

PORSCHE
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ALLES

SEPTEMBER

1987



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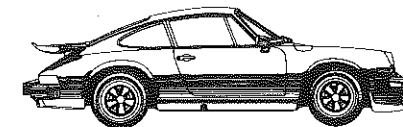
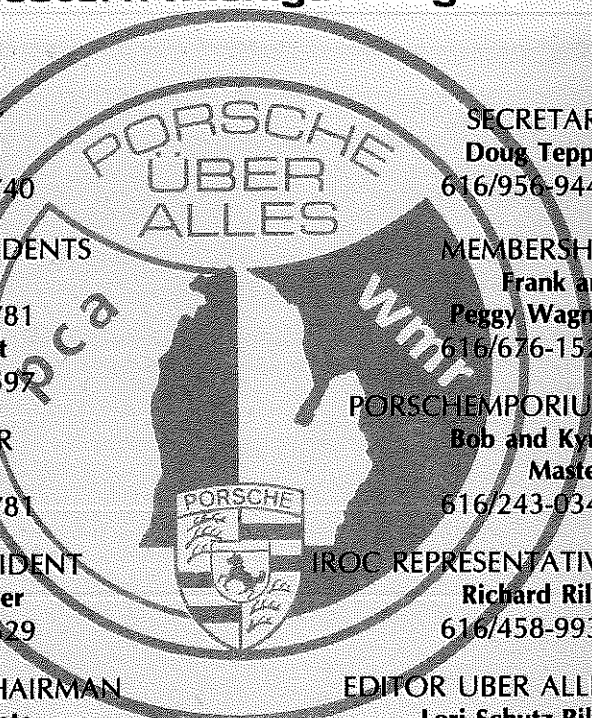
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MEETING PLACE

September 2, 1987	October 7, 1987
Chuck & Lynne Olenyk	To be announced
6416 Egypt Valley Rd NE	Call Eric Zillmer
Rockford MI 49341	for location
616/874-8142	616/363-3740

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.

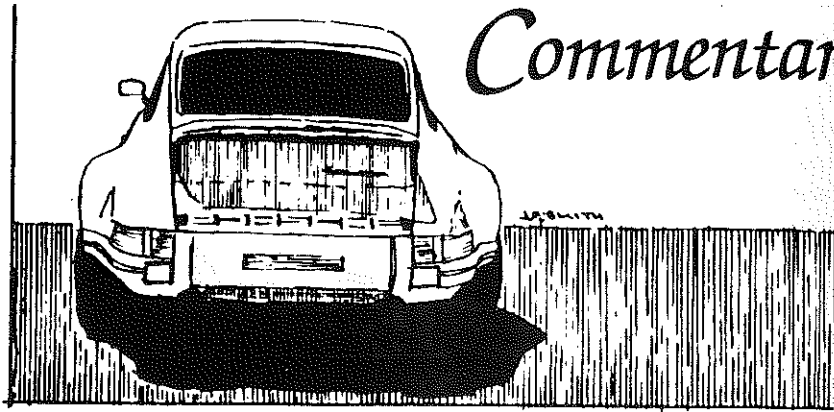
ON THE COVER

SIXER takes both FTD awards at IROC 1 as Uncle Frank and Peggy bring home the gold to WMR.

PORSCHE UBER ALLES is the official publication of the Western Michigan Region, Porsche Club of America, Inc., a non-profit organization registered in the state of Michigan and issued monthly. Statements and opinions appearing herein are those of the author and do not necessarily represent the official position of WMR-PCA, PCA, its officers or members. The editors reserve the right to edit all material for publication and to publish only that material which is felt to be in the best interest of the region and PCA. Permission is granted for chartered PCA Regions to reprint articles, providing credit is given to the AUTHOR, WMR'S PORSCHE UBER ALLES, and provided copyright is not involved. A return of your newsletter is requested.

One year subscription price is \$10.00. All correspondence, contributions should be sent to office of publication, c/o Lori Schutz-Riley, 166 Plymouth N.E., Grand Rapids, MI 49503.

Carrera Commentary



Hi there. Did you all miss me last month? Frankly, I ran out of pages, and instead of creating 3 more, I deleted one. So, I'm a bit late in thanking Judy Cull for the great Mid-Ohio and Holiday On Wheels pictures she gave UBERS for the August issue. Thanks Jude!!

Round One of IROC has been completed. That dynamic duo-Frank and Peggy swept FTD's. Be sure you come out to see if they can do it again at Ionia on Sept. 13 and Spartan Speedway on Sept. 27th. The Spartan event is also the birthday of one of our members who will be there. I won't mention names, but he drives a 911, and his initials are RMR.

Many members came out for the Vintage event at Grattan - known as Vintage Au-Grattan on August 8-9th. Although the weekend was quite wet, there was still lots of good racing. Bob Shedd was out with his IMSA 914-6. SIXER and Frank were there, Frank was also an instructor. Phil Cull brought Samantha out to play with the Jaguar's and other vintage types in the class. Rick Riley, also an instructor, christened the maroon (I mean Schutz-Red) 911 in wheel to wheel, finishing third in class in the Sunday race. Several WMR members came out to enjoy the fun.

On August 16th, some of us went to Marshall to the PCA Summer Picnic at Ed and Sandy Scott's house. Several members from MIR came up for the afternoon. The food was great, and in spite of a few sprinkles, the event was a great success.

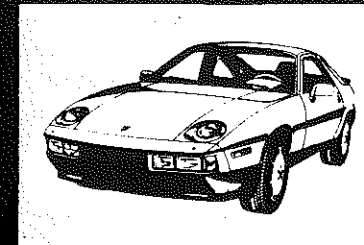
Ed and Sandy organized a fine day of music from the Mt. Pleasant String Band (featuring Ed himself). To coin an old but true cliché - 'a good time was had by all'.

Our membership is growing every month, thanks to the great effort from Peggy and Frank - our membership chaircouple. There are lots of new Porsches in town. Let's make them feel a part of our club. Invite them to Ionia or Grattan to watch all the fun and friendship we share.

You may have noticed that PDQ has not been appearing lately. This is directly proportional to the input from YOU. Get the message - I'd like to hear from you. If you see something cute, humorous, or informative, just drop it in an envelope and send it to me. That's all it takes - I'm waiting.....

