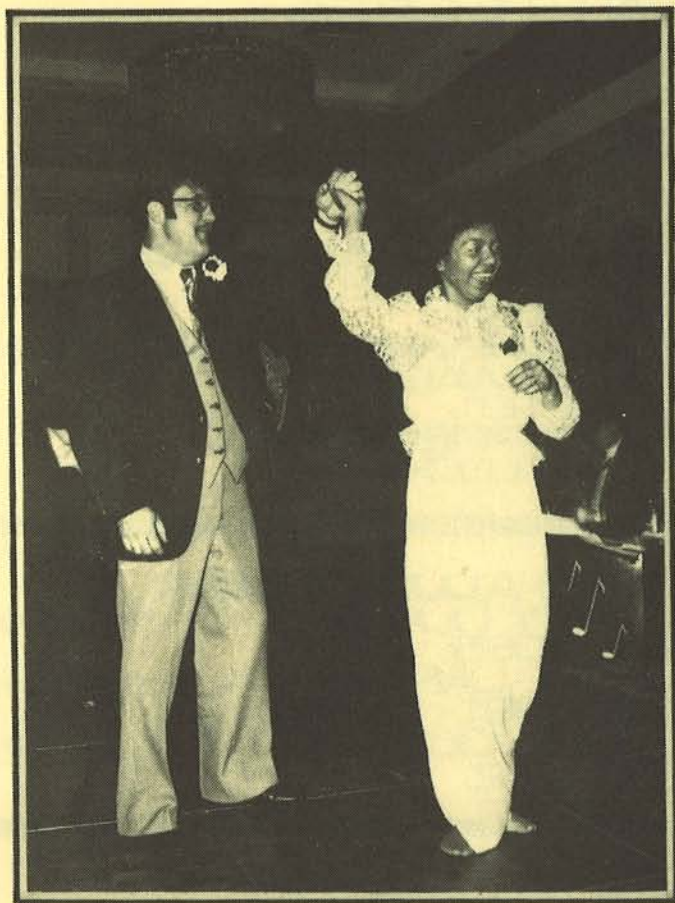


POPSCHE
UNBEER

ALLES

FEBRUARY 1982





PORSCHE
ÜBER ALLES



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243-8065

JANET LANGDON - feature editor
245-0981

CHUCK OLENYK - production editor
874-8142

ON THE COVER:

JUANITA WEERSMA, CHAIRWOMAN OF THE 20TH ANNUAL WINTERFEST, ENJOYING RIVER CITY JAZZ WITH HER HUSBAND LANCE.



KALENDAR



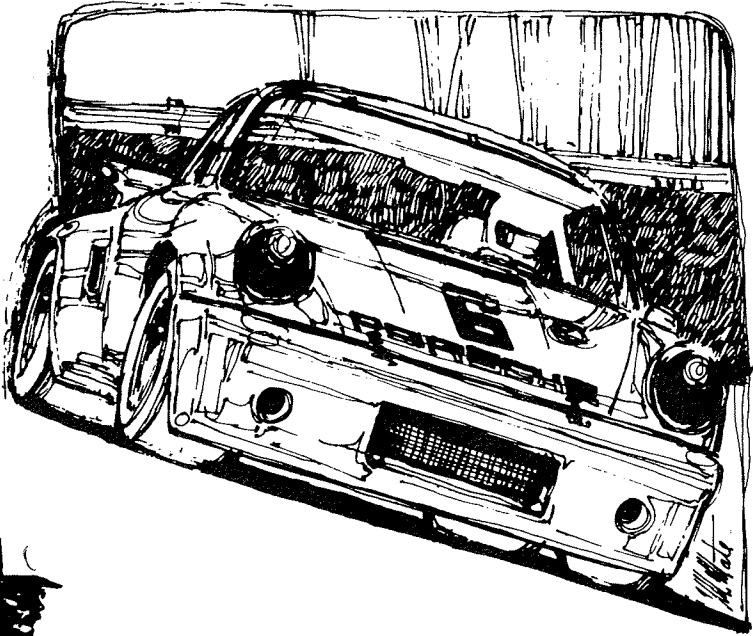
<u>DATE</u>	<u>REGION</u>	<u>EVENT</u>
3/13	SEM	MUSEUM TOUR
3/28	• WMR •	IT'S SPRING
3/28	FURRIN GROUP	RALLY
4/17	• WMR •	TO BE ANNOUNCED
4/18	FURRIN GROUP	RALLY
4/23	FURRIN GROUP	GO-CART NIGHT
4/25	MIR	10TH ANNIVERSARY AT PUTNAMS
4/24-5	WMR-SCCA	DRIVER'S SCHOOL
4/24-6	KENTUCKY	4TH PORSCHE DERBY
5/2	MIR	DRIVER'S SCHOOL
5/8	• WMR •	S.O.L.D. AT GRATTAN
5/29	CHI	ROAD AMERICA
6/12-3	SEM	WATERFORD
7/3-4	• WMR •	HOLIDAY ON WHEELS
7/7	CHI	BLACKHAWK
7/10	SEM	DINNER TOUR
7/18	CI-RAMME- MIR	P.B.TWEEKS SWAP MEET
7/24 ^{OR}		
31	NOR	MID-OHIO
8/4	CHI	BLACKHAWK
8/14-5	• WMR •	GRATTAN

