

# PORSCHE ÜBER

WESTERN MICHIGAN REGION PORSCHE CLUB OF AMERICA PRESENTS

**SPRING TECH SESSION**  
**APRIL 19, 1986**



**MAY**  
**1986**



*Special Guest*  
**Bruce Anderson**  
*National PCA Tech Chairman*

*Hosted by*

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GRAND RAPIDS

*Illustration by Don Meyer*

# ALLES

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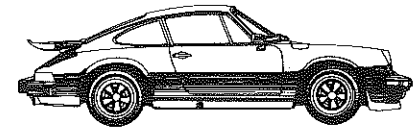
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All material must be submitted by the 12th of the month for publication in next issue.

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**meeting place—**

May 7, 1986  
Rick and Lori Riley  
166 Plymouth NE  
Grand Rapids MI 49503  
616/458-9932

June 4, 1986  
Bob Masters  
1515 Berkshire SE  
Grand Rapids MI 49508

**ON THE COVER:**

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!

Spring Tech Session 1986  
See article page 1



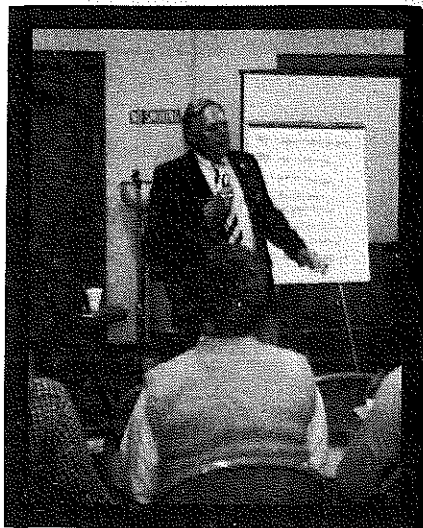
# PORSCHE ÜBER ALLES



## SPRING TECH SESSION APRIL 19, 1986

On April 19, 1986, about 65 Porsche-Nuts gathered at the Car Barn in Grand Rapids Michigan to attend the Spring Tech Session presented by Western Michigan Region PCA. Bruce Anderson, the PCA National Tech Chairman, was our guest speaker. I would like to extend a warm and hearty thank you to Bruce for such a terrific presentation. This is the first time that Bruce has given a tech presentation in this part of the country. Not to anyone's surprise, we have our share of enthusiasts who can't seem to hear enough about our Porsches, their history, and what makes them go better!

Bruce's presentation was in three parts. The first was a slide show of every Porsche built, race and production from the No. 1 through the 962. The second presentation was on engine modifications—the bottom line being to increase horsepower! The final portion was a surprise to everyone. Bruce has recently returned from Germany, and shared with us some of what he learned from the factory concerning the TAG Formula One motor, and the fantastic 959. The final hour was devoted to questions and answers.



For those ladies who are not technically oriented, we offered an alternative for the day. I would like to thank Barb Sterzick for coordinating an excellent day for the 15 ladies who participated in the program. They started out with a furniture design seminar at De Kornes Ethan Allen Gallery – a special thanks to Jo Ann of DeKornes for her presentation. Then the ladies proceeded to lunch, and a special thanks to Linda Williams for arranging this at the Big Boy of Cascade. I hear the complimentary desert was great! Also, special thank you's to Judy Cull and Juanita Weersma along with Barb Sterzick for



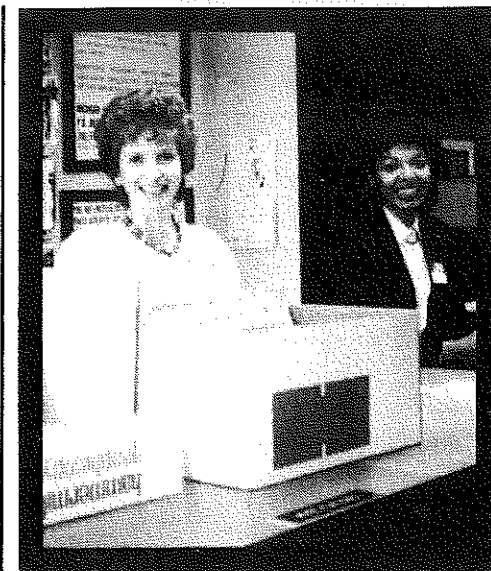
# PORSCHE ÜBER ALLES



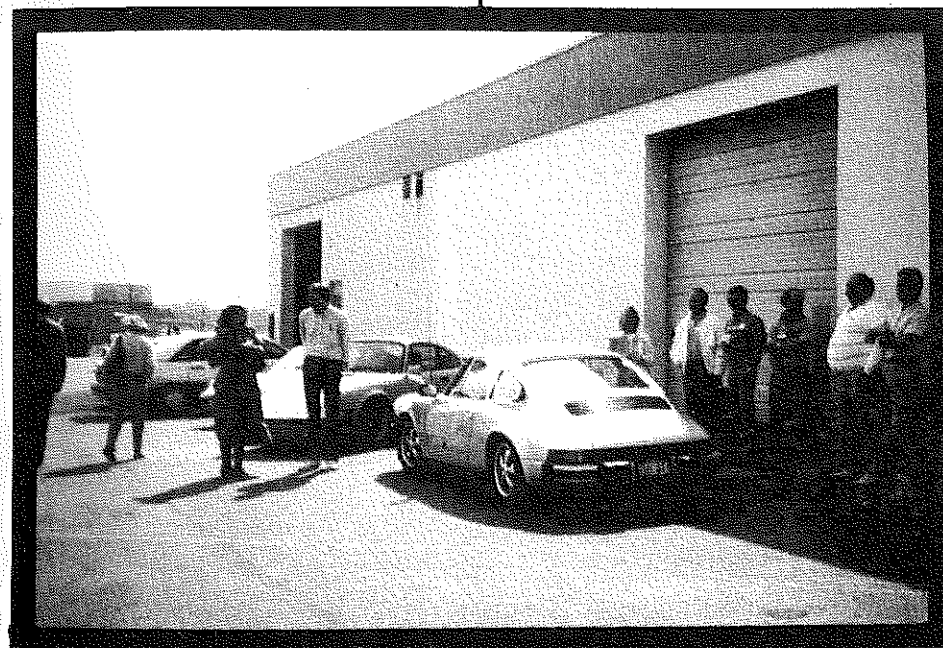
escorting the day.

Western Michigan was happy to welcome some special PCA guests to our day. Lew Mooman, National PCA Secretary, and his wife Vi joined us from Southeast Michigan region. Bruce Pickering, PCA Zone 4 REP, and his wife Emily from Mid-Ohio Region were also our guests. Thank you for joining us.

