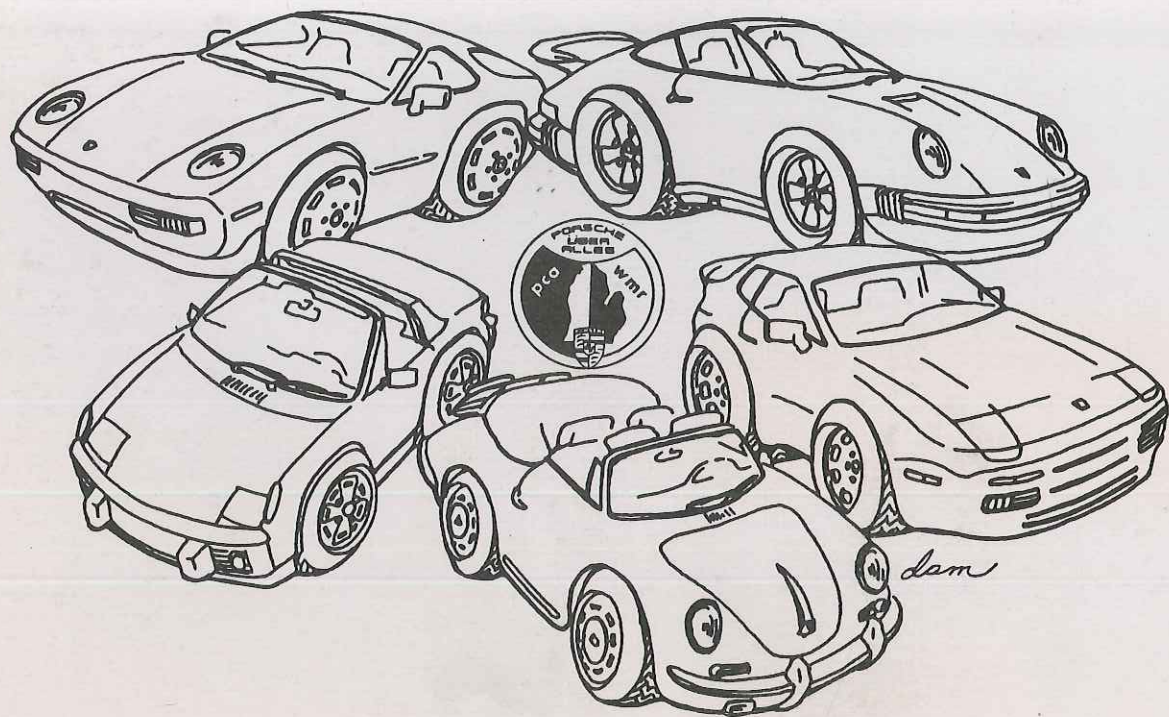


OCTOBER
1986

PORSCHE
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ALLES

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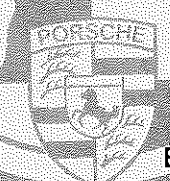
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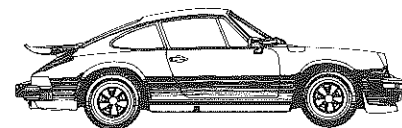
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1/4 Page - \$ 75 Full Page - \$175
 1/2 Page - \$125 Back Cover - \$250

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

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meeting place—

October 1, 1986
 Phil & Judy Cull
 1930 Cornelius SE
 Grand Rapids MI 49507
 616/452-0781

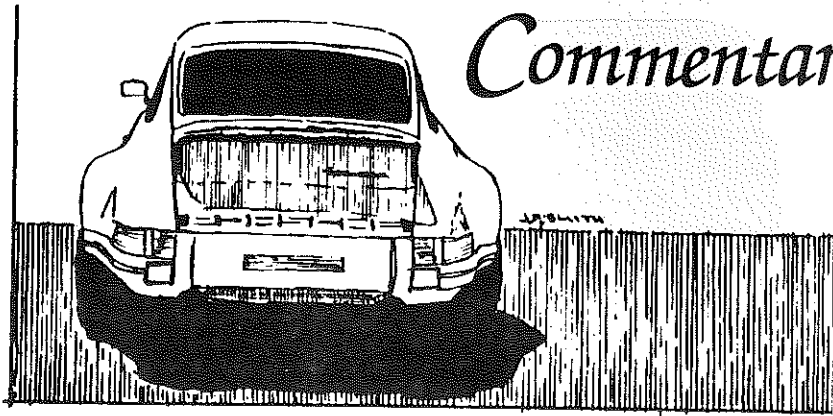
November 5, 1986
 Bob & Kyria Masters
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 616/243-0349

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!

Western Michigan's Holiday On Wheels Weekend was a fun-filled weekend for everyone. See articles this issue.

Carrera Commentary



What do magazines, medical journals, and club newsletters have in common? They are all printed material. But that's not all. Each is plagued by a deadly affliction which you won't find written-up in the medical journal, but it's there. They all fight this disorder, but over the past century a cure is unknown. The only prevention is time, but there are no guarantees. So what is this terrible condition? The 'TYPO'. More annoying than the mosquito bite because it never goes away. More irritating than any rash — no amount of cortaid will lessen the appearance. Once a 'typo' is there in print, it is there to stay. The biggest problem with 'typos' is that they don't appear until the newsletter is back from the printer and mailed to your house.

There are readers who I will call "typo-flushers". They will flush out at least one typo per newsletter given half a chance. For you the following cartoon was drawn. (Reprinted from Potpourri, Lincoln Trail Region PCA).

IF YOU FIND MISTAKES
IN THIS PUBLICATION,
PLEASE CONSIDER
THAT THEY ARE THERE
FOR A PURPOSE. WE
PUBLISH SOMETHING
FOR EVERYONE, AND
SOME PEOPLE ARE
ALWAYS LOOKING
FOR MISTAKES !!!



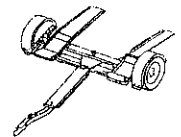
When a typo is called to my attention in an issue of Uber Alles, I take the compliment with grace. At least you are reading the newsletter I have worked so hard to produce each month. Someday the world of print maybe typo free. How Dull!! Until then, please have mercy on your newsletter editor. We know that Porsche never built a '942', that the Grattan 'tack' is difficult to drive, and we attend the 'wintervest' each February. Use your imagination — and enjoy your club newsletter.

Editor Uber Alles
Lori Schutz-Riley

EURO AUTOWERKS



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Kalamazoo



HOLIDAY ON WHEELS 1986

by Judy Cull

Fun, sun, friends, fun and more sun equals a good time had by all at HOW 1986.