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

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PORSCHE UBER ALLES



DÜNNSPRECHT CHARLIE DUNN

The groundhog saw no shadow; it's daylight when I go to work, and when I come home; the snow is melting! I can see my driveway again! Is it possible?? Dare I think it?? Could it really be?? Softly, lest Old Man Winter here me, I let that magic word drift slowly through my mind (s.p.r.i.n.g...), Visions of last summer begin to tumble forth, released from the cold, dark corners of my memory. The morning dew

listening on the cars at Elkhart Lake in May, the main straight at Grattan shimmering in the morning heat of June, champagne and burgers in the backyard, the winding backroads of a summer rally, the smiles and laughter of my friends.

I think I'll get the slides out, and bring those visions into sharper focus, refresh and clarify the colors, renew the imprints of those precious thoughts. Care to join me for a few hours? Share some slides and memories? Want to get the blood pumping again? Quicken your pulse a little?

Meet me at German Auto Service at 1 PM on March 28th -- mark it on your calendar now.



PORSCHE ÜBER ALLES



PORSCHE PUSHERS PERSONALITIES JANET LANGDON

Membership is making a strong comeback this month. So far we have four new members, and three are from outside the Grand Rapids area. Someone out there is doing a good job of spreading the word. Thanks, you make my job easier. Keep up the good work.

Robert Dreger and his affiliate member Bill Dreger live in Kalamazoo at 2609 Glendale. Bob owns a 1973 blue 914 and is looking forward to autocrossing next year. Bob is also interested in discovering more about the technical aspects of his car. So let's all share what knowledge we can with him.

Loren and Jean Boebel are the new members from Grand Rapids and live at 847 Orchard SE. They drive a 1964 green 356 Coupe. I'm glad to see we still have some 356 drivers out there joining the club. We will also hope to see Loren and Jean out there autocrossing and rallying next summer.

Jerry DeFrell is from Holland and lives at 2640 Bee Line Road. Jerry drives a 1975 brown 911 and even has experience in Porsche maintenance. Maybe some of our active members will have questions for him. Jerry is most interested in rallying and autocrossing. Get ready for Grattan, Jerry. You will love it!

Last but certainly not least, we have Charles and Barbara Snyder who live at 89 W. Acacia Blvd. in Battle Creek. They drive a 1974 tanarine 914. Yeah for one more 914 in WMR! Charlie and Barb are interested in technical information, rallying, and best of all socializing. I'm sure you will both enjoy the social life in Western Michigan Region. Hope to see you at the next event along with all you other members out there.

Come out and greet all of our new members and help us show them what Porsche Club is all about.

