

PORSCHE

ÜBER ALLES



WESTERN MICHIGAN REGION
PORSCHE CLUB OF AMERICA
1975

WESTERN MICHIGAN REGION PORSCHE CLUB OF AMERICA BOARD '75'

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DOUG'S HEAD

We just had 2-1/2 inches of snow last night, but we don't care because it won't last long. I now have a firm guarantee of good weather for the wine tour. All that is needed is an RSVP - quick!

Craig visited the Corvette Club and found quite a bit of interest in our event at the Saugatuck Hillclimb.

The pre-season IROC meeting of the regions took place in March, and plans are well under way for better locations. Few changes were made in the series and more than ever the emphasis is to be on inter-regional fellowship with competition being second to fun which is as it should be.

AUTOWEEK says the 928 will debut in 1977.

Bill and Warren did a fine tech session on how to set up your Porsche's suspension. In just a few weeks they will show us how to drive said car.

As I mentioned last month, our Fiat was up for adoption and we are sure it has a good home. Our new car's name is Thumper. Did you know that Debbie Locke named her Dasher Dolly?

Just installed a Snooper radar detector system - it should pay for itself in one caravan.

Doug

VEEP BEEP

If the first day of spring was any indication of how the rest of the summer is going to go, we had all better do a sun dance! If the cold wasn't bad enough, then it had to go and snow all over our nice dry streets. I have had my car out for the past few weeks and getting back into the station wagon was a real drag. I hope by the time you read this, muther nature gets herself together and gets us some good weather and dry roads!

For those of you who didn't make the "Ah Yes" tech session, it was a good time and very informative. Bill Moses does a very good job of finding information that is not only interesting but useful. The subject the 16th was the suspension of your Porsche and what can be done to it to improve the auto's handling by Warren Holcomb. I might add that all the improvements to the Porsche suspension have almost as much influence on the car's ride as the handling. However, everyone can benefit from a set of sway bars! Warren gave every racer in the crowd something so spend money on or tinker with.

Warren also told me that my Koni shocks are on full hard - I'm still not fully convinced, but I do know the car sure does ride hard!

I want to thank Warren Holcomb, Bill and Marilyn Moses, and, last but not least, Jim Brammer for providing the location, the beer, and Tom Lillibridge to help us. (Tom I know you were on your own time, thanks.)

April 12th, Dick and Joan Burnham have graciously invited all of us to their home in Paw Paw for the start of "Wein Fahren". I talked to Dick at the tech session and he and Joan have a great event planned. There will be a bus to carry us to and from the wineries, so feel free to sample away. The spaghetti competition should be fun as well as appetizing. If you cannot make it home, bring a sleeping bag and crash on the floor. It should be a great time, so either fill out the form in this issue, or call the Burnham's, the Hoek's, or myself (245-9882) so we can plan on you!

See you in the vineyard.

Ryl

PORCIA OR WHATEVER I FEEL LIKE

MOSPORT IMSA JUNE 13, 14, 15

As I write this article, it's a beautiful, sunny Thursday afternoon with warm spring-like temperatures. I'm already anxious to get that big black thing out of storage and out on the road where it should be. I know lots of things will intervene between now and June, but I can't wait to hit the road for Mosport and the first IMSA race near our area.

The 22nd of March is Sebring, and then in April Road Atlanta. By the time Mosport is run, the competition should be tough.

Perhaps you read in the March PANO that at the 24 Hours of Daytona, the factory BMW was faster than the Carreras. It finally left the race after nine hours and having led for 229 laps. Sebring is the only other IMSA race longer than nine hours. Thus, in June when we all parade over to Mosport, you know the excitement will be great! We all know the endurance records of the Porsches.

With this background, I'd like to tell ya'll how we have caravanned to Mosport the last few years so you can make your plans early to join us this year. We have left Williams Porsche Audi in Lansing about noon on Friday (this year it's June 13) so my suggestion is that we, of WMR, leave Prestige Porsche Audi in Grand Rapids about 10:30 A.M. Friday and caravan over to meet our fellow MSR members in Lansing. Those of you from MIR can join us at either location.

From there we will leave as one big happy Porsche Pack pushing over through Detroit and Windsor (with proper potty stops) to arrive near Mosport around 7:00 P.M.

The Mosport track is roughly 40 miles east and 10 miles north of Toronto. The majority of us camp at a Provincial Park near Bowmanville, Ontario, between Toronto and the track. From there it's a very easy drive in to the track on Saturday and Sunday morning. We call ahead for reservations beforehand and our park spots are all together in a group. The park is right on Lake Ontario

and the cost is about \$3.00 per person per night. For those of you who don't like camping, there are plenty of motels in Toronto and Oshawa as well as Bowmanville.

