

PORSCHE
ÜBER

ALLES

MAY 1982





**PORSCHE
ÜBER ALLES**



PRESIDENT:

CHARLIE DUNN
243-8065

VICE-PRESIDENTS:

RICK RILEY KURT WIRTH
458-9932 942-5076

SECRETARY:

GARY PETERTYL
774-0420

TREASURER:

PHIL CULL
452-0781

MEMBERSHIP:

JANET LANGDON
245-0981

SAFETY CHAIRMAN:

STEVE LOCKE
247-0028

SPEED EVENT CHAIRMAN:

FRANK WAGNER
245-0981

PAST PRESIDENT:

STEVE LOCKE

ÜBER ALLES STAFF:

NANCY DUNN - editorial editor
243-8065
JANET LANGDON - feature editor
245-0981
CHUCK OLENYK - production editor
874-8142

ON THE COVER:

ARTWORK BY DENNIS MERRITT
SAN DIEGO REGION



KALENDAR



<u>DATE</u>	<u>REGION</u>	<u>EVENT</u>
5/2	MIR	DRIVER'S SCHOOL DAVE RAYMOND 219-288-9549
5/8	• WMR •	S.O.L.D. AT GRATTAN CHARLIE DUNN 616-243-8065
5/29-30	CHICAGO	ROAD AMERICA AUTO-X JERRY QUEBE 312-870-0543
6/12-3	SEM	WATERFORD AUTO-X IRAC I CHARLIE BROWN 313-464-2580
6/13	• WMR •	RALLY DAVE KRAMER 616-245-3841
7/3-4	• WMR •	HOLIDAY ON WHEELS MULTI-EVENT WEEKEND INCLUDES IROC I AUTO-X RICK RILEY 616-458-9932
7/7	CHICAGO	BLACKHAWK FARMS RACEWAY
7/10	SEM	DINNER TOUR
7/18	CI-RAMME-MIR	P.B.TWEEKS SWAP MEET
7/31	MIR	IROC II AUTO-X
8/4	CHICAGO	BLACKHAWK FARMS RACEWAY
8/14-5	• WMR •	DRIVING SCHOOL AT GRATTAN
8/28-9	NOR	MID-OHIO
9/4-5	CHICAGO	ROAD AMERICA AUTO-X
9/11	• WMR •	WINE TOUR TO PAW PAW
9/12	MST	IROC III AUTO-X
10/2	• WMR •	OCTOBER OPUS AT GRATTAN
10/?	• WMR •	COLOUR TOUR

PORSCHE UBER ALLES is the official publication of the Western Michigan Region, Porsche Club of America, Inc., a non-profit organization registered in 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, its officers or members. The editors reserve the right to edit all material for publication and to publish only that material which is felt to be in the best interest of the region and PCA. Permission is granted for chartered PCA Regions to reprint articles, providing credit is given to the AUTHOR, WMR'S PORSCHE UBER ALLES, and provided copyright is not involved. A return of your newsletter is requested.

One year subscription price is \$10.00. All correspondence, contributions should be sent to office of publication, c/o C. Olenyk, 6416 Egypt Valley Rd, NE, Rockford, MI 49341



PORSCHE ÜBER ALLES



DÜNNSPRECHT CHARLIE DUNN

□□□□ By the time you read this our first event at Grattan will have happened, -- hope you did not miss out, but if you did keep August 14th and 15th open for a driver's school at Grattan.

□□□□ Results of the membership survey are still being compiled - and there are a few of you out there who have yet to respond - please send in your questionnaire immediately, this is your chance to be heard.

□□□□ Our first rally is coming up on June 13th. The rallymaster will be Dave Kramer, who has a lot of experience both running and putting on rallies with the Furrin Group. Dave has promised a fun, challenging rally.

□□□□ If you haven't already done so, mark the 4th of July weekend on your calendar for "Holiday on Wheels". This multi-event weekend includes a concours, a rally, and an autocross, and is being advertised nationally in Panorama. The concours on Saturday morning at the Calder will be a super opportunity to get some pictures of other Porsches as well as your own.

