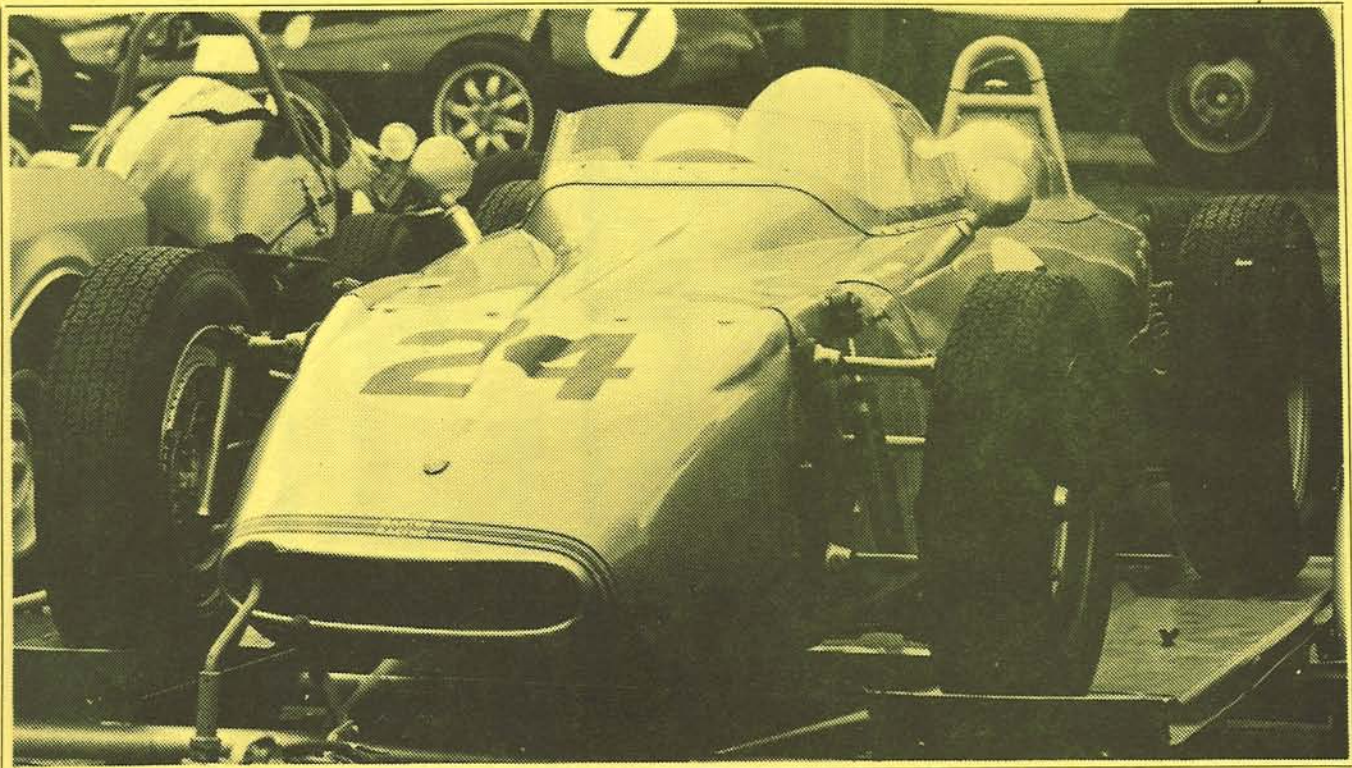


PORSCHE
ÜBER



ALLES

SEPTEMBER 1982



PORSCHE ÜBER ALLES



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JOHN LACKO CAUGHT THIS PHOTO OF A VINTAGE
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KALENDAR



- 10/2 *WMR* OCTOBER OPUS AT GRATTAN
CHARLIE DUNN 616-243-8065
- 10/2 *WMR* IROC BANQUET
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- 10/3 *WMR* COLOURALLYE II
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- 2/12/83 *WMR* WINTERFEST
MAUREEN RICHARDSON 364-9841

SCHEDULE OF UPCOMING BOARD MEETINGS

OCTOBER 6TH

CRAIG PAULL'S
1529 SYLVAN S.E.
GRAND RAPIDS, MI
243-7313

NOVEMBER 3RD

JOHN AND NANCY LACKO'S
2146 WAITE AVE.
KALAMAZOO, MI
344-4764

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DÜNNSPRECHT CHARLIE DUNN

October Opus at Grattan on 10/2 will be our final track event this year. The format will be the same as in the past -- lots of track time. For all the "Drivers" out there -- this event is one you won't want to miss. The combination of cool, crisp Fall air and the early Fall colors are sure to give everyone vivid memories to carry them through the coming Winter.

