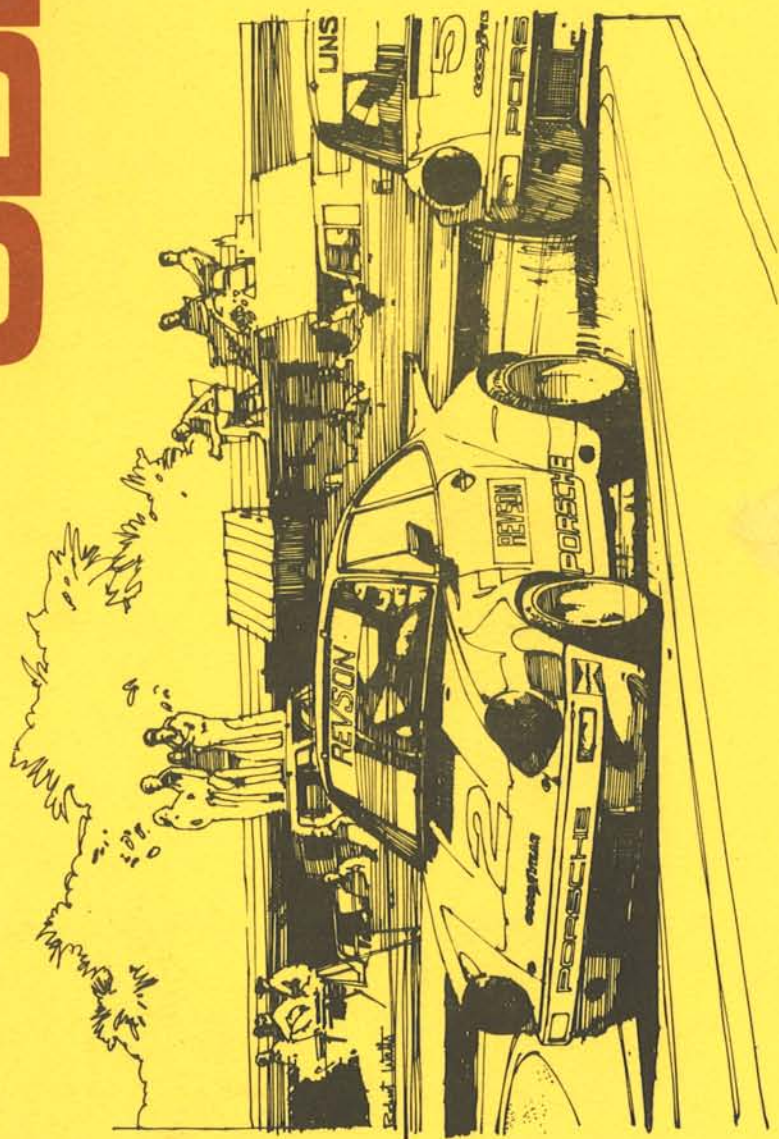


PROFUSION  
**JOBBE**

# ALLES

MAY 1983





# PORSCHE ÜBER ALLES



**PRESIDENT:**  
CRAIG PAULL  
243-7313

**VICE-PRESIDENT:**  
GARY PETERTYL  
774-0420

**TREASURER:**  
CHUCK OLENYK  
874-8142

**SECRETARY:**  
JOHN LACKO  
344-4764

**MEMBERSHIP:**  
JANET LANGDON  
245-0981

**PAST PRESIDENT:**  
CHARLIE DUNN  
243-8065

**SPEED EVENT IROC:**  
**CHAIRMAN:**

PHIL CULL  
452-0781  
RICK RILEY  
458-9932

BILL MOSES  
457-2653

**SAFETY CHAIRMAN:**  
STEVE LOCKE  
247-0028



## ÜBER ALLES STAFF:

NANCY DUNN 243-8065	- editorial editor
LYNNE OLENYK 874-8142	- feature editor
CHUCK OLENYK 874-8142	- production editor

## ON THE COVER:

IROC - INTERNATIONAL RACE OF CHAMPIONS  
DAYTONA, FLORIDA 1973. SHOWN HERE - THE  
THE CLASSIC DUEL BETWEEN PETER REVSON  
AND BOBBY UNSER, DRIVING IDENTICAL  
PORSCHE CARRERAS. WMR'S VERSION OF IROC  
WILL BE A PART OF HOLIDAY ON WHEELS THIS  
COMING JULY 2ND AND 3RD.



# KALENDAR



MAY 14	WMR	GRATTAN DRIVERS SCHOOL FRANK WAGNER 616-245-6666
JUNE 19	WMR	"I.R.O.C. AT IONIA" IN WAYLAND JANET LANGDON 616-245-0981
JULY 2,3	WMR	HOLIDAY ON WHEELS GARY PETERTYL 616-774-0420

## SCHEDULE OF UPCOMING PORSCHE POSSE MEETINGS

### MAY 4th

Janet Langdon  
2517 Abbingdon SE  
Grand Rapids, MI  
245-0981

### JUNE 1st

Peggy Riddle  
1379 Vineland Ct. SE  
Grand Rapids, MI  
241-1263

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



# PORSCHE ÜBER ALLES



## JOHN LACKO

Everyone likes to see their name in print and their pix are even better. In addition, among our 100+ members, it would be a safe bet to say that there is a lot of undiscovered common interests and shared experiences. So, ÜBER ALLES would like to start helping us all learn more about one another. To do this, we need your help. Please complete this form with as much or as little as you would like to volunteer. If you have a photo of you and your car, include it providing it is black and white and sharp and clear.

Name:

Address:

Phone:

Spouse & family:

Occupation:

Porsche

Model:

Year:

Milage:

Color:

Major work done:

Other facts:

Interest in club activities:

Other auto related interests:

Other general interests:

Plans for your Porsche this year:

Events you are planning to attend:



# PORSCHE ÜBER ALLES



Please fill in the blank with the most appropriate word(s).

If there were no such things as Porsches, I would own a \_\_\_\_\_.

My Porsche comes before my \_\_\_\_\_.

I am always embarassed when I \_\_\_\_\_ in my porsche.

After driving my porsche, I always \_\_\_\_\_.

At 55 MPH, my Porsche is just about to \_\_\_\_\_.

The perfect vanity plate for my Porsche would be

\_\_\_\_\_.

My \_\_\_\_\_ says that my Porsche is too \_\_\_\_\_.

The most ideal accessory for my Porsche would be

\_\_\_\_\_.

Compared to my everyday car, my Porsche feels like

\_\_\_\_\_.

My Porsche is clearner than my \_\_\_\_\_.

I do not allow any \_\_\_\_\_ in my Porsche.

If I could have any model Porsche, my choice would be \_\_\_\_\_.

Most memorable Porsche experience:

Please return this form to ÜBER ALLES by June 15. A complete list of all WMR members will be published in the August Uber Alles and this information will supplement what we have already from your membership application.

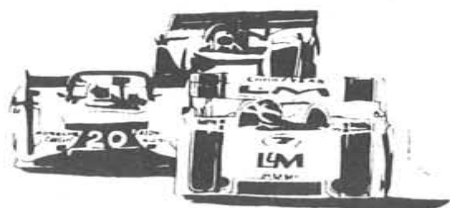




# PORSCHE ÜBER ALLES



## PORSCHE PUSHERS PERSONALITIES JANET LANGDON



Our membership meetings this last month were a greater success than I thought possible. We had a great turnout for both the Kalamazoo and Grand Rapids meetings and have already gotten four new members because of them. I am also expecting to hear from a few more attendees that were interested in the club.

### New from Kalamazoo:

Bruce and Chris Dillon  
8105 Waylee  
Kalamazoo, Michigan 49002  
323-3305

Bruce and Chris drive a 1966 red 912 coupe. They are interested in social activities, rallying, speed events, tours and driver's schools. They also are the proud owners of a 1953 356 and a 1973 914. We hope to see them bring one of these three out for the next event.

Joe and Debbie Riley  
613 Sanwood  
Battle Creek, Michigan 49015  
968-4421

Joe and Debbie drive a 1971 white 911T coupe. They have also owned a 1968 911L. Their interests are speed events, driver's schools and tech sessions. We hope that you can make it out to one of this summer's events.

### From Grand Rapids:

Thomas Pletcher  
6105 Lakeshore Drive  
Montague, Michigan 49437  
894-4590

Tom drives a 1959 white 356A coupe. He is interested in social activities, rallying, speed events and tours. He has previously owned a 1954 356 coupe, and has owned a Porsche since 1957. So how come we never met you before? Well, we hope that at least we will see a lot of you now.




# PORSCHE ÜBER ALLES



Joe and Jerri Gee  
7321 White Lot 64  
Muskegon, Michigan 49442  
788-5028

Joe and Jerri drive a 1971 blue 914 (previously owned by Chuck and Lynne Olenyk), and it is the first Porsche they have owned. They are interested in rallying, speed events, driver's schools, concours, tours, social activities, tech sessions, and leadership. They are also the proud parents of three year old Joseph and a new baby boy, Justin (he was just three weeks old at the time of the membership meeting). We hope to see the whole family out soon.




## BRANN'S

**STEAK & SEAFOOD**  
"SINCE 1938"

**IT SHOULD COST MORE . . . .**  
**BUT IT DOESN'T!**

COCKTAILS ■ DINNERS  
LUNCHES ■ BANQUETS  
= WE HONOR ALL MAJOR CREDIT CARDS =  
FOUR G.R. AREA LOCATIONS -  
SAME MANAGEMENT



- ① **JOHN BRANN'S**  
2053 DIVISION S  
243-3661
- ② **MIKE & JOHNNY BRANN'S**  
401 LEONARD NW  
454-9368
- ③ **TOMMY BRANN'S**  
4157 DIVISION S.  
534-5421
- ④ **BRANN'S ON ALPINE**  
5080 ALPINE NW  
784-2100

IN KALAMAZOO — VISIT  
BRANN'S STEAK & SEAFOOD  
535 S. RIVERVIEW - PARCHMENT

**WE CUT OUR OWN MEAT**

### Porsche Club Anniversaries:

Gene Gibelyou	1 year
Jim and Kathy Karholis	2 years
Larry and Lisa Miller	4 years
Dave Kramer	5 years
Randy and LuAnn Parrott	5 years
Jerry and Teri Knapp	10 years
Bob Shedd	10 years



## P.D.Q.'s

### PRODUCTION DEPARTMENT QUOTATIONS

#### CHUCK OLENYK

Will it sell in Peoria?