And, for all of you campers, there are good facilities at the park. Last year we had 10 or 12 of us that slept in Thom Hole's "Taj Mahal" because we had one big happy group. (A little wine goes a long way.) Depending upon the size of the group, most of us have our own tents that we bring. There's even a laundromat near by in case your sleeping bag gets wet!

Meanwhile, at the race track, Saturday and Sunday you'll see some of the best racing cars in the world. The Porsche Park is conveniently located right in the infield, but nicely nestled in an area of its own. They have free pop and donuts all weekend at the shelter tent. Sunday afternoon, before the Porsche drivers lap, the water truck pulls into Porsche Park and all the cars get a wash job. Then, the parade lap can officially start.

For those who have never been to a race like this or have only gone once or so, come on along! Mosport, Mid-Ohio, and Elkhart Lake are about our only ones this year. So, get on out there at the beginning of the season and enjoy the fun we have.

After the race is over and the Porsches have won and are resting, it's nicer in some respects to wait over until Monday morning to go home. We typically have gotten out of the track and back through Toronto about 8:00 P.M. or 9:00 P.M. which brings us into Lansing or Grand Rapids about 2:00 A.M. or 3:00 A.M.

We will see how many intend to go and what their thoughts are on staying over or coming home Sunday night. Personally, I'd like to take Monday morning and see a little of Toronto and head back Monday afternoon instead of buzzing through Toronto at 90 mph chasing the Toad Hall (or is it the Thom Hole) Carrera.

Get it on! Let's see a good turnout this year.

Bing

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Grand Rapids, MI 49507
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914

Harold & Nancy Lemke
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Grand Haven, MI
914-6

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FOOT IN MOUTH DEPT.

Hi everybody - good news - spring has sprung... Time to get your P-O-R-S-C-H-E out of the garage and get it on - we'll soon be on the road for the wine tour. Call Dick or Doug right now if you haven't told them you're going to attend.

It's good to see all of those new faces at our events. The Tech Session, so far this year, has set the record for new member attendance. New membership applications are being received almost weekly and we're sure glad to have all of you aboard.

I'm not quite sure whether or not our next newsletter will be out too much in advance of the GREAT SPRING SAUGATUCK HILLCLIMB, which is on the calendar for May 4, so please stop right now and take your pen in hand and go mark your calendar so you won't miss it. What a way to spend the first Sunday in May - racing, basking in the sunshine, enjoying the beach, and eating as well as watching. The trophies are pewter and will be awfully nice for displaying and we're also gonna have dash plaques which are

very unique. Come on out - it's gonna be super fun.

Got a letter in the mail the other day from Frank Barrett - he's the chairman of THIS NEWSLETTER THING 75. Frank is encouraging all newsletter editors to enter the 1975 Contest. You bet your boots WMR will enter. Regional newsletters are extremely important to the survival of the region. What better way is there to inform its membership of what's going on, not only on a local basis, but also concerning PCR changes, zone rep nominations, national board meeting news, and public relations announcements.

Last year a workshop for newsletter editors was added to the Parade agenda. Frank informs me that their going to do it again this year. The workshop is a tremendous assistance to newsletter editors - just getting together and communicating.

Let's all get in high gear for the upcoming events 'cause there's going to be a lot of them - and parties too!

See ya soon.

Shari

RAMBLIN' ON

Watch out world! Spring fever has gotten hold of yours truly, and I don't know if I can stand it. The sun is shining, the temperatures are hitting the 50's, and the top can come off my Porsche. What more could we ask for - except for a beautiful summer.

Every year at this time, I seem to get the racing bug, and this year is certainly no exception. Bill Moses and Warren Holcomb certainly added fuel to the fire, though. The Tech Session at Prestige did more for me than any amount of daydreaming could have. I learned a lot about 914 suspensions, and I intend to apply as much of it as I can afford. Take note of that, Class 5! Thanks, and a job well done to Bill and Warren.

Looking on down the pike, this summer is shaping up so well that it's hard to believe. May starts our first competitive event, and they continue right on through to whenever we run out of 1975. Wine tours, picnics, rallies, auto-crosses, races, and whatever dot the calendar all over the place. It's all available to all of you. Just follow the events calendar at the back of UBER ALLES, and attend when and where it specifies. If you have any questions, Shari Hoek can probably answer them as she puts our event schedule together for printing.