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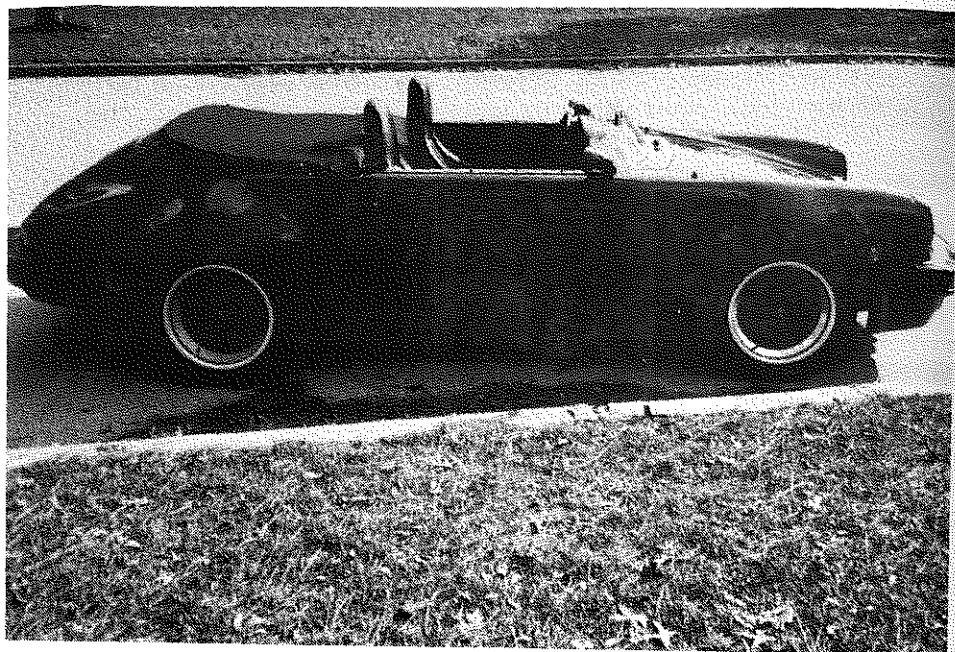
4450 Stauffer S.E.
Near 44th and Breton

Factory Trained Master Technicians

IT'S A 911 TURBO-LOOK COUPE!!

IT'S A 911 TURBO-LOOK CABRIOLET!!!

IT'S A 911 SPEEDSTER!!



A 911 Speedster? How can this be? It's true - yess- another dream has become a reality. A 1985 911 Turbo-look Cabriolet, serial number WPOEBO 915FS170993, came off the assembly line and was taken across the street to Werk 1 in Stuttgart. Nearly a year later, and 650 labor-hours later, the 911 Speedster prototype is complete. Inspired by Porsche President, Peter Schutz, and Research and Development Director, Helmut Bott, the finished Porsche has 5 configurations sporting 2 windshields, 2 tops and 2 tonneaus.

How did this dream car begin? First in importance was the revival of the 911 by Peter Schutz. When he arrived at Porsche in 1981, his predecessor Dr. Furlman, had all but ceased production of the 911 altogether. Once Schutz had the 911 back on track, changes began to the classic automobile. Along with many technical advancements, and return of the Turbo, the 911 "blew it's top" and had the option of being a cabriolet. Following development lineage of its precursor, the 356, the next logical step was to recreate the speedster concept in a modern 911. A low windshield, tonneau cover for the seldom used rear seats, and the fun begins.

The 911 Speedster we are discussing is a design study, and may or may not reflect accurately what will be available to the public as stock equipment. However, the factory did it once, only time will tell.

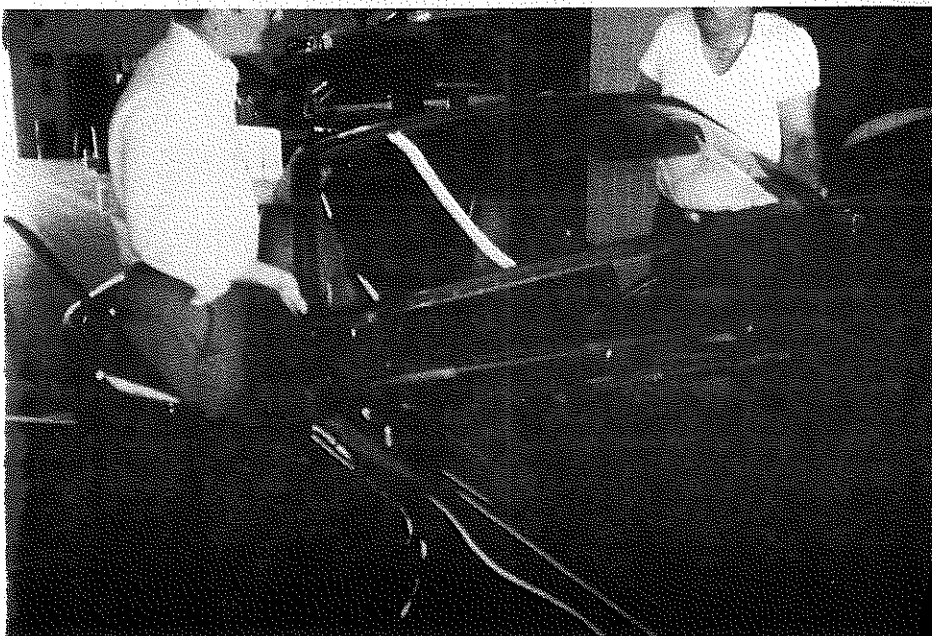
I'd like to take you through the configurations of the Speedster starting as a regular turbo-look hardtop coupe, and as we remove and add pieces, we will end up with the Speedster. The conversions are really quite simple, although some parts are a bit difficult to handle due to weight and structure. Generally, this is a two person operation. The biggest problem is where to store the parts which aren't on the car!!

In coupe configuration the only tell-tale signs are a black gasket along the rear cabriolet roof lines and the outside rear view mirrors are attached directly to the wind wing glass, more on this later.



Removing the hard top is not complicated, but the availability of two strong friends would be very beneficial. Inside above the sun visors are release clips similar to those found on a production targa. Along the base of the rear coupe window are three sets of 2 bolts, when these bolts are removed, the hard top can be lifted off the car. One last detail, the wire for the rear window defroster must be unplugged. For a prototype, the attention to detail is amazing.

The side wind wing glass, including the side mirrors are removed by unscrewing the inner interior sill and unbolting the glass and frame from the stock position. This is done with the power windows in the lowered position. Upon removal of the driver-side wind wing glass, a dead-man switch deactivates the power windows so they will not interfere with the body trim used to completely cover the window channel opening. This trim piece is snapped in place of the black exterior window squedge, is body color and is complete with snaps for the tonneau cover. It is held in place by the stock body clips used to hold the side window squedge in place.

