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WESTERN MICHIGAN REGION OF THE PORSCHE CLUB OF AMERICA
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APRIL 1979

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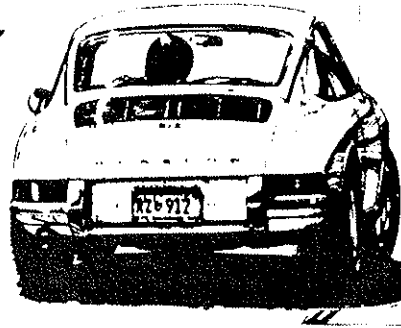
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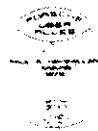
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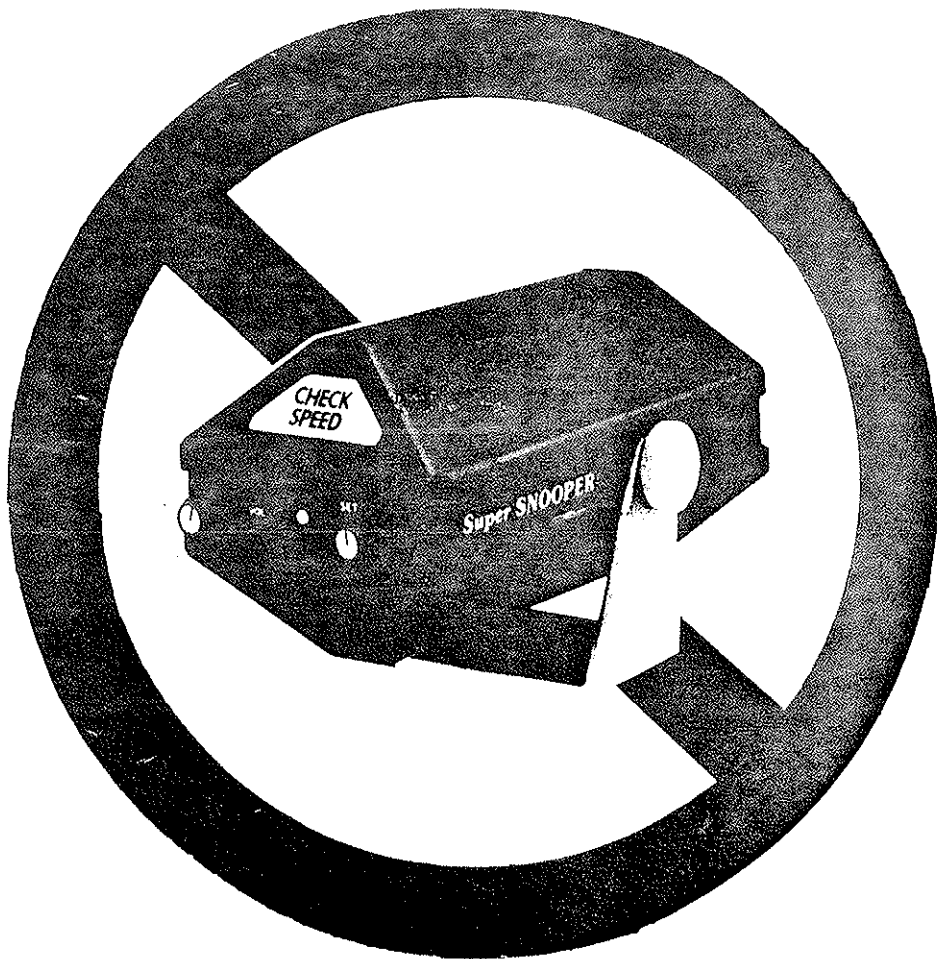
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WESTERN MICHIGAN REGION
PORSCHE CLUB OF AMERICA



PORSCHE
ÜBER ALLES





WESTERN MICHIGAN REGION PORSCHE CLUB OF AMERICA



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IDENTIFICATION

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FROM UNDER DAN'S HOOD

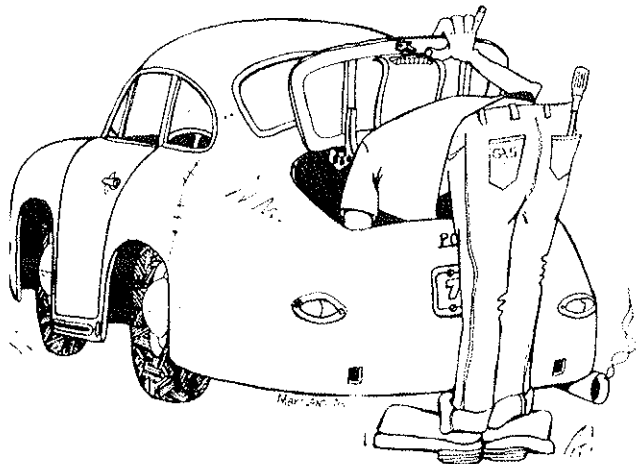
BY DAN CONKLIN

Has Spring really Sprung? I've seen many, many Porsches on the road, and that has got to mean something. The 70° weather we briefly had started the enthusiasm rolling. It's time to start cleaning, polishing, tuning, changing oil, and for a lot of Porsche Pushers, the wonderful transition from winter salt car to summer fun driving Porsche. For you brave souls who fired up your Porsche nearly every morning, all year long, and fought with the winter battles with snow, ice, salt and sliding Detroit iron; I'm sure you're ready and relieved that the next seven months should be easier on your nerves. I'm ready for sunshine and 75° weather. Throw open the doors and windows and let the elements warm me and my home instead of the gas company.

