

PORSCHE
ÜBER

ALLES

APRIL 1982





PORSCHE ÜBER ALLES



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ON THE COVER:

THE 1981 LEMANS WINNING 936 - PHOTOGRAPHED
AT THE CHICAGO AUTO SHOW BY JOHN LACKO.



KALENDAR



<u>DATE</u>	<u>REGION</u>	<u>EVENT</u>
5/2	MIR	DRIVER'S SCHOOL DAVE RAYMOND 219-288-9549
5/8	• WMR •	S.O.L.D. AT GRATTAN CHARLIE DUNN 616-243-8065
5/29-30	CHICAGO	ROAD AMERICA AUTO-X JERRY QUEBE 312-870-0543
6/12-3	SEM	WATERFORD AUTO-X IRAC I CHARLIE BROWN 313-464-2580
6/13	• WMR •	RALLY
7/3-4	• WMR •	HOLIDAY ON WHEELS MULTI-EVENT WEEKEND INCLUDES IROC I AUTO-X RICK RILEY 616-458-9932
7/7	CHICAGO	BLACKHAWK FARMS RACEWAY
7/10	SEM	DINNER TOUR
7/18	CI-RAMME-MIR	P.B.TWEEKS SWAP MEET
7/31	MIR	IROC II AUTO-X
8/4	CHICAGO	BLACKHAWK FARMS RACEWAY
8/14-5	• WMR •	DRIVING SCHOOL AT GRATTAN
8/28-9	NOR	MID-OHIO
9/4-5	CHICAGO	ROAD AMERICA AUTO-X
9/11	• WMR •	WINE TOUR TO PAW PAW
9/12	MST	IROC III AUTO-X
10/2	• WMR •	OCTOBER OPUS AT GRATTAN
10/?	• WMR •	COLOUR TOUR

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DÜNNSPRECHT
CHARLIE DUNN

What is 'IROC'? Originally, IROC was the acronym for a professional race series called the International Race of Champions. In this series, professional race drivers competed in identically prepared cars, the winner of the individual races and the series would then supposedly be based on driver skill as opposed to a particular make/model of car and its level of preparation.

A few years ago the officers of WMR-PCA, and our two closest regional neighbors, Motorstadt Region and Michigan-Indiana Region, were searching for a means of increasing inter-regional competition and relations. They hit upon the idea of a series of autocrosses, with each region sponsoring one event and each entrant accumulating points toward an overall series award. They decided to name the series IROC - Inter-regional Race of Champions.

In addition to overall class trophies for individuals, a travelling regional trophy was established. Originally, the regional trophy was awarded to the region garnering the greatest number of class wins for the series. This was subsequently changed to an award based on the level of participation rather than performance. This was a significant change because it removed the emphasis on winning for your region, and instead emphasized the participation of the greatest number of members of your region, which, when you look back on the original intent of the series, made more sense. It was and is, more in keeping with the overall objectives of PCA in general - to provide events where the members may enjoy their cars.

The early years of IROC utilized low to medium-speed 'parking-lot' courses. Over the years the events were moved to high-speed tracks. At the time, it was probably a good idea - participation had been high, and the experience the competitors had gained, enabled them to perform well and safely at the higher speeds attainable at these tracks. However, I believe this ultimately reduced series participation in the long run. To a member who has never autocrossed, a high-speed track and the prospect of either damaging the car or at worst being badly 'beaten' by a more experienced driver is certainly intimidating. I know. In May of '79, just before joining PCA,



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I had the opportunity to drive at a high-speed track, but chose not to do so for the very reasons I have just alluded to.

With this in mind, we have decided for the 1982 IROC to return to the 'parking-lot' type event. So ... if you've thought you might like to have the chance to drive your car quickly in a very safe format that emphasizes handling more than pure speed, the '82 IROC series may be just what you've been waiting for.

.....
1982 IROC SERIES SCHEDULE

- July 4** Western Michigan Region hosts autocross at Lear-Siegler in Grand Rapids
- July 31** Michigan-Indiana Region
- Sept. 12** Motorstadt Region

Watch ÜBER ALLES for more details
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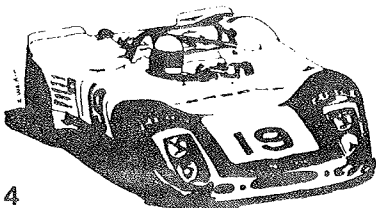
TREAD PATTERN NANCY DUNN

FREE ENGINE ANALYSIS: Car Barn, the local Porsche-Audi Dealer has scheduled its clinic for May 1st. If you are interested in a free analysis of your Porsche call Jan Lanodon at 245-0981 to schedule a time slot. WMR members will converge on Car Barn in the afternoon.