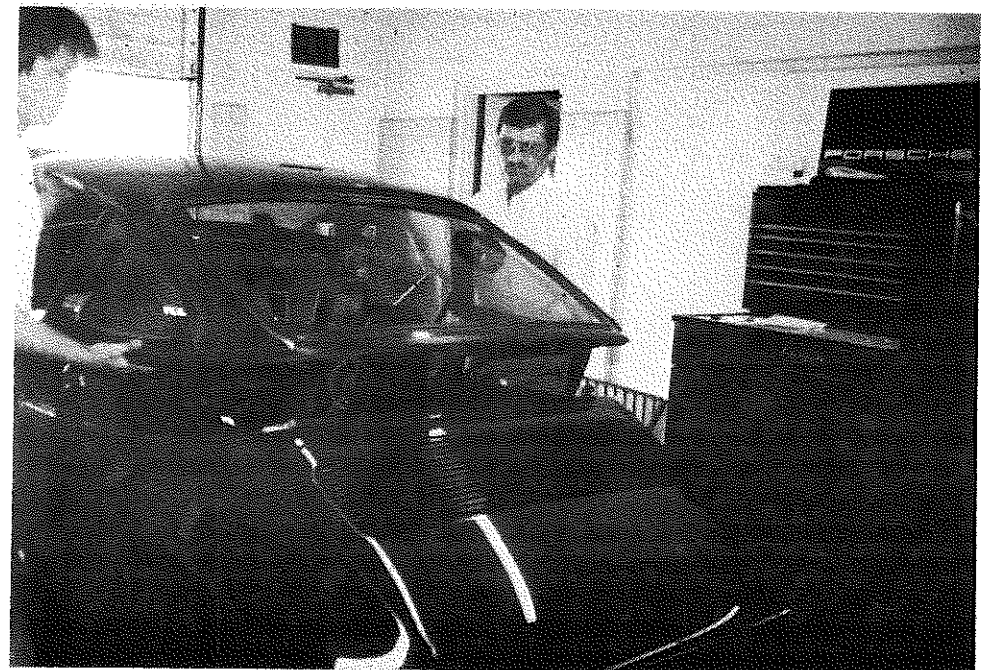


A four-inch plexiglass windscreen complete with 3 mirrors replaces the stock piece and fits into the same channel in the cowl and is held in place by the same two 10 mm allen-headed bolts used to hold the stock windshield in place. With a side mirror at each end and one center rear view mirror—very adequate rear vision for street driving is provided. In spite of the low windscreen, the ride is not uncomfortably breezy, and the noise level is no more than one would experience in a regular cabriolet.

Along the rear cabriolet roof line, a leather bolster is bolted on using the same fastener locations that hold the hard top in place. This bolster has snaps and cam-lock fasteners along the top edge which are used to attach the alternate tops and tonneaus.

The soft cabriolet top attaches much the same the original cab top fit the first 911 convertibles. The rear window is cloth, not transparent, and is reminiscent of the original 356 speedster soft tops. The targa clips by the sun visors fasten the forward edge.

In each door jam on the underside upper panel, in the same location as the original speedster windshield pegs, are two 10 mm allen-headed bolts. When removed, the windshield in its entirety includes sun visors, rear view mirror, and courtesy light. In the cowl are two spring loaded electrical contacts which provide power for the courtesy light located behind and above the center rear view mirror.



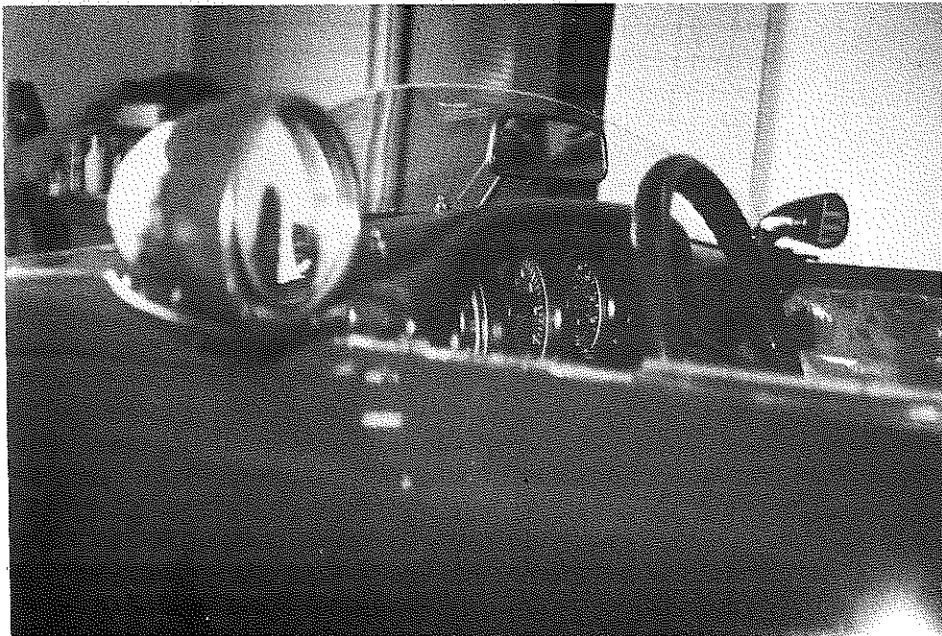
P O R S C H E

In the "Speedster" configuration there are two tonneau covers. One tonneau is black canvas and functions as a normal sports car tonneau, covering none, one or both front seats. Because of the modern high back bucket seats, the seat backs must be completely reclined in order to snap the tonneau in place. The second tonneau called "slalom special" by some, is all fiberglass and converts the two seat speedster into a one-seater reminiscent of the racing spyders, including the bullet headrest behind the driver's seat.

Porsche President, Peter Schutz, drove the car to work for 4226 miles in the fall of 1986. The car was built on a US legal chassis including all safety DOT and EPA equipment. In December of 1986, the "Speedster" and all of its pieces-parts were imported to Brumos Porsche Audi in Jacksonville, Florida which is operated by Bob Snodgrass. After appearing in the Jacksonville International Auto Show in March 1987, the car was transported to Grand Rapids, Michigan to its current owners. The Speedster was on display at this summer's Mid-Ohio SVRA Summer Event June 27-29th.

Uniquely "Porsche" in every sense, this prototype combines all of the modern luxury features of the late 911 such as air conditioning, electric seats, 3.2 power plant and superior suspension and brakes. As a "Speedster", the excitement of an open car, and nostalgia of the original 356. Both a look forward of things to come and a look back to one of Porsche's best creations is represented in this one of a kind 911.