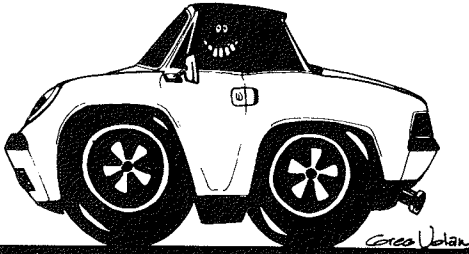
See you all next month!



MELLOW MUSIC ninety, three fm



PORSCHE ÜBER ALLES



SIX PAK TO GO FRANK WAGNER

In this article we will discuss the differences between a 914 or 914-6 and a 911, besides the obvious physical differences.

Since the recent boarder has started sharing the garage with me, I have taken up several conversations pertaining to autocrossing with him. He seems like a nice enough 911S; nice lines, keeps clean, doesn't seem to make much more exhaust noise than I do. But I have noticed the owners talking about faster acceleration, Recaro sports seats holding you "in" and less engine noise inside the car. Well! Who needs less engine noise inside the car anyway? One owner speaks highly of the seats because she says she can reach the pedals better. Something about too small of feet and legs. If she would buy me a sport seat, I'd be easier too. The other owner doesn't say much about the "S". He prefers it on rallies, but would never retire me from autocrossing in exchange for a 911. Say's some-

thing about a 911 not going where I can go on a track. Guess the 911 did okay at Grattan last time, while I had to stay home waiting for said owner to get enough money together to pay my doctor bills. I remember hearing my owner say something about 911 drivers being crazy to drive as fast as he and I go. Guess they wag their tails too much. Funny, I haven't noticed a tail on the 911S sharing my garage. Oh well.

Another point the 911 brought up was cost. Apparently he holds himself in high regard, bragging about his auto-cross budget being more expensive. With lowering, alignment, extra oil, and such, I can easily see his point. If he only knew what my owner spends on me each year! We 914's can get along with just a \$50. front air dam painted black with a spray can. The "S" just laughed at me and said "Sorry, \$50, doesn't even buy the paint for a front spoiler for me." Brag, brag, brag...The 911 mentioned something about whale tails and duck tails also. I think it's just a tall tale myself.

I'll tell you something, that 911S really isn't a bad guy. But somehow I just can't help thinking that I'm faster on a race track. I've been humbled by 911's in the past, and I'm sure it will happen again, I just don't think that this big boy's going to do it.

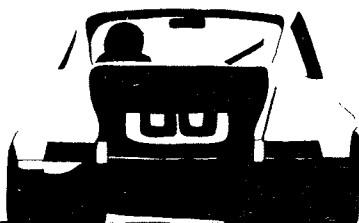


PORSCHE
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The total summary appears to be 914's usually stay where you put them. They are less expensive to own, operate, and they are fun, and humble. So all you 914's out there, don't get upset if those 911's don't flash their lights at you. Just pass it off as overkill in technology ... they are just not down to earth.

Have one for me, bye!



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RACER'S BEAT DAVE KRAMER

Coming out of the last hairpin turn at Montreal, Jan Langdon stood on the accelerator to cross the finish line in 1st place at 140 mph. After battling her for the lead for the last lap and a half, Sue Andrews over-revved her engine and just managed to cross the finish line half a length ahead of Craig Paull. After a race that started in the rain and was marred by three collisions, Jan posted her second win in as many weeks (she managed to edge me out the week before in Belgium).

Meanwhile in Monaco, Nancy Dunn was biding her time in the rain, waiting for others to make mistakes. On the last lap, after Rick Riley blew his engine and Chuck Olenyk crashed two corners from the finish line, she made her move on the short straight before Gasworks hairpin, passing Charlie Dunn and Pep Riddle to earn her second win in two weeks. The high speed track at Monza, Italy was to her liking the week before.

Jan's wins were particularly gratifying since she started the racing season with two crashes in Spain and

Austria. Certainly the most disappointed driver so far this season is Dan'l Dixon, who blew his engine in the first race at Argentina and is reportedly building a bulletproof motor that should see action in February.