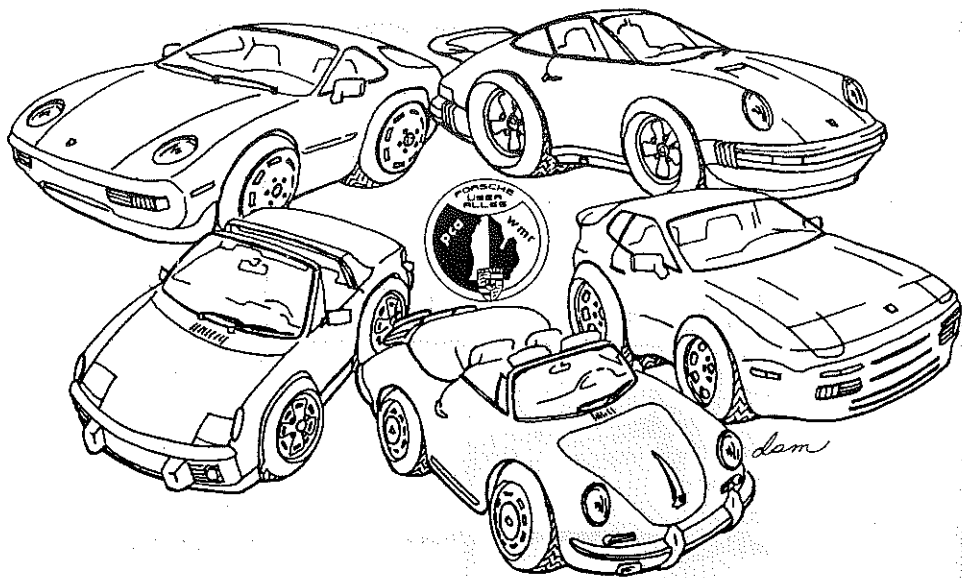
As last year, we gathered at the Harley Hotel for the concour, lunch, rally and Saturday night banquet.

It was great to see new faces this year and from the size of the smile, you know they will be back.

Thanks to Bridgestone tires, Paul Thieme has a new set of tires. What more could a poor(?) struggling college student ask for..... maybe another poor college student with no car to co-drive Paul's car?

Sunday found 45 Porsche drivers and 3 'other' drivers at Lear Siegler for the autocross and all the sun you could soak up. Awards were given out pool side thanks to Doug and Marcie Tepper, our hosts for the party.

Thanks to all who made HOW happen.



THE KURT WIRTH ALIAS CRAIG PAULL

CONCOUR RESULTS

(Craig Paull was chairperson, however duty called from work, and Kurt Wirth stepped in for Craig to run the concour.)

- P - retty Wetter
- O - rganized Ablauf
- R - eady Zeitnehmer
- S - howpiece Sportwagen
- C - lassy Teilnehmer
- H - onest Richter
- E - ctatic und Sieger

All spelled the 1986 HOW Concours where everyone was a winner--especially the 'concoured' Porsches!!!

Concours d'Elegance

Danke Schoen und auf wiedersehen in 1987!

- Honest Richter -
- | | |
|--------------------|--------------|
| Phil Cull | Ed Scott |
| Don Meyer | Bob Shedd |
| Charlie Richardson | Peggy Wagner |

- Ready Zeitnehmer -
- Lori Riley
 - Donna Teter
 - Harold Teter

K. E. WIRTH

For Those who were not 100% sure

Deutsch

Ablauf
Richter
Sieger
Sportwagen
Teilnehmer
Zeitnehmer

English

smooth running event
judge
winner
sportscar
participant
timer

CLASS	CAR OWNER	POINTS	PLACE
A	Robert Deming	189.0	1 \$
	Rick & Lori Riley	188.5	
B	Paul & Marci Thieme	189.0	1 \$
	Don Meyer	186.0	2 \$
	Kurt Wirth	178.0	3 \$
	Frank & Peggy Wagner	168.0	4
	Joe Grier	166.5	5
	Doug & Marcie Tepper	165.5	6
	Lloyd LaHuis	156.5	7
☼ Dave Hutchinson	107.0	8	
C	Rush Pond	107.0	1 \$
D	Dan Bird	66.0 [®]	2
	Bob Shedd	57.0 [®]	3

\$ indicates trophy

® indicates bumped to C

Peoples Choice Kurt Wirth - silver 356

Judges Choice Kurt Wirth - silver 356

RALLY
GOUR
Porsche

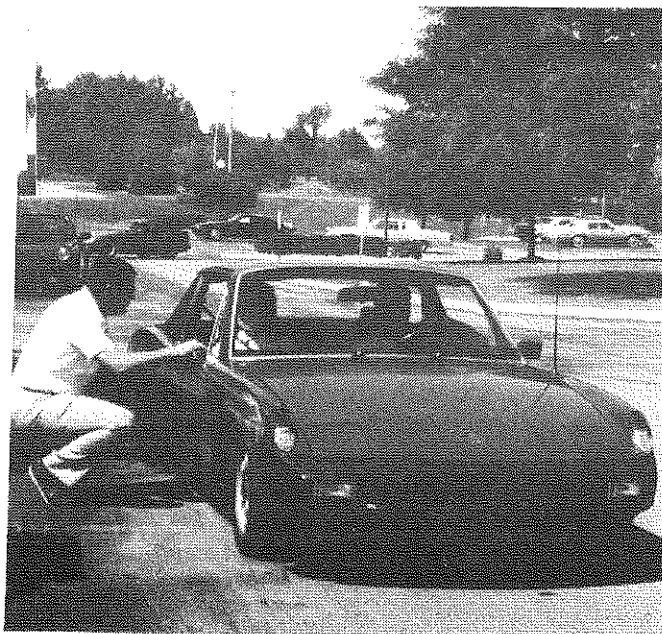
H O W LOCK-NESS RALLY II

From the Rally Master

Steve Locke

I hope all of the people that took advantage of a beautiful Saturday afternoon in Western Michigan enjoyed themselves. For those who weren't here, 20 cars travelled through about 100 miles of Kent and Berry counties trying to find four check points and get back to the Harley Hotel with the least miles. As far as the club knows 20 cars started, 19 finished and only one may be still on the course (they made it through check points 1 and 2, and they were never heard from again!). Special Thanks to the check point workers. I understand that our participants were very glad to see you!! Rod Wolma kept his Corvette well hidden in the weeds down a side street. Eric and Debbie Zillmer were just around the bend of the confusing part where some thought they were driving in a circle. (Thanks for the chocolate!) Debbie Locke and Joyce Wolma had a great spot by a park in the shade. Chuck and Kathy spent the day at school- in the parking lot anyway. And to start them off, Lynne Olenyk at the odo-run check point.