Speaking of gas, "ugh". I think that \$1.00 a gallon is going to dampen our driving

spirits somewhat even though the milage of our Porsches is far better than the Detroit iron we've had to put up with this past winter. It's not here yet, but I'm sure it's coming soon.

Bryan Christopher Knapp is a name you'd be wise to put in your memory bank. He's the newest member of WMR/PCA and soon to be the man to beat for FTD. He's new in town just arrived February 28, 1979. He'll be residing at Thresa



and Jerry Knapp's. It's quite convenient seeing as they happen to be the proud parents of the club's newest driver. Congradulations! We're all very happy for you.

Many events are coming into view as we approach a new driving season. One is a FREE Porsche Driver's Party on May 12th 7:30 to 11:00 P.M. at Howard Johnson's 28th street & I-96. Anyone driving a Porsche is invited to join us. If you see someone you don't know in a Porsche let them know what is going on in the club and a meeting for them is close at hand. As of December 31, 1978 our total membership is 14,219. Hopefully we can interest other Poesche drivers in PCA and let them know how the club benifits and new friends can help them and their Porsche. Think SPRING and keep WMR like Porsche, "Always Ahead".

Our deepest sympathy goes out to Shari and Doug Hoek at the loss of Shari's father, Roy Lewis. Mr. & Mrs. Lewis have hosted and graciously welcomed WMR-PCA into their home over the past years. To Mrs. Lewis, you have been kind to us and helped in the past, We truly hope we can return some of it to you.

P.S. The Porsche Club is going to the Car Barn to congratulate them on their new "Barn", on Saturday, Apr. 28, 1979, at 1:30 pm Everyone is welcome.

WHALE TALE

BY RICHARD M RILEY

As your newly appointed safety chairman there are some not so pleasant things we should go over. This is not an attempt to scare anyone, but our effort to make us all more aware of what is going on in our club.

At our pastpresidents meeting (no pun intended) Fred Veith, our national chairman, discussed several points that we should be aware of.

The largest area of concern was insurance. This is a topic of many facets ranging from the PCA national policy to insurability of individual members. It should be noted that our national insurance only takes effect after all other insurances have been exhausted. Your personal insurances on auto or liability would be called on to pay for damages you were responsible for. Only after all other avenues of insurance coverage are exhausted does our national policy come into

play. I should bring up the point that people and institutions or clubs are usually sued on their ability to pay, i.e. why sue PCA/WMR when you could sue an individual for much more. So it would be wise to check your personal liability insurance and see how much and what kind of insurance you do have. This is very important for board members. It seems that officers can be named in a suit filed against the club they are presiding over, and some bright young Philadelphia lawyer might even try to carry this one step farther and try to sue the entire membership.

Now that I have everyone's attention, you can see that we are all in this together. Before you start tearing up your membership card, take heart in the fact that I'm talking only about the most extreme of liabilities; like if Rick Riley or

turn one at gratten at 115 mph and happened to wipe out a bus load of pregnant women on their way to give simultaneous births, we could all be in trouble. Bearing in mind the rare occurances of such things we shouldn't have any major problems, but PLEASE please check your liability insurance.

The next facet of the same topic is do all members have

insurance on their cars. I know most of us wouldn't think of driving without it, but since we're talking about one or two people that could cause a problem, when is the last time someone checked your insurance at a speed event? I can assure you it will be a part of PCA/WMR's registration for autocross and rallys. It won't be just WMR so make sure you have a valid proof



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of insurance certificate with you at any driving event.

The last and possibly the hottest issue with insurance is that of prepared cars. It has been recommended by Fred Veitch that no car should be allowed into a driving event without a valid insurance certificate, and this means prepared cars!! It has been discussed at length at our board meetings and yet no decision has been made; so if your car falls into this category I suggest you contact myself or any other board member with your opinion on the matter, and soon!

It's been suggested that there be a pre-tech a week before a planned auto cross so that no one has to be sent home because their car does not pass the technical inspection required to enter an autocross.

An ambulance should be present

at all high speed events and the nearest medical facility should be notified. The fastest route to said facility should be general knowledge. Corner workers should know what action to take in case of an emergency, and there should be a mandatory walk through for any new commmer at all speed events.