WEST MICHIGAN CAMARO CLUB is sponsoring a paved road rally on May 8th open to Porsche Club, call Skip at 452-9908.

PETER SCHUTZ is the subject of Fortune Magazine. The April 5th issue of Fortune contains ten pages on our favorite subject - PORSCHEs. The article, "The American at the Wheel of Porsche - Peter Schutz", written by David B. Tinnin is filled with insight into our leader and has super photos on the 944, 928, and 911.

MICHIGAN-INDIANA REGION will host a May 2nd Driver's School at Southwest Michigan College's large parking lot. The college is located in Dowagiac, Michigan. Call Larry Grover at 219-255-6576.



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RACER'S BEAT DAVE KRAMER

April was never like this when I was a little kid. April was the time when racing began in these northern latitudes. This year we could have extended the ice racing season.

But, there has been some racing activity around the country, IMSA opened its season with two enduros, and as you probably know by now, the father and son John Paul and J. P. Jr. team won at Daytona and Sebring - and then at Road Atlanta - in a 935. Not bad for an old car that was thought to be outclassed by the all new Lola. In fact, John Paul probably has his Lola for sale after those two races.

Another national racing note is the fact that we may see that Porsche Group C car that you saw on the cover of Panorama a few months ago, competing here in the U.S.

SCCA is currently planning to include European Group C cars in the Can-Am series. So we may be able to go to Road America and watch Porsche dominate (we hope) the

Can-Am just like they did in the early '70's. Watch out Paul Newman!

But wait! There is some local racing news. Remember a couple of months ago when I reported that about a dozen WMR members were competing in a Grand Prix racing series?

Well we've got a real championship race going. After 14 races, it's all coming down to the last race of the season. Nancy Dunn still holds the lead with 73 points, Jan Langdon and I are tied for 2nd with 72 points, Charlie Dunn is in 4th closely followed by Peggy Riddle and Chuck Olenyk. Not far behind that group is another group within a couple of points of each other: Sue Andrews, Frank Wagner, and Rick Riley.

The final race will be on a replica of Road America, produced by Charlie Dunn.

Next month I'll report on the final results of the series, and bring you other racing news from around the area.

□□ NOTE: Last month I mentioned the Turner and Miles book "Winning Autocross and Solo II Competition" -- It is in stock at B. Daltons in Woodland Mall.



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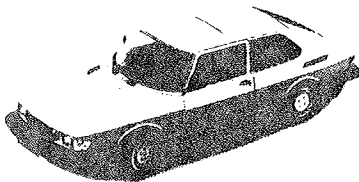
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... WISH I COULD GET BACK ON THAT TRACK DOWN BY KEELER, KNOW I COULD BREAK 50 SECONDS IF MY PERSON WOULD JUST KEEP HIS FOOT IN IT ON THAT OFF CAMBER TURN ONTO THE BACK STRAIGHT ... ZZ ... I WISH HE'D PARK THAT SOGGY INFERNAL SNOW SLINGER SOMEWHERE ELSE, THAT MIXTURE OF OIL AND GAS IS ENOUGH TO MAKE ME GAG ... ZZ ... ZZ ... MAYBE I COULD JUST DOZE OFF TILL IT'S WARMER ... ZZ ... OH THE CANADIAN ROCKIES SURE WERE FUN, ALMOST AS MUCH AS THE RUN DOWN THE CALIFORNIA COAST ... ZZ ... THEN THERE WAS THE TRIP ACROSS CANADA FROM WINNIPEG TO CALGARY AT 100+ MPH, LET'S SEE THAT'S HOW MANY KPH? ... ZZ ... MY PERSON MUST CARE, HE'S BOUGHT ME LOTS OF THINGS, STAINLESS EXCHANGERS, EXCHANGED MY OLD 4 FOR A 5 SPEED, WISH HE'D GET ME SOME XWX'S THOUGH ... PUT SOME STOP BLOCKS ON THE TENSIONERS ... ZZ ... BUT ONLY AFTER ONE FAILED ... ZZ ... ZZ ... THEN THERE WAS THAT RUSTORATION AT STODDARD'S, BET THAT COST A BUNDLE ... ZZ .. TOLD HIM HE'D BE SORRY ... ZZ ... WISH WE HAD A TWO CAR GARAGE, THE OLD 63 MUST BE AWFULLY LONELY ALL WINTER BY HIMSELF ... ZZ ... THAT WAS A NICE RUN BACK IN 76 WITH MAUREEN ... WONDER WHAT A "HONEYMOON" IS? GOT TO SEE THE ATLANTIC THAT TRIP ... ZZ ... YES THAT WAS AFTER THE ABSURD 55 SPEED LIMIT BECAUSE I REMEMBER CONVOYING WITH A DOZEN TRUCKS ACROSS PENNSYLVANIA ... ZZ ... I THINK WHAT I HATE WORST IS ALMOST ALWAYS FOLLOWING SOMEONE ELSE MY PERSON CALLS A "RABBIT" RATHER THAN SETTING MY OWN PACE ... MUST WORK THOUGH, I HAVEN'T BEEN STOPPED IN OVER 5 YEARS ... ZZ ... WONDER WERE WE WILL GO THIS YEAR?