The Tepper's did a terrific job with the 73 mile total to win the event, with the Fosters less than a mile and a half behind. 4th and 5th place forced one to calculate out to 1000ths of a mile; 81.268 vs. 81.270 miles, and the winner was the Riley's in 4th place.



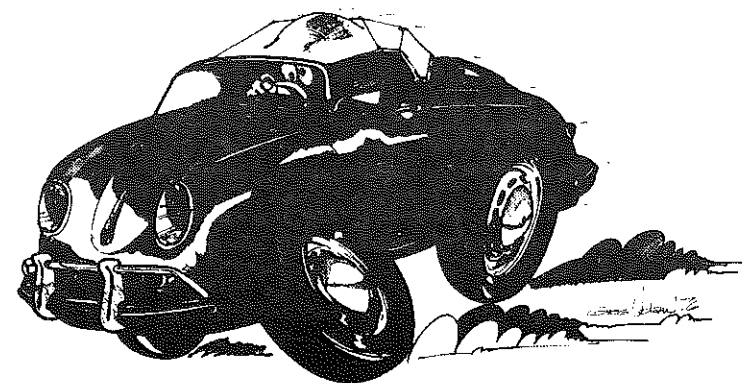
Steve Locke, Rally master gives final instructions to corner workers Rod, Eric and Debbie. (above). Steve wishes Frank and Peggy Wagner a safe drive.

I would like to extend my thanks to all those people who helped me put the event on. It seemed that every time I needed assistance, a PCA'er would volunteer on the spot. Thanks again for your support as you all know, an event like a rally can't be put on by a single person—it's a team effort.

It couldn't have been too bad a rally, no one threw me in the pool!!

(Could this be a hint?? Ed.)

Participants	Miles	Place
Doug and Marcie Tepper	73.08	1st \$
Duncan and Thyra Foster	74.35	2nd \$
Charlie and Maureen Richardson	76.69	3rd \$
Rick and Lori Riley	81.26856	4th \$
Kirth Wirth and Jeff Kolk	81.2700	5th \$
Bob and Soo Dankert	84.58	
Paul and Marcie Thieme	85.62	
Frank and Peggy Wagner	85.69	
Lloyd and Regina LaHuis	86.94	
Don Meyer	87.20	
Rush Pond and friend	89.73	
Rob Deming	89.88	
Joe and Debbie Grier	99.51	
Dan and Neila Bird	102.68	
DNF-unknown		
DNF-unknown		



Autocross your Porsche

BY PHIL CULL

We have all heard the expression "it only gets better". Well, hopefully that's true, but I was thinking of a similarity. "it only gets easier".

The 1986 HOW/IROC Driving Event marked the 14th year that WMR used the LEAR Siegler instrument Division parking lot for this occasion.

To the best of my recollection, I have personally been involved as an official all of those years and it can truly be said that it "only gets easier".

This year, Bill Fleisher, a member of the LSI engineering staff as well as "944 Turbo driver Personified", served as co-chairman. Bill's assistance not only made my job easier, but provided an opportunity to "cross train" and will hopefully help in providing for a continuation of the event at LSI.

Other PCA/WMR members who worked at LSI were present. Maynard Englebretsen, Security Manager and Bill Sanders, Test Equipment Engineering Manager were in attendance with their lovely wives to help the event run smoothly.

It seems that every year more people "jump in" to lend a helping hand and the operational functions seem to be more spontaneous.

After Rick Riley transported, installed and verified the new timing equipment, he turned it over to Donna Teter, Regina La Huis, Bob Dankert and Laurie Fleisher, who used it to provide the very best of timing and scoring.

As usual, my 'ole buddy', Harold Teter helped me administratively and acted as official starter. He and Ken Haverkate co-ordinated the setting up and taking down of the pylon course markers.

Bob Masters not only assumed the job of organizing tech inspection, but arranged for the loan of his dad's motorhome for the timing personnel. He and Kyria also did their usual fantastic job with the Porschemporium sales.

All the gals in the food concession - Sandy Scott, Lori Petertyl, Soo Dankert, and Debbie Zillmer kept the pangs of hunger at bay. They sure appreciated the use of Bob Shedd's canopy. It made the day a lot more enjoyable.

The biggest thank of all goes to Judy, my wife, who put the whole Holiday On Wheels package together. She, Eric Zillmer and Gary Petertyl spend many hours in the months preceding to organize everything.

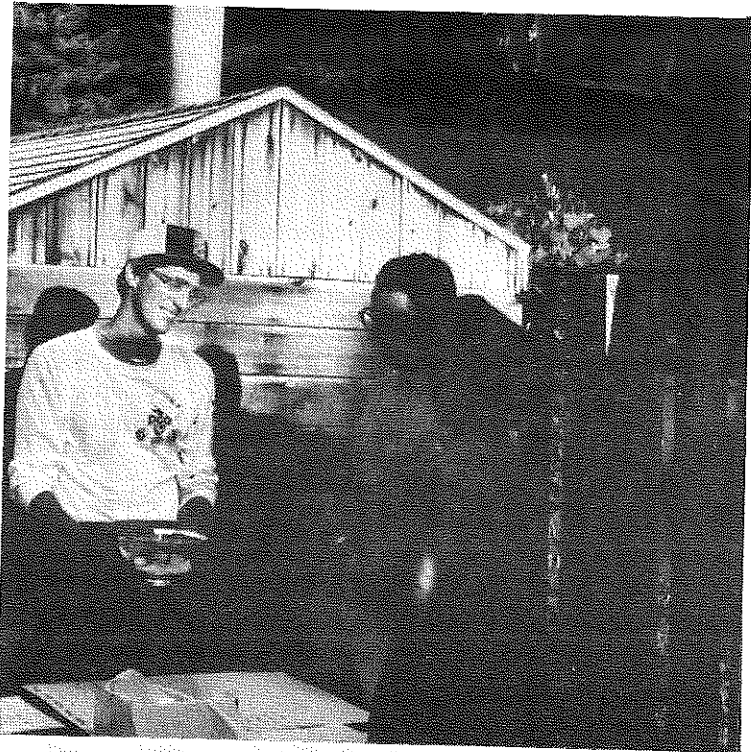
My job "only got easier" because of the willingness of all my friends to "put their shoulder to the wheel" and make things happen.

