

# PORSCHE ÜBER ALLES

MÄRZ 1976

2

From The Columbia Picture, Rastar Production "THE WAY WE WERE"

Lyrics by ALAN and  
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## THE WAY WE WERE

Music by MARVIN HAMLINCH

Sludgy





# WESTERN MICHIGAN REGION PORSCHE CLUB OF AMERICA



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## IDENTIFICATION

PORSCHE ÜBER ALLES IS PUBLISHED MONTHLY BY THE WESTERN MICHIGAN REGION, PORSCHE CLUB OF AMERICA. CONTRIBUTIONS, ADVERTISEMENTS, AND CORRESPONDENCE SHOULD BE SENT TO THE OFFICE OF THE EDITOR AT 1939 DELWOOD AVENUE, S.W., WYOMING, MICHIGAN 49509. APPLICATION TO MAIL AT CONTROLLED CIRCULATION RATES PENDING AT GRAND RAPIDS, MICHIGAN. SUBSCRIPTION PRICE FOR ONE YEAR IS \$2.50. RETURN ALL FORM 3579'S TO 1939 DELWOOD AVENUE, S.W., WYOMING, MICHIGAN 49509.

## PORSCHE ÜBER ALLES

MÄRZ, 1976

VOL.4 NO.2

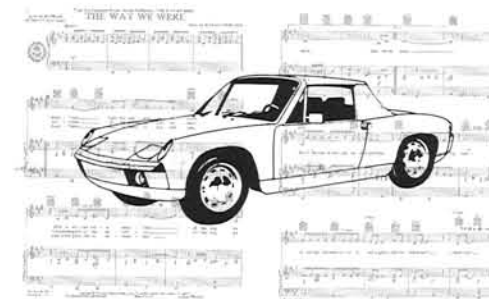
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DAN'L DIXON SANDY LILLIBRIDGE  
DOUG HOEK RICK RILEY

## ABOUT OUR COVER



THE SELECTION MEMORIES OF THE WAY WE WERE REFLECTS BEAUTIFUL THOUGHTS OF THE PORSCHE 914. WESTERN MICHIGAN REGION COMMEMORATES ITS PASSING WITH THIS DEDICATION. IT ALWAYS WAS AND ALWAYS WILL BE A PORSCHE.

## CREDITS

PHOTOGRAPHS: DOUG AND SHARI HOEK.

# BEHIND THE STEERING WHEEL OF PHIL CULL

ON SATURDAY, FEBRUARY 7, JUDY, SHARI, CRAIG AND I TRAVELLED TO SOUTH BEND, INDIANA, TO ATTEND THE PCA ZONE 4 REGIONAL PRESIDENTS AND EDITORS MEETING. THE MEETING WHICH COMMENCED AT 10:00 A.M. AT THE HOLIDAY INN WAS CHAIRED BY BOB WHITE, OUR ZONE 4 REPRESENTATIVE, AND HOSTED BY HAROLD TETER, MICHIGAN INDIANA PRESIDENT.

THERE WERE THIRTY-TWO ENTHUSIASTIC PCA MEMBERS REPRESENTING NINE OF THE THIRTEEN ZONE 4 REGIONS IN ATTENDANCE. THE REGIONS WHO PARTICIPATED IN THE INTERCHANGE OF THOUGHTS, IDEAS, ETC., WERE WESTERN MICHIGAN, MICHIGAN INDIANA, MAUMEE VALLEY, SOUTHEAST MICHIGAN, MOTORSTADT, MID OHIO, LINCOLN TRAIL, MILWAUKEE, AND CHICAGO. THOSE REGIONS ABSENT WERE NORTHERN OHIO, OHIO VALLEY, KENTUCKY, AND CENTRAL INDIANA.

THE SESSION STARTED WITH BOB SUMMARIZING THE NATIONAL BOARD MEETING IN ATLANTA, GEORGIA, ON JANUARY 17. ALL OF THE SIGNIFICANT AREAS HAVE BEEN COVERED IN PANORAMA, BUT WE WERE ABLE TO GET INTO THE WHYS, WHEREAS, AND REASONS SOME OF THE DECISIONS, POLICIES, RULE CHANGES, ETC., ARE MADE. AN INTERESTING FACT WAS COMMENTED ON BY BOB. THE

ZONE REPS WITH THEIR APPROXIMATE 85 PROXY VOTES VERSUS THE 5 OR 6 FROM THE EXECUTIVE COUNCIL ARE REALLY RUNNING THE CLUB. THIS IS ANOTHER EXAMPLE OF WHY THE GENERAL MEMBERSHIP SHOULD COMMUNICATE WITH THE REGIONAL BOARD. SINCE BECOMING PRESIDENT, I HAVE TALKED TO BOB WHITE AN AVERAGE OF EVERY OTHER WEEK, AND HE IS ALWAYS INTERESTED IN NEW INPUT FROM THE REGIONS. IT IS INTERESTING TO KNOW THAT NATIONAL MEETINGS REVEAL MOST ALL REGIONS EXPERIENCE THE SAME PROBLEMS REGARDLESS OF THEIR GEOGRAPHIC LOCATION.

SOME OF THESE PROBLEM AREAS, WHICH WERE COVERED AT THE CONFERENCE, ARE COORDINATION OF CALENDARS OF ZONE EVENTS, FINANCIAL DIFFICULTIES, ATTENDANCE/PARTICIPATION, CLASSING OF EVENTS AND NEWSLETTERS. ANYONE WANTING ADDITIONAL INFORMATION ON THESE SUBJECTS IS WELCOME TO ATTEND THE NEXT BOARD MEETING OR GIVE ME A CALL AT HOME.

THERE ARE MANY SUPER FINE EVENTS COMING UP AROUND THE ZONE THIS YEAR, SO KEEP YOUR EYE ON UBER ALLES AS WE WILL BE EXCHANGING DATES WITH ALL OF OUR SISTER REGIONS ON MAJOR ACTIVITIES. THERE WILL BE PCA DRIVING EVENTS AT THE ''BIGGIES'' LIKE INDIANA-

POLIS RACEWAY PARK, WATERFORD, MICHIGAN INTERNATIONAL SPEEDWAY, MID-OHIO, GRATTAN, ROAD AMERICA AND OTHERS AS WELL AS TREASURE HUNT RALLIES, PROGRESSIVE DINNERS, DRIVER EDUCATIONS, MULTI-EVENT WEEKENDS, AND A COUPLE OF OKTOBERFESTS. SO, ''STAY TUNED'' FOR A FANTASTIC YEAR.

TOM McDONALD, AT PORSCHE AUDI DIVISION, STATED THAT THE NEW 924, EVEN THOUGH IT UTILIZES A LOT OF AVAILABLE PARTS, IS 100% PORSCHE IN CONCEPT AND DESIGN. IT WILL BE PRODUCED AT NECKARSULM, RIGHT OUTSIDE STUTTGART, AND WILL HAVE ALL OF THE RIGID QUALITY CONTROL AND MANUFACTURING PROCEDURES APPLICABLE THAT ARE USED IN THE EXISTING PORSCHE WORKS. THE 924 WILL SELL FOR UNDER \$10,000.00; IT HANDLES SIMILARLY TO A 911 AND HAS APPROXIMATELY THE SAME INTERIOR SPACE. BOB (WHO MAY BE WORKING AT THE PORSCHE TEST FACILITY FOR TWO MONTHS THIS SUMMER) STATED THAT MORALE IS BACK UP AT THE PORSCHE WORKS AFTER SOME TROUBLESOME TIMES EXPERIENCED DURING THE AUTOMOTIVE MARKET ''SLUMP'', AND THAT PORSCHE SALES WERE UP 10% IN SPITE OF FOREIGN CAR SALES BEING DOWN 22%.

HERE ARE SOME OTHER INTERESTING



# BEHIND THE STEERING WHEEL

## CONTINUED

PARADE COMPETITION RULES WILL BE CALLED PORSCHE CLUB COMPETITION RULES (OR SOMETHING SIMILAR) TO RELIEVE THE CONNOTATION THAT THEY ARE ONCE A YEAR PARADE ONLY GUIDELINES.

SPEED EVENTS SHOULD BE HEREAFTER REFERRED TO AS DRIVING EVENTS (BETTER PUBLIC RELATIONS AND FOR INSURANCE PURPOSES).

THERE ARE 11,705 NATIONAL (FAMILY/CAR) MEMBERS WHICH ACTUALLY REPRESENTS 18,000 TO 19,000 MEMBERS INCLUDING ALL FAMILY AND AFFILIATE MEMBERS.

WAIVERS SHOULD BE SIGNED FOR ALL EVENTS WITH EVERYONE SIGNING.

BOB CORNELL (PCA LEGAL EAGLE) IS ALWAYS AVAILABLE FOR LEGAL ADVICE REGARDING PORSCHEs AND PCA.

THE PROBLEMS OF LADIES CLASSES AND LOW LEVELS OF OVERALL CLUB PARTICIPATION 'GO AWAY' WHEN MORE LADIES PARTICIPATE.

OTHER CLUBS HAVE HAD RAFFLES, RAG SALES, AND GARAGE SALES FOR FUND RAISERS. LET'S HEAR YOUR IDEAS.

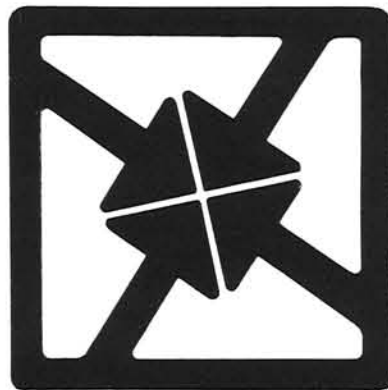
THERE WILL BE ANOTHER ZONE 4 MEETING IN THE FALL.