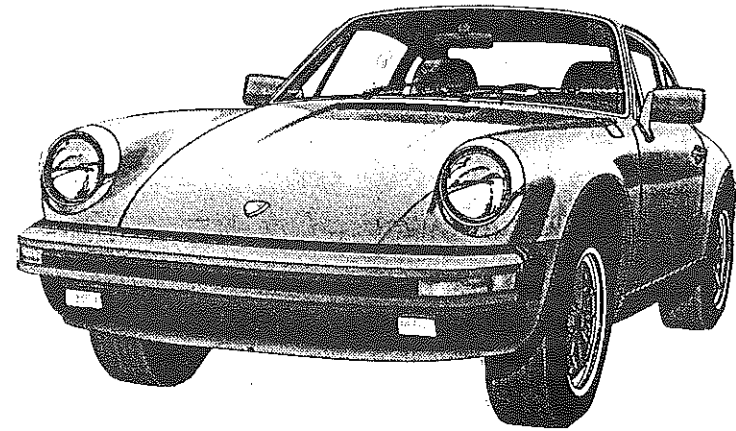
by Lori and Rick Riley



U B E R A L L E S

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Tues., Thurs., & Fri. —
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EMERGENCY RAPID RESPONSE VEHICLE
TO IMPROVE SAFETY FOR
TRACK AND HIGHWAY ACCIDENT VICTIMS

WARRINGTON, PA July 27, 1987 — A record-setting Porsche 928S4 sports car is serving as the first Emergency Rapid Response Vehicle (ERRV) for all International Motor Sports Association (IMSA) racing events and as a data source for research into treatment of highway accident victims.

The ERRV-Porsche provides high-speed rescue and emergency care until an ambulance arrives to transport an accident victim to an appropriate fully equipped medical facility.

Three organizations are sponsoring and operating the vehicle—Porsche Motorsport North America (PMNA), the International Motor Sports Association (IMSA), and the Performance Institute of Methodist Hospital of Indiana.

"Accidents can occur more than a mile away from emergency medical teams at many IMSA race tracks. The ERRV-Porsche will enable medical and rescue personnel to reach an injured driver quickly," says Al Holbert, director of Porsche Motorsport North America and five-time IMSA racing champion.

"This vehicle will help us build a long-term database of information based on fast response to car accidents," said Dr. Andrew Nigh, medical director of IMSA and a trauma specialist at the Methodist Hospital of Indiana. "Ultimately, the database may help refine the kinds of basic trauma care that work more effectively when medical help can reach victims rapidly."

The ERRV-Porsche will be dispatched by IMSA Race Control directly onto the "HOT" or active racetrack. A licensed IMSA driver specially trained in car construction, driver extraction and fire-fighting will drive the vehicle. The Porsche will also bring a Methodist Hospital appointed trauma specialist physician and emergency medical, extrication and fire-protection equipment. The two-man rescue team, wearing fire-resistant clothing, will free the accident victim and attend to immediate medical needs.

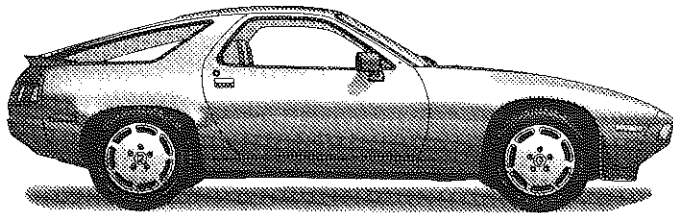
P O R S C H E

The ERRV-Porsche will be stationed at IMSA sanctioned road racing events, practice runs and qualifying heats which include the Camel GT Series, and the Firehawk Street Stock Series.

The new ERRV safety unit is the same Porsche 928 S 4 that Holbert drove to establish two 171+ mph non-turbocharged production car international speed records on the Bonneville Salt Flats in 1986.

Courtesy - Porsche Motorsport - Porsche Cars North America

Contact -Bob Carlson - 215-343-9448



Reprinted from Blau Rain - Blue Ridge Region August 1987
They reprinted from Der SportWagen May 1987

Believe it or not, the following really is a true story.

Four local ladies were in the midst of a weekend shopping trip when they caught the eye of a Missouri Highway Patrolman. After the trooper pulled the shoppers over and arrived at the driver's door, the young lady driving asked, "Are you selling tickets to the ball?"

The officer replied, "Ma'am, Highway Patrolmen don't have balls."

The following silence was quickly broken with giggles from inside the car, followed by full bore laughter.

Realizing what he had said, the officer calmly closed his ticket book, walked back to his car, and drove away.

—Rick Thomson

U B E R A L L E S



It's that time of year again. Time to elect and/or re-elect officers. The nominating committee, chaired by current president, Eric Zillmer, will be meeting and selecting a slate for the 1988 officers. This will be completed by September 15, 1987. If you wish to suggest a nominee, please do so in writing to our secretary, Doug Tepper, before this date. If any member in good standing receives three nominations, he/she will be on the ballot in addition to those selected by the committee (if not the one selected). Nominations must be signed, and include your membership number for verification. Only members and family members are eligible to submit such nominations. Send to Doug Tepper, 7444 Woodvale, Grand Rapids, MI 49508.



SCCA IONIA 6TH ANNUAL

DOUBLEHEADER CHALLENGE

Once again, SCCA will run their annual event at Ionia, weather permitting, of course. Format will be as in the past with Tech on Friday, October 9, Timed runs on Saturday and Sunday, October 10-11 with a picnic on Saturday night. There will be the team challenge again also. For questions (or answers) please contact Nancy Jacobs at 616/457-6411 or Pat Snyder 616/453-7764.

Name _____ Club _____

Address _____ Membership # _____

City _____ State _____ Zip _____

Telephone () _____ SCCA Class _____

Preferred Car # _____

Car Name and Model _____ Color _____ Disp _____

Sponsor _____ Previous Solo Finishes _____

Qty. drivers _____ @\$15.00 prior to Sept 25th postmark

Picnic Tickets (Extra) adult @\$4. _____ Children @\$2.50 _____

Tire Raffle Tickets for Comp T/A Radial Tires @\$3.00 _____

Total Enclosed \$ _____

Send to - Pat Snyder, Registrar
0-407 Leonard Street
Grand Rapids MI 49504

Payable to WMR/SCCA

OCTOBER DRIVERS SCHOOL GRATTAN

On Saturday, October 3, 1987, Western Michigan Region presents its Annual High Speed Driver's School at Grattan Raceway. Grattan is a very challenging 1.8 mile long road course with many different types of turns and elevation changes. The entire track including the entry and access drives has been paved or repaved greatly improving this facility.

The event will be run as it has in the past. We will be open to cars other than Porsches, but limited to 65 total cars. Early pre-registration is advisable to guarantee your entry.