□□□□ SOUTHEAST MICHIGAN REGION will again sponsor an autocross at Waterford Hills Raceway on June 12th and 13th. For this year SEM has paid heavily for sunshine. Call Charlie Brown - he even has a 'Snoopy' on his helmet - 313-464-2580.

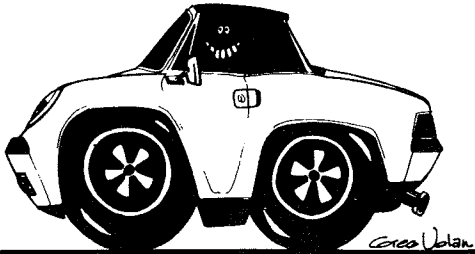
□□□□ 914 OWNER'S ASSOCIATION:

A 914 Owner's Association has been organized to increase the enjoyment and knowledge of the 914 enthusiast through the exchange of technical and historical information, competitive events, and social gatherings. The membership is \$15.00 per year with the main address being 914 Owner's Association, 24338 Dolan Drive, Sunnymead, CA 92388. The local representative is Bill Browne. If you are interested in more information please call Bill at Bus: 616-361-2661, Home: 616-361-0397.

□□□□ A few weeks ago I read a column in the Chicago Region's newsletter by Bob Ostholthoff, the region's president. Bob's column had a point which I believe is very worthwhile passing on to ÜBER ALLES readers. The subject is driving our Porsche's on the public roads. When you are out "cruising" on public highways and byways you are a very visible representative of PCA. The driving conduct and etiquette of every Porsche driver can and does create a lasting impression on the general motoring public. Try to keep this in mind next time you are out driving - let's keep our reputation a good one.



PORSCHE ÜBER ALLES



SIX PAK TO GO SIX PAK

Want to thank all you Porsches out there for your terrific response. My garage has been swamped with questions about all kinds of topics. Here are a few with answers for all my readers.

Q: 6-Pak, I'm an older 911 and have developed stomach cancer between my front control arms, under my trunk. What should I do?

A: Don't drive around in Chicago because the chuck holes will kill ya; also you can will your mags to me.

Q: Dear 6-Pak, I'm a 911 driver that seems to be getting beat all the time at autocrosses. What advice do you have for me? Bigger engine, 2.8 or 3.0 liter maybe, more suspension, or homemade Turbo charging?

A: My suggestion is to go to 711 Ball St. here in G.R. Ask them to perform an opposite operation that they have for cats. It's much cheaper than modifying your car and the ladies will love ya.

Q: 6-er; It seems every Monday after I attend a PCA event here in G.R. I have a terrible headache. Am I allergic to Porsches? I don't

seem to have the problem when I just drive my 911SC Targa by myself or with my wife? What should I do?

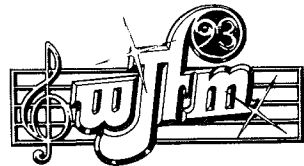
A: This one is tough to answer. Either you are going to have to stay drunk till Tuesday, or stay home and just send your wife to PCA events. How's about that!

Q: 6-Pak; I'm another 914-6 from New York State. My owner is starting to go into withdrawls because of the staggering expense I'm putting him through. Is there some way to ease the pain to him?

A: Hell no! But next time you are in town I'll meet you at the bar and we'll get drunk together on Castrol. Seems I hear the same thing here.

Q: 6-er; I'm a Champagne 911 coupe that is owned by a quiet executive here in G.R. My problem is he has taken up with a VW. What can I do to get his mind off this "silly Rabbit" with numbers all over it? He doesn't notice me at all anymore!

A: Next time he takes you out of the garage just 'lunch' your engine. I guarantee he'll notice ya.



MELLOW MUSIC
ninety three fm



PORSCHE UBER ALLES



TREAD PATTERN NANCY DUNN

..... TIRE TALK

Western Michigan Region's members speak out subjectively on tires.

This informal survey is open to all members - Just answer the following questions - 50 words or less -

- 1) What kind and size tires have you used on what Porsche?
- 2) Why did you choose the tire?
- 3) General comments?
- 4) Mileage or use experience?