Anyone can buy a 1984 Corvette. Anyone with an extra \$21,800 in disposable income, that is. That's where Chevrolet officially has pegged the base price of its new fiberglass road warrior. It'll probably sell, whether Peoria approves or not.

Source: Autoweek, April 11, 1983.

#### German Saab Story

Well, the Germans have done it again. For the third straight year, readers of the top West German automotive magazine, Auto Motor und Sport, chose the Saab 900 as the "best imported car in Germany under 2,500cc."

The Swedes also captured the number-two spot with the Volvo 244 Turbo, while third place went to the French Citroen CX GTI.

Source: Autoweek, April 11, 1983.

#### Tag Turbo Unveiled

Seventeen months ago there was but an idea and a clean sheet of paper. Today there is the TTE-P01 (it sounds like something out of Star Wars, but stands for TAG Turbo Engines-Porsche No. 01)

Formula 1 engine has been bench-tested already (developing approximately 600 bhp!) and awaits installation in a McLaren chassis.

It has taken just under a year and a half for Porsche to conceive and bench test a turbo engine specifically designed for Grand Prix racing. The German manufacturer has always been known for its great achievements, but everyone's hat is off to this latest feat. Officially announced during a press conference at the International Geneva Motor Show, the TAG-backed Porsche V-6 is an extremely well-designed unit, weighing in at 150kg, all included.

At present the engine is being bench tested with an electronic injection system for both reliability and compatibility. On March 28 the engine will be mounted in a Marlboro McLaren MP4/ID which is planned to run through 4000 miles of private tests at the Porsche development track in Weissach. Following that, an all new McLaren MP4/2 will be ready to receive the TAG engine which



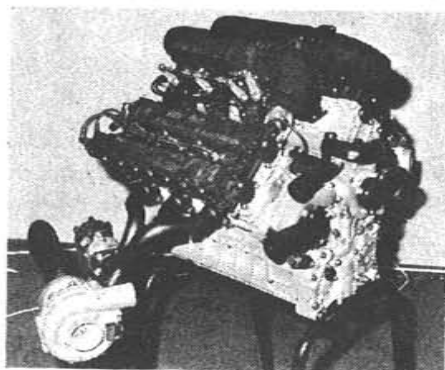


# PORSCHE ÜBER ALLES



Niki Lauda will drive in Grands Prix. A production batch of around 15 engines is planned, but no exact figure was mentioned by Porsche personnel -- nor was a specific race destined for the McLaren-Porsche to make its debut. Its debut will depend upon the success of the testing program.

Source: On Track,  
April 7, 1983



It Never Looked That Good Before It Was Stolen The Manhattan lawyer first doubted his sanity. His blue BMW, which he usually keeps out of town, was gone when he returned to the Park Avenue space in the 60's where, he was sure, he had parked it overnight.

The police said his car hadn't been towed away - just stolen, probably. It cost \$7,000 in 1976, the last year the 2002 model was made. During 12 days of alternate anger and resignation, the lawyer thought about the black market in stripped car parts, worth more to thieves than the car itself. Then the police called. Picking up two men for another car theft, they had recovered the BMW.

He didn't recognize it. It was still blue, but it had been waxed and the tan interior was now black. It had expensive racing seats, wire wheels, a fancy steering wheel, fog lights and a "much better" radio.

"How can I swear it's mine?" he thought, with license plates and registration card also different.

But his key fit. He has his car back with an estimated \$2,000 to \$3,000 in "improvements" (stolen, perhaps, from someone else?) "They seem to have done a nice job," the lawyer said. "Another week and I might have had a sun roof." Source: The New York Times, November 12, 1982.

**T/A** HIGH TECH  
RADIALS

**BF Goodrich**



## Comp T/A®

*Developed to Deliver the Ultimate  
in Performance*

- Precise, predictable handling—ultra-quick steering response.
- The only "V" speed rated radial tire produced in North America.
- The only street radial ever to beat pure racing tires at Le Mans.



## Radial T/A®

*Take A Highly Technical Approach To Driving.  
An Impressive Combination Of  
Technical Expertise And Advanced Design.*



Advantage T/A

Radial T/A 70/60

# BFG T/A Headquarters

Comp T/A

Mark T/A

**TIRE, INC.**  
**RONDA**  
Grand Rapids

**Your Complete Tire Dealer**

**130 MARKET SW**

**456-5321**



ASK ABOUT OUR DISCOUNT TO WMR/PCAer's



# PORSCHE ÜBER ALLES



## MOTOR & SPORT FRANK WAGNER

The car clubs will never tell the factory that the standard seatbelt systems leave something to be desired. Not if they want to keep good relations with their marque. Yet stock belts can be uncomfortable, hard to release, and at the wrong time, unreeling. They are designed with simplicity for the average driver, commuting to work each day.

Safety in motoring has been an issue in recent years. Both the vehicle manufacturers, the government and Porsche Club of America have been pushing the topic. Yet many of the P.C.A. regions and members I've met over the years have had that thought for much longer than the feds. You notice this at most of the high speed autocrosses you can attend throughout the Midwest.

Nord Stern Region not only requires seatbelts, helmets, but also on-board, mounted fire extinguishers in each autocross vehicle. West coast autocross vehicles must be equipped with roll bars, if they have removable tops. When you attend the Porsche Parade you must wear a cotton, long sleeved shirt and big boy pants, if you drive the autocross.

Lights are also coming up for discussion several years ago quartz iodine (Q.I.) headlights and driving/fog lights were a no-no. Today even U.S. car makers are providing seal beam type W.I. headlights in some of their cars. A step in the right direction finally.

Over the years I've been involved with foreign and domestic sports cars, I've tried many a product. Most have provided better performance than the stock equipment it replaced. Any car I planned to keep for awhile would get the treatment. Q.I. headlights, 3" lap competition type belts, Halon fire extinguisher, and usually some type of padded steering wheel or steering wheel cover. Naturally the car would receive the usual check on steering rack (box), tires, brakes, and suspension.



# PORSCHE ÜBER ALLES



Safety equipment that starts at the autocross level carries over to the street. Competition seatbelt harnesses hold your seat, in your seat, even upside down. Padded steering wheels not only limit slipping of your hands, but actually provide some cushion on impact. On board Halon fire extinguishers provide extra protection for those unexpected fuel injection or air filter fires. Fuel injection systems have 30 pounds per square inch pressure in their fuel lines. Many a 914 owner now carry extinguishers in their cars. Halon won't damage the expensive metals that most of our engines are built with. Improved lighting speaks for itself, especially in rural areas. The additional footage of extra light often means the difference between

a deer in the trunk, or on it (Or hood, whichever the case may be).

In my opinion it boils down to, what is my vehicle, or physical well being worth? The price of a set of headlights and seatbelts win out every-time.

NOTE: Michigan is the only state in the Union that feels Halon is unsafe. If three people are in an enclosed, 8 x 10 foot room, with absolutely no ventilation, and a 2½ lbs. Halon extinguisher is used completely, it can be hazardous to your health. Most engine fires we've seen however, are not in that type of situation.



## 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



## SOLO II BILL MOSES

Historically SCCA has had 3 classes:

STOCK (NO improvements/  
modifications)

PREPARED (equivalent to race  
car allowed preparations)

MODIFIED (beyond prepared specs,  
open wheel cars or specials)

After a year trial period they have added STREET PREPARED.

This class goes FAR beyond our PCR Improved class, but does give us a place to drive Porsches against non-Porsches prepared against the same rules.

I personally am going to have a go at STREET PREPARED by adding bumpers, top, street exhaust and DOT tires.

Care to join me? Rules are below:

### STREET PREPARED CATEGORY

A vehicle may compete in STREET PREPARED CATEGORY if the preparation of the vehicle has not





exceeded the allowable modifications of STOCK CATEGORY, except as specified below. However, the distinction between different years/models used in STOCK CATEGORY does not apply in STREET PREPARED CATEGORY.

Example: All Porsche 911 models that are in the same class are considered the same, as are all Corvette Stingrays.

#### A. Authorized Modifications

STREET PREPARED vehicles may only be modified in excess of STOCK CATEGORY rules in the following ways. Any modification not specifically authorized by the STOCK CATEGORY or STREET PREPARED rules is prohibited. No unauthorized modifications are permitted in order to accommodate authorized modifications (i.e. - non-stock hood scoops or holes necessary for carburetor clearance.)

##### 1.

All allowable modifications permitted in STOCK CATEGORY.

##### 2.

Equipment and/or specifications may be exchanged between different years and models of a vehicle if (a) the item is standard on the year/model from which it was taken, (b) the years/

models have essentially the same body/chassis, (c) the years/models are in the class. If exchanged equipment makes the vehicle into another category vehicle which competes in another class, the vehicle will compete in the other class.

##### 3.

Engines must have standard specifications for valve timing and stroke, but may have any oil pump (Accusump type systems allowed), oil pump and pickup, oil coolers, oil or fuel filters.

##### 4.

Any ignition system may be used.

##### 5.

Air cleaner may be changed or removed, velocity stacks may be added; emission control devices may be modified or removed; carburetor adjustments and jetting may be changed. The replacement of the carburetor(s) and necessary intake manifold is permitted. On vehicles with fuel injection, the richness controls may be adjusted outside factory specs; fuel lines and pumps may be changed, added, deleted, removed, relocated, or replaced as





long as they do not pose a safety hazard. The addition of superchargers or turbochargers is prohibited.

6.

Exhaust manifolds and muffler systems are free, except that they must be quiet and terminate behind the driver.

7.

Any clutch or flywheel that uses the standard attachment to the crankshaft may be used; dowel pins may be added.

8.

Engine fan may be removed, replaced, or modified.

9.

On two-cycle engines, the ports must be of standard heights, size and configuration; crankcase volume and reed plates must not be altered.

10.

Suspension springs may be changed provided they are the same type as original (coil, leaf, torsion bar, etc.) and use the original attachment points. Ride height may be altered only by modifying the springs, by using lowering blocks between leaf springs and the original attachment points to the axle, or by conventional wheel alignment.