A pre-tech will be held Friday evening, October 2, from 6pm to 9pm at Euro Autowerks, 4450 Stauffer off 44th street between Breton and Kalamazoo in Grand Rapids. Having your car pre-teched Friday saves valuable time Saturday morning.

The event starts with tech at 8am. Tech will close at 10:30am. Helmets must be Snell 1975 approved or newer and they will be checked and marked at tech.

The first group starts at 9:05am with the track closing no later than 6pm. we reserve the right to close the track as early as 5pm.

Run groups will run 25 minutes each within 50 minute sessions. The track will close for 10 minutes or less on the hour to allow traffic to cross in and out of the paddock area.

Driver's meetings will be at 8:30am and 11:05am. You must attend one before being allowed on the track.

Western Michigan PCA hopes everyone will enjoy this event. The continued success of this event depends greatly upon driver cooperation. This event will be run on time and safely. See pre-registration form for more details.

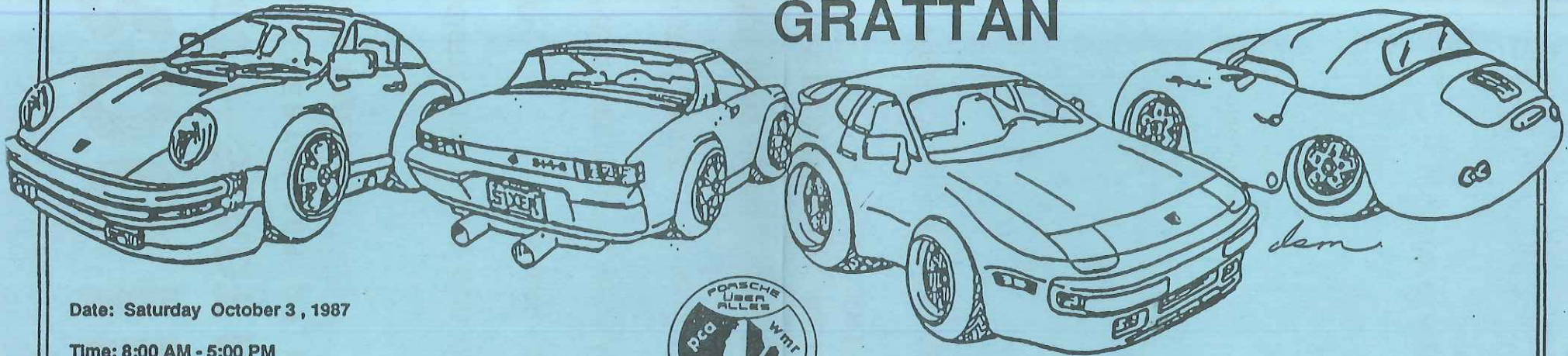
Now if I haven't answered all your questions, feel free to call me. Hope to see you all out there.

Event Chairman - Don Meyer

16955 Timberdunes Dr
Grand Haven MI 49417
616/846-4318

WESTERN MICHIGAN REGION PORSCHE CLUB OF AMERICA PRESENTS

OCTOBER DRIVERS SCHOOL GRATTAN



Date: Saturday October 3, 1987

Time: 8:00 AM - 5:00 PM

Place: Grattan Raceway
Grattan, Michigan

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

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

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

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

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

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

MAIL REGISTRATION TO:

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

REGISTRATION:

Early pre-registration is advisable to guarantee your entry.

FEES : \$55.00 / Car, Car club member - pre-registered.
60.00 / Car, Non car club member - pre-registered.
70.00 / Car at the gate.
25.00 / 2nd driver

Make your check payable to WMR / PCA.

AMOUNT ENCLOSED \$ _____

Name _____

Address _____

Phone (____) _____

2nd DRIVER _____

CAR _____ MODEL _____

CAR CLUB _____ ENGINE DISPLACEMENT _____

Preferred run group _____ Previous Grattan experience _____

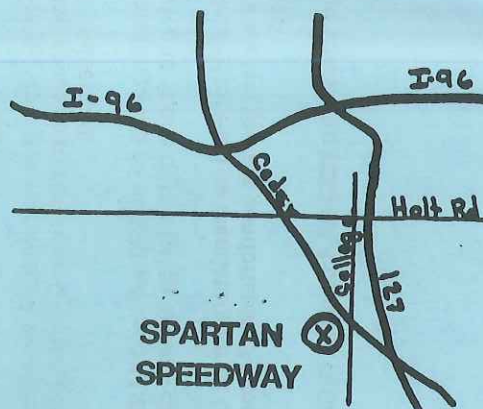
Please list any previous open track experience.

IROC III

MOTOR-STADT REGION

SUNDAY SEPTEMBER 27, 1987

SPARTAN SPEEDWAY



REGISTRATION OPENS 9:00 A.M.

TECH 9:30 - 12:00 NOON

DRIVERS MEETING 10:00 A.M.

PRACTICE RUNS 10:15 A.M. - 12:00 NOON

TIMED RUNS BEGIN 12:00 NOON

Send Registration to:

Bev Haug/MSR-PCA
3424 Waverly Hills Rd.
Lansing, Mi. 48917

For Information call:

Bill Robertson
517-349-4890

REGISTRATION BY SEPT. 15 \$20 PER DRIVER
AT THE GATE \$25 PER DRIVER

PARTY AFTER \$6 PER PERSON

**Tonight,
let it be
Löwenbräu.**

REGISTRATION

NAME: _____ PHONE: _____

ADDRESS _____
Street and number

City _____ State _____ Zip _____

CAR MODEL _____ YEAR _____ COLOR _____

ENGINE SIZE _____ ANY MODIFICATIONS? _____ IROC CLASS if known _____

Home Region _____

PORSCHE + EBR

Eastern Buckeye Region
Porsche Club of America

Eastern Buckeye Region - Porsche Club of America will host a weekend driving school at the beautiful and challenging 2.4 mile track of Mid-Ohio Sports Car Course on October 17 & 18. This is a great opportunity to learn to handle your car (and yourself) at speed in a controlled environment. However, this is not a racing school and all drivers are expected to stay well within their driving limits.

Join Eastern Buckeye Region for the final event of the year at Mid-Ohio Sports Car Course. This school is very popular and fills up quickly, so register early to ensure your participation.

