

MARCH 1983

ALLES

PROFUSIONE
UBER





KALENDAR



- | | | |
|--------------------|-----|---|
| 3/17/83 | WMR | MEMBERSHIP MEETING
IN KALAMAZOO
John Lacko 344-4764 |
| 3/19/83 | WMR | MEMBERSHIP MEETING
IN GRAND RAPIDS
Craig Paull 243-7313 |
| 4/30/83
5/01/83 | WMR | TOUR TO TRAVERSE CITY
Janet Langdon 245-0981 |
| 5/14/83 | WMR | GRATTAN DRIVER'S SCHOOL |

SCHEDULE OF UPCOMING BOARD MEETINGS

MARCH 2ND - 7:30pm

Phil and Judy Cull
1930 Cornelius S.E.
Grand Rapids, MI

APRIL 6TH - 7:30pm

Juanita and Lance Weersma
2325 Collingwood S.E.
Wyoming, MI

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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TREAD PATTERN NANCY DUNN

I have the bug! It happened last Saturday afternoon -- just crept up on me and whammy -- nothing I could do to relieve the misery!

Why did Charlie whisper in my ear -- why did he let me in on secrets I would never have had the time to discover myself. Boy, am I getting excited -- sweaty -- anticipating the finish that will come hours from now!

After searching the depths of the TV Guide Charlie discovered that last Saturday afternoon's start of the Daytona 24 hr. was being televised live by the Atlanta cable station. I sat in front of the TV trying to maintain composure and almost disinterest. The starter announced "GENTLEMEN (UGH) START YOUR ENGINES" and I couldn't help myself. I imagined sitting in the Rabbit -- just waiting for

the pace lap to begin and anticipating the surge of excitement when the green flag waves and the charge to Turn 1 begins. WOW!!!

I did not go off the deep end, I did not run to the closet, pull out my driver's suit, shoes, helmet, gloves, nomex underwear. Hey, where is my nomex hood??

As the race progressed, Porsche again added excitement to the event. Good old A.J. -- another victory for the marque. And just think, if it had not been for Ted Turner this fantasy filled video would never have been conceived.

Back to reality, more news from the Wall St. Journal on VW's plunging market share. According to Douglas R. Sease, (W. St. J.'s Staff Reporter), VW's share of the U.S. market has fallen to 1.9% from 6.9% in 1970. The real competitors for VW are the Japanese imports which have widened their market share to 20% from 3.7%. VW, as the American auto industry, failed to take the Japanese seriously, and has made it a matter of personal pride to recapture its lost glory.



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Sease also states that the only positive thing VW has done to counter attack is market the GTI. The effort to build VW's in America has only hurt VW financially since its workers are paid about the same wages and benefits as GM or Ford, that is about \$8.00 an hour more than Honda and other Japanese manufacturers.

A Rabbit replacement will not be introduced until 1985 and VW will continue to add to the over 15,000 improvements it has already made on the model.

VW does plan to market its imports to a greater extent in 1983 and will target its advertising to the performance market which they feel is the untapped resource. Of course, the Japanese will be doing the same.

I feel that as VW, Porsche also needs to face the reality of the market place. Highly priced, unavailable models, will always be coveted by the Porsche enthusiast, but what about the rest of the market, why not try to widen the customer base.

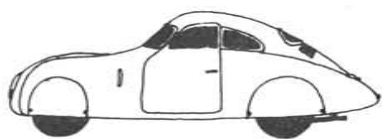
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PORSCHE PUSHERS PERSONALITIES JANET LANGDON

If you thought that I retired in January, you were wrong! It's just that January is not the hottest month for new members. (Who can think Porsche right after Christmas?) Not only were there no new members, but no anniversaries to report. But we are on an upswing in February.

Our new member this month is actually an old member, rejoining. Mike and Linda Rankin of 161 Rosemary S.E. let their membership drop over a year ago, but Linda decided to re-apply as a belated Christmas present to Mike. For those of you who never met them before, Mike and Linda drive a 356 and a 912E. They also have two children; 5 year old Mary and one year old John. Welcome back to all of you.