11. Suspension bushings may be replaced with bushings of any material (except metal) as long as they fit the original location. Offset bushings may be used.

12. Anti-sway bars, traction bars, panhard rods, or other auxiliary axle locating devices may be used.

13. Aerodynamic devices are permitted.

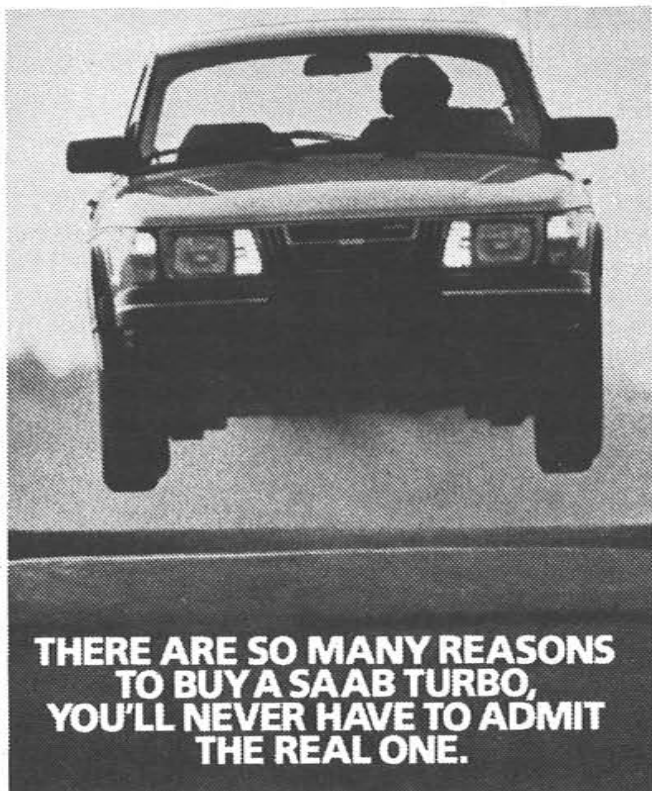
14. Any brake line, single or dual master cylinder, brake proportioning valve may be used. Safety breakers are allowed.

15. Wheels are free. Any D.O.T. - Approved tire is permitted.

16. Fenders may be modified for tire clearance and flairs added, but are not required.

17. Limited slip differentials are permitted.

18. Any fully padded and upholstered seat may be used. Any steering wheel may be used.



**THERE ARE SO MANY REASONS  
TO BUY A SAAB TURBO,  
YOU'LL NEVER HAVE TO ADMIT  
THE REAL ONE.**

Talk about Saab's front-wheel drive, four-wheel disc brakes, fuel-injected engine, Pirelli radials, 15-inch wheels and orthopedically designed, electrically heated seat, and no one will ever guess that it's also got an acceleration of 0-60 in 9.7 seconds.

That is, unless they're driving in the next lane.

**SAAB**

*The most intelligent car ever built.*

**KEENAN CAR CO.**

**SAAB** *The Professional's Car*

**3340 S. Division, Grand Rapids  
Ph. 616-241-5623**



## A PORSCHE TO REMEMBER

BY BOB STONEROCK

For those of you who don't know about me and my 356, I'll give you a quick synopsis of the events leading up to the latest misadventure.

I gave up 911s and other forms of sanity in the pursuit of a dream I'd always had. I wanted to restore and learn to maintain a 356. Why a 356? Fewer cylinders, no fuel injection, air boxes, timing chains, etc., etc. Well, I finally secured a relatively "rust free" 65 Coupe with a pedigree equal to that of the classical "mutt" stray dog.

Certain nameless individuals (Rudy & Barry) bolstered my confidence level to a 9.5+. That was prior to laying-on of the first wrench. From the time the "Red Lady" entered the garage, it's been all downhill. I keep

thinking things have got to better soon, but as you'll soon read, I'm still waiting for the black clouds to lift.

Well, after dismantling the beast down to her bare knickers and hand scraping 101 pounds of undercoating, the telltale cancer came into sight. After a little surgery here and there, I had a tin can with a lot of holes in it. .020 metal bandages were fabricated to butt-weld over all the gaping wounds.

Now what do I do? I've never welded anything this large and the car can't be moved! Ask for help?!? While waiting for the cavalry to arrive, it finally sunk in that short of divine help, the only help I was going to get would come from a book and my own two hands. Well, I read a text on welding, consulted the various "gurus" and after a period of time, jumped with both feet and rented a MIG Welder. (The mistake was made the day I bought a 356.) I was well on my way by this time, to being committed anyway, so what did I have to lose?

1st problem. . . . How do I get this \$1500 monster home?



# PORSCHE ÜBER ALLES



It was too big for my wagon and I couldn't find anyone in the Club with a pickup to save my soul. For a small fee, the "solution" was finally delivered to my home.

I got home late the night the MIG was delivered, so it wasn't until Friday evening that I was able to check it over. Yep, it was exactly as it had been demonstrated for me at the welding shop. But ---! There was this metal safety cap on the top of the Argon gas tank, into which the regulator valve needed to be attached. This wasn't in the book! How do I get the cap off? I'm a doctor and I'm smart", I kept telling myself and this is a simple matter, right? Wrong! Well, I walked up to it and tried to unscrew the cap. NO WAY, JOSE! It didn't budge. There were several peculiar looking holes on the sides and I figured that this was like everything on my Porsche. Special Tool #Z1147WY, etc., and you're in business. It's Friday night and the welding shop doesn't open until Monday. So what do I do now? This sucker is costing me \$5 a day to rent! A strong armed neighbor gave up 20 minutes later. Thoroughly intimidated,

we retreated to my bar to reassess the situation. Naturally, as we sat there, my wife emerged from the garage, bearing the nemesis-of-a-cap and presented it to us with an all-too-familiar feminine smile of superiority on her face.

Next came the big moment. I fired it up and quickly rediscovered another old adage: "It ain't as easy as it looks". I melted holes in every scrap piece of metal I could lay my hands on. Finally, I produced what I considered to be a weld "worthy" of this amateur. Now it's one thing to weld two pieces of new, thick metal together on a flat surface from above. The real trick is to weld a very thin, somewhat rusty Porsche, to a new piece of metal - with your back under the ass-end of it, with no head room and one hand deep in the bowels of some panel - holding things together. Only a trained yoga instructor could attack the project before me. And so it began. . . A squeeze of the trigger and a shower of molten splattering steel seconds later, led me to quickly discover that my little surgeon's cap was indeed, highly flammable.



PORSCHE  
**ÜBER ALLES**



Murphy's Laws were becoming rapidly apparent. While making a hasty retreat from the depths of her innards and trying to beat out the flames to save what little hair remained on my head. I managed to brush the electrode against the edge of the wheelwell. My finger somehow pulled the trigger as the gun brushed the arch. Another shower of sparks followed the damages. The edge of my wheelwell looked like someone had blown a hole through it with a 45' pistol at point blank range. Three seconds of fireworks and 5 hours to correct the damage. Right on course.

Needless to say, at this point, I reassessed my situation. I'm a pro at it now, reassessing my position, that is. I don't throw things quite as far now as I did earlier on in this project. The long walk to the end of the driveway to retrieve whatever tool I happened to have in my hand at the time of the trauma is sufficient. Besides, my neighbors got tired of foreign missiles sailing over their fences and started keeping the bloody tools. Price any tools lately?

The experiences continued. The books talked about the spattering of a MIG welder

**J. Loppa's**

gaslight village

**PIZZERIA**

and submarine sandwich shop

**774-2124**

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



and the need for protective clothing. Moments after I got my nerve up to try the welder out for the second time, the message came home. I squeezed the old trigger and exited once again from the bowels of the Red Tub at breakneck speed. Ragged blue jeans full of molten BBs was akin to someone shooting a hornets' nest under one's dress. If I wore a dress, which I don't. (But I can't think of a better metaphor.) I would have been better off, because by the time the BBs burned through my jeans and skin, they were still hot but not hot enough to burn their way back out when I rolled over.

To continue, I created beautiful stalagmites in steel, warped a few panels (this can't happen according to the book) and burned everything imaginable that was flammable. The crowning blow came, when answering Mother Nature's Call. When I dive into a project, I usually push on - ignoring everything, including Mother Nature's subtle call until I absolutely have to make a break for the little boys' room. I am usually a "filthy" mess and marriage is tenuous, at best at this point, when it concerns my mistress in the garage, so trips through the house are kept to a minimum.

On a particularly bitter cold day (no heat in my garage) Mother Nature was "screaming" that the old tank was full and the kidneys were about to back fire. So I beat a hasty retreat to the place where all major decisions are reached, only to discover that the zipper to my jump suit was welded shut! Ever see a front trap door in a set of bloomers? Well, my jump-suit has a permanent one now.

I can tell with some authority on the do's and don'ts of MIG welding. I'm a bon-a-fide expert on the don'ts and some day I might be one of the do's, too. (Wear pants with buttons!)

As a final note to this little tale, I would like to let you know what happens to a body with those handy little tools used to grind your welds smooth.

A fan blade broke loose and imbedded itself in my leg. Before I passed out, I cursed Monkey Wards in two languages. I went out and purchased a neat "new" little grinder. First time out of the box, I found out what happens when a little 4½ inch grinding dish turning 10,000 RPMs accidentally comes into contact with an old pair





# PORSCHE ÜBER ALLES



of tennis shoes containing one foot. Scratch one tennis shoe. When I quit limping, I may retrieve that new grinder from the tree in my front yard.



My next adventure is already underway. It might best be titled "The Perils of Acetylene Welding", or "5 Minutes of Mistakes and 50 Hours of Correction", or "How to Warp Your Porsche As Quickly As You Can Snap Your Fingers".

(Reprinted from the April 1983 issue of the Kansas City Region's Newsletter, Der Sportwagon.)

See you again soon . . . .

**KONIS, HELLA LIGHTS, FERODO, TEXTAR, REPCO,**

FERODO brake pads. We supply both the Medium and DS-11 racing compound pads for your Porsche and some other make vehicles. If you noticed the article last month in Uber, you'll realize they are the best all purpose pad available. We have a complete stock of these fine pads, even for you 944 pilots. Prices start at \$11.95, call for exact quotes for your Porsche.



