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UBER

ALLES

MARCH 1982





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ÜBER ALLES



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ON THE COVER:

AFTER 18 YEARS, STILL THE ONLY VIEW OF
THE 911 THAT THE AVERAGE MAN RECOGNIZES.

PORSCHE-ART BY ALEX POLLOCK, SEM-PCA.



KALENDAR



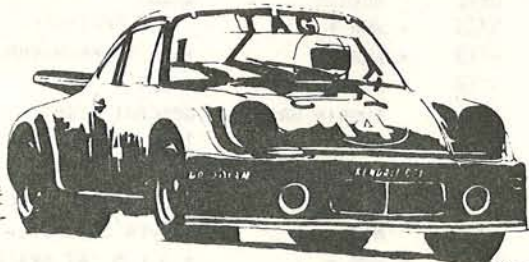
<u>DATE</u>	<u>REGION</u>	<u>EVENT</u>
3/28	• WMR •	"IT'S SPRING"
4/18	• WMR •	TOUR TO FRANKENMUTH
4/18	FURRIN GROUP	RALLY
4/23	FURRIN GROUP	GO-CART NIGHT
4/25	MIR	10TH ANNIVERSARY
4/24-5	WMR-SCCA	DRIVER'S SCHOOL
4/24-5	KENTUCKY	4TH PORSCHE DERBY
5/2	MIR	DRIVER'S SCHOOL
5/8	• WMR •	S.O.L.D. AT GRATTAN (SEASON OPENER LAPPING DAY)
5/29-30	CHICAGO	ROAD AMERICA
6/12-3	SEM	WATERFORD
6/19	• WMR •	RALLY
7/3-4	• WMR •	HOLIDAY ON WHEELS MULTI-EVENT WEEKEND
7/7	CHICAGO	BLACKHAWK
7/10	SEM	DINNER TOUR
7/18	CI-RAMME-MIR	P.B.TWEEKS SWAP
8/4	CHICAGO	BLACKHAWK
8/14-5	• WMR •	DRIVING SCHOOL AT GRATTAN
8/28-9	NOR	MID-OHIO
9/4-5	CHICAGO	ROAD AMERICA
9/4-5	356 REGISTRY	MULTI-EVENT WEEKEND
9/11	• WMR •	WINE TOUR TO PAW PAW
9/18		HOOSIER AUTO SHOW
10/2	• WMR •	OCTOBER OPUS AT GRATTAN
10/?	• WMR •	COLOUR TOUR

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DÜNNSPRECHT CHARLIE DUNN

One of the most important responsibilities of the Board of Directors of any club or organization such as PCA, is to know as much as possible about each individual member. Without a detailed knowledge of the members, it is difficult, at best, to ensure that the events being sponsored and the overall direction of the activities satisfies the desires of the greatest number of members.

A lack of current, up-to-date information makes it nearly impossible to respond quickly, and accurately to questions like the one Dick Burnham asked me the other night - "Charlie, can you give me the names of all the WMR members who own 356's?" It seems that the 356 Registry is having a large scale meet sometimes this summer, and Dick wants to be sure that everyone who owns a 356 gets the word. If you own a 356 please give Dick a call at 657-6264 in Paw Paw.

Please find enclosed in this issue of Über Alles, a membership survey questionnaire. The survey will ask you to provide some factual information such as what Porsche model(s) you currently own, when you joined PCA, names and ages of children, etc. You will also be asked to indicate your preferences for and experience at various types of events. The questionnaire has been pre-addressed, and even stamped for your convenience, so please take just a few moments to fill it out and mail it.

Bill Moses has volunteered to be our IROC representative for 1982, and has already been in contact with the reps from MotorStadt and Michigan-Indiana Regions to co-ordinate the running of this year's series. For those of you not familiar with the term IROC, it stands for Inter-Regional Race of Champions. It is not actually racing, but rather autocrossing. I will tell you more about IROC in the next issue.

Hope to see you at German Auto on the 28th for the "It's Spring" event!



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PORSCHE PUSHERS PERSONALITIES JANET LANGDON

Once again I have four new members to introduce to you. The first is not exactly a new member; he was a member back in 1979 but left us for several years. We are all happy to welcome back Don Owsiany and his brother Arthur. For those of you that never had the opportunity of meeting Don, he is an electrician in Paw Paw, and drives a '73 marathon blue 914 which he purchased in 1976. Don is interested in auto-crossing, rallying, and socializing (does that mean womanizing too?). Glad to have you back and look forward to seeing you. If you want to contact Don, he lives at 41432 48th Ave., Paw Paw 49079.

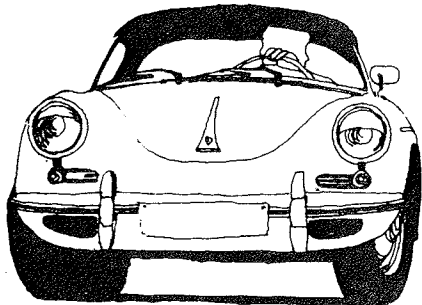
Jim and Kathy Raney hail from the north country at 606 Spencer, Petoskey 49770. They are the proud owners of a 1977 gold 911S. We hope that they can make it down to join us for some of the great events planned for this summer so we can get to know you better.