I would very much like to hear from you, the membership, on any or all of the above subjects. I'm not here to spoil our good times, I just want to make sure we can keep on having good times.

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CHARLIE'S LAIR

BY CHARLIE RICHARDSON

Well they've gone and done it!

Just in case youv'e had your head up your fenderwell the last few weeks, a Michigan court of appeals has declaired radar detectors worthy of a \$500.00 fine, and a year in the clink.

Not being one to normally be in possession of anything on the hot sheet of the average law enforcer, my reaction ran from paranoia, anger,, and finally lets wait and see.

As I understand the ban, it's based on a 1939 (before radar) Michigan law that made it illegal to carry a police radio moniter in your car, which is sort of logical as it would make Bonnie & Clyde's life too easy. Now since radar, which is a radio transmission emitted by the police, the Michigan court of appeals has extended the scope of this law to include radar detectors.

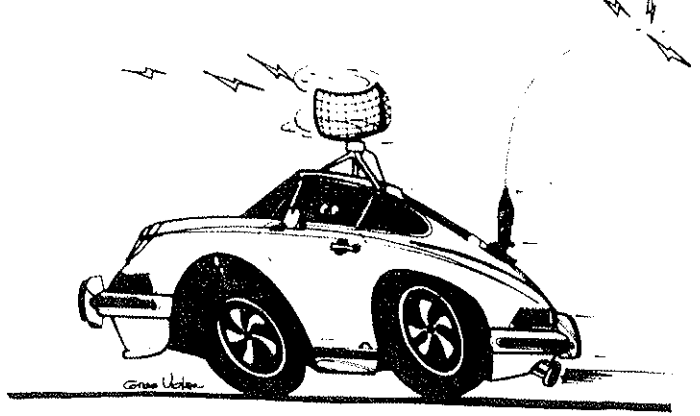
My first thought was to keep on useing my detector, after-

all what D.A. in his right mind is going to give free room and board for having a radio that only plays one note, even if that note only sounds in the presence of an aircraft radar, microwave tower, and occasionally in the presence of a bear on the prowel? But on second thought how many poor souls are in the can because they held the roach when the vicies broke the door down?

Think about it; who might be made example of, Mac the trucker who gets nabbed trying to haul his mail, or Peter Flash the crazy sports car speedster who recklessly red-lined in second trying to clear his sparkers after hours of lugging along?

Anyway I've pulled the plug, reinserted the ciggie lighter and am going naked for the moment.

What moitve did most of the thousands upon thousands of people that bought the ex-



pensive little devices have? Did they think they are a licence to speed, think dirty thoughts, and become Mario Andretti on the Freeway?

I know for myself, if I am going to "go fast" I usually pick the time and place, and knowingly expose myself to the risks, because the detector isn't going to be worth a tinkers damn as any trooper with 20-60 vision, and a Micky Mouse watch will know I'm going twice the limit.

No, I got a detector for the other 99.98% of my driving, when I'm cruising down the expressway and doing 60-70, usually following along with the faster 10% of the traffic, that I would stand a chance of spotting Smokey before he spots me. At least so I'll have a chance to know when I'm being monitored so I can slow down if it's safe to do so, and to know how fast I was going if I were to be stopped.

I think the majority of the blokes that plunked down their bucks fall in this category. We don't want to fall into that no-mans land of; 65's ok today but tomorrow you might get ticketed; 70's ok now during rush hour, but at 4:00 am when your the only car(target) on the road, it's ticket time; "I clocked you at 85, but since your a traveling salesman with a nice safe Linclon, I'll only write you for 69; it's Labor Day and we'll really get tough and write anyone over 57 mph, type of enforcement thats been typical these last few years.

A detector erases all these doubts and lets you cruise along with the 18 wheelers confident you'll be able to lift momentarily, appear copestetic at the moment of inspection, and motor off with the masses after your microwave muster.

I know it must be flustrating to the radar jockey to know everyone with those black

boxes are just dressing down for his benefit, and to sit and stew about how they will cavort off just out of range.

It's also frustrating to be driving in a very safe and reasonable manner at half the speed you and your car are capable of safely handling, and still be subject to a stiff fine, points, court appearance, et-al.

I hate to see our state, which I like to think of as relatively sophisticated for a "midwest" outpost, slip into the same league of law enforcement as some of the New England enclaves noted for such moves as erecting cardboard cutouts of cruisers, equipping farmers pick-ups with radar, or the Southern brand of hospitality known as (these exist I've seen them) the hand held stoplight switch+Polorid. Out of state car enters intersection on green, friendly sheriff straight out of Dodge commercial changes light to red