I would also like to thank several WMR members who helped me greatly in the preparation and execution of this tech session. First of all, my husband, Rick Riley, for all of his assistance from the word go. Thanks to Judy Cull for helping me with pre-registration, and registration the day of the event, along with Juanita Weersma.



You gave a smile and cheerful greeting to all of our guests in WMR style.





PORSCHES  
**ÜBER ALLES**



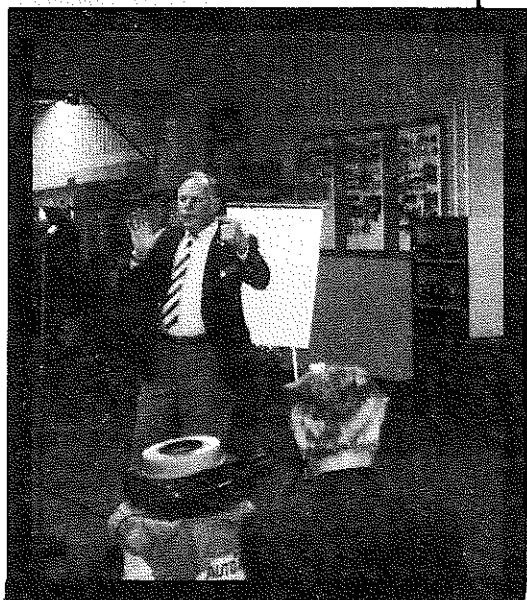
PORSCHES  
**ÜBER ALLES**



Also thanks to Phil Cull and Kurt Wirth for their help at retistration, and for assisting with the ausio-visual equipment. Thank you's to Jim Paauwe for transporting the chairs to and from, and to Craig Paull and others for the set up. The chairs were provided by Grace Episcopal Church of East Grand Rapids, to whom we extend our thanks. And to Grand X-Ray Supplies, for the use of the truck for the chairs, and for the use of the copy machine.

A special thank you to the Car Barn and General Sales Manager, Paul Crowder, for inviting us to use their facility for our Tech Session. We appreciate all the support from their staff. And of course, thank all of you who attended, for making our event a successful day.

Lori Schutz-Riley



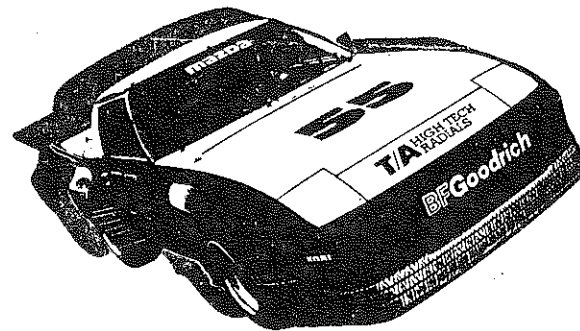
**Special Guest**

**Bruce Anderson**

**National PCA Tech Chairman**

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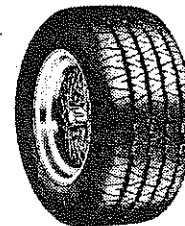
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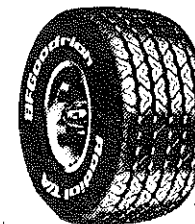
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## IROC '86

### IROC REPRESENTATIVE

DOUG TEPPER

Dust off your helmet, check your brake pads and tune up your pride and joy—it's that time of year again! Autocross season is upon us.

If you've re-read Turner & Miles and practiced your apexes during the off season (winter), you're probably anxious to go from bench racing to the real thing.

On March 16 all three IROC reps met in Kalamazoo to lay out the rules and procedures for the real thing in 1986. As in the past we will use the prior year's PCR's (Parade Competition Rules) as our governing rules. Notable exceptions to those rules are:

- 1) Bumping will be done in accordance with previous IROC rules. The bump through class P7 is not as severe.

| From      | To |
|-----------|----|
| P1        | P4 |
| P2        | P5 |
| P3 (912E) | P5 |
| P3 (912)  | P4 |
| P4        | P6 |
| P5        | P6 |
| P6        | P5 |
| P7        | P8 |

- 2) We will continue the Ladies classes established last year.

L1—all 4 cylinder stock  
 L2 6 and 8 cylinder stock, 4 cylinder improved  
 L3—4 cylinder modified and turbo  
 L4—6 and 8 cylinder improved and modified,  
 Turbo 8 cylinder

- 3) Tops, spare tires and bumpers may be removed.

Other items for your information:

- 1) Participation at each event will be contingent upon attending the driver's meeting and registration will close at the end of same.
- 2) Each region will try to run their event such that a minimum of 5 runs is possible. Only the last three runs will be officially timed and count toward a trophy.
- 3) Protests must be made prior to the first official timed run of the day.

4) There will be no "hat trick" trophy for a FTD clean sweep this year. The FTD trophy, however, will be pulled from class to spread trophies out for each event.

5) Please refer to the 1985 PCR's for allowable tire/wheel sizes. They are different from the past and you should be aware of them before you purchase this year's rubber. Hint: circumference =  $\pi \times d$

6) Our event schedule is as follows:

| IROC | REGION | PRACTICE | EVENT  |
|------|--------|----------|--------|
| I    | MIR    | 29 JUN   | 13 JUL |
| II   | WMR    | 31 AUG   | 31 AUG |
| III  | MSR    | 18 MAY   | 13 SEP |

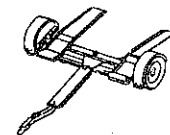
That's about it. Let's make this year's series as safe and fun as possible. I'd like to keep the IROC Trophy in our region again this year, so come on out and besides—we have great parties after the dust has settled.

If you have any questions call me at 616/956-944-6.