February Anniversaries:

- Pete & Marilou Goodspeed - 14 years
- Steve & Debbie Locke - 10 years
- Phil & Judy Cull - 9 years
- Jerry Pruis - 9 years
- Tom & Denise Valeko - 5 years
- Dennis Weise - 3 years
- Nan & Fred Harrison - 3 years
- Bob Schwary - 2 years
- Mike & Jacqueline Nichols - 2 years
- Scott Maclean - 2 years
- Tom & Sue Gordon - 2 years
- Jerry DeFrell - 1 year
- Loren & Jean Boebel - 1 year
- Bill & Carol Waite - 1 year



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Thank you for your patronage. May your 1983 motoring season be sunny and safe.

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MOTOR & SPORT FRANK WAGNER

Did one of my better numbers last weekend. I managed to unlocate my car keys. Usually I have better control over things of this nature. But there are those times when I find myself being human. After being without transportation for a day and a half I realized something I feel is important, freedom.

That automobile that sits in my driveway offers me a choice. I had just spent two days without transportation whenever I wished it. Now I can come and go as I please. Just running to the post office was enjoyable, despite the snow and ice. It may sound funny, yet that's how I felt.

I imagine most of you feel it in spring when you finally open the overhead garage door and fire up your pride and joy. The thrill of hearing the engine beat again and feel-

ing the vibrations in the seat of your pants. Whether you are a sport-driving enthusiast or just enjoy going for a cruise, you feel that freedom.

Over the past few years, I had felt that because of government regulations, poor economy, and the increasing restraints of insurance companys, we would lose some of that freedom. Anti-pollution equipment robbed our vehicles of horsepower. The economy put more of us out of work so there was little spare money. Insurance companys were making our sport type automobile coverage very expensive. For awhile I felt we would be over run with the econoboxes with tank bumpers, poor brakes and poor acceleration that every insurance company wanted us to drive. I must admit that now my feelings have changed. Not only has the foreign automobile market pushed in newer, sportier vehicles (944's, G.T.I. Rabbits, Turbo Z's etc.), but also, the domestic manufacturers have finally moved from their "miles per gallon" programs toward performance images (Mustang G.T., EXP, Z-28's, etc.).



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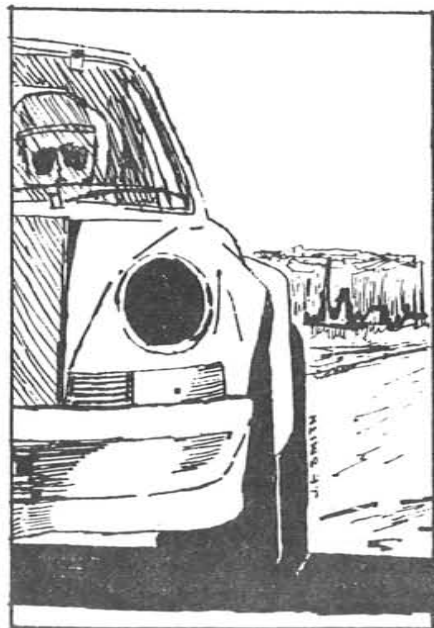


Lee Iacocca has hired Carroll Shelby to re-do their Charger 2.2 program. With the domestic auto makers behind sportier driving I can see an even freer choice of travel approaching.

Many of the car-enthusiast magazines have heralded the approach of the 1980's as the new beginning in automobile enjoyment. Perhaps the likes of Mulholland Drive, Woodward Street and Lake and North Avenues have slipped into the past. What will interest us now is what will take their place. A Pro-Solo II series? Historic Car Road Racing for us

to enjoy watching? Or even better auto-crosses for us to participate in?

Whatever comes will certainly be welcome by me. Cars have been a large part of my life through all of my adulthood. As far as I am concerned I'd like to keep it just that way. For those of you who enjoy cars on a lesser scale it only reinforces my original topic, freedom: Your freedom... Enjoy it.



