

**APRIL
1986**

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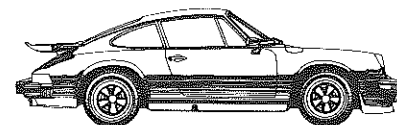
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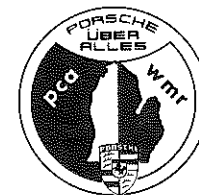
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meeting place—

April 9, 1986 ****SPECIAL DATE***
Marcie & Doug Tepper
7444 Woodvale SE
Grand Rapids MI 49508
616/956-9446

Western Michigan Porsche Club holds monthly board meetings on the first Wednesday of every month. The location changes each month to a different member's home. This location is found above. These meetings are open to all members of the club, and to anyone interested in becoming a member. Please feel free to contact an officer, or the host of the next meeting for more information or directions. See you there!

ON THE COVER:

Mark Eskuche and his '58 356 Speedster at Sebring Vintage Races. See story on page 18. Mark is from Milwaukee Region of PCA.



by Marcie Tepper

Mike Dewey (Bernadette)
5315 Kimball S E
Kentwood MI 49508
616/455-7244

Mike and Bernadette have just joined our club with their Guards Red 944. They are interested in learning about their car, so we will all be able to meet them at our Tech Sessio. They have 3 future Porsche Pushers, Lisa (hide your keys, dad!) who is 16, Stephanie 12, and Kyle 7.

Tom Aardema and his wife Judy had been members of our club since 1981. They had slipped away, but are rejoining. Welcome Back!!

Richard E. Georgi (Cheryl)
701 Park Ave
Charlevoix MI 49720
547-9905

The Georgi's started their interest in Porsches with a 912 back in 1967. They now drive a 1979 "Ice Cream" colored 930 Turbo. They have 3 children, Richard III who is 22, Teresa 24 and John 18.

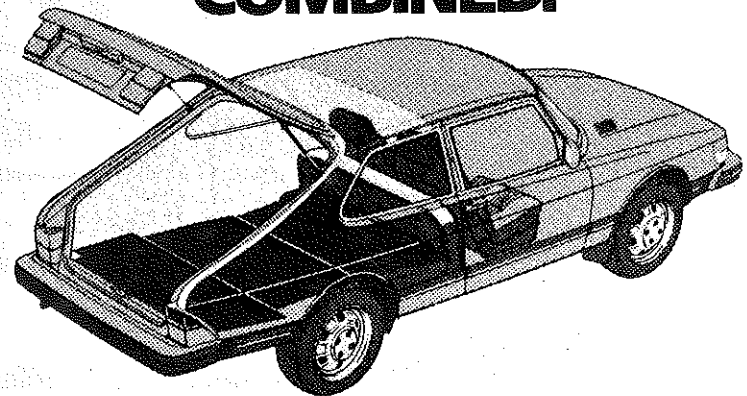
Stephen Chinick
586 Eloise Dr
Benton Harbor, MI 49022
925-2686

Stephen is single and drives a 1971 Black 911E Targa. He is interested in Technical information he can get on his car. He has lived in the Benton Harbor area his entire life and he used to drive a 1967-911S.

I'd like to pass on some information to those of you who may be interested in Federalizing a car. Kevin Griffin needed his car done and couldn't find anyone who specialized in this area, so he had to do it himself. He is willing to help others who get into that situation so if you have any questions call him at 616/327-2470. Good job Kevin!!!



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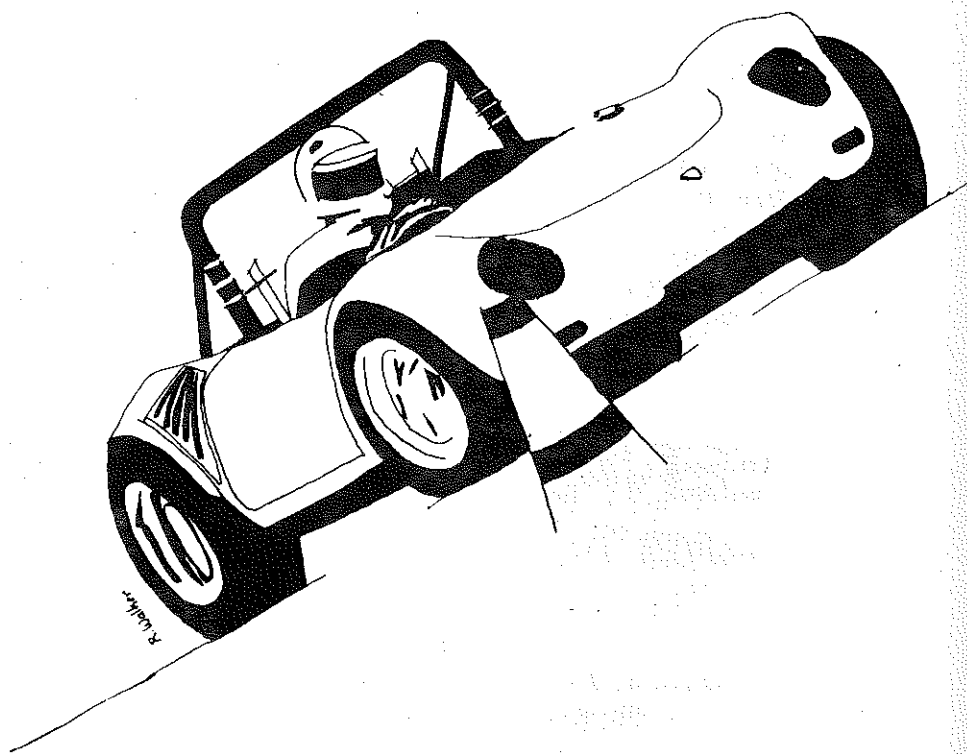
 **DOWN EAST '86**

AUGUST 3-9, 1986 / THIRTY-FIRST PORSCHE PARADE

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PORTLAND, MAINE



FROM THE PREZ
by Frank Wagner

This year we are kicking off to a limited Porsche season. We have decided to pick-up the quality of our events. We feel we would rather have six major events, than twelve low key type events.

Our first event was Winterfest. By all standards it was a total success. It was run on a Las Vegas theme with our best turn out ever. For those who missed it, you missed one hell of an event.

April will have a major tech session hosted by Car Barn Porsche here in Grand Rapids. Porsche Club of America National Tech Chairman, Bruce Anderson, will provide endless hours of information for the Porsche owner. For the ladies, a fashion show, furniture show or shopping at the mall will be arranged. Transportation to and from these outside activities will be provided.

June will see our first of two, always, successful Grattan Driver's Schools. The June event will be a one day event with 65 car limit. It always fills fast so watch the newsletter for the details and register early.

July will have our first IROC event hosted by Michigan-Indiana Region. The auto-x series is great fun with great friends, with great parties afterwards. Hopefully we'll have good participation again this year.