Thanks to everyone, including those not specifically mentioned, for demonstrating team spirit, to make it another fun in the sun day with Porsches and good friends.

THANKS !!

to the following businesses for your generous donations and support to Holiday on Wheels 1986.

Car Barn Inc. - trophies
Kazoo Motors - Mugs
Euro Autowerks - picture
SIXER and Keenan - Radar detector
Heritage Heirlooms - clock
Professional Uniforms - 2 jackets
Porsche emporium - shirt
Kamp oil - 2 cases of oil
Snap-on tools - Cooler
Great Lakes Tire Co - tires and hats
Rogers Department Store - gift certificate



Doug Tepper won the overall award this year with his 944. A first place in the rally, with the help of his wife and navigator Marcie, and a first place in the autocross event cinched the title for Doug.

A special thanks to the Teppers for hosting the pool party after the autocross. Marcie would like to specially thank Debbie Grier for all her help organizing the party, and food preparation. Also, Thank you to Sandy Scott, Soo Dankert, and Lynne Olenyk for your help setting up for the party. Everyone had a great time, with lots of good eats and drinks. Some enjoyed racing videos upstairs, some enjoyed a swim (or went in anyway!) and all of us enjoyed a great wind-down from a fantastic weekend.

IROC II

by Doug Tepper

The legend lives on! As Jerry wrote in his coverage of the 1st IROC the "WMR parties are legendary.". Well, we proved it again... All first place winners were thrown in the pool, all second place winners were annointed as well... in fact everybody made the big plunge; some more willingly than others. Oh yes, we did have an autocross before the Party.

Phil Cull had mercy on us and our tires by eliminating the 360 around the light pole this year, but put one of those crazy SCCA popcicles in its place—still an improvement. This and the fact that the course was shortened at the start due to Lears' new cement bumpers produced faster times this year.

Jeff Kolk came out of autocross retirement to drive Rick Riley's "Schutz Red" 911 to the fastest time of day at 65.051 seconds. Congrats! Beat Rick in his own car... Next year Jeff may have to bring his own toy.

Ladies FTD was taken by Julie McNamara, only one second slower than hubby Mike at 70.427. Fantastic! Watch out guys, these women can drive. In fact nine in all competed in Ladies classes. I'm sure all were happy that Peggy Wagner decided to run Men's classes. Her 67.861 effort would have wiped them all out. She took the I1 class, beating Ken (party animal) Haverkate and Dave (concour fiend) Hutchison.

Kurt Wirth finally found another 356 to play with. He and Ed Scott's I1 car agreed to make a class. Was it worth it Kurt? Ed edged Kurt by a little over 2 tenths of a second.

That contest bumped Lance Weersma to P-6 where, to Greg Hartman's dismay the old 912 took his 924 by a 1.5 second margin. You 911's better hope he doesn't get bumped any further.

In P7 we had a rare appearance from Joe Grier and a newcomer, Rob Deming. Rob won the Class A concours on Saturday. It's nice to see new faces—as long as they don't go too fast and beat yours truly!

P O R S C H E

One of the best battles of the day took place in P12 where the top four finishers were less than eight tenths of a second apart. Harry Burnstine took the class again with a bumped Bill Wagoner second.

P13 went to MIR as well with Steve Jackson taking George Nickell again. Who is this guy? Our own Paul Thieme needs to get his concour winning 911 dirty more often! Speaking of which—Tom Schwenk finally found another 928 to run against. Prospective WMR member Dar Nederveld was persuaded by Marcie (old high school classmates) to autocross for the first time in his new 928S (32 valve). Tom took the P16 trophy and Dar got some experience.

In the I2 class, Larry Grover just beat Frank Wagner. Frank was driving Rush Pond's 914-6 and for the second time during the day the car woner was thrashed by the car borrower. How does that saying go... neither a lender nor a borrower be.

U B E R A L L E S

M1 was quite a contest. The two cars in this class were the 2nd and 3rd fastest of the day. Ron Starkey had to come all the way from Chicago to enjoy our H.O.W. weekend and get taken by Larry Riddle to the tune of .222 seconds! If he wants another crack at Larry he'll have to come to our IROC 3 in Lansing on September 13 (or 14th if it doesn't rain in Lansing on the 6th or 7th and Sally Sprafka wins the lottery and...). You will be notified of the exact date.

WMR needs a big turn out in Lansing to keep our IROC Pylon Trophy for 1986. So plan on coming out. We won't know the final outcome until the IROC Banquet in October. See details on flyer this issue.

P.S. — At our neighborhood party the day after the autocross pool party I was told that our neighborhood association was going to go together and buy a Porsche so they can come to our parties too!!!



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Jeff Kolk - FTD for the day. A very successful day for a college boy with no 911 of his own. But hey Rick and Lori What are friends For????? Judy Cull, overall chairperson, is proud to present Trophies.



P O R S C H E

CLASS	DRIVER	TIME	PLACE
P 2	Ed Scott	76.135	1 \$
	Kurt Wirth	76.381	2
P 4	Gary Petertyl	67.631	1 \$
	Lloyd LaHuis	72.823	2
P 6	Lance Weersma	70.919	1 \$
	Greg Hartman	72.434	2
P 7	Doug Tepper	67.293	1 \$
	Joe Grier	73.645	2 \$
	Robert Deming	75.199	3
P 9	Charlie Richardson	69.387	1 \$
	John Yeager	73.877	2
P 12	Harry Burnstine	66.175	1 \$
	Bill Wagoner	66.635	2 \$
	Harold Teter	66.930	3 \$
	Keith Ring	66.938	4 \$
	Don Meyer	68.571	5
	Ben Tyler	72.116	6
P 13	Steve Jackson	66.620	1 \$
	George Nickell	67.352	2 \$
	Paul Thieme	69.385	3 \$
	Mike McNamara	69.403	4
P 16	Tom Schwenk	71.264	1 \$
	Dar Nederveld	75.162	2

\$ indicates trophy

U B E R A L L E S

CLASS	DRIVER	TIME	PLACE
I 1	Peggy Wagner	67.861	1 \$
	Ken Haverkate	70.562	2 \$
	Dave Hutchinson	70.891	3
I 2	Larry Grover	66.733	1 \$
	Frank Wagner	66.868	2 \$
	Rush Pond	69.243	3 \$
	Carl Haug	69.554	4
	Bob Sprafka	70.828	5
M 1	Larry Riddle	65.160	1 \$
	Ron Starkey	65.382	2
M 3	Jeff Kolk	FTD—65.051	1 \$
	Rick Riley	65.389	2 \$
	Walter Braunohler	70.798	3
L 2	Julie Mc Namara	FTD—70.427	1 \$
	Patty Nickell	73.121	2 \$
	Marcie Tepper®	73.434	3 \$
	Sally Sprafka	74.045	4 \$
	Susan Ring	77.757	5
	Martha Wagoner	79.697	6
	Robbye Lennox	85.330	7
L 4	Lori Riley	71.320	1 \$
	Marci Thieme	79.043	2
Other - GTI class			
	Eric Zillmer	68.392	1 \$
	Robert Hopp	69.600	2 \$
	Bob Shedd	72.103	3