... THE OIL IN MY TANK FEELS LIKE WAX, I HOPE HE CHANGES IT BEFORE TAKING ME OUT ... ZZ ... SEEMS ALMOST LIKE SOMEONE SAID THAT THE GLEN WAS FINISHED AS A GRAN PRIX COURSE, TOO BAD IF TRUE, REALLY LOVED THOSE EASTERN ROADS THROUGH THE FOOTHILLS OF THE APPALACHIAN'S, MIGHT EVEN GET TO CROSS CANADA AGAIN ... ZZ ... WOULD LIKE TO GET UP TO ELKHART LAKE, WENT TO SEVERAL OF THE OLD CAN-AM'S, BOY WHAT I'D GIVE TO FEEL THAT TURBO 917 K ENGINE TWIST MY TRANSAXLE ONCE, PROBABLY BREAK A HALFSHAFT BUT IT'D BE WORTH IT ... WISH MY PERSON WOULD NOT HANG THAT RAKE ON THE WALL ABOVE ME, ONE GOOD BUMP AND IT WOULD FALL TINES FIRST RIGHT INTO MY FENDER ... YAWN ... WAIT ... WAS THAT A ROBIN'S SONG ?



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- 1009 Michigan, N.E.
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- 602 Leonard, N.W.

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FROM YOUR EDITORS:

Chuck, Jan and I would like to thank all the contributing authors, both those with recognizable by-lines as well as those whose pseudonyms confound us all. We hope that Porsche Über Alles is showing you the many interests of the Western Michigan Region and its members. Please feel that we welcome all members to submit their literary endeavors. "To Each Their Own" will be a monthly feature on your Porsche. The style of the article is what ever you want it to be. We will even use interview style if you prefer. Please contact Chuck or I to reserve your centerfold.

Nancy

TO EACH THEIR OWN

CHARLIE
RICHARDSON

ZZ ... ZZ ... FERD' IT'S COLD! IF I COULD ROLL BACK A HALF METER AND GET MY NOSE OUT OF THIS BAG OF TURF BUILDER ... ZZ ... WHAT? ... OH ... STILL SNOW ON THE GROUND ... ISN'T THIS APRIL? ... I SUPPOSE THEY HAD SNOW BACK IN ZUFFENHAUSEN ... ZZ ... ZZ ... THOSE EARLY DAYS ARE FUZZ ... BUILT TO AMERICAN SPECS, FUNNY SPEED-OMETER MARKINGS, SOMETHING CALLED MILES OR FURLONGS OR WHATEVER INSTEAD OF PROPER KILOMETERS, ... DAMP HOLD IN SOME SHIP, ... MEDICINAL SMELLS, STETHOSCOPE IN THE GLOVE BOX