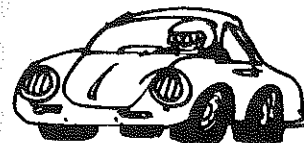
August-September will find our traditional Holiday On Wheels, Labor Day Weekend event. Parts of that are already in the works. You know that it will be another fantastic event. Concour, rally and auto-x, door prizes, parties, and parties. What more could you ask for? Parties!

Later in September will have our second and last Grattan event for this season. This will be a two day Drivers School - Auto-X event. Again we always fill our Grattan events. You will need to watch this newsletter for further information and registration should be applied for early.

SCCA will hold their annual Ionia Fairgrounds event October 11,12. This has always been a favorite event for we Porsche Pushers. We may not always walk away with all the trophies, but we get our fair share of party. A Great event for your drivers that do not like the high speed track events, but still appreciate a good challenge.

As your President, I would love to see Western Michigan Region out in force. Like the saying in my family goes, "Life's too short to drive a Chevy."

Think Spring.





1986 EVENT CALENDAR

APRIL

5	NOR	New Members Party @ Pilny's Home	Mentor Oh
10	KYR	Membership meeting @ JP Kayroux	St Matthews KY
11	NSR	Evening w/ Robert McCabe/Detroit Grand Prix	
12	CWR	Tech Session @Automotive Systems Inc	
12	MOR	Dinner Tour to Bryn Du	Granville OH
12	MSR	"What the Tech 86"@Williams Autoworld	Lansing MI
12	OVR	Progressive Dinner	
13	CHI	Rallye School/Rallye	
19	RAM	Charter Banquet @Fox Farms	Muncie IN
19	WMR	Tech Session @ The Car Barn	Grand Rapids MI
19	MIL	Progressive Di-ner	Milwaukee Area
20	MIR	Restaurant Tour	
25-27	KYR	Porsche Derby	Louisville KY
26	MIL	Tech Session @Jeffores	Brookfield WI

MAY

3-4	MOR	Driver's Clinic/Autocross	Powell Speedway
4	CHI	Driver's school/Autocross	
4	CIR	Braille Rallye	
4	MIR	Anniverasyr Concours@Putnam Motors	Elkhart IN
4	MIL	Wahs & Polish @Autocraft INC	Menomonee Falls
10	NOR	Dinner Outing	
17	CIR	Sat at the Track (Indy Time Trials)	Ind Motor Spdwy.
17	KYR	Driver's school	
17-18	EBR	Driver's school	Mid Ohio RCC
17-18	MVR	Maifest/IRAC I	Toledo OH
18	MIL	Driver's school	
22	SEM	Driver's school	Waterford Hills
24-25	CHI	Elkhart Lake I	Road America
25	OVR	Howard Rapp's Memorial Concours	
26	MOR	Indy 500 TV Party	Columbus
26	OVR	Driver's School - Redline #1	

JUNE

4	CHI	Blackhawk I	Blackhawk Farms
7	CHI	Boat Ride	
7 or 8	CIR	Picnic	Bloomington
7-8	EBR	IRAC II	Nelson Ledges RCC
8	LTR	Driver's School @Fireston Parking Lot	
8	MIR	Novice Driving School	SW Michigan College
14	KYR	Dad's day at the Zoo	Louisville
14-15	NOR	Driver's School	Mid Ohio RCC
21	CHI	Night Rallye	
21	OVR	Redline Autocross series #1	
21	WMR	Driver's school	Grattan
21-22	AR	IRAC II	
23	MIL	Breakfast @Sutherlands	Grafton WI
26	SEM	Driving Event	Waterford Hills
28or 29	CIR	Afternoon at the Lake	
29	MIR	Driver's school -Northwood High School	Napanee IN



JULY

2	CHI	Blackhawk II	Blackhawk Farms
6	OVR	Redline Autocross #3	
12-13	EBR	Driver's school	Nelson Ledges RCC
13	CHI	Autocross	
13	MIR	IROC 1 - Northwood High School	Nappanee, IN
19-20	MOR or OVR	IRAC IV	
20	CIR & RAM	P.B.Tweaks Swap Meet	Indianapolis
24-25	SEM	Driving Event	Waterford Hills
26	MOR	Concours & Bratwurst Bash	Galloway
27	CHI	Potters Picnic	
27	MIR	CROC @Plymouth Speedway	

AUGUST

3-9	PCA	Porsche Parade	Portland ME
4	ZONE 4	Parade Party	Sonesta Hotel
16/17	CIR	CIR 25th Anniversary Party	
17	EBR	Charity Autocross	
23	MOR	Clam Bake	Southard's Home
23	OVR	Monte Carlo	
23-24	CHI	2 Day Rallye	
23-24	MOR or OVR	IRAC V	
24	OVR	Redline Autocross Series #4	
29-31	WMR	<u>HOLIDAY ON WHEELS</u>	Grand Rapids MI
31	WMR	IROC 2	

SEPTEMBER

4-5	MOR	Driver's school	Mid Ohio RCC
7	CHI	Concours	Oakbrook Polo
13	OVR	Pit Roast & Rallye	
13-14	EBR	Driving Event	Nelson Ledges RCC
13-14	SEM	IRAC VI	Waterford Hills
14	OVR	Redline Autocross Series 4	
20-21	CIR	Hoosier Auto Show (sat. Concour)	Ind. Motor Spdwy.
27-28	WMR	<u>Drivers school/Timed Event</u>	Grattan
28	CHI	Charity Gymkhana	

OCTOBER

4 or 5	MOR	Columbus 500 Party	Columbus
5	MIR	Rallye & Hayride	
11-12	CHI	Elkhart Lake II	Road America
11-12	MIL	Oktoberfest	
11-12	NOR	Oktoberfest/IRAC VII	Cleveland OH
12	CIR	Winery Tour to KYR Oktoberfest	
12	KYR	Oktoberfest	Louisville KY

NOVEMBER

8	MIL	Bull Session	
8	WMR	Hot TUB Turkey Day	
9	CIR	Annual Dinner Meeting	
9	CHI	Concours	
22	MOR	Beat Michigan/Chili Blowout	Pickering's



DECEMBER

- 6 CHI Dinner Dance
- 6 MOR Christmas Party@Made From Scratch Dublin OH
- 6 MIR Christmas Party
- 7 CIR Merry Christmas Party
- 8 MIL Christmas Party

CHI-Chicago MIL-Milwaukee
 CIR-Central Indiana MIR-Michigan- Indiana
 EBR-Eastern Buckeye-OH MOR-Mid Ohio
 KYR-Kentucky MSR-Motorstadt -MI
 LTR-Lincoln Trail -IN MVR-Maumee Valley OH

CHI - Chicago MSR - Motorstadt MI
 CIR - Central Indiana MVR - Maumee Valley OH
 EBR - Eastern Buckeye-OH NOR - Northern Ohio
 KYR - Kentucky OVR - Ohio Valley
 LTR - Lincoln Trail -IN RAM - Ramme IN
 MIL - Milwaukee WI SEM - Southeast Michigan
 MIR - Michigan Indiana WMR - Western Michigan
 MOR - Mid Ohio CWR - Central Wisconsin

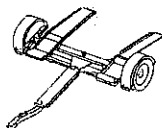
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944 MOTOR MOUNTS

By Roland Berg, Longhorn
Porsche Roundup, Longhorn
Region, reprinted from Der
Sportwagen, Kansas City
Region PCA, September 85

Many of you 944 owners
have probably heard rumors
about some motor mount prob-
lems with 944's. Specific-
ally, the right motor
mount, which finds itself
residing several inches from
the exhaust headers.