Yuzuru Sugawara is a student at Western Michigan, and lives at 135 East Candlewyck Apt. 223, Kalamazoo 49001. I'm sure Yuzuru is a hit on campus as he drives his 1978 red 924 to class. His main interest in the club is socializing, which we all know we do plenty of during the year. Hopefully we can also convince Yuzuru to at least give some of our other activities a try.

Last but not least, may I present Karl Von Baderschneider (I'm sure none of us can guess his nationality). Karl lives at 523 Woodlake Ave., Belding 48809. His prized possession is a 1974 green 914. He should have a lot of fun with his baby right in his back yard at Grattan this summer.

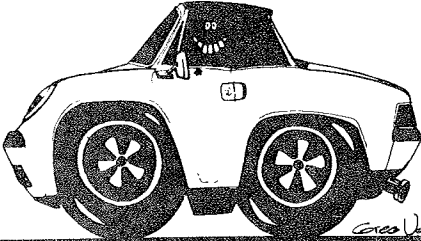
Hope to see you all soon.

If you would like to talk to any of our new members here are their telephone numbers; Karl 794-1591, Don 657-6160, Yuzuru 382-5647.





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SIX PAK TO GO SIX PAK

Every year about this time every Porsche thinks of spring. Think about it, warm engines, hot brakes, the smell of racing oil, or bean oil in some cases. Thinking about warm things makes my oil pressure go up. Grattan, Road America, Holiday on Wheels, IROC, Rallies, and hot tub parties. Sounds like spring talk to me.

It was just a day or two ago when I recieved a letter from an old 911 autocross buddy telling me about the new trick engine he would have for 1982. His owner was all excited, sending cams to California, heads to Indiana, and the engine to one of the local Chicago engine builders. Sounds like spring talk to me.

A few Rabbits I know in the neighborhood had a meeting to discuss their racing goals for 1982. Adjusting the budget, and which races would get their heaviest efforts toward a Council Championship for

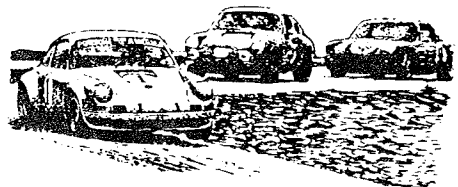
their "Team", especially now that Grattan is part of their racing calendar. Sounds like spring talk to me.

Thoughts are running through my carburetors about old friends and good parties. Seeing all the 911's and 914's (even 924's) all around letting their owners wash them off, or polish a fender or mag. Pampered? Who? Sounds like spring talk to me.

Even my owner is polishing up on his beer drinking to get ready for spring. Keeps talking about eating less so he can offset the weight. Hope he knows that fluid weight is harder to control in a Porsche than solid weight. Worried about weight distribution? Sounds like spring talk to me.

All you Porsches out there better start leaning on your owners to get the wax (or the new Race Glaze ready. Get that old 10 weight out of your oil lines, and change that filter. Check the tire pressure and brake pads because here we come. Get ready world for,

SUNSHINE, GOOD FRIENDS, AND
PORSCHES !!!!





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TREAD PATTERN NANCY DUNN

TIRES, TIRES, AND MORE TIRES:

The article in this issue of Über Alles by Alan Kendall from Northern Ohio Region certainly has quite a bit of information for all Porsche or German car drivers. I don't know about you, but I have had to listen to "tire" talk ever since I was introduced to the marque. Do you know the significance of the "bead" of a tire, the profile, the width, the tread pattern? Do you know that some of us own multiple pairs of feet for each vehicle? Have you ever ordered 8 tires at once? These questions have significance for all WMR members. Watch for next month's "Tread Patter", I will be interviewing some of WMR's more knowledgeable - or should I say 'tireledgeable' members for their opinions on - 'feet', 'do-nuts', or just plain 'tires'.

FREE ENGINE ANALYSIS: As if the local Porsche-Audi Dealer could read WMR's mind, it has scheduled a free engine analysis for April 17th. Car Barn would appreciate a call from those interested in the analysis, tell them you are with PCA when you call to get a time. Car Barn is at 3000 Broadmoor SE, 616-942-8040.

PORSCHEMPORIUM: New proprietors will be taking over WMR's "goodie-store" at the end of March. John and Nancy Lacko of Kalamazoo will have all the necessary new and classic items to get you and your Porsche's appearance ready for spring. As those in the fashion industry say, "the spring collection has made its debut on N.Y.'s 7th Avenue (actually 2146 Waite Ave.) and the critics are delighted!"

TOUR TO FRANKENMUTH: The April 18th tour to Frankenmuth, organized by Steve and Debbie Locke, certainly has many fun ways to start the "good-weather" season - plenty of back-road driving, shopping, sipping, and supping. The tour will start at the IBM parking lot at 2900 Charlevoix, directly behind the Marriott at 28th St. and I-96, at 12 noon sharp. For any other information call Steve or Debbie at 616-247-0028.



MELLOW MUSIC
ninety three fm



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RACER'S BEAT **DAVE KRAMER**

This has got to be the most frustrating time of year. Winter has been hanging around entirely too long. The cars are just about ready to race, but there's nowhere to go. Not for another month, anyway.

Unfortunately, if you think I'm going to offer some helpful, bright cheery suggestions ... you're out of luck 'cause I'm just as frustrated as you are.

