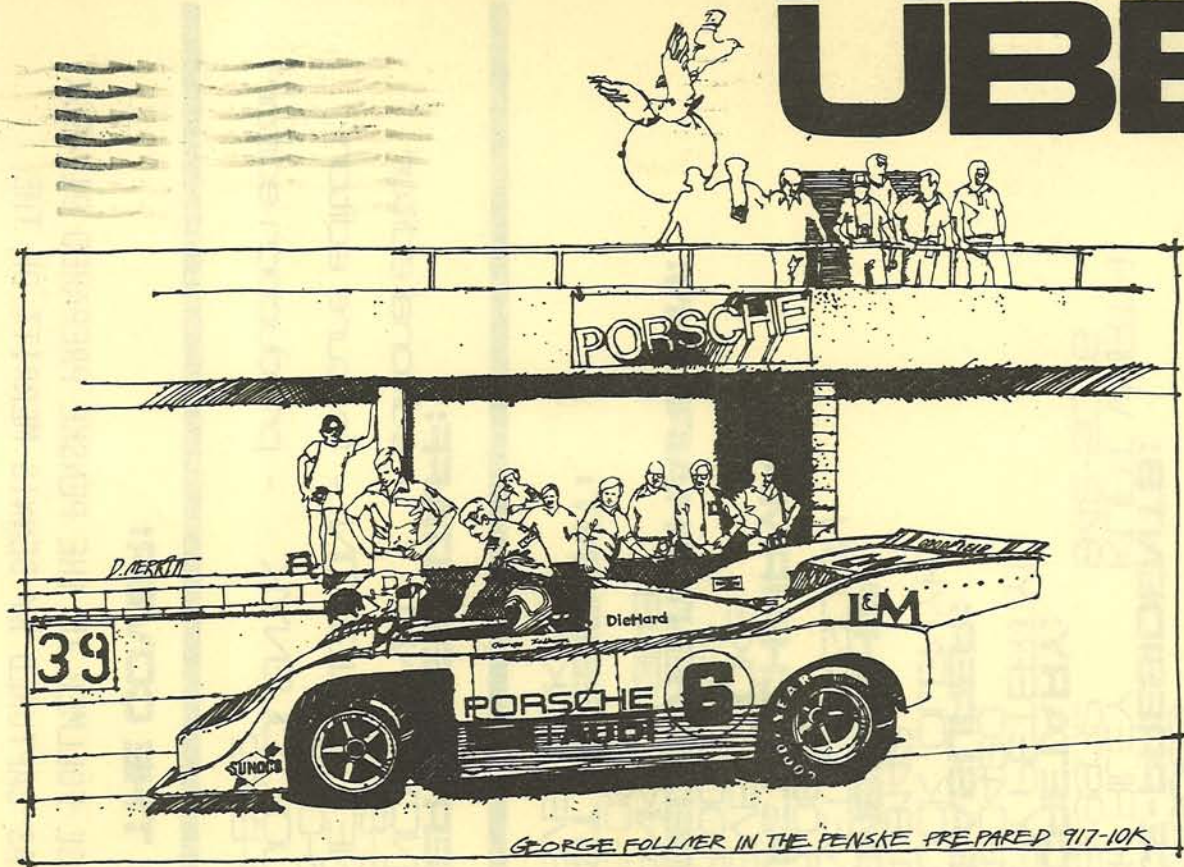


PORSCHE  
**ÜBER**

**ALLES**

NOVEMBER 1982





**PORSCHE  
ÜBER ALLES**



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- editorial editor

243-8065

JANET LANGDON

- feature editor

245-0981

CHUCK OLENYK

- production editor

874-8142

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**ON THE COVER:**

GEORGE FOLLMER IN THE PENSKE PREPARED 917-10K

AS CAPTURED BY DENNIS MERRITT OF THE

SAN DIEGO REGION



# KALENDAR



11/20/82

WMR

HOT TUB TURKEY DAY  
JUDY CULL 452-0781

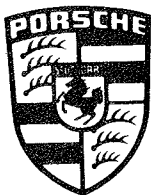
2/12/83

WMR

WINTERFEST  
MAUREEN RICHARDSON 364-9841

## SCHEDULE OF UPCOMING BOARD MEETINGS

DECEMBER 1, 1982



CHARLIE AND NANCY DUNN  
1932 CHAMBERLAIN S.E.  
GRAND RAPIDS, MI 49506  
616-243-8065

FACTORY RECALL -- OF JOHN LACKO'S  
OCTOBER UBERALLES ARTICLE, THE  
ROGER TEGLEY REFERED TO WAS ACT-  
UALLY DOUG TEPPER, SORRY DOUG,  
BUT YOU HAVE TO UNDERSTAND, LACKO  
ALSO TALKS TO AN INVISIBLE GIANT  
WHITE RABBIT NAMED HARVEY TOO!