® indicates bumped up to this class
\$ indicates trophy

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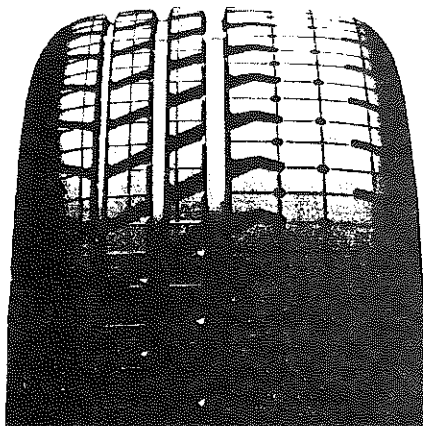


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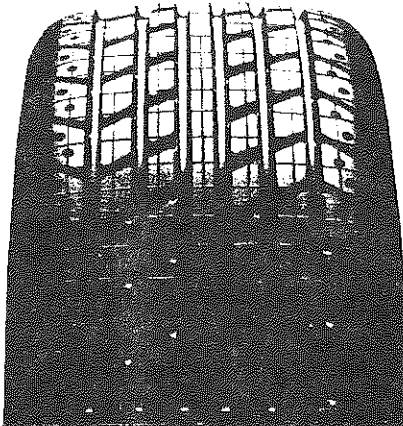
 **YOKOHAMA**

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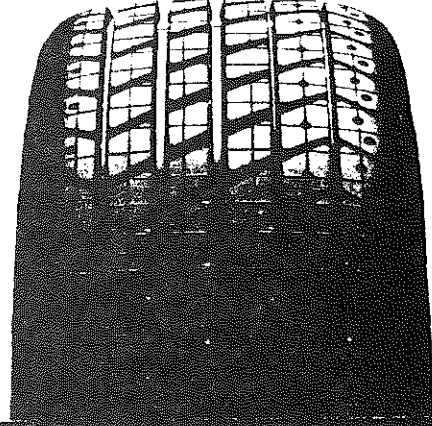
Dry AVS-153



Wet AVS-152

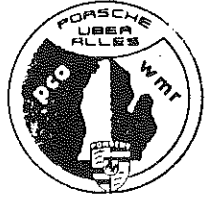


Intermediate AVS-151



727

1986 IROC AWARDS BANQUET



PLEASE RSVP TO DOUG TEPPER
OCTOBER 20. WE NEED YOUR

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WHEN: SATURDAY, OCTOBER 25, 1986
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*(NOTE THIS IS ON I-94, NOT 131)

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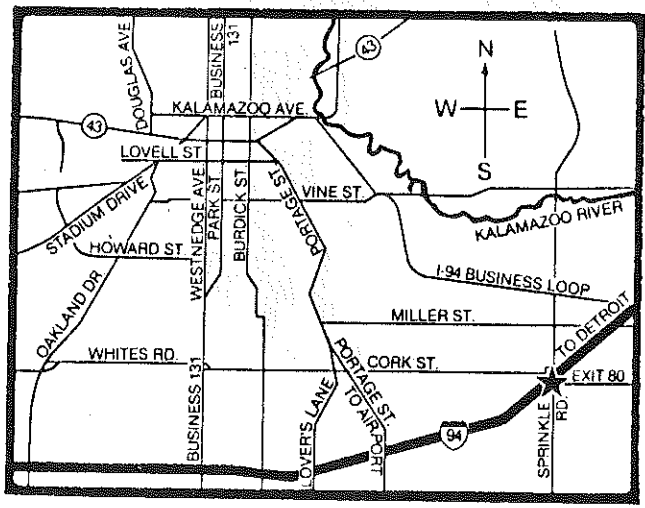
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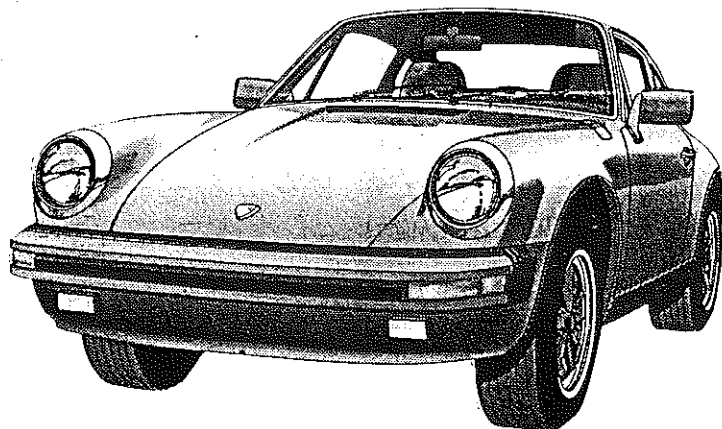
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Sat. 10 am-3 pm

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

U B E R A L L E S

Porsche Directed Quotations

Porsche Directed Quotations is a column which features interesting information about Porsche in the news. Material is submitted by members. If you come across a funny story, or quote, please send a copy to me, and share with fellow Porsche-nuts.

Memorandum for PCA Regional Newsletter Editors

Submitted by John Baker, Director of Public Relations PCNA

"I thought you might get a kick out of this story which came out of the Sears Point (Calif.) racing weekend" .. John Baker

Source-Camel GT -Earl Fannin, Public Relations

SONOMA, Calif.— Rob Dyson was stuck in traffic, and knew he was going to miss the start of the Ford California Grand Prix Aug. 3 at Sears Point International Raceway.

So he convinced a guy on a motorcycle to speed him to the track, but not before he gave the keys to his \$50,000 Porsche 944 Turbo to a couple ahead of him in the traffic jam.

"I just gave him my car keys and my business card," Dyson said. "I asked him to find my rig in the paddock and park the car rith there and give the keys to a guy in an orange suit."

And that's exactly what the mystery spectator did. After Dyson finished the race—which he won co-driving with Price Cobb—his street Porsche was right there in the paddock.