Well, okay, here are one or two things you can try. First there is inner racing ... sometimes referred to as daydreaming. I know a couple of people who have already won two races, and the season hasn't even started. It works for autocrossing also. All you have to do is conjure an image of a memorable course you ran last year. Then start driving your perfect lap, figuring out what you need to do to get that perfect lap. Then this spring or summer, you'll remember just what you have to do and all will flow naturally.

Now is also the time to read through any books on driving you may have.

The best book I've found for autocrossing is "Winning Autocross and Solo II Competition" by Turner and Miles. It covers everything from the psychological aspects of competition to basic and more advanced driving techniques. As the title implies, this book is centered around the type of driving that most of us in WMR are involved in, and that's autocrossing ... one car on the track running against the clock.

Another excellent book is Alan Johnson's "Driving in Competition". This book will be of particular interest to you if you plan to run any of the longer road courses such as Grattan, Road America, Mid-Ohio, or Waterford Hills. The driving techniques are applicable to any form of autocrossing, but especially to driving on road courses versus parking lot events. And, PCA puts on a fair amount of that type of event. WMR alone will give you three chances to drive at Grattan's almost 2 mile track this season.

Another reason Johnson's book is so good for us PCA types is that his experience is in Speedsters, 911's, and 914's. He's definitely got some well developed Porsche pushing driving styles to pass on to us. Some chapters apply only to wheel-to-wheel competition, but the book is still very worthwhile for autocrossers.

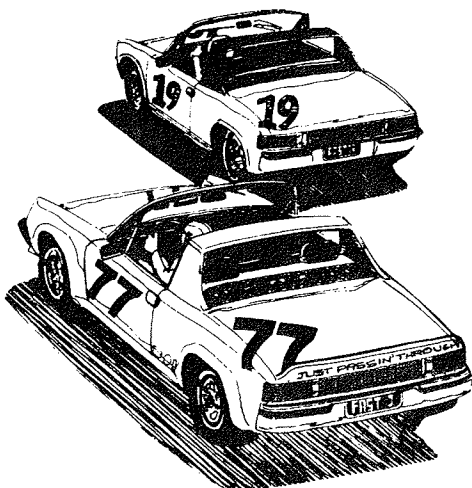


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Both of these books are available through Autoweek, or you can special order them from a bookstore. If you're relatively new to autocrossing, these are excellent introductions. And the experienced autocrossers in the club will tell you they read these books over each season getting something new out of them each time.

And speaking of time, both books will help you pass the time until the season of green actually gets started!



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SIX PAK GOES TO BRAINERD FRANK WAGNER

A MULTI-PART SAGA - PART THREE

SATURDAY CONTINUES:

Corner working at Brainerd gave us a whole different perspective of the track. This event was open and really drew some interesting machines, Pantera's, 427 Corvettes, G.T. 500 and 350 Mustangs, plus an assortment of formula cars, Camaros, and really interesting Porsches. 2.8 liter 911's seem to be the norm for the fast Nord Stern drivers. A black 2.2 911S coupe with race tires and short gears would eventually prove to be too much for all the competition.

The second practice session was better with both Nick and Larry feeling more at home on the track. It also quit raining, but was still overcast and very damp. I ran behind Nick and Larry to watch their lines. With the drier conditions our brakes were pushed harder than before and at different times during the session we'd just cruise around the track at 80 to cool both the engines and brakes.

After this practice old "6-Pak" asked if I'd bleed his brakes. I figured that I should if I was counting on them to stop that big beer gut of mine. Nick and I went to work and did both cars.

The last practice for Saturday was a real killer. The sun came out brighter than ever drying the track. It looked like the old days! My heart was beating hard now in the staging area. With Nick and Larry behind me we were ready to put on a real show.

The starter gave us the okay ... off we go ... one medium lap ... here comes the last turn ... now it's foot to the floor!

Between Larry's burned out Bursch, Nick's custom SC extractor, and my factory sport muffler we were the hit of the session. The crowd along the fence by the timing tower was an incentive to all of us. In fact, Nick and Larry were really coming on strong and not to hold them up I pulled over on the main straight and signaled them to pass. Finally "6-Pak" told me enough, the temperature gauge had climbed and a few 80mph laps did not cool him down. He needed more rest so I pulled off at the tower and took him for a walk around the pits.

Saturday evening all five cars received maintenance. "6-er" drank two quarts of 40 weight racing oil. Plugs, brakes, C-V joints, check this - tighter that - by eight we had readied the cars for Sunday's challenge.



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Saturday night's cook out of burgers and hot dogs was our first really decent meal. The ladies did an excellent job even though they must have had a miserable time at the track with all the rain. Hats off to them for their tolerance.

DAWN - SUNDAY !

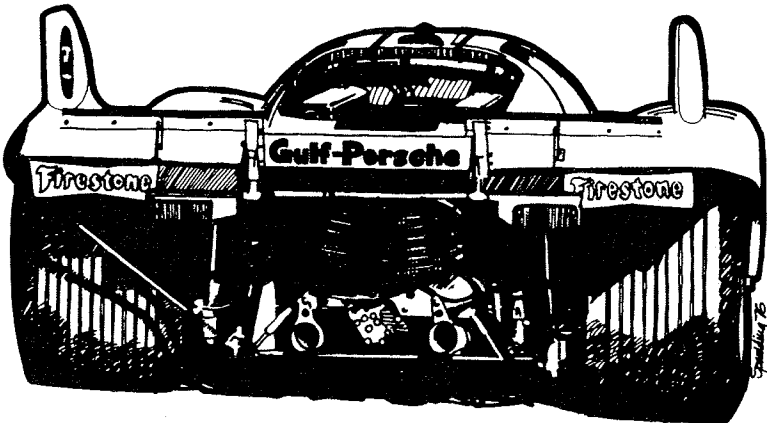
Sunday was a repeat of Saturday morning, fog so heavy you could cut it with a knife. Clud Mac for breakfast, ice in the coolers, off we go.

