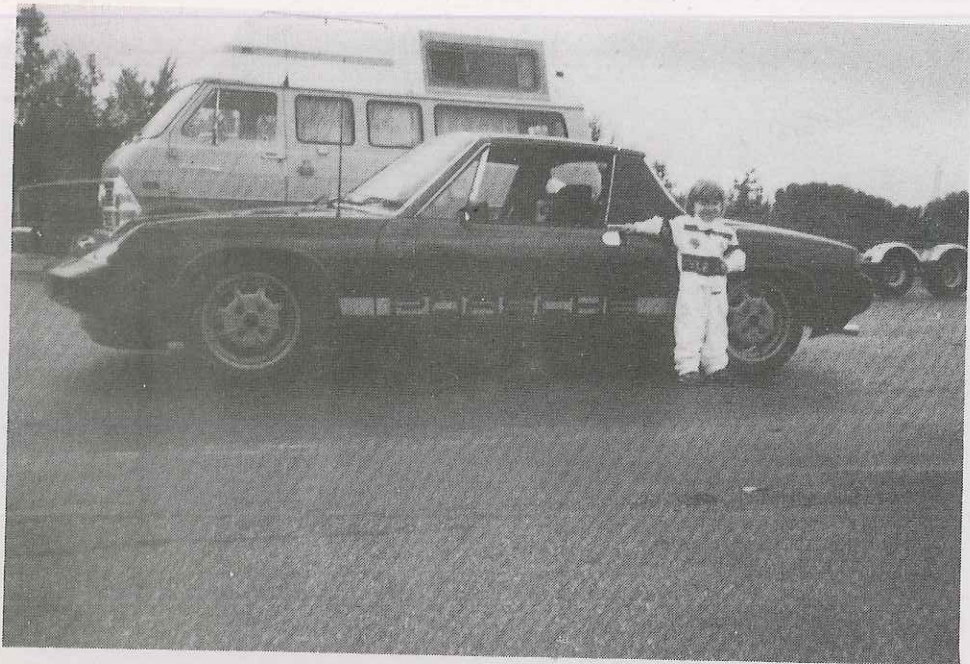


PORSCHE  
**ÜBER**

**ALLES**

**NOVEMBER**

**1986**



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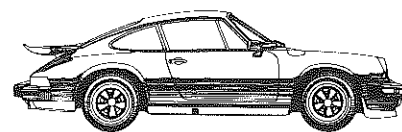
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All material must be submitted by the 12th of the month for publication in next issue.



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**meeting place—**

November 5, 1986  
 Bob & Kyria Masters  
 1515 Berkshires SE  
 Grand Rapids MI 49907  
 616/243-0349

**ON THE COVER:**

Western Michigan Porsche Club holds monthly 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!

Mary Jo Masters, 3 year old daughter of Bob and Kyria Masters, is our future autocross champ. All suited up and ready to go, Mary Jo shows Dad which Porsche she wants to drive, the 914 of Peggy Wagner, Rooten-Tooten.

P O R S C H E

# HOT TUB TURKEY DAY

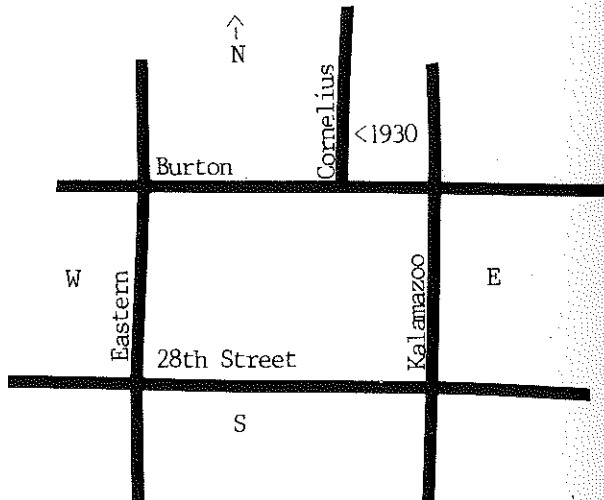
November 8, Saturday



Hosts: Phil & Judy Cull  
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Gather anytime after  
2pm, bird served at  
4pm, party until ?

Turkey provided by  
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to pass. Bring  
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service and bev-  
erage. Don't for-  
get your bathing  
suit and towel!!



U B E R A L L E S

# FREE

It's that time of year again.  
No, not for Free Porsches. That's just to get your attention.  
It worked last year, so we thought we would try it again.

# PORSCHES!!



It's time for the brain-storming session to set the goals for the club during the 1987 calendar year. Last year we did this at the Locke's house. We came up with 10 top objectives for this year. They were:

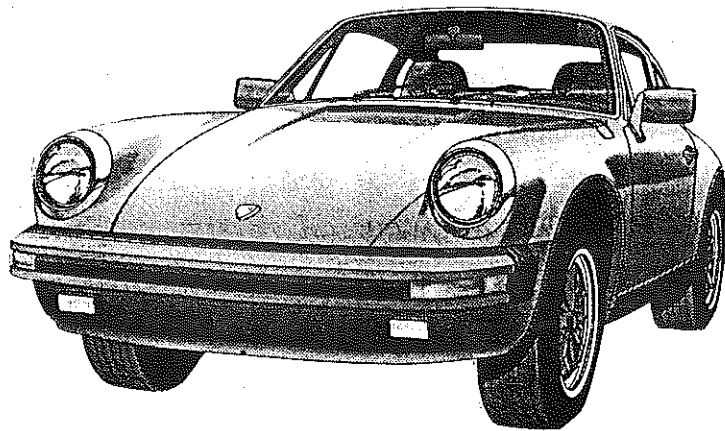
1. Rectify timing equipment.
2. Establish financial base of \$5-6,000 minimum.
3. HOW to be at 1985 level
4. Maintain spring and fall Grattan events.
5. Effective resource for officers/workers
6. Supplement Winterfest expenses
7. Minimum coordination-break even event, social
8. better Medical support at Grattan events
9. Continue IROC series
10. more structure at the Tech Session.