Color Tour/Rally '82. Chuck and Lynne Olenyk are our Rally Masters and it's sure to be a super day. Please note that the date has been moved up to 10/3/82 -- because the color in Western Michigan is supposed to peak about then. This is the last driving event of the year and will culminate a weekend of driving, so don't miss it!

Have you got an idea or a suggestion for an event you'd like to see WMR put on? If so, please let me know before the end of October. November 14th is the Zone-4 Presidents' meeting and we will be planning next year's calendar before that date -- so give me a call, if you have a comment or suggestion.

I.R.O.C. Banquet will be on 10/2 -- check the flier in this issue. Congratulations, to the overall I.R.O.C. winners, (by the time you read this, the final event will have been run). Even if you didn't participate in I.R.O.C. this year, you're certainly welcome to come out to the Banquet.

Can you believe it. Winterfest '83 was a topic at the September Board Meeting. The date has been set, February 12th, and it will again be held at the Grand Rapids Marriott Inn. The River City Jazz Band will be providing the entertainment. Reservations are \$20.00 per person and are currently being accepted by Chairperson Maureen Richardson. Thanks, Maureen for a super job of planning definitely showing all of us how to take a "Turn of Events" flat out.



PORSCHE ÜBER ALLES



PORSCHE PUSHERS PERSONALITIES JANET LANGDON

Letting you know all of the people who have renewed again and how long they have been with the club.

Our old timers of the month are J. Dean and Mary Scheerern from Mackinaw City (which is probably why we don't see much of them.) They have been with the club since September of 1972. Happy 10th Anniversary.

Our new members this month are:

Rev. Gary and Jackie Burdick
1333 Philadelphia S.E.
Grand Rapids, MI 49506

Gary and Jackie are transfers from Northern New Jersey Region. They drive a silverblue 911 and have two small children.

Something New -- Porsche Club Anniversaries.
Every month now I will be

But members of even longer standing are Bill and Mary Tuttle, who joined in 1967. Bill has served our region as President.

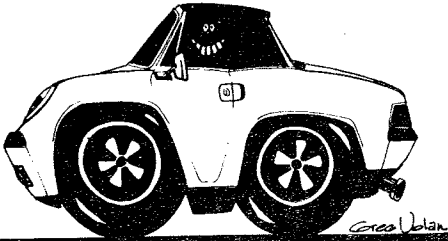
Our other Anniversaries are both transfer members. Bill and Nancy Browne have been PCAers for 8 years, and John and Nancy Lacko for 2 years.

Congratulations to all of you.





PORSCHÉ ÜBER ALLES



SIX PAK TO GO SIX PAK

The August 82 "Uber" with its "state of the art 914/4" article was very interesting. However this 914/6 would like to bring up a few facts to help sort out your 914/4.

In the Intermediate Class, mention is made of 19 m.m. adjustable front sway bar with 140 or 180 lbs. rear springs. The only fault I have with that is the 180 lbs. rate. If you install that large a poundage in the rear, with a 19 m.m. front bar, you will plow on the short parking lot course. With a 19 m.m. front bar, your maximum rear spring rate should be 140 lbs. There are also 100 lbs. springs available with a 1 inch ride height reduction. For you autocrossers out there that still have

to use your car to transport twelve dozen eggs on shopping day, Stock 914/6 springs are 60 lbs. and 914/4 were 40 lbs.

Also Bilstein shocks are mentioned in that Class. One must remember that Bilstein Gas shocks work opposite Koni, Boge and Kontrolle shocks. Koni's are hard to compress. Bilstein's are hard to extend. At this time I ran Bilstein's, but feel the Koni to be a superior shock. Also I've heard alot of good reviews about the Kontrolle shocks from the West Coast. Both have excellent guarentees as does Bilstein. The Mulholland shock is a good shock and probably the least expensive. It also rides the hardest and allows the least in "suspension turning". In my opinion, it's too hard a shock for the open top 914, unless you know your only driving on smooth surface tracks. One last point about shocks. The manufacturer of a shock builds them to complement each different car front to rear. In my opinion mixing brand shocks will cause different response between front to rear tires and wheel travel.