Around ten the skies turned blue and it was going to be a great day. We had another practice session before timed runs which we all used.

GENTLEMEN (WOMEN?) START YOUR ENGINES
A short driver's meeting was called.

"Okay people, two runs, each run is two laps. If you touch a pylon you DNF, if you catch the car in front of you, you'll get a rerun, four wheels off is a DNF. Good luck, get in line by classes. If you miss your class, too bad."

As the classes lined up I finally found out who I'd be running against, some 350, 400, 427 Corvettes on race tires or with modified engines, a homemade 911 Turbo, 240 Z's on race rubber, and that black 2.2 911S black coupe. Old "6-er" gave me this look as if to say "Who are you kidding? My 150bhp verses those guys?" I just gave him a little smile, it's all I could muster up under the conditions.





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FROM YOUR EDITORS:

Chuck, Jan and I would like to thank all the contributing authors, both those with recognizable by-lines as well as those whose pseudonyms confound us all. We hope that Porsche Über Alles is showing you the many interests of the Western Michigan Region and its members. Please feel that we welcome all members to submit their literary endeavors. "To Each Their Own" will be a monthly feature on your Porsche. The style of the article is what ever you want it to be. We will even use interview style if you prefer. Please contact Chuck or I to reserve your centerfold.

Nancy

TO EACH THEIR OWN

RICK RILEY

HOW I GOT INTO PORSCHEs AND WMR-PCA

Way back in 1972 I decided to trade in my 140hp Corvaire Corsa because it had this nasty habit of blowing up. After the fifth explosion I was just too tired of putting the engine back together so I headed for my friendly Chevy dealer with one rod knocking just a little. The guy that test drove the Corvaire said, "It runs good, but I think you've got a blower bearing going out." After I had my deal signed for my brand new Monte Carlo, my first new car, I said, "It's not a blower bearing," and left it at that.

My new Monte had everything, posi-traction, 400 cubic inches, big block, air, power steering, brakes, and windows, it was my own personal star cruiser! The only problem with the Monte Carlo was that it would not go around corners - in other words it wasn't any fun - soooo I went to Pfeiffer Lincoln Mercury to look at Panteras. 351 Cleveland motor, 5 speed, Z/F gear box, air, power windows, and guaranteed 160mph. It just so happened that a used Pantera had come in with short gears! Fantastic! The 351 motor happens to be the same physical size as a 427 so if I has any engine trouble the 427 would be the next logical step, right?



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The only problem was the \$600 difference between what the bank would loan and what Pfeiffer would give me for my 10,000 mile Monte. To add insult to injury, while I was furiously negotiating with the bank - "If I give you my Bank Card, will you give me the \$600?" - a doctor walked in and wrote a check for the car! "We have these two new Panteras for a mere 13 grand without a radio." I left the Mercury dealer broken hearted and went straight to my brother's house to commiserate.

I picked up the telephone book and said, "Porsches are supposed to be fast," and called Prestige Porsche Audi. "Hello, do you have a 911S I can test drive?" -- "No, but why don't you come out here so we can show you what we do have!" Away I went to the local dealer (actual Porsche pusher). They had this nice used '71 2.2 911T. "Take it for a spin," so I did. -- "Nice car but do you have anything faster?" -- "We have this new '73 black 2.4T with sport seats for only \$12,000, and we have a silver '72 2.4E with 10,000 miles coming in on trade." The E would cost me \$8,318.80 with tax, title, and license out the door with my Monte in trade.

The next thing I knew I was being introduced to the Hoeks, the Dixons, and the Conklins at Import Motors and was the proud owner of a silver

72 E with 6 mags and S instruments. The car was super fast and was everything you could ask for in a sports car.

First came driver's school at Import Motors parking lot. Just put your foot to the floor and steer, right? WRONG! Then someone said, "If your car is going sideways it is not going forward." That is when the learning experience started. As most of us know there is a lot more to driving than meets the eye! I went to all the area events, PCA, SCCA, and Furrin Group. I figured out that a 2.4E with 185 XWX's just isn't at its peak in a parking lot event. This worked out perfectly with the PCA events at the time and we started to get into actual race tracks. Michigan International Speedway, Grattan, were more like what the car seemed to be built for.

The only problem I was having was loosing my nerve in a high speed turn and taking my foot off of the gas pedal, "yaaahooo", 90mph backwards through the 'tool'ies'. Not what I would call fun. As I learned to control this unsettling tendency of the 911 I got faster. However I still had one major problem, I was getting beat by 2.7 911's. My E had developed an oil consumption problem, 1 quart per 200 miles. "Fill up the oil, and check the gas."