**ENTERPRISES**

**Kentwood, Mi. 49508**

**616-245-6666 Call Collect**

**BURSC EXHAUST, RUPERT SEAT BELTS,**

**CONTROL, BILSTEIN, KENDALL OIL,**

**H&H BARS, AERQUIP, CASTROL, GT-1.**



## Harley-Davidson vs. the world

International Trade Commission Tariff TA-201-47 is entitled "Heavyweight Motorcycles, and Engines and Power Train Subassemblies Therefor" and is the result of a petition by Harley-Davidson Motor Co. for "relief" from import competition.

On April 2nd, President Reagan approved tariff TA-201-47 and imported motorcycles displacing more than 700cc will face immediate tariff hikes, which will remain in force for five years. They will start at 45 percent in the first year, and then taper off to 10 percent in the final year. This is, says the commission, necessary to give Harley-Davidson time to complete its "modernization" program, a program which H-D claims will see several key new models introduced, as well as new factories cranked up. On the face of it, this seems an understandable and reasonable action.

Harley-Davidson has been making miscalculations since World War II, trying many unsuccessful strategies to combat its imported rivals, which came first from Europe



in the early 1950s and, lately from Japan. When the Japanese took notice of the H-D cruiser market, and then began building machines to enter it, Harley's last bastion was threatened; having lost first the "sporting" market to the British in the 1960s, then the "touring" market to the turn-key tourers from Japan (and American-built versions of Japanese bikes), and now to have vee-engined cruisers stealing customers was the last blow.

To wit: The enthusiast market has been saying that H-D doesn't build what it wants, and Japan, Inc. has been building it. As a result, buyers have voted with their wallets - and Harley lost. The result was petition.



To the commissioners, it made sense. To a canny enthusiast, it does not. Harley argued that the buyers for imports and its own bikes were the same. Can this be so? Any familiarity with the moto-world suggests not. To buy a Ferrari 308-GTS is to say something substantially different about oneself from that which one would say by buying a Corvette. An yet to the ITC, these cars are "essentially identical and directly competitive," as are, according to its rules, Harley Wide Glides and Kawasaki GPz 1100s. With nothing more than a nodding acquaintance with the true H-D fanatic, the notion becomes absurd. The importers tried to argue exactly that, saying that Harley owned a unique and unduplicatable image and specialized clientele, but the ITC thought not. It is an amusingly unproductive thought to picture commissioners suggesting to a Fat Bob rider that his machine is identical to a Suzuki Kantana, and he, therefore, more or less identical to a Suzuki rider. To say that he would not appreciate it is seriously to underestimate the power of the Harley-Davidson mystique among its faithful.

But if the stiff tariff of TA-201-47 will not help Harley and will not deter import buyers, what will it do? Sadly, too much. It will further convince motorcyclists who might be willing to give Harley's upcoming "new-generation" machines a chance that the company is the jingoist redneck that its critics proclaim it to be, and so slow the machines' acceptance by the high-performance community. And it will eliminate some statistically unimportant but emotionally vital European machinery from the marketplace.

By far the most serious result of TA-201-47 could well be its value as a precedent. The commissioners considering Harley's petition did not hesitate to use previous rulings as guides, and so, if this ruling is accepted, subsequent ITC people can be expected to apply its apparent logic to future issues involving the rarefied world of the enthusiast. The ITC already has said -- with TA-201-44 that any passenger car is like any other passenger car. With this ruling, it similarly erases the lines between big motorcycles, lines so clear to enthusiasts and so dim to regulators.



# PORSCHE ÜBER ALLES



Change the terms of reference slightly -- imagine Chevrolet petitioning for relief in Corvette sales, for instance, against Porsches 944's -- and the degree of our involvement becomes obvious.

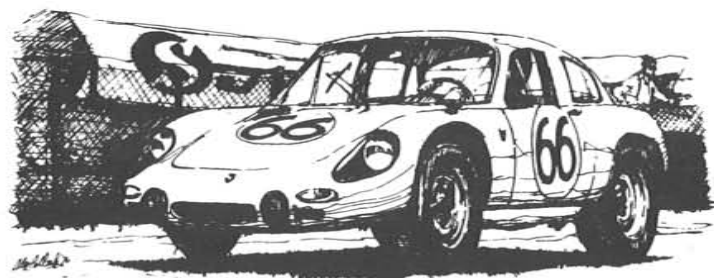
(An ironic footnote is that Harley also is hooked up with Porsche Engineering in Germany to develop a new line of cycles called "Nova." These models would retain the familiar longitudinal-V engine configuration Harley has used from its beginning but could use water cooling and probably overhead cams.)

This feature is based on the articles by Steve Thompson and Jake Kelderman appearing in the April 11th and 25th issues of Autoweek.

Want to see what all the excitement is about? **AUTOWEEK** is one of the fastest growing magazines around and there's many good reasons: weekly, timely, and broad based. It's the only weekly journal that covers all the motorsports events, plus classic cars, concours events, personality profiles and lots more. What makes it even more desirable is the price — 30 issues for \$13.20.

## **AutoWeek**

740 RUSH STREET • CHICAGO, IL 60611 • (312) 649-5223





JOHN LACKO



## General Membership Meetings

To help us all get set for spring, we brought back one of the popular events from the past, general membership meetings. There is a dual purpose behind such an event -- first, to promote the club to new prospects, and second, to get the existing membership together for a social event. We did introduce one change for this year, however, and that was two meetings. The first was held in Kalamazoo on March 17, and the second was held in Grand Rapids on March 19.

I am pleased to report that we succeeded at both sides of these meetings, and had a good time while we were at it. To promote the meetings to prospective members, we used public service announcements. The legwork for these

was provided courtesy of John Lacko and Gary Petertyl. They must have worked, as we figure that WMR will gain six (6) new members as a result. In addition, of course, there was the turn-out of existing members. (I will note here that attendance was the same in Grand Rapids as Kalamazoo). In fact, some people liked it enough on Thursday to be repeats on Saturday.

To serve as an introduction to PCA in general and WMR specifically, we had a slide show that demonstrated the various facets of life as a PCA member. My thanks to Bob Shedd and Chuck Olenyk for slide donations that helped lend the desired atmosphere and explanation. After this brief interlude, we then served up



# PORSCHE ÜBER ALLES



the main course, the movie "Rendezvous". I wish I could describe it properly to those of you who didn't see it. Unfortunately, I can't do it justice, so I won't even try. If you did see it, you know what I mean. There was an encore showing at both meetings by popular demand.

At the G. R. gathering, there was a special addition. Gallery 28 in Grand Rapids donated a beautiful poster (no folks--not one of the racing ones, but a Porsche poster nonetheless). We decided to

give it away as a door prize, and Lynne Olenyk was the delight winner. I should mention here that this arrangement was facilitated by long-time members Jerry and Terry Knapp.

Finally, there was the mainstay of every PCA event, just plain talking about our favorite automotive past time. While you wouldn't have known it by the weather, everyone there knew it was almost spring, and the planning was obviously being discussed in earnest. All in all, it was a great way to swing into spring.

## AUTOMOTIVE ART

PORSCHE AND OTHER AUTOMOTIVE POSTERS



DOWNTOWN • OTTAWA AT PEARL • 454-4544

# UPTOWN GRAND





## TECHNICAL

FRED SCHROEDER

I had to do a little research to be able to respond to Jim's request in the last DER SPORTWAGEN. My knowledge of fire extinguishers was limited to a vague awareness that there were several types and that the most readily available was likely to do grave damage to a Porsche engine.

So I called a couple of people who are Porsche experts. This article is based on information I obtained in a conversation with Chuck Stoddard.

There are four basic types of fire extinguishers: liquid, dry chemical,  $\text{CO}_2$ , and inert gas.

Liquid extinguishers are not very common, though as they once were. There is good reason for their current scarcity - they are most often based on carbon tetrachloride, a toxic substance.

The most common and cheapest type of extinguisher is the dry chemical. This type is available in many stores: discount stores, auto parts stores, hardware stores.

It is also commonly available in sizes appropriate to automotive use.

The problem with the dry chemical type of extinguisher is the damage the chemicals can do to light metal castings and plastics. If you carry one of these in your Porsche, you are going to be more protected than without an extinguisher, but you may ruin an engine to save the rest of your car. People who have used them on their Porsches have real horror stories to tell. Melted fan shrouds, dissolved or coated castings, ruined wiring and plastic pieces.

The danger from dry chemical extinguishers is not only from purchasing one. If you should suffer a fire and call the fire department or have one occur in a filling station, this is likely to be the type used on your car.

The  $\text{CO}_2$  fire extinguisher has a lot to recommend it. It is safe. It doesn't damage plastics or metals and it efficiently puts out fires by robbing them of oxygen.

However, the 5 lb. charge necessary to put out an engine fire requires a bulky 20 lb. container which must be checked and recharged periodically.



# PORSCHE ÜBER ALLES



The last type if the best. For automotive use, it is usually filled with halon, a gas specifically compounded for the types of fires that occur in automobiles and aircraft. It is an inert gas, heavier than air. It simply displaces the oxygen necessary for burning and puts out the fire. Since it is inert, ie. it does not react with other compounds, it does no damage at all to the materials on which it is used, even if used on an interior.

Porsche's factory built racers have halon systems built into the cars. The frame tubing has built-in paths which direct the halon from a central tank to all fire hazard areas of the car. This approach helps lower the mortality rate of the cars and drivers.

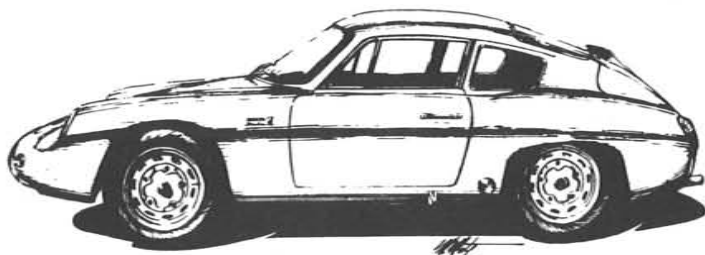
Other advantages of the halon type are its' lighter weight and more compact dimensions.

The better halon units also have an infinite shelf life, they do not require periodic recharges or checking.

Where do you get the halon units? You might have already guessed that Stoddard sells them. His is a model he feels is most convenient and reliable for automotive use. It costs around \$60 (dry chemical extinguishers are about \$15). Other models of varying packaging are available from other sources.