CHARLIE DUNN: I have 205X50X15, 195X50X15, 175X50X13, on a '76 911, a '73 914-2.0, and a '77 (small porsche) Rabbit. Of course they are all Pirelli P7's. I have P7's because they give you Mexican gear ratios, they improve handling, and the low profile certainly improves cornering. On mileage: "I don't know, and don't care."

BOB SHEDD: I race a DP 914 with 195X50X15 B.F. Goodrich Comp TA's for rain, and Goodyear Bluestreak slicks for dry. The slicks are the current 'trick' compound. The early test reports say the Comp TA's will run circles around the P7's in the rain - and I don't believe Dunn. I can expect between 100 to 800 miles of wear on the slicks.

RICK RILEY: I have as many tires as cars - 185X70X15 XWX's on a '72 911E, 185X70X15, 225X60X15 Dunlops on the '75 Carrera, CN36's on the Carrera, then 205X50X15, 225X50X15 P7's, last but not least - um I mean least I have 205X55X16 and 225X50X16 P7's on the Turbo. I kept changing tires to keep up with technology. The Dunlop's were junk! Today, for the money the P7's are the best things you can buy without any knowledge of the Comp TA. If you care for the P7's properly, this means camber adjustment and rotation, I think you can get twice as much wear on P7's as XWX's.



everybody eats there!

4 Locations

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

PRESENT THIS AD FOR
A FREE HOT DOG!

FRANK WAGNER: My 914-6 has had 195X70 XWX's, 195X60 P6's, and 185X70 XWX's. The 911S has 185X 70 XWX's. I buy XWX's for their very strong sidewalls and their great road holding ability. The P6's were great out of the box but could not hold up to my driving style. I let the car slide too much. I was happy with the P6's and would recommend them to most drivers. The XWX is a hard tire to mount on a mag, but I get more wear out of them. The poor mileage on the P6's was mostly my fault, tire balancing, driving style, has to be right. An XWX will last 15,000 to 18,000 of my driving miles. I am looking forward to P7's in 1982! Tires are expensive!!!!!!!!!!

DAN CONKLIN: Boy, you're asking me about the old days! At the time I ran my '59 356A coupe I thought that

Firestone Intermediates were the way to fly. So did Bill Moses and Phil Cull. The tires were very sticky, and probably would last two auto-cross seasons. Now I'm lucky to have Kramer's cast off Wingfoots for my current racing Rabbit.

DAVE KRAMER: My 914-2.0 has 195X 60X15 P6's on it. The price of the P6's was comparable to XWX's. I had run XWX's before and found that the P6's were very good rain tires and did not take as long to scrub in as the XWX's. The 60 series P6 also gave a slight advantage to the 914 when it ran autocrosses classed by SCCA rules. The P6 needs a higher air pressure than an XWX for competition. I must be sold on Pirelli's - I just bought 8 for a front-wheel drive competition car - they are of the P7, 13 inch variety. The P6's have half the tread left after 12,000 miles.



Specializing in the maintenance of:

Porsche • Audi • VW • BMW • Mercedes



Dan

**GERMAN
AUTO
SERVICE
LTD.**



Dave

visit the *Deutschop*
Tires
Parts
Accessories

430 Bridge NW
Grand Rapids
(616) 454-3289



EVENT REPORT



IT'S SPRING JANET LANGDON

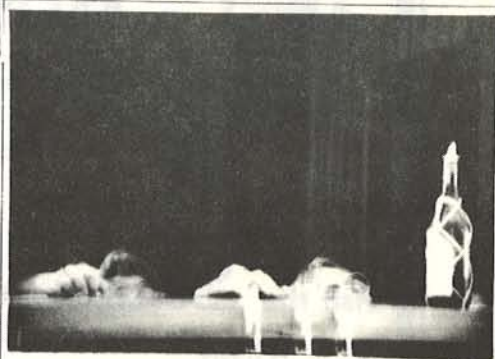


After a dreary rain soaked Saturday the sun was a welcomed sight the following morning. The "S" (our silver 911S) could hardly wait to get his tread onto the warm pavement. So with Willie Nelson in place, in the tape deck of course, we were off to meet the Porsche Pushers gathering at the I.B.M. parking lot for WMR's tour to Frankenmuth. It was a beautiful day for a drive across the state!



