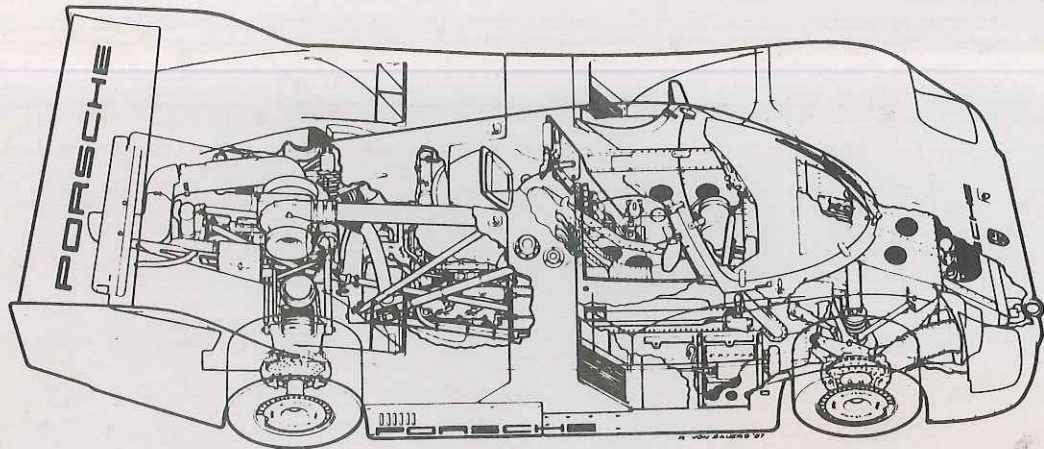


PORSCHE

PORSCHE
ÜBER



PORSCHE 962

Engine: 2.994 liters, six-cylinder, air-cooled, turbocharged.

Power: 680 hp @ 7800 RPM

Chassis: Aluminum monocoque with steel roll-over cage.

Body: Kevlar/carbon fiber multi-panel

Weight: 2050 lbs.

Maximum Speed: 220 MPH

ALLEES
July 1987

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MEETING PLACE

July 1, 1987	August 3, 1987
Eric & Debbie Zillmer	Frank & Peggy Wagner
2422 Russit	6501 Scarborough Dr
Grand Rapids MI	Ada MI
616/363-3740	616/676-1529

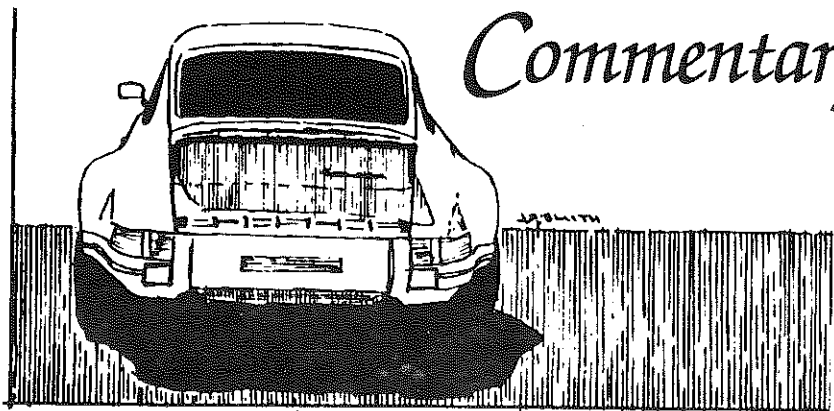
Western Michigan Porsche Club holds monthly meetings on the first Wednesday of every month at 7:30 pm. The location changes each month to a different member's home, and is posted above. These meetings are open—please feel free to attend. Contact an officer or the host for directions. Become involved.

ON THE COVER

The Porsche 962 - dominate Prototype Sportscar of the Racing World - read all about it in this issue of Uber Alles page 8.

Carrera

Commentary



Our Porsche Summer is in full swing now. Why, Michigan Indiana has already held 3 driving events. Some of us ventured down to Napanee on June 14th for their driver school, while the rest of you were probably in the pool or on a boat on a lake somewhere. Well, we'll have the edge on you at IROC 1, unless they change the course. We had a wonderful time with our friends to the south, they really know how to put on a fun-laid back driving day. Speaking of IROC 1, just a few weeks away on July 12th. No pre-registration is required, be in Napanee about 10:30 am if you want enough time to walk the track and fill your tires, gas tank and other adjustments. There will most likely be a breakfast meeting at the Big Boy on 28th street in Cascade (owned by members Steve and Linda Williams). Breakfast at around 8am, we'll leave around 9:15am.

If you are into track events, see the bulletin this issue about the Waterford Hills event August 15/16th by Southeast Michigan Region. Also, Eklhart Lake II by Chicago Region over Labor Day Weekend is open for registration. If you need more info please contact Chicago Region or your editor.

On the professional racing circuit, Porsche 962's still continue to dominate, although which Porsche is a good question. Or should I say whose? So far only one repeat team in IMSA - that of Jochen Mass and Bobby Rahal in the Bud car owned by Bruce Leven. They took Sebring and Mid-Ohio. Other than that, Nissan won Miami and other

teams have won the others. Oh, did Jag take one too? But the big race of them all, The 24 Hours of LeMans still was won by a 962 driven by Al Holbert, Derek Bell, and Hans Stuck. Stay tuned next issue for a full report.

Our membership is growing by leaps and bounds. There are still lots of Porsches out there whose owners are not members. Don't be shy - invite them to join our fun. Coming up with HOW, our Summer Picnic and the IROC Series there is lots of opportunity to enjoy new friends and new Porsches.