THE 21ST PARADE IN BRAINERD, MINNESOTA (AUGUST 23-28) IS 'ALL SYSTEMS GO'. AS OF JANUARY 16, 389 PEOPLE HAVE REGISTERED AND THE RUMOR IS THAT THEY ARE GOING TO OPEN THE MAXIMUM ENTRANTS UP FROM 400 TO 440 TO ALLOW FOR A TYPICAL 10% 'NO SHOW' SITUATION. SOME PEOPLE AT THE MEETING THOUGHT THAT IF ONE WERE JUST TO SHOW UP AT BRAINERD, THEY MIGHT FIND AN OPENING CREATED BY A CANCELLATION, HOWEVER, OTHERS FELT DIFFERENTLY AND SAID FORGET IT. SAN DIEGO REGION IS THINKING OF HAVING APPLICANTS FOR THE 1977 PARADE SPECIFY THEIR AREAS OF INTEREST TO PERHAPS ALLOW FOR

MORE TOTAL ENTRANTS.

NEW FLASH -- ANYONE INTERESTED IN FORMING A 'RACERS ASSOCIATION' OF PCA-WMR FOR THE REGION'S AUTOCROSS, TIME TRIAL, AND HILLCLIMB 'FREAKS' IS ENCOURAGED TO CONTACT PAT LANHAM FOR ADDITIONAL INFORMATION. THIS GROUP, IF FORMED, WOULD BE A 'LOW KEY' ACTIVITY WITH COORDINATION OF EVENTS, GETTING ENOUGH DRIVERS TO FORM A CLASS, HELP TO LOCATE HARD TO FIND PARTS, GETTING A BUDDY WHO 'BROKE' BACK ON THE COURSE, AND MAKING PORSCHE UBER ALLES THIS COMING SEASON THEIR MAJOR GOALS AND OBJECTIVES.

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# AYES AND NAYS

THE FEBRUARY BOARD MEETING WAS CALLED TO ORDER AT 8:00 P.M. MEMBERS PRESENT WERE DOUG AND SHARI HOEK, CRAIG PAULL, PHIL AND JUDY CULL, BILL AND MARILYN MOSES, CHARLIE RICHARDSON, STEVE LOCKE, RICK RILEY, DAN AND MARY ANN CONKLIN, BOB SHEDD AND TOM AND SANDY LILLIBRIDGE.

THE MINUTES OF LAST MONTH'S MEETING WERE APPROVED AS READ.

COUNCIL REPORT: A NEW PROPOSED AMENDMENT WAS TALKED ABOUT. IN ORDER TO BELONG TO THE COUNCIL YOU MUST SPONSOR OR CO-SPONSOR A RALLYE AND A DRIVING EVENT. COUNCIL DUES ARE 10 CENTS PER CLUB MEMBER. THE COUNCIL HAS NOT SCHEDULED SCCA'S PRO JAM DUE TO OUR HOLIDAY ON WHEELS FOUR DATE CONFLICT. MARCH 27 IS THE COUNCIL PARTY. OCTOBER 3, WMR/PCA COUNCIL RALLYE. SEPTEMBER 26 IS SAUGATUCK. OCTOBER 9 AND 10 IS JOHNSON PARK. COUNCIL BOARD MEMBERS ARE: PRESIDENT, DAVE LOOMAN; SECRETARY, DAVE KNAPP, TREASURER, DEREK HARRIS; POINTS, CHARLIE RICHARDSON.

PORSCHEPORIUM REPORT: NO T-SHIRTS WERE SOLD THIS PAST SUMMER. SOLD \$31.50 WORTH OF MERCHANDISE LAST MONTH. NEW ITEM SUGGESTIONS WERE: NEEDLEPOINT KIT OF PORSCHE CREST, WMR STA-

TIONERY OR NOTE PADS, AND WMR WINE GLASSES.

WINTERFEST WAS A GOOD PARTY. GREATEST ATTENDANCE YET.

NATIONAL BOARD MEETING: SPEED EVENTS ARE NOW TO BE CALLED DRIVING EVENTS. LADIES CLASSES WILL BE RETAINED. NO PARADE BIDS AS YET FOR THE 1978 PARADE. TOTAL MEMBERSHIP 11,705.

MARY ANN CONKLIN REPORTS THAT 21 PEOPLE ARE ATTENDING THE SKI WEEKEND.

WE WILL HAVE A GENERAL MEMBERSHIP MEETING MARCH 13 AT IMPORT MOTORS. PUBLICITY HAS BEEN SENT TO THE RADIO STATIONS AND THE PRESS. A MOTION WAS MADE BY JUDY CULL TO HAVE A BAKE SALE AT THE MEETING AND MARILYN MOSES IS IN CHARGE OF THE TELEPHONE CAMPAIGN. THE MOTION PASSED.

DICK AND JOAN BURNHAM ARE PLANNING A REPEAT OF LAST YEAR'S APRIL WEIN FAHRE. THE DATE IS THE 10TH.

QUESTIONS TO RAISE AT THE ZONE MEETING ON FEBRUARY 7 WERE GIVEN TO PHIL CULL TO TAKE TO THE MEETING. OF PRIMARY CONCERN WAS LADIES IROC SCORING AND THE NEW PCR UPDATE.

SHARI HOEK WILL INVESTIGATE THE COST OF NAME TAGS.

THE SUBJECT OF A LIBRARY WAS BROUGHT UP AND THE MAJORITY FELT THAT WORD OF MOUTH WAS THE BEST WAY TO GET NEEDED INFORMATION. MOST MEMBERS HAVE THE INFORMATION OR CAN DIRECT THE QUESTION TO THE PEOPLE WHO WOULD HAVE THE ANSWER.

NEW CHECKPOINT SIGNS WERE PRESENTED TO THE BOARD BY DOUG HOEK. NO OTHER EQUIPMENT WAS DISCUSSED.

A MOTION WAS MADE BY DAN CONKLIN AND SECONDED BY BILL MOSES TO ADJOURN AT 10:50 P.M.

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# RAMBLIN ON

## BY CRAIG PAULL

AS I RAMBLED ABOUT LAST MONTH, MY NEWEST TOY IS A SLIGHTLY MODIFIED 914-6. AT THAT POINT, I WAS SO ENTHRALLED BY OWNERSHIP THAT I FORGOT ABOUT MY TRUSTY TWO LITER, SITTING BACK IN THE GARAGE, FORGOTTEN FOR ALMOST A MONTH.

WELL, I'M SURE YOU ALL NOTICED, IN THE MIDDLE OF FEBRUARY (FEBRUARY?) IT STARTED GETTING WARM. NOT SUPER WARM, OF COURSE, BUT WARM ENOUGH FOR PORSCHE-LIKE THOUGHTS TO BE RUNNING THROUGH MY HEAD. WHENEVER POSSIBLE, WHICH WASN'T OFTEN ENOUGH, I HAD THE '6' OUT FOR A SPIN, A WASH AND BACK INTO RETIREMENT. BUT THIS TIME I DECIDED IT WAS THE RIGHT MOMENT TO START CLEANING ON MY TWO LITER IN PREPARATION FOR SELLING IT. (INCIDENTALLY, IN CASE ANYONE OUT THERE IS INTERESTED, IT'S A 1973 MARATHON BLUE METALLIC BEAUTY, AND I'M LETTING IT GO FOR \$5,000.)

FIRST OFF, AFTER A MONTH OF SITTING, IT WOULDN'T START, AS MY NEW BATTERY WAS DEADER THAN THE PROVERBIAL DOORKNOB. I PERSONALLY THINK IT WAS TIRED OF BEING SNUBBED BY MY '6'. ONCE I GOT IT STARTED, WARMED UP AND RUNNING

HOWEVER, I RECEIVED A VERY PLEASANT SENSATION. JUST BECAUSE IT DIDN'T HAVE A 6 CYLINDER PORSCHE ENGINE TUCKED BEHIND THE PASSENGER COMPARTMENT DIDN'T RENDER IT UNENJOYABLE TO DRIVE; NOT A BIT. IN FACT, THERE'S AN AWFUL LOT TO BE SAID FOR THE LATE MODEL 4 CYLINDER 914'S, ESPECIALLY THE TWO LITERS. IN CASE YOU DON'T KNOW WHAT I'M TALKING ABOUT, READ ON.

1970 WAS THE FIRST PRODUCTION YEAR FOR THE PORSCHE 914. AS ANYONE CAN TELL YOU, THE FIRST YEAR OF PRODUCTION FOR ANYTHING IS USUALLY NOT THE BEST (EVEN PORSCHE CAN LEARN FROM EXPERIENCE). AS SUCH, THE TWO LITER IS TECHNICALLY A MORE SOUND CAR THAN THE '6'. IT CAME STANDARD (AT LEAST WHEN I BOUGHT IT) WITH FRONT AND REAR SWAY BARS, A SHIFTER THAT SHIFTS, A HEATER WITH AN ELECTRIC BLOWER, AND OTHER NIFTY INNOVATIONS, INCLUDING SOUNDPROOFING. YOU MAY THINK THIS IS ALL PETTY, BUT BELIEVE ME, I MISS THOSE SWAY BARS AT HIGH SPEEDS. IT ALSO IS NOWHERE NEAR AS SLOW AS I REMEMBERED IT. THAT TWO LITER ENGINE, WITH 91 HORSEPOWER, IS MORE THAN ENOUGH FOR THE CAR.