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.

One year subscription price is \$10.00. All correspondence, contributions should be sent to office of publication, c/o C. Olenyk, 6416 Egypt Valley Rd. NE, Rockford, MI 49341





## RACER'S BEAT DAVE KRAMER

The racing season is over. My wallet is grateful, but the rest of me is ready to get back on the race track now, Heavy Sigh.

Team Deutsch put on a spectacular display at the next-to-last race. The three hour enduro race for showroom cars on Saturday October 2nd started the weekend off.

Dan'l Dixon and Dan Conklin were on the Showroom B pole, a TR-7 was second, Sue Andrews and I were 3rd, Bob Shedd co-driving a stock 914 was 4th, and a Scirocco was 5th.

I got a good start and by the end of the first lap was right on Dan'l's bumper with the TR-7 right behind. Then we both started to pull away from him. After about six laps of this Rabbit express, I found an opening and got

around Dan'l. There definitely were no "team orders" about who should take the lead. Dan'l and I were both going all out, and having a great time.

This is when things started to get exciting. A Madza hit me in turn 7, which had me worried about whether anything was damaged enough to keep us from finishing. As it turned out, it was just sheet metal damage, and I was able to keep going, holding off Dan'l.

Shortly after this, he made an early pit stop with some kind of handling problem. Bob Shedd also pitted at this time for a drivers change, and the 914 vapor locked. It took them six laps to get restarted.

Next I came in for an uneventful fuel stop, and Sue took over behind the wheel. She entered the track still in the lead, and never gave it up.

Dan Conklin was driving by now, and had moved back into 2nd place after that TR-7 started to have problems of its own.



# PORSCHE ÜBER ALLES



That's how we finished. Team Deutsch Rabbits in first and second, Bob Shedd and Clay Brown's 914 in 4th. This was a terrific improvement over last year's enduro, when my Rabbit parked itself with no brakes in a swamp at the halfway point.

I'm also happy to report that this win clinched the Midwestern Councils Showroom B Championship for me. Quite an improvement over last year.

Even though three hours is a long race for us, the basic philosophy doesn't change. Our cars are reliable enough that you treat it like a sprint race. The only difference is the

pit stop. Charlie Dunn was the main organizer for our pit stops, making sure our crew was ready with gas and anything else we might need. Our stops were very smooth. We were required to make at least one stop of at least 3 minutes. In each case the cars were ready in less than that time.

As I said, the enduro was sweet. The next day, was just as sweet. Dan'l Dixon took 1st in Sedan-3, Charlie and Nancy Dunn took 2nd in Sedan-3, Sue and I third in our Showroom car with slicks.

Next month, I'll let you know what happened in the last race of the season, as well as recap some of the national racing series that Porsches are involved in.



## Headquarters

FINE HAIRSTYLING FOR MEN AND WOMEN

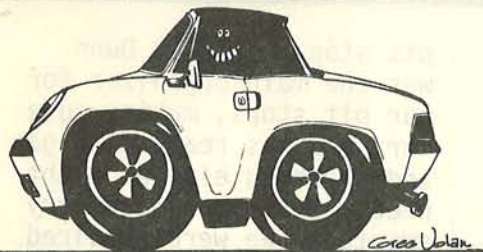
HOURS  
MON-FRI 9.AM - 7 PM  
SAT 9.AM - 2 PM



By Appointment  
942-9216  
2347 28th S.E.  
N.W. CORNER OF 28th AT BRETON



# PORSCHE ÜBER ALLES



## SIX PAK TO GO SIX PAK

Boy, have things changed. All it takes is a little cool weather and the next thing I know I'm yesterdays hot potatoes. One minute I'm showing the Alfa Romeo Club how to rotate around Grattan at full tilt boogie, the next thing I know I'm sitting under a car cover in the garage.

Can't complain I guess. Frank and I have had a pretty eventful season. We started out on the slow side with Frank taking his sweet time putting my engine back in me (with help from fellow P.C.A.ers) and wrapped it up with Road America, a couple of Grattan and Ionia events.

We made more progress in learning this last year. Over last winter we put in a chassie kit to add strength to my under carriage.