Editor Uber Alles
Lori Schutz-Riley



VINTAGE PORSCHE 356 PARTS

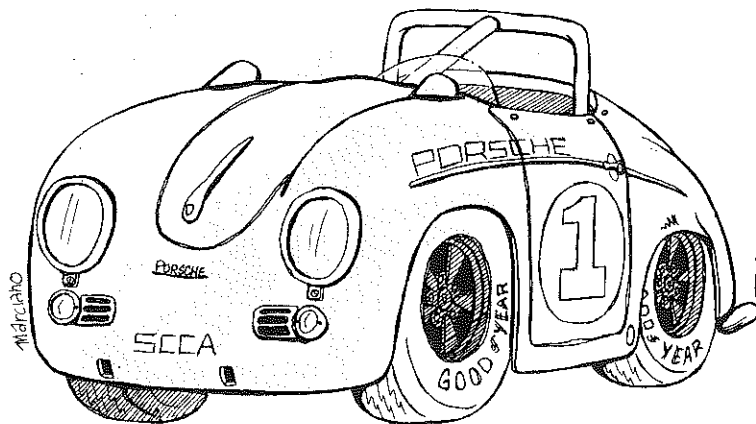
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THE PORSCHE 962
ANOTHER PORSCHE RACING LEGEND
IN THE MAKING

Porsche 907, 917, 935. Meaningless Numbers? Perhaps to some. But the mere mention of these to any racing enthusiast instantly conjures up vivid images of three-abreast white 907s crossing the finish line 1-2-3 after 24 grueling hours at Daytona, streamlined 917s streaking down Le Mans' Mulsanne straight at 240 plus mph, or flame spitting 935s winning race after race in the late '70s and early '80s. All of these Porsche race cars helped write the history of the world's great sports car races. They now have a worthy and logical successor in Porsche's latest champion, the 962.

Since its International Motor Sports Association (IMSA) Camel GT racing debut three short years ago, the Porsche 962 has been nothing short of sensational. Over this period, the space-age creation from Porsche's Research and Design Facility in Weissach, West Germany, has captured 34 of 48 IMSA Camel GT races entered for an incredible 70 percent victory ratio. An enviable batting average in any league. Equally remarkable is the fact all of these victories were achieved by privateer Porsche teams frequently competing against teams receiving direct factory support from other automobile manufacturers.

The genesis of the 962 dates back to October of 1983. In just three seasons, IMSA's new GTP Class had made a strong impact on the racing world. The cars were fast and the competition spectacular. Unfortunately for its many North American racing customers, Porsche had yet to manufacture a car for the category. The instantly successful 956, winning the 1982 and 1983 Le Mans races in its first two years of competition, was the car to beat on the European-based World Endurance Championship circuit, but it did not conform to IMSA's engine and chassis regulations. A solution had to be found to meet the growing demand for a Porsche GTP machine.

Ever mindful of inherent qualities in winning race cars, Porsche's solution was to develop their new GTP contender from the proven 956. Designated the 962, this new creation incorporated much of what had made the 956 an international race champion. The chassis, although lengthened from 105 to 110 inches to meet IMSA's safety rules, was the same rigid aluminum monocoque design. Brakes, transmission, and steering systems were identical. And both cars based their power plants on the durable Porsche 911 motor, perhaps the most successful six-cylinder street car engine ever designed.

Of course there were differences in the two machines. In 956 form, the horizontally opposed (boxer) 2.65 liter engine, used twin turbochargers, four valves per cylinder, and water-cooled cylinder heads. The 911 crankcase still utilized air cooling. For the 962, in the interests on minimum weight, fuel consumption, and rule restrictions, Porsche engineers chose a 2.86 liter displacement engine incorporating a single turbocharger, two valves per cylinder, and air-cooled heads.

The 962 project progressed further when chassis construction started in November of 1983. Chassis number 962-001 was completed late in the following January, with its Daytona race debut less than two weeks away. After a very brief shakedown session at Circuit Paul Ricard in the south of France, the newest of Porsche's legendary racers, in virgin white, was air freighted to the United States.

World Driving Champion Mario Andretti and his talented son Michael were engaged to drive the new car. Mario, in his usual style, shattered the qualifying record in placing the 962 on the pole for the 24 hour race. Although the car retired with gearbox problems after contending for the lead, the hand writing was high on the wall above Daytona's 27-degree banking; here was the next formidable challenger in a long line of Porsche champions.

With 962-001 soon relegated to test status at the factory, Porsche now concentrated on producing customer cars. Over the next

P O R S C H E

few months 962s were delivered to the Bayside Disposal, Akin Motor Racing, Holbert Racing, and Henn's Swap Shop teams. The Henn car initially went to Europe where it competed in several races including the 24 Hours of Le Mans. The other three sought that first landmark Porsche 962 IMSA Camel GT victory.

The historic win came at Mid-Ohio in June 10, 1984, when the driving duo of Al Holbert and Derek Bell swept across the finish line first in the Holbert Racing Lowenbrau Special Porsche 962. The talented driver pairing scored four more victories at Watkins Glen, Road America, Pocono, and the Daytona Finale to cap off an impressive debut year for Porsche's latest prototype.

Then came 1985. Porsche 962s won 16 times in 17 IMSA Camel GT races capturing the coveted IMSA Camel GTP Engine and Chassis Manufacturer's Championship in the process. What a remarkable year even for a Porsche!

Nearly all of the 962 customer teams shared the wealth. Holbert won his fourth Camel GT Driver's Championship driving or co-driving the Lowenbrau Porsche to victories at Miami, Laguna Seca, Charlotte, Mid-Ohio, Watkins Glen (twice), Portland, Pocono, and the Daytona Finale. The Henn team captured the prestigious Daytona 24 Hour and Sebring 12 Hour events. Bayside won at Sears Point. New customer Dyson Racing came home first at Lime Rock, Road America, and Columbus. And the potent new two-car BF Goodrich team scored an exciting one-two finish at Riverside.

Reprinted press release from Porsche Cars
North America, Bob Carlson - Public Relations

U B E R A L L E S

Some observers attributed the Porsche 962's successes in 1985 to an enlarged 3.16 liter engine installed early in the year. But most racing insiders knew the key was Porsche's proven speed and durability.

Porsche 962 teams entered the 1986 season facing escalating competition from all corners. The opposition fielded top teams racing Ford, Chevrolet, Nissan, Buick, Jaguar, and BMW powered cars. There were also rule changes. An additional 130 lbs. had been added to the 962s and driver adjustable turbo boost, the instant "horsepower screw", was banned from turbocharged machines. In spite of all this, 962s still scored 12 wins out of 17 races and again took IMSA's GTP Engine and Chassis Manufacturer's crown.