THE 914-6, ON THE OTHER HAND, AND MINE IN PARTICULAR, HAS A LOT MORE HORSEPOWER, AN OLDER SUSPENSION DESIGN, A SHIFTER THAT GOES SEVEN DIFFERENT WAYS GETTING INTO 2ND GEAR (IN CASE YOU HAVEN'T GUESSED, I CAN'T STAND THE SHIFTING IN THAT CAR) WINDOW SEALS THAT LEAK LIKE A SIEVE WHEN YOU'RE WASHING THE CAR, AND OTHER NOTICEABLE SHORTCOMINGS.

BY NOW, YOU'RE PROBABLY WONDERING WHAT IT IS I'M GETTING AT. BASICALLY, I THINK THAT THE 914 IS ONE OF THE NEATEST CARS EVER PRODUCED (ALTHOUGH I'M KNOWN TO BE PREJUDICED ON THE SUBJECT). HAVING DRIVEN BOTH BASIC TYPES OF 914'S, I WOULD HAVE TO SAY THAT I LIKE 'EM BOTH. I SINCERELY WISH I DIDN'T HAVE TO SELL THE TWO LITER. I KEEP BUYING LOTTERY TICKETS, HOPING TO WIN ENOUGH. IN ANY EVENT, EITHER CAR IS A SATISFACTORY FORM OF TRANSPORTATION FOR THE PORSCHE ENTHUSIAST. IT'S A DOWNRIGHT SHAME THEY DON'T MANUFACTURE THEM ANYMORE. GET YOURS NOW WHILE THE PRICES ARE STILL REASONABLE.



# ICE RACING

## BY BOB SHEDD

THIS YEAR'S ICE RACING SEASON HAS BEEN LOOKED FORWARD TO FOR MANY MONTHS BY MANY PEOPLE. SO, WHEN THE FIRST EVENT ARRIVED AT WALL LAKE (BETWEEN HASTINGS AND KALAMAZOO) MANY ARRIVED EARLY WITH NEW CARS AND IDEAS TO TRY.

THIS WAS TO BE MY FIRST EXPERIENCE WITH A 914 ON THE ICE, AND I WAS ALMOST AS ANXIOUS AS THE PEOPLE WITH MORE EXOTIC SCHEMES, I.E. A 'SAAZDA' WHICH IS A COMBINATION OF A SAAB 96 BODY WITH A MAZDA RX-3 MOTOR, AND A VW TRANSAXLE. THE ICE WAS GOOD, THICK, CLEAR, AND SMOOTH WITH ONLY ONE PROBLEM -- GETTING OUT ON IT. THE ACTUAL RACING WAS ABOUT 200 FEET FROM SHORE, AND THIS DISTANCE WAS COVERED WITH 8 TO 12 INCHES OF SLUSH. AFTER WAITING OUT THE MORNING PRACTICE TO SEE IF THEY COULD PLOW SOME OF THE SLUSH OUT OF MY WAY, I DECIDED TO MOVE THE 914 OUT ON THE COURSE FOR TIMED RUNS.

EASIER SAID THAN DONE! I TOOK A 30 MPH RUNNING START DOWN ONTO THE ICE AND ABOUT 50 FEET OUT, IT WAS JUST LIKE RUNNING INTO A BRICK WALL WITHOUT THE DAMAGE. I FOUND THAT PORSCHE'S DO NOT GO IN DEEP SLUSH. IT TOOK 8 GUYS TO HELP PUSH (CARRY) MY 914 OFF THE ICE ONTO SHORE. SO MUCH FOR ICE RACING TODAY; TIME TO GO TO

THE BAR.

THE SECOND ICE RUN OF THE SEASON WAS FURRIN GROUP'S LAKE CITY ICE RUN AT LAKE CITY, MICHIGAN. THIS YEAR I HAD THE OPPORTUNITY OF CHAIRING THE EVENT AND MOTHER NATURE WAS AGAINST ME FROM THE WORD GO. A WEEK BEFORE THE EVENT, WE FOUND THERE WAS NOT ENOUGH ICE AND TOO MUCH SLUSH TO RUN ON THE LAKE, BUT THE CITY FATHERS WERE WORKING ON A COUPLE OF FIELDS WHICH COULD BE PLOWED FOR ALTERNATE SITES. WE FINALLY SETTLED ON AN 11 ACRE FIELD AND PLOWED A COURSE OVER 1/2 MILE IN LENGTH. PRACTICE BEGAN AND A LOT OF ENTRANTS REALLY LIKED THE COURSE. IT WAS FAST, SLIPPERY, AND A BIT ROUGH.

BILL HOOPFER AND I WERE DRIVING OUR 914'S, CRAIG PAULL HAD HIS 'WABBIT', RICK RILEY WAS DRIVING BILL HOGARTH'S HONDA, AND TIM THATCHER HAD HIS OLDS.

THINGS WENT WELL THROUGH PRACTICE, AND THE EVENING'S FUN BEGAN WITH A BRIEF 'PINT TO PINT PUB RALLYE' - A POKER-RUN TYPE OF RALLYE WITH EACH CHECKPOINT IN A BAR ALL WITHIN EASY WALKING DISTANCE.

SUNDAY MORNING CAME AND I WAS READY TO GO RACING UNTIL I LOOK-

ED OUTSIDE. NOT ONLY WAS THERE MORE SNOW, BUT HIGH WINDS WERE THERE TOO. WE ATTEMPTED TO PLOW THE COURSE, BUT IT WAS DRIFTING SHUT AS FAST AS WE COULD PLOW. FINALLY, ABOUT NOON, I SURRENDERED TO MOTHER NATURE AND ANNOUNCED WE WOULD CONTINUE SOME OTHER DAY.

MORAL - DON'T FOOL WITH MOTHER NATURE!





# I DIDN'T KNOW THAT

## BY SANDY LILLIBRIDGE

DID YOU EVER HESITATE TO DRIVE YOUR CAR TO WORK BECAUSE OF THAT "PARKING LOT"? JUDY HULS HAS THE PROBLEM SOLVED. SHE WORKS AT THE POST OFFICE AND PARKS UNDER THE RAMP GOING TO THE UPPER LEVEL ON THE RIVER SIDE. SHE BACKS HER 1975 914 IN BETWEEN THE END OF THE RAMP AND A PILLAR! YOU BETTER CHECK OUT YOUR PARKING LOT, THERE MAY BE A SPOT THERE YOU'VE NEVER SEEN BEFORE.

DICK BURNHAM RECEIVED A FANTASTIC CHRISTMAS GIFT FROM HIS WIFE, JOAN. SHE DID SOME BEAUTIFUL HAND SEWING ON A LIGHT BLUE DENIM LEISURE SUIT. EMBROIDERED ON THE BACK OF THE SHIRT IS A GOOD RESEMBLANCE OF HIS PURPLE 911, AND A PORSCHE CREST ON THE POCKET. IT'S A HANDSOME OUTFIT.

THE FIRST TURBO WAS SOLD AT PRESTIGE ON JANUARY 21. DR. BISHOP, A CUSTOMER OF MANY YEARS FROM INDIANAPOLIS, BOUGHT THE METALLIC GREEN TURBO.

I UNDERSTAND HAROLD AND DONNA TETER ARE GETTING READY TO CON-COURS AT HOLIDAY ON WHEELS FOUR. WATCH OUT! DONNA ALREADY BOUGHT A BOX OF Q-TIPS!

BILL HOOPFER, ALL THE WAY FROM RAPID CITY, WAS NICE ENOUGH TO

JOIN US AT THE JANUARY BOARD MEETING. I SURE HOPE HIS MISFORTUNE DOESN'T KEEP HIM AWAY FROM MORE EVENTS. AFTER THE MEETING, BILL WAS STOPPED BY THE GRAND RAPIDS POLICE FOR EXCESSIVE NOISE AND ISSUED A WARNING TICKET. WHAT A DILEMMA! BUT, AS USUAL, THE CLUB CAME THROUGH. HE WENT TO THE POLICE STATION FOR HIS APPROVAL WITH JUDY'S STOCK MUFFLER OUT OF THEIR GARAGE.

FOR MY CLOSE UP LOOK AT A CLUB MEMBER, I CALLED MARY STUIT. JERRY VINK WAS THE FIRST PORSCHE OWNER KEN KNEW. HE MET JERRY AT BOOT CAMP. THEY THEN DECIDED

THEY WANTED A SPORTS CAR, BUT DIDN'T FEEL IT COULD BE A PORSCHE, SO THEY ORDERED AN MGB. TWO DAYS BEFORE THE DELIVERY DATE, THEIR FRIEND AND NEIGHBOR, STEVE LOCKE, TOLD THEM HIS 914 WAS FOR SALE. WITH NO HESITATION THEY CANCELLED THEIR ORDER AND BOUGHT STEVE'S CAR. THEIR 914 IS A 1971 RED 1.7 LITER.

YOU WILL SEE KEN AND MARY AT CLUB RALLIES AND PARTIES. KEN IS EMPLOYED BY ROAD EQUIPMENT COMPANY AS A SALESMAN AND HE SELLS LARGE TRACTORS AND TRAILERS. MARY WORKS FOR THE GOOD OLD M.E.S.C. SHE DRIVES THE 914 TO WORK AND ENJOYS IT DAILY.