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T.C. TOUR

JANET LANGDON

It's time to start thinking Spring! Almost time to shake out the car cover, put on a new coat of wax and start those engines. What better way to warm up that oil and check to make sure Winter storage has not done any damage than taking a nice leisurely drive to Traverse City? I've already put in my order for a beautiful sunny Spring weekend, so why not come out and join us.

We will be taking the scenic route along the lake and arriving in T.C. mid-afternoon. We have gotten a special group rate at the Hilton, where we can enjoy poolside relaxation and a soak in the hot tub. Plans for the evening include French cuisine at La Becasse which "Michigan Living" can describe better than I:

"If you've always wondered what a modest restaurant in a small French town serving excellent, modestly priced French cooking is like, a visit to La Becasse (The Woodcock in French) in the Leelanau Peninsula will show you."

"Unimpressive from the outside, La Becasse has white-washed walls and ceilings with dark wood and framed black and white sketches and oil paintings, with 17 tables serving two to eight persons each. The food is the attraction there, as it is at all excellent French inns.

"With usually six entrees, three appetizers, four desserts, the menu recognizes that getting gourmet results by preparing everything on the premises from fresh ingredients in a ivory kitchen takes time and attention to detail."

Sounds tres bien!

Of course, Sunday we will be touring Leelanau Peninsula which has several interesting sites to visit.

Please let me know if you would like to join us (in the near future) so that I can complete plans (they will depend somewhat upon how many of you plan to attend).



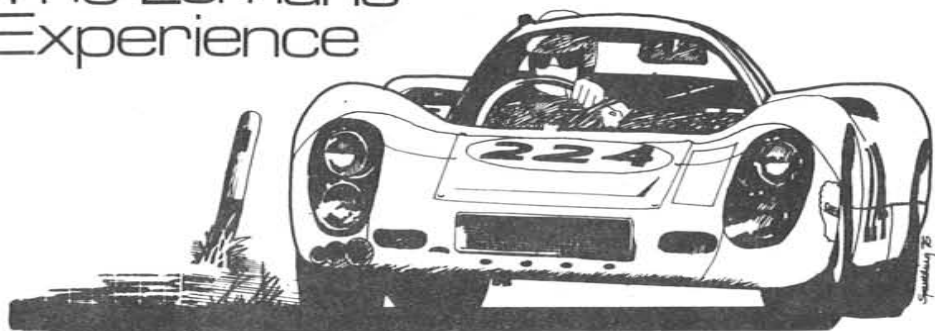


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INTERVIEW - JOHN TRUMAN

The Lemans Experience



by Alan Kendall

Most people transmit true excitement through their eyes. When the conversation reaches a subject of interest the eyes widen and an electric spark lights them up. The voice raises in volume and quickens in pace, but the eyes show the passion. Two things bring excitement to John Truman's eyes - horses and race cars. This interview deals with the latter.

John Truman was on the 1982 Herman Miller B.F. Goodrich 924 Turbo team that competed at Daytona, Sebring and Lemans. Getting to Lemans on a factory team and getting paid for it seems like a cushy job, but as with all jobs you pay your dues.

John has had a varied background that supports the fact that nothing happens overnight. John's 9-5 job is at Stoddard Imported Cars as a mechanic. He is one of a few Master Registered technicians, earned by completing all the courses offered by Porsche Audi. John's start was in 1955 as a Harley Davidson mechanic. Why? "Because I rode motorcycles". In 1958 he joined the Stoddard organization which led to an association with a Chicago Porsche dealer and later a teaching role at the Chicago training organization of VW North Central.



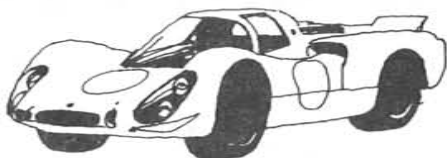
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The fascination with mechanicals led John to explore the ultimate test, racing. In 1974 he teamed up with IMSA racers Bill Webb and Hurley Haywood, who had purchased an ex IROC car. John was chief mechanic. This led to a 1975 role with Charlie Kemp's RSR and trips with the IMSA circus. California, Daytona Sebring and Mexico were stops of the fledgling days of the IMSA race calendar. These were the days of Peter Gregg and Al Holbert fighting it out for the number one position. Kemp's best finish was a third at Daytona during this 1975 season.