Bob Shedd put in many a long hours operating on my bottom. Sure gave Frank and I extra confidence over last year. Too many stress cracks to suit either one of us. Today's tires are becoming to sticky for yesterdays chassie without a little help.

I understand Bob is running a special this winter on chassie kits and their installation. Maybe some of you hot shoe 914 drivers should kick it around?

We also went to slotted brake rotors this year. Frank was complaining about cracks developing in my cross-drilled rotors after two autocross seasons. So far so good after one season on the slotted rotors. We'll be watching closely next year along the outer circumference of my rotors for cracks there.

A large step we took this year was the addition of P-7 tires to my O.E.M. mags. We gave up our trusty 14" mags with 195/60 P-6 tires to go to a "Phase II" set up by putting 15" mags with 195/50 P-7



tires on. We actually slowed up our acceleration originally because when we first changed mags we ran bald XWX 70 series tires. Handled extremely well, but no one home in the loud pedal. Once we went to P-7 tires our acceleration returned to its proper place.

Next spring should be very interesting. Frank has intensions to make many larger autocrosses. He wants to gather more information pertaining to Porsches. He has decided to go it on his own for awhile with his own company. Of all things he calls it "Sixer Enterprizes", gee thanks Dad, (see up and coming ads in this rag). Guess he feels it's time to starve to death pushing performance parts and accessories in Michigan. Looks like I'll have my work cut out for me keeping him ahead of the competition. I'll keep you all informed.

Enjoy!



**MELLOW MUSIC**  
**ninety three fm**

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exotic, or  
German . . .  
and needs  
coachwork**



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5265 S. Nicholson Avenue  
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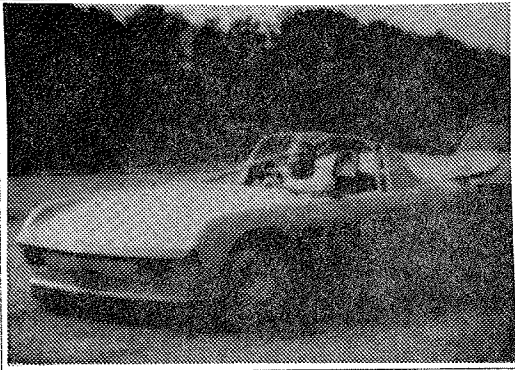


# PORSCHE ÜBER ALLES



## TECHNICALLY SPEAKING - HANDLING

MARK ESKUCHE  
milwaukee region



**OVERSTEER:** The car wants to over-respond to the inputs to the steering wheel. The rear of the car feels very light; that the rear is controlling the direction of the car with a spin forthcoming.

**UNDERSTEER:** The car feels like it is under-responsive to the inputs to the steering wheel. Understeer, often called plow or push, gives the sensation that the car will continue straight ahead; that the wheels have not been turned enough to make the corner.

Oversteer & understeer are two terms applied to the handling of a car.

The following chart can be used to adjust the handling in any car.

# J. Loppa's

gaslight village

## PIZZERIA

and submarine sandwich shop

### 774-2124

GASLIGHT VILLAGE Across From Jacobson's 2224 Wealthy S.E. 774-2124





# PORSCHE ÜBER ALLES




<u>Suspension Component</u>	<u>Less Understeer More Oversteer</u>	<u>More Understeer Less Oversteer</u>
front spring rate	lighter (smaller dia. torsion bars or spring wire)	heavier (larger dia. torsion bars or spring wire)
rear spring rate	heavier (larger dia. torsion bars or spring wire)	lighter (smaller dia. torsion bars or spring wire)
front sway bar	thinner dia. or longer arm	thicker dia. or shorter arm
rear sway bar	thicker dia. or shorter arm	thinner dia. or longer arm
weight distribution	more rearward	more forward
front shock setting	softer	harder
rear shock setting	harder	softer
front wheel camber	more negative	more positive
rear wheel camber	more positive	more negative
front tire width	wider	narrower
rear tire width	narrower	wider
front tire pressure	higher	lower
rear tire pressure	lower	higher
front track	narrower	wider
front spoiler or wing (downforce)	larger angle	smaller angle
rear spoiler (downforce)	smaller angle	larger angle