"no, I'm not surprised I got my car back," Dyson said. "After talking to the guy for 20 seconds, I knew I could trust him.

"I knew I'd miss the start of the race if I didn't do something, and leaving my car behind was the only thing I could do. I didn't want to abandon it, so I just found someone who would bring it to the track for me."

A record crowd of more tha 30,000 watched Dyson and Cobb battle exhausting 90-degree temperatures to win the 300-kilometer race in their Dyson Racing Porsche 962. Their margin of victory over the Lowenbrau Porsche of Al Holbert and Derek Bell was more than 40 seconds.

It was Dyson's second victory of the year and Cobb's third.

It may even be one of the most memorable days ever for Dyson.

Reprinted from Kalamazoo Paper, from the Associated Press
Submitted by Charlie and Maureen Richardson

Driver School Uses \$28,000 Porsches

Carrollton, Texas

Students at the Classic Driving School are probably more nervous than most novice motorists, but that's to be expected since instructors Jim and Marsha Kirchmeier use only Porsche autos.

"We wanted something above the competition," said Kirchmeier, 32, who taught driver's education in public schools before he and his wife opened their suburban Dallas driving school in May.

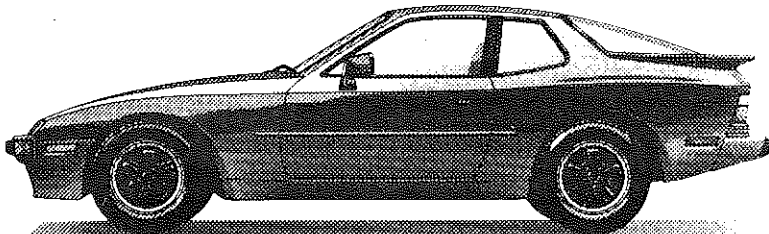
"I noticed that all the teen-agers would stare at the Porsches that drove by, so I knew what they liked," Kirchmeier said. "I started asking questions and there's not anybody who doesn't want to drive a Porsche."

"Student driver" signs adorn each of the three bright red 1986 Porsche 944s parked in the driveway. A 1987 model is on order.

Mrs. Kirchmeier, 27, said their teen-age customers are awed by the fancy cars and are a bit nervous about driving such an expensive automobile.

"I've had students say they're scared to death about being the first person to wreck one," she said.

Though the Porsches cost between \$27,000 and \$29,000 a piece, Kirchmeier said the \$310 cost of instruction is only slightly more expensive than other private courses.



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BULLETIN

PORSCHE'S 1987 MODELS FEATURE GAINS IN PERFORMANCE, HANDLING AND STYLING

Submitted by PCNA, Martha Mc Kinley, Manager of News Media Relations, in Reno, NV.

Improvements in performance, handling and styling characterize Porsche's 1987 model sports cars, with several new features adopted directly from racing.

The company's three families of vehicles—four, six and eight cylinders—offer a total of nine separate models, each providing a different driving "feel".

"The selection of Porsche models provides drivers with their choice of sensational driving experiences. Porsches are known for state-of-the-art engineering proven in all environments, including the racetrack," said John A. Cook, president of Porsche Cars North America, Inc., the U.S. importer and distributor for the famed West German sports car.

Developments from Porsche racing heritage have been incorporated in the 1987 model engines including the expanded use of engine management electronics which is an essential part of fuel conservation in motorsports; optimization of combustion chambers based on Porsche's racing engine development program; and application of four-valve-per-cylinder technology from Porsche endurance race cars to the four-cylinder engine.

Four-Cylinder Family—New Performance

Porsche's new 944S is an extra-performance version of the car often called "the benchmark of modern sports cars"—the 944. The 944S couples four-valve-per-cylinder technology and engine electronics to Porsche's leading edge work on emissions control, producing a power train with the same performance worldwide. The 188-horsepower car has a top speed on the test track of 142 miles per hour and a 0 to 60 mph time under test conditions of 7.7 seconds.

This announcement was submitted by Bill Moses. WMR has lots of expertise in this area - anyone want to lend a hand?

// De Vaux / Lorraine Project///

Dear Grand Rapids Antique Car Club;

Thanks for letting us speak to your group at the August meeting about the Grand Rapids Public Museum's two "new" cars: a 1932 DeVaux convertible & a 1920 Lorraine touring, both made here in Grand Rapids and donated to the Museum by local attorney Joseph Moch.

We are seeking volunteer help of all kinds to complete the project. Right now we need help to disassemble the DeVaux and restore various systems such as brakes, steering, body wood, cleaning, etc., etc. You can do as little or as much as you want... and even take pieces home to work on.

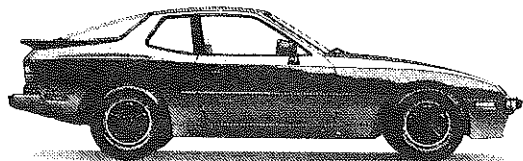
We would like to start the project Tuesday, September 30, from 7 PM to 10 PM, at George Ferris', 240 Greenridge NW (off West River Drive— just south of Comstock Park). Just drop in during that time or if you care to call ahead, you can reach Wes Myrick at 361-9022 days and 874-6825 evenings, or George at 784-6640 evenings.

Thanks again and we hope to have a good turn out.

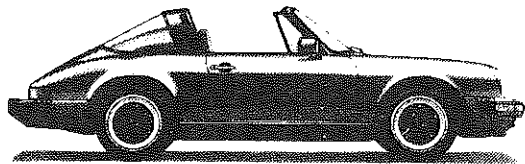
Wes Myrick and George Ferris

All 944 models have new safety features, accessories and other options. Porsche is the first manufacturer to offer airbags for both driver and front seat passenger. Dual airbags are standard in the 944 Turbo and optional in the 944S and 944. Porsche offers an optional anti-lock braking system on all 944 models as well.

New accessories include a new rear seat unit with individually folding backs to permit better passenger and load handling. In early 1987, a sound package will be available which includes a Blaupunkt BEA 80 booster/equalizer that allows adjustments to each of 10 built-in speakers.



The 1987 model 924S introduced in June, 1986 is powered by the same Porsche water-cooled, 4-cylinder, twin balanced shaft engine as the two-valve 944. The engine produces 147 horsepower and a top speed of 134 miles per hour on a test track. Its acceleration time from 0 to 60 mph under test conditions is 8.3 seconds with a five-speed manual transmission and 9.8 seconds with the automatic transmission.