John's reputation grew and brought him to a program with Apollo plastics owner and racer, Stefan Edlis. This program included building up a 914-6, 1970-74, a B production 911, 1976-79, and a D production 924, 1980-81. Edlis's best Atlanta finish was a second in BP to Andy Porterfield in 1977.

In this association John was the fabricator and builder of all of Edlis's cars. The development of the 924 race car brought John to Lemans.



Q- How did you get involved with the Porsche 924 Lemans project?

A- Due to the racing with Edlis in the 924, I met other people who raced 924s, Tom Brennan for one, Hagestad, the guys from Alan Johnson. Of course I knew them because of Louie (Malone). We exchanged information and what have you. Paul Miller (Herman Miller Porsche Audi) got involved with the Lemans project with B.F. Goodrich. Originally he was to do a two car team. Time got too short so the second car was given to Brumos.

A guy by the name of Lee White, who is the crew chief for Herman Miller and a hell of a machinist and fabricator, contacted me and said, "Hey, you want to do some endurance racing? We are looking for people with endurance racing experience." I had met Lee through Tom Brennan and he did a lot of Brennan's work including his engines.



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Q- So Lee White gave you a call?

A- Yeah, that was last fall (1981) sometime. He originally talked of a four race schedule-Daytona, Sebring, Silverstone and Lemans-with the GT cars. I said hell, yes, I'm interested. We spent a lot of time on the phone relating stuff that you have to do when you are getting a car ready because he hadn't done any endurance racing. Things like lights. At Daytona you don't need much lighting, but at Sebring you've got to have a lot

of lights. Part of the plan was for me to go to Danville, Ill. to work on the preparation of the car, but I never did. I just went to the races.

We did the 24 hour (Daytona) and finished fourth in class and tenth overall. We did Sebring and that was a disaster. We broke a crankshaft and you can't change engines. The Falkland Islands incident caused Silverstone to be cancelled. Then at the last minute it was put on. By that time it was too late for us.



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Q- In what capacity did you work for them?

A- Primarily when they need something made (at the track) I make the pieces. I'm a fabricator. You need brackets or you need this or that. I've always been making things and I do a lot of that at Stoddard's. From building a lot of cars I've worked around fabricators and I've learned from them. I weld and I can machine and cut and fit, and whatever. I was also the electrician.

Q- Who were the Lemans drivers?

A- Pat Bedard (Car and Driver), Manfred Schurti (from the factory) and Paul Miller (Herman Miller).

Q- Of the three drivers who was the fastest?

A- Schurti... a hell of a shoe. Paul Miller had been at Lemans before, but by the time it was all done all three were very close. Bedard and Miller are very steady drivers. Neither one is a car breaker. They are consistent and easy on the equipment, and that's what it takes in endurance racing. Within tenths of a second lap after lap.

Q- On this type of racing team, what kind of relationship is there between the mechanics and the drivers? How would you characterize the whole Herman Miller team?

A- Bedard is one of the guys, and is a rather quiet person unless he has had enough beer to drink. At Lemans we spent a whole week together since we stayed in the same place. It's a small town where there isn't a whole hell of a lot to do except sit around and drink. Pat's a pretty funny guy, a pretty neat guy. We got along real well. Paul Miller is not a mechanic and understands that, but he comes back and tells us what he doesn't like about the car. He discussed it with us. Manfred has a language barrier. His English is very poor. It took him a while to tell us what he wanted. Sometimes we worked through an interpreter. We had a good group of people and we got along very well together, very little friction.

Q- What you read about the race indicates that the tech inspection is quite an experience.



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A- That is a zoo. It's unbelievable. You have to haul the cars into town. It's like a courthouse with a big city park. You have to have an appointment and if you are late they will fine you. We all went, but the dumb thing is that we didn't take any tools. How do you ask some Frenchman for a screwdriver? We were the third car in line and it took four hours.

Q- How about a rundown of the race?