... ZZ ... SOME GIRLFRIEND TRYING TO -- CRUNCH -- SHIFT ... YES DOCTOR I THINK YOU'D BE MUCH HAPPIER IN A SEDAN, YES-SIR WEEL GIVE YOU TOP TRADE-IN ... HOW MUCH? ... ANOTHER PERSON ALREADY! LOOKING FOR A 912? AREN'T 911'S EXPENSIVE TO MAINTAIN? ... OWNS A 356! LOOKING FOR A TARGA ... HOT DAMN I'M SOLD ... ZZ ... ZZ ... THIS NEW PERSON IS NOT ALL BAD, HE'S HAD A PORSCHE FOR FIVE YEARS AND HASN'T DESTROYED IT YET ... DRIVEN IT WINTERS THOUGH AND THIS SODIUM CHLORIDE'S HELL ON SKIN ... ZZ ... NOW THE CLOWN'S SEALING IT IN WITH RUSTPROOFING ... HE'LL BE SORRY ... ZZ ... IF MY BATTERY WASN'T ALMOST DEAD I COULD BACK UP ENOUGH TO SEE IF THAT MAPLE TREE NEXT DOOR IS BUDDING OUT YET ... ZZ ... MAYBE SEE IF ANY ROBINS HAVE COME BACK ... ZZ



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SIX PAK GOES TO BRAINERD FRANK WAGNER

A MULTI-PART SAGA - PART FOUR

AND AWAY WE GO!

Waiting in line for timed runs gave me time to think. The closer to the start line the more I talked to myself. Nord Stern gives you a drag start from the last corner onto the main straight. Even under the best of conditions you can't see the pylons down the straight. My turn was next and I kept telling myself "don't touch anything out there, 6-er". The flag fell and off old "6-er" and I went. Funny how you don't hear anything or feel anything outside of the car. The engine settles into a business pitch and the car vibrations disappear as you bear down on the pylons on the straight. At over 100mph you really concentrate on those ever important brake markers you established on Saturday.

There they are, and there's my brake point. "6-er" danced through the first set just clearing his tail. Our exit speed is high in third gear heading for the Monza wall. Flat out in turn one with a fourth gear change in the middle of it. Level

off and charge the next set of pylons with an approach of about 100mph. Brake, shift, turn, faster than you can actually say it. "6-er's" only chance is to brake deep and hit the corners fast. That set of pylons wasn't as close but I was still shaky. Turn two is a tight right-hander with a good brake area, and a good exit shoulder. As we approach the turn we must shift into fourth again. Now back to third, braking as we down shift.

Through turn two, our next problem is at the set of S turns. "6-er" is geared almost perfect for these. We leave him in third and run the engine up to 7300rpm which is my brake point. The engine helps the brakes and we go through the turns with a steady, flowing, rythmn that a mid-engine car can do so well.

After the S turns we have another set of pylons which doesn't cause us any problems. Now we do some unusual shifting as we exit the right-hander after the pylons. "6-er" is down on power at this turn. We enter the turn around 3000rpm and as we accelerate we must "short-shift" to fourth before the next right-hander. If I don't shift early "6-er" will run out of rpm's in the middle of this net turn and with an exit shoulder that ends in a concrete embankment I don't want to be jumping to the outside as I head to that wall. This turn also exits onto a medium



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long straight towards the last turn, and the beginning of the second lap. It is very important to carry as much speed as possible here. The entrance onto the main straight relies on your braking as deep as possible. You more or less close your eyes, tell yourself that you shouldn't be doing this, then give it all you have. Let the car drift out of this last turn, using all the track. Now we are back to the start line. "6-er" knows we have to go through the whole thing one more time to qualify for one of our two timed runs.

One more time around and we pull in. Not a minute to soon, as the brakes have just about had it. Funny how you can run practice all afternoon and keep some brakes but after two laps of real late braking, notice how low they can go.

THAT'S ALL FOLKS

Everyone managed to complete their laps with great success. The day was about over so we started to pack our gear. I guess everyone out there knows how good a golden brew can be after turning in a good effort. I felt "6-er" had done everything he had been designed to do. When it was over he had come in fourth in class. The black 2.2 'S' with gears took first - about 20 seconds ahead of me. Second went to a beautiful 1967, 424 Corvette that beat me by

fourteen seconds. Third went to the homemade turbo 911 by less than half a second. Larry Grover, Firm, Dan Williams, and Nick Brenkus all placed in the top three in each of their classes. So our small group turned out alot of winners and earned a round of applause at the trophy presentation.

The drive back from the Great North country is always long. I keep telling myself that I have to stop this running around. Who in their right mind would drive 600 miles to autocross a silly car? Any of you want to go this year?