Your input is requested. If you have strong feelings about where your club is headed for the next year, please come to the next monthly meeting at the Master's home on November 5, at 7:30pm. Call Frank or Eric with your suggestions if you will not be able to attend. See you there.

P O R S C H E

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Sat. 10 am-3 pm

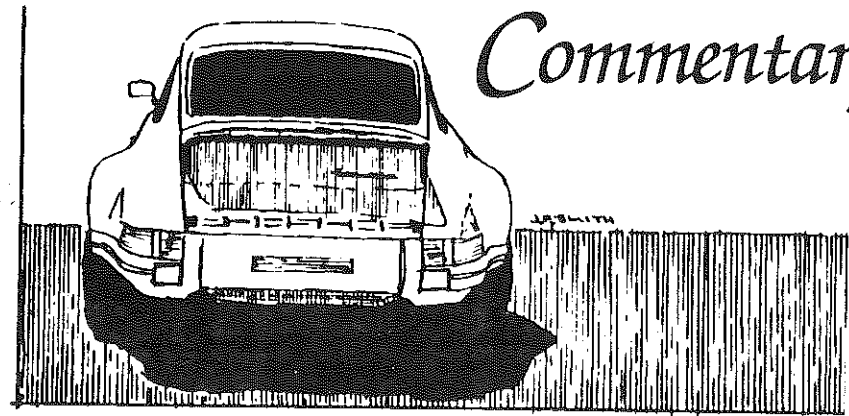
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7:30 am-5:30 pm

U B E R A L L E S

*Carrera*

*Commentary*



I would like to thank all of you who have sent in articles and material for the newsletter. I have reinstated a column called P.D.Q., stands for Porsche Directed Quotations. This column was started a few years ago by Chuck Olenyk, who was the editor before me. Since I started PDQ again, I have recieved several responses from you. Please, keep up the good work!! Your fellow members enjoy seeing these tid-bits of information. As we approach the colder days, our own Porsche are being tucked away for the winter. The racing seasons are drawing to a close, and so this input to Ubers is most greatly appreciated.

Over the next few months you will be seeing several articles about tires, compounds, care of, and some driving tips - all related to tires. I have researched several other regions' newsletters, and gathered many interesting pieces on this subject. If there is a subject you would like to see more of in your newsletter, just drop me a line. I'll be glad to research and find articles on any subject (within reason, of course).

Remember to support the advertisers you see in Ubers. Without them, we would not be able to have such a publication. When you visit one of these places, be sure and identify yourself as a Porsche Club member and please mention our thanks for their support of our club.

Editor Uber Alles  
**Lori Schutz-Riley**



LTD of Grand Rapids and Kalamazoo. A special thanks to Mike Haag and Classic for their support.

I would like to extend thanks again to all the corner workers, especially those who helped out by working a second session. As part of our effort to run a safe event, we appreciate your help. Our starters, Phil Cull, Don Meyer, Paul Thieme, Ed Scott and Harold Teter did a wonderful job of keeping the cars spaced safely on the track, and coordinating the effort at the tower. Thanks for a job well done. Judy Cull and Donna Teter, along with Sandy Scott did another fine job at timing. With the assistance of Robbie Lenox (MIR) and two ladies from Milwaukee region, wives of Terry Schieble and Joe Morgan, the drivers were able to get their times immediately after their timed runs, and the poster boards with times were current as could be. Thanks ladies for your contribution. Grattan is a challenging track to drive, and without the instructors' help, we would not be able to operate this kind of event.



Your event chair-couples; Lori Riley, (back) Rick Riley, Ed Scott (thinking again) and Sandy Scott (making sure we aren't forgetting anything).

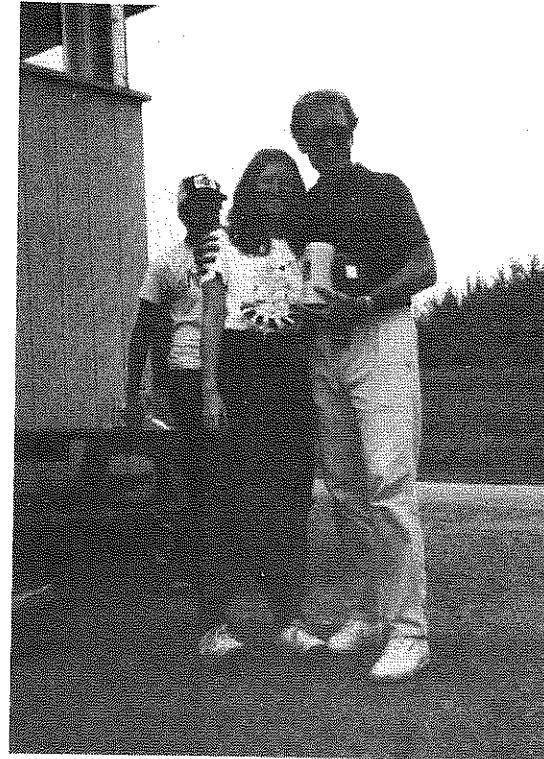
I would like to take this opportunity to commend Ed and Sandy Scott on their great job as co-chair-couple for this event. Registration went smoothly on Friday night, with their help; and Sandy along with Marci Thieme attended the gate on Saturday morning at the track. Ed Scott did a superb job handling the driver's meetings both days.