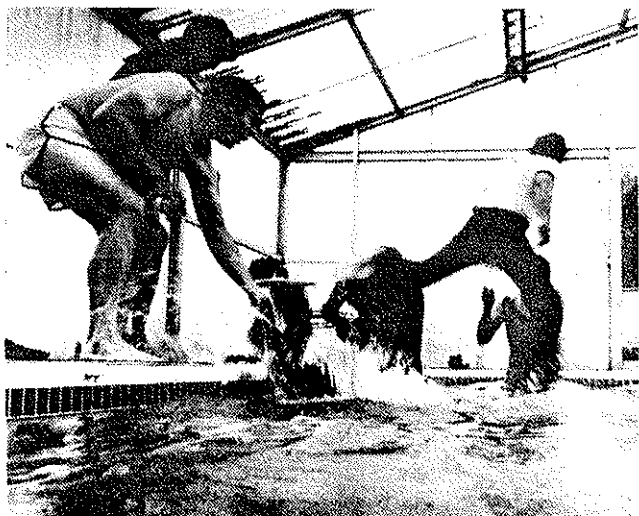
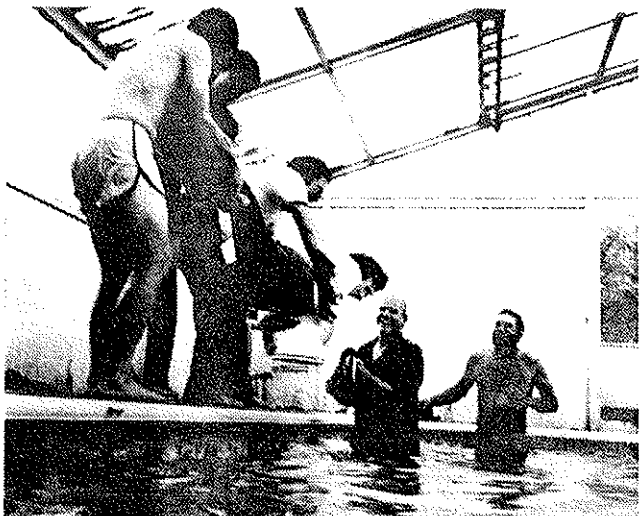
as car passes under, snaps photo, driver pays fine. Along with sour grapes, I suppose one should offer solutions. We all would like cheap gas, unlimited speeds, and even-handed enforcement, but realistically I would settle for a national 70mph, or even 65mph if there were clearly defined limits of what will get you a ticket, and what the penalties will be. Ideally the State of Michigan could adopt the California Highway Patrol philosophy where they don't use radar, and you don't need it to spot truly hazardous driving.

Mr. Joseph A, Renihan summed it up very nicely in his letter to the editor in the Mar 18 Grand Rapids Press " If the taxpayers money is to be used to purchase tricky devices for the police, it seems only fair that the taxpayer should be allowed to buy a tricky device himself."

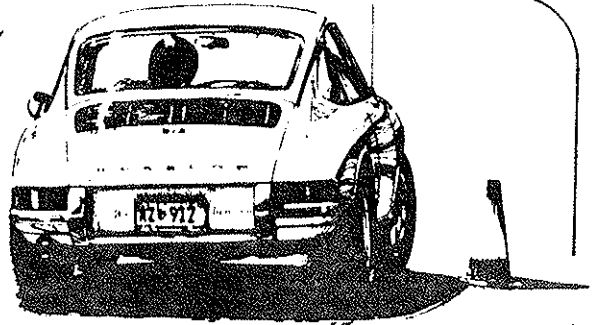
These photographs, taken at Holiday on Wheels 6 last year are presented because these events have been banned from our event for this year

The Dunk Jude event was canceled because of unexpected hostility on the part of the primary subject, and the successful fulfilment of several threats of retribution.

The ten lap fun run around the pool event was dropped because of the unequaled superiority of Mr. Dan'l Dixon who was consistantly 60 seconds a lap faster than his closest competition which he attributed to being able to run on, rather than in the water. Also it was dificult to find corner workers to stand under water to hold up the pylons.



HOLIDAY ON WHEELS



This is our Seventh HOLIDAY! and we hope to make it the best yet. See the redgistration coupon for further details, and make your plans to attend.

MAY 27 & 28

SUNDAY MAY 27, 1979, At Calder Plaza, Grand Rapids, Mi.

10:00 am	Registration & Concour preperation
1:00 pm	Concour judging
2:00 pm	Rallye driver & navigators meeting
2:30 pm	First car off on Rallye
6:00 pm+	Party after Rallye

MONDAY MAY 28, 1979, At Lear, 4141 Eastern SE G.R. MI.

8:00 am	Autocross Redg. & Tech. (until 11:00)
10:00 am	Autocross

information

Please note: selecting the "all event" option gets you one event free, and includes the party. *the party charge will be waived if you contact Sheri (452-8323) and arrange to bring something. Please remember this year WMR will not be providing alcoholic beverages at our events so the party will be BYO.

For our out of town participants, there are a limited number of accomidations in members homes, on a first ask basis. If you would like us to find you a freebe or help with a motel reservation, Call Charlie Richardson at 616/454-7229.

If you have questions, or wish to help with an event, Call Paul Thieme, 616/942-1339.