I'd like to thank Nord Stern Region for the event. It is by far the best autocross event I have ever attended. Hope some day Western Michigan members will send a caravan to try Brainerd. Till that time "6-er" and I will see you at Grattan!



MELLOW MUSIC
ninety, three fm



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PORSCHE PUSHERS PERSONALITIES

JANET LANGDON

First of all I want to thank all of the members who have thus far completed and returned the membership survey. Your comments are very important and helpful for the success of the club. Those of you who have not yet sent your survey back, please do so. We want everyone's opinion, so if you do not send it back we will be calling you. Once all of the information is compiled we will respond to you through the newsletter, or individually if necessary. The WMR board wants to make this "your" club!

Our membership is still growing and with summer coming on we should become even larger. Just this month we increased our numbers by four.

One is not really a new member, but a former member who has been re-enlightened. Gerald (Bing) and Maryellen Kolk have returned to our midst. They and their black 74 Carrera live at 2728 E. Chester Drive in Zeeland, 49464 and can be reached at 772-9578. Bing and Maryellen's main interests in Porsche club are tours, social events, and rallies. Welcome home!

Another new member who saw the light is the brother of one of our old-time members, Jerry Pruis. John and Debra Pruis live at 7261 Red Bud Lane S.E., Grand Rapids, 49506 and can be called at 676-9767. They drive a silver 74, 914-2.0, and are interested like Bing and Maryellen in socializing and rallies. John and Debra want to find out more about autocrossing. I'm sure Jerry can help in all of these areas.

I got an interesting call about our nexy new member, Paul Bos. Paul's father called to find out how to submit an application to PCA in order to give Paul his membership as a birthday present. Happy Birthday, Paul! Paul drives a red 914 and (according to his father) is interested in all activities. He lives at 612 Ruddiman Drive, North Muskegon, 49445 and his number is 744-1379. Hope to see you out at the next event and bring your Dad along sometime.

Last, but certainly not least, I want to introduce David Vermetten and Cynthia Lewko from 1708 East Front Street, Traverse City, 49684. David's number is 941-8604. David and Cynthis drive a black 76, 914 which has had experience in rallying. However, they are also interested in socializing, concours, autocrossing, and gaining more technical information. Hope you can make it down soon to meet us!

Everybody keep your eyes open for all the Porsches that will soon be coming out of hibernation and tell them about WMR-PCA.



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S.O.L.D.

GRATTAN '82

S.O.L.D. (Season Opener Lapping Day) on May 8th will mark the beginning of WMR's second season at Grattan Raceway. WMR's events are being master-minded by our Speed Event Chairman, "Uncle" Frank Wagner. May 8th will be a Saturday only event, and will be open to all PCA members, "run what you bring".

Registration deadline for the event is May 1st - your dollars should be sent to WMR-PCA, c/o Charlie Dunn, 1932 Chamberlain SE, Grand Rapids, MI 49506. Fee for the day is \$35.00 pre-registered, \$45.00 day of event.

We will offer you the opportunity to order the hunger-pleasing J.Poppas sub-sandwiches for lunch - this done as you enter the gate day of event. We are still working on an after-event get-together.

We will have some driving instructors available at this event so don't let your non-experience keep you away. We want everyone to have a safe, fun day.

The sunshine, warm weather, and good times already have been ordered for the day. Don't miss out on S.O.L.D., it will be great training for you and a preview of our two-day school in August.

If you have any questions just give Charlie 616-243-8065, or Frank 616-245-0981, a call.