From knowing the proper line, brake point, and shift point, everyone can use their helpful advise in learning how to drive their toy. Hopefully our instructors had a good time with the drivers. Thanks to: Ed Scott, Rick Riley, Frank Wagner, Doug Tepper, Paul Thieme, Russ Iser, Mike Zurick, Bill Bauman, Bob Shedd, Gary Petertyl, Harold Teter, and Jeff Kolk.

Our Porschemporium was set up on Saturday - a few T-shirts went to a happy home. Thank you to Bob and Kyria Masters.

Grattan Raceway has become a tradition for WMR Porsche Club. We would like to thank all those who participated in the weekend, and hope to see you at future WMR autocrosses.

Your chair-couple- Rick and Lori Riley



Conrad Meier took the FTD trophy with his time of 97.321 seconds, the only posted time under 100 seconds.

# Classic Grattan

CLASS	DRIVER	TIME	PLACE
P 4	Lloyd LaHuis	113.476	1st \$
2*	Kurt Wirth	115.691	2nd \$
3*	Martin Waalkes	116.073	
P 7	Doug Tepper	104.671	1st \$
7	Russ Iser	105.747	2nd \$
7	Tim Green	108.025	3rd \$
7	Joe Grier	111.606	4th \$
6*	Greg Hartman	114.618	
7	Karl Haug	DNS	
7	Steve Williams	DNS	
P 12	Bill Bauman	103.459	1st \$
11*	John Melvin	104.374	2nd \$
12	Jerry DeFrell	113.985	
P 13	Mike Zurick	102.609	1st \$
13	Paul Thieme	103.669	2nd \$
13	Bill Amrstrong	105.548	
P 14	Mike Secord	104.094	1st \$
14	Manfred Pfeiffer	DNS	
P 16	Pete Knoerzer	102.377	1st \$
16	Robert Pasquale	109.191	
I 1	Ken Haverkate	112.266	1st \$
1	Dave Hutchison	113.278	

# Challenge

CLASS	DRIVER	TIME	PLACE
I 2	Larry Grover	102.011	1st \$
2	Bob Sprafka	113.936	
M 1	Phil Cull	105.950	1st \$
1	Joe Morgan	107.119	2nd \$
1	Terry Schieble	108.310	
M 3	Walter Braunohler	100.161	1st \$
3	Phil Ulrich	101.542	2nd \$
3	Mark Eskuche	DNS	
3	Rick Riley	DNS	
Ladies			
I 4	Peggy Wagner	112.756	1st \$
P 23	Marcie Tepper	112.805	2nd \$
I 5	Sally Sprafka	115.599	
Ladies <u>F</u> ast <u>T</u> ime of <u>D</u> ay			
	Beth Caplan	110.139	
Mens <u>F</u> ast <u>T</u> ime of <u>D</u> ay			
	Conrad Meier	97.321	

\$ indicates trophy

\* indicates bumped into this class

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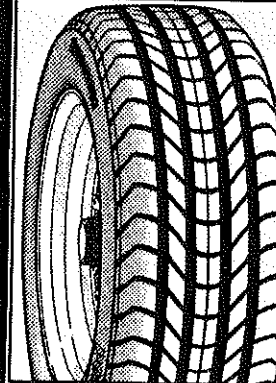


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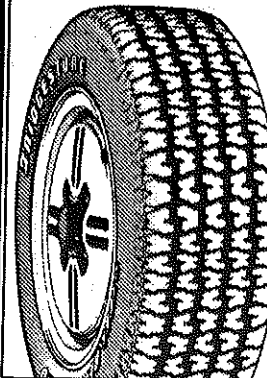
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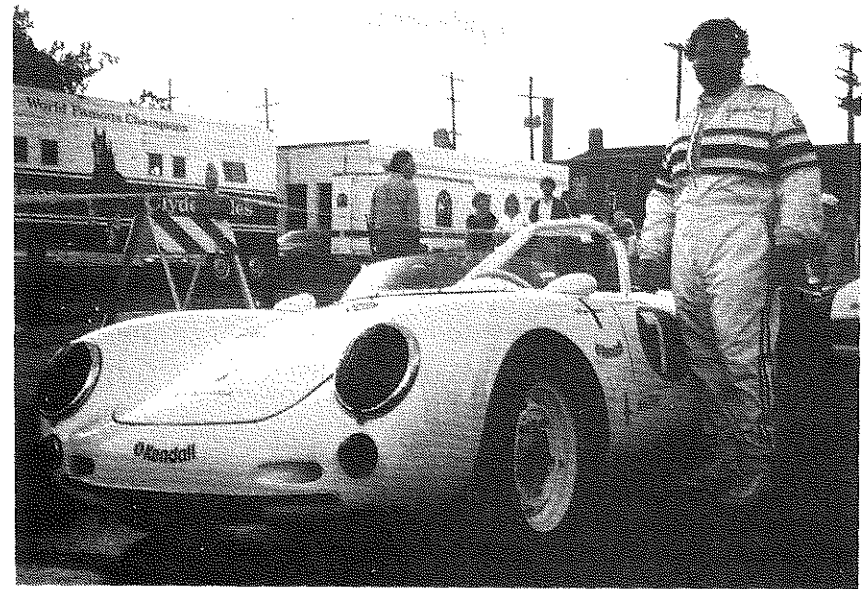