- Please Print All Information -

Name _____ Car Make _____
Address _____ Year-Model _____
Color _____
Phone () _____ Years in this car _____
Co-driver _____ Co-driver must submit a separate form

Driving Experience - Please List Driving Schools Only - Do Not Count Time Trial Events

Track	# of schools
Mid-Ohio Sports Car Course	_____
_____	_____
_____	_____
_____	_____

Did you attend EBR's driving school at Mid-Ohio last year (May 17-18)? yes no

Have you ever attended an EBR driving school? yes no

Other information pertaining to your driving experience _____

Person to contact in case of emergency _____

Phone () _____ Will this person be at the track? yes no

Entry Fee - \$150.00 Per Driver

Make your check payable to EBR-PCA and return with a completed registration form for each driver to:

Mary-Margaret Pharis
4595 Mellinger Rd
Canfield OH 44406

For more information call Bert or Mary-Margaret at 216/793-9773.

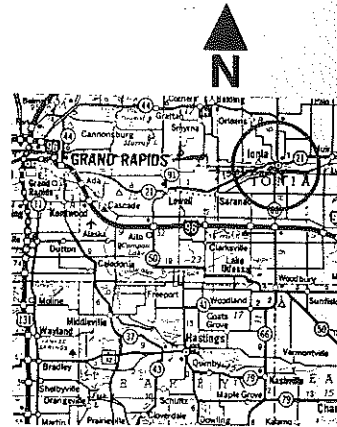


IROC²

September 13

Ionia County Fairgrounds

Registration and Tech	9:00 AM
Drivers meeting	10:30 AM
Practice runs	11:00 AM
Timed runs	12:30 PM



Join us for trophies and a special buffet picnic dinner right at the fairgrounds.

Entry fees: Autocross -- \$20 per driver
 Dinner -- \$ 6 per person

More information: Chuck Olenyk 616/874-8142
 Gary Petertyl 616/774-0420

IROC 2

On September 13, Porsches will return to the Ionia County Fairgrounds road course for IROC 2.

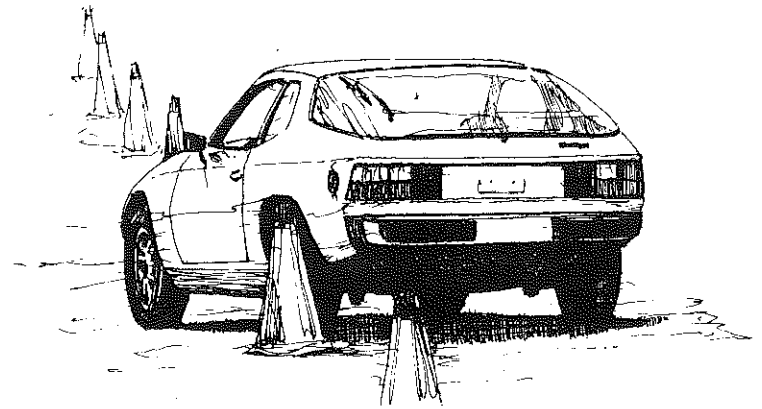
We recently held our Holiday On Wheels autocross on this course, and it was great to be back at Ionia. For those of you not familiar with the course, it's about a 50 second run with seven turns and a backstretch that lets many drivers see third gear. Pylons are used only to direct you and to indicate holes, etc.— forming a nice closed road course.

Ionia has always been a great course, and we have had some tremendous events there in the past. We're hoping to get some of that excitement going again, and we'd like to have everyone who drove IROC 1, plus those in the region who missed the first event, join us.

You'll have plenty of time to walk the course, and you'll get the practice runs required by the IROC rules before taking your timed runs.

After the event we'll have the awards presentation inside the main building. There will also be a delicious buffet picnic dinner available at a very reasonable cost. Those of you who attended HOW know what a feast the William's provided for us; and they've agreed to do it again.

Join us for IROC, we'll be looking for you at the start line.



IROC ONE RESULTS

Class	Driver	Time
S4	Phil Gull	101.820
	Kurt Wirth	107.155
	Ed Scott	108.071
P4	Bill Robertson	105.164
	Lloyd LaHuis	105.910
P7	Doug Tepper	100.037
	Bob Dunn	107.329
P8	Dave Schnoerr	58.103
	Ken Grabowski	101.361
	John Zweber	102.075
P12	Bill Wagoner	59.495
	Bill Scelly	101.775
P13	Harry Burnstine	57.679
	Harold Teter	58.682
	Keith Ring	59.794
P14	Steve Jackson	57.266
	Mike McNamara	100.100
I1	Dave Hutchison	100.275
	Don Meyer	101.408
I3	Jerry Forthofer	57.173
	George Scott	100.327
M1	Larry Riddle	100.658
	Larry Grover	101.647
M3	Frank Wagner	55.997 FTD
	Wayne Holleman	56.208
	Tony Koufas	57.631
	Tom Schwank	58.010
	Rick Riley	59.471
Other	Eric Zillmer	101.653

Ladies

L1	Marcie Tepper	103.470
	Bonnie Robertson	112.170
L2	Julie Mc Namara	101.830
L3	Bernice Schnoer	107.319
L4	Peggy Wagner	56.838 FTD
	Sharon Forthofer	58.561

I.R.O.C. What's in a name? Inter-regional Race of Champions. For many years this race has provided great fun and camaradry for the three participating regions; Western Michigan, Motorstadt, and Michigan-Indiana. I think what is the most fun for me is being able to watch the entire course (parking lot) and clock how my competition is doing. How does he drive this section, what gera does he use in the skalom, how fast is (or she) to the half way point.

Parking lot autox is very intense. We've heard all the comments "driving around pylons isn't real racing." Bull!! Any driver that is any good on a race track usually got his start in some less complicated but no less competative form of racing. If you took say Brian Redman and turned him loose on an autox course, the best club drivers - we wouldn't stand a chance. Why? Redman is not only good, he practices much more than any of us have time for, his experience quitoent is several times ours, and his ability to analyze the car and the course is better than ours is. How did Brian Redman get this way? Practice.

The real difference between Auto x and circulating around an open track is measured in thousands of seconds. In Autox you get 3 to five timed runs to test your ability. In racing, it's not necessary to have a perfect lap because you have several more to beetter your position. Position is more important than raw time.