No, Jan wasn't driving Six-Pak in Montreal and none of us made it to Europe this year (so far).

But a dozen or so WMR-PCA members are fighting winter boredom through an interesting board game by Avalon Hill called Speed Circuit. It's a game of international motor racing on Grand Prix courses.

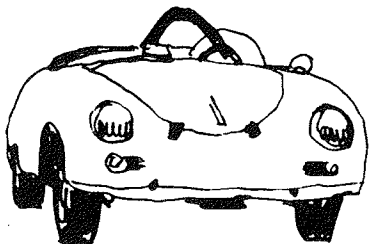
Each driver designs a car for the given track balancing acceleration, braking, and cornering ability, and then compete for a set number of laps.

Chief Stewards, Charlie Dunn and I applied our minds, already obsessed with the thoughts of wheel-to-wheel racing, and came up with the series. We applied the basic Formula 1 points system with a couple of twists, mainly negative points for DNF's.

After fourteen races on Grand Prix tracks, the final race will be held somewhere special ... ROAD AMERICA.

((Ed. note: Jan and I just won our third race in a row, Jan at Spain, Nancy at Argentina.

!! LADIES START YOUR ENGINES !!



DOUBLE HEADER AT IONIA - 10/81 BILL MOSES

Some of you PORSCHE VOLKS forgot to show up and we adopted Gary Hutchins, a novice ES (MGB) driver to fill our team.

PORSCHE TEAM finished a solid third with help from Rick (Whale Tail) Riley who decimated retired Harold Teter's 52.87 AS track record with a 51.03. Rick received an appropriate certificate for a class record.

Larry Grover had second place in AP untill all (3) 280Z drivers teamed up in the fastest of their cars pushing Larry to fourth. Legal or sportsman like?

Bill (Champaone Challengaer) Moses was only .8 seconds off of the DP class record but lost by .01 seconds.

Phil (Hot Tub) Cull drove to an easy victory over the other two 356 powered cars in CM.

Brats and beer were part of the trophy presentation and were an appropriate ending to a competitive fall day.

Thanks goes to Marilyn for feeding the whole team, Judy and Great Grandma Skinner.

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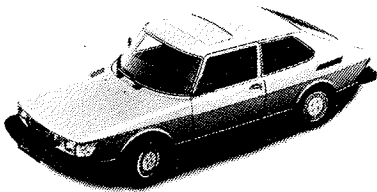
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PORSCHE ÜBER ALLES



TO EACH THEIR OWN NANCY DUNN

It was the summer of 1980 and Charlie and I were autocrossing his "Rocket-Car" 911. We had been to Chicago Region's Road America event in May where my times revealed my basic uneasiness with the 911. At Owosso in June I had managed my first Ladies FTD. Then at Plymouth Raceway in July, in the middle of a 270 degree spin, I finally decided I had enough of that twitchy, tail-wagger. As my life (and a couple of telephone poles) passed slowly before my eyes during that spin, I thought back to the summer of '75 when I had first met Charlie and was introduced to Porsche Cars. He had just purchased a brand-new

Zambesi Green 914 2.0 liter that summer and he had even given me a set of keys. It was less than two weeks old when I took that 914 out on my own. "Green Bean" and I got to know each other very well over the next 4 years and 68,000 miles. As I finally skidded to a stop in the middle of the back straight at Plymouth I longed for the neutral-handling, controllable power of a 914, ruefully regretting the day we sold "Green Bean" in the summer of '79 to make way for the "Rocket-Car".

The very next weekend the search for a 914 began. We were looking for a '73 or '74 2.0 liter. Over the next four weeks we travelled north to Mount Pleasant, east to Lansing, and south to Kalamazoo, but everything we looked at was over-priced for the condition. Then, practically in our own backyard, we found a 1973 Alaska Blue 2.0, for a very reasonable price considering the rust and other ills it had. After a thorough diagnostic checkup by Dan and Dan'l at German Auto, it was pronounced worthy of salvation and a deal was made. One of the quirks this 914 had was that when the headlights were turned on, the right one would come all the way up, then go all the way back down before returning to the upright position. It was this little trick that earned "Winky" his name.