# Trackside Targa

Hi. I missed you last issue. I've been so busy I lost 'track' of time. What, not funny? Sorry. To bring you up to date, Porsche wins again. What more can I say.

In the IMSA race-season, we are seeing more and more 'other' automobile manufacturers entering the arena. On September 21 at Watkins Glen, the BMW took their first place of the year with drivers Davy Jones and John Andretti. Also in the top 10 finishers were the Chevy Corvette, a Jaguar XJR-7, and a Mazda GTP. There were, however, four 962's in this top ten line up.

On October 5, in Columbus Ohio, the streets were blocked off for the second running of the Columbus 500. Rain all but cancelled practice on the Friday prior to race day. Somehow the sun managed to shine most of Saturday for qualifying, and Sunday was perfect for racing. The Nissan, driven by Elliott Forbes-Robinson took the pole in the last run in the qualifying session on Saturday. Other promising qualifiers were the Corvette and the Ford Probe's. After sharing the lead early on in the race, all these 'other' cars broke and were retired. Then it was a battle of the 962's. The BF Goodrich cars, driven by Jochen Mass and Scott Pruett the Bayside Disposal/Bridgestone entries, the Lowenbrau Special and the Dyson car. Oh, and Hurley Haywood and Brian Redman drove to a great 3rd in the Jaguar. The Lowenbrau Special was driven by a father and son team this race. Al Holbert and Derek Bell were summoned by the factory to Japan for the WSPC race, so number 14 was driven by none other than Al Unser SR. and Al Unser Jr. Little Al drove the first two hours very well, coming from 11th qualifying spot to 3rd place. Then Big Al took over, grazed the wall on the bridge, and coasted into the pits just a few laps later. The bellhousing had broken, so they were out of the race. So it was up to the customer cars to win another one for the Porsche's, which they did. Bob Wollek and Scott Pruett in the Bridgestone 962 took first place by almost a full lap.



Jeff Keiner, of Orlando Florida, with his Porsche Spyder 550 at the Columbus Ohio Historic Races.

The rumors at Columbus were that Ford has decided to market the PROBE, much the same as Porsche has been marketing the 962's. So next year could be very exciting and even more competitive than ever.

Also present at Columbus were those 'good old cars' so near and dear to our hearts, the historics. I saw my good friend Gerry Sutterfield, even though he was driving his 1953 Ferrari, it was good to see him. Jeff Keiner brought his 550 Spyder to Ohio all the way from Florida to enjoy the fun.

There have been lots of rumors about Formula 1 teams, and what engines they will use next year. Will McLaren stay with Tag, or go to Honda or Renault. Depending on which week you read Autoweek, you never know for sure. We'll just have to wait until next season to know which power plant each team will use. Until next month....ts.

# ANNOUNCEMENT

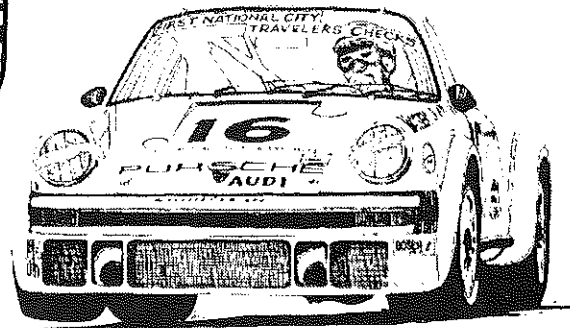
## W H Y P O R S C H E R A C E S

Submitted by Porsche Cars North America - PCNA is sharing many technical and newsworthy articles with PCA newsletter editors. We are very pleased to have their support at the Parade, and their interest in keeping us informed on the latest with Porsche - both racing and production concerns.

"Win on Sunday; sell on Monday", is a time-honored saying among automobile manufacturers involved in motor racing. The phrase certainly applies to many car companies who view their racing programs as valuable marketing tools designed to sell automobiles. Since its first car rolled onto a race-track 37 years ago, racing has had two different and slightly less direct appeals for Porsche.

First of all, since Porsche is an engineering company, each racing activity is carefully selected to offer a new engineering challenge. This constant quest for new challenges has led Porsche into endurance sports car racing, international professional rallying, and even, with the TAG/McLaren engine (designed by Porsche), into the Formula One arena.

With each racing engineering challenge that is met, it adds to the body of talent available among Porsche engineers to solve other problems—perhaps in areas more directly applicable to immediate consumer needs. For instance, experience gained in building and racing the Porsche 956 for the World



Endurance Championships made possible the engine now available in the Porsche 928 S street car.