The important part is having an extinguisher and having one that will not in itself cause damage. Because if you think the guy with the little Pontiac was unhappy when it burnt up, think how you'd feel if your pride and joy went up in smoke.

(Reprinted from the April 1983 issue of the Kansas City Region's Newsletter, Der Sportwagon.)





Specializing in the maintenance of:

Porsche • Audi • VW • BMW • Mercedes



*Dan*

## GERMAN AUTO SERVICE LTD.



*Dan*

visit the *Deutschop*

Tires  
Parts  
Accessories

430 Bridge NW  
Grand Rapids  
(616) 454-3289

## PORSCHE ÜBER ALLES ADVERTISING RATES

FULL PAGE	-	\$100.00 PER YEAR
HALF PAGE	-	\$ 60.00 PER YEAR
QUARTER PAGE	-	\$ 45.00 PER YEAR

LIMITED TIME FREE OFFER - ANY WMR  
MEMBER WHO ATTRACTS A NEW ADVER-  
TISER WILL RECEIVE A PORSCHEMPHORIUM  
GIFT CERTIFICATE WORTH 25% OF THE  
ADVERTISING PURCHASED.



# PORSCHE POSSE

Minutes of April 6, 1983  
Board Meeting, Western  
Michigan Region, Porsche  
Club of America, held at  
the Weersma's 2325 Colling-  
wood S.E., Wyoming, MI.  
Recorded on audio tape  
cassette and transcribed  
by the absent John Lacko.

Present: Classified

Minutes of Last Meeting:  
Accepted as published in  
UBER ALLES.

Treasurer's Report:

Chuck Olenyk: A graph of  
cash balance on a month by  
month basis. This pro-  
jection was based on six  
of our eleven events this  
year will be break-  
even on expenses. Events  
in March, May, June, and  
October have been or will  
be profitable for WMR.  
Projection was based upon  
historical data from  
previous years events.  
UBER ALLES should cost  
\$1300 this year. Porschem-  
porium should not cost  
anything. At present,  
WMR has \$421 in our general  
checking account right now.  
This figure doesn't include  
Porschemporium funds.  
We started the year with \$1500  
in cash. The projection  
shows that we have bottomed  
out this month. Funds  
receivable include adverti-  
sing revenue, national rebate,  
and the deposit from the GR

membership meeting. In response  
to a question, Frank Wagner  
stated that Grattan events are  
payable at the end of the event.  
The trophies for Holiday on  
Wheels are one prepaid event  
expense. A general discussion  
of the importance of trophies  
followed.

Porschemporium Report:

Chuck Olenyk: Based on figures  
supplied by Lacko; Total Cost  
of Inventory \$483.54, checking  
account balance \$237.65, cash on  
hand \$47.00.

Membership Report:

Janet Langdon: March member-  
ship meetings were successful.  
We have four confirmed new  
members and expect to hear  
from at least three more.  
Presently, WMR has 101 members.  
Usually over the Winter, we  
lose some members who don't  
renew.

Uber Alles Report:

Chuck Olenyk: Two new  
advertisers will be in the  
next issue who did not make  
the April issue. In addition,  
the Waite's frame shop will be  
advertising starting next month.  
Total advertising reveue for this  
year up to approximately \$750.

National News - Craig Paull:  
No news from National.

Membership Meetings -

Craig Paull: Kalamazoo  
Membership Meeting and Grand  
Rapids Membership Meeting both  
had equal turnouts.



# PORSCHE ÜBER ALLES



Traverse City Tour - Janet Landgon: Three confirmations so far. Meeting place will be decided once more confirmations are received. The place will be as convenient as possible for the participants.

May Driver's School - Frank Wagner: Chuck Olenyk is tech. chairman. Phil Cull is corner worker chairman. Peggy Riddle is handling pre-registration. Janet Langdon and Marcy Thieme will be working the gate. Registrations have already started to come in. A decent turnout is expected. Instructors who do not drive their own cars will not have to pay registration fees.

Mercedes Benz National Meet - Gary Petertyl: We have confirmed to the MB Club that we will cooperate. They want Friday practice timing, so more volunteers are needed.

June Event - Craig Paull: Still trying to finalize. A rally is the alternative to an autocross. A gimmick style gymkana in the Wayland area is the first choice. This would be a family event. Renting the go-cart track in the Wayland area would be a possible companion event. No event chairperson has been selected yet. The date is still June 19.

Elkhart Lake Memorial Day: Registration now open. Run off 1982 PCRs.



**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!

Michigan Indiana Region:  
Possible conflict with our Traverse City tour and their anniversary event.

I.R.O.C. - Bill Moses:  
Question has come up from other regions as to why we don't use Grattan as a competitive event. Frank Wagner answers that it is more of a headache with more organization and more expense. WMR just doesn't have the resources to do it successfully.

Meeting adjourned at 8:49 P.M.



# KLASSIFIED



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

## FOR SALE:

1973 914 1.7 DARK BLUE, NEW TIRES, IN STORAGE, \$5,000.00

OR BEST OFFER

CALL: MR. PETERSON  
2399 KNOLLVIEW S.W.  
WYOMING, MICHIGAN  
532-6447 DAYS, EVENINGS

## FOR SALE:

1969 911T COUPE, BURGUNDY/BLACK, 1ST IN CLASS 1981 PARADE CONCOURS (A SURE WINNER READY FOR 1983 PARADE!) 5 SPEED, KONIS, ALLOYS, 5 NEW XW's, BLAUPUNKT, UNGO BOX, ORIGINAL INSIDE & OUT, DETAIL PHOTOS AVAILABLE. MUST SELL. DELIVERY IN ENCLOSED TRAILER CAN BE ARRANGED.

CALL: BARRY E. GIBBS  
2750 NORTHAVEN, SUITE 207  
DALLAS, TX 75229  
(214)241-2002  
(817)430-3543

## FOR SALE:

JUDY CULL'S 914 2.0 LITER IS OFFERED FOR SALE FOR A SUM OF \$7500.00. "CANDY" IS "BOX STOCK" BAHIA RED IN COLOR AND HAS 40,000 ORIGINAL MILES ON HER ODOMETER.

CALL: JUDY CULL  
452-0781

## FOR SALE:

HONDA ACCORD LX - 1978 5-SPEED, HATCHBACK. AIR, POWER STEERING, STEREO. RUSTY JONES RUST PROOFED. LIKE NEW. NEVER AUTOCROSSED HONEST! LARRY GROVER HAS NEVER DRIVEN THE CAR, HONEST! \$4,950.00  
PHONE: 219-362-3925 DAN

## FOR SALE:

1974 911 CARRERA COUPE, 911 4400263 SPECIAL BLACK PAINT, SUNROOF, LEATHER SEATS, KONI SHOCKS, EXCELLENT CONDITION ORIGINAL OWNER, STORED WINTERS \$19,995

CALL: JERRY (BING) KOLK  
408 W. 25TH STREET  
HOLLAND, MICH. 49423  
616/392-2238

## 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)





# PORSCHE ÜBER ALLES



## WANTED:

1973-1977 911 CALL ME IF YOU  
HAVE ONE YOU WANT TO SELL.

CALL: TOM AARDEMA  
KALAMAZOO  
381-3805

## FOR SALE:

### 911 PARTS

TAIL LENS, RT ONLY, PRE-CRASH  
BUMPER \$15.00  
K & N AIR FILTER HOUSINGS ONLY,  
CARB OR MECH F.I. ONLY \$6.00 SET  
STINGERS, 2.0 OR 2.2 LITER  
25.00 PR

FILTRONS FOR WEBERS OR MECH.  
F.I., COMPLETE \$35.00  
KONIS, 82R-1647 FT. ONLY FOR  
BAGE O.E.M. \$40.00 PR

### 914 PARTS

KONIS, 82K-1722, REAR, GOOD  
CONDITION \$40.00 PR  
ANSA EXHAUST SYSTEM, 1975-76  
ONLY \$35.00  
FILTRONS FOR 914-6, COMPLETE  
\$35.00  
FRONT STOCK SWAY-BAR, COMPLETE  
\$45.00  
AM-FM STEREO, EXCELLENT CONDITION  
\$50.00?  
CAR MASK, 1975-76 ONLY \$20.00  
185/70 x 15 XW TIRES, IDEAL FOR  
LOCAL AUTOCROSSES. FIT 911 AND  
914-4 FREE  
ANY AND ALL OFFERS CONSIDERED,  
DON'T BE SHY. WE DO IT BY  
VOLUMN.  
CALL: UNCLE FRANK  
616/245-6666 DAYS ONLY

## FOR SALE:

1972 BMW 2002, WHITE WITH NAVY  
INTERIOR, LOWERED, SUNROOF,  
NEW PAINT JULY 1981, NEW ENGINE  
30,000 MILES AGO, NEW BRAKES  
4,000 MILES AGO, GOOD, STRONG  
RUNNER, NEVER DRIVEN BY LARRY  
GROVER HONEST, NEVER RACED HONEST.  
WANT TO BUY PORSCHE OR I WOULD  
NEVER SELL.

CALL: JANET LANGDON  
245-0981 OR AT WORK 957-0600.

## FOR SALE:

1975 914 2.0 LITER, RED, NEWLY  
RESTORED, P3's, NEW CLUTCH,  
MUFFLER. JUST TIMED, BEAUTIFUL  
AND ONLY 54,000 MILES. A SUPER  
CLEAN CAR. \$7500.

CALL: TOM AARDEMA  
KALAMAZOO  
381-3805

## FOR SALE:

### 914 PARTS

1.7 HEAT EXCHANGER (PASSENGER  
SIDE), EXCELLENT CONDITION \$90.00  
22MM FRONT TORSION BARS \$100 PR  
BILSTIEN FRONT STRUTS (NOT  
INSERTS) - RACING UNITS \$200 PR  
PANASPORT 15 x 7 WHEELS - NO  
NICKS OR DINGS \$400/SET  
BILSTIEN REAR SPORT SHOCKS  
\$100 PR  
LOTS OF BRAKE, SUSPENSION,  
INTERIOR; TRIM PARTS -  
TALK TO ME ABOUT A PACKAGE  
DEAL.