Most of the 962 teams continued to divide the victories. The Lowenbrau Special came in first in the Daytona 24 Hour, Lime Rock, Mid-Ohio, Watkins Glen, Portland, and Road America events, earning lead driver Holbert his fifth Camel GT Driver's title and establishing the Pennsylvanian as the winningest driver in IMSA history. Dyson Racing scored wins at Riverdale, Charlotte, and Sears Point. Bayside captured the street races at Miami and Columbus. And the Akin Motor Racing team took home a well-deserved victory at Sebring.

As in 1985, the Porsche 962 IMSA customer base continued to expand. A new Wynn's Special debuted at mid season, and the European-based Joest and Brun Motorsport teams came over to try their hands at IMSA racing.

In Europe the 962C had already replaced the 956 on the Porsche factory team and many of the customer teams as well. Factory drivers Bell, Hans Stuck, and Holbert endured 24 hours of racing in the 1986 Le Mans event to bring Porsche an unprecedented 11th win in the world's most famous auto race. Bell also captured the World Endurance Driver's Championship at the wheel of a factory Porsche 962C.

P O R S C H E

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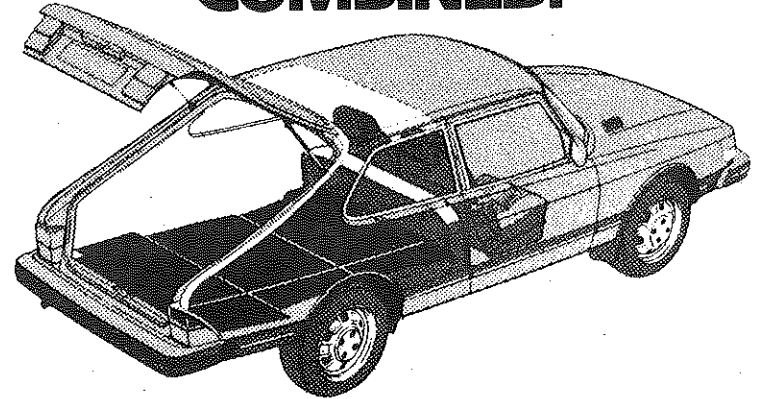
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But Holbert, Bell and Stuck are just a few of the many history making drivers of the 962. Others who have steered the car into IMSA's Camel GT winner's circle include international driving stars Bob Wollek, Paolo Barilla, Thierry Boutsen, and the late Jo Gartner; Indy 500 veterans A. J. Foyt, Al Unser Sr., Bobby Rahal, and Al Unser Jr.; Porsche Cup North America winners Price Cobb and Drake Olson; and IMSA standouts Bob Akin, Rob Dyson, Scott Pruett, Pete Halsmer, and John Morton.

The 962 enters its fourth year of IMSA Camel GT competition with new customers and a revised engine. Joining the growing list of European and American Camel GTP 962 teams are the Florida-based Shelton Racing Team and the famed Primus Motorsport team from Illinois. To meet IMSA's 1987 regulations restricting turbocharged engine size to three liters, they and the other 962 teams will use a unique Porsche power plant configuration incorporating two sparkplugs per cylinder head. This new 2994cc unit retains the 680 hp rating, two valve per cylinder valve train, and twin wastegate turbocharger of the previous motor.

Despite these engine changes, the Porsche 962 remains the car to beat on the IMSA Camel GT circuit in 1987. The reason for this is Porsche's world renowned engineering and durability. Their 220 mph race cars go through the same tortuous development as their 155 mph street cars. The 962 is a direct result of this engineering commitment.

Is the 962 another Porsche racing legend in the making? Perhaps. Or perhaps the legend just continues.....

1987 PORSCHE 962 TECHNICAL SHEET

Engine Type:	Six-cylinder, air-cooled, horizontally opposed, single ignition with two valves per cylinder. Single turbocharger, dual waste gates.
Displacement:	2.994 liters
Power:	680 hp @ 7800 RPM
Torque:	510 lb/ft @ 5900 RPM
Camshaft:	Dual overhead cams
Cylinder Heads:	Aluminum/air cooled
Maximum Engine Speed:	8000 RPM
Maximum Car Speed:	220 MPH
Clutch:	Single plate
Transmission:	Porsche five-speed with synchromesh
Steering:	Rack & pinion, 1.5 turns lock-to-lock
Brakes:	Porsche twin-caliper, 13 x 1.2 inch ventilated discs
Wheels:	16-inch alloy three-piece modular, 13 inches wide front and 15 inches wide rear
Suspension:	Independent by means of unequal length A-arms with anti-roll bars at front and rear. Sprung by titanium coils with gas pressure shocks.
Drivetrain:	Halfshafts, solid locked differential
Chassis:	Aluminum monocoque with steel roll-over cage
Body:	Kevlar/carbon fiber multi-panel
Weight:	930 kilograms 2050 lbs.
Wheelbase:	110 inches
Front track:	65 inches
Rear track:	61 inches
Height:	41 inches
Width:	78 inches
Length:	188 inches
Ground clearance:	51mm (2 1/2 inches)
Fuel capacity:	31.7 U.S. Gallons
Fuel mileage:	3.7 mpg
Point of origin:	Porsche, made in Weissach, West Germany

DRIVING EVENTS: SAFE FUN?

The Official Publication
of the
Hudson-Champlain Region
Porsche Club of America

Todd Fischer

I'll bet with the snow gone, the weather warming and a full calendar of events planned by those dedicated souls in this region and others, your thoughts are being directed toward your toy. The Porsche has either just come out of winter storage, or it will be very soon. Now it's time to get ready for all those PCA track related activities.

Last year you got your feet wet. Let's see, there were five events at nearby Lime Rock, Watkins Glen, Bridgehampton, Mosport and what was that other place we went? You know, the one we drove to in caravan on Friday at 95 MPH+ for 12 hours only to have it rain on Saturday. Track speeds were held down to 35 MPH so we could "learn the proper line". Then it was back home again Sunday using the techniques we learned (not necessarily at the track). You know the ones I mean, like the blind curve maneuver. That's when your caravan leader, "Ace Cannonball", announces over the CB the curve is clear for all cars to pass Maynard and Matilda Hornblower in their Lawrence Welk special. PS. Would the last car through please blow out the candles and check the blind driveway on the left.