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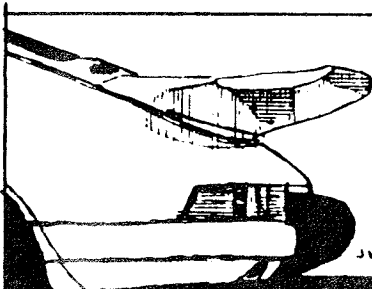
The E had a mechanically injected motor and for some reason the injection pumps would go out of calibration and shoot more gas to the motor than was required. This caused gas wash-out on the pistons which meant you burned more oil. The dealer could have repaired the car under warranty because the injection pump was an integral part of the pollution control system but he did not tell me this. (Could he have known those 2.7 911's were bugging me?)

I had to have a 2.7 911. A 1975 Carrera came to the local dealer. "I've got to drive this car." Fat steering wheel, leather seats, sun roof, whale tail, rear flares, 7 and 8 inch wheels, and a \$18,000 price tag! I took the car and the salesman for a ride. The car was full of that new car smell, it was very smooth, quiet, but slow! "What do you mean - slow?" I took the salesman and my E around the block. "This car is fast - isn't it?" I said I as I displayed all my newly acquired autocross skills. I left the dealership somewhat disillusioned - but - I couldn't get that '75 Carrera out of my mind.

Not long after my test drive Bing Kolk and I went to Lansing to attend a MotorStadtRegion's board meeting. We stopped in at the Lansing Porsche dealer on the way and guess what? There was this baby blue, 75 Carrera, no side lettering or radio but with sunroof. Just what I was looking for with a price tag \$2,000 less than the black one. The negotiations began. I wanted local service which meant I had to get the local dealer to trade two Audi Foxes and a 100LS for the Carrera.

It was off to Lansing on a sunny June day to pick up my first new Porsche. What a day, the sun beat in through the roof as we cruised into Grand Rapids and went straight to German Car Service to switch the koni's from the E to the Carrera. It pays to know your salesman.

After 54,000 miles of mostly trouble free driving, a lot of trophies, and more fun than one person should have in his life the '75 Carrera is definitely a 'keeper'. You know what else? With a 74 exhaust system and short P7's the Carrera is almost as fast as my '72E!



CARRERA

JR SMITH

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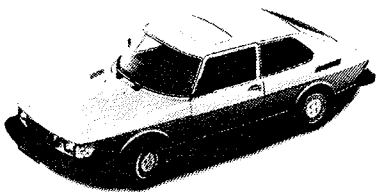
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SHOOTOUT AT THE TEREX PLANT

by Alan Kendall
reprinted from Voice From The Trunk
Northern Ohio Region, PCA 01/1982

The weather was perfect for a shoot-out. I was keyed up and excited about the challenge that had presented itself. The weapons chosen were our 1970 914-6 and Dave McGuire's 1972 911T. We met at Terex at 11:00. Assembled from owners in Astabula, Detroit and Cleveland was \$4,000 worth of the best G pulling, neck straining tire rubber that we could find. I was about to put them all to the test. A shootout, if you will.

No other subject occupies a performance car driver's time more than discussions about tires. Competitors are always looking for an advantage and spend many dollars in search of the "hot set up". To cut through all the superlatives, I planned some tests to answer a few questions. The Michelin XWX has been the standard 70 series tire on Porsches for years. I wanted to know if the new low profile tires such as the P7 were any better, and are they worth the money? Is the NCT comparable to the P7? How good is the Phoenix and how much more can a set of race tires increase cornering forces?

The plan was simple and methodical. First, the tire was mounted on either car and run around a skid pad to optimize tire pressure and compute steady state cornering forces. Once this was done the tire was timed through a 500 foot, 5 cone slalom. Each tire was tested on the 914-6 and the 911 by both drivers. Two test drivers and two timers were used to insure accuracy and consistency. The XWX's used were your basic auto-crossers special, with only a slight visible tread pattern remaining. These are the type that people search out for the use at autocrosses, and then hope that it does not rain. All the other tires had been well scrubbed in and had 1/2 tread still on the tire.

The results were impressive. There were no bad tires, only varying degrees of good. All the tires pulled G forces on the skid pad that had my neck muscles sore for two days. It is great to know that a vast selection of tires can be chosen by today's enthusiast. I divided the tires into two groups. The first group is the one consisting of the XWX and the Phoenix. These tires are characterized by quick response to steering inputs. However, both tires exhibited sudden breakaway and tended to make the car oversteer. A very narrow line existed being on the limit or over the limit. The XWX was the worst because it makes little noise when pushed to the limit.

The second group was the new tech-



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nology, low profile tires. These are the Pirelli P7, the Fulda Y2000 and the Goodyear NCT. These tires all made the cars understeer more. The steering response was not as precise and to get through the slalom a lot of wheel turning was needed. At the same time they are more predictable tires to drive at the limit. There is a wider margin for error as the tire gives ample warning and slides controllably before it is going, going, going, gone. All these tires encouraged and responded to pitching the car through the slalom in controlled broadsiding motions.

Several things should be mentioned. Because the XWX's were virtually bald, they were as good as they could get on dry pavement. With less tread the other tires would get better. Next, the speeds through the slalom were third gear, 65 to 70 mph. This gave an excellent indication of high speed performance. Finally all the tires were VR rated, except the NCT, which is HR, putting it at a disadvantage from the start. The NCT is also available in a VR rated 16" rim size.