## EURO AUTOWERKS



4450 Stauffer SE 281-3270  
 Off 44th, between Breton &  
 Kalamazoo





# IROC 1

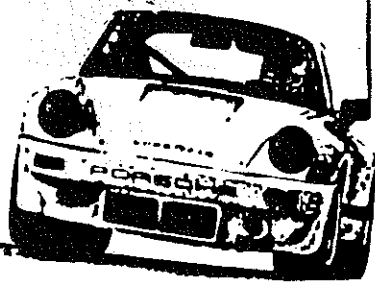
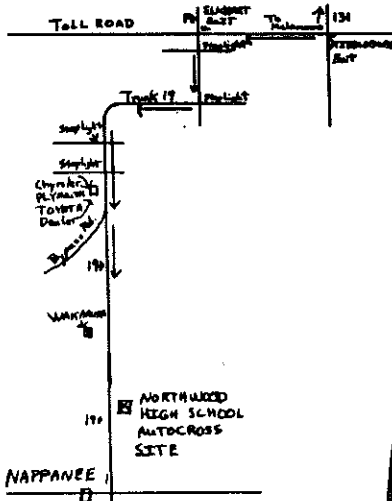
SUNDAY, JULY 13

NORTHWOOD HIGH SCHOOL  
NAPPANEE, INDIANA

8:00 - 10:00 AM REGISTRATION & TECH  
10:30 AM DRIVERS MEETING  
11:00 AM PARADE LAP  
11:30 AM (2) PRACTICE LAPS &  
MINIMUM (3) TIMED RUNS

FEES - IROC - \$12.00 PER DRIVER  
PARTY - \$3.00 PER ADULT  
\$1.50 PER CHILD  
(PARTY IS AT FORTHOFFER'S POOL.)

QUESTIONS - CONTACT JERRY FORTHOFFER  
219-825-9859



Michigan-Indiana Region wants to invite all of you to IROC 1 for a day of autocrossing and partying. This year's event will be held on July 13th at Northwood High School in Nappanee, Indiana. For more information, see the IROC 1 flyer in this issue.

As per '86 IROC rules, there will be two practice runs and a minimum of three timed runs. We are planning on running two cars at a time, so that we can get to the party earlier. For those of you who haven't been there, Northwood's parking lot is huge. It is a great place

to autocross allowing third gear on straights and endless possibilities for creating a challenging course.

The party will be at Fortthofer's pool. Bring your suit and towel and enjoy a refreshing dip after a hot day of autocrossing. The fee for the party includes food and your choice of beer, wine or pop. The party is on the way home for the Michigan People. Trophies will be awarded at the party.

The key to '86 being a great year for the IROC Series is participation. The more the merrier. Mark a place on your calendar now for July 13th.



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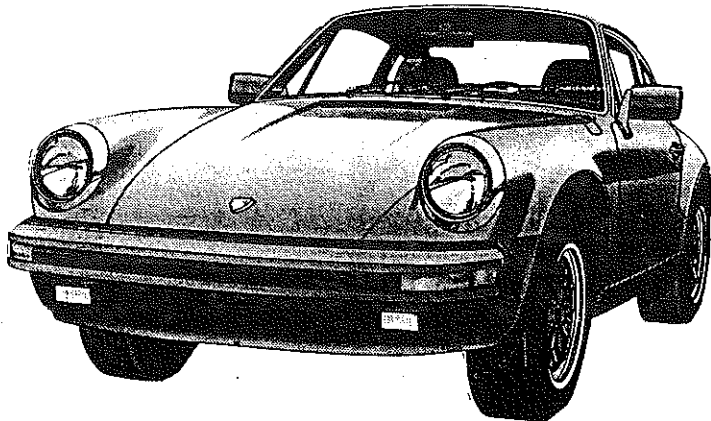


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Tues., Thurs., & Fri. —  
8:30 am-6:30 pm  
Sat. 10 am-3 pm

**SERVICE & PARTS HOURS**

Mon. & Wed. 7:30 am-8 pm  
Tues., Thurs., & Fri. —  
7:30 am-5:30 pm

**HOLIDAY ON WHEELS  
IS COMING SOON!  
August 29, 30 & 31**



- Concours - Rallye - IROC Autocross
- Saturday Lunch
- Saturday Dinner plus Concours and Rallye Awards
- Sunday Party with Autocross and Overall Awards



For more information, or if you'd  
like to help, call:

Judy Cull 452-0781

Eric Zillmer 363-3740

Gary Petertyl 774-0420



**Watch Uber Alles for more  
information next month.**



## JUST OUR TYPE

by Phil Doty

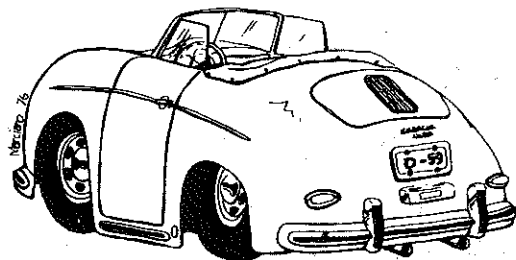
Reprinted from Porsche Pacesetter  
March 1986, Kentucky Region PCA

As you may or may not know, Cheryl and I are restoring a 1957 356A Coupe. I have a friend who refers to the early construction of these cars, and the desire to keep them original by saying that "Hans and Rudy" wouldn't have done this or that. "Hans and Rudy", of course, are nicknames for the craftsmen, I suspect long since retired, who assembled his and my 356 those many years ago in Zuffenhausen. Hans and Rudy, he would say, would never be sloppy or less than perfect!

Well, I met Hans and Rudy the other day. Well, not exactly met them, you see. I met their legacy. Well, not exactly. Let me explain: I took the doors off the 356 to check for rust. To do so, you remove the inside door panel. When I did, I saw the handwritten chalk numbers

of the last three digits of my chassis # on the inside (this was done by Hans and Rudy many years ago to allow the doors to be removed from the car for painting or whatever, and then reassembled. In typical German thoroughness, the last three numbers were also stamped on the dorr's cross frame members, but were smaller.)

Those chalk marks were older than a lot of people I know. They were hurriedly written by men whose passion for precision is a world standard. Hans and Rudy are gone, I'm sure, but their desire to build the best, be the best, is the unwritten legacy they left behind. Somehow on a quiet night in the garage, I get the feeling that Hans and Rudy are still standing around the 356, whispering and wondering if the new owner will ever do it the way they would have done it.



# 356

## Trackside Targa

This month I stayed in Michigan and watched the action on television. There was so much going on locally with the Porsche Club, I couldn't see leaving. Besides, I'm embarrassed to report, my cousin Porsches didn't exactly set the world on fire with their recent performances, so I'm glad I stayed.

On April 12, I went to Lansing to visit the folks of Motorstadt Region for a wine and cheese at the University Club. What an enjoyable way to wind down the week on a Friday evening. They had invited a special guest speaker for the evening. Mr. Robert McCabe, who is the coordinator of the Detroit Grand Prix for the Organization known as the Detroit Renaissance. This is a non-profit group who's goal is to revitalize the Detroit Metropolitan area, both form and in reputation. Seven years ago, Mr. McCabe began working on the effort to bring a world-class driving event to the streets of Detroit. He and his association were successful. On June 20-22, the Fifth Annual Grand Prix will be run on the streets of downtown Detroit.