# SIXER ENTERPRISES

WE'RE NEW  
PARTS & ACCESSORIES  
STARTING DECEMBER 1ST

SIXER ENTERPRISES  
P.O. BOX 88132  
KENTWOOD, MI 49508

616-452-9385 Frank Wagner 9:00am - 9:00pm



## HOT TUB TURKEY DAY

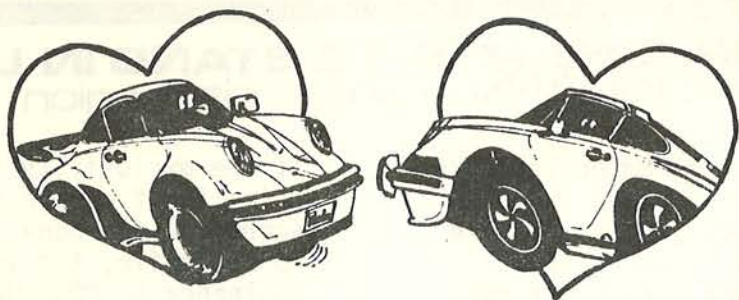
Saturday, November 20, 1982

Hosts: Judy and Phil Cull  
1930 Cornelius S.E.  
Grand Rapids, MI 49506  
616-452-0781

Bring a dish to pass, bathing suit, towel, place setting, dinnerware, byob, or \$4.00 per person. Please contact Judy for food assignment. Reservations are a must by November 17th.

Bird Served at halftime of the Michigan vs. Ohio State game.

# WINTERFEST 83



**FEBRUARY 12<sup>TH</sup>**

TIME/DATE : SIX O'CLOCK SATURDAY EVENING  
FEBRUARY 12, 1983

PLACE: : MARRIOTT INN  
5700 TWENTY-EIGHTH STREET S.E.  
GRAND RAPIDS, MICHIGAN.

TARRIFF : TWENTY DOLLARS PER PERSON

CHAIRMAN : MAUREEN RICHARDSON  
833 ELEANOR N.E.  
GRAND RAPIDS, MICHIGAN 49505  
(616) 364-9841

FEATURING : COCKTAILS - CASH BAR

DINNER - CHOICE OF BOSTON SCROD OR LONDON BROIL

PROGRAM - YEAR END AWARDS AND DOOR PRIZES

DANCING - TO THE MUSIC OF RIVER CITY JAZZ

ADDITIONAL : A SPECIAL ROOM RATE OF \$46.00 PER NIGHT FOR PORSCHE  
CLUB MEMBERS WILL BE AVAILABLE FOR THE WEEKEND FOR  
THOSE WISHING OVERNIGHT ACCOMIDATIONS.

THE MARRIOTT INN OFFERS A SUPURBE SUNDAY BRUNCH  
BUFFET. RESERVATIONS REQUIRED.





# PORSCHE ÜBER ALLES



## PORSCHE HAS TO STAND IN LINE MIKE KILLIAN - kansas city region

Do you remember the time before you had a PORSCHE? For some, that may take quite a memory search and for others not much of one at all. Regardless of how long the personal association with the car may be, I'm sure of one thing. Nearly all of us can remember the grudging admiration we had for the car, between the time we first became aware of it and finally getting one. The "grudge" certainly wasn't against the car, but rather against the driver who already had one when we didn't.

The grudge could have turned to outright contempt, if the period of time between PORSCHE recognition and acquisition was excessive. For many of the driving public there never has been (and never will be) the joy of PORSCHE ownership. For that and several other reasons, PORSCHE owners are viewed with some disdain by those who drive other kinds of cars.

If the exclusivity of price isn't enough to aggravate the non-Porscheophile, the seeming dominance by PORSCHE in motor sports competition may do the trick. Face it, we're on the winner's side and we don't like to be beaten. Think for a minute what it's like from the other point of view ... I think every once in awhile, we ought to reflect on how we appear to others.

Remember the Ford ad of a few months ago, proclaiming A MUSTANG BEATS A PORSCHE? Remember your disbelieving thoughts at the time? Remember how you read the ad copy word-time? Remember how you read the ad copy word-for-word, and when done thought "foul"? It's a Zakspeed; a German Ford anyway; sell me a 560hp Mustang you clowns; or something to that effect? Well friends and driving neighbors, we, or more accurately, PORSCHE+AUDI, has just done precisely the same thing with the



# PORSCHE ÜBER ALLES



ad, TO WIN LE'MANS ONCE,  
YOU'VE GOT TO BE GREAT.  
TO WIN SEVEN TIMES YOU'VE  
GOT TO BE PORSCHE.