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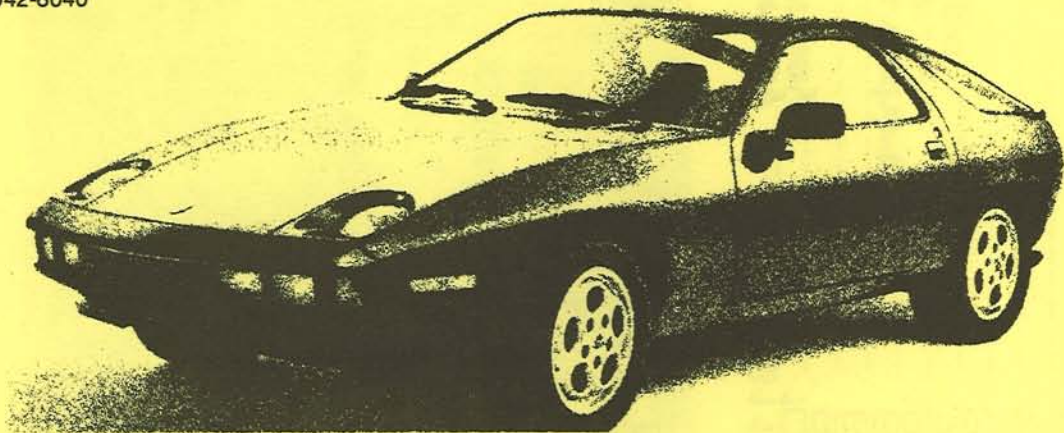
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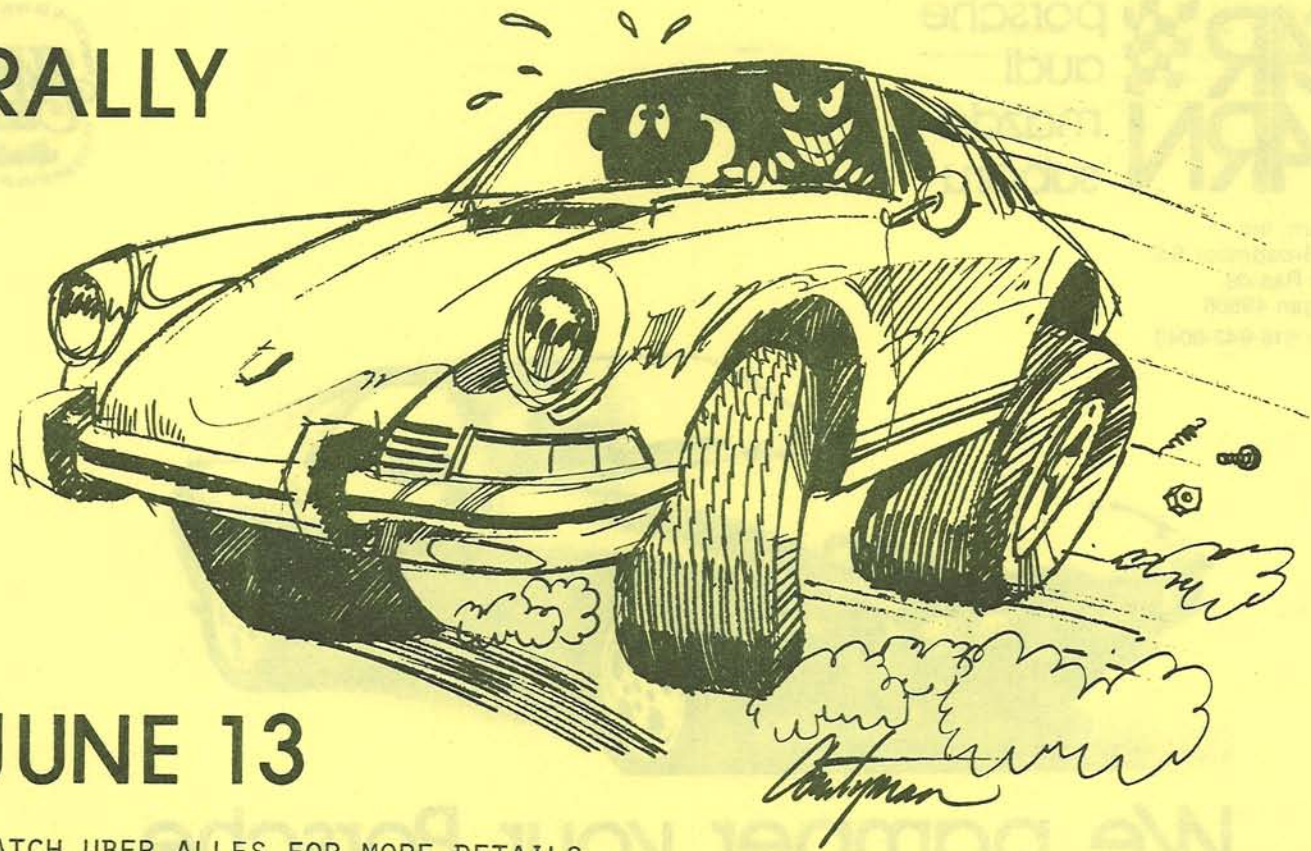
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RALLY



JUNE 13

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