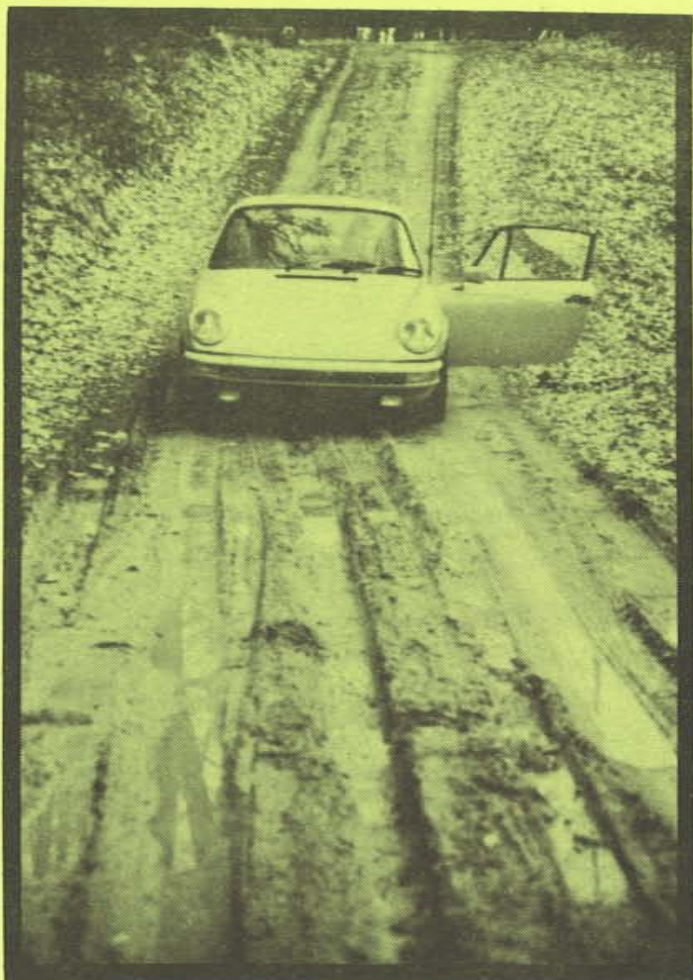


PRODUCTIONS

JOHN

ALLES

SEPTEMBER 1983





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ON THE COVER:

HE DID SAY "PAVED ROADS ONLY" DIDN'T HE?
HE ALSO SAID THAT THE SPELLING BEE RALLY
WOULD BE HELD SEPTEMBER 18TH, BUT IT'S
NOW SEPTEMBER 11TH. PLEASE NOTE THIS CHANGE.

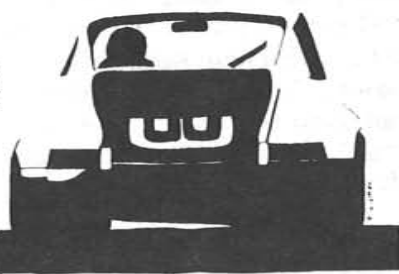


KALENDAR



September 11th	WMR	Spelling Bee Rally John Lacko 616-344-4764
October 1st	WMR	Grattan Driver's School Frank Wagner 616-245-6666
November 19th	WMR	Hot Tub Turkey Day Judy Cull 616-452-0781

SCHEDULE OF UPCOMING PORSCHE POSSE MEETINGS



September 7

Jan Bergmans
3213 Marshall SE
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452-7704

October 5

Doug & Shari Hoek
0-2194 Lake Michigan Dr.
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PORSCHE ÜBER ALLES



MOTOR & SPORT FRANK WAGNER

Believe it or not, you must start thinking about the end of "Porsche season". By the time this goes to press, we'll have only two or three major speed events left. Chicago Region's famous, Labor Day Weekend, Road America event and our annual "Last Fling" drivers school at Grattan.

Road America speaks for itself. It's a four mile long, road course, in the Kettle Morraines just north of Milwaukee. Usually the weather is cool and bright. The competition is good for novice and experienced drivers and there is enough time allowed for everyone to socialize.

Our Grattan is becoming an annual "Last Fling" event. Much like the Indianapolis Raceway Park event was in the early seventies. Many of my old friends from Chicago come up to drive and party.

We start the day with an early drivers meeting, for those that want alot of track time. First session is for novice drivers only. After that, we go for broke. A few hours later we hold our second drivers meeting, for those who would rather sleep in. Once you've attended a drivers meeting you receive a card for your windshield that allows you on the track.