A- Paul Miller started the race, followed by Pat, then Schurti. Our first pit stop took 1 minute 38 seconds. At Lemans they want the stops to be a certain length of time so what they do is limit the fuel flow. There is a restrictor in the fueling rig that is provided by the track. It takes quite a long time to fill the car. Everything is all done, the driver is strapped in and we are still waiting for fuel. Every liter of fuel is metered and after the race you pay for the fuel.

You are only allowed five mechanics over the pit wall. You wear an overvest which ID's those people allowed to work on the car. You

are allowed two fuel people. During the race I put the driver in the car, got him buckled in, got the seat in the right place and made sure the door was latched. I was also a wheel and brake man.

We had a problem with a flat tire at about 6:00 PM with Manfred driving. At 9:40 PM the windshield cracked but wasn't replaced. The Brumos car broke a throttle cable. At the 11:05 PM stop I added the headlight system. We had four lights mounted to a plate that mounted to the front of the car with six fasteners. It made a 50 RPM difference on the Mulsanne straight, and in the dark without the lights the lap times were three seconds per lap slower. I built the system for Sebring and it worked beautifully.

Manfred came in at 2:00 AM. Uh Oh! Clutch won't release, major repair. We had to replace the release fork. Manfred was back out at 5:19 AM, made half a lap and a wheel came off. You're all done. Moral is very low. We loaded the tools and car on the trailer, went to the hotel, cleaned up and slept.

I returned to the track for the finish of the race. The Porsche 956's finished one, two, three and the Brumos car finished first in class 16th overall.



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Q- Are there any other stories about Lemans or the European experience that you could share with us?

A- You see the pictures of France in your history or geography books and you think, yeah, maybe I'll see some of that. But it's what you see everywhere! The new houses that they build are just like the old ones. They maintain their architecture.

The French have a good system as far as their lawns are concerned. They have the best system in the world for that. If it's a small front yard, they plant a garden in it. If it's big they put a fence around it and put a cow in it. The French don't cut lawns, but either dig it up and plant something to eat or let something they are going to eat later eat it.

(Reprinted from "The Voice",
Northern Ohio Region's letter)

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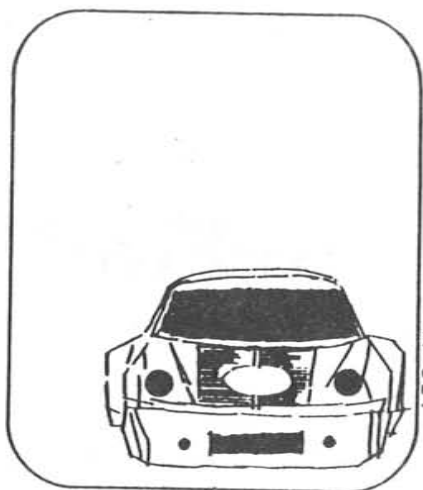
had a worn camshaft drive gear on the crankshaft. The crankshaft and woodfull key were also worn so that the steel camshaft drive gear was no longer a press fit on the crankshaft. In both cases, the camshafts were allowed to rock back and forth under a no load condition, creating the tremendous noise.

Assembling each engine with the appropriate new parts cured the problems.

(Reprinted from "Steinlifters" the Milwaukee Region's newsletter)

I have seen two interesting 914 engine problems recently. Both engines had a very loud rattling noise at idle. At higher rpm or any load, the noise would disappear. At idle, the engines sounded like they would self-destruct within minutes.

Both engines had to be completely disassembled to find and solve the problems. One engine had worn rivet holes in the aluminum camshaft gear. The other engine had a worn camshaft drive gear on the crankshaft. The other engine



J. F. Smith



SKI PARTY(?)

Shari Hoek

January fifteenth was the second annual ski party attended by twenty-four Porsche pushers and one fuzzy dog. Now the task at hand at the Doug and Shari Hoek residence was to have a ski party without snow. This did require some planning such as moving the starting time back to five o'clock from one o'clock.

Most of the guests had arrived by six o'clock, many of them bringing their pot of barbeque for entry in the contest to be judged by Kurt and Shirley Wirth who chose not to enter the contest but instead offered a jug of piping hot gluhwein.