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# HEY JUDE

## BY JUDY CULL

RALLYE YOU SAY. WHAT IS A RALLYE? HOW MANY PEOPLE KNOW WHAT A RALLYE IS? CAN YOU DEFINE IT? HOW MANY DIFFERENT KINDS OF RALLIES ARE THERE? I'M NOT AN EXPERT ON ANY RALLYE, BUT I DO KNOW THEY CAN BE A LOT OF FUN, AND ALSO CAN CAUSE SOME DISAGREEMENTS.

LET'S START WITH A RALLYE I PUT ON WITH SHARI HOEK A FEW YEARS AGO; THE HARE AND HOUND.

STEP ONE: GET COUNTY MAPS AND PICK A STARTING POINT. LOOK FOR PAVED ROADS (I DON'T LIKE STONE CHIPS ON MY PORSCHE). USUALLY THE KIND OF ROADS WE PORSCHE PEOPLE LIKE HAVE CURVES AND HILLS. GET SOME IDEAS FROM THE MAP OF WHERE TO GO AND START DRIVING. TAKE PAPER AND PENCIL ALONG AND NOTE NAMES OF ROADS AND MILEAGE DRIVEN. THE LENGTH OF A RALLYE DEPENDS ON THE TYPE IT IS. ONCE YOU HAVE THE COURSE PRETTY MUCH LAID OUT, GO BACK OVER IT SEVERAL TIMES AND RECHECK IT. HAVE ANOTHER COUPLE WHO WILL BE WORKING A CHECKPOINT CHECK IT OUT TOO.

NEXT STEP: THE GENERAL RULES FOR YOUR RALLYE SHOULD INCLUDE PERTINENT INFORMATION FOR DRIVERS AND NAVIGATORS. IF THIS IS THE FIRST TIME YOU ARE PUTTING ON A

RALLYE, SOMEONE WILL CO-CHAIR WITH YOU TO ANSWER ALL THE QUESTIONS YOU HAVE ALONG WITH TEACHING YOU HOW TO SCORE THE RALLYE.

THE FIRST RALLYE YOU RUN COULD BE LESS THAN DESIRABLE, BUT DON'T LET IT DISCOURAGE YOU. RALLIES CAN BE A LOT OF FUN. IF NEITHER DRIVER NOR NAVIGATOR HAVE PARTICIPATED BEFORE, SOMETIMES THIS IS A DISADVANTAGE AS IT COULD BE THAT THE DRIVER SHOULD BE THE NAVIGATOR AND VICE VERSA, BUT YOU'LL WORK THAT OUT AFTER YOUR FIRST RALLYE.

BOTH PEOPLE SHOULD READ THE GENERAL INSTRUCTIONS VERY WELL AND LOOK FOR KEY WORDS. IT IS ALSO IMPORTANT TO HAVE A COPY OF THE RALLYE RULES WHICH ARE ON DISPLAY AT REGISTRATION.

NAVIGATORS, IT IS YOUR JOB TO SEE TO IT THAT INSTRUCTIONS ARE GIVEN IN PROPER NUMERICAL OR ALPHABETICAL ORDER, AND TO READ THE INSTRUCTIONS BEFORE STARTING OUT. EXAMPLE: INSTRUCTIONS 1 THROUGH 8 ARE GOOD AND SOUND, HOWEVER, INSTRUCTION 9 TELLS YOU THAT INSTRUCTIONS 1 THROUGH 8 DO NOT EXIST, AND THE RALLYE STARTS WITH THE 10TH INSTRUCTION. SOME RALLYEMASTERS (THE PEOPLE WHO DEVELOPED THE RALLYE) ARE VERY TRICKY.

NOTE THE MILEAGE ON THE ODOMETER AND THE NAME OF THE ROAD AT THE EXECUTION OF ALL COMPLETED INSTRUCTIONS. EXAMPLE: #12. L AT SRIP ''PORT'' (TURN LEFT AT SIGN READING IN PART ''PORT''). YOU TURN LEFT ON PORT SHELDON AND THE MILEAGE IS .6.7 MILES. IF YOU HAVE TO BACK TRACK TO THE LAST CORRECT INSTRUCTION EXECUTED (ASSUMING YOU MADE A WRONG TURN) YOU KNOW WHAT YOUR MILEAGE WAS AT THAT POINT AND CAN SUBTRACT THE ADDITIONAL MILES DRIVEN. I MUST POINT OUT THAT THIS IS USUALLY TRUE DEPENDING AGAIN ON THE TYPE OF RALLYE. THESE ARE ONLY A FEW EXAMPLES OF WHAT IS INVOLVED WHILE PARTICIPATING IN A RALLYE.

ANOTHER THOUGHT: BE SURE YOU READ THE FLYER FOR ITEMS YOU MAY NEED TO BRING ON THE RALLYE SUCH AS A RULER, STOPWATCH, PORTA POTTY, ETC.

ALWAYS BE READY FOR A PARTY AT THE END OF A RALLYE WHERE YOU CAN RELAX AND FIND OUT WHERE YOU MADE THE WRONG TURN OR GLOAT AS YOU GO HOME WITH FIRST PLACE.

I'M SURE I WILL GET SOME CALLS FROM RALLYE PROS, BUT THAT'S OK. I JUST WANTED TO STIMULATE SOME INTEREST AND THOUGHT. NOTHING TO DO ON A WEEKEND? COME RALLYE.

# CREATURE FEATURE

## BY DAN'L

IN EACH ISSUE OF PORSCHE UBER ALLES, YOU WILL HAVE THE OPPORTUNITY TO BECOME BETTER ACQUAINTED WITH ONE OR MORE PCA MEMBERS. CANDIDATES FOR FEATURE IN THIS ARTICLE ARE CHOSEN AT RANDOM.

## MARZ CREATURE O'MOSES

SOMETIMES CALLED "'CLIPBOARD'", SOMETIMES REFERRED TO AS "'WILD AND WOOLY WILLY'", AND FOREVER CALLED FAST, BILL MOSES IS KNOWN AS A SUPER PORSCHE PUSHER IN WMR COUNTRY. ORIGINALLY FROM ST. LOUIS BY WAY OF CHICAGO, BILL AND WIFE, MARILYN, RESIDE AT 6506 CLOVER LANE IN JENISON, MICHIGAN. BILL HAS A '58 SPEEDSTER - IT'S A RED SPEEDSTER - IT'S A CLEAN SPEEDSTER - IT'S A FAST SPEEDSTER! BILL CALLS IT THE ORIGINAL 914 AND MAINTAINS IT IS STILL A VERY VIABLE COMPETITOR. NO ARGUMENT HERE!

THE MOSES' HAVE BEEN ACTIVE MEMBERS OF WMR/PCA SINCE 1970, A YEAR WHEN THE CLUB WAS STILL A FLEDGLING, AND BILL WAS PRESIDENT FOR THAT TERM AND AGAIN IN 1972. CONSISTENT HARD WORKERS, BOTH BILL AND MARILYN HAVE SERVED OUR CLUB IN SOME CAPACITY

EVERY YEAR OF THE PAST SIX: TECH CHAIRMAN, SAFETY CHAIRMAN, ADVISOR, CONCOURS JUDGE, PARTY HOSTS, COMPETITOR, YOU NAME IT. BILL EVEN HAS BEEN KNOWN TO SUBSTITUTE FOR THE LACK OF A PUBLIC ADDRESS SYSTEM FROM TIME TO TIME.



WHEN ASKED ABOUT HIS GREATEST ACCOMPLISHMENT, BILL REPLIED SIMPLY, "'1975'". IT WAS HIS BEST YEAR EVER, WINNING THREE CHAMPIONSHIPS: WEST MICHIGAN SOLO II 'D' PREPARED, PCA IROC MODIFIED 4 CYLINDER, AND WMR'S

UBER ALLES AWARD FOR EXCELLENCE AT HOLIDAY ON WHEELS THREE. 1975 WAS CERTAINLY A BANNER YEAR FOR BILL.

BILL COMMENTS ON WMR: "'I'M VERY PROUD OF WMR IN THAT IT HAS SOMETHING FOR EVERYONE. FOUR YEARS AGO, I WOULD NEVER HAVE BELIEVED IT COULD BE WHAT IT IS TODAY.'"

BILL COMMENTS ON PORSCHE: "'THEY ARE JUST LIKE WOMEN; THEY CAN BE THE BEST, THEY CAN BE THE MOST FRUSTRATING, THEY CAN BE THE MOST EXPENSIVE, BUT THEY CAN PROVIDE THE MOST SATISFACTION.'"

BILL COMMENTS ON PORSCHE PEOPLE: "'PORSCHE PEOPLE DO THINGS FOR EACH OTHER THAT OTHER PEOPLE DO NOT - PORSCHE BRINGS OUT THE BEST IN PEOPLE.'"

BILL COMMENTS ON HIMSELF: "'I'M A GERMAN LOVER - CAR, WIFE, DOG AND CLOCK, BUT NOT PARTICULARLY IN THAT ORDER.'"

BILL WOULD LIKE A 550 SPYDER. MARILYN WOULD LIKE A 911. THEY BOTH WOULD LIKE A 550 AND A 911.

I WOULD LIKE TO THANK BILL AND MARILYN FOR BEING SUPER PORSCHE PEOPLE.