YOU MEAN WE CAN
SAMPLE ALL OF THESE

Winding through some of the back roads and small towns of the heart of Michigan is one of the most relaxing and enjoyable ways to spend a sunny day even though the pace wasn't exactly "relaxed". Upon arrival in Frankenmuth we took a quick tour of Bronner's -- who can get in a Christmas mood when the snow has finally melted and the Porsches are just out of the garage?



.....later



YOU MAY BE FAST ON THE TRACK NANCY,
BUT WATCH THIS!

Then onward to the wine tasting at St. Julian's, Michigan is starting to create some interesting and palatable wines.

After the long walk through Frankenmuth everyone was ready for the culinary delights at the Bavarian Inn. The food and beverages were the best German cuisine that has tantalized my palate in ages and judging from the hush that came over the crowd when dinner was served, no one disagreed.

Naturally the toast went up for sunshine, Porsches, and good friends, but most of all good friends, and the two new members John Von Esch and Sheila Sosa were heartily welcomed into our midst. John lives in West Olive, P.O. Box 57. John and Sheila drove a low-flying orange 911T of the 1970 vintage - "Squirt".

Hope to see you at the next event!



OH THE BURDENS OF
BEING VICE-PRESIDENTS



PORSCHE ÜBER ALLES



ON THE ROAD AGAIN CRAIG PAULL

DATELINE: March, 1982; Paris

This is your roving European correspondent, making a first attempt at an across-the-sea article. After some thought, I've decided to expose you to the rigors of car ownership in Europe. I trust you'll forgive the fact that the article has a distinctly French flavor, as opposed to the more Bavarian atmosphere I had hoped to set originally.

The purchase price of a car ranges pretty much as it does in the States; from reasonable for domestic cars (Renault, Citroen, Peugeot, Matra, Simca-Talbot) to outrageous for some imports, these include not only the German and Japanese cars, but also some names like Chevrolet, Oldsmobile, Mustang, and Pacer, among other oddities. There is a good amount of choice in Europe, with many cars available that are not exported to America. A tremendous amount of competition from the Japanese has also developed, resulting in a situation similar to the one experienced by U.S. domestic car manufacturers. Currently, import sales are slipping slightly in France, as the decreased value of the French Franc (FF) increases the cost of an import. Oh yes, since I quote all figures in francs, for "continental flavor", you should know that currently one dollar U.S. brings you

about six French Francs.

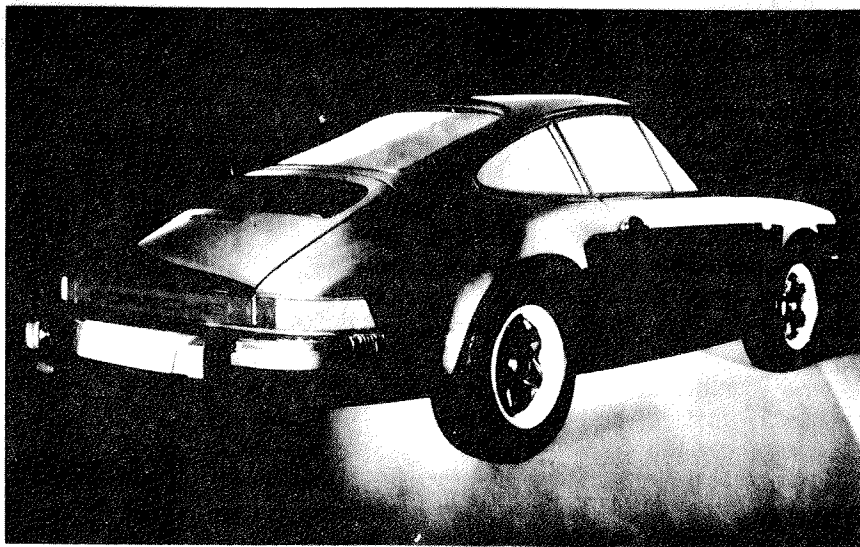
If you were to purchase a new car in France, in addition to the base price, you would run into the European variant of sales tax called "Value Added Tax", or V.A.T. Since a car is considered a luxury by the French government, the tax rate is a mere 33 1/3 %. There are more reasonable rates; 7 percent for food and drugs; 17.6 percent for everything else besides luxuries. This applies only to the original purchase; subsequent buyers of the car avoid the big tax bite.