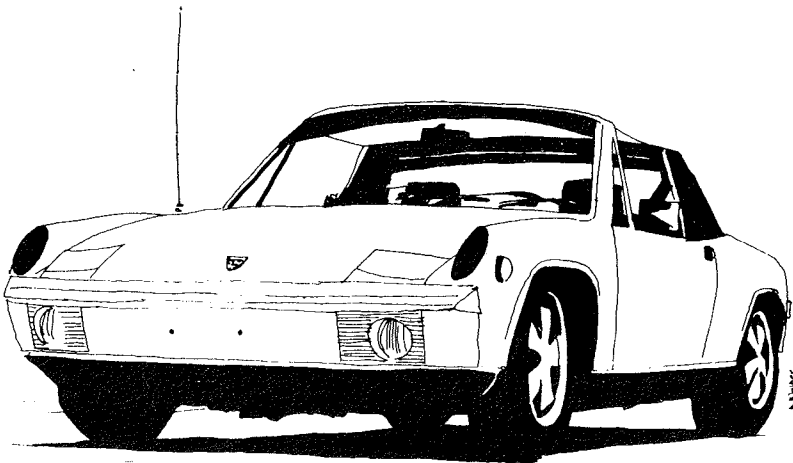
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The 60 Series tires are an excellent idea. The Fulda Y-2000, Pirelli P-6 or the Phoenix 3011 all provide excellent handling. You must keep in mind that you will gain about a 10% increase in your indicated mileage and speed. In other words, if you show 60 m.p.h. on your speedo you'll only be doing about 54 m.p.h. Naturally we must take into consideration what size wheels and tires your cars were delivered with from the factory. One thing deserves mention, for all you 914 owners that have carburetorated your cars, Your P.C.A. class bounce is so tough that you might as well buy the P-7 super tire. If cash-flow is a problem, start

looking at the Rally P-7. Both Chuck Olenyk and the German Auto Service Racing Team (Team Deutsch) have had excellent traction with that tire.

Since my owner Frank has started working at the Car Barn Porsche/Audi he has talked to some interesting people. He has been working with the "Automotion" people just outside of San Fransico. Car Barn has allowed him an oppportunity to sell auto-cross parts most people will need for their Porsches. Ferodo brake pads, different type shocks, adjustable sway bars etc.,etc. It might be a good idea to contact him in the Car Barn parts department for your needs.





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RACER'S BEAT
DAVE KRAMER

I've autocrossed at Road America with PCA. I've even raced there in my Rabbit with Midwestern Council. But I've never watched a big time sports car race there. For August's Pabst 500 IMSA race, I decided to change that.

Sue Andrews and I went up there to watch the main event on Sunday, after racing in Milwaukee on Saturday. (Dan Dixon won his race at Milwaukee, Nancy Dunn finished 3rd, I finished 2nd in my class).

Two other members of WMR-PCA were already up at Road America. Bob Shedd and Rick Riley. They were crewing for Chicago region member Phil Byrd, driving a GTO Porsche. (He dropped out after 67 of 125 laps).

For those of you who have been to Road America for an autocross, you know how easy it is to wander around

to almost any corner and get close to the action. I was a little concerned at first that with a big crowd, we would be seriously hindered. Not so, Although it wasn't the biggest crowd Road America has ever seen (a little over 25,000), it looked packed to me (I'm used to seeing less than 200).

But with four miles of road course to spread out around, there were no problems, Since I didn't have my Porsche and the AMC Eagle is too tall to disguise, we couldn't park in Porsche Park. But we had no problems anywhere else.

We watched the first five laps or so from turn one, which is the only place to be for the start of the race. From there, we traveled from brat stand to brat stand.... ah....corner to corner, that is, to see all of the action.



MELLOW MUSIC
ninety three fm

Unfortunately, toward the end, the race took on the look of a parade that so many endurance races do. As you've probably already read in Autoweek or Ontrack, John Fitzpatrick and David Hobbs led virtually from flag to flag, John Paul Jr. got the high finish he needed to further open up his points lead (he took 2nd), and 3rd place went to the new Jaguar in its first ever race (the Jag was 1st of the non-Porsches). Danny Ongais and Ted Field dropped out around the halfway mark after running 2nd most of the time.