This year's Grattan event will be held on the first Saturday of October. It's open to any sport type vehicle that can pass tech. You don't have to be a P.C.A. member either. We'll want a minimum of a 1970 Snell safety helmet, a long sleeve non-flammable type shirt, long pants, and closed shoes. In other words, the same as the 1982 or 1983 Porsche Parade rules. Minimum safety belts allowed are the original factory belts in the vehicle.

The timing for both these events is great. Especially at the Grattan event, with its cooler temperatures. Our cars can run the full forty-five minutes with no problems, if we choose. After the event we usually



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have a get together for
a great party.

We'll have driving instructions available for the novice drivers. Last May we had a seventy-five percent novice turn out. Hope to see them again this October. That was an amazing turn out for an early spring event. Now, most of the drivers should have enough experience to run, unattended. As I stated before, this is an open event. All sports car drivers are welcome to participate. There is an extra discount if you're a member of a car club. We try to support all clubs with our common interests.

Hope to see ya's again in
October.



everybody eats there!

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Member's Poll

JOHN LACKO

Since we started soliciting your personal Porsche facts and responses to our fill in the blank psychological test, four responses have poured in. This month we are going to take the first two of those revealing profiles and begin to uncover our common automotive weaknesses and how it affects our attitude towards life, liberty, and the pursuit of happiness.

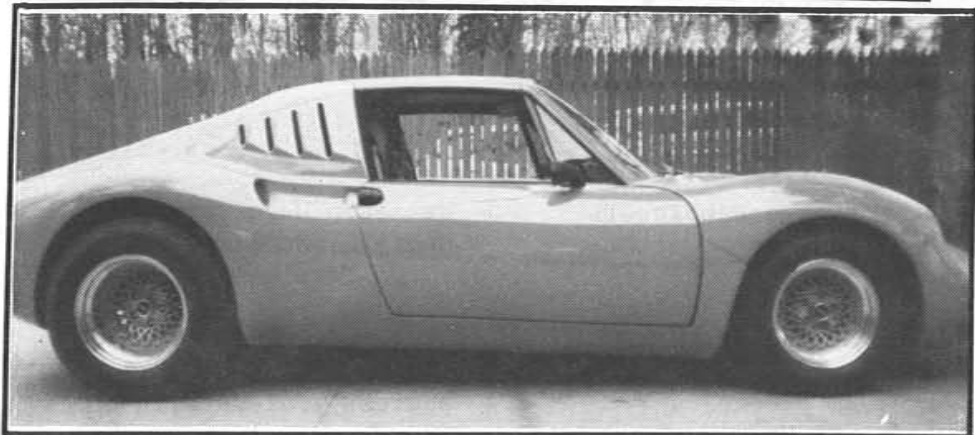
Tom Aardema lives on Sheffield Dr. in Kalamazoo, with his wife Judy and kids Eric and Joanne. Tom is an IBM systems engineer. He drives a 1977 911 S Coupe with 53,000 miles. Tom's 911 has just undergone a top end rebuild and he is interested in technical and social PCA events. Tom's other interests include aviation and sailing. (This is beginning to sound like an introduction on the Dating Game). Tom has plans to reconstruct the interior of his car since it was damaged when the stereo was ripped out and off. Tom is planning on attending the Red Barns Tour and the Spelling Bee rally.

Dale F. Morrissey lives on W. Gull Lake Dr. in Richland with his wife Pat and kinder Steve and Alan. Dale is on the staff of Upjohn International Marketing. He drives a mostly 1972 914 with 17,000 miles. The major work done on his 914 is undoubtedly the very Italian looking custom body. Dale's other interests include stock market investments.

Tom says that if there were no such things as Porsches, he would own a larger bank account. Dale says he would have a Morgan. Dale's Porsche always comes before his sailboat, while Tom's always comes before his good sense. Missing a downshift in his Porsche is embarrassing for Dale. Tom turns red when he lights up a cigar in his. After driving his Porsche, Tom always like to stand off and admire it, while Dale would be washing his. At 55 MPH Dale's 914 is about to overheat, Tom's 911 is about to come alive. BOOGIE would be Tom's ideal vanity plate while Dale wants MEGA \$. Here is a significant similarity and one I am sure we will find again and again. Dale's wife, Pat, says that



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the 911 is too expensive. In the most ideal accessory category, Tom wants an Ungo box with 440 volt shock warning. Dale wants a top storage area.