At this point, I'm going to enter my monthly plug for the Saugatuck Hillclimb. On May 4, the Holland Club, with the able assistance of PCA/WMR, will be presenting a speed event you can really get into. It should be a lot of fun for all who attend. However, to all those of you who enjoy watching, but don't wish to race, please come anyway. Come even if you don't like to watch. The weather should be worth it. Our main reason for asking this support is that we do need workers. Saugatuck is a long course, and we do need quite a few people who we can rotate for crowd control. We're hoping for a big turn-

out as well, so that Saugatuck will continue to support the event. Please attend this event. If you have any questions, please feel free to call me, either at work (949-6500) or home (245-9882).

Also at this time of year, I get the urge to start cleaning on the Porsche. I'm sure the rest of you feel the same way. My only regret is that my ambition always seems to overlap with my feeling of laziness. I have to give up one or the other, and it's awfully easy to give up work. However, a clean Porsche is its own reward. Believe me, it's well worth it. If you really can't get into it, though, call me, and we'll organize a Saturday Porsche Polishing Session. These are great fun, and generally result in a beautiful end product, especially if you're into collecting empty beer cans. If you're not, at least your car will shine as it was meant to.

Oh yes, one more item. I'm going to announce this in advance, so the timid and chicken-hearted may retreat at once. I'm sure you all remember MADCAP I from last summer (to those of you who don't because you didn't run it, shame on you!). This year's expedition into the furthestmost regions of flights of a rallymaster's fantasy will be incorporated into HOLIDAY ON WHEELS THREE. MADCAP II will be a continental rallye - and this year (unlike last year - I learned a few things since, like keeping my big mouth shut) that's all I'm gonna tell ya. So there!

I've gotta be going. I'm supposed to be a busy person (or so my boss tells me), and I wrote this on my break. I want you all to know, however, that spring is sprung - and so's my budget for racing. However, for all you hot-shoes in SCCA SOLO II D-Prepared, watch out. One prepared (not very damn much, either) 914 2.0 coming up, and ready to go. (Oh well, it sounds good, anyway.)

Happy Porsche-Pushing,
Craig

PETER PERFECT - PICKED OUT OF A PACK
OF PATIENT PORSCHEs AND POUNDED TO
THE PAVEMENT BY A PLASTIC PIG.

WASHINGTON WORD: DON'T DO AS WE DO
BUT DO AS WE SAY

Cheery news from the Nation's capital
The good life goes on for the people who
run your government.

Across the country, 1975 is shaping
up as a year of sacrifice as Americans
struggle to cope with rising prices and
unemployment. But here in Washington
government officials are taking advantage
of a cornucopia of taxpayer funded
conveniences and bonuses.

Consider:

--- About 15,000 federal employes get
free or cut-rate parking space near their
offices, even though a study for the
Transportation Department two years ago
estimated that such parking arrangements
cost taxpayers about \$11 million a year.

--- About 500 of the Pentagon's top brass
eat in five "executive dining rooms"
there with the operation costing tax-
payers about \$1 million a year (Lunch
with appetizer, dessert, beverage:
about \$1.75).

--- Lawmakers and their aides buy luggage
jewelry, clocks, children's books and
other items at huge discounts in the
house "stationery store". Many of them
also get free haircuts, free house plants
from the U.S. botanic garden, free tax
return preparation, free parking and
various other presents at the expense of
taxpayers.

--- About 500 White House employes are
able to use a free picture-framing service
that cost taxpayers \$92,000 last year.

--- About 800 federal officials are
chauffeured around the Washington area
in government cars "like potentates"
according to Sen. William Proxmire of
Wisconsin, whose persistent efforts to
curb the practice have drawn little
support from the bureaucracy.

But what is noteworthy now is the
marked unwillingness of most officials
to give up any of these frills - even
though Washington is calling on the rest
of the country to bear special burdens.

Thus, while Interior Secretary
Rogers Morton tells Americans they must
sacrifice in their use of energy, he
travels between home and office in a
chauffeured Mercury leased by the
government. And thousands of civil
servants commute by private auto, rather

than public bus.

Indeed official hypocrisy is probably
most striking in the area of personal
transportation. The Urban Mass Trans-
portation Administration urges Americans
to use public transit rather than the
automobile, but the Transportation
Department of which UMTA is a part
provides its workers with subsidized
indoor parking for \$6.60 per month
compared with nearby commercial rates
of \$45 or so.