The 911 Carrera Family—Continued Improvements

Improvements to the 1987 model 911 Coupe, Targa and Cabriolet—Porsche's classic race-bred sports cars—include a hydraulically assisted new clutch, a new five-speed gearbox, and a gain in horsepower through use of optimized combustion developed from the company's racing engines.

The new clutch and transmission allow smoother movements from gear to gear, with a changed gear pattern.

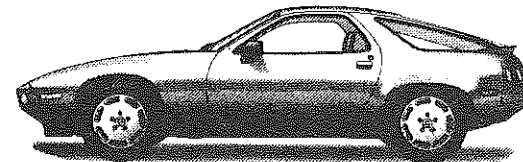
The six-cylinder Carrera engine with optimized combustion has gained 14 horsepower without any total weight increase and now produces a total of 214 hp with a top speed on a test track of 149 mph and a 0 to 60 mph time of 6.1 seconds under test conditions.

The 911 Turbo produces 282 hp with a top speed on the test track of 157 mph and a 0 to 60 mph time of 5.5 seconds under test conditions.

The 911 Carrera has fresh colors and additional leather trim options as well as new fully adjustable electronic comfort seats with additional lumbar support.

The 928S 4—Peak Performance

"The new 928S 4 joins the 911 Turbo as Porsche's highest performing car," Cook said. "It is the best kept secret in the automotive industry. It is the only exotic car with a dealer network to support it."



For the 1987 model 928S 4, Porsche's engineers redesigned the sports car's resonant induction system to provide powerful and continuous torque across a broad range and added two new knock sensors to the engine to allow peak performance on a wide range of unleaded fuels.

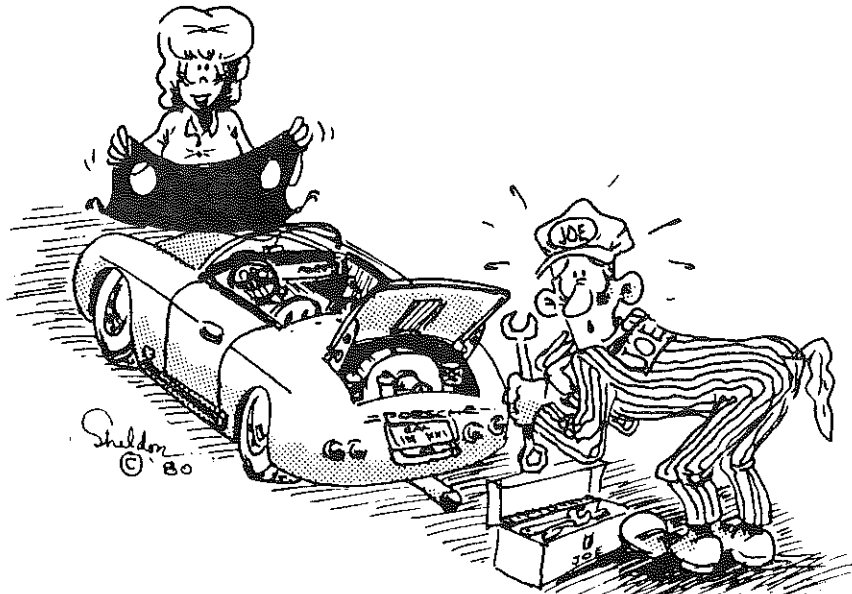
The 928S 4, with its five-liter, 32-valve, eight-cylinder engine and three-way catalytic converter, produces 316 hp and reaches a top speed on a test track of 165 mph with manual transmission and 162 mph with automatic transmission. It accelerates from 0 to 60 mph in 5.7 seconds with the manual transmission under test conditions and in 6.3 seconds with the automatic.

P O R S C H E

The 928S 4's aerodynamic qualities were improved to a Cd of 0.34 from 0.39 with a new aerodynamic nose, carrying fog and driving lights, a new, integrated front spoiler, a new tail with altered rear lights and a new rear spoiler. Porsche's engineers combined electronics and louvers to adjust air flow through the engine compartment so internal airflow is minimized.

Rear tires on the 928S 4 have been widened to enhance handling and are now 245/45 VR16s, mounted on eight-inch, forged rims.

Porsche also added comfort features with a new seating adjustment system, called Positrol, that "remembers" three positions for the driver and passenger's seats and outside mirrors to accommodate multiple-driver households.

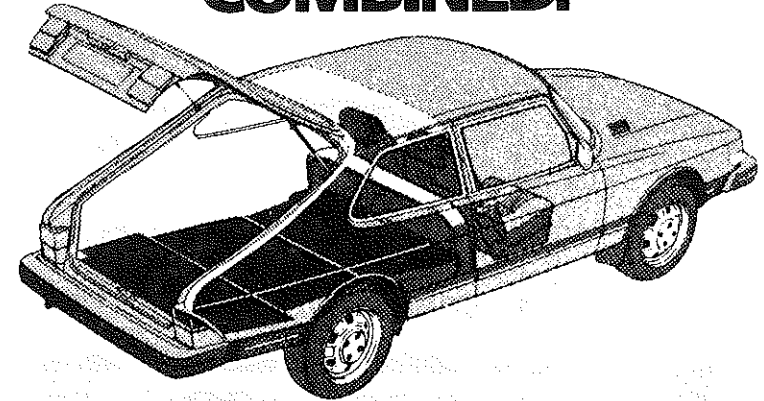


Oh yes and will you also help me put my bra on???

Sonne Porsche

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

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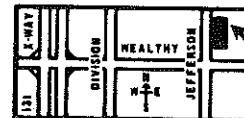
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MINUTES

September 3, 1986

PRESENT: Judy Cull, Chuck Olenyk, Bob & Soo Dankert, Eric Zillmer, Doug Tepper, Rob Poppe, Bob & Kyria Masters, Rick & Lori Riley, Hosts; Frank & Peggy Wagner.

TREASURER REPORT - Peggy Wagner: \$8485.35 ending balance with minor HOW expenses still outstanding.

MEMBERSHIP REPORT - Doug Tepper: One new member.

PORSCHEMPORIUM REPORT - Bob Masters: Sold 20 Polo shirts at HOW, emporium balance is + \$198.41

IROC REPORT - Doug Tepper: 45 participants at HOW autocross, annual IROC banquet will be in the Kalamazoo area on October 25th, details on flyer.

PRESIDENT'S REPORT - Frank Wagner: Thanks to all who contributed effort toward HOW. National membership is at 24,162 members. Helmet requirements (PCA) will be upgraded to 1975 Snell or newer.