Don't get me wrong. No one enjoys a fast lap or a quick drive on a country road more than I do, but three cheers to that event chairperson who held the speeds down in the interest of safety. And in case you didn't guess, I'm not too high on Ace Cannonball.

Now this year with all the knowledge we're ready to hop into our own personal 962 and better our last year's performance. Time to get out those advertisements that we've been saving all winter long. The ones that beckon us with promises of driving at the racer's edge. How about those new tires with the latest super sticky compound manufactured by Goodmonth and noticed on all the best tracks by the raised mauve lettering proclaiming 'Pine Pitch Special 275/25Zr16'? The small print warns that skid plates, fender mods, and wider wheels are extra. Perhaps a new gear set, S,W,A,G rather than O,E,M,S. Chassis stiffing devices ground effect add ons, a special wind cheating wax that lowers Cx by .09 (I gotta have that

INTER-REGIONAL RACE OF CHAMPIONS - 1987

PROLOGUE

IROC (the Inter-regional race of champions) is an autocross series that has been in existence since 1974 involving several regions of the Porsche Club of America (PCA):

- MIR - Michigan Indiana Region
- MSR - Motorstadt Region
- WMR - Western Michigan Region

For several seasons, Chicago Region also participated but at this writing only the founding regions are included in the event.

Each participating region sponsors one speed event, usually an autocross, during a calendar year. At the end of the season, trophies are awarded to the best drivers in each class (classes are discussed in the appendix) and a trophy ("the big pylon") is awarded to the region achieving the highest level of participation in the events.

The overall aim of the series is to provide an arena in which Porsche drivers can meet others interested in the Porsche automobile; gain experience in mastering the handling of Porsche motorcars; and have fun. The events are to be conducted in a safe manner which assures the accomplishment of the three objectives cited above. While there exists a certain competitive aspect to the series, encouraging participation regardless of driver ability is viewed as the key to the success of this, the longest standing inter-regional competition within PCA.

For the participant the season consists of the three autocrosses and the end of season banquet and trophy awards. The event organizers face a more demanding schedule; including the initial meeting setting the season rules; conferences (occasionally

2

over the telephone) clarifying rules; and coordinating the end of season banquet and awards.

The remainder of this document consists of the overall season organization and rules making procedures, followed by the rules that each region must enforce (at a minimum) during the event that they sponsor.

OVERALL SEASON RULES

The overall coordination of the IROC season lies in the hands of the IROC representatives. Each participating region (as of 4/86; Michigan Indiana Region (MIR) Motorstadt (MSR) and Western Michigan Region (WMR) appoints one or more IROC representatives who then assume responsibility for the season.

The IROC representatives are to schedule a meeting prior to 31 March at which the season calendar is established as well as any rule changes. Such rule changes may be mandated by new production Porsche automobiles; by new policy statements from the PCA National Organization; or may simply be introduced by general consensus to improve the series. At this meeting, each region has one vote regardless of how many IROC representatives they send to the meeting. Other responsibilities held by the IROC representatives include establishing procedures for maintaining the overall series scores, and to resolve classing disputes (see appendix for classing) arising at each event of the series. At the discretion of any two regions, other meetings may be scheduled in addition to the season organizational meeting or any issues arising may be resolved with a series of telephone calls.

In general, the conduct of the season shall follow the rules established for the prior season

3

to provide continuity. Rules for classing cars (See appendix) shall follow the PRC's for the prior season since PCR's for the series year are not usually available by the time of the season organizational meeting prior to the end of March.

Each region sponsors one driving event generally between May 15th and the end of September. Overall rules for conducting these events are specified later in this document for the 1987 IROC series.

At the end of the season a banquet is held to celebrate the series, to present awards earned by participants, and to present the overall series participation trophy to the winning participating regions by alphabetical order (i.e. MIR-1987, MSR-1988). The banquet should be held by the end of November at a site more or less central to the location of the participating regions (e.g. Kalamazoo MI).

The winner of the Overall Participation Trophy is the region with the greatest participation of its membership in the series events. In order to allow for discrepancies in size of regions, this participation shall be normalized to the region official membership as determined by PCA National as of 1 January of the series year. Only participation by a valid member (or family member or associate member) of a participating region in timed runs at each series event shall be counted towards the overall participation trophy.

The winning region takes possession of the overall participation trophy at the banquet and maintains possession until the next year's banquet. It is the responsibility of the possessing region to have the plaque engraved for presentation at the next banquet.

Individual overall series trophy eligibility is limited to valid members (or family members or associate members) of a participating region who have participated in timed runs in at least two of

the series events. Overall series points are allotted to an individual for the class in which he/she registered for a given series event.

Points are earned by comparing an individual's time in a series event to the class winner's time for that event (note that the class winner may not have registered in the class in question..see classing appendix) according to the formula:

$$\text{points} = 100-400 * (\text{entrant-winner})/\text{winner}$$

(in this equation: entrant means entrant's time; winner means class winner's time; points means individual's points toward season total. Conventional rules for the order of calculation are followed. A point value less than zero shall be recorded as zero.)

An individual's best two event point values are used to determine his/her placement for overall series trophy awards.

Trophy arrangements are the responsibility of the banquet host region. Trophy depth in a class shall be stated in PCR g11-1 at a minimum. Other trophies e.g. "hat trick", "most improved", etc. are at the discretion of the banquet host region after consultation with the IROC representatives.

Trophies are funded by a \$3 contribution from each entrant at a series event, regardless of whether or not that entrant is eligible for a season overall award. Funds collected at each series event are to be forward reasonably quickly to the banquet host region. Any unexpended funds after the banquet shall be forwarded to the next year banquet host region earmarked for the overall trophy fund for the next series.