# FERRARI KILLER

## BY LOUISE HALICKI

AUTOMOBILE IS DEFINED IN THE ENCYCLOPEDIA BRITANNICA AS "A SELF-PROPELLED PASSENGER VEHICLE DESIGNED TO BE OPERATED ON ORDINARY ROADS", FOR THIS SOMEONE PAYS \$28,000.00? SOMEHOW THE PORSCHE TURBO CARRERA SEEMS LIKE MUCH MORE THAN JUST AN AUTOMOBILE FOR WHAT OTHER 'AUTOMOBILE' WOULD SOMEONE ASK ABOUT F.H.A. FINANCING? (I'M STILL WONDERING IF HE WASN'T HALF SERIOUS.) AND ONLY AT A TURBO WOULD DANNY VAN BELLE GRIN AND STARE FOR 10 MINUTES... AND THAT WAS BEFORE HE OPENED THE ENGINE LID. NEVER BEFORE HAS ANY VEHICLE CAUSED SUCH TURMOIL AT PRESTIGE. EVEN DAN CONKLIN WAS PROUD OF THE FACT THAT HE HAD THE JOY OF STARTING THE TURBO EVEN IF HE DIDN'T GO ANYWHERE IN IT. TAKE A MAN WHO OWNS A 911, WORKS ON THEM EVERY DAY, AND HE STILL GETS A CHARGE TURNING OVER A TURBO ENGINE; THEN YOU KNOW YOU HAVE AN EXTRAORDINARY AUTOMOBILE.

EVERY PCAER IS AWARE THAT THE TURBO IS MORE THAN TRANSPORTATION, BUT I THOUGHT YOU WOULD LIKE TO KNOW SOME OF THE FEATURES THAT MAKE THE TURBO DIFFERENT THAN THE 911.

CRANKCASE: THE CRANKCASE HAS ENLARGED BORE AND THE CYLINDER BASE GASKET WAS CHANGED TO MATCH

THE ENLARGED CRANKCASE.

PISTONS AND CYLINDERS: LIGHT ALLOY PISTONS (FORGED ALUMINUM AND LEAD) ARE USED WITH A DIAMETER OF 95MM AND A VERY FLAT PISTON TOP. THE CYLINDERS ARE MADE OF ALUMINUM ALLOY. THE BORE SURFACE IS COATED WITH NIKASIL. THE CYLINDER HAS BEEN ENLARGED BY THE WIDENED BORE.



OIL TANK: SINCE A SEPARATE RETURN PUMP IS NEEDED FOR THE TURBOCHARGER OIL CIRCUIT, ALL TURBO CARRERA VEHICLES ARE FITTED WITH THE SPORTOMATIC OIL TANK. THE INTAKE CONNECTION USED FOR THE SPORTOMATIC OIL PUMP IS SEALED OFF. THE TOTAL OIL QUANTITY AT AN ENGINE TEMPERATURE OF 180° F AND AT IDLING SPEED IS 13.7 QUARTS.

CIS INJECTION: THE CIS INJECTION FOR THE TURBO DIFFERS FROM THE CIS PREVIOUSLY USED BY THE NEW MIXTURE CONTROL UNIT, STEEL INJECTION LINES, LONGER INJECTION VALVES, A NEW THROTTLE VALVE HOUSING, AND INTAKE MANIFOLD.

BODY: THE FENDERS AND LATERAL SECTION ARE WIDENED (1700MM AT THE FRONT AND 1775MM AT THE REAR MEASURED AT WHEEL CENTER). THE FRONT SPOILER HAS BEEN RAISED Laterally and matched to the widened fenders while the rear apron has been shortened slightly to allow for the new muffler. ALMOST ALL THE CHROME PARTS ARE REPLACED BY FLAT BLACK PAINT AND SINCE THE PORSCHE FACTORY KNOWS THAT LIGHT LEATHER COLORS ARE NOT DESIRABLE FOR SAFETY REASONS (TO PREVENT REFLECTION) THE DASH BOARD KNEE PROTECTION STRIP, TOP OF THE REAR PARTITION, AND THE LINING STRIPS ARE FINISHED IN BLACK LEATHER.

I COULD GO ON AND ON, BUT THEN YOU WOULDN'T HAVE TO GO MEET THE TURBO ON MARCH 13TH, AND EVERYONE SHOULD MEET THE TURBO AT LEAST ONCE. AND, IF YOU'RE STEREO BUFFS LIKE RICK RILEY, JUST TO LISTEN TO THE TURBO STEREO IS ENOUGH TO MAKE YOU WEAK.

# WINTERFEST

## BY JUDY CULL

IT WAS A SUNNY, COLD AFTERNOON AS THE RED 914 SPED ON ITS WAY TO A QUIET, SNOW COVERED LITTLE VILLAGE NORTHWEST OF GRAND RAPIDS. ALONG THE WAY, THE CONVERSATION IN THE 914 WENT SOMETHING LIKE THIS. BREAK 1-9 FOR A BASE UNIT. GO LADY BREAKER. THIS IS HEY JUDE; WOULD YOU GET ON THE LAND LINE TO 452-0781. THE MESSAGE IS: NEED KEY FOR BEEHIVE BALLROOM IN SPARTA.

AS I'M WAITING FOR A REPLY, I ARRIVE ONLY TO FIND CASPER WAITING IN FRONT OF THE BALLROOM. IS MY FACE RED, AND ARE MY NERVES ON EDGE. KEEP COOL, JUDE AND THINK COOL. BASE UNIT TO HEY JUDE. COME ON BASE UNIT. NEGATORY ON THAT LAND LINE - SORRY.

WELL, SO MUCH FOR THAT IDEA, NOW WHAT DO I DO? THERE MUST BE SOMEONE HERE IN TOWN WHO WOULD KNOW SOMEONE WHO COULD LET US IN. SANDY, YOU GO OVER TO THAT BAR AND I'LL CHECK TO SEE IF WE LEFT A BACK DOOR OPEN. NEEDLESS TO SAY, WE DID FIND SOMEONE TO LET



US IN.

SIXTY-SIX PEOPLE ATE, LAUGHED AND DANCED TIL 1:00 A.M. RICH GRAHAM HAD MANY, MANY FANTASTIC HORS D'OEUVRES, AND WE REALLY HAD TO STUFF OURSELVES TO EAT THE FINE MEAL. ALONG WITH OUR MEAL, WE HAD WINE IN OUR WINE GLASSES THANKS TO PRESTIGE, CLASSIC, IMPORT MOTORS, AND TUFF KOTE.

DURING COCKTAILS AND DINNER, AUTHENTIC GERMAN MUSIC PLAYED AND A SLIDE SHOW OF GERMAN CARS WHICH BELONGED TO MANY OF THE GUESTS CONTINUOUSLY DISPLAYED.

AS DOUG AND RICK PRESENTED THE YEAR-END AWARDS, WE ALL HAD FLASH BACKS OF THE EVENTS, THE WORK INVOLVED, AND THE FINE YEAR ACCOMPLISHMENTS, AND WERE GLAD IT WAS SUCH AS GOOD YEAR.

AT 9:30 P.M. THREE YOUNG GUYS SET UP THEIR EQUIPMENT AND PLAYED GREAT MUSIC. OLDIES BUT GOODIES AS WELL AS TODAY'S SONGS WERE ENJOYED. DURING BAND BREAKS DOOR PRIZES, WHICH WERE DONATED BY OUR FRIENDS AND ADVERTISERS, WERE GIVEN AWAY.

OUR GOOD FRIENDS FROM MIR CAME TO HELP ENJOY THE GOOD TIMES. HAROLD AND DONNA TETER, GEORGE AND KAY SCOTT, CHRIS AND RUTH STEENEK, AND MARGARET WHITSEL DROVE A LONG DISTANCE TO BE WITH US FOR OUR CELEBRATION. THANK YOU FROM THE BOTTOM OF MY HEART FOR COMING; YOU ARE GREAT PEOPLE.



MOST CERTAINLY 1:00 A.M. CAME MUCH TOO SOON, AND THEN IT WAS TIME TO CLEAN UP AND GO HOME. CARS WERE WARMING UP, BUT FOR SOME UNKNOWN REASON, THE RED 914 DIDN'T WANT TO START. IT COULDN'T HAVE BEEN BECAUSE IT WAS 15° BELOW AND WAS ACCUSTOMED TO SITTING IN A GARAGE OR ANYTHING LIKE THAT. I COULDN'T IMAGINE WHY IT WOULDN'T START. WELL, WITH DAN CONKLIN WORKING ON THE ENGINE AND MYSELF BEHIND

THE WHEEL, WE GOT IT STARTED. I REALLY DIDN'T WANT TO SPEND THE NIGHT THERE.

MANY THANKS TO DAN DIXON, DAN AND MARY ANN CONKLIN, CRAIG PAULL, KATHY BELKON, RICK RILEY, JERRY KNAPP, TERRY PAWL, DOUG AND SHARI HOEK, STEVE LOCKE, TOM AND SANDY LILLIBRIDGE, AND PHIL FOR ALL THE WORK THEY DID TO MAKE WINTERFEST SUCCESSFUL. JERRY AND DOUG WERE OUR GREETERS

IN AUTHENTIC GERMAN COSTUME AND THEY SURE LOOKED GREAT.

BY THE WAY, WHAT DOES ONE CHARGE FOR PLANT SITTING? DONNA TETER LEFT HER PLANT AT THE BALLROOM AND THE FOLLOWING MONDAY I WAS ABLE TO RETURN IT TO MY HOME. I'VE GROWN RATHER ATTACHED TO IT NOW, AND IT SURE REMINDS ME OF THE GOOD TIME WHICH WAS HAD BY ALL AT WINTERFEST.





