by Ron Smith, Kalamazoo Antique Auto Restorers Club member from Scotts MI. Concurrently, the engine rebuild was occurring. A good friend, Bob Sours, from Plainwell, MI. did the disassembly, machining, and reassembly. Bob was an expert high performance VW machinist who taught me a lot over the years.

Interestingly, engine parts for the rebuild came from George Scott, LaPorte, Indiana, long time PCA member. Longtime PCA members will remember George and his son Ed who were very active in the WMR activities. George owned a beautiful dark green 356B coupe. His car was, in fact, 2 cars welded together like my old Speedster. It was a 356B T6 in the front and a 356B T5 in the rear. PCA/WMR concourse judges, to my surprise, never caught this in local competitions and George collected lots of awards as a result. Another interesting item about George's car was a neat and cleverly designed 'bug shield' attached to the front bumper. It was the only one I ever saw until I emulated it and attached my clone to 'Fritz'. I don't know how successful they were as a shield from bugs and stones, but to me they looked distinctive and provided a fine surface to display a PCA badge. George's SC engine parts were all new old stock including pistons, cylinders, cam, and special counter balance crank—beautiful stuff, expertly reinstalled. Some time earlier, I purchased a 356B coupe parts car which provided numerous red interior and trim parts. It was a one owner car purchased by a professor from WMU who had the good sense to buy a touring kit and factory luggage which then adorned the SC.

Continued on page 11



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THE PORSCHE FROM HELL

CONTINUED FROM PAGE 9

Final reassembly was expertly completed by Tim Thatcher and his team at Euro Autowerks after several botched attempts locally by a company which I think (and hope) is long out of business. After completion, I put the car up on wheel dollies for detailing and winter storage. 356's make it simple to rotate the crankshaft periodically throughout the winter to allow uniform valve train movement during the winter. One caveat, however, don't be short sighted like me and attempt a crankshaft rotation with the car up on wheel dollies and the transmission in gear!

In 1987, we entered the SC in the Gilmore Red Barns Spectacular after some good run times and other PCA/WMR events. While sitting near the car on the show field, 2 guys walked up, looked at the car and then at each other and one said "you know, owners of those cars think the sun rises and sets on them" and walked away without a word to us. Reflecting on that, they are right! That day we received a 1st in Class award and also, to our surprise, Best of Show. After the show, we met John VanderHeide, who walked over to introduce

himself and admire the car. He disclosed he had owned a similar 356 which he bought new and it in fact was a "B" S-90 which has been introduced in an earlier Uber Alles article last January. John expressed an interest in buying the SC which he subsequently did. After learning of the car's history and original owner, John Alexander Jr., he took the car to John's widow for a reunion. For me, my Porsche experience went full circle from John Alexander, Sr in 1958 to John Alexander, Jr in 1987. Although I never met either Alexander, I am grateful to have known John VanderHeide and shared a 356SC coupe with two charter members of PCA/WMR.

A LOOK BACK

BY PETER DYKEMA

THE LITTLE SILVER CAR THAT COULD...

BY RICK RILEY

On September 27th in 2014 Rob Clark and I drove to Edwardsburg Michigan to buy me a birthday present. The car I was after was a 1967 numbers matching, sunroof, 911 S. The first year for the S model. I had been after Larry Grover for some years to buy his 911S, he finally agreed. The car was a good driver but needed a full restoration. That was more than Larry was interested in taking on. He acquired the car in 1971 by trading a hot rod sunroof VW and some cash for the 911. It was in rough shape with a fairly rusty undercarriage. Undaunted Larry and his friend Larry Riddle (affectionately called the Larry brothers, back in the day) started repairing all the rust in earnest. In 1971 you didn't get on the Internet and order new chassis parts for a 1967 911. There weren't any panels accept for expensive factory pieces or from a wreck. Larry fashioned his own panels the best he could. The chassis was repaired and strengthened well enough to allow Larry to compete successfully in an untold number of PCA and other club auto crosses with the car for some 43 years!



Now along comes Riley. My plan was to do a full restoration on the car. The 911 was delivered to Panel Werks in 2014 for disassembly and restoration. The power-train was removed and shipped back to Jeff Kolk in Holland Michigan for a complete rebuild to Concours standards, every nut and bolt.

The chassis was completely media blasted which unearthed all of Larry's creative patch work. Needless to say, the entire front structure, all the floors, rocker panels and even the rear torsion tube (attaches to and locates the rear suspension) needed work.

I digress: I get a call from Bill Kemper of Panel Werks, "Rick, you know the torsion tube is welded in crooked"? I called Larry, "Did you guys have to weld up the rear torsion tube? Oh ya, it was awful rusty back there" They did the best they could working on a home garage floor. During the cars life time with Larry, he came around a corner at night and a fallen tree impacted the passenger A pillar and roof. The roof was not repairable so it was



replaced with a non-sunroof panel. As Larry was still competing with the car I said "you watch, that car will go back together lighter than

before" which was exactly what happened.

So, to return the car to it's original configuration a period correct sunroof was sourced and installed. After 4 long years of welding, grinding and fitting the 911 was treated to an amazing silver paint job.