By the end, the track announcer was getting pretty desperate for action to report on (the battle for 5th place was great).

I'm glad I didn't have to make the decision on rain tires that the team managers faced. It was threatening rain from the very start, but except for a brief drizzle, never materialized. But boy was it threatening.

Road America is a super track. In my opinion, with the demise of Watkins Glen, Grand Prix racing belongs there, instead of on the artificial courses they're making now. Imagine Ferraris, Brabhams, etc. coming into turn 5...

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TO EACH THEIR OWN FRANK WAGNER

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

Walked out to the garage and opened the overhead door. Sixer started pawing the ground with his bald XWX tires. "Are we going out to play?" he asked. Unfortunately no, just a bath and a quick physical to check him out. His front spoiler started to droop with this news. Seems its been awhile since we laid away a few 911's at an auto-cross. Sixer doesn't realize that his two liter displacement is obsolete these days. Giving way to the heavy breathing 2.4 and bigger six cylinder engines.

A lot of you may wonder how 6-Pak and I ever got together. It's not too long of a story, so sit back, pour a cool one and read on.

It was April, 1974 in Chicago. Chicago Region was putting on an excellent drivers school with rotating classroom and driving sessions at Soldiers Field. At the time I owned a much modified 356B coupe. As is always the case, I was kind of looking for an unusual six cylinder open top Porsche to maybe replace my hot running coupe. You know how everyone always looks for maybe that little bit extra. 6-Pak was owned by a couple and has "4-Sale" in masking tape along the top of his windshield. It was love at first sight. A good friend of mine was a Porsche mechanic so we went for a ride in Sixer during lunch break. "Not as fast as he should be" "no big deal, couple of bucks



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here, a couple of bucks there", "Yeah, he's solid". Back to the owner I went, "how much", "doesn't sound too bad", "I'll go to the bank Monday morning and talk to them".

Two weeks later and a couple of sleepless nights thinking about him, and he was mine, and the banks. Mostly the banks car though, you know how that goes.

The previous owner had kept him clean, but not much in the wax department. For a solid week Sixer and I spent our time in the garage blackening his black, waxing his tangerine, and buffing his chrome (much less chrome these days). Finally he was ready for public display. We went to a Chicago Region rally together and everyone made comment of his new appearance.

For the first two years, I didn't change much on him. We added front and rear bars and gave him a tune-up and valve adjustment right on time. But I had decided not to pour money into him like I had my 356B. I had lived in fear of breaking his small but expensive engine one day. I even had a tape by his red line with dollar signs stamped on it.

Little by little the speed bug started biting again. My job got better and better, and I started learning more and more about the car. First came XWX tires, (the P-7 of yesteryear), then the Weber carbs got bumped up to European specs. Then the 911S big alloy calipers up front with crossed drilled rotors all around. Removal of the rear bar and replace the rear springs with some trick stuff. Relower the car a bit more and align it. The car was fantastic, almost totally ruling his class at Brainerd and Road America. But as will always happen, he started getting old. Eighty-five thousand miles later he started with the funny sounds. You know those sounds, "something ain't right" type noise even though he ran fine. So a phone call to J & M in Chicago for an appointment and it was time to bring all the parts I had been buying over the years to him. Well as prepared as I was for 6-Pak's engine job, I still needed to put more money into him. Seems I had almost destroyed two pistons and one cylinder over the years. Not to mention two 911T cams that weren't much like "T" cams anymore. Just so happens Stoddard had two liter