The barbeque was judged on flavor, appearance, smell and general Wholesomeness, but not necessarily in that order. The third place prize went to Shari Hoek for a chicken based recipe, second place was won by Lynne Olenyk using an old family recipe, and the grand prize was won by Peggy Riddle. The food and snacks were enjoyed by everyone.

It soon became apparent that a ski party without snow seemed to shift the emphasis to party. Now it is heard far and near from coast to coast that there may be regions known for their skills on the high speed courses, and still other regions that specialize in rallies of the most difficult kind, or those regions that boast of the most beautiful concourscars, well, let it be known that WMR-PCA does know how to party and party they did.

Janet Langdon now holds the national record for hours in the hot tub. Jeff Kolk established himself as the newest non-stop eating champion. The party continued on until the wee hours of Sunday morning until everyone was water logged, stuffed, or tired. Strong black coffee was served in styrofoam containers to everyone as they left for their trip home.

Was it fun? Come next year and see for yourself.



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BOARD MEETING



Minutes of February 2, 1983 Board Meeting, Western Michigan Region, Porsche Club of America as presented by John Lacko.

Present: Pete Bax, Gary Petertyl, Janet Langdon, Jan Bergmans, Juanita Weersma, Lance Weersma, Marci Thieme, Rick Riley, Phil Cull, Tom Aardema, Bob Shedd, Chuck Olenyk, Lynne Olenyk, Doug Hoek, Shari Hoek, Frank Wagner, Charlie Richardson, Maureen Richardson, John Lacko.

Meeting Called to Order at 7:34 PM by Vice President Petertyl.

Minutes of January Meeting approved with two corrections: Phil Cull is the Holiday on Wheels Autocross chairman, not overall HOW chairman and Janet Langdon is the chairman of the Traverse City Tour.

Treasurer's Report: Monthly expense breakdown given.

Membership Report: West Michigan Region now has 106 members. Two new members: Pat and Mary Ann Cassidy of Petoskey and Ken and Charlene Martin of Kalamazoo.

Uber Alles Report: Two issues have been sent out since January board meeting. February issue went out as a bulk mailing for 10.9 cents each as opposed to the normal 37 cents. February issue was mailed Tuesday Feb. 1 in Grand Rapids and received in Kalamazoo and other locations Feb. 2. Uber Alles received a letter from a technical library in Sophia, Bulgaria asking for a free subscription. Request denied.

Emporium Report: Porsche Crest Ties and Porsche Owner's Companion Books have been received. Responses were solicited concerning interest in 1984 Parade T-Shirts from Chicago Region. Next big project will be an investigation of enameled WMR region car badges. The sale of Porschemporium total inventory would result in a 44% return on the investment for the club. A person is needed to run Porschemporium during Winterfest since John Lacko will be in California. Janet Langdon volunteered.

Ski Party Report: 24 people attended. Everyone had a good time. Party turned in a profit of \$3.00. The Hoeks have covered the fees of the people who have not paid yet.



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Winterfest: Approximately 46 people have made reservations as of now. The break even point is 60 people.

March Membership Meeting: Grand Rapids meeting will be at Pietro's on March 19 at 8 PM. Kalamazoo meeting will be at the Expressway Holiday Inn on March 17 at 7:30 PM. Admission to either meeting will be \$3.00. Each meeting will be advertised by flyer, radio announcements and word of mouth. Purpose is to welcome new members and attract interested people. All members are invited.

Traverse City Tour: Leave G.R. Saturday, April 30 at 9:30 AM. Travel up US 31. Lunch in Ludington. Arrive at T.C. approx. 2 or 3 PM. T. C. HQ Hilton Inn. 6 PM. Dinner at French Restaurant. Evening free time. Brunch Sunday 10 AM. to 12 PM. Afternoon tour of Leelanau Peninsula. Then Home to G.R. Group Discussion of less expensive motel as HQ. Park Place suggested.

No Other Old Business.

New Business: Frank Wagner presented plans for WMR to assist with National Mercedes Benz Event in G.R. July 15 or 16. MB Club is to use

Grattan and needs people to marshall and time. This is an opportunity for WMR to make some money and assist another club.