Mr. McCabe outlined some of the obstacles they had to overcome, and are still working on in order to have this event be a success. For example all the downtown employees must be relocated for parking, and bussed to their offices for a month. All the bleachers must be constructed each year. Corporate sponsorship must be secured to fund the expenses of turning a midwest city into an international event.

The event's success has also created some problems. Due to the success and revenue generated, Cobo Hall, the large downtown convention center, has expanded, thus eliminating a prime viewing area for the race.

Downtown realstate has become so valuable, that a developer wants to put condo's in the front straight where the primary seats are located. Alterante sights are being considered for future years, and every effort will be made to maintain a Formula One event in Detroit.

Some facts and stats on this year's event were provided for our use by the Detroit Renaissance. The track is the only downtown street circuit for For-





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mula One racing presently in North America, consisting of a 2.5 mile circuit comprised of 20 turns, 13 left and 7 right. Distance covered is 64 laps for a total of 160 miles. Last year, attendance was 224,000, and 8,500 downtown hotel nights were occupied. The event employed 2,250 people on a temporary basis, and had a \$15 million impact on the city. In 1985, 5 million people in the United States and 80 million people worldwide watched the live broadcast on TV. Coverage again will be by CBS live.

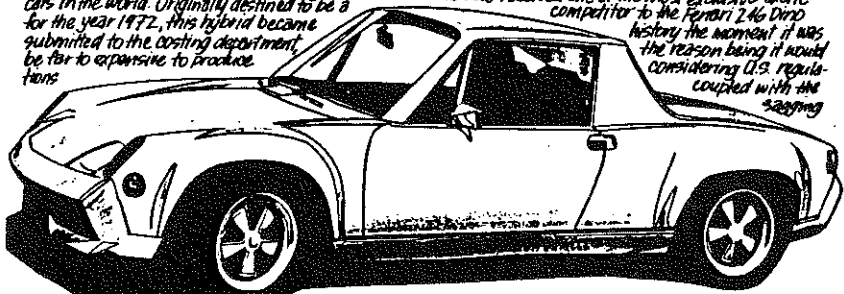
A fund raising program has been developed called "ADOPT-A-BLOCK". This revolved around the pieces of concrete block used to create the racing circuit. Annually, 1,400 of

the 12-foot, four ton blocks are installed to make the course. Adoption levels range from \$50 for one block, \$100 for a lot of block, and on up to \$1000. Benefits include passes, tours and other special courtesies for the race. Complete details are available from the Detroit Renaissance, or contact your editor.

On April 19, I attended the Tech Session sponsored by Western Michigan Region in Grand Rapids. See article this issue. I plan to hit the road soon. So until next month, with a hearty roar of RPM and HP, I'm on my way.

# 916

Rare and unusual would best describe the Porsche 916 since only 11 of the prototype were ever produced. Out of these eleven, the Porsche and Flech families retained five, the remaining falling into the hands of equally waiting friends of the family. These fortunate few received one of the most exclusive, exotic cars in the world. Originally destined to be a competitor to the Ferrari 246 Dino for the year 1972, this hybrid became history the moment it was submitted to the costing department, the reason being it would be far too expensive to produce considering U.S. regulations coupled with the steep

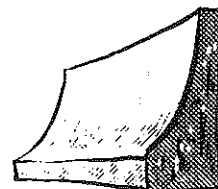


available 914 4. Outwardly very similar to the 914-6 GT, with its widened fenders, light alloy wheels and anti-roll bars front and rear, a closer look revealed a 2.4 litre 9113 engine providing 190 bhp @ 6500rpm, stuffed under an enlarged air intake on the rear deck. At 2200 pounds the 916 was the fastest Porsche road car at that time, capable of accelerating from 0-60 mph in 5.8 seconds with a top speed of 145 mph. The normally removable 914 roof was replaced with a steel one welded in place to improve torsional rigidity. With a reinforced floor, ventilated 9113 disc brakes the 916 could negotiate corners at seemingly impossible speeds far exceeding those of most cars.

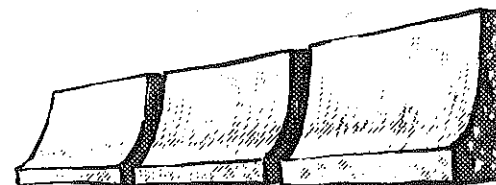
## Detroit Grand Prix

# ADOPT-A-BLOCK

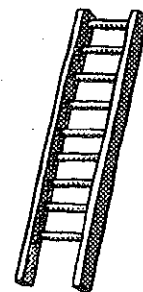
① THIS IS A BARRICADE.



③ THIS IS THREE BARRICADES.



⑤ THIS IS A LADDER.....

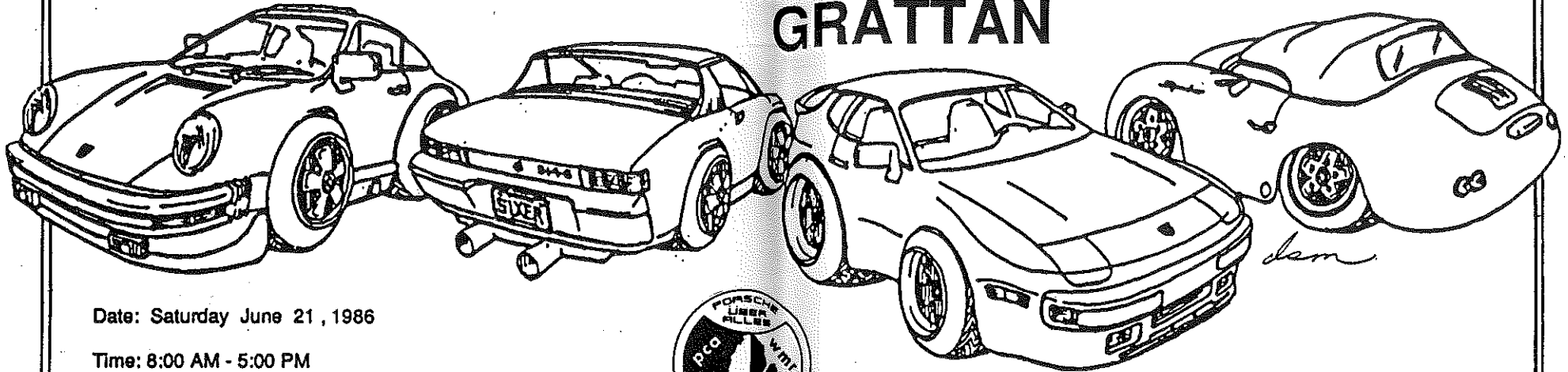


.... NEEDED TO GET INTO, AND OUT OF, DOWNTOWN DURING THE PRE-GRAND PRIX.