Compared to his every day car, Tom says his 911 feels like a sports-car. Dale feels too low to the ground in his 914 when compared to his daily transportation. Dale thinks that his car is cleaner than his desk, while Tom feels that his car is almost cleaner than his bank account. Forbidden in Tom's 911 is any soliciting. He probably thinks it belongs out on the streets. Dale is even more strict, he doesn't allow anyone in his 914. On the subject of dream Porsches, Dale wants a '75 Carrera, Tom would be (and probably is) happy with a 911 S.

Dale's most memorable Porsche experience was E. Paul Dickerson's Solo course.

Tom's most memorable Porsche experience was the whole process of having the top end of his mill rebuilt at a local dealer. The low points of this experience for Tom include the radio being stolen since the car was parked on the back lot while the engine was out and all the resulting damage, eight weeks down time, and a bill of twice the estimate.

Next month we will feature two more West Michigan Region members; John R. Pruis and Doug Tepper. We encourage you to fill out our members survey and get it in to us, soon.



P.D.Q.'s

PRODUCTION DEPARTMENT QUOTATIONS

CHUCK OLENYK

You know the Rabbit GTI commercial where after putting it through its paces, the test driver flips up the visor of his helmet and in a breath of steam proclaims "AUSGEZEICHNET!" Even though few of us know German, I think we all get the idea including new GTI owner, Car & Driver Editor, David E. Davis, Jr. who freely translates Ausgezeichnet to mean, "We don't give a damn how they used to do it at Chevrolet".

Fame and glory await you, and time's a wastin: Porsche is combing the world for amateur photographs of its products involved in competition of any type, from world endurance events to club racing, to grace the 1984 edition of its famous sports calendar. Send your snaps and win a trip to Stuttgart for the Porsche Cup presentation in December 1983, and visits to the production factory in Zuffenhausen and the

Weissach Development Center. Submit up to Three carefully packaged 35mm or medium-format slides (color only, each marked with your name and address), along with an addressed, stamped envelope and a brief description of the subject, including time and location of the shot, to: Dr. Ing. h.c. F. Porsche Aktiengesellschaft, Abteilung VSAW "Calendar Photo Contest," Porschestrasse 15-19, D-7140 Ludwigsburg, West Germany. The deadline is September 15, 1983. No entries from professional photographers or employees of Porsche will be considered.

Source - Car & Driver

(Sorry about the short notice, I wish National would have informed us of this!)

Family interests: Porsche (the family, not the wing of Volkswagen of America) is expected to announce the purchase of Chuck Stoddard's Willoughby, Ohio dealership and parts



service will begin selling Porsche parts for street and race cars that are over seven years old. The venture would represent the first time the Porsche family has ever entered a direct retail operation in the U.S. What's behind it? Some observers feel it's the first step toward Porsche pulling away from VWoA and that by setting up a legitimate parts outlet for older cars, conversion to newer pieces should be easy.

Source - Autoweek

The Elkhart Lake course has a lot of history, but perhaps its most noted fame comes from the food served trackside. Verifying that was a certain NASCAR sponsor PR type who upon learning that his colleague was traveling to Road America while he was going to Talladega, remarked, "You blankety-blank. You're going to eat that bratwurst up there and I'm gonna have leftover hot dogs from the Firecracker."

Source - Autoweek

There was no sign of the TAG Porsche turbo-engined McLaren at Silverstone. While the engine has completed four days of testing at Weissach in Stuttgart and is currently being tested at Silverston, Niki Lauda admitted that it currently features a two-second throttle lag which makes life interesting.

* * *

Eddie Chever's younger brother Ross is making a name for himself in English Formula Ford Racing. He recently took his Van Diemen to victory at Brands Hatch, in the process setting the fastest-ever pole time for the category.

* * *

Michele Alboreto said he was very happy with his drive in this year's LeMans, thank you very much. "I did only one hour before the Lancia stopped. That was good. No way I drive a Porsche at LeMans. I might have to stay up all night . . ."

Source - On Track



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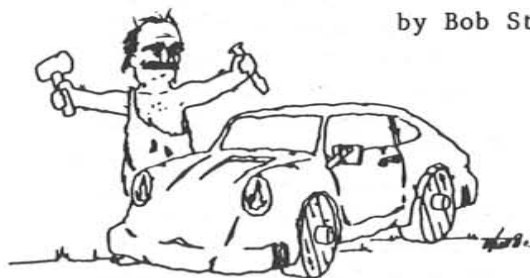
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A PORSCHE TO REMEMBER

by Bob Stonerock



First Recorded Porsche

The last bit of 356 madness I participated in (MIG-WELDER) left me a little reluctant to continue at the same breakneck-pace I had started this project with. I was coming apart faster than my Porsche. Someone was going to have to restore me. At the rate I was injuring myself both physically and mentally. Alas, after a couple of weeks I had put the distasteful memories of my previous bunglings behind me, and much to my wifes distress, dived into acetylene welding. A few of the welds I had done with the MIG-WELDER weren't to my satisfaction, so I decided to try my hand at acetylene welding. Yes, I'm a glutton for punishment. Again, I picked up my "trusty" welding books, consulted the local gurus and proceeded to round up the various bits and

pieces of equipment I was going to need. By now I was a little "gun shy" of new experiences, but I'd gone too far to stop now.