Confirmation for WMR dates at Grattan has been received from track owner E.J. Fassen.

John Lacko brought up idea of a Porsche Film Festival as a winter event for next year. Idea was expanded during discussion into a multi region money making project.

J. L. attended meeting of the Kalamazoo Antique Auto Restorers Club and was impressed with 70 some members showing up for a regular monthly meeting from as far away as Albion and Benton Harbor on a Tuesday night. Question was, how can WMR get this type of participation? General discussion followed. Two ideas resulted. Change the name of our monthly meeting from a Board Meeting to the Monthly Porsche Posse.

Secondly, print an a projected agenda in Uber Alles to encourage members to come and express their ideas and comments about their club. J. L. also suggested that WMR explore ways to work with the area chapters of Mothers Against Drunk Drivers. The reasons



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for this are; As an organization that takes autos and motoring seriously we should encourage enforcement of logical and meaningful traffic laws, WMR could establish a precedent for organizations concerned with high performance driving to support responsible public concerns.

It is an opportunity to counteract the public's image of Porsche drivers as Nouveau-rich dilettantes who use their cars as status symbols. Much discussion followed with arguments presented both for supporting M.A.D.D. and not getting involved.

Meeting Adjourned at 9:08 PM.



What is happening at the Monthly Porsche Posse: As you may have noticed in the minutes of the Feb. board meeting, we have changed the name of that meeting. It is now the monthly Porsche Posse rather than the board meeting. While the board meetings have always been open to the general members, it was felt perhaps the title has put people off. So hopefully, with a slight change of name and some advance notice of what promises to be the major points of discussion in the next Porsche Posse we can encourage you to come out to take part in the operation of your club.

More than likely, next month we are going to be talking about:

- Upcoming Speed Events this season
- Traverse City Tour
- Membership Meetings
- W.M.R. and M.A.D.D. Allies or Aliens? Does alcohol increase your appreciation of your Porsche and improve your driving?
- Club Finances
- Über Alles
- Porschemporium

Plus any topic you wish to discuss. If there is something you want to bring up to the Region, the Porsche Posse is the best place to do it.



PORSCHE
ÜBER ALLES



WHERE PORSCHE/AUDIS RUN

With so many different Porsches and Audis eligible to compete in so many motorsport activities, it's sometimes difficult to see where they each fit in.

For 1983, here's a chart of where each car can compete.

Porsche Model	Pro Racing	Club Racing	Solo	Rallying
356		E Production	Solo II	
911	SCCA Trans-Am	D Production	Solo II	
914/4	IMSA GTU	D, E Production		
914/6	IMSA GTU	C Production	Solo II	
924		Showroom Stock A; D Production	Solo II Pro Solo	
924 Turbo		C Production	Solo II	
Carrera Turbo	SCCA Trans-Am			
930				
934	IMSA GTO			
935	IMSA GTX			
944	SCCA Trans-Am	Showroom Stock A-GT; C Production	Pro Solo	
956	SCCA Can-Am			
Audi Model				
Audi Coupe, 4000	SCCA Trans-Am	Showroom Stock B		Pro Rally
Audi Quattro				Pro Rally



KLASSIFIED



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

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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:

WHEEL - 911/912/912E/356C/5-BOLT 924/944. FOUR 5 1/2 x 14 FACTORY FORGED ALLOYS 911.361.016.10. AS NEW CONDITION (FROM CONCOURS 76 912E) WITH MOUNTED GOODYEAR WINGFOOT NCTS - 195/70 WITH 60% TREAD. \$525. WILL SEPARATE - WHEELS \$350, TIRES \$185. BUYER PAYS SHIPPING. ALSO, (1) 6 x 16 FORGED ALLOY, 911.361.020.43, BRAND NEW \$125. CALL: CRAIG WILLIAMS 213 WESTBROOK DR. SPRINGFIELD, ILL. 62702 217-787-7876 (EVE)

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DISASSEMBLED 1970 914 1.7 ARIZONA CAR VERY LITTLE RUST. SOME DENTS ALL PARTS \$2500.00.