Being the modest group that we are, I know we all enjoyed seeing that ad. (Ford must have enjoyed it too, since by P+A's own admission, Ford is Great; they've won Le Mans four times themselves.) I take no exception to the headline or the copy. It's all true. It's what's implied that kind of got me to thinking that P+A's ads tend toward "overkill." Sort of goes along with WINNING CONT'D.

I suppose I look at the ads differently than the target audience. I've already plunked my money down. But I really wonder what the Ferrari owners think of our latest compliment to ourselves. If they're as knowledgeable about the history of their marque as we pride ourselves about being of ours, well, they can't help but be a little miffed at P+A's boastfulness. Again, it's all true. Winning Le Mans is great and Porsche has truly done it seven times. The untold problem, however, is that

Enzo and the boys from Modena are great too and have won Le Mans NINE times, have finished first thru third no fewer than five times, and even pulled in first thru sixth once! Even Jaguar and Bentley (remember them?) have won five times each.

I don't wish to start any endless and useless debate over who's best, or who has won the most. We know that sports car competition in the 70's belonged to PORSCHE, as well it may in the 80's. I also don't think that P+A's ad agency should do anything but accentuate the positive -- which is exactly what they're doing. I would just suggest that the next time you see some race results where PORSCHEs dominate the standings, look at the bottom of the list to see if any were also DNFs.

PORSCHEs are wonderful, but certainly not perfect. Nothing is. We need to be careful that we don't begin to think to the contrary.

PORSCHE



# Are you torn between a BMW, Volvo, Audi or Mercedes-Benz? Permit us to propose a solution.

Considering your intense interest in all those cars, there's at least one way for you to get everything you want.

Buy a Saab.

With the Saab, you will not find yourself foregoing room, performance, efficiency, utility, luxury or rugged construction.

This statement, we realize, undoubtedly sounds like a fanciful dream and a great overpromise. A test drive will convince you it's not.

You will find the same excellence in our service department where Pat Lanham is now our manager servicing both Saab and Porsche.

Western Michigan Porsche owners know Pat as the first fully-qualified Porsche-Audi Registered Technician in the United States.



## SAAB

The most intelligent car ever built.

Keenan Saab  
3340 S. Division  
Grand Rapids  
Michigan 49508  
(616) 241-5623





# EVENT REPORT



## COLOURALLYE II CHUCK OLENYK

The elements could not have been more conducive on Sunday, October 3rd, for our Fall Rally. Brilliant Fall colors, bright skies, warm temperatures, and the lack of pro football on T.V. brought out a fourteen car turnout.

The route took us north west of Grand Rapids through Ravenna, Twin Lakes, around the Blue Lake area, across to Whitehall and White Lake, then back south to North Muskegon. About 90 miles in all.

The primary goal of this Rally was to enjoy Fall in Michigan along some of our more Porsche type,



meaning curving and twisty, roads. Therefore, when planning this event rather than taking the Robert Conrad "I dare you to try" approach, we chose a more passive "Mr. Rogers" attitude and tried to subdue the challenge in exchange for scenery and roads. And we think we succeeded since 13 of the 14 who completed the rally and all of our final destination. You finished.

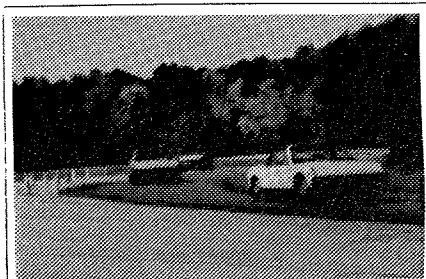
1st	Nils & Kathy Eriksen	
2nd	Craig Paull & Pam Reynolds	
3rd (tie)	Charley & Maureen Richardson	
	Doug & Shari Hoek	
5th	Jerry Pruis & Shelly Kuchinski	
6th	Judy & Phil Cull	4
7th	Frank Wagner & Peggy Riddle	108
8th	Bill & Gina Darling	123
9th	Kirt & Shirley Wirth	175
10th	John Pruis	300
11th	Pat Cull & Dean Andre	336
12th	Sharon & Mike Teachout	337
13th	Gary & Lori Petertyl	581
14th	Gary & Shirley Harper	DNF



# EVENT REPORT



## OCTOBER OPUS RICK RILEY



CARL HAUG, JIM SOVIK AND

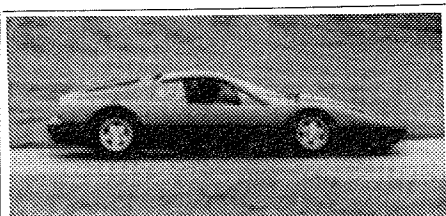
TOMMY JOHANSEN

October 2nd was our last lapping day at Grattan. Two weeks before the event, Frank Wagner, the event chairman, found out that he had to work and I was recruited to take over. If it were any other club, with any other people, finding help on such short notice would have been a big problem. WMR has lots of fantastic people who came to my rescue. Phil Cull jumped in with both feet and got radio communications co-ordinated and marshalled all the corner workers. Peggy Riddle took care of registration. Craig Paull and Chuck Olenyk handled tech and assisted throughout the day with starting and other chores.