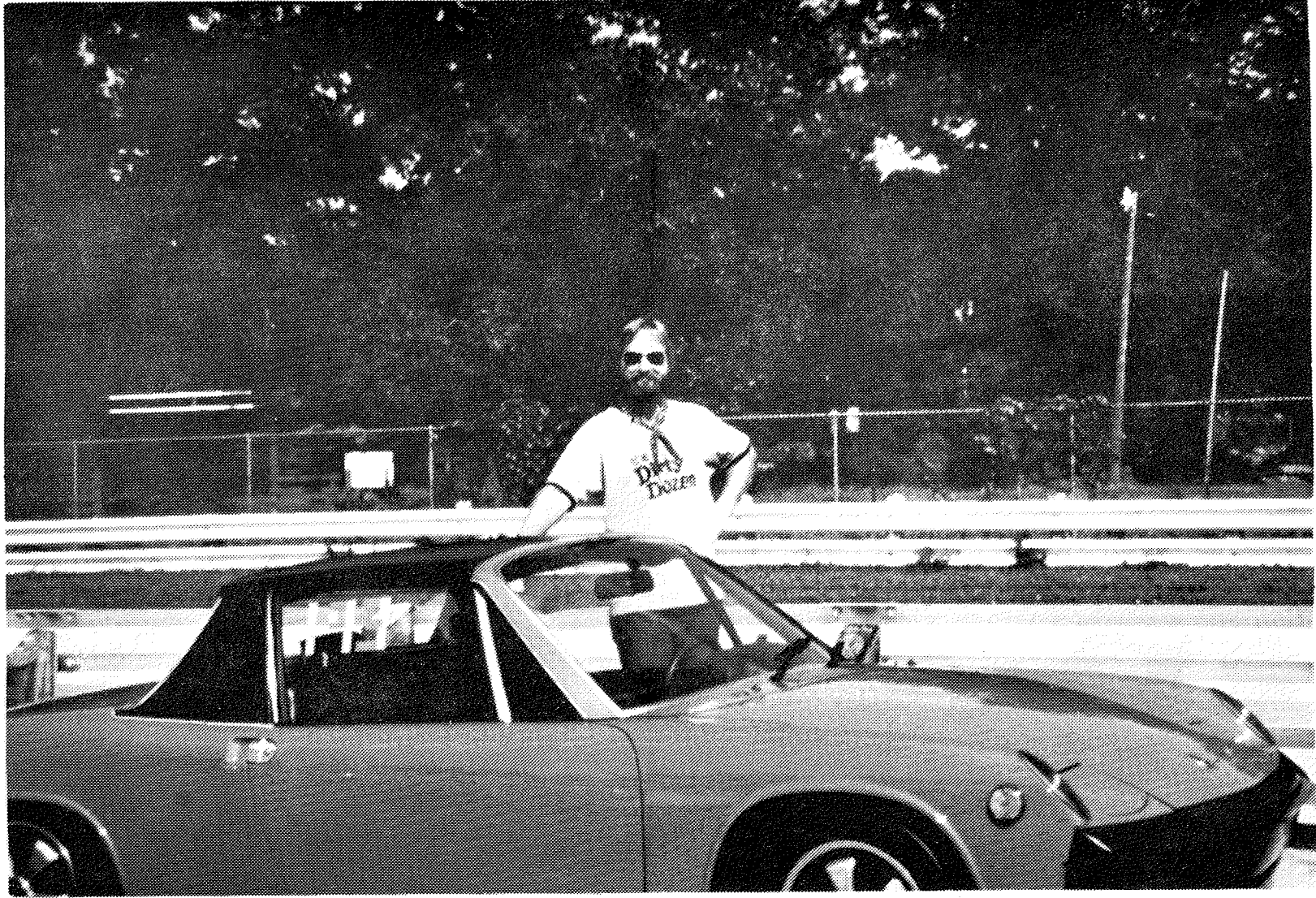


PHOTO BY CHUCK OLENYK



PORSCHE ÜBER ALLES



911S pistons and cylinders on sale that month. And old Jake just happened to have a set of used two liter "S" cams on his shelf at the shop. Plus he had a cooked 1968 911S out in the yard with its original distributor in it. Some bucks and horse trading gave me the engine that beats in 6-Pak's engine compartment today. With the added free flow air filters and the factory sport muffler, he's one noisy dude. But you really don't mind the sound too much, because it's all the right music.

Every winter 6-Pak gets too much money spent on him for one thing or another. And now that I work at the local Porsche/Audi dealer it makes

it even harder not to spend money on him. I've talked to 914/6 owners in California, Kentucky, New York, and locally, getting the latest "hot set-up". You can imagine what P-7's would do to Sixer's ego. Trick gear box, who? 6-Pak! You mean you can put a chassis kit into a 914? Are you sure 911 rear brakes with vented rotors will fit on the back of a 914/6?

Yeah Sixer, maybe we will go for that ride after all. You may need the exercise for the next auto-cross. There's a baby blue Carrera out there that almost always finishes just ahead of you. Maybe you're not so old after all.