One of those who enjoys the low-rate
parking is Frank C. Herringer, the mass
transit administrator, who drives to work
with his wife and neighbor. During last
year's energy crisis, Mr. Herringer did
ride the bus for a while "out of a sense
of conscience". But he says he works
late and it isn't very convenient to get
home at night on a bus, so he went back
to his car.

Mr. Quarles, who makes \$40,000 a
year, is chauffeured to and from work and
around town in a government car, leaving
him free, he says, for reading reports
and looking over papers needing his
signature. He concedes, though, that
his spacious office, with its splendid
view of the Potomac, probably is grander
than he would rate as a private lawyer.

Some special benefits for top officials
are outside of Washington. The govern-
ment maintains two resorts in national
parks for the sole use of federal big
shots and lawmakers. One is Herbert
Hoover's old fishing camp in Virginia's
Shenandoah National Park, where the White
House staff flocks on summer weekends,
a National Park Service official says
the other exclusive spot is a lakeside
mansion in Grand Teton National Park in
Wyoming. Guests last year included
Interior Under Secretary John Whitager
and Federal Communications Commission
Chairman Richard Wiley. The Interior
Department claims that charges for the
use of the resorts cover all of the
costs involved.

For some officials, the perquisites
of power are most noticeable when it's
time to give them up. Steward Udall,
who was Interior Secretary under Presi-
dents Kennedy and Johnson says, "You
have to learn how to dial a phone and
drive a car when you leave office".

THE UNOBTAINABLE SOLUTION

Generally, I slip AUTOWEEK into my briefcase and along with PANO, UBER ALLES, CAR AND DRIVER, and ROAD AND TRACK, subsequently ends up in a pile on the corner of my desk at the office. The guys I work with avail themselves quite often of this wealth of information at their disposal and I encourage the interest. Upon returning from lunch today, the following article from the March 22 issue of AUTOWEEK was neatly Xeroxed and pinned to the U.S. map on the wall of my office:

THE OBVIOUS SOLUTION

Your publication seems to assume that everyone can afford the best and that your only function is to point out what, in your opinion, the best car is. Porsches and Mercedes 450SE automobiles have dominated your road tester's opinions of what is "best" for a while. While no one denies they are excellent automobiles there is a great question in my mind about the value of these automobiles or rather, their quality for the price. Few people can justify the expense of owning the "best" when something very nearly as good costs half the price or less.

For instance, an Oldsmobile Cutlass Salon is a better Mercedes than the Mercedes, according to a CAR AND DRIVER Road Test in every aspect except price. Corvettes are "better" cars than Porsches or Ferraris in every aspect except snob appeal. Certainly a Trans-Am Firebird is much easier to drive "at the limit" than any street Porsche. The average driver is simply not interested nor capable of coping with a Porsche past eight-tenths effort. The quick feel of the car at moderate speed gives the average driver a false sense of security and he often gets into serious trouble if he persists in pushing the car at higher speed or in inclement weather, due to the suddenness of the car's handling changes under these conditions.

Trans-Am Firebirds, on the other hand, are much more forgiving and are capable of just as high cornering power with the proper tires. And you can buy three Firebirds for the cost of one Porsche. So why do you keep pushing these incredibly expensive cars off on us, your

readers, as the answer to all of our problems? Value is quality per dollar and \$14,000 Porsche that gets 20 miles per gallon is certainly a poorer value than a \$5,000 Trans-Am that gets 14 miles per gallon. If you people can't understand that, you have no business being in the car magazine business because you are misleading your readers.

Your solution to the energy crisis is a tax on large and/or high horsepower cars. Why?

The obvious solution is not a tax of any kind but rather subsidies to encourage smaller cars, car pooling, and specifically motorcycles. I know that this is an automobile publication not a motorcycle magazine, but you do support motorsports and motorcycles definitely fall under that heading. Are you fools that you cannot see that motorcycles get twice the performance of the best performance car, and at least equal handling - due to their smaller size relative to the road - of the best handling sports car at a price less than half of the cheapest car?