"Winky" winds around Blackhawk Farms



PORSCHE UBER ALLES



About a week or so later I entered "Winky" in his first autocross - Ionia in August of '80. With his first place in the men's stock 914 class, Dan'l Dixon showed me what "Winky" was capable of accomplishing. I was not quite equal to the task however, and finished second to Peav Riddle. A couple of weeks later I took "Winky" to Road America where, just to give you some idea of how much more comfortable I felt with a 914, I beat my May 911 time by over ten seconds. It was at Road America that Charlie, against the advice of Dave Kramer, while trying to show off his versatility by competing in both the 911 and in "Winky", put "Winky" up against the Armco guard rail in Kettle Bottoms. Despite the relatively minor sheet metal "adjustments" that Charlie had made, "Winky" still managed a first in class with me behind the wheel.

Fortunately the damage was not too severe and we were planning a major "rustoration" effort during the coming winter. In December "Winky" went into hibernation with Charlie and Bob Shedd in Bob's garage and spare bedroom just a few blocks away. At one point "Winky" even took over Bob's living room floor! Perhaps someday I can convince Charlie to tell the story of the lost winter of '80-'81, and his apprenticeship in auto-body repair with Bob. For now I will just say that in the spring "Winky" emerged from Bob's garage in almost new condition, customized just for me, and ready to take on all comers for the '81 autocross season.

At the first event, "Winky" showed me he was even ready to take on modified 911's by carrying me to Ladies FTD at Road America! During that summer "Winky" left his P7 tracks at Waterford Hills, Mid-Ohio, Grattan, Lear-Siegler, and Blackhawk Farms, filling the shelves of our basement with Ladies FTD trophies. At Road America in September "Winky" began to tire and stumble just a bit when I pushed him a little too hard going into Turn 5.

After showing me how happy he is with his reconditioned body and his new home, but with almost 100,000 miles showing on his odometer, I have decided to rest my "Winky" for a year or so until I can rehabilitate his tired motor.

And just think Charlie, you gave me that first set of keys!

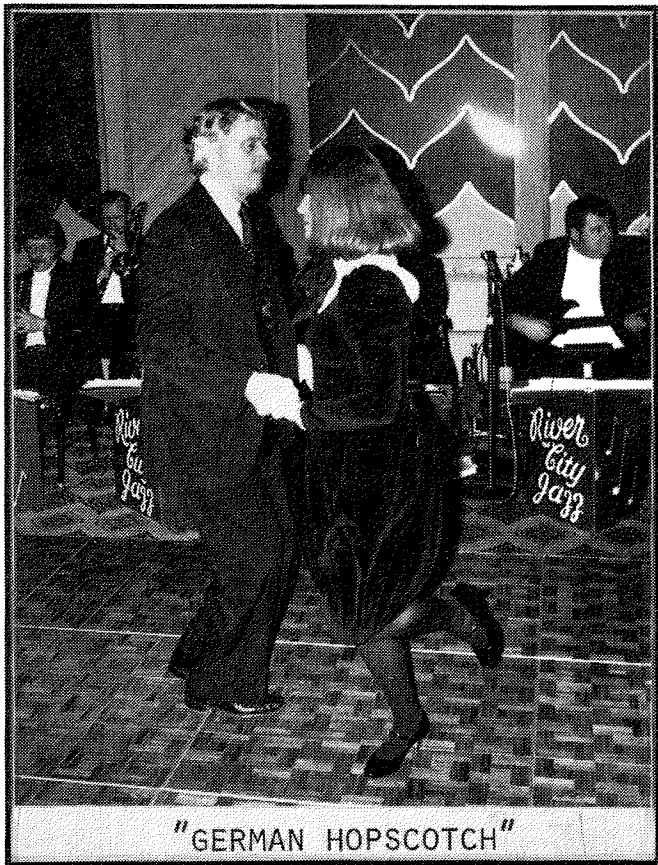




EVENT REPORT



W i n t e r f e s t



"GERMAN HOPSCOTCH"