# WITH APOLOGIES TO THE PURISTS

## FICTION BY DOUG HOEK

THE NIGHT LIGHT WAS JUST TURNED ON FROM AN OUTSIDE SWITCH, AND YOU COULD HEAR THE SHUFFLE OF THE OLD WATCHMAN'S SHOES AS HE MADE HIS 8:00 P.M. ROUNDS. SUCH A SMALL LAMP, VERY HIGH IN THE CEILING, CREATED A MEDIEVAL ATMOSPHERE, AND NOW IT WAS QUIET. LIGHT WAS REFLECTED FROM THE OCCUPANTS OF THE MUSEUM IN PASTEL HUES UNTIL THE EYES ADJUSTED TO THE DIMNESS ENOUGH TO RECOGNIZE HOW FAMILIAR THE COLORS REALLY WERE.

SILVER WAS VERY PREDOMINANT. THERE WAS SUNOCO BLUE AND GULF BLUE, AND THERE WAS EVEN ONE WITH THE MARTINI-ROSSI STRIPES DOWN ITS SILVER FLANKS. GATHERED IN THIS HALL WAS AN ASSEMBLY OF RACING, RALLYING, AND PRODUCTION CARS WHICH COVERED TWO AND ONE HALF DECADES OF ONE FAMILY'S LIFETIME WORK.

IT IS WELL PAST MIDNIGHT NOW, AND A COLD JANUARY NIGHT SOLIDIFIED THE SILENCE UNTIL YOU WERE SHAKEN AWAKE AND STARTLED INTO A DOUBLE HEARTBEAT. THE VOICE WAS ALMOST MENACING IN ITS THICK TEUTONIC ACCENT: "'JUST WHAT IS THAT VOLKSWAGEN DOING IN THE PORSCHE MUSEUM?'" THE SOUND CAME FROM THE LEFT; ALL THAT WAS THERE WAS A 1958 356 CONVERTIBLE D VAINLY WEARING ITS DRAUZ BODY-

WORK BADGE. HE WAS JOINED QUICKLY AS MY BEWILDERMENT GAVE WAY TO FASCINATION. "'YA, WHAT GOES HERE?'" CHIMES A SLIM-SIDED 1966 912. IT WAS BECOMING OBVIOUS THAT SOME OF THE RESIDENTS OF THE HALL OF CHAMPIONS THOUGHT IT WAS WRONG TO HAVE TO PUT UP WITH SUCH BRASH COMPANY AS THE LITTLE ORANGE 914-4 WHICH HAD ARRIVED THAT VERY AFTERNOON. THE PETITE ROADSTER LOOKED ALL NEAT AND CLEAN; HE DRIPPED NO OIL ON THE GLOSSY FLOOR, AND WONDERED WHAT HE HAD DONE WRONG. THE 914 KNEW HE WAS IN TROUBLE TO BE INTRUDING ON ALL THESE GREAT AUTOMOBILES. IN HIS LITTLE BLACK BRAIN BOX, HE REALIZED HE SHOULD PROBABLY SAY NOTHING.

A FAT-FENDERED RSR INTIMATED A LITTLE FURTHER. "'HEY KID, WHAT RACES HAVE YOU WON LATELY?'" LAUGHS AND GUFFAWS FILLED THE ROOM. A SVELTE 917 LONG TAIL JOINS IN THE FUN. "'THIS IS NO PORSCHE, BUT IT'S ONE GOOD-LOOKING POTATO CART'". BEDLAM, ALMOST ALL OF THESE GUYS REALLY CRACKED UP; MAN THAT WAS FUNNY.

I LOOK AT THE LITTLE ORANGE CAR AND A DROP OF WASHER FLUID SEEPS OUT FROM UNDER HIS HEADLIGHT COVER. I WISH THEY WOULD QUIT PICKING ON THE LITTLE GUY. HAD I DARED, I WOULD HAVE DRIVEN HIM

OUT MYSELF, BUT THAT WOULD BE WRONG BECAUSE THIS WAS HIS RIGHTFUL PLACE TO BE NOW. YOU SEE, LAST JANUARY THEY CEASED PRODUCTION OF THE 914, AND THE CARS MUST NOW LEARN TO LIVE WITH THAT.

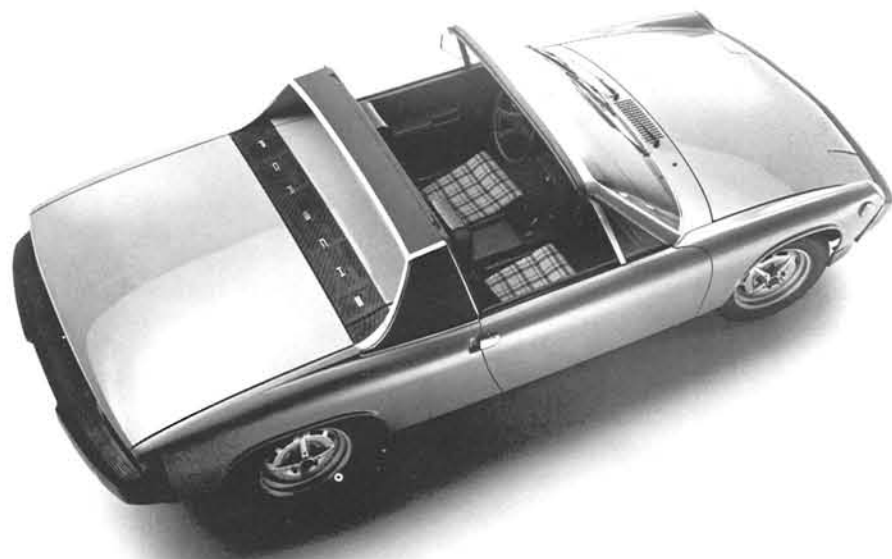
THE BLACK SPEEDSTER INFORMS THE KID AND THE REST OF THE ROOM IN A MEAN, NASTY TONE, "'YOU ARE NO CLASSIC. IN TEN YEARS YOUR TYPE WILL BE GONE FROM THE FACE OF THE EARTH, RUSTED AND SCRAPPED HULKS CONVERTED INTO CHEAP STEEL TO BUILD MASS TRANSIT!'" THAT WAS ALMOST TOO MUCH FOR THE NEW RESIDENT TO TAKE. HE LITERALLY SHUDDERED, AND THE GREAT HALL WAS SILENT. THE OTHERS KNEW THEY HAD GONE TOO FAR THIS TIME. ONE WHISPER WAS HEARD. "'I'M AFRAID THE MASTER IS GOING TO SPEAK.'"

WITHOUT A SOUND, THE GRAY 1948 PROTOTYPE ROLLED TO THE FRONT OF THE GREAT HALL, BACKED HIMSELF AROUND, AND FACED THE OTHERS. NO MOTOR RAN, NO ONE STEERS, IT JUST ROLLED INTO POSITION. THE OLD MASTER SPEAKS IN A VOICE THAT MUST BE OVER 100 YEARS OLD, "'YOU ARE A GRAND GROUP OF FOOLS!'" CREAKS THE OLD MAN. "'YOU ALL KNOW THAT I AM THE ONLY PURE PORSCHE; I AM THE ONE TO DECIDE.'" ALMOST IMMEDIATELY



"WE'RE SORRY, HERR MASTER", IN UNISON AT THAT. "YOU DO NOT OFFEND ME, YOU DISAPPOINT ME. THE DOCTOR DESIGNED ME WITH A MID-ENGINE BECAUSE THAT IS WHAT IS RIGHT AND GOOD AND PURE IN A SPORTS CAR. THIS IS HOW OUR NEW FRIEND IS DESIGNED, AND ALL OF YOU REAR ENGINE FELLOWS WERE ENGINEERED BY A COMMITTEE, NO LESS. YOU KNOW MY LIFE BLOOD IS ALSO A VOLKSWAGEN MOTOR, AND NOT ONLY DO YOU INSULT THE OLD MASTER WHEN MAKING JEST OF A VOLKSWAGEN, YOU FOOL YOURSELF, HERR 356 AND 912. YOU SEE CHILDREN, NONE OF YOU WOULD BE HERE IF NOT FOR OUR HUMBLE BEGINNINGS." I COULD SEE NOW THAT THE OLD MAN WAS TALKING FROM THE AGES, A WISDOM FEW OF US EVER EXPERIENCE. I WAS AWED; THE DISPLAY CARS WERE QUITE SORRY BY NOW BECAUSE THEY REALLY KNEW BETTER IN THE FIRST PLACE.

THE OLD MASTER SPEAKS, AND HIS VOICE CRACKS A LITTLE NOW. "HERR BLACK SPEEDSTER, HOW COULD YOU OF ALL CARS SAY SUCH A MEAN THING. I ASSURE YOU ALL, AND ESPECIALLY OUR NEW FRIEND, THAT ENTHUSIASM FOR PORSCHE PRESERVE OUR DISCONTINUED MODELS. LOVE IS THE ANSWER. JUST AS ENTHUSIASTS LOVE AND CARE FOR VERY OLD 356'S, THERE WILL BE NEW PEOPLE TO LOVE AND CARE FOR



OUR 914'S ALL OVER THE WORLD, AND ESPECIALLY IN AMERICA. THEY HAVE CLUBS JUST FOR THAT PURPOSE. PORSCHE CLUB OF AMERICA IS A GOOD CLUB WITH NICE PEOPLE. OLD MEMBERS LIKE THE 356 AND 911'S; YOUNG ONES WILL CARRY ON WITH THE 914."