As the day of the event approached, it looked doubtful as to whether we would be able to break even. As luck would have it, drivers started pouring into Grattan. Being an open driver's school, we had lots of interesting automobiles.

The gentleman who brought both Ferraris, his Boxer and a Dino, proved one good Porsche is worth two Ferraris. When his Boxer broke, he jumped into the Dino. It was fantastic to see the two "fast" red cars going around Grattan.

The event ran so smoothly, the corner workers were heading for their stations before their assigned times. It typically took less than 10 minutes for corner worker changes. Every one got as much track time that at the end of the day, we didn't have anyone that wanted to run.



THE FERRARI 512 BOXER OF BILL MERCER

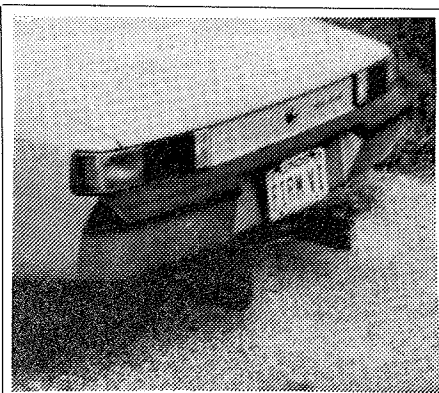


# PORSCHE ÜBER ALLES



I want to thank Bob Bodine for the opportunity to drive his new Turbo around Grattan. After driving the Turbo and getting back into the Carrera it felt like someone disconnected two spark plugs!

Not by accident the I.R.O.C. award's banquet was held that evening. I've got to hand it to Bill Moses, there wouldn't have been an



JIM "FIRM" SOVIK'S 914-6



**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!

I.R.O.C. '82 without Bill's initiative. After the banquet a bunch of the WMR gang and some old friends from out of region went to my house to "relax". Now if I could have avoided the speeding ticket, on the way home, blowing up my amplifier, and breaking my left foot while grooving on "tunes", it would have been one of my most memorable evenings.

It appears that we are scheduling Grattan twice next year, so when we get the dates put them on your calender and come on out and join the fun.





## TTOD AT PARADE - garretson news

Gary Walton and Beth Bates drove the Garretson Enterprises 914-4 autocross car to Top Time of Day (and First in Class) for both Men and Women at the Porsche Club of America's Reno '82 Porsche Parade, June 20-27. Their times were best out of approximately 600 cars and 900 drivers from across the United States. Second to them were Judy and Terry Zaccone in their Garretson powered 914-6.

The 914-4 autocross car driven by Gary and Beth was originally built in mid 1974, and had larger fender flares installed in 1977-78. The motor is a Garretson-built heavily-modified 914-4 motor with a 2.6 liter displacement. This car has been used as a "test mule" for

many development projects including our custom header systems and, most recently, the Phase 9 Silencers. The body components are still all steel, including doors, decklids, and fender flares; it is not an ultralight fiberglass-bodied car. It is still possible to increase the performance potential of this car by removing some excess weight!

The car has been a top contender in local autocross series for a number of years, and now, in the hands of two extremely fine drivers, has shown that it is capable of beating the nation's best.

Congratulations to Gary and Beth for their sterling performances.





# KLASSIFIED



KLASSIFIED IS A FREE SERVICE TO ALL PCA MEMBERS. ALL ADVERTISEMENTS WILL RUN FOR TWO MONTHS.