CALL OR WRITE:

219-255-6576 OR 616-663-2169
LARRY GROVER
188 BRUSH RD
NILES, MI 49120

FOR SALE:

1976 SCIROCO, P-3 TIRES, MAGS, AM-FM STEREO, 4 SP, A.C. CLEAN, EXCELLENT WINTER BEATER, \$2,200.00
CALL: FRANK 241-1263 (EVENINGS)
OR LEAVE MESSAGE

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

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. \$7000.00
CALL: LANCE WEERSMA 616-530-0906



PORSCHEMPORIUM



Porschemporium offers a unique collection of Porsche related items solely to members of the West Michigan Region. These include items from the PCA national organization, items unique to our region, and items that are just not available locally. Having these items available thru Porschemporium, you can personally inspect any item, buy it, and take it homewith you. Porschemporium items are always available at my home, at every board meeting, and at all major region events. Additionally, sometimes we can make arrangements to mail your order out or even deliver it. One of the best aspects of Porschemporium is that the profits from the sale of our merchandise benefits our club. You are an important part of Porschemporium. It exists to serve you. Your input in the way of suggestions, comments, and purchases is the basis of Porschemporium.

NEW ITEMS:

Our Porsche Ties have arrived and they are going fast. Almost all the snappy dressers at the February monthly meeting bought at least one tie. These tie feature a finely detailed Porsche crest design repeated on either a maroon, navy, grey, or brown background. Price in Feb. UBER ALLES was a misprint. Correct price is \$12.50. Also we have received our copies of Dan W. Post's PORSCHE OWNER'S COMPANION.

AUTOMOBILE QUARTERLY says "... the one book that thoroughly addresses itself to your concerns as a Porsche owner in preventing deterioration, devaluation and piracy ... you'll be surprised by the facets in ownership you have overlooked, even over a period of years of driving. Crisp, straightforward test." Price \$14.50.

POSSIBLE NEW ITEMS:

We are going to start exploring possible high quality, multi color West Michigan Region Car Badges. More than likely, they are going to be in the \$20 range and we will probably have to pay in advance. If so, this will be a group purchase with payment with order. More details will follow. Interest has also been expressed in Porsche blazer buttons in gold, Porsche belt buckles, and computer embroidered WMR golf shirts. If any or all of these things appeal to you, let us know.

PRICES ARE GOING UP:

The new prices on the items we have recently reordered from national PCA are going to be higher. So while we have one or two left at the old price, now is the time to buy a new car badge, decal, etc. and save a buck or two.

REMEMBER OUR ADVERTISING INCENTIVE OFFER: In case you missed it in the minutes of the October Board meeting, we are offering Porschemporium merchandise incentive to WMR members bringing in new ads for UBER ALLES. The amount of the incentive is 25% of the cost of the ad brought in. Just contact Chuck Olenyk.



CONSIGNMENT ITEMS:

Porschemporium is pleased to be able to assist WMR members with the sale of their own items. Present consignment items are a brand new 924 bra and a brand new all weather car cover that will fit 356, 914, and 911 models. These items are available at substantial savings, so if you are interested, give me a call.

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



**WESTERN MICHIGAN REGION
PORSCHE CLUB OF AMERICA**

UBER ALLES

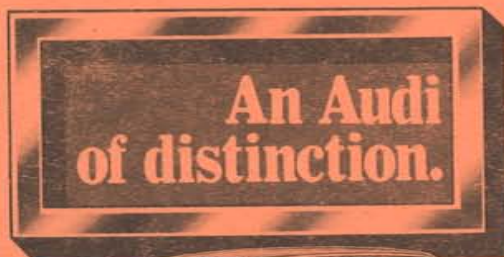
RETURN TO: UBER ALLES

c/o C. OLENYK

6416 EGYPT VALLEY RD NE
ROCKFORD, MICHIGAN 49341



address correction requested



Audi's motorcar like no other. Five cylinders of turbocharged power. Exclusive luxury. Elegant styling. See it.

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18 EPA est. mpg
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The estimated mpg for comparison. Mileage varies with speed, trip length and weather. Actual highway mileage will probably be less.



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