"OK, I'M VERY TIRED NOW. IT HAS BEEN A LONG TIME SINCE THE OLD MASTER HAS SPOKEN. I KNOW THAT ALL OF YOU WILL TRY TO MAKE UP WITH THE NEW KID HERE; IF NOT, HE MIGHT JUST SUCK YOUR ASS INTO AN AUTOCROSS AND TEACH YOU A REAL LESSON! ONE MORE THING, I CAN ONLY TAKE THIS ABOUT EVERY 6 OR 7 YEARS, SO BEFORE YOU GUYS START RUNNING OFF AT THE MOUTH, PLEASE GET THE FACTS ON THE 924 AND 928. YOU MIGHT EVEN ASK THE

914; HE IS THE ONLY ONE WITH A BRAIN. GOOD NIGHT."

IT IS LIGHT OUTSIDE NOW, AND THE MUSEUM IS GOING TO OPEN SOON. A TOUR GROUP FROM THE AMERICAN PORSCHE CLUB IS COMING; THEY WILL WALK RIGHT PAST THE ORANGE 914 AND MAKE FUNNY NOISES OVER ALL THE OLD CARS, BUT THAT'S OK. TO BE SOMETHING GOOD, YOU MUST LAST AND BE REMEMBERED. TEN YEARS FROM NOW THE LITTLE ORANGE VOLKSWAGEN WILL ATTRACT ALL THE ATTENTION ANYONE COULD ASK FOR. I KNOW. I AM ENTHUSIASM; AN INVISIBLE SPIRIT BORN OUT OF A SMALL SHOP IN AUSTRIA THREE QUARTERS OF A CENTURY AGO. I AM ETERNAL, AND SO SHALL BE THE MARQUE.

# BATTERY BITS

## BY PAT LANHAM

THE FOLLOWING ARE MAJOR STEPS TO BATTERY MAINTENANCE.

STEP 1: WATER. FOR THOSE OF YOU WHO ARE UNFAMILIAR WITH FILLING THE BATTERY WITH WATER, REMOVE THE CAPS AND USING A \*FLASHLIGHT, LOOK INTO EACH CELL AND SEE IF THE WATER IS ABOVE THE BATTERY PLATES. IF ANY OF THE PLATES ARE EXPOSED, REPLENISH WITH \*DISTILLED WATER.

STEP 2: MAKE SURE CABLE ENDS AND TERMINALS ARE CLEAN AND TIGHT. LOOSEN BATTERY TERMINALS AND SEPARATE FROM BATTERY. CLEAN THE POST AND THE INSIDE OF TERMINALS BY SANDING WITH SAND-PAPER OR CLEANING WITH A WIRE BRUSH. THE COMPLETE SURFACE SHOULD BE CLEAN AND DEVOID OF ALL OXIDATION. IN ORDER TO PREVENT FURTHER CORROSION OF BATTERY TERMINALS, THEY SHOULD BE COATED WITH A TERMINAL PROTECTION SPRAY (PETROLEUM JELLY WORKS ALSO). RE-INSTALL AND TIGHTEN.

STEP 3: KEEP THE TOP SURFACE OF THE BATTERY CLEAN AND DRY. BY MAKING A SOLUTION OF ONE (1) TABLESPOON BAKING SODA AND ONE (1) QUART WATER, WIPE THE SURFACE OF THE BATTERY WITH A SPONGE, TAKING CARE NOT TO GET THE SOLUTION IN THE CELLS. DRY

WITH A CLEAN RAG OR PAPER TOWEL. THIS PROCEDURE SHOULD ONLY BE DONE IF THE TOP OF THE BATTERY IS WET OR DIRTY.

STEP 4: BATTERY GROUND CABLES SHOULD BE CLEANED. BATTERY GROUND CABLES SHOULD BE REMOVED AND CLEANED WHERE THEY ARE ANCHORED TO THE BODY, MAKING SURE BOTH SURFACES ARE FREE OF CORROSION, PAINT, MOISTURE, DIRT, ETC.

STEP 5: IF THE BATTERY BOX WHICH SUPPORTS THE BATTERY IS IN POOR CONDITION, (RUST, CORROSION, ETC.) THE BATTERY SHOULD BE RE-

MOVED AND THE BOX THOROUGHLY CLEANED AND REPAINTED WITH A RUST INHIBITING PAINT. UNDERCOATING WOULD BE A GOOD IDEA SO LONG AS IT IS THE HARDENING TYPE.

BY MAINTAINING YOUR BATTERY, YOU SHOULD AT LEAST BE ABLE TO EXTEND ITS LIFE AND PREVENT MOST BATTERY RELATED PROBLEMS.

\*FLASHLIGHT - NEVER USE AN OPEN FLAME AS A LIGHT SOURCE SINCE THE BATTERY GASES ARE FLAMMABLE.

\*DISTILLED WATER - IF YOU DON'T HAVE DISTILLED WATER, TAP WATER IS BETTER THAN NO WATER AT ALL.

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# WHALE TALE

## BY RICK RILEY

THE FIRST ITEM I WANT TO COVER THIS MONTH IS TO CONGRATULATE SHARI HOEK AND ALL HER HELPERS ON THE FANTASTIC EFFORT THEY MUST HAVE PUT FORTH IN ORDER TO PRODUCE A MAGAZINE WITH THE QUALITY OF THE FEBRUARY UBER ALLES. I WAS AMAZED, PLEASED, AND PROUD ALL AT THE SAME TIME. I THINK UBER ALLES IS SOMETHING THAT EVERY MEMBER OF WMR CAN LOOK AT WITH PRIDE IN KNOWING THAT THIS IS THE BEST EXAMPLE OF EDITORIAL TALENT THAT WE, AS A REGION, HAVE TO OFFER. SO, LET'S KEEP ON TRUCKIN'!

FEBRUARY 8TH WAS WMSCS'S TURN TO SPONSOR AN ICE RACE IN HOLLAND, MICHIGAN. THE DAY WAS PERFECT; SUN, AND FOR THE FIRST PART OF THE DAY, THE WIND WASN'T BLOWING TOO STRONG, HOWEVER, IT DID LATER AT ABOUT 20 MPH WHICH MADE IT RATHER NIPPY.

BILL HOGARTH HAS BEEN KIND ENOUGH TO LET ME CO-DRIVE HIS HONDA CIVIC THIS WINTER. SO WE SET OUT TO HAVE A GREAT DAY OF SLIDING AROUND ON LAKE MACATAWA. THE RACE WAS LOCATED JUST ACROSS THE ROAD FROM THE OTTAWA BEACH INN WHICH WAS A NICE PLACE TO GET OUT OF THE COLD AND GET SOME GOOD FOOD AND A BEER. THE ICE WAS GOOD WITH THE EXCEPTION OF ONE SPOT, SO ALL SYSTEMS WERE GO FOR

TWO RUNS -- TWICE AROUND THE COURSE AS FAST AS YOU COULD POSSIBLY GO!

THE HONDA HAS STUDDERED SNOW TIRES SO BILL AND I MANAGED TO GO PRETTY FAST AROUND THE ICE. AS IT TURNED OUT, WE HAD THIRD AND FOURTH FASTEST TIMES ON THE ICE.

FAST TIME OF DAY WAS TAKEN BY A CORVETTE, WHICH IS QUITE UNUSUAL. WITH THE PRESENT RULES, IT IS ALMOST IMPOSSIBLE FOR ANYTHING BUT A SAAB - AUTOMOBILE - TO TAKE FAST TIME OF DAY, AND IT'S MOST UNUSUAL FOR A FRONT ENGINE/REAR DRIVE CAR TO TAKE THE THE FTD TROPHY.

I WANT TO PERSONALLY THANK THE MEMBERS OF WMSCS FOR A GREAT DAY OF FUN ON THE ICE. IF YOU HAVE NEVER TRIED ICE RACING, YOU MIGHT WANT TO GIVE IT A TRY; IT'S A LOT OF FUN.

I'M SURE MARY ANN CONKLIN IS GOING TO REPORT ON THE WMR/PCA SKI TRIP, BUT I HAD SUCH A GOOD TIME I JUST HAD TO EXPRESS MY THANKS TO HER AND JERRY PRUIS WHO WERE THE MAJOR MOTIVATING FORCES BEHIND THE WEEKEND. EVERYONE WHO WENT HAD A GREAT TIME, AND IT WOULD HAVE BEEN JUST ABOUT AS MUCH FUN EVEN IF YOU NEVER HAD ON A PAIR OF SKIS BEFORE. I

KNOW FOR A FACT THAT NEXT YEAR THERE WILL BE A SECOND ANNUAL WMR/PCA SKI TRIP, AND IF I WERE YOU (WHETHER YOU SKI OR NOT) I WOULD MAKE IT A POINT TO MAKE THE TRIP WHICH WILL GUARANTEE A WHOLE LOT OF FUN.



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# WHAT'S A COUNCIL?

BY CHARLIE RICHARDSON

AT LEAST THAT'S THE QUESTION THAT HAS BEEN IN THE BACK OF MY MIND WHEN NOTICING THIS OR THAT EVENT WAS "COUNCIL SANCTIONED", AND THIS FORMULATES UNCERTAINTY CRYSTALLIZED INTO A HARD KERNEL OF IGNORANCE WHEN PHIL INDENTURED ME INTO A YEAR'S (READ 15 MONTHS) SERVICE AS WMR'S "COUNCIL" REP.

ASSUMING OTHERS IN OUR CLUB SHARE MY LACK OF DEFINITIVE KNOWLEDGE AS TO OPERATION (FUNCTION OF THE COUNCIL) I'LL SHARE THE MEAGER KNOWLEDGE I'VE GAINED TO DATE.