MEMBERS OF WMR-PCA CELEBRATED THE 20TH ANNUAL WINTERFEST THE WEEKEND OF FEBRUARY 6TH STARTING WITH A HOT GERMAN WINE TOAST WITH STOLLEN AT THE HOME OF KURT AND SHIRLEY WIRTH. A FABULOUS DINNER WITH DANCING TO THE SOUNDS OF THE TEN MEMBER RIVER CITY JAZZ FOLLOWED AT THE MARRIOTT, THE WEEKEND ENDED WITH THE FAMOUS ENDLESS SUNDAY BRUNCH AT PEACHES IN THE MARRIOTT.



"MOORMAN'S TAB-AND-APPLE CHOIR"



"JAN, WHAT'S THAT TWINKLE IN YOUR EYE"



"FRONT ROW FROLICKING"



"BEARDS OF A FEATHER..."



"A COUPLE OF FANCY TICKLERS"



"BACK CORNER ROWDIES"



UBER ALLES



SIX PAK GOES TO BRAINERD FRANK WAGNER

A MULTI-PART SAGA

FRIDAY-IT MUST BE BRAINERD:

That evening tornado warnings were posted so camping really wasn't high on our list. Both Firm and I have been thrown out of some of the best motels in the Midwest, and welcomed in the worst so getting a motel room was no problem. Besides we used the old Dirty Dozen trick-two people register in the office, then you fit thirty-seven people in the room. Actually the room was very nice, even had a stove and refrigerator thrown in as an extra bene.

Friday evening was a chance to have a decent meal as Club Mac was starting to lose its appeal. Dan asked the desk clerk for a good place to eat but I'll tell you that guy was no connoisseur. After a mediocre steak dinner and watered down drinks we retired.

AND THEN THE RAINS CAME:

Saturday morning brought heavy fog and forecasts of heavy rain. None the less everyone, except Firm and I, was excited. We knew driving the main straight between 110 and 120

wouldn't be fun in a down pour. The Nord Stern people never close down the track.

We set up my mountain tent for the non-drivers and the gear but the sky kept getting darker.

One thing that Nord Stern makes clear is that if you goof once, they tell you; the second mistake and you are on your way home. The event runs on time with the first practice at 9:00. There are three half hour practice sessions on Saturday, one on Sunday followed by two timed runs.

Larry, Nick, and I ran in Group 2. Larry and Nick decided to just follow me around the track. At 9:45 I was sent out with Larry and Nick in single file behind me. The faster cars are sorted from the slower on the track. With the three of us out first I couldn't see anyone that was going to challenge us. We weren't on the track five minutes when the sky grew darker. Six-Pak and I knew we were going to get it. Another five minutes and all hell broke loose on the back straight. Larry, Nick, and I had not been more than three car lengths apart up to this point but when I checked my mirrors to find Larry all I could see was spray and rain. I could just make out the flag tower as I approached the main straight. No red flag, only a smiling flag man under a rain hood.



PORSCHE UBER ALLES



THE RIG TURN:

The main straight is one mile long with a slight Monza type right handed turn at the end. About 3/4's of a mile down the straight there is a third gear set of pylons which you exit flat out and shift to fourth in the middle of turn one (eight lanes wide). My speed before the pylons indicates 120 mph, coming out of turn one "6'er" is running 90 mph or so, as we charge the next set of third gear pylons before turn two.

Needless to say the pylons on the main straight I just left alone. The pace was slowed down by now and

I developed a routine so as not to upset the car's balance on the water. Just before our half hour was up the rain slowed down. By the time we were flagged off it had almost stopped.

Once in the pits I asked Larry how he was able to get around the track. He said that he couldn't see "6'er" in the rain and spray so he followed my tire tracks on the wet pavement. He knew a turn was coming when he was able to see my brake lights come on. Nick did the same thing to Larry. Those 911 drivers can be real smart sometimes!



everybody eats there!

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602 Leonard, N.W.