A fellow PCA'er was conned into loaning me his welding tanks and torches. He gave me his words of wisdom on welding and made it all sound soooo - easy "Piece of cake" I kept telling myself, while deep in my ID alittle voice was laughing hysterically. I'm no dummy. Once again I tried my hand first with all the scraps of sheet metal I could find. In the middle of my garage it was easy. A little smoke, a little fizzle and wal lah -- sheer beauty! I was quite pleased and a little too cocky with my practice welds as events unfolded to show me the error of my ways. It's amazing how little seems to go wrong when it doesn't count for much. None of the fireworks like with the MIG, no unexpected fires, no singed chest hairs from molton steel. This was the way to go, so as not to ruin or



damage anything too big, I decided to start welding under the wheel well just in front of the door. There was a small weld that wasn't as good as I had wanted it. It was such a little area and I asked myself, "what possible harm could I do there?"

The physical properties of metals dictate to a large degree what one can and cannot do when welding. Metal does strange things when it gets heated with a torch, or so I'd read. I was about to find out all about it first hand. I started slowly and concentrated on this itty-bitty little weld. Things weren't going as planned. The weld wasn't proceeding as it had when I was welding my scrap pieces. I had on my #10 dark protective goggles and could see the cherry red area around the weld, but the metals just weren't co-operating. I pulled the tip of the flame away from the metal for a moment to figure out what was wrong. Just about then I heard a loud "thump" and other noises akin to a tin shed collapsing. One had to know my predicament to appreciate the impact of these new sounds on my psyche.

My Porsche is sitting 3 feet in the air on 4 very high jackstands. There is no suspension to prevent it from falling flat on the garage floor. I'm lying under this sucker wrapped up in light cords and acetylene hoses, and I'm blinded by all of my protective headgear with visions of unknown impending disaster about to happen. I practically strangled myself while breaking all previous records for emergency retreats from under the floor of the old tub. (I no longer have affectionate names for her. She must be someone's mother-in-law (reincarnated).





Metal expands when heated and contracts when cooled. Unfortunately there's no law that says what shape it will finally end up in after it goes through all these metamorphosis. Porsche's are unibody construction, which means that there isn't a frame in the conventional sense upon which the car body is constructed. In a Porsche, all the various pieces are welded to each other to give it strength as a unit. Hence, when the floor rusts - out you have a major problem, because it comprises one of the major strength elements in the car.

Well, the little piece of metal I had heated up hot enough to cook lunch on was welded to 5 other pieces of metal running to various other parts of the body. The heat also transferred into these various pieces, which in turn are also welded to other pieces. When all these various pieces of metal started contracting at different rates, depending on how hot each piece had been, a lot of twisted metal began to form. These pieces pulled at each other as they cooled and the sounds were similar

to beer cans being crushed. The sheet metal plates buckled as I lay helpless and hopelessly wrapped up in cords and hoses, choking to death. At the time I wasn't aware of what was really happening to my poor 356. I was only praying to be spared while trying to escape. After I untangled myself I peered out the hole I was in and glanced down the side of the car. Oh joy, (those weren't exactly the words I uttered) the door of my car was sticking out away from the body by about a half inch! The entire body panel in front of the door had been pulled inward by the shrinking metal underneath. I was too dumbstruck by the quickness of it all and the magnitude of the damage I had inflicted to move. Finally, the smell of smoke aroused me enough to beat out a fire as my jeans were going up in flames.

I cried a little and drank a lot the next few days. I could hardly stand to walk through the garage, because the car door stood away from the rest of the body so grotesquely that I was reminded of my adventure all over again.

Finally, I got up the nerve to take the door off its hinges. That wasn't as easy as it sounded and was a



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story into itself. If you have an hour to kill sometime I'll tell you what the book says to do and the reality of smashed knuckles, bent tools and the nice utterances which followed. Anyway, without wanting to, I had just learned how to shrink metal. Now, I was going to have to learn how to stretch metal. I heated, beat, cursed and finally after several tries got everything somewhat close to where it had been before I started playing with "matches". It's a good thing I work cheap, because I spent a good solid 12 - 15 hours hammering away to fix a problem I had created in 2 - 3 minutes. Concours is out the window.