It seems that the combina-
tion of extreme heat and sili-
cone don't mix. But how do
you know they haven't mixed?

Here's how: ask yourself
the following two questions:
Does my car vibrate as the
engine winds down past 1000
RPM when the clutch pedal is
depressed? and Have I not-
iced a loss in acceleration?

If the answer to these
questions is yes, then con-
tinue reading; otherwise, you
can stop here and file this
article for future reference.

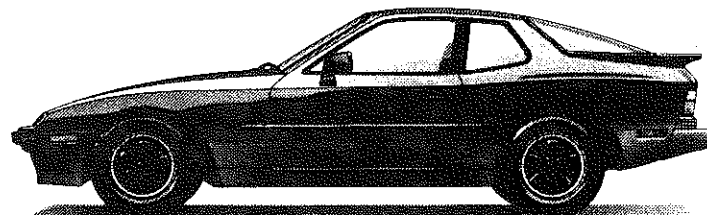
If you are reading this,
then there is a good chance
that you have a collapsed
motor mount. At this point
you can either head for your
local Porsche dealer and ask
them to check the mount, or
you can check it yourself quite
easily. It takes little or
no mechanical skill, and about
five minutes.

To check the motor mount,
the first thing you need to
do is find it. The easiest
way to see its location is to
look down into the engine
compartment along the inside

edge of the right wheel well.
You will see an aluminum air
deflector and an aluminum
shroud covering the motor
mount. You will be able to
see the back of this shroud
once you are under the car,
but you will not see the
mount itself.

At this point, lie down
so that you can reach up
behind the right front wheel.
It may help to turn the wheel
to the left. When you look
under the car you will see
the back of the aluminum
shroud attached to the motor
mount.

To check the mount, reach
up on the inside edge of
the shroud (be careful, it
can be hot in there) and feel
for the silicone in the center
of the mount (at this point,
your fingers are your eyes).
It should have a slight ridge
along the outside edge and
follow a smooth curve up
to the top of the mount.
If there is a deep depres-
sion between the outside
edge and the rise in the
center, then get thee to
a Porsche Dealer.





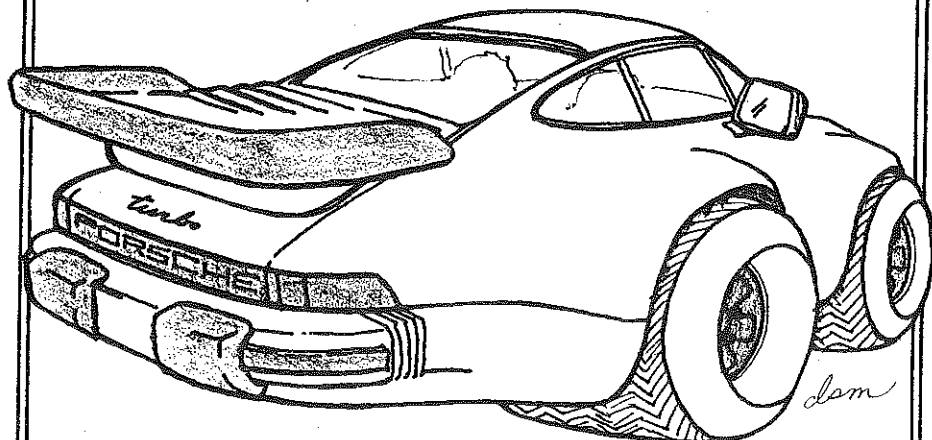
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GRATTAN - June Drivers School



For many of you the mention of Grattan prompts only two questions, When?...and where do I send the check? This popular event will be held all day Saturday, June 21, 1986. Safety rules will be strictly enforced. A Snell 1975 approved helmet, seat belts, long pants, and a 100% cotton long sleeved shirt or driving suit will be mandatory. This event will be open to cars other than Porsches but limited to 65 total cars. Instruction will be mandatory for all first time Grattan drivers. Grattan is a very challenging 1.9 mile road course located just north of Grand Rapids. So mark your calendar and watch this space for pre-registration information next month.

Event chairman:
Don Meyer
16955 Timberdunes Dr.
Grand Haven, Mi. 49417
(616) 846-4318

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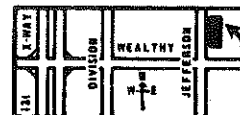
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OF JULY

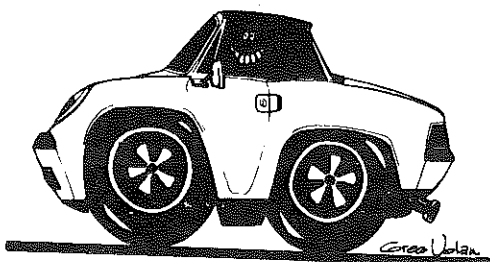


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SIX PAC TO GO →

Dear Six-Pac: You haven't met me yet. I'm one of those new guys, a Merkur. Our plan is to be the car of the future. Mags, rear bi-wing spoilers, aero-design mirrors, flush drip rails, low drag etc. Move over Porsches, for the cars of tomorrow. Signed, XRT-4 Merkur

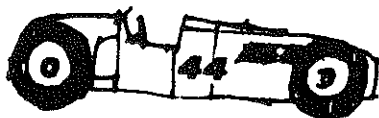
Dear XRT-4 X 4 JOZero Markie: I hope you're not the car of the future. You look like you're right out of Tom Swift, boy inventor. Personally Frank and I think you guys look like a jelly bean, with wings and wheels.

Dear SIXER: HELP! I think my owner is freaking out. He's been dating a nice English lady for some time. That's cook with me. But the other day he bought an XKE. (I thought people gave those away?) Then, then he almost bought a MGC. To add insult on injury my owner put me into a gridge guard rail not long ago. What's going on? I can't believe my radio speakers. Am I doomed to be replaced by English? Signed, Unhappy -6 in NY

Dear -6 in NY: I wouldn't worry too much about XKE's or MGC's. Hell, as soon as it's summer they will over-heat and refuse to start. you know what they say about English warm beer. As far as your bridge accident goes that sounds like your owner was trying to find indoor storage for you for the winter. What better place than a bondo dust filled body shop? Just remember your owner can't drive too far in English. As a matter of fact he can't drive them anywhere that busses don't run.