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BOARD MEETING



MINUTES - February 3, 1981, as submitted by Gary Petertyl.

PRESENT: Charlie and Nancy Dunn, Rick Riley, Phil Cull, Gary Petertyl, Steve Locke, Chuck Olenyk, Dave Kramer, Doug and Shari Hoek, Lance and Juanita Weersma, Bob Shedd, Marci Thieme, Janet Langdon, Peggy Riddle, Craig Paull.

Meeting called to order at 7:40PM. Minutes of January 6, 1982 meeting approved as presented.

Finance report accepted.

Membership reports three new members but total down to 92 due to several non-renewals.

Uber Alles - January issue ready. Chuck is looking for an inexpensive source to do halftones.

Porschemporium looking for volunteer to run.

Ski Party - In spite of extreme cold, 21 people showed up and had wonderful time.

Winterfest - Under control, Brunch on Sunday scheduled for 11:30AM.

IROC 82 - Series looks alive; WMR event will be HOW/Lear.

OLD BUSINESS: Ionia - Charlie Dunn and Steve Locke attended recent Ionia Fairgrounds board meeting to present WMR position regarding IROC 1981. Ionia board indicated they wanted us back and have insurance. They have offered to settle our case. Motion to accept, pass. Motion to send trophies to Ionia

IROC participants, pass. NEW BUSINESS: March event is concour tech session, March 28.

Council report, Furrin Group Rally on March 28.

Charlie Dunn will pursue April meeting in Kalamazoo.

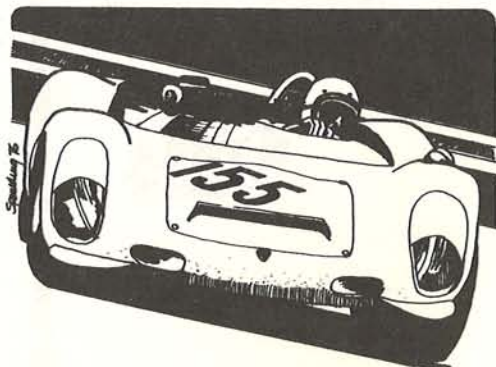
Motion to adjourn at 8:44 (30 minutes before 9:14), Pass.

SCHEDULE OF UPCOMING BOARD MEETINGS

7:30 PM WEDNESDAY NIGHT
MAR 3RD BOB SHEDD'S
1506 Johnston SE
Grand Rapids, MI 49507
616-243-2109

APRIL 7TH STEVE LOCKE'S
1635 Oxford SE
Grand Rapids, MI 49507
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MAY 5TH JOHN LACKO'S
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 L&R US FT DIR LENS " " " 10.EA
 VALVE ADJ KIT 2.0-2.7LITRE 10.00

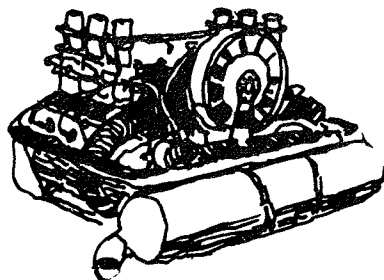
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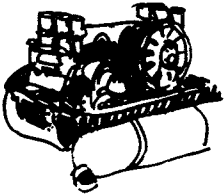
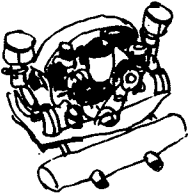
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mens IROC jersey -----	\$11.00
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wmr childrens t-shirt -----	6.00
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wmr car badge -----	7.00
pca patch -----	3.00
wmr patch -----	2.00
pca decals -----	1.00
pano binder -----	8.50
coloring book -----	2.00
pca lapel pin -----	3.00
porsche key case -----	4.00

call nancy or charlie dunn

243-8065

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RETURN TO: UBER ALLES
c/o C. OLENYK
6416 EGYPT VALLEY RD NE
ROCKFORD, MICHIGAN 49341

UBER ALLES



To:

KURT & SHIRLEY WIRTH
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ADA, MI 49301