RULES FOR EACH SERIES EVENT

INSURANCE: Each series event shall apply through PCA National for event insurance through K and K Insurance Agency. Proof of such insurance shall be posted in a plainly visible place at the event registration area. In order to receive a copy of the insurance forms by mail it is strongly suggested that application for insurance be made at least two (2) weeks prior to the event.

SAFETY REQUIREMENTS: The event shall be held at a location which provides for strict access control. No one should be able to gain entrance to the course area without going through the registration area. Spectators who are not members of a participating region (other than immediate family of participants) are discouraged. Children without accompanying parents shall not be granted access to the course area.

At autocross events (low speed events) some type of arrangement to summon medical aid or to provide transportation to a nearby medical facility must be made. At high speed driving school or slalom events (road course events) an ambulance must be present at all times for medical aid and transportation to a medical facility.

Sufficient workers should be provided to control access to the course and to assist in the smooth running of the event. Where necessary these can be drawn from event participants from other regions.

REGISTRATION: The registration area must have insurance waiver forms which all persons entering the course area must sign. While event pre-regis-

tration is allowed and encouraged, provision must also be made for registration at the event site. Except for admitting necessary spectators the functions of registration cease at the start of the drivers meeting. This area may check credentials of participants for series trophy eligibility, may hand out specific materials for this event, and may provide assistance in classing an entrant's vehicle.

No more than two (2) drivers may register for participation in the same vehicle any individual series event.

A standardized entry form should be used all season for both registration at the event and for pre-registration.

Numbers, once assigned to a car/driver combination are in effect for the duration of the season. The sponsoring region for events other than the first event should obtain the list of assigned numbers from the region sponsoring the immediately previous event. Additions to the list are made for car/driver combinations new to the series after the first event.

TECHNICAL INSPECTION AREA: This area is used to inspect the cars before they are allowed onto the course for either practice or timed runs. It generally closes at the start of the driver's meeting, but last minute entrants who have attended the driver's meeting may be able to arrange for inspection during practice runs (perhaps yielding the right to practice). Vehicles are not "policed" for classing purposes—rather the intent is to insure that the vehicle may safely be used to participate in the event.

Cars will be checked for the following:

- Properly installed and functioning seatbelts
- All loose articles out of the vehicle
- Must have adequate brakes. At a minimum this means sufficient brake fluid and a firm brake pedal.
- A safety helmet meeting Snell 1975 standards
- Sufficient tread depth on all tires (3/32") see classing rules
- Any condition that would or could cause a problem during practice or timed runs (e.g. 9/4 with no battery tray, broken torsion bar, fluid leaks)

GENERAL EVENT PROCEDURES: Provision must be made for at least two practice runs and at least three timed runs for each event participant. While practice runs are not necessarily timed, it is recommended that the sponsoring region attempt to provide participant times during practice to verify that the timing equipment is in working order. Timing equipment must be capable of recording times with a precision at least equal to hundredth of a second.

Practice runs should be by classes to allow participants to observe the other cars in the class so as to have time to protest classing. Any protest must be resolved before timed runs begin. (Protests are resolved by the IROC representatives or their designates). All practice runs must be completed before any timed runs take place. If at all feasible, "Parade laps" may be held prior to the first practice run. There will be no re-runs for practice due to lost times.

Timed runs must be by classes in order to provide identical track conditions (weather permitting) for all entrants in a class. If entrants have been conscripted for course working duties provision should be made to either schedule them at times their class is not running, or to relieve them of course working duties for the duration of their class runs.

The definition of DNF (did not finish) may vary at each event and is up to the sponsoring region to determine. The pylon penalty for struck pylons is also up to the sponsoring region. For extremely complicated courses the sponsoring region is encouraged to provide lane or line markings (where possible and feasible) to help prevent entrants from incurring DNF's.

DRIVERS MEETING: After registration closes and before any practice runs take place there shall be a MANDATORY DRIVERS MEETING for the event participants. At this meeting the general procedures shall be reviewed, and any event specific details shall be mentioned (e.g. pylon penalty points, definition of DNF, exact procedures for lining up for practice and timed runs, etc.). Any driver who fails to attend the drivers meeting forfeits the right to participate!!

TROPHIES: These are supplied by the sponsoring region (not from the IROC overall trophy fund). In each class, trophy depth shall be at a minimum that specified in the PCR's (G-11.1). All participants in the event are eligible for trophies even if not eligible for overall season awards. A person can only win a trophy in a car for which they have paid an entry fee at registration.

FTD (Fast Time of Day) shall be taken out of class and awarded this special trophy in both men's and ladies categories. This means that the person finishing second in that class will receive the first place trophy, etc. on down.

NOTIFICATION OF RESULTS: Each sponsoring region must mail to all participants a list of official times by class and indicate trophy awards. A copy of the regional newsletter containing this information may be substituted for this requirement, and is encouraged.

Each sponsoring region must also forward a copy of the official times by class to all IROC representatives so that season overall scoring may be accomplished. The official times may also be converted into series points, but times must be included with points to permit verification.

VEHICLE CLASSING

In general, the PCR's from the previous calendar year shall be followed. However, certain exceptions have become common to the IROC series, and class bumping has been altered to reflect the actual performance makeup of the typical entrants.

EXCEPTIONS TO PCR RULES:

- Allow tops, spare tire, and bumpers to be removed.
- Modified cars should be equipped with fire extinguishers and safety standards.
- European spec. i.e. gray market cars will be considered no different than U.S. cars for classing purposes with regard to stock production Porsches.

-Tread depth less than 3/32" on an otherwise "safe" tire will be allowed and will bump a production car into improved. If no-tread is allowed in that improved class, car will not necessarily bump to modified. Determination of safety and classing will be up to the IROC representatives and will be final.

-No discretionary classing is allowed. Men run men's classes and ladies run ladies only. The car will run in it's appropriate class and not be allowed to 'bump up' with out supporting qualification for that class. The only exception is the new class S4 - see below.

- New class S-4: small 4 cylinder 356/912/ cars will be allowed to run as one class upon consent of drivers involved and IROC reps., this class will run through the season and qualify for overall trophy desination.