CALL: BOB SHEDD  
(616) 243-2109



# PORSCHEMPORIUM



Porscheemporium is your primary source for Porsche Goodies! We're talking about all the icons and artifacts passed on down to the faithful by National H.Q. as well as the best of the unique merchandise that only surfaces in PANORAMA. Buy it from the WMR Porscheemporium and the profits benefit our region.

Binders, Panorama (Get them organized, finally).	\$ 9.50
Book, Porsche Coloring Book (Check the new color).	2.00
Book, PORSCHE OWNER'S COMPANION (More than a manual)	14.50
Book, UP-FIXIN VOL IV ('72-'76 Best of Pano)	7.00
Book, UP-FIXIN VOL V ('77-'80 Best of Pano)	12.00
Bra, Black 924 (Only bra your wife should find in car)	30.00
Car Badge, PCA enameled metal (show your colors)	15.00
Car Badge, WMR metal (Price reduced from \$7.00)	5.00
Car Cover, fits 356, 914, 911 (protect that paint!)	30.00
Decal, PCA 2" water transfer (perfect for your Lawn Boy)	.10
Decal, PCA 3-1/4" front stick (inside window display)	1.50
Decal, PCA 3-1/2" back stick (tool box or helmet)	1.00
Emblem, PCA 1/2" enameled metal (epoxy it anywhere)	2.00
Emblem, PCA 1" enameled metal (almost anywhere)	2.50
Hat, PCA Red & White (Do you really drive a Cat?)	5.50
Hat, PCA Blue & White (or a Pete?)	5.50
Hat, Porsche Crest Blue (Our price, cheap)	1.00
Hat, Porsche Crest Blue (Our price, cheap)	1.00
Hat, Porsche Red (ditto)	1.00
Key Case, PCA leather (a nice touch)	4.00
Lapel Pin, PCA (an alternative to jeweled flag)	2.50
License Plate Frame, "Think Porsche" Chrome (or just think)	4.00
License Plate Frame, Black, "I'd rather be driving my 914"	7.50
License Plate Frame, Black (special night fighter edition)	4.00
Model Car, 928, Silver, 1/43rd (perfect 2nd Porsche)	7.00
Model Car, 928, Red, 1/43rd (perfect 3rd Porsche)	7.00
Patch, PCA, 3" (looks better than an alligator)	2.00
Patch, PCA, 4" (and they are bigger too!)	3.00
Patch, WMR, 4" (Better than a polo player)	2.00
Sweat Shirt, WMR, Blue size 38-40 (jog tog)	9.00
Sweat Shirt, WMR-IROC '80, Blue, size 38-40 (slog tog)	5.00
T-Shirt, WMR, Blue, Childs 6-8 (kid tog)	6.00
T-Shirt, WMR, Blue, Childs 10-12 (prep tog)	6.00
T-Shirt, WMR, Blue, Childs 14-16 (teen tog)	6.00
T-Shirt, WMR, Blue 34-36 (small tog)	6.50
T-Shirt, WMR, White/Red trim, 34-36 (check price)	2.50
T-Shirt, WMR, White/Blue trim, 34-36 (it's correct)	2.50
T-Shirt, WMR-IROC '80, Blue Ladies medium (gog tog)	5.00
Tie, Porsche Crests, Blue (4 in hand = 5 on floor)	12.50
Tie, Porsche Crests, Brown (with a 930, it matches your shorts)	12.50
Tie, Porsche Crests, Grey (could be ashen grey)	12.50
Tie, Porsche Crests, Red (Accentuated nicely by brake lites)	12.50
Towel, Porsche 20" x 44" (for Concours or crying)	7.50

# PORSCHE



# PORSCHEMPORIUM



Our prices meet and usually beat those you see in Pano, so why mail your order off to them and wait? We can and will get it to you quicker. Let us know if there is anything else you want. Spend your auto trinket allowance with us.

John Lacko, Porschemporium, 2146 Waite,  
Kalamazoo, Michigan 49008





**WESTERN MICHIGAN REGION  
PORSCHE CLUB OF AMERICA**



RETURN TO: UBER ALLES

c/o C. OLENYK

6416 EGYPT VALLEY RD NE  
ROCKFORD, MICHIGAN 49341

**UBER ALLES**



Kurt & Shirley Wirth  
7413 Sheffield Dr. SE  
Ada, MI 49301

address correction requested

**An Audi  
of distinction.**



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

AUTOMATIC  
18 EPA est mpg  
26 hwy est

Use "estimated mpg" for comparison. Mileage varies with speed, trip length and weather. Actual highway mileage will probably be less.

**The Car Barn**

3000 Broadmoor S.E.  
Grand Rapids,  
Michigan 49508  
Phone 616-942-8040

**GRAND RAPIDS ONLY FACTORY AUTHORIZED  
PARTS AND SERVICE CENTER**

# Schnitzelbank Restaurant

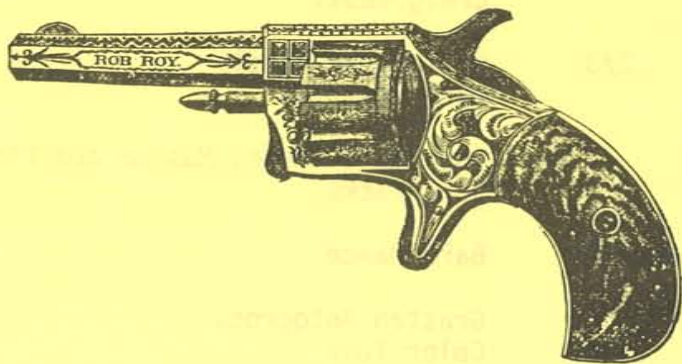
PRESENTS



PORSCHE  
**ÜBER ALLES**



EVENT  
PULL-OUT  
SECTION



SET YOUR SIGHTS ON THESE EVENTS!



WESTERN MICHIGAN REGION  
PORSCHE CLUB OF AMERICA

# CALENDAR



---

January	15	Ski Party Doug and Shari Hoek
February	12	Winterfest Maureen Richardson
March	17	General Membership John Lacko - Kalamazoo
	19	Meetings Craig Paull - Grand Rapids
April	30	Tour to Traverse City Janet Langdon
May	14	Grattan Autocross Rick Riley, Phil Cull, Frank Wagner
June	12	Ralley Craig Paull
July	2/3	Holiday on Wheels Gary Petertyl
August	7	Tour to Gilmore, Museum and Picnic John Lacko
September	10	Barn Dance
October	1 15	Grattan Autocross Color Tour
November		Turkey Day-Slide Contest

---

INFORMATION: 874-8142





WESTERN MICHIGAN REGION  
**SPORTS CAR CLUB OF AMERICA**  
INCORPORATED  
PRESENTS



## SPRING TUNE UP

SUNDAY MAY 8, 1983  
KENTWOOD VILLAGE MALL

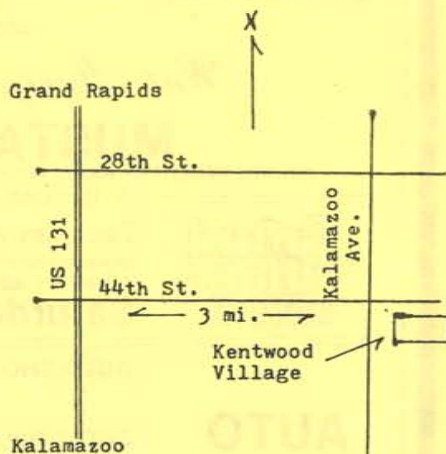
10am-12noon Registration - Course open for walking  
12:15 Driver's Meeting (Michigan Time)  
12:30 Timed Runs

### Entry Fees

\$5 SCCA Members  
7 Other Clubs  
9 No Club

Seatbelts, helmets, and  
adequate mufflers required.

Experienced drivers will be  
available to provide hints  
on course following and  
driving tips for novices.



Event Chairperson: Pat Snyder (616) 453-7764

### Upcoming WMR/SCCA Events:

June 12 Mary Free Bed Benefit  
July 3 South Haven

Autosports Hotline: (616) 396-4292

Here's our schedule of solo events.

May 8th -Spring Tune Up at Kentwood Village.

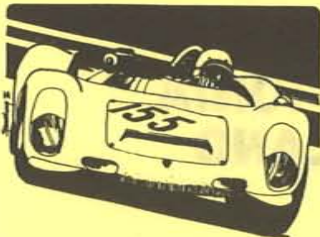
June 12th -Charity event to benefit Mary Free Bed's  
Handicapped Driving Program - hopefully  
at Wolverine World Wide.

July 3rd -Blueberry Smash at South Haven.

August 7th -M.I.S.

Oct. 15th & -Ionia - practice and party on Saturday,  
16th timed runs on Sunday.





## GRATTAN DRIVERS SCHOOL



DATE: SATURDAY, MAY 14, 1983

TIME: 8:00 A.M. TILL 5:00 P.M.

PLACE: GRATTAN RACEWAY, GRATTAN  
MICHIGAN

EQUIPMENT: SAFETY HELMET, SEATBELTS

COST: 35.00 PER CAR, CAR CLUB MEMBER  
40.00 PER CAR, NON-CAR CLUB MEMBER  
45.00 PER CAR, AT GATE  
LIMIT 65 CARS

REGISTRATION: CUT OFF DATE MAY 7

PEGGY RIDDLE  
1379 VINELAND COURT  
GRAND RAPIDS, MI 49508  
616-241-1263

EVENT CHAIRMAN:

FRANK WAGNER  
1377 VINELAND COURT  
GRAND RAPIDS, MI 49508  
616-245-6666 DAYS

---

### REGISTRATION INFORMATION

CAR: \_\_\_\_\_

CAR CLUB: \_\_\_\_\_

DRIVERS NAME: \_\_\_\_\_

2ND DRIVERS NAME: \_\_\_\_\_

(MAX. TWO DRIVERS PER CAR)

AMOUNT PAID (ENCLOSED) \_\_\_\_\_

MANDATORY DRIVERS MEETING  
8:30 A.M. OR 11:30 A.M.