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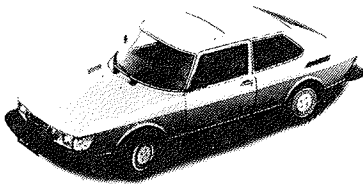
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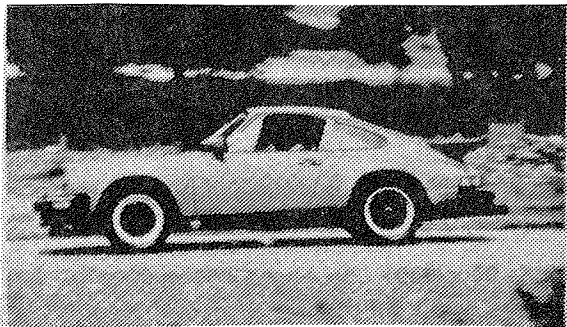
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GRATTAN DRIVERS SCHOOL

FRANK
WAGNER



Like to start off this article with a thank you to everyone who showed at the two day drivers school at Grattan Raceway this year. We had a smaller turn out then expected which led to maxium track time for everyone who attended. The weather was 100% in favor of our good times. Sunshine, and ideal temperatures made for a great weekend.

I must make mention of a couple of very important people to whom much credit must go for this event. Charlie and Namcy Dunn did everything in their power to make this event a success. Not to mention the hours of pre-event work and organization they put in. Also thanks must go to Janet Wagner for handling the sandwich making committee and handled

the food for our region. Of course thanks to all you who worked corners, the start line, or in some way helped out around the track. Also thanks to "Riley's Bar and Grill" for the inbetween days driving party. Grand Rapids would no longer be on the map if Mr. Riley ever took his stereo out of town.

Our next outing at Grattan will be Oct. 2nd. We again will have instructors available to novice drivers. We want everyone to have a good time. That night Mr. Riley has again offered his home and stereo to the P.C.A. members and track participants to party hearty at. Hope to see some new faces out there. And as usual I'll enjoy seeing the old faces lapping at Grattan.

See ya's all Oct 2, Bye.



EVENT REPORT



LADY'S TOUR LYNNE OLENYK

The trip to Saugatuck for the Porsche Club Ladies certainly lived up to the sunshine and good friends, but not necessarily Porsches. Out of five cars, which incidently was lead by "lead foot" Shari Hoek in her all-American Chevy Malibu; only 2 of this lively pack were Porsches. The lucky ladies driving them were Marci Thieme with Janet Langdon, and Juanita Weersma with Jan Bergsma. Trying desperately to keep up with the wild ones, were Lori Petertyl and her friend Sandy in an Olds Omega and myself with Lee (a friend of Joe Griers) in the Bimmer -- at least I didn't have my Mustang -- we would've met them a week from Saturday.

At any rate, this gorgeous group of WMR ladies decended upon Saugatuck with our first major problem -- all our reserved parking was taken by a group of sight -- seeing shoppers for a street sale -- what to do!! Fortunately, we found a quiet school a few blocks away and parked there. 2nd problem -- we only had a few minutes to meet our departing boat and we were FAR away! Leave it to our fearless leader Shari, "Lets get into my car and we'll drive

to the boat. Hopefully we'll find a place to park". Believe it or not, 9 women and one large cooler fit into the car. Saugatuck here we come! Well, once again luck was with us -- we found a parking space right across from the boat landing!

The group ascended upon the Queen of Saugatuck for a wonderful ride down the Kalamazoo River. Food beverage and lively conversation was flowing from one end of the boat to the other. Pity the bachelors we passed along the way!! -- they'll never be the same!

After the ride, we joined the street walkers (that didn't sound right!) downtown for some heavy-duty shopping. Wait until you see Lori P. in her black dress she bought -- hold on to your hats!

We finally ended the day at Coral Gables for a "one for the road" -- well maybe 2 or 3!

Our ride back to G.R. seemed much quicker -- possibly because a 911SC cuts the wind much faster especially at the hands of Marci Thieme. (Now Paul, we weren't going much over 10-- just kidding!)

For the ladies who didn't join us this year -- please make it



PORSCHE ÜBER ALLES



a point next year -- it's
a day all for you!

P.S. All the ladies involved
in the tour would like to extend
their "thanks" to my parents,
Mr. and Mrs. Nelson, for allow-
ing us to their home for morn-
ing coffee and rolls.