©HIDENS

WESTERN MICHIGAN REGION PORSCHE CLUB OF AMERICA PRESENTS

# A JUNE DRIVERS SCHOOL GRATTAN



Date: Saturday June 21, 1986

Time: 8:00 AM - 5:00 PM

Place: Grattan Raceway  
Grattan, Michigan

This event is open to cars other than Porsches, but limited to 65 total cars.

Mandatory Equipment : Snell 1975 or newer approved helmet, seat belts, long pants  
and 100 percent cotton long sleeved shirt or driving suit.

In order to provide safe, usable track time for different types of cars and drivers, we will  
be running separate run groups. Group A - Novice, Groups B & C - Intermediate,  
Group D - Advanced.

Drivers meetings will be at 8:30 a.m. and 11:50 a.m.  
You must attend one before being allowed on the track.

Driving instructors will be mandatory for all Grattan first time drivers. We will work with  
you until we feel you are comfortable. Anyone asking for additional instruction will not  
be refused.

The event starts with TECH at 8:00 a.m. TECH will close at 10:30 a.m.

#### MAIL REGISTRATION TO:

Don Meyer - Event Chairman  
16955 Timberdunes Dr.  
Grand Haven, MI 49417  
(616) 846-4318



#### REGISTRATION:

Early pre-registration is advisable to guarantee your entry.

FEES : \$45:00 / Car, Car club member - pre-registered.  
50:00 / Car, Non car club member - pre-registered.  
60:00 / Car at the gate.  
20:00 / 2nd driver

Make your check payable to WMR / PCA.

AMOUNT ENCLOSED \$ \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone (\_\_\_\_) \_\_\_\_\_

2nd DRIVER \_\_\_\_\_

CAR \_\_\_\_\_ MODEL \_\_\_\_\_

CAR CLUB \_\_\_\_\_ ENGINE DISPLACEMENT \_\_\_\_\_

Preferred run group \_\_\_\_\_ Previous Grattan experience \_\_\_\_\_

Please list any previous open track experience.



## INTRODUCTION TO AUTOCROSSING

Reprinted from Der Ruckspiegel  
April 1986 issue.

Autocrossing ( or soloing) is an automotive competition in which one car at a time negotiates a prescribed course running against the clock. It can be set up on narrow, twisting roads, a race course, or a large parking lot. The name of the game is to have a good time and to improve your driving ability.

Auto racing of any kind is a thinking sport and autocrossing is no exception. It takes great concentration on your driving and the ability to drive with precision. Of course, these are the same things you should apply to highway driving, but may people do not.



### CAR PREPARATION

Your car should be in good mechanical condition. Brakes and tires are most important. Tires should be inflated to a slightly higher degree than is used for normal highway driving. All loose items should be removed from within the car.

### HAND POSITION ON THE STEERING WHEEL

Your hands should be opposite each other across the steering wheel, or at 9 and 3 on the clock. This gives you a 180 degree turn in in each direction without having to move your hands.

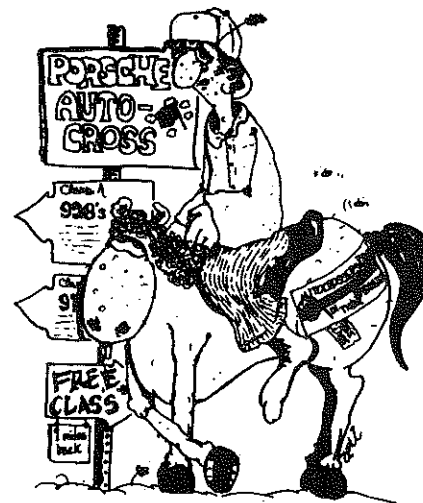


### SEAT POSITION AND SEAT BELTS

Your seat should be adjusted so that you are comfortable can see well, and can reach all the controls. It is best to be away from the steering wheel so that you can use the strength in your shoulders to turn the wheel. When seated very close to the wheel you are just using your arms and are not able to turn the wheel as quickly. The seat belts should be in good condition and must be worn. Usually, if the belt is comfortable, it is not tight enough for competition. If the belt is tight, you do not have to worry about keeping yourself behind the wheel and in the seat.

### KNOW YOUR COURSE

It is most important to be able to walk the course before the timed runs begin. This gives you a chance to learn the course. Study the proper lines through the turns. If a section has an option as to which way to enter, this is the time to decide which side is better. Look for track conditions such as loose pavement gravel, and negative or positive camber turns. Once you have walked a given course, study the course layout if available, and if not, draw your own. After each run come back to the layout and see where you made mistakes and where you can improve. Watch others running; this should tell you if you were right in what you have decided about the course.



### PREPARE YOURSELF FOR YOUR RUN

Relax in your car, think about the course and just how you will drive it. See if you can close your eyes and run yourself through the course. Watch the cars running and put yourself into that car. In other words, concentrate and prepare your mind for what is ahead.



### STARTING

In autocrossing you do not have to drop the clutch when the flagman waves you off. The clock does not start until you do and you have at least a ten foot run at the timer. Remember spinning wheels on the start are the same as sliding tires as you stop; you have lost traction and can not start or stop as fast as you would if the tires had traction. Remember, raise the RPM, release the clutch smoothly, and move away with the tires maintaining full traction and not spinning. Don't forget to shift.



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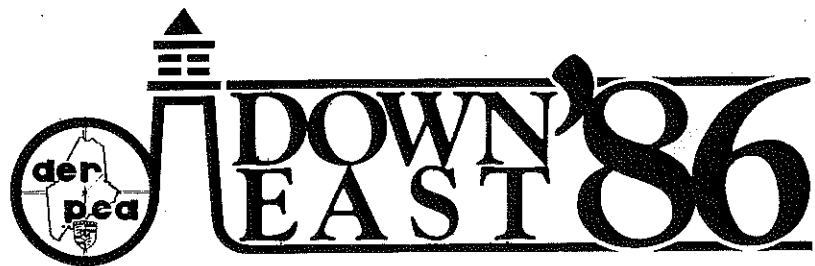
HEEL AND TOE

This driving technique you should know and practice at all times. It is the process of being able to step on the brake and operate the gas pedal at the same time with the right foot. Some use the ball of the foot on the brake and the heel on the accelerator; hence both heel and toe. Others use the side of the foot or ankle on the accelerator. Use whichever works best for you, but use it! This enables you to brake and downshift at the same time with smoothness.