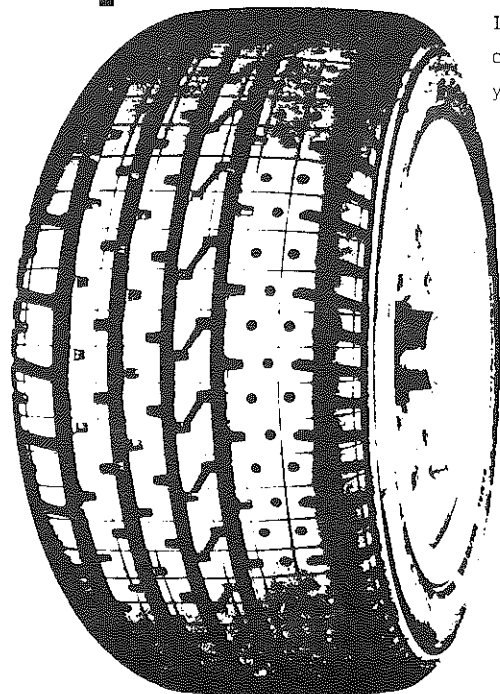
In Auto x, time is everything. You live or die by time. You don't have the opportunity to make up time on the next lap. Your next lap may not be for 30 minutes, after you and your car have both cooled off. Auto x is much more critical and less forgiving than the track driving. So you want to drive as good as Brian Redman? Than you must do as he does, get all the practice and experience you can. The next opportunity for you to experience will be the next IROC event at Ionia fairgrounds Sept. 13th. I'll be there working on my driving skills-how about you? Rick Riley -IROC Rep.

P O R S C H E

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U B E R A L L E S

COLUMBUS 500 IMSA

PCA HOSPITALITY SUITE

Mark the weekend of October 2-4 on your calendar. The Camel GT IMSA series comes to the streets of Columbus Ohio this weekend. Your Zone 4 Rep., along with the Mid-Ohio Region PCA welcomes you to join them for a great weekend of racing and fellowship with Porsche. PCA is hosting a Hospitality Suite for members in the Pickett Hotel. With a great view of the race, the suite will be available all day Saturday and Sunday. All you need is your current membership card. Check at the front desk for the location of the PCA Suite. For ticket information call 614-221-RACE. For more information about PCA involvement, please call Steve or Martha Southard at 614-792-2880.



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OLD DAYS, OLD DRIVERS

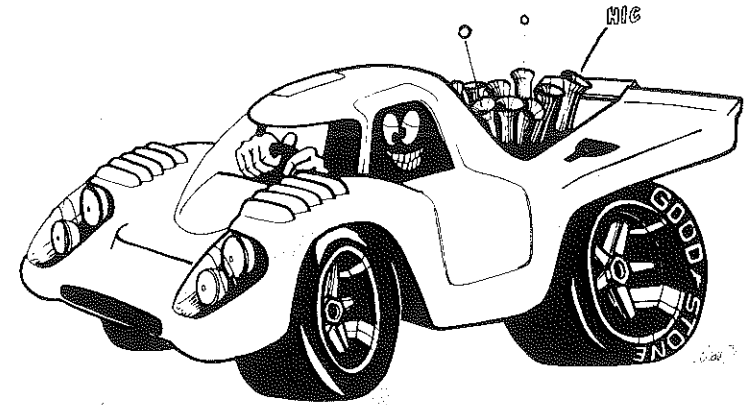
At one point, I caught an article concerning a couple of famous 1930 Italian racing drivers. It reminded me of past experiences driving PCA high speed autocrosses around the Midwest and some of our more interesting drivers.

I believe it was the summer of 1976 and several of my Chicago Region, Dirty Dozen autocross buddies decided to pull a raid on Nord Stern Regions, Brainard event. That track was nine or ten hours out for us, right in the middle of Minnesota. A beautifully fast, flat, well maintained track that was four miles long. The main straight was almost a mile long by itself. It has a reputation of eating an occasional Porsche engine, or two.

The fellow that comes to mind at this event is Lynn Mezner. For those of you who do not remember Lynn or his Porsche from Maumee Valley Region in Ohio, he had a 1973 911S sunroof coupe, only it really wasn't a 1973 911S sunroof coupe. The car had 911SC style flares, big BBS mags, race tires, headers on a 2.8 liter twin plug motor, gears, RS interior, with huge 930 brakes all the way around and totally adjustable suspension. This car looked like Rick Riley's in color, and was completely concours condition, underside, engine, suspension - everything.

We arrived late Friday afternoon and started setting up a campsite. During the time we relaxed all the heavy hitters started rolling in. Now keep in mind this is 1976 and engines over 2.7 were not plentiful. As the autocross cars rolled in we saw an ex-Monte Carlo factory 2.5 liter rally car, two more 2.8 liter 911 coupes, another 2.5 liter 911, a 2.5 914-6 and some other interesting hardware. One fellow showed up with a V-8 powered 914 of Colorado origin. We could tell this was going to be an interesting weekend.

Lynn's car stayed on the trailer behind his Mercedes powered motorhome til early Saturday morning. Around 7:30am the open exhaust cracked awake and he rolled it off. Practice started on time in typical Nord Stern Fashion. Everyone was informed of the rules. Brak the rules, you go home. They didn't fool around with excuse or trouble makers. In other words, 'the rules is the rules.'"



During that day of practice times really started falling. Several of the regulars got off to extremely fast starting laps. Lynn kept feeling the course out. He knew he had the horsepower, but did he have the skill? We all wondered as we watched the clocks.

Our 914 V-8 powered Colorado driver was getting faster each lap. It was no longer a fun for class win between Lynn and our Colorado guest, both wanted FID.

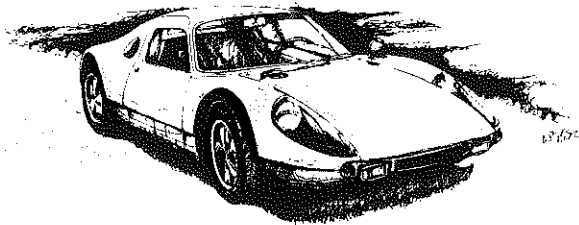
That night around various campfires car talk ran rampant. A lot of talk revolved around the twin plug 2.7 and the V-8 914. One of the Dozen, the Bomber, overheard the V-8 914 driver telling a bunch of Corvette jockeys he would wipe Lynn out. That his 914 beats 930 Turbos regularly and taht the Ohio boy with his shiny car would just be another knotch on the 914-s garage jam come Sunday night.

Bomber figured talk was cheap so he fetched Lynn away from his Bar-b-q to get the straight scoop. "Can you beat the 914 V-8?", he asked. Lynn smiled and said, "yep". So Lynn and the Bomber slipped over to the Corvette campfire. They let Mr. Colorado shoot his mouth for a while, then decided to put up or shut up. Lynn dropped a hundred dollar bill on the picnic table in open defiance. The bomber dropped another hundred on that one, just to keep things interesting. Mr. 914-V-8 backed off, all of a sudden his super modified Porsche wasn't so fast. He was quick to add that the times would separate the men from the boys. The next day would settle this debate. The Porsche Campfire burned bright that night, the Corvette fire died out quickly.