Dear Sixer: I am a late model 911 in need. My owner wants to soup up my performance and handling. What would you do to improve my performance? We'll need to work in a set budget without giving up reliability. Signed, Power to Porsche.

Dear Power: I could tell ya the whole set up from tires to turbo, but I got a better idea. If you can bet your owner to come to the April 19th Tech Session, with our National Tech Advisor, Bruce Anderson held at the Car Barn Porsche Dealer, here in Grand Rapids, you would get all your questions answered at once. Be there or be square.

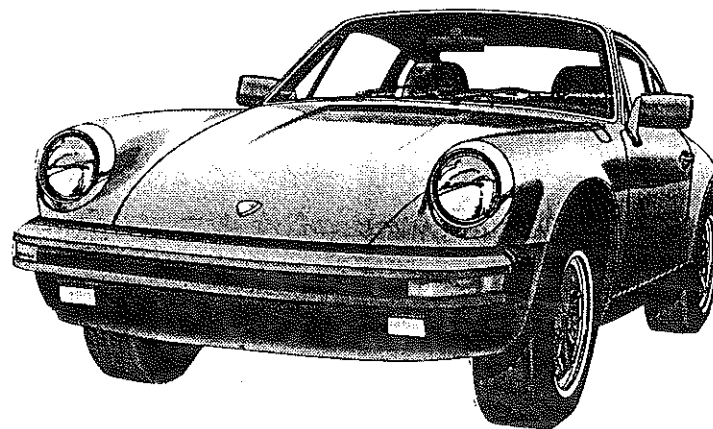


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Mon. & Wed. 7:30 am-8 pm
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7:30 am-5:30 pm

914's IN THE CLUTCH

By Bob Farmer/Farmer's Automotive
Reprinted from CIRCular/Central
Indiana Region PCA September 85

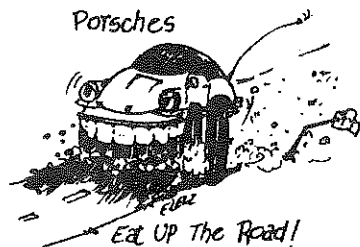
The 914 Porsche being a mid engine car is very hard on clutches because of a lack of cooling due to the car's chassis holding in so much of the engine and clutch heat.

In the replacement of the clutch, I have found that a lot of people do not check out the system for wear properly. Often, the clutch disc will be worn to the rivets but a lot of people neglect to check the pressure plate not only for clutch surface wear but also worn diaphragm fingers due to a bad release bearing.

Other things to check are the flywheel for extreme wear. This can be resurfaced but a lot of machine shops do not know how to do this properly, so I would suggest replacement with a new flywheel. One of the most common parts that is often overlooked is a nylon bushing in the clutch fork which is almost always worn out and can cause bad clutch

movement. This part only costs about four dollars and can cause a total clutch replacement to fail.

The other things to check for are the release bearing for wear and transmission main shaft seal for leaking and of course the clutch cable for fraying and broken strands. This may seem simple but a lot of times the pressure plate and clutch disc are replaced with no attention to the other parts mentioned in this article. If these parts are not checked you will be wondering why the clutch still will not work properly or why it did not last very long, or even worse, end up damaging the transmission.



REGIONAL CAR EVENTS

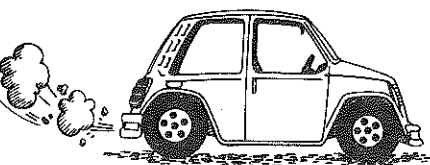
MICHIGAN 5000 CAR SHOW ENTERS ONE LAP OF AMERICA

The sponsors of the MICHIGAN 5000 CAR SHOW are proud to announce that their G.M.C. Mini-Van is one out of a 125 vehicles accepted to compete in the Uniroyal One Lap of America driving rally. This national event will take drivers across the United States, testing their skill in calculating time/distance/speed.

Chuck Felice, co-sponsor of the MICHIGAN 5000, states "this is an exciting opportunity to promote our show in an automotive related event, plus receive national coverage from NBC Television and the New York Times. The van is being modified to rally specifications. Our team will be practicing in actual TDS rallies and looking forward to the One Lap with enthusiasm. We are supporting our team 100%."

The rally van will be on display at the MICHIGAN 5000 CAR SHOW scheduled for August 23-24, 1986 at the Ingham County Fairgrounds in Mason, Michigan. Funding has been committed to guarantee a Nine Car Category auto show with \$5,000 in prize money and trophies for participants.

For more information contact Robin Matthews toll free in Michigan 1-800-292-0710 or out state Michigan 1-800-635-5131.



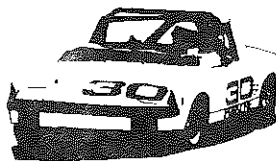
On June 1st, 1986, at 1:00 PM, the Grand Rapids Antique Car Club and Kalamazoo Antique Auto Restoration Club are sponsoring a picnic to be held at Douglas Walker Park. We are planning on games for the children, car games and bingo for adults.

The hosts clubs will furnish hamburger, hot dogs, and soda. You will bring a dish to pass, and table service.

Please let us know how many we could expect to attend the Invitational Picnic, June 1st, 1:00, Contact Marvin Ferguson, 111 Auburn Ave NE, Grand Rapids MI 49503 for RSVP.

24 HOUR INFORMATION ON SPORTS CAR CLUB ACTIVITIES

CALL THE
AUTO SPORTS
HOTLINE



(616)
396-4292

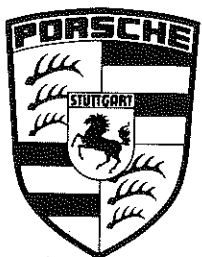
TO LIST YOUR CLUB'S EVENT CALL DAVE OR JOYCE (616) 396-8136

WHO NEEDS FIRST?

by Lori Schutz-Riley

Mark Eskuche from Milwaukee, Wisconsin (PCA) brought his "bullet hole speedster" to Sebring, FL again this year to compete in the SVRA (Southeast Vintage Racing Association) Vintage Race. 1986 marked the 10th annual event for SVRA at Sebring, and the spectators had as much fun as the drivers!!

During the qualifying heat on Thursday, Mark drove back into the pits before the allotted time had run. This did not look good!! It wasn't. Seems that first gear was gone. Where was it?? Where did it go?? Upon inspection by Mark and his trusty



Mark, right, and Brad, next to him, are very proud of the #12 - 2 speed Speedster at Sebring Vintage Races.



crew members Brad Meyeur and Ken Haverkate (WMR) found first gear.... in four pieces. One significant piece had lodged itself between the pinion and the transmission case, creating a hole.