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BOARD MEETING



Minutes -- September 1, 1982, as submitted by Jan Bergsma for Gary Petertyl.

Present: Charlie and Nancy Dunn, Doug and Shari Hoek, Chuck Olenyk, Lance and Juanita Weersma, Bob Shedd, Janet Wagner, Craig Paull, John Lacko, Marci Thieme, Charlie and Maureen Richardson, Steve Locke.

Meeting called to order at 7:50 p.m.

Minutes of August meeting accepted as presented.

Treasurer's report accepted.

MEMBERSHIP -- 110 members -- discussed several ideas for new name badges.

UBERALLES -- in the mail.

PORSCHEMPORIUM -- no sales.

AUGUST GRATTAN -- Frank Wagner and Charlie Dunn discussed merits of two day event -- too much track time. Consider for next year, timing or one day events only.

WINETOUR -- Flyers mailed.

KALAMAZOO EVENT -- John Lacko submitted details of informal gathering.

OCTOBER-OPUS II -- Flyer in UBERALLES.

I.R.O.C. 9/19 -- I.R.O.C. Banquet 10/2 after October Opus.

OCTOBER COLOR TOUR -- Chuck and Lynne Olenyk are organizing event.

NOMINATING COMMITTEE -- ballot in UBERALLES, to be sent to Rick Riley. People accepting nominations: President -- Craig Paull; Vice-President -- Gary Petertyl; Treasurer -- Chuck Olenyk; Secretary -- John Lacko.

WINTERFEST -- February 12, 1983, \$20.00 per person at Marriott. Room rates \$46.00. Dinner, dancing to River City Jazz. Sunday brunch will be organized as separate event.

NEW BUSINESS -- January 15, 1983 is Cross-Country Ski Party at Hoek's, to include a cooking contest.

Driving Event Safety discussed. Motion to reaffirm standing policy that the only people permitted in cars will be registered entrants and designated instructors. Motion to form a temporary committee to formalize safety ideas. Committee appointed by President -- Steve Locke, chairman; Craig Paull, Bob Shedd, and Doug Hoek. Preliminary report by next board meeting.

Motion to adjourn at 9:36 p.m. -- Pass.





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FAST AND STRONG. \$17,500. PRICE IS
FIRM, NO BARGIN HUNTERS, PLEASE.
CALL: FRANK WAGNER 616-245-0981
1545 PHILADELPHIA SE
GRAND RAPIDS, MI 49507



everybody eats there!

4 Locations

440 Bridge, N.W.
1009 Michigan, N.E.
449 Bridge, N.W.
602 Leonard, N.W.

PRESENT THIS AD FOR
A FREE HOT DOG!



PORSCHEMPORIUM



Satch Carlson probably thinks we sell gold chains and other trendy trinkets through the Porschemporium. In his column in a recent AUTOWEEK, he brought out all the old West Coast stereotypes about what kind of people Porsche drivers are. You know the image; silk shirts open to the waist, heavy gold chains around the neck, more concerned with maintaining the image than maintaining the car. The kind of guy who traded his Seville or Mark for a Porsche. Sorry, Satch, no gold chains, coke spoons or similiar items available nwo or in the foreseeable future. If you have joined PCA in the last couple of years or sooner, you may be wishing for a set fo Panoramas that went back even further. Porschemporium has the answer to your Porsche accessory cravings as usual. The Up-Fixen series of books contain the reprints of the best technical articles from Panorama. Up-Fixen IV covers 1972 to 1976. Among the wide range of topics covered are; 911 chain tensioners, 914 maintenance, window lifts, and RUST PROOFING.

Up-Fixen V covers 1977 to 1980 and contains hard and cold facts plus subjective judgement calls on such things as: oil selection, 911 door holders, 914 electrical spooks, Blaupunkt radios and 356 Porsches. Up-Fixen IV sells for \$7.00 and Up-Fixen V sells for \$12.00. Of course they are available from our stock right now.

On our consignment shelf, we have available a 924 Bra at a very reasonable price of \$30.00. This is a new item and has never been used. It has the front license plate opening and is flannel backed. We would like to hear from you if you have any suitable items that you would like to sell on consignment through Porschemporium. Give us a call.