By far the tires that were the most fun to drive were the Fulda and Phoenix brands. Immediately after each driver drove with the Fuldas, smiles appeared, and when each driver compared notes the comments were that they stuck well and were pre-

dictable and fast. The good part is that they are also the cheapest tire! The Phoenix was also fun to drive. Its precise steering response gave the 911 its best slalom time, since a 911 takes slaloms best with a neat, tidy, close to the pylons approach. The 914 can be thrown from side to side which benefited the Fulda.

The "least fun to drive" award goes to the NCT's. The HR construction hurts the tire. It took massive steering inputs to make it change direction and when compared to the other tires offered no advantages. Since most 911s and 914s use this 15" size there seem to be better choices. However it was very close in performance to the XWX and was more forgiving. What follows is the numbers and some comments on each tire.

SKID PAD RESULTS

	914-6	911
<u>TIRE</u>		
P7	8.0	8.1
FULDA	8.1	8.2
PHOENIX	8.2	8.2
XWX	8.2	8.5
NCT	8.3	8.3

SLALOM RESULTS

	914-6	911
<u>TIRE</u>		
P7	4.8	5.1
FULDA	4.8	5.1
PHOENIX	5.0	5.0
XWX	4.8	5.1
NCT	5.0	5.1



PORSCHE ÜBER ALLES



GOODYEAR NCT 205/60HR-15, European

A lot of steering input was needed to make it respond. It is a very slow responding tire that felt sloppy. The only way to get the car through the slalom quickly was to throw it sideways in big broad-sliding motions. While the car was sliding one way, you started turning the wheel to get it to go in the opposite direction. It worked well with pressures in the 36-37 p.s.i. range. It was my last choice.

PHOENIX STAHLFLEX 205/60VR-15

The cars responded quickly to steering inputs and felt like they were sticking well. The cars tended to oversteer and a lot of tire squeal preceded breakaway. It responded best to 40 p.s.i. to keep the tire from rolling onto the sidewall. This tire transformed the 911 into a screamer through the slalom.

PIRELLI P7 205/50VR-15

This is the tire that started the low profile revolution. It tended to make the car understeer and was very predictable and easy to bring to the adhesion limit. Tire squeal precedes breakaway. The surprise was that it took a minimum of 40 p.s.i. to keep the tire from rolling over on the sidewall. Once inflated beyond 40 p.s.i. it did not gain any additional adhesion. It was the skid pad champ and scored impressive results on both cars. It is a great tire to drive but is also the most expensive.

MICHELIN XWX 185/70VR-15

This is still a great tire and its tremendous sidewall stiffness allowed good slalom speeds on both cars. The tire responded best in the 34-36 p.s.i. range, the lowest pressures in the group. The compound and size (smallest of the group) limited its skid pad results. The crazy thing is that it makes little to no noise at the limit. This, combined with sudden breakaway habits, made it a difficult tire to drive, but one that has attributes that allow it to be driven quickly. It responds well to a neat and tidy approach to driving.

FULDA Y2000 195/50VR-15

This is a tire that felt fast and was fast. It was very easy to bring up to the limit on the skid pad. The car could be thrown easily and with control control through the slalom. It was a lot of fun to drive and responded best to pressures in the 38-40 p.s.i. range. It displayed very little problem with roll over onto the sidewall.

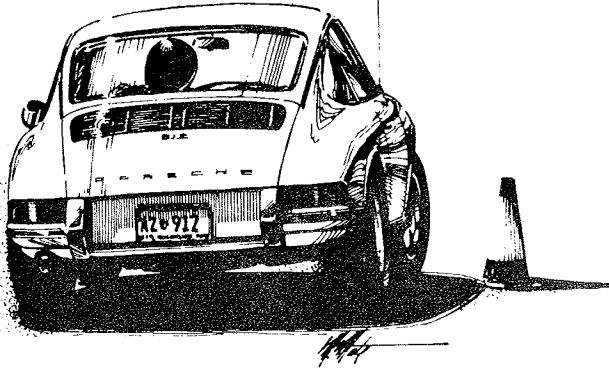
GOODYEAR SPORTS CAR SPECIALS

22.5X8X14 R8 Compound

What does stick and control really mean? Well a 7.7 skid pad time and a 4.6 slalom time tells you how much a race tire can add. Great control and fantastic feel means you have to be careful not to overdrive them. Turn only when needed. The disadvantages are that you do a lot of tire changing because you can't drive home from an event on them and they are the pits in the rain.



**UPORSCHE
ÜBER ALLES**



NOTE: OKAY ALL YOU WMR AUTOCROSSERS -
WHAT ARE SOME OF YOUR OPINIONS NOT
ONLY ON THE PUBLISHED RESULTS ALAN
PRESENTS BUT ALSO ON YOUR REAL LIFE
EXPERIENCES WITH TIRES? NEXT MONTH'S
TREAD PATTERN WILL BE JUST THAT