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205/50 P7's ON 7" ALL-AROUND,  
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4X11" PIONEERS, TENSIONER GUARDS,  
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COVER FOR 914 - CONDITION NOT  
REALLY IMPORTANT AS IT WILL BE  
USED IN GARAGE.  
CALL: BILL BROWNE 616-361-0397  
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LUGGAGE STRAPS FOR 356 A/B/C.  
ABSOLUTE PERFECT REPRODUCTION OF THE  
ORIGINAL ITEM; CORRECT IN DETAIL AND  
CONSTRUCTION; LEATHER QUALITY SUPER-  
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NOW AVAILABLE IN ORIGINAL BLACK OR  
NATURAL/BROWN. \$62.00 POST PAID.  
EVERETT SINGER, RFD 1682, LAUREL  
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CALL: FRANK 241-1263 (EVENINGS)  
OR LEAVE MESSAGE

## FOR SALE

356 PARTS:  
HOOD CABLE, NEW 5.00  
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911 PARTS: ALL NEW  
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2.2 S POINTS 6.00  
2.2 ENGINE GASKET KIT 80.00  
R.R. TAIL LENS, EARLY 15.00  
FT. DIRECT. LENS LT.RT. 10.00EA  
915 GEAR BOX SYROS 15.00EA

914 PARTS:  
BRAKE AND CLUTCH BUSH, NEW 5.00  
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FOR SALE:

1966 912, YELLOW, BLK INT., COMPLETELY  
RESTORED SPRING OF 1982 INCLUDING  
ENGINE REBUILD, 185/70 x 15 CN 36's  
ON PORSCHE MAGS, KONIS. \$8,000.  
CALL: LANCE WEERSMA 616-530-0906

WANTED:

WIDE MOUTH PEANUT BUTTER JARS.  
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616-452-0781 (EVE)

FOR SALE:

1983 944, MOCHABLACK, BROWN  
BERBER TWEED INTERIOR. 8,000 MILES.  
REAR WIPER, SPORT SEATS & SUSPENSION,  
7 x 16 AND 8 x 16 BBS WHEELS WITH  
205 x 55, 225 x 50 CompTA's. \$22,000.  
CALL: JERRY FORTHOFFER 219-825-5841  
219-825-9859

FOR SALE:

1980 MAZDA 626, NICE WINTER BEATER  
FOUR DR, AIR, 5 SPD., AM-FM STEREO  
CLEAN, RELIABLE, 27,000 MI, \$5,800.  
CALL: PEGGY RIDDLE 616-241-1263 (E)

FOR SALE:

1973 FORD MAVERICK, NOT SO NICE WINTER  
BEATER, 76,000 MI, 3 SPD., SNOW TIRES,  
DRIVEN M-F TO AND FROM WORK, AM RADIO  
GETS ANIMAL STORIES ON WLS IN MORNING,  
\$425 OR LESS TO FAST TALKER, MUST SELL  
CALL: FRANK WAGNER 616-452-9385 OR  
616-241-1263 LEAVE  
MESSAGE

FOR SALE:

1975 RABBIT, 2 DR, 4 SPD, GAS, GREEN,  
TAN INT., H4 HEADLIGHTS, GOODYEAR TEMPO'S  
NEW BRAKES, GOOD RUNNER, \$1,600 FIRM.  
CALL: FRANK WAGNER 616-452-9385 OR  
616-241-1263 LEAVE  
MESSAGE



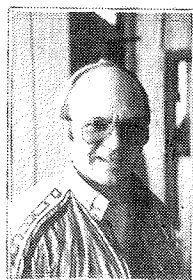
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# BOARD MEETING



Minutes of November 3, 1982  
Board Meeting as presented  
by Gary Petertyl.

Present: John and Nancy Lacko,  
Rick Riley, Janet Langdon,  
Bob Shedd, Jan Bergmans, Chuck  
Olenyk, Charlie and Nancy  
Dunn, Pete and Dorothy Bax,  
Tim and Joan Napper, Joyce  
Bishop. Meeting called to  
order at 7:40 P.M.

Minutes of October meeting

approved as presented.

MEMBERSHIP -- 1 new member,  
total of 112.

TREASURERS -- report reviewed.

UBERALLES -- Request from  
editors for 1983 articles.

NOVEMBER EVENT -- Hot Tub  
Turkey Day at Cull's 11/20.

NEW BUSINESS -- Review of  
events planned for 1983.

Motion to adjourn at 8:05  
passed.