BRAKING

Maximum braking is accomplished without sliding the tires. Once they start sliding you have lost braking power. With the ability to get and maintain maximum braking you will find you can go faster into a given corner before even applying your brakes.

By applying these basic points and with that old lady luck YOU can be a winner. But most of all, if you would apply these points to your everyday driving you will be a better and safer driver.  
Happy motoring from Mark Hopkins.



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

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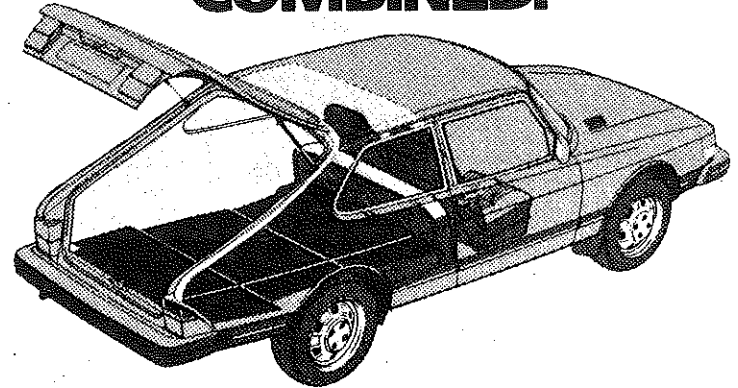
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As you can see, Saab has more cargo space than all three of the others. As you can imagine, Saab is a lot more useful than any of the others when you pack up the summer house, provision your boat, load up sporting gear for a long weekend, or make an impulsive purchase at a tag sale.

Of course, only the Saab has a rear seat that folds down, so the others may claim that it has an unfair advantage.

That's right. It does have.

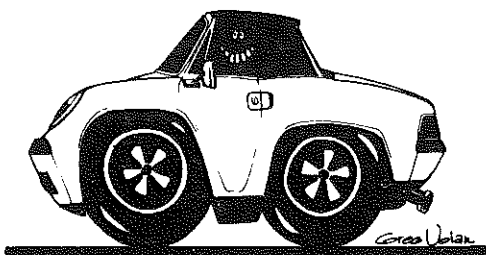
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## SIX PAC TO GO →

Dear Six-Pac: You've seen me around at some local SCCA auto-x's. I'm a SVO residing here in GR. My owner says he's going to sell me. Personally I kind of like it here. What can I do? Signed, Discontinued.

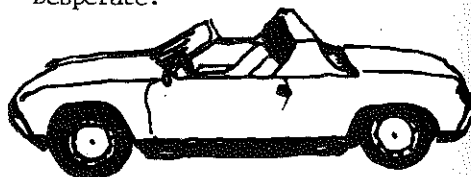
Dear Discontinued. I wouldn't worry much. I have a strong feeling that all the SVO Mustangs will be going the way of the Shelby Mustangs. Now that Ford has stopped producing you guys, your value will climb. It's the same old story, ya can't make a chassis, they happen on their own.

Mr. Six-Pac: I'm the new "Quad-4" Oldsmobile. We are going to be a bunch of "bad dudes", as you back alley sports cars say. I would like to give you four cylinder Porsche's notice. We are going to kick your tail-pipes. Signed GM Lansing.

Dear Mr. Lansing: You guys already tried that one. Ya remember the Chevy Cosworth Vega? It didn't work then,

and it won't work now. I only have one thing to say to you, "nuts".

Dearest SIXER: Help! I'm a lovely 914-4 in trouble. NO, I'm not going to have a baby Beetle. During my winter storage the building I was in flooded. My interior was soaked, and my gauges had heavy moisture in them. I'm afraid I'll smell mildew and my male car friend won't love me anymore. What can I do? Signed Soaked and Desperate.



Dear Drizzy: Fear not. I talked to my owner, Uncle Frank. He knows some of the best Porsche doctors in the area. If you like I will personally escort you to each. I believe you'll be as good as new, or better, once you're finished. Say, how about a can or two of Kendall Oil when you're finished?



Hay Pal: I'm probably the most famous car to ever write to a low life like you. I star in the TV series Miami Vice. I'm the black Ferrara. Thought ya might like to know that I go, as well as show, pal. Just in case ya got a few young chicks out there that can get off on twin chrome tail pipes. They keep a full time mechanic just to look after my every whim. Eat your oil pumps out you Porsches. Sighed, Sunny.

Dear Sunshine: Your letter was really interesting indeed, pal. It's not often I get mail from a Corvette masked as a Ferrara. Listen Pal, it will be a cold day in my garage before we Porsches have to move over for the likes of you. Go back to the drive-in and let the teeny-boppers rub your plexiglass headlight covers. I heard about your full time wrench. He got arrested for gun running. Your bushed pal.

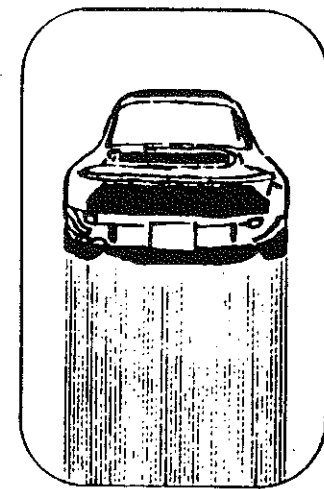
## Tech Tip

### Small Grease Dispenser

by Ross Kocen

This little device uses an upright, two piece tooth paste pump dispenser. To convert the pump into a small grease dispenser, you first remove the bottom cap of the pump using a small screw driver. Next, carefully pry the pump lever clear of the top. Using a long screw driver, push through the top hole until the plunger gasket comes out the bottom of the unit. Blow dry the inside of the pump with any air source. Fill the pump with grease, and reinstall the plunger assembly and base. Make sure the plunger arm on top is seated properly as is the base gasket seal.