Secondly, racing furnishes Porsche with valuable learning experiences. For young Porsche engineers in particular, working on a race car provides a unique form of training. More so than anywhere else in the company, they can work on a total automobile in an atmosphere where development schedules are extremely short, quality is maintained at the highest level, and feedback from success or failure arrives promptly in either a victory or a loss on the racetrack.

So to Porsche, a "Win on Sunday" means much more than "Sell on Monday". It means another engineering challenge has been met by a well-trained staff of engineers whose technical innovations are eventually incorporated into street Porsches that, in the words of Dr. Ferry Porsche, provide "driving in its most beautiful form."

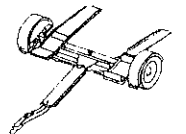
Bob Carlson - Porsche Motorsports, Public Relations

## EURO AUTOWERKS



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# Tire Parameter Comparison

By Chris Swayze

Reprinted from the Whiskey Bay Region Newsletter JUNE 1986

This is a comparison I worked out ofr a friend who was changing tire sizes. I have calculated sidewall height ( in mm), change in ride height (again, in mm), engine rpm at 60 mph with stock 5th gear and final drive in a 914-6, and theoretical mph at redline in 5th. Using this, you should be able to determine what effect a tire change will have on several important factors.

For example: Current tire: 185/70-15  
 New tire: 215/60-15 (I didn't say it would fit)

A) Sidewall height: 185/70 215/60  
 129.55 - 129 = 0.5mm

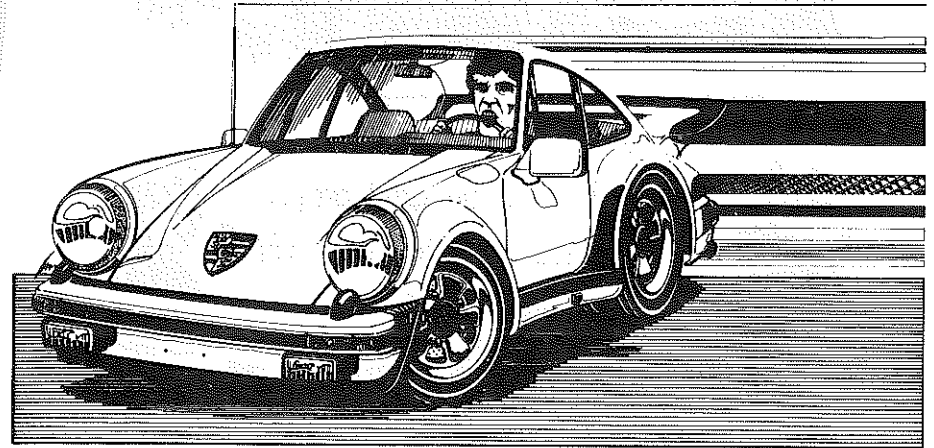
So my sidewall height is 0.5 mm less than the 185/70 and therefore, my ride height is 0.5 mm less (insignificant).

The "ride ht., mm." column is changes in fide height relative to the 165.15 stock tire. So, with respect to the stock tire, the 215/60 is 3 mm less than with the stock tire (still insignificant).

B) RPM at 60 mph in 5th: (still based on 185/70 to 215/60 swap).  
 With 185/70: 2690 rpm  
 With 215/60 2695 rpm +5 rpm, really insignificant

C) MPH at redline:

185/70 145.0 (on paper, anyway)  
 215/60: 144.7  
 -.3 mph (Super insignificant, especially on paper)



Okay, So, in example A I shoed that the 185.70-15 to 215/60-15 switch really doesn't change anything important. I'm sure the members can use this table to help with tire changes, too. I've tried to include almost every conceivable size for the 914-6 (and anything else with comparable tires). An especially interesting note was that the factory option 14 inch wheels 185.70-14's lowers the car 15.2 mm (about 6/10ths of an inch), increases rpm at 60 mph by 133 rpm (a slight reduction in gear ratio) and increases your on-paper top end by 6.9 mph. Not a whoe lot of difference. You can get the same effect by using the 195.60-15 and get 10 mm more tread width to boot (for a lot fewer dollars).

Well WMR autocrossers- what do you think of this analysis? Your editor.

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## A Flash of the Past

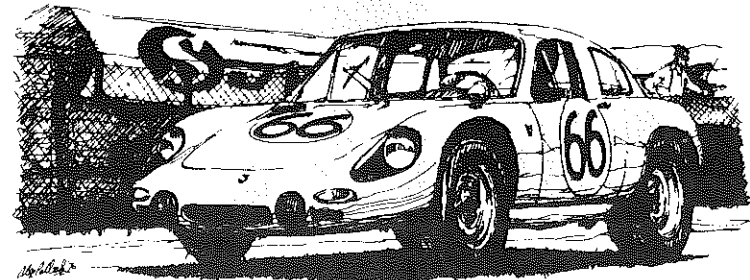
by Frank Wagner

This was promising to be a beautiful weekend. One weekend that has been on-again-off-again for two years. Finally we were going to the Chicago Vintage Car Racing at Road America. Chuck and Lynn Olenyk, my Honey and yours truly decided this would be the year.