## FOR SALE:

911 TARGA TOP - GOOD CONDITION,  
CALL AFTER 12 PM, 616-530-0398  
ASK FOR CRAIG.

## FOR SALE:

1966 911, 304617 A CLASSIC, EXCELLENT  
CONDITION, GOLD/BLACK INTERIOR,  
COMPLETELY RESTORED, ORIGINAL EQUIP-  
MENT INCLUDING CHROME WHEELS, AM/FM,  
WOOD DASH & STEERING WHEEL. 8600  
MILES ON COMPLETE ENGINE REBUILD,  
5 SPEED, WEBER CARBS, NEW KONIS,  
COMPLETE MAINTENANCE RECORDS, ALWAYS  
GARAGED, NO WINTERS. MUCH TLC \$8,000  
CALL: PETE GOODSPEED 616-949-7650 (D)  
616-949-4239 (E)

## FOR SALE:

S & S QUIET EXHAUST FOR 1.7/1.8 914 -  
VERY GOOD CONDITION - VERY FEW MILES -  
MAKE OFFER.  
CHROME HUBS FOR EARLY 912/911 w/  
RAISED "PORSCHÉ CREST" - VERY GOOD  
CONDITION - MAKE OFFER.  
CALL: BILL BROWNE 616-361-0397  
616-361-2661

## FOR SALE:

1973 914 2.0, ALASKA BLUE METALLIC,  
NEW INTERIOR, P7's, RESTORATION  
WINTER OF '81-82 BY BOB SHEDD,  
NEW KONIS, SCHEEL SEATS, BLAU-  
PUNKT, MANY, MANY NEW PARTS.  
THIS CAR WAS FEATURED IN THE  
FEBRUARY ISSUE OF UBERALLES.  
ASKING \$6,800.  
CALL: NANCY DUNN 243-8065.

## FOR SALE:

1970 914/4 RACE CAR FULL CAGE,  
FUEL CELL, 7" PANASPORTS, TRICK  
SUSPENSION, 2.0 MOTOR w/160 HP  
SHORT GEARS COMPLETE CAR OR  
ROLLER.  
CALL ME -- LETS TALK  
BOB SHEDD 616/243-2109

## FOR SALE:

LOTS OF 914 PARTS -- SOME TRICK  
90 - FAST PARTS -- LOTS OF LIGHTS  
AND TRIM.  
BOB SHEDD 616/243-2109





# PORSCHEMPORIUM



## PORSCHEMPORIUM XMA\$ MULTIPLE CHOICE LETTER TO YOUR PERSONAL SANTA

Tired of getting useless, non-automotive trinkets stuffed in your stocking each and every December 25? Use this easy form to communicate your non-negotiable gift demands to those who you figure owe you something this gift giving season.

----- Detach Here -----

Dear (Santa) (Spouse) (Children) (Friend) (Occupant) (Cutie-kins),

With the Xma\$ season bearing down on us, I figured it was time that I reminded you of my (attachment to) (obsession with) (supplication to) my (356) (904) (908) (910) (911) (912) (914) (917) (924) (928) (930) (934) (935) (944) (956) (98) and all that it stands for.

With this foremost in your mind, please be receptive to this precaution that you at least present me with (the least expensive) (the most expensive) (each and every one of the) items circled below. Not that this is a threat, but have you ever realized the vulnerability of your (Barry Manilow LPs) (image) (paint job) (peace of mind)? These well deserved gift items are available from the address below. Better get that order in today, so you won't disappoint me once more. You know how (moody) (excitable) (ridiculous) (vengeful) I get when you let me down.

(Sincerely) (Expectantly) (Stridently)

(Up Fixen IV \$7) (Up Fixen V \$12) (Pano Binders \$8.50) (PCA Car Badge \$12) (WMR Car Badge \$7) (PCA Hat \$5.50) (PCA Key Case \$4) (PCA Lapel Pin \$2) (1/43rd Solido 928 Model \$7) (Porsche Towel \$7.50) (Silver 904 \$60M)

PORSCHEMPORIUM, 2146 Waite Ave., Kalamazoo, MI 49008  
616 344-4764



# PORSCHEMPORIUM

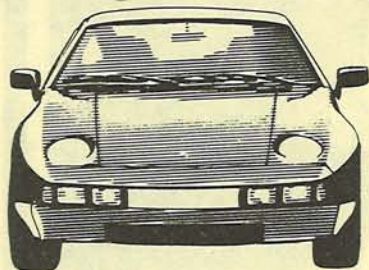


Clockwise from top: Up-Fixin IV & V Panorama reprints \$7.00 & \$12.00, Porsche embroidered towels \$7.50, WMR-PCA Car Badge \$7.00, Think Porsche License Plate Frame \$3.00, WMR-PCA Patch \$2.00, PCA Key Case \$4.00, PCA Car Badge \$12.00, 1/43 Solido 928 \$7.00, PCA Baseball Cap \$5.50, PCA Patch \$3.00,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

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c/o C. OLENYK

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ROCKFORD, MICHIGAN 49341



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