Pre-Register by May 14, and deduct 10% from listed \$

Driver (s) _____

Address _____

Phone _____ PCA Region _____

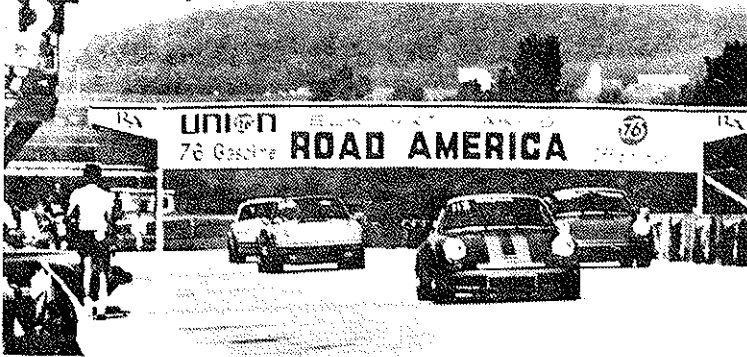
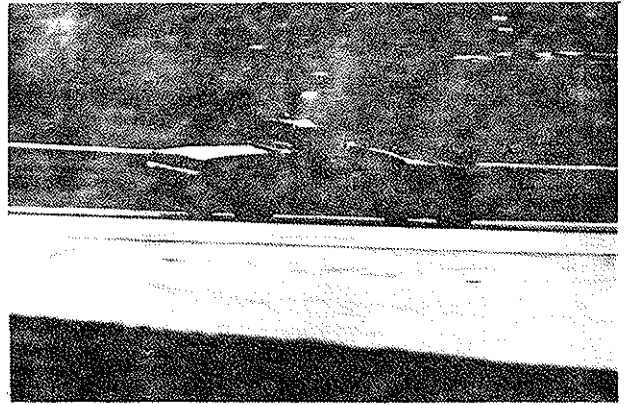
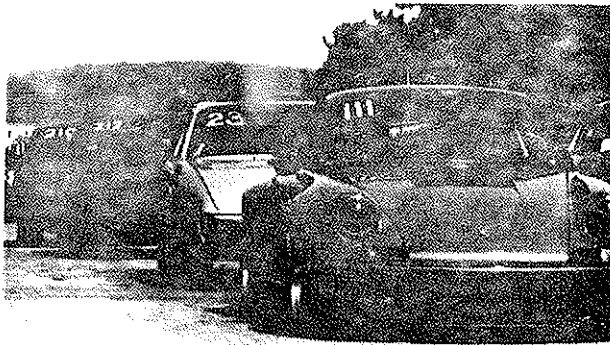
Porsche model & year _____ Liters _____

Circle events below, and make check payable to WMR_PCA

Entry fees	Single	Dual
Autocross	\$10.00	\$15.00
Rallye	- -	8.00
Concour	8.00	- -
Party	2.00*	4.00*
All Events	\$20.00	\$25.00

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Ed note; I was going to save these shots of Elkhart Lake by Paul Thieme for a cover, but I decided we needed our "Springs" wound up a bit so here they are.

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BOARD MEETING minutes by Becky Waters

March 3, 1979

President, Dan Conklin, called the meeting to order at 7:40 P.M. Members present were: Dan Conklin, Bob Shedd, Charlie Richardson, Jerry Knapp, Larry and Becky Waters, Paul and Marci Thieme, and Randy and LuAnn Parrott. The Minutes from the February meeting were read, amended and approved.

Council report:

The council has decided to keep council sanctioned events, and all clubs must put on two open events a year. Bob Shedd has a full council schedule of events for those who are interested.

Uber Alles report:

We need more local input in the magazine. The board minutes will be revised and printed each month, and any articles submitted by members. The Uber Alles must be used as a tool to generate interest months before each event and follow-up after the event. The

cost of printing the Uber Alles has been substantially reduced. Therefore, it was unanimously decided to lower the rates by \$10 or \$15 for our advertisers. Hopefully this will encourage our present advertisers to renew their contracts. A motion was made and seconded to purchase a long throat stapler for under \$30 to assemble the Uber Alles. It takes approximately 10 man hours to put the magazine together, so anyone interested in helping should contact Charlie for time and location.

Discussion: Building Club enthusiasm.

There are many reasons for declining attendance at events, but as a club we must make an effort to increase interest. It was decided to have a membership drive meeting to be called a Porsche Owner's Party open to non members. This general meeting will be on May 12, and Bob Shedd will Chair the event. Marci Thieme will locate a room for the party, Bob will put a notice in the

Grand Rapids Press. Dan Conklin will call radio stations for announcements, and Charlie richardson will draw up a flyer. Possible activities at the party will be films, slides, poster auction, and door prizes.

National Board Meeting: Members should contact your representatives in Congress supporting the anti 55 mph speed limit movement.

The meeting was adjourned at 9:35 P.M. .