-New class S-5: Other car class - allowed at discesion of IROC reps., not for overall trophy participation award, established for cars similar to Rabbit VW GTI-type cars, to encourage members to participate who do not have a functional Porsche at the time of the event.

WOMENS CLASSING: Four classes are defined, bumping is one class at a time, two entrants required to form a class except for L4 where one car makes a class.

L1- All four cylinder stock vehicles.

L2-All four cylinder improved, all stock six and eight cylinder vehicles

L3-All four cylinder modified, four cylinder turbos.

L4-All six and 8 improved and modified and six cylinder turbo vehicles.

MENS CLASSES:

-A european specification engine places a car in M3 if that engine was never in a US car.

-The 924S is placed in class P7.

-The 944 Turbo is designated as P7T.

-Bumping the 944 Turbo as PCR's.

-Exceptions to base classes:

P1/P16	bump to	P4/P19
P2/P17		P5/P20
P3/P18 (912E)		P5/P20
P3/P18 (912)		P4/P19
P4/P19		P6/P21
P5/P20		P6/P21
P6/P21		P5/P20
P7/P22		P8/P23

Other classes bump per PCR's except for previously mentioned IROC changes, ie. tires.

Two entrants constitute a class for trophy purposes except for Modified classes, then only one entrant needed for a class, and for S-4.

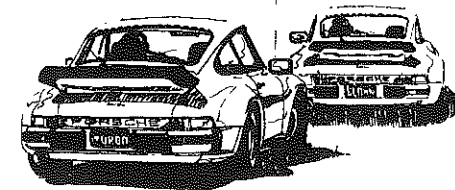
GENERAL: No trial runs on day of event by participants allowed. Disqualification is possible by IROC reps if they feel unfair advantage has been gained by event organizers.

12

MORE ON TIRES: To determine classing with respect to tires, refer to '84 PCR distinction. Examples are 50 series vs 60 series and related issues.

one), wings to hold everything down, including but not limited to windsheild wipers and ass ends. Or it may be kevlar sway bar bushings for now loss bar movements better known as BN, (or is that what you'll have at the end of the straight because you cheated at tech on the brake pads?).

The car is now equipped for 110%, about 20% better than it left distant shores. And what the hell it only cost a buck three-eight give or take 5 big ones!!



Chances are that this

Chances are that this acenario does not apply to you but it is one that happens all too often. A driver that is only equipped for 60% is going to get into big trouble with that 110% "finger in the socket, load and cock it, full time pocket rocket". Driver head space and timing is what we are talking about here folks. A heads-up driver can take a 90% Porsche and run circles around the "hot shoes", believe me.

The nature of some PCA track event incidents has prompted a long overdue crackdown on the normally good drivers who left their brains at home when they packed their helmet and stepped into the machine. An attitude adjustment period is needed by all of us or the future of PCA track events will be seriously affected. Under the direction of National Safety Chairman, John Boles and his counterpart in Zone1, Dick Hyland, we have been directed to interpret and enforce certain guidelines at all driving events. Toward this end yours truly and others will address the following areas of concern:

1. Driver attitude
2. Passing in non-passing areas
3. Improper passing procedure
4. Following 'too close'
5. Not allowing passing
6. Bunching
7. Over aggressiveness

Hot cars and cold drivers do not mix. Let's have a safe driving season with all the parts in the right places for next winter's storage, both the cars' and more importantly, you.

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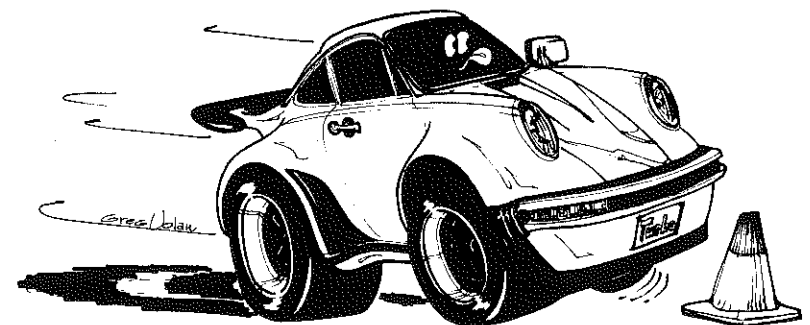
Southeast Michigan

Southeast Michigan Region, PCA, will host a combination Driver's School and IRAC III event at the challenging 1.4 mile Waterford Hills Racecourse on August 15&16, 1987. Pre-registration and completion of tech inspection prior to arrival at the track is mandatory. Grid inspection will begin promptly at 8:00am. Bring your completed tech sheet. The format will be similiar to past events. On Saturday, students not familiar with Waterford will be paired with instructors until they are comfortable with the course and can operate their vehicles in a safe manner. On Sunday, practice and timed runs will be held. For safety purposes, all entrants must attnd Saturday's Driver's school to run the track on Sunday. A picnic and awards presentation will be held at the track on Sunday after the timed runs.

Out-of-towners who need a place to stay: Red Roof Inn, Troy 313/689-4391. We hope you'll plan to join us for dinner Saturday Night at Mitchs II in Waterford.

Pre-registration opens July 15th- do not mail before this date.
Entry fee - \$60.00 per driver , add \$10 late fee after Aug 3.
Porsches only - limited capacity.