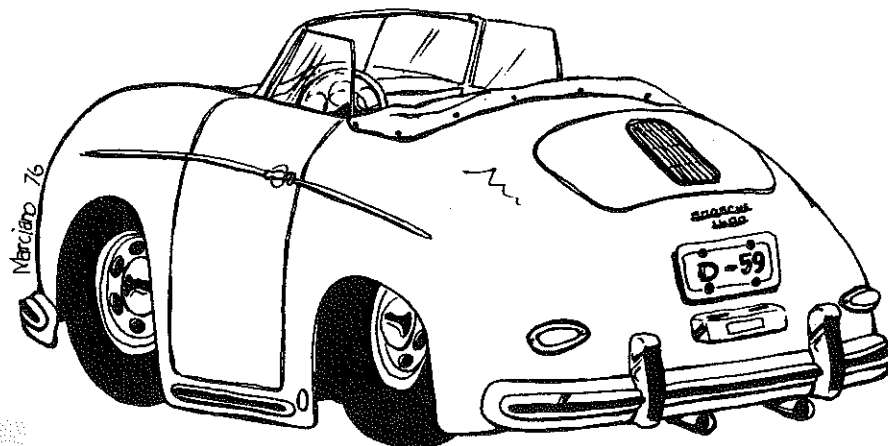
Now What!!! They had travelled so far. What kind of 40th Birthday present was this predicament for Mark to find himself! Well, the decision was made to fix #12 for the race the next day. Ken, Brad and Mark worked through the wee hours of the morning. They removed the engine and transmission, and completely disassembled the transaxle. They took the case to a welder to fix the hole. The weld did not seal (Bob Shedd where are you when they need you!!), so they filled the space with a space-age substance which Mark called "goo". There was no first gear to be found, so without first, there was also no 2nd gear. "Onward", they said. By morning the 2-speed Speedster was ready.

11:00 AM was race time on Friday. Mark joined 63 others to complete a glorious field of Vintage Cars led by a first row featuring a rare (they made 2) Ferrari Testerosa driven by Peter Sacks, and a Maserati Bird Cage (refers to rear shape of car) driven by non other than Stirling Moss himself!

Other than needing a push from Brad and Rick Riley (WMR) Mark had a good race. His race lap time was 3 minutes, 30 seconds per lap. Bruce Jennings, driving his original '59 Carrera Speedster (yes, the one he drove in 58 races) turned a 3 minute 20 second lap in the same race.

Mark finished 3rd in class, but to have run and finished at all was victory enough for this vintage race team. Staying up half the night was well worth while afterall.

Congratulations to Mark and his crew in Sebring!!!!





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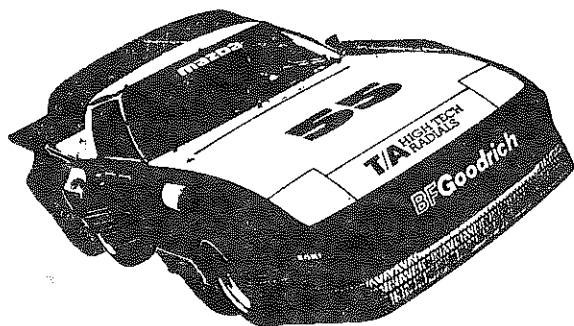
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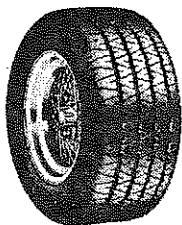
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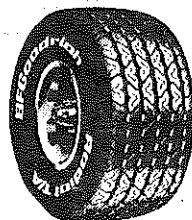
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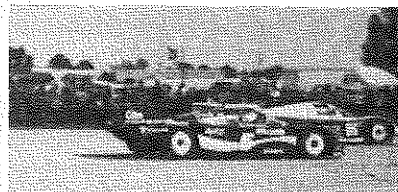
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Trackside Targa

This month I travelled to Florida to attend the 12 Hours of Sebring Coca-Cola Classic. Tired of the ice and snow and cold of Michigan, I felt my seals and bearings could use a bit of warmth and sun. My first stop was in Miami for the IMSA Miami Three Hour Race sponsored by Lowenbrau. There were too many cars which ended up in the wall at this race. I don't even like to think about it!! My cousins the Porsche 962's finished 1-2-3. Wollek and Barilla in the Bayside Disposal finished 1st, Foyt/Sullivan in 2nd, and Stuck/Gartner in 3rd.



On March 21st I headed to the center of the state to Sebring, Florida for the 12 Hour Race. Up to now the sun felt good. Just my luck this was the coldest Sebring on record in 15 years!! Despite the weather I had a terrific time.

During practice on Friday, #68 BF Goodrich 962 left the pits to lead the Firehawk cars on a courtesy practice lap. A gust of wind came up at turn 3 and sent the car upside down on top of a tire wall. Thank goodness the driver was okay, but #68 would not make the race.

The BMW M Team did not have a good weekend either. On Friday, one car hit the wall and burned. On Saturday, Bobby Rahal took a second car end over end in a practice session. Both drivers are okay and were not hurt, but the BMW M Team decided to pack up and leave early.

Although the 962's dominated the race, they weren't without their problems. Except that is for the first place finisher #5 Coca Cola 962. Bob Akin along with European co-divers Hans Stuck and Jo Gartner drove a strong race, setting a new race record.

Second place also went to a 962, #67 BF Goodrich driven by Jim Busby and Darrin Brassfield. This car was not present on the grid in the pre-race line up. They left the garage area and sprinted to catch the rest of the pack on the pace lap. Several times #67 had come into the pits with broken or missing body work, but they continued to battle.

The Lowenbrau Special was plagued with mechanical problems all day, which included a blown turbo charger and a broken axle. Drivers Al Holbert Jr, Derek Bell and Al Unser Jr led early in the day, slipped to 2nd and finished 3rd. At one point early in the race, Derek Bell had a bit of excitement, as reported