J. Loppa's

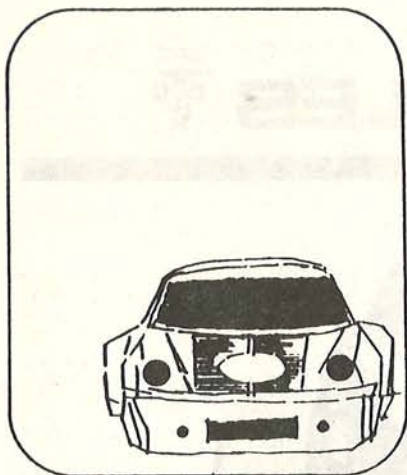
gaslight village

PIZZERIA

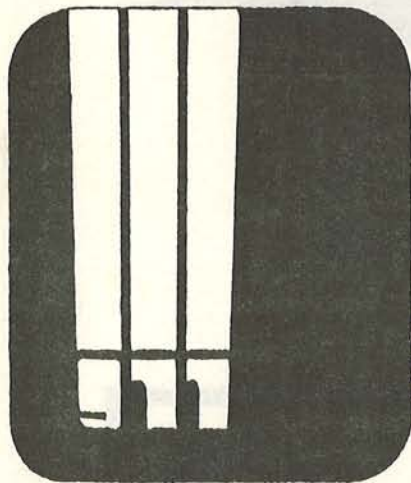
and submarine sandwich shop

774-2124

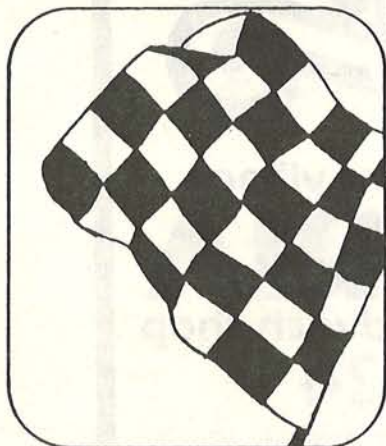
GASLIGHT VILLAGE Across From Jacobson's 2224 Wealthy S.E. 774-2124



J. F. Smith



J. F. Smith



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exotic, or
German . . .
and needs
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EVENT REPORT



WINTERFEST WINDUP

by Three's Company minus One

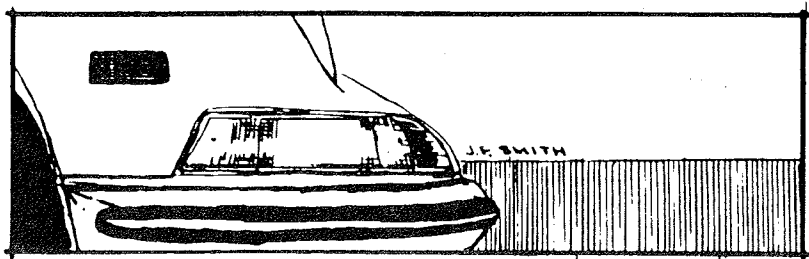
For all attending Winterfest Saturday began early with up-fixen der Mensch. After several hours it was evident that their efforts paid off as the "beautiful people" arrived at the home of Kurt and Shirley Wirth for pre-banquet festivities. The Gluwein fete was a smashing success and warmed our spirits for the evening ahead. Thanks go to our gracious hosts Kurt and Shirley.

The gathering proceeded to the Marriott for more food, fun and fellowship. The cocktail hour allowed all to become reacquainted with those we do not see as often as we would like. We were honored with the presence of our Zone 4 representative, Lew Moorman and his lovely wife Vi. Dinner followed and was excellent as expected. Although Charlie and Nancy Dunn presented the year end awards to those members hosting events during 1981, Frank Wagner had all the fun as he collected kisses from all the recipients.

River City Jazz (12 easy pieces?) began to sway and so did the crowd. We discovered that WMR has several "swingers" who danced adeptly. Certainly everyone was tapping their toes.

Midnight did not signal the end of Winterfest as many returned to Peaches in the Marriott for Sunday brunch. Wandering through the tables mounded with mouth watering delights was like running the gambit. All were satisfied but some may need to either increase their horsepower or decrease their waistlines before competition this spring.

Many thanks go to Juanita Weersma who spent many long and hard hours in preparation to make this event so Successful! Also a big thanks to all of Juanita's helpers and to Pam Reynolds of the Marriott.





PORSCHE UBER ALLES



S.O.L.D.

GRATTAN '82

S.O.L.D. (Season Opener Lapping Day) on May 8th will mark the beginning of WMR's second season at Grattan Raceway. WMR's events are being master-minded by our Speed Event Chairman, "Uncle" Frank Wagner. May 8th will be a Saturday only event, and will be open to all PCA members, "run what you bring".

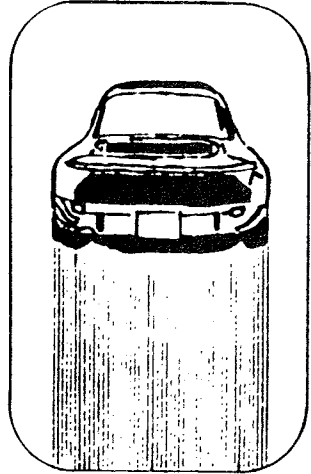
Registration deadline for the event is May 1st - your dollars should be sent to WMR-PCA, c/o Charlie Dunn, 1932 Chamberlain SE, Grand Rapids, MI 49506. Fee for the day is \$35.00 pre-registered, \$45.00 day of event.

We will offer you the opportunity to order the hunger-pleasing J.Poppas sub-sandwiches for lunch - this done as you enter the gate day of event. We are still working on an after-event get-together.

We will have some driving instructors available at this event so don't let your non-experience keep you away. We want everyone to have a safe, fun day.