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Restoration

(This technical article was written by John Paterek and taken from: "PorscheForum", November, 1977, editor/Tyler Stoesser/635-7883.)

Many early 911 and 912 series Porsches have survived the Parking Lot Grand Prix and the salty snow seasons. Here are some tips to make them last even longer.

Watch for surface rust and small blisters on your front fenders. The fenders are stamped and welded without any protective coating. The rear edge of the fender is held on by a welded inner panel. It is sealed with caulk, but not painted. It is practical to remove the fender and clean out the caulk, then paint or rustproof the seam and reseal the area. Even the most Concours Porsche will rust in this area. It is a pocket that holds condensation which breeds rust. The fender will then be checked for rust where it attaches next to the hood. The cars are painted on jugs and little or no paint flows into this area. Scrape off the grey caulk and paint the area, replace the caulk and bolt up the fender.

Remove rocker trim and clean rust around sheet metal screw holes. If you have not rust-proofed inner rocker areas you will soon be faced with replacement expense. Peel back the rocker threshold trim, rubber or aluminum, check where the door jam meets the rocker. This is a most critical area. It is a pocket that fills with mud and rots the area rapidly.

Check the trim on top of the door. Spring clips hold it on so it can be removed for inspection by prying it off carefully. You may have small rust spots showing. Clean and prime them. Touch up the area with your body color and place friction tape on the area covered by trim. The tape prevents chips when the molding is replaced.

Clean headlight buckets at least twice a year. Remove the rims and gasket, check for rust between the edge of the bucket and fender. This is only spot welded and will remain wet because of the rubber seal. Do


not throw away the drain rubber. Water from wheel wells will be sent into the buckets during rain. Trim them to insure a permanent opening.

On many 911 and 912's the factory left the antenna placement up to the dealer. Pre '67 models had them on the right and post '67 models had them on the left. If you experience wet floor mats, check for a plastic plug that is missing from either side of the cowl. Remove mats and toe board. Peel back map pocket and inspect for trails of mud. If the plastic plug is missing that is your problem. The wire from the antenna must be sealed to be watertight. If the sound deadener is wet leave the floor uncovered. Pans have rusted from the inside out in many cases.

It is wise to clean the battery storage area frequently. On early 912's peel off the plastic tray and clean the gas tank shelf. Check your front suspension receivers often. They are

completely bare metal when assembled. The same is true for torsion tube receivers. It must be rustproofed in all cases. If you question the practice ask someone who replaced one. It is the backbone of your Porsche, holding the trailing arms and transmission, and is a difficult and costly item to repair properly.

Last of all don't let a stone chip or nick wait till spring. I bought my 912 from a wax in the nick buff. Too bad the nicks turned to the size of half dollars. REMEMBER - KEEP IT CLEAN!



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NOTE that NO REGISTRATION will be accepted, if postmarked later than May 11, 1979. Registration will be allowed at the gate at an extra cost to the participant(s).

EVENT DATE: May 19th & 20th

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EVENT HEADQUARTERS: HOLIDAY INN, NORTH
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Chicago Region has reserved a block of rooms for Porsche Club people. you must contact Holiday Inn yourself and reserve your own rooms and mail deposit.

TECHNICAL INSPECTION: tech will be mandatory for every car running at Grattan. This will not be a fluke inspection. Be prepared with a straight car or we will not let it on the track.

QUESTIONS? Frank Wagner, 2108 W Morse, Chicago, IL 60645 / (312) 764-0383 (home)

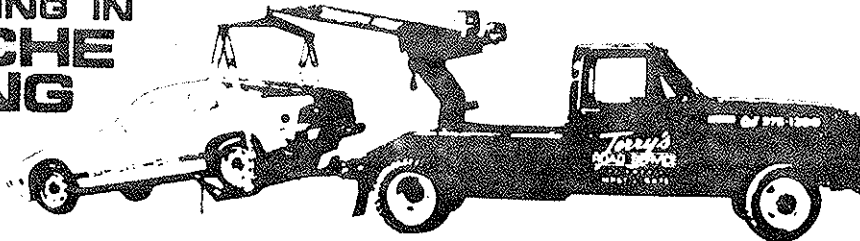
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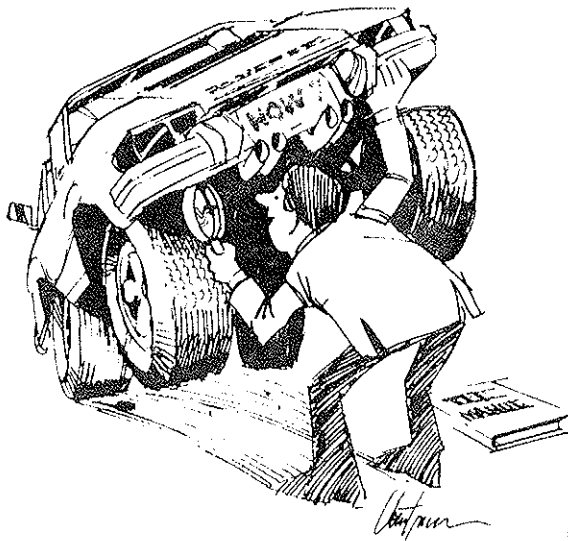
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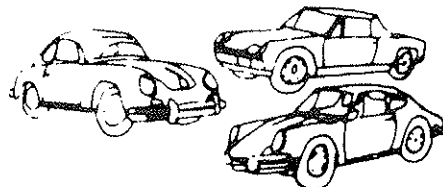
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1973 Porsche 914 1.7 litre, olympic blue, w/ANSA exhaust, new battery, \$4,400.00, offers Bob Shedd; (616) 243-2109