YOU MUST ATTEND ONE TO GET ON TRACK

DRIVERS LICENSE NUMBER: \_\_\_\_\_

DRIVERS LICENSE NUMBER: \_\_\_\_\_

---

### REGISTRATION SPACE ONLY

REGISTRATION NUMBER: \_\_\_\_\_

# GRATTAN RACEWAY

## 1983 SCHEDULE OF RACING EVENTS

*Grattan — A Nice Place To Spend Your Weekends*

APRIL 30 - MAY 1	<u>W.E.R.A. REGIONAL ENDURANCE</u>
MAY 7-8	DETROIT KART CLUB
MAY 14-15	PORSCHE TIME TRIALS
JUNE 4-5	U.I.C.H. CORVETTE TIME TRIALS 616-924-3988
JUNE 11-12	W.E.R.A. REGIONAL ENDURANCE
JUNE 25-26	CHICAGO NATIONAL ROAD RACE
JULY 2-3	W.E.R.A. NATIONAL
JULY 15-16	MERCEDES-BENZ TIME TRIALS
JULY 31 - AUG. 1	CANADA NATIONAL DUCATI
AUG. 6-7	DETROIT KART CLUB
AUG. 13-14	DETROIT REGION OF S.C.C.A.
AUG. 27-28	W.E.R.A. REGIONAL ENDURANCE
OCT. 1	PORSCHE TIME TRIALS

ALL REMAINING DATES OPEN FOR PRACTICE

### GRATTAN RACING CLUB

- Practice Any Time Except During Scheduled Events
- Membership Card
- Free Camping — For All Events
- Showers — Restrooms

E.J. Faasen

Phone 453-4389

Pets on Leashes

No Running of Engine Before 9:00 A.M. or After 6:00 P.M. — Township Rules

GRATTAN GROCERY

*Beer & Wine*

GRATTAN SERVICE STATION

*Gas, Oil & Repair*

GRATTAN BAR

*Liquor & Dinners*

CAMPING AVAILABLE FOR EACH EVENT

*Keep Your Area Clean*

*Trash Bags Available at Concession Stand*



REMEMBER WHEN?

- \*Speed limits were 70MPH
- \*Gas was \$.50 a gallon
- \*A "Turbo" had 12 cylinders & 1400 HP!

MOTOR STADT REGION is 10 years old this year and Saturday, May 14, 1983, we are going to celebrate!!!!

Details are being finalized, but here are some teasers

- \*Largest gathering of Porsches you have seen in years
- \*Special interest Porsches
- \*Real German brats & beer dinner (MSR style)
- \*Door Prizes
- \*Special 10 year Anniversary Goodies

We'll tell you more when you need to know more!

MAY 14, 1983 - SATURDAY - 6:30 P.M. - WILLIAMS P-A

Porsche\* Williams P-A\* MSR PCA

We're all 10 years older but still ...Nothing even comes close.....BE THERE!

**MAY 14**  
**DON'T MISS IT!!**



THE PORSCHE 356 REGISTRY WILL HOLD IT'S SEVENTH ANNUAL BULL SESSION  
AND FAMILY PICNIC THIS YEAR IN CINCINNATI AT THE JOHN PARLIN ESTATE  
(SAME PLACE AS IN PREVIOUS YEARS) ON SUNDAY, MAY 15TH FROM NOON  
UNTIL ????. THERE WILL BE PLENTY OF FREE BEER, HOT DOGS AND OTHER  
EDIBLE GOODIES, ALONG WITH MANY DOOR PRIZES TO BE AWARDED.  
THIS IS A FREE EVENT FOR ALL ENTHUSIASTS SPONSORED, IN PART, BY  
P.B. TWEEDS OF INDIANAPOLIS AND DEDICATED CINCINNATI AREA 356 REGISTRY  
MEMBERS. FOR FURTHER INFORMATION AND DIRECTIONS, WRITE OR CALL:

TOM & ADA OERTHER

5035 SALEM ROAD

CINCINNATI, OHIO 45230

TELEPHONE: (513) 232-1909 OR 874-0607

OR

KEN DAUGHERTY

1611 RUSSELL AVENUE

LOUISVILLE, KENTUCKY 40213

TELEPHONE: (502) 451-3425

356registry<sub>inc</sub>

5035 salem rd, cincinnati oh 45230





# Second

# Annual

SPONSORED BY

*West Michigan Mustang Club*

## MUSTANG SHOW

FOR THE BENEFIT OF MARY FREE BED HOSPITAL AND REHABILITATION CENTER

"IF YOU CAN DRIVE IT — SHOW IT"

**Grand  
Village  
mall**

Fairlanes Ave. Grandville, Michigan

Located 11 Miles S.W. of Grand Rapids on I-96, Take Exit 69A

• free • • admission •

8 a.m. till 5 p.m.

**Saturday, May 21, '83**

## AUTO SHOW

**AUTO SHOW JUDGING** -BY VOTE OF ENTRANTS ONLY  
-EXPECT IN EXCESS OF 100 CARS

### SHOW DIVISIONS

-FOR 1964½ - 1973 MUSTANGS  
-SPECIAL SHELBY & BOSS CLASS  
-CLASSES FOR OPEN AND CLOSED BODY  
-ALSO SPECIAL INTEREST CLASS 1974-1983  
MUSTANGS

### REGISTRATION

Advance - By May 1 \$6.00

Day of Show - \$8.00

SHOW ONLY—NOT ENTERED IN JUDGING \$5.00

**1st and 2nd Place Awards - Dash Placques to First 100 to Register**

- LARGE 20' FRONT SPACES
- BEAUTIFUL MALL FOR SHOPPING & FOOD
- FREE PARKING — PLENTY OF ROOM FOR ALL
- AUTO PARTS ONLY — MORE VENDORS COMMITTED FOR 1983
- VENDOR FEES — \$6.00 ADVANCE REGISTRATION  
\$8.00 ON SHOW DAY

## SWAP MEET

## PONY CORRAL

- AUTO SALES LOT — SEPERATE WITH GOOD ACCESS TO OUTSIDE FOR TEST DRIVES
- DEALERS AND INDIVIDUALS WELCOME
- NO OTHER ITEMS FOR SALE IN THIS LOT
- SALES LOT FEE — \$6.00 PER CAR
- \*\*\*NO FOR SALE SIGNS IN SHOW AREA CARS\*\*\*

**DONALD L. CAMPBELL**  
4020 W. River Dr.  
Comstock Park, Mich. 49321  
Days (616) 784-5195  
Eve. (616) 457-3896

# **PORSCHEs in REVIEW**



## **ANNIVERSARY CELEBRATION Southeastern Michigan Region PCA**

**SUNDAY MAY 22, 1983**

**At the  
HENRY FORD GREENFIELD VILLAGE  
DEARBORN, MICHIGAN**

**A MAGNIFICENT DISPLAY OF OVER 100 PORSCHEs,  
OLD AND NEW, STREET AND COMPETITION.**

**1:00 P.M. PORSCHEs IN REVIEW**  
a magnificent display of  
porsche's, old and new,  
street and competition on  
the village green.

**4:00 P.M. Champagne Reception**  
for our Honored Guests.

**5:00 P.M. 25th ANNIVERSARY  
DINNER** in the Lovette  
Hall

**6:00 P.M. Distinguished Speakers**  
**"CHUCK" STODDARD**  
Immediate Past President  
-PCA

**JURGEN BARTH** Porsche  
Factory Driver & Director  
of Porsche's Customer  
Racing Department, Past  
Winner of LeMans, Co-  
Author of **THE PORSCHE  
BOOK**

**ENGRAVED PERSONALIZED SILVER COMMEMORATIVE  
DISPLAY PLAQUE - DESCRIBING YOUR PORSCHE.**

**TICKETS - \$25.00** per person inclusive  
call the Registrar for Applications.

**Note:** Early registration is required for Plaque engraving

**REGISTRAR - PEGGY BOYLE**

**DAYS (313) 646-9461  
EVENINGS (313) 644-2363**



# Cherry Pits

Autocross



At The Cherry Capital Airport in Traverse City

## ONE GREAT WEEKEND-Memorial Day May 28, 29 and 30

Two big events for LMAS points in one week-end, in beautiful Traverse City, MI at the Cherry Capital Airport.

Sat. May 28 '83 (same course as last year). Pre-registration recommended (100 car limit). Registration & Tech. 12N-4PM (Michigan Time).  
Walk Course - 12N-2PM  
Practice - 2-4PM; Solo II rules (much as possible)

G-Kart and water sports at Funland after 4PM at their regular rate (It's fun!) Party at Hickory Hills Ski area 7PM (see map). We will provide site with indoor fireplace, grills, charcoal, beer, munchies, coffee and lemonade. You supply food, utensils, plates, etc.

## Twin Bay & Kalamazoo Sports Car Clubs

Sun. May 29 '83 (Run for records)

Registration & Tech. - 9:30 AM

Course Walk Only: 9:30-11AM (No practice)

Drivers Meeting: 11AM, 3-5 Min.

Parallel classes for ladies or Index, FTD are on Index system.

## LMAS Combined Event KSCC & Members

Mon. May 30 '83 (A National Course)

Registration: 8-10AM

Course Walk: 8-10AM (No practice)

Drivers Meeting: 10AM, 3-5 Min.

Sponsor for LMAS Member Weiss Tires Co.  
(see flyer) Win a new set of tires this year



## 1982 CLASS RECORDS:

A/S - None

B/S - None

C/S - H. Beachy-49.37

D/S - G. Huthius-54.67

E/S - C. Makepeace-51.96

F/S - T. Bassett-50.01

G/S - S. Bloom-51.31

H/S - J. Crowell-53.33

A/P - S. Rich-49.82

B/P - B. Wood-49.59

C/P - G. VanR.-53.47

D/P - Knapp-48.18

E/P - D. Johnson-48.35

A/M - B. Ruskay-45.48

B/M - J. McKamey-40.78

C/M - None

D/M - D. Looman-45.18

E/M - None

A/SP - None

B/SP - None

C/SP - A. Lien-53.17

L/CS - S. Jawor-52.16

L/FS - Linda H.-55.76

L/GS - N. Jacobs-55.73

L/DM - J. Looman-47.06

L/BM - T. McKamey-50.74

FEES: For Club Members \$10.00/event-Pre-registration both events is \$18.00  
Non Club Members \$12.00/event-Pre-registration both events is \$22.00 )Non-refundable

Make check payable to LMAS and mail to: Dave Looman

Autosports Hot Line for late registration 199 E. 35th Street

Information: 616-396-4292

Holland, MI 49423

Info: Brian Nelson

616-271-6968

Registration form (use one form per entry)

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Car Make \_\_\_\_\_ Color \_\_\_\_\_ Solo II Class \_\_\_\_\_

Engine CC or CUI \_\_\_\_\_

Modified How \_\_\_\_\_

SIGNED \_\_\_\_\_





LAKE MICHIGAN AUTOCROSS SERIES

## LAKE MICHIGAN AUTOCROSS SERIES 1983

### PURPOSE

To create the best competition possible in our area for autocrossers, create new ideas between clubs, and encourage good sportsmanship. OPEN TO ALL LICENSED DRIVERS.