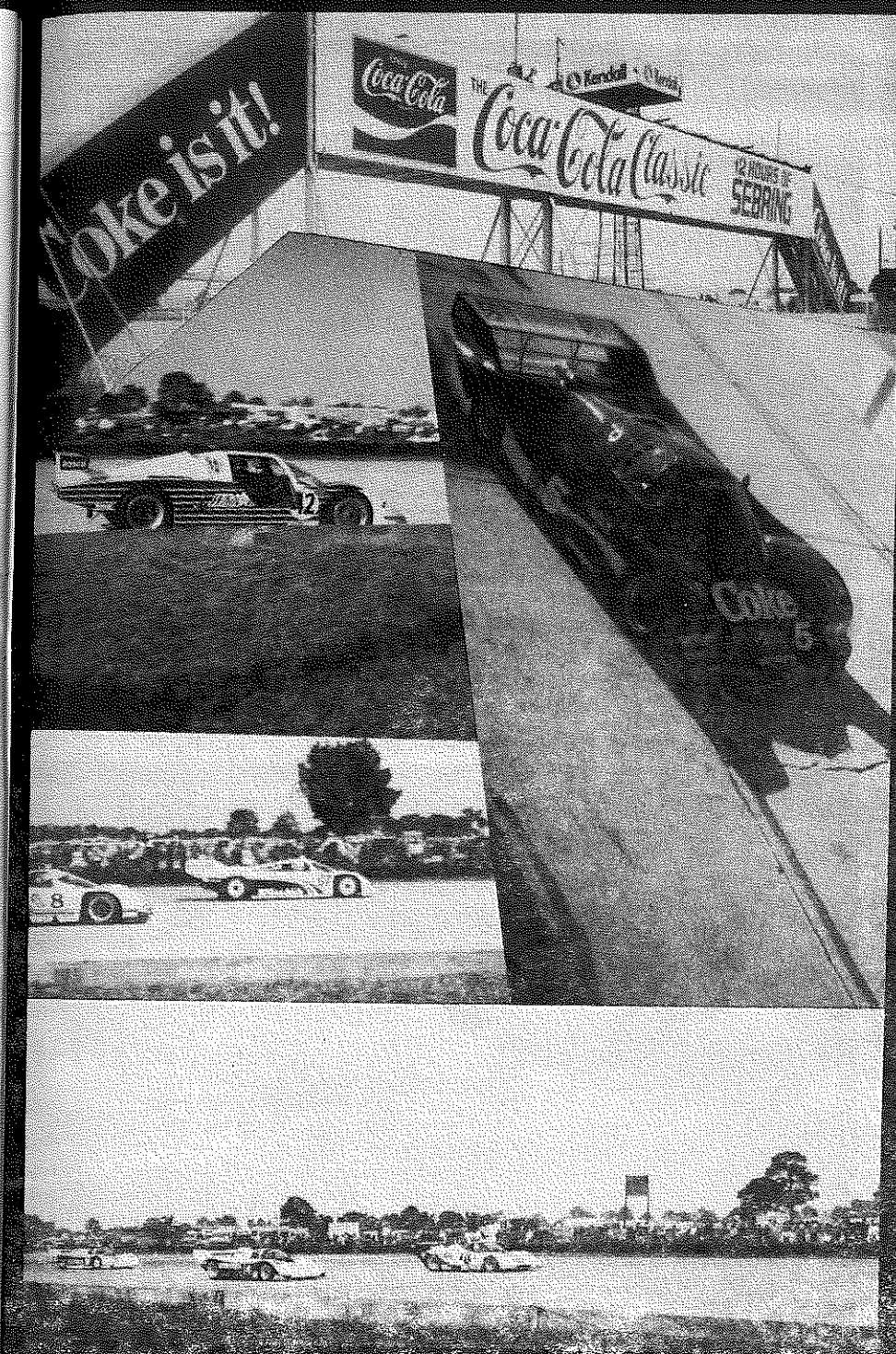
in the West Palm Beach Newspaper: Derek Bell was in the car when he noticed a loose mirror as he headed into turn 8. "I looked over at it and thought to myself, 'I've got to get that thing fixed', said Bell. 'The next thing I knew I was looking at the sky.' Bell rammed the tire wall on the right-hand side and flipped. He managed to right the car and retain the lead,"

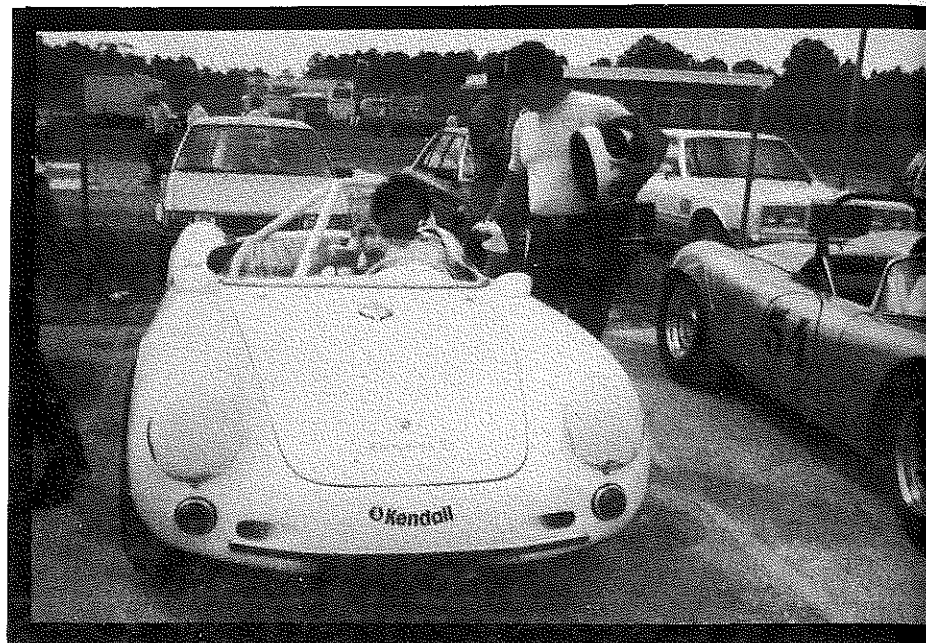
The defending champ \$wap Shop #8 left the race in the 7th hour due to a malfunction in the rear axle, compounded by loose bearings. Pole sitter John Paul Jr's Buick March left soon afterward with a broken clutch line. Not the best of days for these, and several other teams. Two-thirds of the way through the race only four of the 15 GTP cars which had started were still running.

So, until next month,
may your wax job bead the
rain drops of spring.