The sunshine, warm weather, and good times already have been ordered for the day. Don't miss out on S.O.L.D., it will be great training for you and a preview of our two-day school in August.

If you have any questions just give Charlie 616-243-8065, or Frank 616-245-0981, a call.



J. F. Smith



everybody eats there!

4 Locations

- 440 Bridge, N.W.
- 1009 Michigan, N.E.
- 449 Bridge, N.W.
- 602 Leonard, N.W.

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BOARD MEETING



MINUTES - March 3, 1982, as submitted by Gary Petertyl.

PRESENT: Charlie and Nancy Dunn, Rick Riley, Phil Cull, Gary Petertyl, Steve Locke, Chuck Olenyk, Doug and Shari Hoek, Bob Shedd, Janet Langdon, Peggy Riddle, Charlie and Maureen Richardson, and Bob Dreger.

Meeting called to order at 7:45PM.

Minutes of February 3, 1982 accepted with correction on March event date.

Finance report accepted.

Membership reports 4 new members - total up to 95 members.

UBER ALLES - deadline for each month's issue is board meeting. Editors received support and constructive comments on first two issues.

Porschemporium - new proprietors are John and Nancy Lacko as of 3/31.

Winterfest - 54 attendees - great event!

IROC-Ionia - settlement was received.

March Event - "It's Spring" - Concours talk, slides, at German Auto Service.

April event - Tour to Frankenmuth, 18th Car Barn will be having free engine analysis on 4/17.

National News - Riverside Region assembling a collection of region patches for '82 parade, we have sent one to them. Minutes of Executive Council and Board of Directors meeting reviewed. Discussion of disagreement between Lone Star Region and Executive Committee relative to decision to award Treffen to Englewood Travel.

Discussion of 1982 PCR's.

New Business - M, pass that Chuck Olenyk hold Treasurer's position for remainder of 1982.

Charlie Dunn, Jan Langdon, and Gary Petertyl will develop a membership questionnaire.

Doug Hoek reported that he had received a concours challenge from the Camaro Club.

Winterfest 1983 - Maureen Richardson has volunteered to chair event.

IROC representative question - one to be appointed in March.

Motion to adjourn at 10:07, pass.

SCHEDULE OF UPCOMING BOARD MEETINGS

7:30 PM	WEDNESDAY NIGHT
APRIL 7TH	RICK RILEY'S 166 Plymouth NE Grand Rapids, MI 616-458-9932
MAY 5TH	JOHN AND NANCY LACKO'S 2146 Waite Ave. Kalamazoo, MI 616-344-4764
JUNE 2ND	STEVE AND DEBBIE LOCKE'S 1635 Oxford SE Grand Rapids, MI 616-247-0028



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 BRAKE & CLUTCH BUSHING,ORIG \$ 5.00
 140LB REAR SPRINGS-USED 2YRS 40.SET
 EUROQUIP BRAKE LINES 47.50
 L EURO TAIL LENS-SLIGHT CRACK 5.00
 LATE STYLE COMPLETE HAND BRAKE SYSTEM W/2 NEW REAR CABLES 40.00
 WEBER CARB LINKAGE-NEW 25.00
 TARGA BAR RR CHROME MOLD 5.00
 EARLY MODEL HAND BRAKE HANDLE 5.00
 TARGA BAR L&R CHROME MOLDS EACH 2.50
 REAR KONIS USED 700 MILES 60.00
 TOP-ORIGINAL 40.00
 356:
 CHROME STINGER \$10.00
 59-65 TACK 5500 RED LINE 30.00
 63-65 SHIFT KNOB-WOOD-CREST 4.00
 911:
 LEATHER STEERING WHEEL \$75.00
 L&R US TAIL LENS 15.EA
 L&R US FT DIR LENS 10.EA
 VALVE ADJ KIT 2.0-2.7 10.00
 MISCELLANEOUS:
 SNOOPER RADAR DETECTOR 20.00
 14"XAS TIRE-GOOD COND 5.00
 911-914 BRAKE MST CYC-19MM NEW 65.00
 FDB2M FERODO'S 911T-914 17.SET
 915 GEAR BOX SYROS 10.EA
 CRASH HELMET-1/2STYLE-SHORT 5.00
 ANTENNA-HIDE-A-WAY CHROME 8.00
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 BRAKE ROTORS,X-LENT BACK-UP 15.EA
 914-6 RR CROSS-DRILLED-GOOD 15.EA
 CALL: FRANK WAGNER 616-245-0981 (E)

FOR SALE:

1972 911T TARGA NO. 911211607, MOCHA, 60,000 MILES, \$8,500., CAR COVER, BRA, ZIEBART, NEW HEAT EXCHANGERS, MUFFLER, STORED WINTERS.
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FOR SALE:

1981 IROC CLASS WINNER - PIRELLI P6's - NEW MULHOLLAND FRT SHOCKS, KONI REAR - SWAY BARS - NEW MASTER CYCLINDER - \$4,500. OR THEREABOUTS.
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 616-957-0600 (D)

WANTED:

185/70X15 USED XWX'S AND 15X6 FAC. FIVE SPOKE MAGS,USED,STRAIGHT,CHEAP.
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WANTED:

205/50X15 P7's - USED ---
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 EXT 361 (D)
 219-255-6576 (E)
 OR FRANK WAGNER 312-237-2220 (D)
 616-245-0981 (E)



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