From NORD STERN, December 1985  
Nord Stern Region PCA



J. F. Smith



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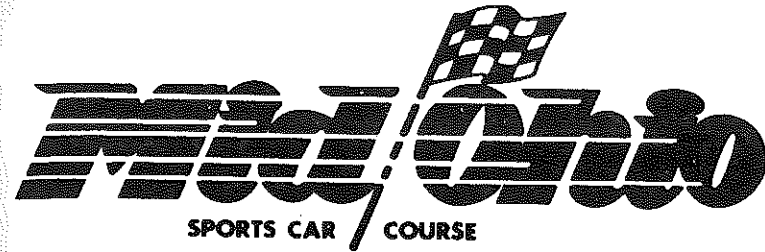
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BOBBY RAHAL ON MID-OHIO

**STEVE LANNOCH**

The odds this year for Bobby to win the Indy car championship are 5 - 2. Only Danny Sullivan and Rick Mears are close, with 5-2 and 3-1 odds respectively. I would think Bobby Rahal would be the person to ask for a rundown on the Mid-Ohio experience. And we have just that. What follows are Bobby's thoughts on Mid-Ohio:

"let me preface these remarks by saying I think Mid-Ohio is one of what I would call "drivers-circuits" in America. Here, a truly good driver, although perhaps he isn't in a car that has the latest equipment, can still be competitive. At many tracks that isn't the case. The car has to be the latest type available, or no matter how good the driver is, he's not going to be competitive.

Mid-Ohio's not that way. A good driver can make up for less that a perfect car, and I can't think of too many other tracks in the world like that.

When you first come to Mid-Ohio you think it's a relatively slow circuit. The average speeds are around 105mph, so with speed indicated, it is a slow track yet, it's a much faster circuit than is first perceived. A quick lap sets a premium on smoothness and on a driver's ability to set up a car to adapt to so many different types of corners.

With the up and down nature of Mid-Ohio, versus most of the other road courses Indy cars race on, a car is a lot more difficult to set up, particularly a turbocharged Cosworth-powered one, so smoothness is the key, and getting the power down early is equally as important. The driver is responsible for the former, the crew and chassis' ability to adapt for the latter.

At the same time, you want to be building up momentum, and Mid-Ohio is also definitely a 'momentum' type of circuit. Many people think all you do



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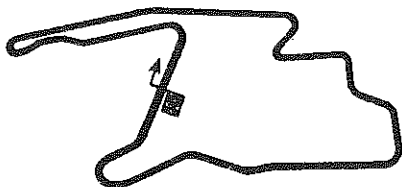
# PORSCHE ÜBER ALLES



is stab the gas, steer, jump on the brakes, steer and stab the gas again. At first glance maybe it is that way, but after a while you understand that if anything, it's NOT that. Momentum and carrying the speed through the corners are critical.

Going up through the gears down the back straight is about the only time you can take a critical look at your gauges, and if you're in heavy traffic, even that 15 seconds or so gets very busy.

This is the kind of track a driver can really sink his teeth into. There is a certain number of drivers who thrive at Mid-Ohio and like it. I'm one of them. And there are others who hate it. For them the track is more work than fun. But then there are those of us who can really get the bit between the teeth and enjoy what we're doing. I wish everybody could have the opportunity to see it as I do, because it would give you a deeper understanding of what we're doing but this is as good as we can do for the moment."



Mid-Ohio  
Sports Car Course,  
Lexington, Ohio

**Distance:** 84 laps of 2.4-mile road course, 201.6 miles  
**1985 Results:** 1. Bobby Rahal (March 85C/Cosworth), 107.041mph average speed; 2. Danny Sullivan (March 85C/Cosworth); 3. Jacques Villeneuve (March 85C/Cosworth).  
**Qualifying Record:** 1m 15.267s, 114.791mph, Bobby Rahal, 1985.  
**Race Record:** 107.041mph average speed, Rahal, 1985.

You do have the opportunity to drive this beautiful track. Northern Ohio Region will hold our Tenth Annual Mid-Ohio Drivers School on June 14-15.

We have always had our school fill up very quickly, so get your registration forms in quickly to assure your spot.

Bobby qualified for last year's race with a 1 min 15.2 sec lap (114.8). Just for comparison, a stock 911 turns 1 min 58 sec laps if driven well. My best lap with a modified 91406, with a 2.4 liter "S" motor, was a 1 min 50.2 sec lap (around 80 mph).

Imagine if you will that

I was out on the course with Bobby, lapping in his Indy car. He would lap me in three laps. And if he lapped me on the back straight he would be going some 60 mph more than my 130 mph.

And if I was in my diesel Rabbit he would go around twice for every lap I would turn. And if..... THATS FAST FOLKS!

Reprinted from The Voice,  
March 1986, Northern Ohio  
PCA Region Newsletter.

## PORSCHE + EBR

Eastern Buckeye Region  
Porsche Club of America

*Drivers School*  
*May 17 & 18*



EASTERN BUCKEYE REGION - PCA will host a weekend drivers school at the beautiful and challenging 2.4 mile track of the Mid Ohio Sports Car Course on May 17 & 18, 1986. All vehicles must pass a rigorous safety inspection in order to run. The format will be similar to our past events - students will be paired with instructors until they are familiar with the course and can operate their vehicles in a safe manner.

| REQUIREMENTS   | PLEASE NOTE  |
|--|--|
| 1. Helmet - 1970 SNELL or later<br>2. Seat belts - driver & passenger<br>3. Roll bar if open car<br>4. Minimum 3/32" tire tread depth<br>5. Long sleeve cotton shirt - long cotton pants - cotton socks<br>6. Leather or canvas shoes<br>7. Valid driver's license<br>8. 18 years or older | 1. Pre-registration is mandatory<br>2. Confirmation letter w/ details will be sent upon acceptance<br>3. Limit - 60 drivers<br>4. Entry fee - \$150 per driver<br>5. Registration deadline - May 3 |

Make check payable to EBR-PCA and mail with registration form to:  
 Bert Pharis  
 4379 Devonshire Drive  
 Youngstown, OH 44512-1032

For further information please call.  
 Mary-Margaret or Bert  
 216/782-4522

### REGISTRATION FORM

Driver #1 \_\_\_\_\_ Car Make \_\_\_\_\_  
 Driver #2 \_\_\_\_\_ Model \_\_\_\_\_  
 Address \_\_\_\_\_ Phone \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Amount Enclosed \_\_\_\_\_ Do you need an information packet? Yes \_\_\_\_\_ No \_\_\_\_\_