Presuming that you don't have enough French Francs to buy the car outright, you can always run down to your local bank branch office and get a loan. They will finance up to 80 percent of the purchase price of a new car, including taxes, at a mere 18 percent interest rate. The maximum length of repayment is three years. Used car loans run in the same general amounts, although the banks like to see a larger down payment on an older car. Oh yes, one other small point; the interest expense on an automobile is not deductible for tax purposes.

Still interested? Ah, you want to know about insurance, plates, and maintenance. To insure an average car, for a "responsible" driver (good record, no accidents) will cost somewhere between 3000 and



PORSCHE ÜBER ALLES



18 ANS DE LEGENDE.

Parce que l'automobile substitua à titre de modèles, Porsche crée des légendes. Des légendes qui ne cessent d'évoluer, année après année.

Avec la 911 SC, rien n'a changé, tout a changé. La silhouette est la même, le tempérament est le même. D'ailleurs, elle garde son caractère.

Ses performances ont augmenté en même temps que sa consommation diminue : quant 500 cc. cylindres développent aujourd'hui 204 ch din, soit un gain de 74 ch par rapport à la 911 d'origine, pour 16 CV in-cube. Les chrono ont aussi capablé de passer de 9 à 100 km/h en 7 secondes, elle atteint les 215 km/h.

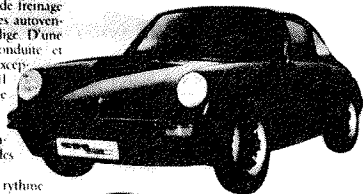
Ses litres de cylindre se contentent de sor-

mais, pour 100 kilomètres, de 8,1 litres à 90 km/h, de 9,7 litres à 120 km/h et de 13,4 litres en ville (normes UTAC).

Parallèlement, les voies se sont élargies et le système de freinage repose sur 4 disques autoventilés : sécurité obligée. D'une précision de conduite et d'une stabilité exceptionnelles, la 911 SC est armée pour faire face à toutes les situations dans pratiquement toutes les conditions.

Progressant au même rythme que la technologie Porsche, la 911 SC n'est pas près de s'arrêter. On pourra en ce long-temps s'avoir dans une légende.

Comme toutes les Porsche, elle est garantie 7 ans anticorrosion et un arrêt tous les 20 000 kilomètres suffit à son entretien.



La sécurité
dépasse la vitesse.

PORSCHE 911 SC

2 212 - en option - PORSCHE + MITSUBISHI - Les 100 Z.A. Le Boulonnais - 50000 Montigny - F-60000 - Paris - France





PORSCHE ÜBER ALLES



6000 francs per year. Bad driving records and powerful or expensive cars will increase that sum substantially (sound familiar?). License plates come with the car, and remain the same unless you move to a different section of the country. There is no annual renewal or license fee. However, there is a road use tax, paid once per year. This is dependent on the horsepower of the car, and runs from 50 to 5000 francs.

To have your average domestic car fixed will cost you between 100 and 120 francs per hour. However the general consensus opinion that I received was that the workmanship was generally not of a particularly high caliber, and some repairs needed re-

peating. As in the U.S., to repair an import costs more than domestic, and can subject you to lengthy waiting periods for parts. Both oil and gasoline cost more than in the States, with gas right now running at 4.15 francs per liter. You can still get super over here, that costs you 4.27 francs per liter. Diesel cars are very popular, and it is a very rare service station that does not sell "gasoil". The price for diesel fuel is running about 3.50 francs per liter as it is partially subsidized by the state.

Well, that wraps it up for this edition. I'll try to do some research in Germany, and not just on the beer either.

J. Loppa's

gaslight village

PIZZERIA

and submarine sandwich shop

774-2124

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



BOARD MEETING

MINUTES - April 7, 1982, as submitted by Gary Petertyl.