NEW BUSINESS

HOW - Judy Cull: profit \$619.39

GRATTAN - Rick Riley: Have most volunteer help lined up. Medical, insurance, and radios ready. Corner work by participants is mandatory, Classic Stereo is underwriting the trophies.

HOW OVERALL SCORING REVAMP - a committee will be formed to look at alternative ways to award overall winner at HOW recommendations will be presented at a future board meeting.

NOMINATING COMMITTEE - consists of Peggy Wagner, Eric Zillmer, Phil Cull, Bob Dankert, and Frank Wagner for next year's office candidates, will meet Sept 17 .

HOT TUB TURKEY DAY - will not be a club sanctioned event this year, see invitation this issue, open to club members.

ADJOURNED 9:44 pm

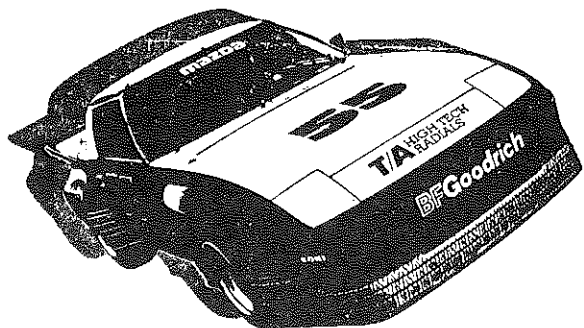
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Decal, PCA 3½", Inside or outside.....	1.70
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Emblem, PCA 1".....	2.70
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Lapel pin, PCA ½".....	2.70
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Old T-shirt, WMR adult size 34-36.....	3.50
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Ties, Porsche Crest, Navy, Red, Brown, Silver.	13.50

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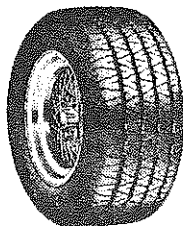
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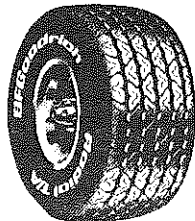
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Klassified is a listing of want/sell ads submitted by WMR members. Ads will be run for 2 consecutive issues at no charge. Other regional newsletters have similar columns, and are available from the editor on request. Minimal charge for ads for non-members.

FOR SALE

1976 911, Good condition, 62,000 miles, \$13,500 asking
Call Pat Walton 616/538-1537

FOR SALE

911 Shop Manual, factory manuals, good condition. Call Dick Beasley
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FOR SALE

"Excellence Was Expected", good condition \$35.00 OBO Call Dick Beasley
at 616/949-5631 or 616/949-2040.

FOR SALE

Bell Magnum III, open face white helmet Snell 75, sun visor, worn
twice, size 7½, excellent condition, \$40.00 OBO Call Dick Beasley
at 616/949-5631 or 616/949-2040.

FOR SALE

914 Parts, unused, many on hand, must sell to make room for more
toys. Brakes, clutches, lens, floor mats, filters, wipers, etc.
Call Uncle Frank, evenings 616/676-0666



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1984 944 WPOAA0940EN455397. Guards Red/black, leather sport seats, limited slip, sport suspension, Monterrey alarm, sunroof, 5 speed, cruise, Weltmeister suspension (22mm & 28mm Sways, 25mm Torsion, 210 lb. springs), lowered, Bursch header, Borla muffler, "wood" chromed w/red centers 7" & 8"x15's, throttle response kit, unbelievable autocross car. Beats 911's. No winters. Concors winner. 24,000 miles. Contact Jerry Forthofer, 57155 West Lake Drive, Middlebury, IN 46540, or call 219/825-9859.

FOR SALE

1970 914-6, Serial # 914043208 : white ext./black custom int.; 1.8 ltr RSR engine with only 3,000 miles; Weber carbs.; Airport gears; Koni shocks' sway bars; 7" 944 wheels; Yokohama tires. VERY FAST—does 110.5 mph in 12.84 secs. for a quarter mile. I will also sell with just the stock engine, or with both engines, or will sell the RSR engine alone. MAKE OFFER. Bill Carder, 512/494-6781 (W), 512/492-9931 (H).

FOR SALE

1970 914-6, White, roll bar, 7" mags, 2.4 S engine w/60,000 on it, headers, torsion bars, "S" brake front and rear, sway bar, Koni-Bilstien, short gears, front battery, streetable autocross special, sport muffler, concors condition, fast and beautiful. Must go to good home. \$13,000 or best offer. Contact Bert Pharis 216/782-1144 days or 216/793-9773 evenings.

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1973 914-4 2.0 liter, Robin blue, 57,000 miles, stored winters mags, appear group. \$5,500 or best offer, Call Brian Williams at 616/245-2741 evenings or 616/532-4071 days.



1986 EVENT CALENDAR

DATE	REGION	EVENT	PLACE
<u>OCTOBER</u>			
4	MOR	Columbus 500 Party	Columbus OH
5	MIR	Rallye & Hayride	
5	MVR	Autocross VII	
11	EBR	Shriparoo @ Sodik's Home	Canton OH
11-12	CHI	Elkhart Lake II	Road America
11-12	NOR	Oktoberfest/IRAC VII	Cleveland OH
12	CIR	Winery Tour To KYR Oktoberfest	
12	KYR	Oktoberfest	Louisville
18 or 19	CWR-MIL	Great Pumpkin Rally	
18-19	LTR	Bed & Breakfast Weekend	Pleasant Hill
25		Iroc Banquet	Kalamazoo MI
31	MSR	Halloween/50's Party @ Williams Aytoworld	Lansing MI
31	MVR	Halloween Party @ Nelsons	Lambertville MI
<u>NOVEMBER</u>			
8	EBR	Surprise Social	
8	MIL	Bull Session @ Mark Eskuche's	
8	WMR	Hot Tub Turkey Day	
9	CIR	Annual Dinner Meeting	Hollyhock Hill
9	CHI	Concors	
14	MIL	Fish Fry and Beer Tasting	
16	MVR	Rally & Chilli Tasting	
22	MOR	Beat Michigan/Chili Blowout	Pickering's
22	MSR	Tour to Turkeyville	
22	OVR	25th Anniversary Celebration	
<u>DECEMBER</u>			
6	CHI	Dinner Dance	
6	MOR	Christmans Party @Made from Scratch	
6	MIL	Christmas Party	
6	MIR	Christmas Party	
7	CIR	Merry Christmas Party	
7	CWR	Christmas Party @Quivey's	Madison WI
13	MSR	Holiday Open House @ Fosters	East Lansing MI
13	MVR	Christmas Dinner & Awards	Sheraton Westgate



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