For more information - and send money and info to:
Phil Kish
3517 Ormond Road
Davisburg, MI 48019



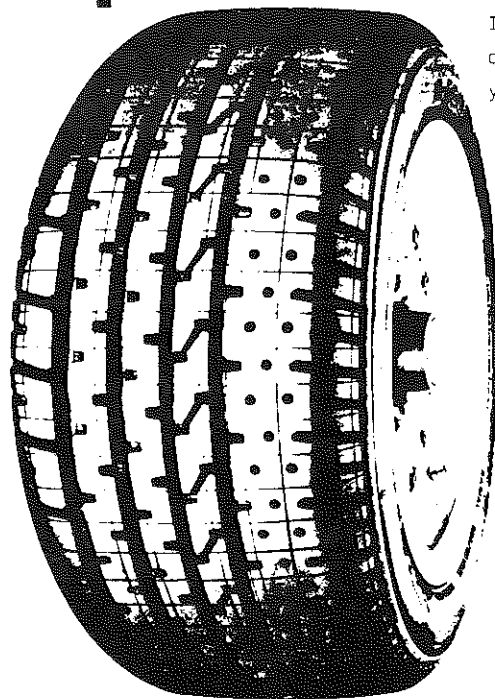
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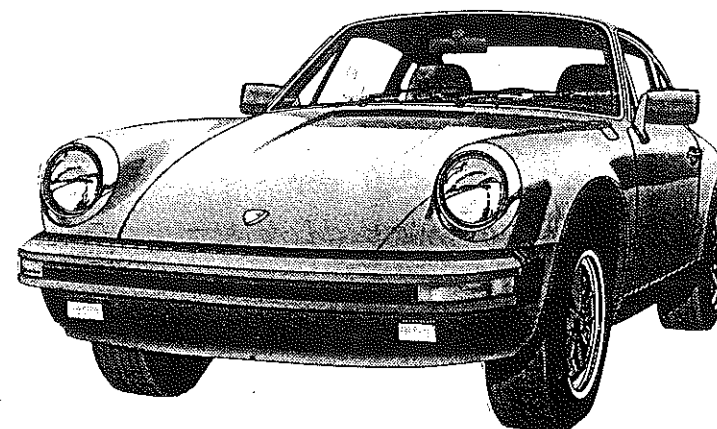
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Sat. 10 am-3 pm

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



TECH SESSION

SOUTHEAST MICHIGAN REGION
presents:

JOHN PATEREK

Nationally Recognized Porsche Restoration Specialist
& 1986 Parade Concours Chairman
September 26, 1987

1:00 PM Presentation
& Tech Session

Location:

Fred Lavery Porsche Audi
499 S. Hunter Boulevard
Birmingham, MI 48011
(313) 645-5930

6:00 PM Cocktails
7:00 PM Dinner

Machus Sly Fox
725 S. Hunter Boulevard
Birmingham, MI 48011

Dinner Choices:

Baked Lemon Sole with Cardinal Sauce, or
Sautéed Chicken Piccante with Artichokes and Mustard

Dinners include: Vegetable Beef Soup - Machus Salad
Rice Pilaf - Banana Cream Pie

Tech Session _____ @ \$10.00 _____

Dinner _____ @ \$20.00 _____

Amount Enclosed _____

Make check payable to SMR-PCA

Mail to: Phil & Francie Kish
3517 Ormond Road
Davisburg, MI 48019

Telephone: Phil & Francie Kish (313) 887-7433
Gary Buchanan (313) 652-6546

SUMMER PICNIC FUN WITH PORSCHE FRIENDS

Ed and Sandy Scott are the hosts for a new event revived this year. A good old fashioned summer picnic with all the fun, food and Porsches you could ever wish for on a Sunday afternoon. The date is August 23rd. Ed and Sandy live in Marshall Michigan, and would like us to join them at their home. More details and directions will be available in the next issue of Ubers.



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MINUTES

June 3, 1987

Call to order 7:47 pm

Minutes - no corrections/additions

Treasurers Report - Judy Cull - current balance \$6,878.34.

Membership Report - Included in June Uber Alles.

Uber Alles Report - Lori Riley - IROC rules to be in next issue. Still looking for editor to assume responsibilities for Uber Alles for 1988.

IROC Report - Rick Riley - 3 events - IROC I - July 12, MIR; IROC II - Sept. 13, WMR; IROC III - Sept. 27, MSR

Emporium Report - New shirts available for Mid-Ohio Vintage event.

Presidents Report - Eric Zillmer - Regionfocus discussed as communication vehicle from region to region and for ideas on events to run - new newsletter for PCA board members.

New Business -

- a. Mid-Ohio Vintage Event - deadline is June 20th to register
- b. HOW - insurance applied for and acknowledged by K and K.
- c. Traverse City Weekend June 13-14
- d. Discussion on 2 day Grattan event to draw more people. Denied.

Old Business -

- a. SAFE weekend - Per Doug Warren there may be a loss on the event. 106 cars at the drags, 33 autocross, 24 rally, Motion made and seconded that we subsidize the event by \$25.00 if needed. Passed.

Next meeting July 1 at Zillmer's, August 5 at Wagner's

Adjourned 9:05 pm

Present - Clarence Rowland and Lucy Coombs, Doug Tepper, Lloyd LaHuis, Bob Dankert, Maureen Richardson, Chuck Olenyk, Eric & Debbie Zillmer, Phil & Judy Cull, Don Meyer, Hosts Rick & Lori Riley.

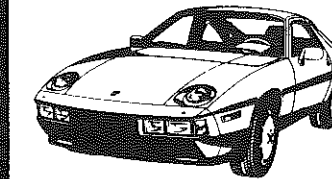
This ad appeared in a Sunday edition of the Grand Rapids Press a few weeks ago. Thank you Colin Carpenter for sending this to Ubers:

PORSCHE 1984 944 - Wife says car must go, should sell wife, but car can't cook, \$17,500, 957-4388.

Maybe if they were members of PCA they would have more fun with their Porsche and the wife would want to keep the 944. How about it? Would the author of this ad please contact us????

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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

1966 912 - sweet yellow/ black interior. Great condition. Good autocross car. asking \$7,500. Call Lance Weersma after 4pm 616/ 532-6116

FOR SALE

Empty the garage sale!! Tires (2) 205x50x15 P7s Never used \$210.00; Pistons 3.0, 1980 Lamda 85:1, 1100 miles \$800; Struts (2) 911T w/Koni \$300; Injection system (1) 1980 Lamda complete \$300; (1) 1974 injection system less the injectors \$200; Distributer (1) 1980 Lamda, stock, \$200; seats (4) 911 Hi-backs, black, need stitching \$190 each; 1978 Thermal reactors for 930 with air pump \$500. Call Rick Riley evenings/weekends at 616/458-9932 soon!!!

FOR SALE

1978 Suzuki GS-1000, lister mags, 5,000 miles, original and georgeous! \$1,500 OBO/Call Rick Riley evenings and weekends 616/458-9932.