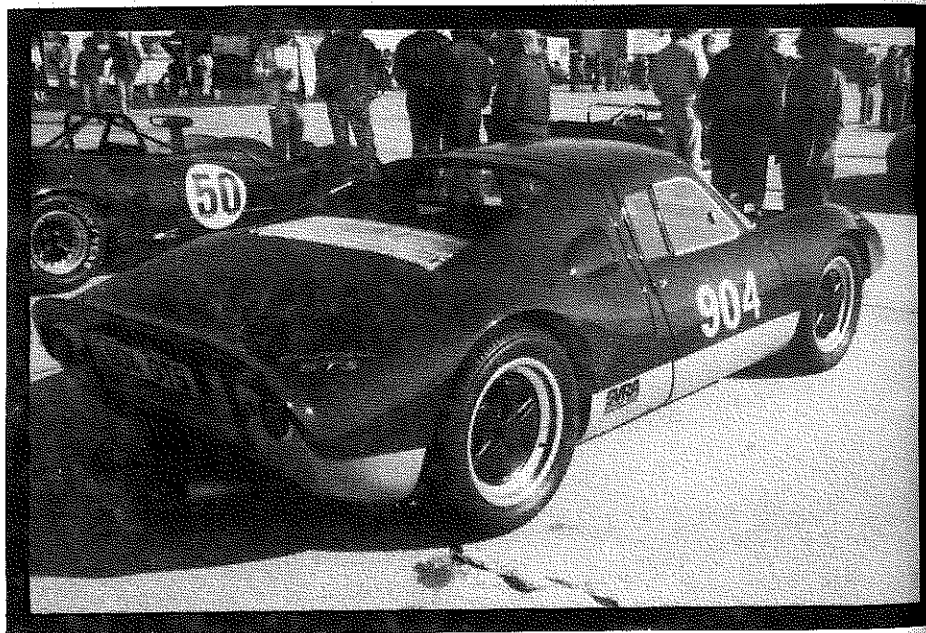
SEBRING 1986

Top: the walking bridge at the end of pit row. Upper left: The 962's blow the doors off the Camel Light cars. Next left: #67 BF Goodrich 962 edges past the \$wap \$hop #8 for position. Bottom: The field is about to take the green flag to start the 12 Hours of Sebring 1986 with John Paul Jr. on the pole in the Buick March, and the Lowenbrau Porsche 962 next door! Right: Coca cola #5 driven by Bob Akin, Hans Stuck and Jo Gartner win the 34th Running of Sebring.





Jeff Keiner of Orlando Fl drives his Porsche 550 Spyder in the Vintage Race, and his Porsche 904, recently featured in Autoweek 'Escape Road' in the Historic Races at Sebring SVRA Events.



A GOOD JOINT

By Joe Reid, Kansas City Region, Reprinted from Sonne Porsche, Hawaii Region PCA, Sept 85

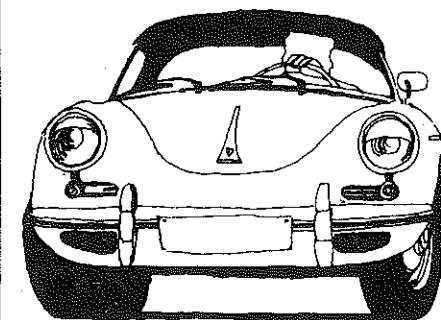
In the continuing saga of repair/replace articles, I thought a good preventative maintenance subject that applies to nearly all of us would be helpful. This article covers all of us except 356 and Nadella, half-shaft equipped 911's and 912's. You guessed it, I'm talking about those exciting C.V. (constant velocity) joints. These are expensive little buggers, so a little maintenance goes a long way.

There are four joints per car. They are located one at each end of the driveaxles. The joint allows the axle to move through its vertical travel with the suspension, while at the same time driving the rear wheels.

Each joint is protected by a rubber boot that looks like a bellows. The boots keep the dirt out and the grease in, so they need to be inspected at least once a month for cracks or tears and replaced if necessary.

To do this, just crawl under the car and flex them around with your hands while looking in all the crevices for damage.

While you're under there, the joints can be checked for wear. If you've been hearing clunks or popping noises under acceleration or conering, this is an especially important test. Grab the driveaxle in



one hand and the joint in the other. Now try and turn the axle back and forth while holding the joint still. There shouldn't be any play here. However, you can live with up to about .030" until you can replace the unit. If there is excessive slop, then the joint should be replaced immediately. You can drive it to the parts store, but don't be dumping the clutch or banging the gears.

The rest of the maintenance is required only about every 20,000 miles or whenever a boot is replaced and involves removal, cleaning, and repacking the joints. Use only molybdenum disulphide grease, as it is the only thing that has the correct fluid properties, while not turning to oil. Incidentally, this grease is available at the dealer, but one tube there will cost just a few cents less than a case of ten tubes at any local oil or grease dealer.



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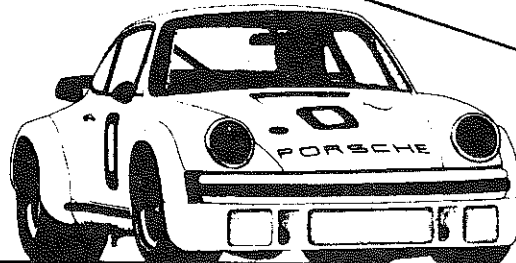


dealer. It's the same stuff, just has a different label.

Moving on, each axle can be removed from the car by removing the four allen (911) or Ribe (914) bolts from each joint. Carefully pry the flanges apart with a flat screwdriver (don't chew up the bating surface). Remove the old gaskets before you get off your back also.

With the assembly out of the car, remove the circlip on the end of the shaft and tap the joint off the axle. Scrub very thoroughly in solvent and dry them off. Inspect the joint for further damage and replace it if so. It's easier to do it once than twice. Also clean up the boots and inspect them again.

Now, insure the concave washer is installed with the concave side out. Push the joint back on, and install the circlip. Clean your hands up now and then grab a handful of fresh grease. Push the grease through the joint from both sides until it is completely packed. Put a little grease in the



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boot, line up the bolt holes in the boot plate and tap the plate in place on the joint. A

little extra grease won't hurt anything so don't be Scotch with it. Also, cover the freshly packed joint with a baggie while doing the other end to keep it clean.

Now you can reinstall the assembly in the car. Don't forget new gaskets. Use a drop of red loctite (NOT the stud and bearing mount type), and torque the bolts in a criss-cross pattern to the proper specs. You can either use the hand-brake to hold the shaft while you tighten the bolts or have somebody hold the brake pedal for you. It's also a good idea to retorquer the bolts after a few days of driving. They have been known to work loose when only tightened once and could end up breaking everything including your bank account.

This job usually takes about two hours per shaft. It's really pretty easy, but I recommend having plenty of rags around as it can get kind of dirty. This effort will greatly help extend the life of those joints and also reduces some of the driveline noise, thus providing a more enjoyable ride for all....



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PORSCHE DERBY '86
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porsche club of america

NOTICE: Registrations postmarked (not meterdated) by March 1, 1986 will be entered in the EARLY REGISTRATION drawing. The winner will be reimbursed, for their Registration Fee only, by Stein Automotive of Louisville. You need not be present to win.

MAIL REGISTRATION AND CHECK* PAYABLE TO KENTUCKY REGION PCA NO LATER THAN 1 APRIL 1986 to Address below:
Phillip or Cheryl Doty, Registrars, 306 Coatbridge Place, Louisville, KY 40243 or phone: (502) 244-0478

NAME (for name tags) _____ FAMILY/AFFILIATE MEMBER or GUEST _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

PHONE (Evenings) _____ PORSCHE MODEL _____ YEAR _____ COLOR _____ REGION _____

CONCOURS: Yes _____ No _____ WHICH CLASS? PCR _____; BOULEVARD (Top Side Only) _____;

DISPLAY (Not Judged)* _____ *All cars to be on field.