THE COUNCIL CONSISTS OF REPRESENTATIVES FROM MOST OF THE ORGANIZED CLUBS IN WESTERN MICHIGAN. CURRENTLY THESE INCLUDE: CAMARO CLUB, FURRIN GROUP, KALAMAZOO SPORTS CAR CLUB, PORSCHE CLUB, SPORTS CAR CLUB OF AMERICA, TWIN BAY SPORTS CAR CLUB (TRAVERSE CITY), AND WEST MICHIGAN SPORTS CAR SOCIETY (HOLLAND). THE MAIN REQUIREMENT TO MEMBER CLUBS, BESIDES A MODEST DUES, IS THAT THEY OPEN AT LEAST TWO EVENTS PER YEAR TO THE OTHER CLUBS. HENCE, THE "COUNCIL SANCTIONED" EVENTS WE SEE ON THE CALENDAR.

THE JANUARY COUNCIL MEETING WAS PRIMARILY SCHEDULING, WHERE WE

TRIED TO MINIMIZE CONFLICTS WITH EVENTS AND ARRANGE FOR GOOD WEATHER ON WEEKENDS. THE OTHER MAIN ITEM OF BUSINESS WAS A PROPOSED CHANGE TO THE COUNCIL CONSTITUTION WHICH WOULD AMEND THE REQUIREMENT FOR A MINIMUM OF TWO OPEN EVENTS PER YEAR TO READ: "ANY CLUB MUST SPONSOR OR CO-SPONSOR ONE COUNCIL SANCTIONED SPEED EVENT AND ONE COUNCIL SANCTIONED RALLYE EACH YEAR TO BE A MEMBER OF THE WESTERN MICHIGAN SPORTS CAR COUNCIL." THE PURPOSE OF THE AMENDMENT IS TO ASSURE A BALANCE OF BOTH SPEED AND RALLYE EVENTS THROUGHOUT THE YEAR, AND I INTEND TO SUPPORT THIS AMENDMENT FOR PCA-WMR SINCE

OUR BOARD SUPPORTED IT AND WE HAVE ALREADY MET THE REQUIREMENT THE PAST SEVERAL YEARS.

IN CLOSING, I'LL PLUG THE ANNUAL COUNCIL PARTY. IF YOU WOULD LIKE TO TRADE BRAGGARTS, FEATS OF DARING AND OTHER DISTORTIONS OF THE TRUTH WITH THOSE WHO DRIVE THOSE "OTHER" SPORTS CARS, PLAN ON ATTENDING THE COUNCIL PARTY AT LEISURE ACRES IN HOLLAND AT 9:00 P.M. ON SATURDAY, MARCH 27, 1976. IT FEATURES THE YEAR-END COUNCIL AWARDS PLUS DOOR PRIZES, DANCING, AND REFRESHMENTS. I HAVE TICKETS AND FURTHER DETAILS; CALL ME AT 458-6516 AFTER 5 P.M.



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	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	31	März Mars	March	1976

## PCA

MARZ 2  
WMR BOARD MEETING - LOCKE'S

MARZ 13  
MEET THE TURBO AT IMPORT

MARZ 15  
PORSCHE UBER ALLES DEADLINE

MARZ 20 AND 21  
CAMEL GT - SEBRING, FLORIDA

MARZ 20 AND 21  
WARBONNET TECH SESSION

MARZ 21  
MOTORSTADT REGION RALLYE

MARZ 27  
SOUTHEAST MICHIGAN REGION  
TREASURE HUNT RALLYE

## COUNCIL

MARZ 7 THRU 13  
WOODLAND CAR SHOW

MARZ 14  
SCCA RALLYE

MARZ 21  
FURRIN GROUP RALLYE

MARZ 27  
COUNCIL PARTY

MARZ 28  
KALAMAZOO RALLYE

MARZ 29  
COUNCIL MEETING

# UPENCOMMIN

Sonntag Dimanche Sunday	Montag Lundi Monday	Dienstag Mardi Tuesday	Mittwoch Mercredi Wednesday	Donnerstag Jeudi Thursday	Freitag Vendredi Friday	Samstag Samedi Saturday
				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	
				April	Avril	April 1976

## PCA

APRIL 6  
WMR BOARD MEETING - PAULL'S

APRIL 10  
WMR 2ND ANNUAL WEIN FAHRE

APRIL 15  
PORSCHE UBER ALLES DEADLINE

APRIL 24  
SOUTHEAST MICHIGAN TECH SESSION

## COUNCIL

APRIL 4  
SCCA RALLYE

APRIL 11  
FURRIN GROUP RALLYE

APRIL 18  
KALAMAZOO SPEED EVENT

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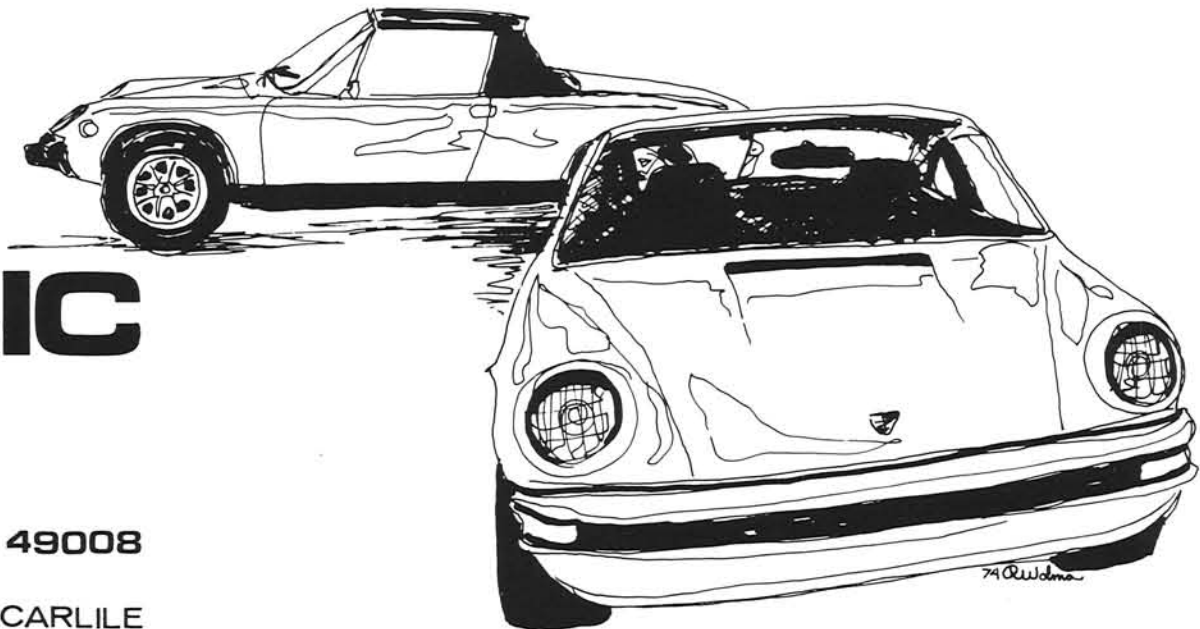
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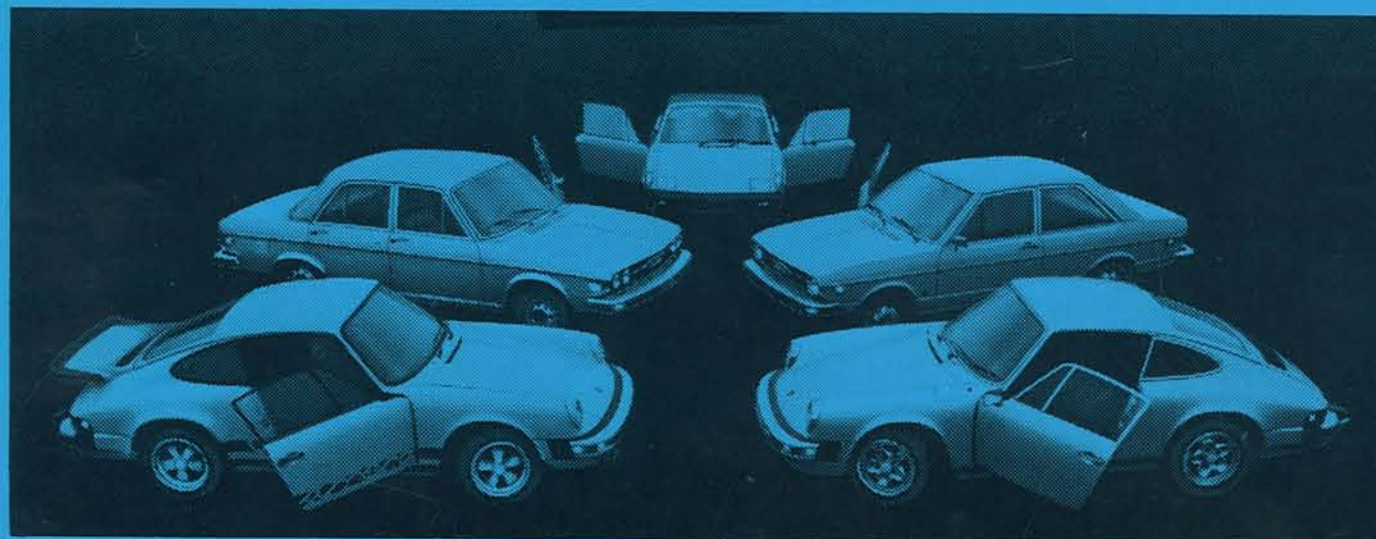
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