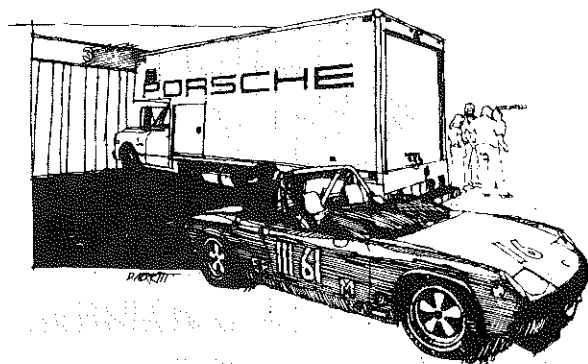
We started packing Willie (our Saab turbo) early in the morning. You know the standard stuff; suitcase, cooler, picnic blanket, cooler, camera, cooler, etc. Our plan was to hit Joe's Fishery for their famous shrimp and cheese sticks for lunch in Chicago. Then push on to Fon-du-lac, Wisconsin before evening to unpack. From there we would go to Saint Annes for their fab "steak for two" dinner.

Off we went cruising along. Our planned stop for shrimp worked out just right. We missed the lunch hour crowd, got our eats, and headed for the forest preserve I knew of on the city's north side. Ya, even in a town like Chicago they try not to cut down all the trees. After our lunch and a tank up break, we were on our way again. Arrival at our motel was right on time, old Willie hardly missed a beat.

A quick shower and change and off to Saint Annes for a long awaited steak dinner. Never saw a restaurant quite like it. You open the door to go in and half a dozen people fall out. No sweat. We'll just belly up to the bar and wait for our name to be called.



At the bar we rub elbows with all the famous vintage drivers Jim Smith, John Doe, Jim Shoe and of course Dean Bangert. I couldn't believe it, there's the man himself along with Pete Knoerzer from Chicago Region PCA. Dean informs me that he will be competing in his 1975 930 turbo. Oh 1975, huh? That's good Dean.



After dinner we drove by Siebken's Resort. It is the Mecca of watering holes for all hot shoes from Road America. I'm spell bound, Ferraris are like Chevy Impalas here. Shelby GT 350's all over the place, 550 RSK's and Cobra's, and Healey's and, and, oh hell I can't take it anymore! These guys really do it up right. Chuck sprained his neck looking at all the chickies, I mean cars. Have we broken through a time warp? Is this 1969? So this is what heaven is all about? We decided right then and there to get up early in the morning. This weekend was looking better by the minute.

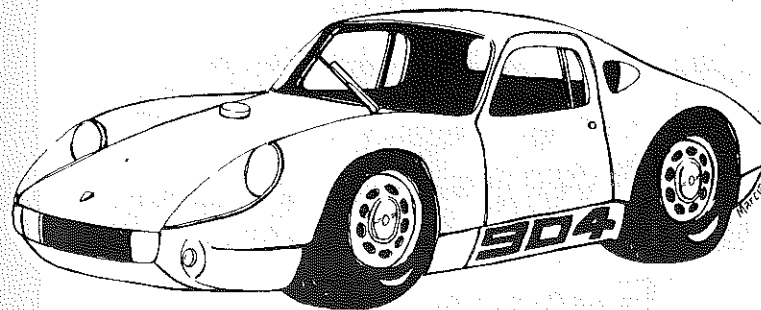
Saturday got us going in shifts. With only one bathroom ya got to kind of work around things. As usual, we scheduled a pit-paddock walk first thing. We tried to do it systematically but that lasted about 30 seconds with each of us wanting to go somewhere else. Chuck saw a Shelby and just had to talk to its original owner since 1967. Peggy and Lynne saw a place to sit down in the shade and eye up the rich men folk (good luck ladies). I way Bob Hinson's tangerine 914-6, number 42.

I couldn't believe the car. It was the same color scheme as SIXER. Black trim, tangerine paint, he had 7" mags all around, the same big alloy calipers off the 911 S, almost the same racing seat, almost the same adjustable front sway-bar and chassis reinforcement. Talk about a well prepared car, this was it, I should know. One of my old clients living in Tennessee owns Hinson's old street 914-6. That -6 was equally well thought out and prepared for Solo II or PCA autocross. Small world we -6 owners rotate in.

Chuck's experience was equally interesting. It comes out the the gentleman that owns the Shelby is the original owner since 1967. The car is amazingly well prepared with air craft oil coolers, fittings and plumbing. He and several other vintage owners from California rented a 50 foot semi to tow their tow from race track to race track across the country. They show up on race weekend for all the fun and glory. Not a bad life if you can get away with it.

Further inspection of the paddock area finds a couple of Bugatti's, Pantera's, and your normal run of the mill Porsches. Ya know the stuff 550's, 356, 914-4, 914-6, 911, 930, 934, 908, 910, Carrera 6 etc. Looking a little harder and we found Eric Zillmer and his Steelcase buddies. Tell me again Eric about that Ferrari you told that sweet blond thing you owned at home.

By hot days end everyone accept Chuck was beat. A nice dip in the mote pool did wonders to revive the body. Jack Daniels revived the soul. Dinner at Salty's (great seafood) and a walk along the lake front ended our day. Tomorrow would be the races.



Race day proved even better, weather wise, then practice day. The sun was shining to beat the band and a nice breeze was blowing. A lot more people attended the second day. Unfortunately we didn't arrive as early as the day before. But breakfast was worth the extra time.