FOR SALE

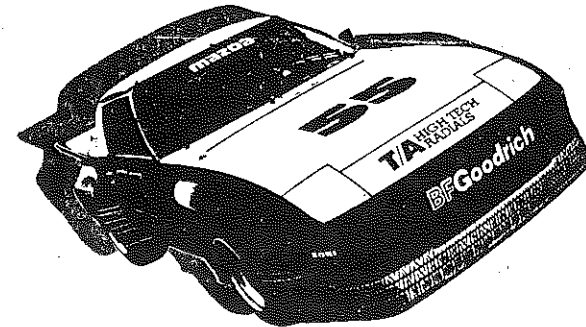
914 - 1975 1.8 ltr. Malaga Red/Black interior, excellent engine body, paint and trans. \$4200.00 Call Jim Frank eve. 616/527-2404

FOR SALE

1976 Mercedes 450 SL Convertible, with both tops, automatic trans. power steering, power brakes, air conditioning, deluxe burglar alarm, leather seats, well-maintained, body excellent condition, engine excellent, dark metallic brown, stored winters, complete maintenance records, 68,000 miles, call Steve Fidler 616/453-2014.

T/A HIGH TECH RADIALS

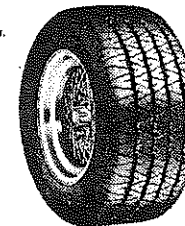
BFGoodrich



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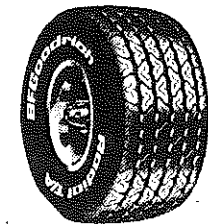
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GENERAL OBJECTIVES

The Porsche Club of America was founded to cater to the particular needs and interests of the owners of Porsche cars. The aims and goals of PCA are aptly stated in an excerpt from the National Bylaws: The general objectives of the Club, to which members are joined together and mutually pledged, shall be the furtherance and promotion of the following:

- 1) the highest standards of courtesy and safety on the roads,
- 2) the enjoyment and sharing of good will and fellowship engendered by owning a Porsche and engagin in such social or other events as may be agreeable to the membership ,
- 3) the maintenance of the highest standards of operation and performance of the marque by sharing and exchanging technical and mechanical information,
- 4) the establishment and maintenance of mutually beneficial relationships with the Porshe works, Porsche dealers, and other service sources to the end that the marque shall prosper and continue to enjoy its unique leadership and position in the automotive annals,
- 5) the interchange of ideas and suggestions with other Porsche clubs throughout the world and in such cooperaiton as may be desired,
- 6) the establishment of mutually cooperative relationships with other Sports Car Clubs as may be desireable.

Annual dues of \$30.00 include \$12.00 for Panorama magazine, available exclusively to PCA members, and Uber Alles, Western Michigan Region Newsletter. Make check payable to Porsche Club of America, send to Frank & Peggy Wagner, 6501 Scarborough, Ada, MI, 49301 or call 616/ 676-1529.

Membership Application

Porsche Club of America

Name _____

Street _____

City, State _____

Zip Code _____ County _____

Family Member _____

Relationship _____

Affiliate member _____

(only family or affiliate, not both)

Your Porsche is:

Model _____ Year _____

Serial number _____

Color _____

Porsche interests _____

I own, (co-own) a Porsche, am 18 years of age or over, and having read the Objectives of PCA here-with apply for Active membership in the Porsche Club of America.

Signed _____

Date _____ Phone- _____

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Books - Porsche Owner's Companion.....	14.50
Car Badge, PCA.....	15.00
Car Badge, WMR.....	2.50
Decal, PCA 2", Inside or outside.....	.70
Decal, PCA 3 1/4", Inside or outside.....	1.70
Emblem, PCA, 1/2".....	2.20
Emblem, PCA 1".....	2.70
Key Fob (Leather).....	4.00
Lapel Pin, PCA 1/2".....	2.70
Patch, PCA 4".....	3.70
Patch, PCA 3".....	2.20
Porsche Crest Patch 2 3/4".....	2.20
Porsche Crest Patch 4".....	3.70
Porsche Crest Decal (outside) 1 1/2".....	1.50
Porsche Crest Decal (outside) 2 1/2".....	2.00
Porsche Crest Decal (outside) 4 1/2".....	2.75
Old T-shirt, WMR child (10-12) (14-16).....	3.50
Old T-shirt, WMR Adult 34-36.....	3.50
PCA/WMR Adult Polo Shirt S and M white.....	15.00
PCA/WMR Shirt S/M/L/XL navy.....	15.00
WMR/PCA Long Sleeve Driving shirt S/M/L/XL.....	12.00
Ties, Porsche crest, navy, red, brown, silver.....	13.50

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HAPPENINGS

DATE	REGION	EVENT
JUNE		
13-14	SEM	Traverse City Tour/Concour/Rallye
13-14	MOR	Mid Ohio Driver's School
14	MIR	Driver's School Napanee
20-21	IRAC	Autocross
27-28	Zone 4	Mid Ohio Vintage SVRA
JULY		
4-5	WMR	Holiday On Wheels
12	MIR	IROC 1 - Nappanee
18-19	CHI	Swap Meet
25-26	MOR	IRAC Auto-X with Luau
AUGUST		
8-9		Grattan Raceway Vintage Race
SEPTEMBER		
13	WMR	IROC 2 - Ionia Fair Grounds
27	MSR	IROC 3 - Spartan Speedway
OCTOBER		
3	WMR	One day Grattan Driver's School

Advertising Rates Per Year (12 Issues)

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.



WESTERN MICHIGAN REGION PORSCHE CLUB OF AMERICA

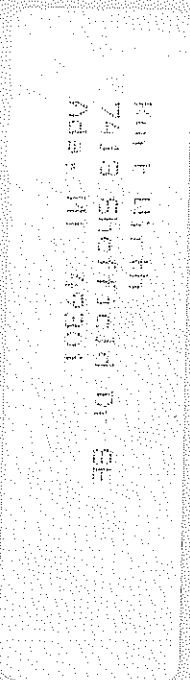


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