Registration Deadline - May 3



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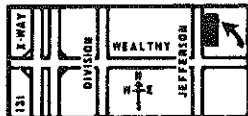
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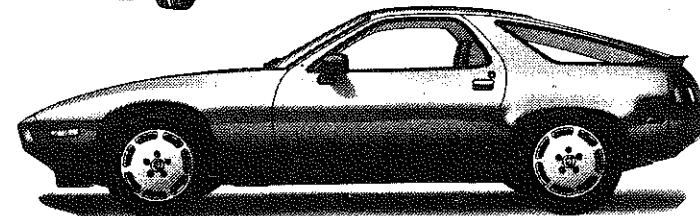
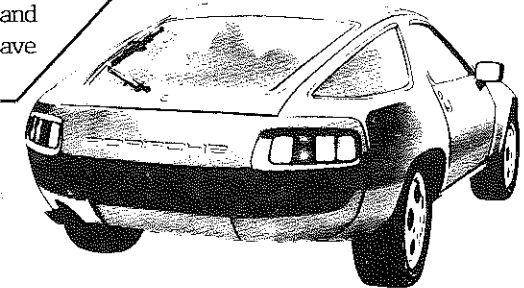
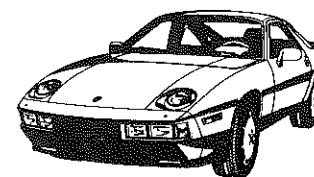
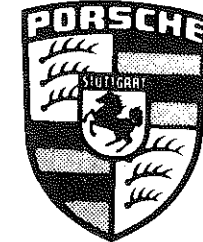


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## 928 UPDATED HIDDEN IMAGE

Porsche 928, flagship of the German maker's exotic fleet, has been given a thoroughly restyled body, as evidenced by (these) unofficial pictures taken during secret tests in the U.S. Displacement of the V-9 has been increased from 4.7 to 5 liters and the four camshafts operate 32 valves. Porsche engineers used the four valves per cylinder technique to reduce air pollution while achieving a cleaner and more complete gas combustion. The restyling offers a smoother shape both front and rear. Tail lights are no longer "dented" into the body, but are smoothly fitted in, as are turn signals, headlights and front spoiler. Fenders have been slightly slimmed.







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# PORSCHEMPORIUM

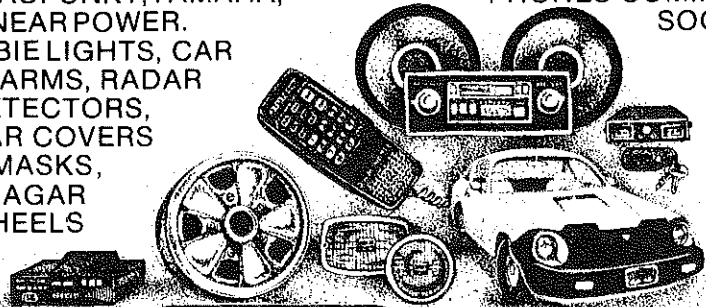
|  |         |
|--|---------|
| Binders, Panorama.....                         | \$10.50 |
| Books, Porsche Owner's Companion (by Post).... | 14.50   |
| Up Fixin Der Porsche Vol. I & II.....          | 15.00   |
| Up Fixin Der Porsche Vol. III.....             | 12.00   |
| Up Fixin Der Porsche Vol. IV.....              | 12.00   |
| Up Fixin Der Porsche Vol. V.....               | 12.00   |
| Up Fixin Der Porsche Vol. VI.....              | 15.00   |
| Car Badge, PCA.....                            | 15.00   |
| Car Badge, WMR.....                            | 2.50    |
| Decal, PCA 2", Inside or outside.....          | .70     |
| Decal, PCA 3 1/2", Inside or outside.....      | 1.70    |
| Emblem, PCA 1/2".....                          | 2.20    |
| Emblem, PCA 1".....                            | 2.70    |
| Hats, PCA Blue, Mesh back.....                 | 6.00    |
| Lapel pin, PCA 1/2".....                       | 2.70    |
| Patch, Porsche crest 2".....                   | 2.00    |
| Patch, 3"-2.20, 4" -3.20, PCA-WMR 4".....      | 2.20    |
| Old T-shirt, WMR child's size 10-12, 14-16.... | 3.50    |
| Old T-shirt, WMR adult size 34-36.....         | 3.50    |
| Tie Tack, PCA.....                             | 2.50    |
| Ties, Porsche Crest, Navy, Red, Brown, Silver. | 13.50   |

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Mid-States Petroleum offers Union 76, CAM-2 and Howell Racing fuels. for info call Darrell Darling at 1-800-482-2611 in MI or 313-528-3577.

### FOR SALE

911 E - 1969 Coupe 5 Speed, 91,7000 miles, Blue with black int. AM/FM, H-4's, forged alloy wheels, ext. restoration 4/84, bra and cover, S-type suspension, alloy calipers, \$11,700.00 call David Singer in Midland MI 517-687-7110.

Klassified is a listing of want/sell ads submitted by WMR members. Ads will be run for 2 consecutive months at no charge. Other regional newsletters have similar columns, and are available from the editor on request. Minimal charge for ads run for non-members.

### FOR SALE

911 Euro Tail lens, red, amber, black trim, new still in boxes. Need to clean garage out. Other 911 parts, unused available. Call Uncle Frank evenings at 616/245-6666.

### FOR SALE

914 Parts Available, moving, must sell as much as possible. Spring's coming! need Parts? Call Uncle Frank eve 616/245-6666.

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## MINUTES

April 9, 1986

Present: Bob Shedd, Debbie Tuckey, Joe Grier, Kurt Wirth, Eric Zillmer, Bill Moses, Rob Poppy, Judy Cull, Frank & Peggy Wagner, Lori and Rick Riley, Don Meyer, Bob Masters, Bob Dankert, Hosts: Doug and Marcie Tepper.  
Called to order 7:40 PM

Treasurer Report: Peggy Wagner, Balance \$5,007.12

Uber Alles Report: Lori Schutz Riley, New advertiser Treatment Products of Chicago

Porschemporium: Inventory and cash turned over to Bob Masters.

Membership report: Marcie Tepper membership is currently being updated at National. We had one new member this month. Regions now have the option to have membership applications go directly to National to reduce the delay caused when they go to the region first. A motion was made and passed to have WMR applications to directly to National.



IROC: Doug Tepper, Three events this year: Napanee, our HOW and MSR Spartan Speedway. 1985 PCR's will be used except the bumping system will remain the same as it was last year. There will not be a "hat trick" trophy this year.

Old Business: Nothing new from Estes Engineering (ie. it doesn't look like we will get a refund) for our timing equipment.

New Business:  
Tech Session: Lori Riley set with 45 confirmed so far.  
June Grattan: Don Meyer, will be 65 car limit, plans proceeding well.

Adjourned 9:01 PM

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## 1986 EVENT CALENDAR

### 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     |
| 28 or 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 RC |
| 13    | CHI        | Autocross                      |                  |
| 13    | MIR        | IROC I - Northwood High School | Napanee, 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        |                  |



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