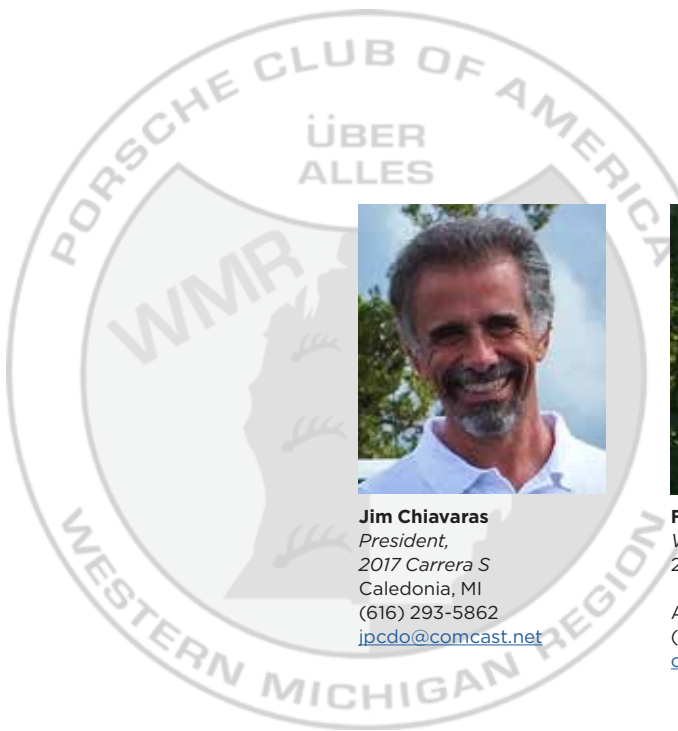
Back story, "Larry, what color was the car originally? (He painted the car a very nice VW Gray) It was Irish Green!" Well, I looked at every Irish Green 911 I could find and the color just didn't blow my hair back. Undaunted I sourced what is called a Kardex which is the warranty document that is basically the build sheet for the car. It lists the engine and transmission numbers, all options on the car and the color! This 67 911S was originally borne in "Silber # 6026B" - METALLIC SLIVER! Winner Winner Chicken Dinner!

A beautiful completed Sliver 911S was delivered to Jeff Kolk's shop in Holland Michigan for installation of the engine and transmission. To make a very long story shorter, let's just say that upon engine start some leaks appeared. Due to Jeff's attention to detail and my OCD Jeff chose to completely disassemble the engine and reseal it. As of today, no leaks! Thank you Mr. Kolk. Finally, this June, I was able to pick the 911 up and deliver it to my garage/shop where it lived on a hoist for a month.

Let's talk about wheels! Fuchs alloy wheels were first introduced on the 67 S. They were 15" X 4.5" wide with 165/70 tyres. Shortly after their intro Fuchs made 5.5" and 6" wide mags which many 911 owners preferred. The 4.5s were sold inexpensively, used as garden hose reels or just given away as most wanted the wider wheel look. Today the 4.5s are \$1200ea if you can find them unless you find an unknowing VW bus guy. Then they have to be refinished! Harvey Wiedman of Wiedman's wheels in California did a perfect restoration of some not very pretty wheels that I was able to find.

To be continued in the next issue





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Join me in congratulating these fine folks on their WMR PCA Anniversaries

25 years (1996) David & Beth Howard
15 years (2006) Ken & Janice Hoexum
5 years (2016) Steven Haas
Larry Hamilton
1 year (2020) Carryn Kaczmarczyk
Carrie Miller
Kurt Wright

WILLKOMMEN! – NEW MEMBERS & TRANSFERS

Please extend a warm "Willkommen" to our new members and transfers.

Mykel Barnes, Caledonia, '14 911
Laine Benchley, Traverse City, '09 911 Targa
Carson Bretz, Grand Haven, '01 Boxster S
David Dark, Portage, '14 911 S
Tim Murray, Grand Rapids, '09 Boxster S
Robert Daniels & Jake Mccarter, Ada, '21 Macan
Jason Israels, Grand Rapids, '14 911
Mary Yurko & Mark Gurney, Grand Rapids, '21 Taycan S

Transfer In:

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Note: Members must contact editor to renew.

Editor reserves right to edit ads.

PAYMENT:

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AROUND THE ZONE

DEAR ZONE 4 MEMBERS

BY: LORI SCHUTZ



What an exciting event we shared in the middle of Zone 4 in the middle of September! On Friday, Sept 10th was both the opening day of Sportscar Together Fest at the Indianapolis Motor Speedway, and on the Bottleworks District of downtown Indianapolis Luftgekühlt 7 - a collection of air-cooled Porsches through the years. What I found fascinating was the evolution, or de-evolution of the Pegasus logo from the initial insignia on the front bumper of a 911. Then seen on a 356 in the dinosaur skeleton format. And then finally, as my dad used to say - "When Pigs Fly", we have the winged pig version.



Sportscar Together Fest was a fun filled racing weekend executed in concert with IMS, PCNA and PCA. Joined by Lynn Friedman, National Porsche Platz Chair, our zone 4 volunteers helped with the Platz and Corral. Volunteers were solicited and coordinated to assist in several areas each of the 3 days

- Parade Laps each morning, the Platz itself, Experience Tents, and the Car Corral. Special thanks for the assistance of Mid-Ohio region president Dave Stetson, with the registration for volunteers. The Platz featured the Parade Store with event-branded items and PCA swag.

We gave out 1,000 event branded water bottles, over 600 event posters, various PCNA posters, and endless snacks and bottled water for our guests. The SimRacing and PCA Juniors experience pods were full of endless smiles.

The car corral was nearly full on Saturday with over 300 Porsches. Parade Laps in the early morning were sold out on Saturday and Sunday. A highlight of the weekend was a first - an autograph session for the Club Race drivers. 27 of the 46 showed up at the tent over lunch on Saturday and signed event posters for fans for over 45 minutes.

So glad to see so many region events happening, for those outdoor venues it's great to be getting together !

Cheers - Lori



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