PORSCHEMPORIUM

Is your Porsche jacket so puckered up from washing all those sew on badges that it looks like a prune with a racing stripe?

Did your holiday guests gleefully toss all your WMR wine glasses into the fireplace after the toast?

Has your Tee shirt rusted out into a tank top?

Does your car badge look like the first step in a paint by numbers kit?

If so its time to call Doug, or Shari at 452-8323, and restock from their store of goodies in the Porschemporium!

Porsche Needlepoint Kit....20.00
 Porsche Posters..... 4.00
 Porsche-Audi Insulated Mug. 3.25
 WMR Wine Glass..... 2.25
 6 WMR Wine Glasses.....12.49

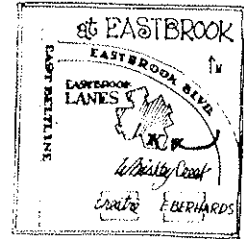
WMR Car Badge..... 4.50
 PCA National Car Badge.....12.00
 Viscon Final Touch..... 5.50
 Viscon All Purpose Cleaner. 5.00
 Viscon Blue Wax..... 6.00
 Viscon Heavy Duty..... 4.50
 Green Flag Calling Cards... 1.50
 Always Ahead Button..... 1.00
 Porsche Jacket.....10.50
 Liner..... 6.45
 Jacket & Liner.....17.00
 Jacket, Liner & Patch....18.50
 Jacket & Patch.....13.00
 WMR Jacket Patch..... 2.00
 Porsche Crest Patch..... 1.25
 Porsche Lettered Patch..... 1.25
 T-Shirt Screen 2 Sides..... 5.50

T-Shirt Screen 1 side.....4.50
 Think Porsche Frame.....3.00
 Black Cologan Frame.....4.00
 Porsche Belt Buckle.....5.95
 PCA National Jacket Patch 3.00
 Childrens T-Shirt.....3.25
 Childrens Sweatshirt.....4.25
 Sweatshirt Screen 1 side..6.00
 Sweatshirt Screen 2 sides 7.00



Kegler's

Restaurant and Lounge
 at Eastbrook Lanes



Call 949-6580 for Reservations.

From *pb tweekr ltd*, the people who brought you rustoration panels ... A catalog of restoration items for 356 and 911/912 models. Included are:

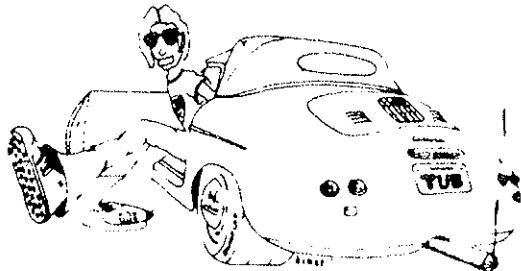
- RUSTORATION STEEL REPLACEMENT PANELS
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 - CARPET SETS - LOWEST PRICES IN THE COUNTRY
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information

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Free admission to all Porsche drivers, free munchies, a cash bar, slides & movies of and about Porsches, information about the Porsche club, a selection of goodies for you and your Porsche from our Porschemporium, and best of all, a good time.



DATE: Sat. May 12, 1979
TIME: 7:30 until 11:00
PLACE: Howard Johnson's
28th & I-96