What amazed me the most was the apparent aggressiveness that some of these drivers charged the road course with. You could easily tell the over serious drivers from the drivers there that wanted to enjoy their vintage machines. An old Ferrari and a not so vintage 914-6 really got into it. I was a little surprised to see the Ferrari dicing so hard with the black -6. It was apparent to me that the Ferrari had a hell-of-a-lot more to lose if there was a mistake made. Eventually the -6 won out, but now as easily as one might think.

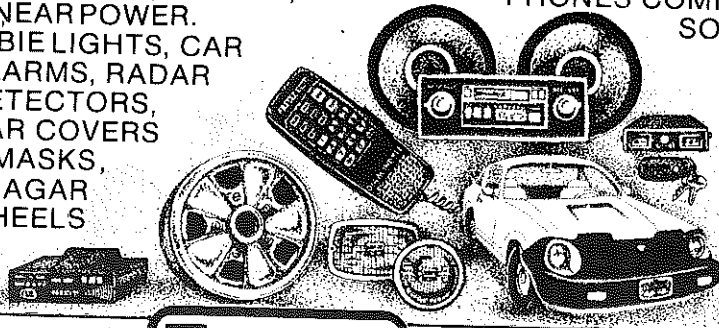
All and all the weekend was great. Beautiful vintage automobiles, beautiful racers, beautiful ladies (especially the two that accompanied Chuck and I). The June Sprints at Road America are always fun. But if your less into crowds and more into older racers and sport cars, the Chicago Historic Weekend would be your cup of automobiles. Hope to see you there next year.

## WHEN PERFORMANCE COUNTS

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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.

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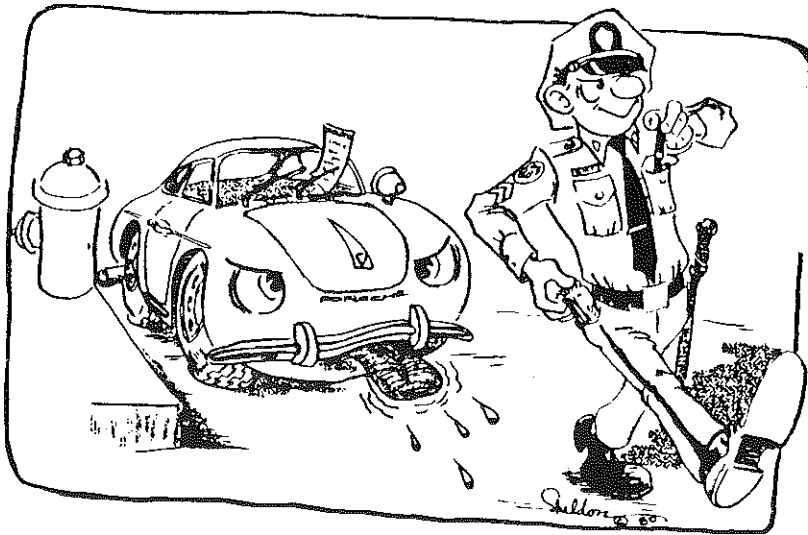
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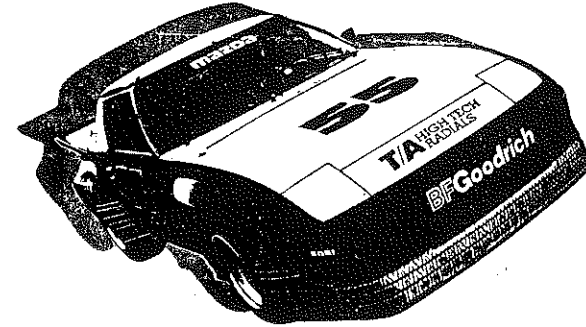
Binders, Panorama.....	\$10.50
Books, Porsche Owner's Companion (by Post)....	14.50
Up Fixin Der Porsche Vol. I & II.....	15.00
Up Fixin Der Porsche Vol. III.....	12.00
Up Fixin Der Porsche Vol. IV.....	12.00
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Up Fixin Der Porsche Vol. VI.....	15.00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



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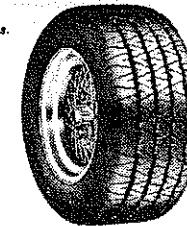
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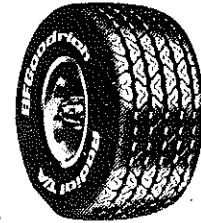
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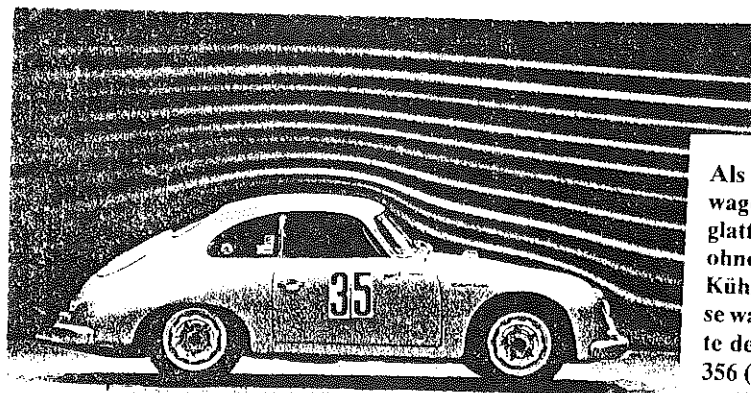
## Porsche Directed Quotations

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.