Sunday morning you could feel the excitement. The rules were simple. Hit a pylon, any pylon, it is a DNF; more than two wheels off the track, DNF; miss your fun group - DNS. Simple? You bet. Two laps (eight miles) equals one run, three runs for the day, fastest run of the three is the keeper. You would be told your time after each run so you knew where you stood in class.

P O R S C H E

Class, who cared about classes? There were two hot dogs out there fighting for FID and neither one of them knew how to lose. After the first runs the 914 V-8 had the edge. But ya had to know Lynn, he just kept on smilin'. After the second run Lynn had a good size lead over the Colorado stranger. Now the truth would be on the clock.



The 914 V-8 left the start line in big time fashion. You couldn't see much of the track because of its size and it is flat to boot. So we started checking our watches. Once around, not a bad time, but I don't think he'll catch Mezner. Second time around he's not showing up. Maybe he just kept goin' home? No, come to find out the poor guy's left rear trailing arm decided to leave the rat race at a very inopportune time. Our Colorado driver gathered up a concrete wall supporting a gridge overpass, when the trailing arm separated. No physical harm to the driver. I had seen worse side swipes on parked cars in Chicago side streets from drunks.

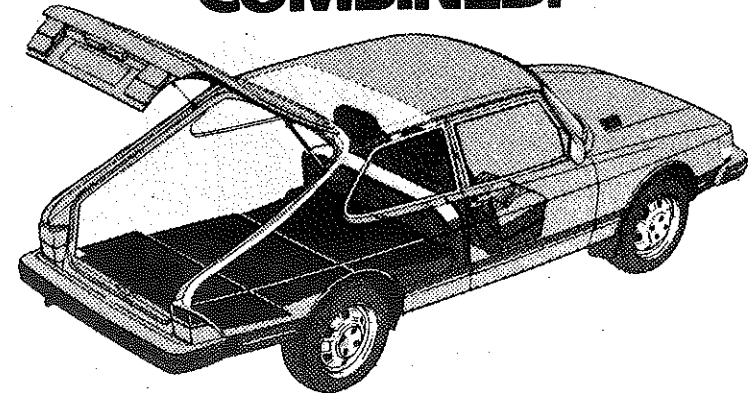
That settled the argument as far as we were concerned. Part of driving fast is preparation of the vehicle. Finding problems before they become major problems is part of what it takes. You don't just super modify a Porsche, any Porsche, without committing yourself to indepth vehicle maintenance and inspections. These cars weren't built for the faint hearted. If you don't want to commit, don't modify.

It was probably a good thing our Colorado man didn't put the money up to cover Lynn and the Bomber's bets. Lynn would have let the guy off because of his car problems. The Bomber would have grabbed him by his neck til he got his bet paid!

Several years later on a return run to Brainard I didn't see our 914 V-8 car or driver. Lynn ran one more time and added his usual FID trick. Never saw the man lose now that I think of it. Other than that one more time I haven't seen that 2.8 twin plug lately. I hear tell it is stashed away. Personal problems eventually eliminated Mr. Mezner's autocrossing days. Hopefully one of these days that car will reappear. If you're reading this Lynn, and want to unload that pig, give your old Uncle Frank a call.

U B E R A L L E S

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MINUTES

Minutes - Aug. 5 1987

Present - Lori Riley, Kurt Wirth, Doug Tepper, Judy & Phil Cull
Eric & Debbie Zillmer, Don Meyer, Mike Ferrell, Lynn & Chuck
Olenyk, Bob Shedd, hosts Frank & Peggy Wagner

Call to order - 7:58 pm

Treasurer's Report - Judy Cull - \$6,846.68 Balance

Membership Report - Peggy Wagner - 4 new members, new membership
list asked about, 133 total members

Uber Alles - Lori Riley - Looking for a new editor, will combine
Nov/Dec issues, news from other regions discussed, Parade will
be in Traverse City in 1989, Discussion concerning places to
print newsletter next year.

IROC Report - Lori Riley - IROC II is Sept 13 at Ionia, Tire
rule was changed back to the circumference rule.

Emporium - Eric Zillmer - Problems with putting Porsche emblem
on sweatshirts, we will contact PCNA to work out, we should
sell left over Mid-Ohio T-shirts, perhaps at Grattan and picnic.

President's Report - Eric Zillmer - recieved new manual of proce-
dures, no information from zone rep.

New Business - Ed Scott Picnic Aug. 16th

Vintage Grattan Aug 8/9, Phil Cull & Bob Shedd
will be competing, Frank Wagner and Rick Riley
are instructors

Grattan WMR event Oct 3rd, flyer this issue

Old Business - HOW - made about \$200, overall scoring worked
well, bracket racing worked well for the autox, could use a
computer to handle scoring

SAFE - final loss was \$412, each club asked to contribute \$60
to cover, voted to pitch in \$85.00.

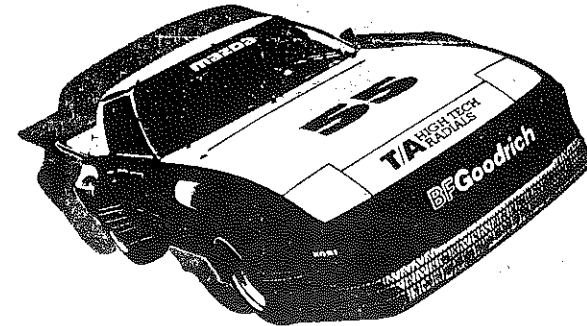
Election rules and procedures committee needs to meet and address
our region's method for handling our '88 election.

Adjourned 9:44 pm

T/A HIGH TECH
RADIALS



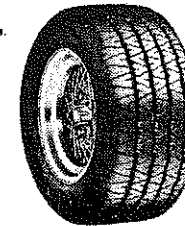
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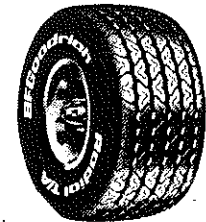
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GENERAL OBJECTIVES

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 Porsche 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 _____

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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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Emblem, PCA, 1/2".....	2.20
Emblem, PCA 1".....	2.70
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Lapel Pin, PCA 1/2".....	2.70
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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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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

911 Rear deck lids '86 & '87, complete \$250 each
 40 each reop chin soilers \$75 each, or less for all.
 Euro rear bumperettes \$25 pair.
 Turbo rear spoiler 3.0 or 3.3 rubber lip \$475
 Turbo 944 front nose, rear valance spoilers, misc parts, call with needs - Jeff Weston - 616/929-9635

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944 Turbo Valance spoiler - rear
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