AUTOCROSS: Yes _____ No _____ STOCK? _____ or MODIFIED? _____ PCR CLASS (if known) _____

TECH QUIZ: Yes _____ No _____ Can you help in any capacity? Yes _____; In what way? _____

SATURDAY AFTERNOON OPTIONS (Check one only!) There are two types of entries, COMPETITIVE and SOCIAL. COMPETITIVE Entry Fee includes registration for all events (Concours, Autocross, Tech Quiz), Mint Julep Party, Saturday Coffee/Donuts at Concours site, Box Lunch at Concours, selected Option (Churchill Downs, Almahurst Horse Farm, or Jim Beam Distillery), Awards Banquet Saturday PM, and chances on Door Prizes. The SOCIAL Entry Fee includes all of the above with the exception of the trophying events (Concours, etc.).

	COMPETITIVE ENTRY	SOCIAL ENTRY
CHURCHILL DOWNS**	\$85 per Couple; _____ \$45 per Single	\$80 per Couple; _____ \$40 per Single
ALMAHURST FARM	\$70 per Couple; _____ \$40 per Single	\$65 per Couple; _____ \$35 per Single
JIM BEAM DISTILLERY	\$70 per Couple; _____ \$40 per Single	\$65 per Couple; _____ \$35 per Single

EXTRA TICKETS NEEDED: Add these costs to your basic Registration Fee from above.*

Churchill Downs @ \$8.00 _____; Box Lunch @ \$6.00 _____; Awards Banquet @ \$20.00 _____

*TOTAL AMOUNT OF CHECK \$ _____ (To include Registration Fee plus total amount for Extra tickets Ordered.) MUST be sent at time of registration.

**Churchill Downs Fee includes bus to and from track and box seats.

HOTEL ACCOMMODATIONS: Contact the host hotel directly, as soon as possible, to be guaranteed a room. Must mention PORSCHE DERBY for special rate. Limited number of rooms available.

HOLIDAY INN/Airport Area East, 1465 Gardiner Lane, Louisville, KY 40213 or PHONE: (502) 452-6361

Do you desire a LOUISVILLE CONNECTION Host? Yes _____; No _____. (This is a Kentucky Region Member that you can contact with any questions and/or problems before or after arriving for Porsche Derby.)

(Please leave blank--assigned by Registrars)

Registration Number _____

PORSCHE DERBY '86			
FRIDAY April 25	Registration 4:00 PM - 8:00 PM	Leave for Options 12:30 PM	Cocktails (Cash Bar) 7:00 PM
	Mint Julep Party 6:00 PM - 9:00 PM	Awards Banquet 8:00 PM	
SATURDAY April 26	Concours Prep (on site) 6:30 AM	Tech Quiz 9:30 AM	Judging Begins 8:00 AM
	Box Lunch 11:30 AM	Autocross Tech 10:30 AM	First Porsche Out 11:30 AM

FOR YOUR RECORDS:

Date Sent _____
Check Number _____
Option _____
Hotel Reservation _____

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PORSCHE DERBY '86

APRIL 25th thru APRIL 27th, 1986

The Kentucky Region invites you to the 12th annual Porsche Derby.

The weekend includes a welcoming **Mint Julep** party; a Saturday morning **Concours** and box lunch; afternoon options of **Churchill Downs** or **Horse Farm** tour or **Distillery** tour; Saturday evening **Awards Banquet**; Sunday morning **Tech Quiz** with **Autocross** to follow. Holiday Inn price is **\$46.00** per night per couple. Porsche Derby registration is **\$85.00** per couple for Churchill Downs option, or **\$75.00** per couple for Horse Farm or Distillery Option. For more information, call Cheryl or Phillip Doty: (502) 244-0478 between noon and 9:00 PM EST or write to 306 Coatbridge Place, Louisville, KY 40243



MINUTES

March 5, 1986

Present: Frank & Peggy Wagner, Phil & Judy Cull Don Meyer, Bob Shedd, Doug & Marcie Tepper, Lance & Juanita Weersma, Rick & Lori Riley, Hosts: Debbie Tuckey & Joe Grier.

Called to order 8:00 pm

Treasurer Report: Peggy still above goal

Membership report: Marcie Four new members, one drop

IROC Report: Doug Tepper
March 16 -Planning meeting
July 13 -MIR IROC 1
Aug 31 -WMR IROC 2
Sept 7 -MSR IROC 3

Uber Alles Report: Lori Zone 4 Presidents meeting included a newsletter meeting, ad invoices sent out

Presidents Report: Frank Zone 4 Presidents meeting report - new membership delays were a computer problem, Zone 4 is 17 % of Parade entrants, should Snell 1980 approved helmets be mandatory for IROC 1987?

NEW BUSINESS

Winterfest: Debbie Tuckey 76 attendees, total revenue \$2019.76, total expenses \$1958.03, balance \$61.73. Vote to pay for dealers drinks passed.

April Tech Session: Lori Flyers were distributed at the Zone 4 meeting, all plans proceeding well.

Grattan: Don Meyer -June 21 Will be an open event with a 65 car limit, safety will be emphasized, early advertisement will be within the club to get more Porsche participation.

A vote to reimburse a maximum of \$75.00 to the president and newsletter editor for travel expenses to the Zone 4 meeting passed.

OLD BUSINESS

SCCA replied by letter to Frank's letter regarding old timing equipment. Year end award will continue by vote. Name tags were approved and initial orders were taken.

Next meeting 2nd Wednesday Adjourned 10:35 pm



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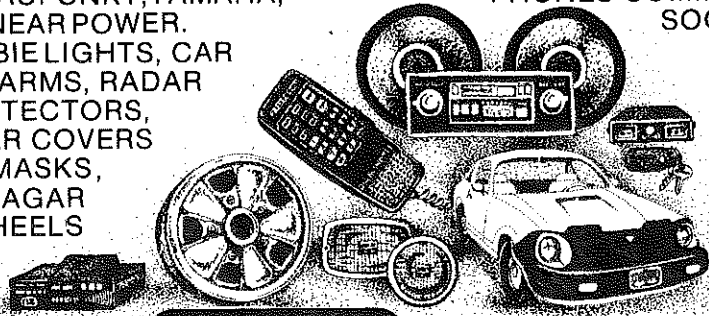


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Up Fixin Der Porsche Vol. VI.....	15.00
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Car Badge, WMR.....	2.50
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Decal, PCA 3 1/2", Inside or outside.....	1.70
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Emblem, PCA 1".....	2.70
Hats, PCA Blue, Mesh back.....	6.00
Lapel pin, PCA 1/2".....	2.70
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Old T-shirt, WMR adult size 34-36.....	3.50
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