PRESENT: Charlie and Nancy Dunn, Rick Riley, Phil Cull, Gary Petertyl, Steve Locke, Chuck and Lynne Olenyk, Bill Moses, Marci Thieme, Peggy Riddle, Sue Andrews, Dave Kramer, Mike and Pat Buchanan, Mark Beaton, Bob Shedd, David Tomasik, Frank Wagner, Janet Langdon, Doug and Shari Hoek, Lance and Juanita Weersma, Kurt Wirth.

Meeting called to order at 7:45PM. Minutes of March meeting approved. Finance report accepted. An interesting review of other zone 4 finances presented.

Membership has increased to 98. Porschemporium has officially been turned over to John and Nancy Lacko. 28 people attended the March event at German Auto Service.

April tour to Frankenmuth outlined. May Grattan event summarized. IROC schedule announced. 1982 PCR's will be used as IROC basis.

Car Barn tech analysis will be May 1st, 9:00AM to 3:00PM.

Janet Langdon is handling PCA scheduling at Car Barn.

Holiday on Wheels - Concours and rally run under WMR rules.

Motion passes that if a driver enters more than one car in any HOW event, that person cannot win HOW overall award.

Motion to adjourn at 9:44PM, pass.

JUNE 2nd CHARLIE AND NANCY DUNN'S
1932 Chamberlain SE
Grand Rapids, MI
616-243-8065

If it's fast,
exotic, or
German . . .
and needs
coachwork



Werner Coach Works
5265 S. Nicholson Avenue
Milwaukee, WI
(414) 744-0809

- Repair
- Restoration
- Modification

Free Inspection
Free Pickup & Delivery

Mon.-Sat. 9-5

Are you torn between a BMW, Volvo, Audi or Mercedes-Benz? Permit us to propose a solution.

Considering your intense interest in all those cars, there's at least one way for you to get everything you want.

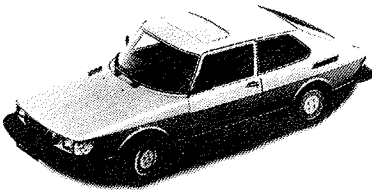
Buy a Saab.

With the Saab, you will not find yourself foregoing room, performance, efficiency, utility, luxury or rugged construction.

This statement, we realize, undoubtedly sounds like a fanciful dream and a great overpromise. A test drive will convince you it's not.

You will find the same excellence in our service department where Pat Lanham is now our manager servicing both Saab and Porsche.

Western Michigan Porsche owners know Pat as the first fully-qualified Porsche-Audi Registered Technician in the United States.



SAAB

The most intelligent car ever built.

Keenan Saab
3130 S. Division
Grand Rapids
Michigan 49508
(616) 241-5623



PORSCHEMPORIUM



mens IROC jersey -----	\$11.00
ladies IROC jersey -----	10.00
wmr jersey -----	9.00
wmr t-shirt -----	6.50
wmr childrens t-shirt -----	6.00
pca car badge -----	12.00
wmr car badge -----	7.00
pca patch -----	3.00
wmr patch -----	2.00
pca decals -----	1.00
pano binder -----	8.50
coloring book -----	2.00
pca lapel pin -----	3.00
porsche key case -----	4.00

call nancy or charlie dunn

243-8065

CAR  porsche
BARN audi
mazda
subaru

CarBarn, Inc.
3000 Broadmoor S.E.
Grand Rapids,
Michigan 49508
Phone 616-942-8040



We pamper your Porsche.