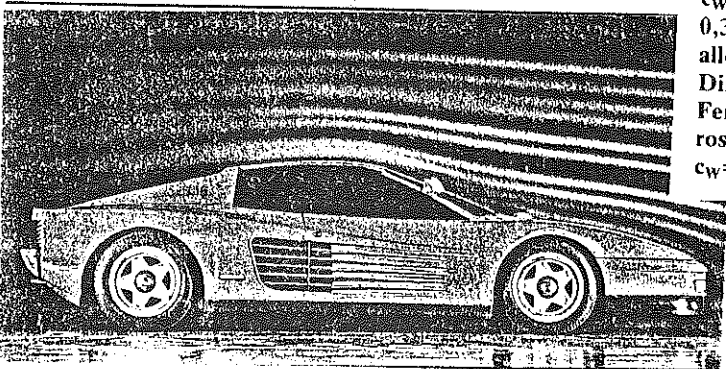
### FOR WHAT IT'S WIRTH !!!

Submitted by Kurt Wirth, translated by Kurt Wirth  
From Auto Motor & Sport, August 30, 1986

This article compares the good old times 356 with smooth lines, no open air ducts, etc vs an answer to all open questions=Ferrari Testerosa and their impact on CW. The 356 certainly is coefficient!



Als die Sportwagen noch glattflächig und ohne große Kühlluft-Einlässe waren, schaffte der Porsche 356 (links) einen  $c_w$ -Wert von 0,31. Als Maß aller aktuellen Dinge gilt der Ferrari-Testarossa mit  $c_w=0,33$



GANZ KURZ

Porsche-Autos sind langlebig. Von den seit Firmengründung bis heute gebauten 603 545 Exemplaren sind derzeit noch 422 500 Wagen vorhanden.

Auf English bitte!!

Porsche cars are long-lived. Since the time production started to today, of the 603,545 cars made there are 422,500 cars running today.



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# MINUTES

October 1, 1986

Present: Frank & Peggy Wagner, Doug Tepper, Bob Shedd, Don Meyer, Bob Dankert, Lori Riley, Hosts-Phil and Judy Cull.

Minutes: Accepted

Treasurer: Peggy Wagner-no statement for the month as Grattan expenses are not all in yet.

Membership: Doug Tepper -no new members this month

Uber Alles: Lori Riley-P.D.Q. column returns.

IROC Report: Doug Tepper-banquet will be at the Holiday Inn in Kalamazoo at I-94 and Sprinkle Road

Prez Report: Frank Wagner-some local car clubs are organizing a multi-club event for May. Events will be drag racing at Martin, a Solo II, party, rally and car show.

Old Business:

Grattan-Lori Riley-Grattan made profit of \$250.00.

New Business:

Nominating committee: nominations made and accepted: Secretary-Doug Tepper, Treasurer-Judy Cull, Vice presidents-Phil Cull and Bob Dankert, President-Eric Zillmer

Nominal group session-to be held at November meeting to get member input for club direction in 1987

Adjourned 9:11 PM

# KLASSIFIED

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

1978 930 Turbo #9308800278, 25,000 miles, Choc brown/cork. Concours wins: 1st in class 1986 Parade; 1st in class 1985 Parade; H-1's, no smog, s.s headers, lowered, Carrera Tens., sunroof, sport seats, Ungo, new everything, Stoddard maintained, all records available. \$39,500.00 Contact David Savu, 150 Edgewood, Marquette, MI 906/249-1272 evenings.

## FOR SALE

Almost new Pirelli winter 190 high speed mud and snow tires, 250-55 HR 16. For Porsche 911 or 928. Set of 4 for \$700.00. Ask for Dick Georgi at 616/547-9905.

## FOR SALE

SAAB 1982 Black 3 door Turbo 5 speed. Power brakes, power steering, tinted glass, a/c, Clarion stereo with hi-performance front speakers. European headlights, fog lights, Gold Shelby wheels w/ P-6 tires, snow tires mounted on steel wheels also part of deal. New turbo, new radiator, new head, new water pump, new clutch, new, new, new. Very clean, comfortable, reliable and FAST. Great winter beater. Runs with, or even beats some Porsches. Call Uncle Frank 616/676-1529.

## FOR SALE

2.7 liter F.I., compete. Injectors, air box, fuel distributor, everything must go, need room, need cash, need to sell. Cheap! even cheaper to fast talker. Call Uncle Frank at 616/676-1529.

## FOR SALE

Shotgun. Ithacia SKB Model 500, over and under, 20 gauge Improved and modified barrels, Like new condition. Excellent gun case, cleaning kit and boxes of varics shot, all part of deal. Must sell, SIXER needs engine. Call Uncle Frank at 616/676-1529.

**KLASSIFIED**

FOR SALE

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. Concours winner. 24,000 miles. Contact Jerry Fort-hofer, 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, concours 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.

FOR SALE

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
<b>OCTOBER</b>			
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
<b>NOVEMBER</b>			
8	EBR	Surprise Social	
8	MIL	Bull Session @ Mark Eskuche's	
8	WNR	Hot Tub Turkey Day	
9	CIR	Annual Dinner Meeting	Hollyhock Hill
9	CHI	Concours	
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	
<b>DECEMBER</b>			
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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address correction requested

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