Send a SASE for a complete list of items available through WMR Porschemporium c/o Nancy and John Lacko
2146 Waite Ave.
Kalamazoo, MI 49008
616/344-4764



PORSCHEMPORIUM



Clockwise from top: Up-Fixen IV & V Panorama reprints \$7.00 & \$12.00, Porsche embroidered towels \$7.50, WMR-PCA Car Badge \$7.00, Think Porsche License Plate Frame \$3.00, WMR-PCA Patch \$2.00, PCA Key Case \$4.00, PCA Car Badge \$12.00, 1/43 Solido 928 \$7.00, PCA Baseball Cap \$5.50, PCA Patch \$3.00, WMR-PCA T-Shirts \$6.00 - \$9.00.

PORSCHE

CAR 
BARN porsche
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CarBarn, Inc.
3000 Broadmoor S.E.
Grand Rapids,
Michigan 49508
Phone 616-942-8040



We pamper your Porsche.



WESTERN MICHIGAN REGION PORSCHE CLUB OF AMERICA



PORSCHE UBER ALLES

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

KURT & SHIRLEY WIRTH
7413 SHEFFIELD DR. SE
ADA, MI 49301



To:

OCTOBER OPUS AT GRATTAN

10/02

TECH: 8 TO 9 AM

THIS WMR SPONSORED EVENT IS OPEN TO ALL PCA MEMBERS
RUN WHAT YOU BRUNG
THERE WILL BE NO TIMING ----- NO TROPHIES

**PREREGISTER:
\$35 PER CAR BY 09/24
\$45 AT GATE**

CHECKS PAYABLE WMR-PCA

SEND PREREGISTRATIONS TO:

PEGGY RIDDLE
1379 VINELAND SE
GRAND RAPIDS, MI 49506

616-241-1263

**WESTERN
MICHIGAN
REGION**



IROC BANQUET

10-2-82

Following the October Opus at Grattan, we'll meet at Mother's (rated "A" by Pete and Tuti, and recommended by Grandma Moses!) for dinner and overall IROC awards.

Mother's
3440 Plainfield N.E.
Exit 33 I96, North 2 blocks

Bring reservations to the last of the IROC series on 9/19: IROC 111.

or send check and entree choice to:
Bill Moses
6506 Clover Ave
Jenison, Mi. 49428

Details: Cocktails (on your own) 6:30
Dinner 7:30
Awards 8:30



We will be seated in a private room. Come as you are from the track.
All the following dinners include: vegetable, potato, salad, beverage and dessert, plus tax and gratuity.

Please select from one of the following entrees:

Sizzler	8.50
Ribs	8.50
Boston Scrod	9.50
Chicken Breast Florentine	9.50

Dancing/Band in the lounge after 9:00pm.





CÖLÖRALLYE II



OCTOBER 3RD

JOIN US FOR A VERY LOW KEY RALLY ON WHAT PROMISES TO BE THE PEAK WEEKEND FOR FALL COLOR OVER SOME DEFINATELY PORSCHE STYLE ROADS. WITH WINTER CLOSING IN THIS COULD BE ONE OF YOUR LAST CHANCES THIS YEAR TO ENJOY YOUR PORSCHE.

REGISTRATION: 12:00 - 12:30 PM

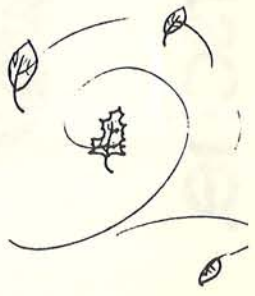
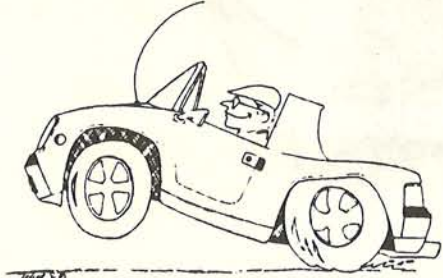
FIRST CAR OFF: 12:45 PM

EQUIPMENT: PAPER, PENCILS, CALCULATOR

FEE: \$5.00 PER CAR

WHERE: SW CORNER OF ALPINE AVE. & 4 MILE RD.
GRAND RAPIDS, MI (OLD C. BELL CHEVY LOT)

RALLYMASTERS: CHUCK & LYNNE OLENYK - 874-8142



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gaskets 10/2
Time 204
v 203
v 202

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