WESTERN MICHIGAN REGION PORSCHE CLUB OF AMERICA



RETURN TO: UBER ALLES
c/o c. OLENYK
6416 EGYPT VALLEY RD NE
ROCKFORD, MICHIGAN 49341

UBER ALLES

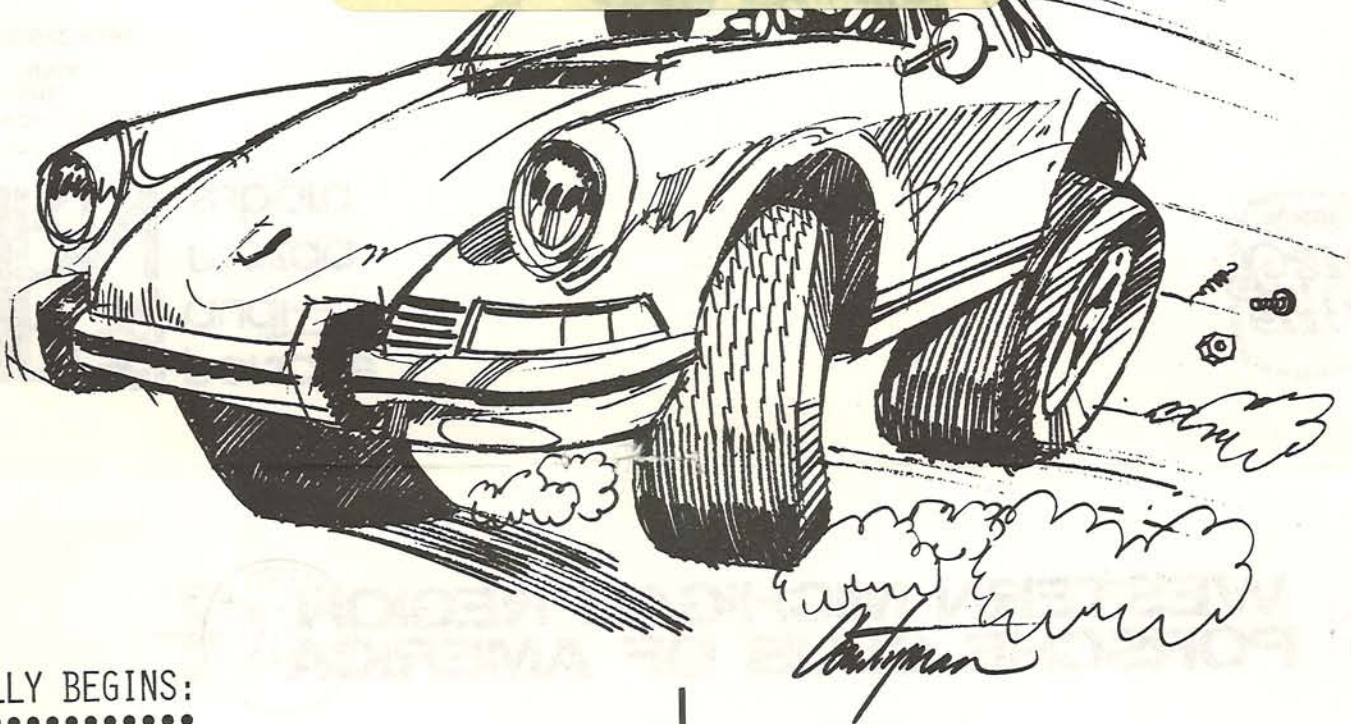
To:





RALLY

JUNE 13



RALLY BEGINS:

FROM ATRIUM BUILDING PARKING LOT
AT 3351 CLAYSTONE SE, GRAND RAPIDS.
CLAYSTONE RUNS WEST OFF OF EAST
BELTLINE (M-44) JUST NORTH OF
WOODLAND MALL, AND SOUTH OF BURTON.

TIME: REGISTRATION NOON TO 12:30 PM
.....
NAVIGATOR'S MEETING 12:45
FIRST CAR OFF 1:00

CHARGE: \$7.00 PER CAR
.....
open to all cars

EQUIPMENT NEEDED: (MAYBE)

GRAND RAPIDS PHONE BOOK (NON-RESIDENTS
WILL BE PROVIDED); DICTIONARY; RULER;
CITY MAP IF YOU HAVE ONE; COUNTY MAP
PROVIDED; COMPASS (BOTH); PENCIL.

.....RALLYMASTER.....
DAVE KRAMER --- 616-957-0600 DAYS
616-245-3841 NIGHTS

CAR 
BARN porsche
audi
mazda
subaru

CarBarn, Inc.
3000 Broadmoor S.E.
Grand Rapids,
Michigan 49508
Phone 616-942-8040



We pamper your Porsche.