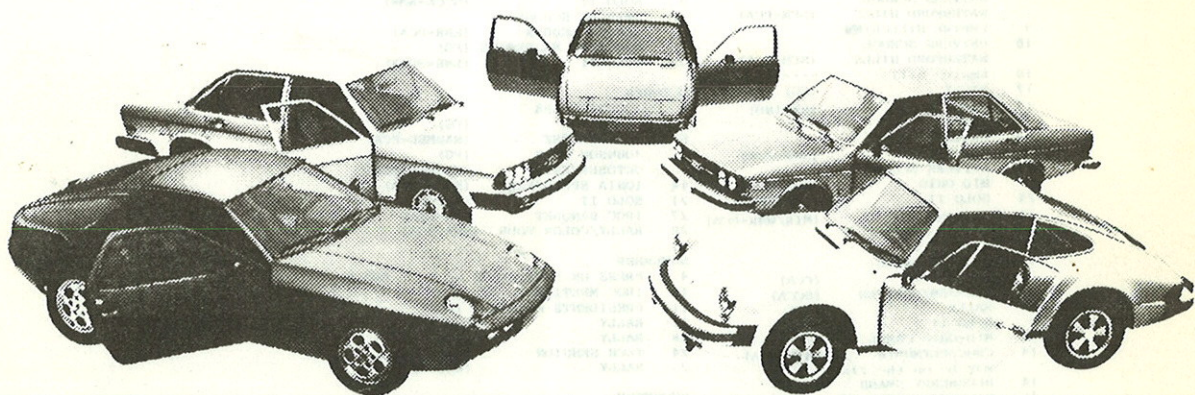
APRIL			JULY		
8	RALLY	(KAZOO)	21	RALLY	(SCCA-WMR)
15	RALLY	(SCCA-WMR)	22	SOLO 11	(SCCA-WMR)
22	RALLY	(FG)	23	SWAP MEET	(RAMME-PCA)
28	DRIVERS SCHOOL	(MIR-PCA)	29	TROC	(WMR-PCA)
29	SOLO 11	(KAZOO)	AUGUST		
MAY			5	RALLY	(WHR-PCA)
5	VILLAGE TOUR	(WHR-PCA)	5	NATIONALS/GRATTEEN	(SCCA)
12	GR. MOBILPARTY	(WHR-PCA)	11	TROC/PLYMOUTH	(MIR-PCA)
14	SOLO 11	(SCCA-PCA)	17	SOLO 11	(FG)
19	TROC/GRATTEEN	(CR-PCA)	18	REUBENBERNIGHT RALLY	-----
20	TROC/GRATTEEN	(CR-PCA)	25	BATTLE RALLY	(FG)
27	SOLO 11	(LHR-SCCA)	26	CAROL TRIP	(WHR-PCA)
27	HOW 3	(WHR-PCA)	26	SOLO 11	(LHR-PCA)
28	HOW 3	(WHR-PCA)	SEPTEMBER		
JUNE			2	DRIVERS SCHOOL	
2	TROC MEET	(WHR-PCA)		GRATTEEN	(SCCA)
3	SOLO 11	(SCCA-WMR)	1	SOLO 11	(KAZOO)
6	DRIVERS SCHOOL		7	ELAKET LAKE	(CR-PCA)
8	SELROG LEDGES	(EHR-PCA)	8	ELAKET LAKE	(CR-PCA)
9	DRIVERS SCHOOL		9	ELAKET LAKE	(CR-PCA)
9	WATERFORD HILLES	(WHR-PCA)	9	SOLO 11	(SCCA-WMR)
9	EMPIRE HILLES	(WHR-PCA)	17	DRIVERS SCHOOL	
10	DRIVERS SCHOOL			NELSON LEDGES	(EHR-PCA)
10	WATERFORD HILLES	(WHR-PCA)	16	MOUNTAIN MAJESTIES	(FG)
10	EMPIRE HILL	-----	18	SOLO 11	(LHR-SCCA)
12	RALLY	(FG)	OCTOBER		
17	STREET SOLO	(WHR-IND)	6	JOHNSON PARK	
	PORTAGE TID.			HILLCREST	(FG)
23	DRIVERS SCHOOL		6	OCTOBERFEST	(MAUMEE-PCA)
	MID-ORIO	(WHR-PCA)	7	JOHNSON PARK	(FG)
24	DRIVERS SCHOOL		7	OCTOBERFEST	(MAUMEE-PCA)
	MID ORIO	(WHR-PCA)	14	ONTA SPEED/FLIED	(SCCA-WMR)
24	SOLO 11	(LHR-SCCA)	21	SOLO 11	(KAZOO)
24	ECONOMY RUN	(MIR/WHR-PCA)	27	TROC BANQUET	(CR-PCA)
JULY			28	RALLY/COLOR TOUR	(WHR-PCA)
1-7	PORTAGE PRIDE		NOVEMBER		
	BOSTON VA.	(PCA)	4	PRESS ON REGAIDLESS	(SCCA)
7	PRO-JAM/GRATTEEN	(SCCA)	10	TROC MEETING	(PCA)
7	RALLY	(FG)	11	PRESIDENTS MEETING	(PCA)
8	SOLO 11	(FG)	11	RALLY	(SCCA-WMR)
14	MID-ORIO CAMEL GP	-----	18	RALLY	(FG)
15	CRUC/PLYMOUTH	(MIR-PCA)	24	TREX SESSION	(WHR-PCA)
	may be on the 21st		25	RALLY	(KAZOO)
14	REUBENBERG SWASH	-----	DECEMBER		
15	MID-ORIO CAMEL GP	-----	9	RALLY	(FG)
21	CRUC/PLYMOUTH	(MIR-PCA)			
	may be on the 14th				

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CAR 
BARN

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