Garrett Waddell

Though tempted to write 10,000 words about what I think of what Mr. Waddell thinks, I must refrain. I would rather comment on the individual who, in spite of his limited automotive "moxie", seems to revel in his continuing harassment of foreign cars and their owners, particularly Porsche types, and derives some sadistic pleasure from leaving anonymous thumb tack holes in walls and maps. Simple Sam, let's call him, refers to my 914 as a "skate board" which compares very unfavorably to his Olds 98; and mention of a 911 or a 356 brings a totally expressionless stare and more often than not a snide remark. In this overbearing desire to knock Porsche, Sam has told me he subscribes to the content of the letter and truly believes there is bonafied value in buying three Trans-Am Firebirds in lieu of one Porsche. If he will take a close look at the "Blue Book" he will not want to keep those Trans-Ams for five years in fear of being very embarrassed when comparing value to a Porsche listing. Poor Sam suffers from the further common mis-

conception that has befallen many to the ranks of fiberglass forever, those who continually let off the gas to get the damn machine to go straight. Maybe Sam should give John Greenwood some (more) pointers, but that is just as ridiculous as the original harrassment; and twice as pointless. You see we are right back to the fact that Sam has absolutely no experience with a Porsche, and his Corvette expertise exceeds that by approximately five miles. Trans-Am? Let's see wasn't that made by Pontiac?

The classic statement that "horsepower is two thirds of cubic inches" only tends to confirm that Simple Sam is truly a fine example of the guy who puts his mouth in motion before his brain is engaged; and all my suspicions of ignorance are well founded.

What, then, is my point? There is only one - I figure that one good turn deserves another, and my choice was to write this in lieu of buying new bridge-work for Sam.

Dan'l

GET READY...

Before our first Autocross, listed below is the safety checklist for your Porsche.

There are normal hazards associated with driving at speed. The purpose of these regulations is to minimize danger to driver, worker, spectator, and equipment alike.

If a car cannot pass tech, entry fee shall be refunded. Damage to a vehicle during the event will not entitle the driver to this refund.

Car should not be submitted for tech until all loose items have been removed from car and entry number properly displayed.

Some form of identification of "passed tech" will be affixed by tech inspector after successful completion.

Encourage car owner to go over car with tech inspector. A conscientious driver who knows what to look for can pre-tech his car at home and lessen our formal inspection time.

Suspension components including wheels, bearings, shocks, etc., should be reasonably tight. Reversed wheels are not allowed. Adequate clearance must be maintained between tires and suspension/body work. Minimum tire pressure for tubeless street tires should be 20 PSI. Several pounds above street pressure is a recommended starting

point. Full tread pattern must show on all but racing slicks.

Fire is one of our greatest hazards. Check battery mounting. Determine cause of all leaking fluids and have corrected.

Cars having leaking fluids which are not hazardous to themselves but will affect racing surfaces for subsequent cars shall be disqualified.

Brake pedal level and fluid level should be checked.

All drivers of cars without windshields shall use goggles or helmet bubbles.

All prepared cars shall have a fire extinguisher and open prepared cars shall have SCCA type roll bars.

All safety equipment will be used during parade laps as well as timed laps.

Course layout shall be approved by safety committee including a member of the board, event chairman and a permanent member of the safety committee.

A means of communication to any part of the track hidden from the starter should be provided. Red flags which mean STOP immediately will be available for display at appropriate stations.

Someone in the grid area (starter or otherwise) will be responsible for making sure the car has "passed tech sticker" and driver safety equipment is being used.

Bill Moses
Safety Chairman

APRIL

Sun	Mon	Tues	Wed	Thur	Fri	Sat
		①	2	3	4	5
6	7	8	9	10	11	⑫
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

WHERE IT'S AT

MAY

Sun	Mon	Tues	Wed	Thur	Fri	Sat
					1	2
④	5	⑥	7	8	9	⑩
11	12	13	14	15	16	⑪
18	19	20	21	22	23	24
⑫	⑬	26	27	28	29	30
						31

- 1 WMR/PCA BOARD MEETING 7:30 P.M.
CULL'S
- 6 SCCA Rallye - Holiday Inn South
- 12 WMR/PCA WEIN FAHRE - See Flyer
- 13 Furrin Group Easy Continental
Rallye - registration noon behind
Westgate Bowl 4486 Alpine, N.W.
- 20 Kalamazoo Sports Car Club
Autocross - Council Sanctioned
- 27 SCCA Ionia Solo II Autocross

- 4 WMR/PCA AND WMSCS - THE GREAT SPRING
SAUGATUCK HILLCLIMB - See Flyer
- 6 WMR/PCA BOARD MEETING 7:30 P.M.
DIXON'S
- 10 WMR/PCA BLOSSOM PARADE - BENTON HARBOR
ST. JOSEPH
- 11 Furrin Group Council Sanctioned
Autocross
- 17 WMR/PCA DINNER MEETING - More details
later.
- 18 Kalamazoo Sports Car Club Rallye
- 25/ WMR/PCA "WHEN THE GREEN FLAG DROPS..."
- 26 DRIVERS EDUCATION AND AUTOCROSS
LEAR SIEGLER - See Flyer

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