### STAFF

	Home	Work
Gene & Jan Heilman, Benton Harbor, MI	616-983-7286	926-5325
Steve Tamandil, South Bend, IN	219-233-6806	
Kevin Knepp, South Bend, IN	219-288-7254	259-1913
Jeff Crowell, Chicago Area	312-985-0268	
Al Lien, Chicago Area	312-252-7656	
Jerry and Linda Hansen, Milwaukee Region	414-544-6823	768-4506
George Saxton, Portage Area	312-355-3850	
Jim McKamey, Portage Area	219-762-8184	
Nancy Jacobs, Grand Rapids, MI	616-896-8779	
Hank Beachy, Kalamazoo, MI	616-327-1199	349-1511
Dave and Joyce Looman, Holland, MI	616-396-8136	
Tom Nesbitt, Detroit, MI	313-665-7718	685-5969
Geoff Smith, Traverse City, MI	616-946-3544	947-7410
Dick Runyan, Fort Wayne Area	219-432-1878	447-1822
Roger Johnson, Toledo Ohio Area	419-435-9169	

### SCHEDULE

May 14	Portage High School (LMAS Drivers School)
May 15	Portage High School
May 28	Twin Bay SCC/KSCC @ Traverse City Airport
May 30	Ionia Time Trials (Tent.) Ionia, Michigan
June 19	S. Bend Region @ Northridge High School, Middlebury, IN
July 4	Milwaukee Region (Site TBA)
July 17	Fort Wayne Region @ Fort Wayne
July 24	Detroit/NWOR @ Adrian, Michigan
July 31	Lake Michigan Region @ Orchard Hall
Aug. 7	WMR @ MIS
Aug. 21	South Bend Region @ Concord High School
Sept. 5	Kalamazoo SCC (Site TBA)
Sept. 11	Chicago Region @ Illiana Speedway
Oct. 15	LMAS Awards @ Ionia, Michigan

We will run 12 events total. Best 9 count for points. Entrants must run 6 (six) events to qualify for year end awards.

### FEES:

The entire series is to be paid for by the solo competitors. Individual clubs events must be high quality events. The cost per person to enter the series is \$15.00 single, or \$10.00 for each additional person at same mailing address. Entrants may enter additional class for \$10.00. Fee covers:

1. cost of year end awards.
2. events flyers and results sent out each month, even if the member does not run the event. They will still get results and to-date standings. In addition, you will receive many flyers and info on other events (this alone is worth \$10 or \$15).

Mailing of flyers, results and points will be awarded only after fees are paid, so enter early. Points are not retroactive!

### NEW ITEMS

\*Two cars constitute a class for year end awards, entrants will be given points in the class they compete in most of the time during the season. "Orphan" classes with only one entrant will be bumped together at the end of the year for points only (person earning most points in his respective class wins the combined class). All competitors with one entrant in class have the opportunity to "promote" another entry during the year. Note: Two ladies in parallel class will also constitute a class.

### POINTS SYSTEM

1st place-9 pts.; 2nd place-6 pts.; 3rd place-4 pts.; 4th place-3 pts.; 5th place-2 pts.; for entering-1 pt.

If bumped to another class because of entries, you'll receive placement points from that class to your original LMAS class for year-end awards.

Year end awards will consist of major part of entry fee and any sponsorship found. LADIES CLASS: the ladies wishing to compete in this class may register in the ladies class which is based on a percentage.

Each ladies time will be multiplied by the following factor, lowest time wins.

A/S .844	A/P .921	A/M .990
B/S .815	B/P .890	B/M .980
C/S .825	C/P .888	C/M .964
D/S .816	D/P .912	D/M .942
E/S .816	E/P .919	E/M .900
F/S .805		
G/S .812		
H/S .799		

24 Hour Up-To-Date Information  
Autosports Hot Line (816) 398-4292

### RULES

All rules used will be 1983 SCCA SOLO II. Any supplementals must appear on the clubs flyer. Also, clubs should try to note time change on flyer.

### POINTS KEEPER & TREASURER

Dave or Joyce Looman  
199 East 35th, Holland, Michigan 49423  
(616) 396-8136 or 396-2333 (days)

## Lake Michigan Autocross Series 1983

OFFICIAL ENTRY FORM

Name or Names \_\_\_\_\_

ADDRESS (st./town/zip) \_\_\_\_\_

Phone Number \_\_\_\_\_ Membership in club \_\_\_\_\_

Car \_\_\_\_\_ SCCA Solo II Class \_\_\_\_\_

Name and address of your newsletter publisher \_\_\_\_\_

I enclose \$15 for my 1983 single membership and/or \$10 for each additional person at same address to the Lake Michigan Autocross Series.

Signed \_\_\_\_\_ Date Received \_\_\_\_\_

MAIL TO POINTS KEEPER



#### PROMOTING THE SPORTS OF AUTOCROSSING

##### Lake Michigan Autocross Series

LMAS is a group of autocrossing people who are out to make the sport bigger, better and more competitive. LMAS has tried to go with the ten best open events in the area for the LMAS points championship for 1983. They try to go to every area that we have members in.

LMAS is so set up to give the members the best and most competitive events of the season. For all the clubs who happen to have one of these events, we bring many extra entries to your event with no restrictions to the sponsoring clubs.

Joining LMAS will give you year-long schedules of solo's in 3-4 state areas. Up-date information monthly on LMAS points standing, schedule changes and solo rule changes. Also new this year is the Pro-Solo series, LMAS will keep you up-to-date on rules and schedules on this hot new series.

If this isn't enough, LMAS has a BIG party (centrally located) at the end of each season for bench racing, year end awards and just good old fun!!

#### You must join to get the goodies

LMAS - see reverse side to enter  
Dave Looman  
199 East 35th Street  
Holland, Michigan 49423

24 Hour Up-To-Date Information  
Autosports Hot Line (616) 396-4292



## WESTERN MICHIGAN REGION PORSCHE CLUB OF AMERICA

TO: Chuck Olenyk, "Uber Alles" Editor and HOW Co-Chairman

FROM: Gary Petertyl, HOW Co-Chairman

RE: Holiday On Wheels 1983

Chuck,

We need to do something exciting to promote our annual Holiday On Wheels event to our members. Maybe a theme like "Glistening Bodies In The Sun".

The HOW extravaganza will take place on July 2 and 3. As in the past years, Saturday will offer the concours and rallie events. On Sunday, the always popular autocross at the huge Lear parking lot will also be the first IROC event of the year. Whew! Lucky the membership will have Monday to recover from all this first class Porsche pushing.

Of course, there will be plenty of socializing and party time.

In addition to all the reasons the purists come to HOW, we will be doing some new things -- hopefully we'll interest a bunch of folks in competing for the HOW overall award.

There will be lots of opportunities for volunteers to help. I'm also prepared to make a sacrifice. . . female volunteers can spend a week touring California with me in a new 930S. Maybe we better just promise a day in Hudsonville in the 914.

HOW '84 promises to be better than a week in California anyway. See what kind of ideas you can think of to get people to mark their calendars for July 2 and 3.

I'll get back to you soon with more information.

GARY



see—

# "GLISTENING BODIES IN THE SUN"

starring  
the ENTIRE  
WMR-PCA  
CAST

at  
HOW'83  
July 2,3

"DID I DO GOOD, GARY?"

Chuck

# THIS YEAR'S I.R.O.C. AT IONIA WILL BE HELD IN WAYLAND

## THE EVENT:

---

Officially, we call it the "I.R.O.C. AT IONIA."

It will be held at Wayland Union High School in Wayland, Michigan.

On June 19.

(The reason for the event title is because we still have trophies for last year's I.R.O.C. AT IONIA.

And these days, everyone ought to use up as much as they have.)

## THE EVENT ITSELF

---

Unofficially, we call it a "Gimmick GymKana."

Which requires a bit of explanation.

Which we will provide on June 19.

No sense telling everything we have planned. If we did, the idea we have wouldn't work.

And you wouldn't have as much fun.

So the mystery will remain. And it will be as challenging as it normally is in other types of human events.

## THE FACTS

---

- |                                |                      |
|--------------------------------|----------------------|
| 1. Registration and tech ..... | 11:00 AM to 12:30 PM |
| 2. Timed runs .....            | 12: Noon to 4:00 PM  |

And you'll have to pay \$5.00 at the gate.

## THE REST OF THE STUFF

---

1. Your lunch is your own problem.
2. We'll have dinner at a Wayland restaurant (if there are any worth it), or somewhere else close by that is worth it. Dinner will be from 4:00 PM to about 6:00 PM or so.
3. After dinner, we intend to go to the Wayland GoKart Track for some more driving practice.  
From about 6:00 PM on.
4. What you do the rest of the evening, is up to your own imagination, age, and desire.

## KIDS ARE NOT ONLY INVITED, THEY CAN GET INVOLVED

---

Bring the whole family! We guarantee they won't have to sit and watch. There'll be plenty for them to do.

## QUESTIONS?

---

If you have any other questions, or want more information, call:

Janet Langdon  
Chairman  
(616) 245-0981

# Schnitzelbank Restaurant

Grand Rapids Superb German Restaurants, SINCE 1932

featuring . . .

Your Favorite Old Style  
GERMAN & AMERICAN  
FOODS!



Old World Charm & Atmosphere  
SERVING WINE - COCKTAILS - IMPORTED BEER

360 Seating  
Capacity

Banquet Facilities  
For 100

Serving From  
11:30 AM til 8:00 PM



CLOSED  
SUNDAYS  
AND HOLIDAYS  
AND FIRST  
3 WEEKS  
OF JULY



## 459-9527

342 Jefferson S.E. at Wealthy  
Ample Free Parking Downtown