Did I learn my lesson? No way. How quickly we forget. I was right back at it again. I heated, warped, hammered and turned the air blue to my little hearts delight. My priest prays for my soul, quite regularly these days or so I'm told. He doesn't walk by my garage anymore. Other "little things" happened along the way.

Ever wonder if it hurt those poor cows to get branded the way they did it in the old movies? Lot's of sizzling flesh and hair and smoke. Early on (2nd time out with "THE TORCH".) I lost track of a welding rod, which I

dropped after inadvertently touching the red hot area I was welding. Naturally as I recoiled, my head recocheted off the garage floor and my goggles and glasses managed to try to tear my ears and nose off following impact. I had managed to stick that red hot welding rod through my jeans right into the area of very treasured anatomical parts. An inch lower and I could have been back singing with the Vienna Boy's choir. Poor cows, it hurt like -----Z#! Quick exit again, flames and all.

On the 3rd try and a new day, I unwittingly "grabbed" a wrench which had been lying inside the car directly over the piece of metal I was welding. My hand still reads "SEARS BEST" where it was branded by the red hot sucker. Lessons always seem to be learned the hard way for me. Wonder who is Polish in my ancestry?

The crowning blow was minor eye surgery and 3 weeks of recovery after getting molten steel in my cornea. Yep, I had 3 sets of goggles on and still got Murphy'd.

How's it going you ask? I'm a God fearing, patient, loyal Porsche lover, but when I started to work on the ole' girl all the

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neighbors call their kids inside and lock the doors. Even my wife has joined the neighborhood "lottery pool" which predicts the exact hour at which lightning strikes my garage. I guess I'll go back to throwing tools again now the snows off the ground. It's tough to locate tools in the snow and they rust, something terrible.

No, things aren't going too fast anymore. I've located every piece of insulation Porsche tried to hide in my 356. Billows of smoke rolling out of the bowels of the ole' girl have me constantly scurrying to put out another fire somewhere.

The new battery box is finally in, the floor is sound, and except for one headlight bucket, I'm through welding. I hope!

She isn't exactly concours, but she's solid, and as rust free as anyone could hope for.

Is all the fun and excitement over? Nope!! I just tried my hand at leading. Someone once told me there was 200 - 300 pounds of lead in a 356. As soon as I weigh what melted

off my car onto the floor (by accident) while I was trying to fix a little door ding I'll be able to verify those stories. Unfortunately I don't know how to get it back on the car; yet that is. I still have an engine and transmission rebuild to look forward to. Geez, my wife won't talk to me for another year.

Nuts, bolts, sheet metal, exhaust pipes, etc. are spread all over the country being reconditioned. No parade this year for the 356. I've been studying for my specialty boards and trying to get ready for a move to Fort Lost-in-the-Woods (Fort Leonard Wood) the last couple of weeks, so things have really slowed down. If anyone out there knows of anyone who can help me find a trailer to haul the carcass to it's new home please contact me as I'm desperate for help.

The most frustrating part about restoring my Porsche hasn't really been all the trails and tribulations of learning new skills. The real hassles have come about trying to locate correct tools, to do the jobs, and places which will chrome, supply needed parts, do specific machining, painting etc. It sounds easy,



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but I've got a list of horror stories to tell about K.C. from my experiences. Fortunately there have been a few people who have helped and when I'm finally done I'll mention them, so anyone who cares to gamble with his marriage, psychia-

trist and medical insurance company in the pursuit of Porsche madness won't have to start from scratch like I did.

Will write again soon.
Reprinted from the July 1983
Kansas City Region's letter,
Der Sportwagen.

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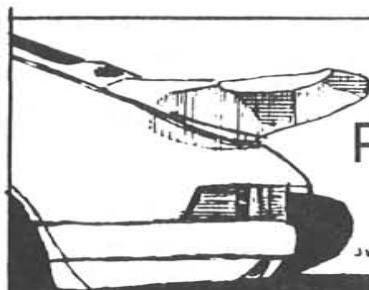
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PUSHING AIR

Porsche has always been aware of aerodynamics in the design of its cars. The teardrop shape of the 356, with nose and tail sharply slanted downward, was remarkably low in drag for a car of its era. The 911 carried the basic 356 shape to further development and also was low in drag.

Both the 356 and 911 were designed before Porsche learned through racing experience the importance of lift as well as drag in the performance of the shape of their cars. Difficulties with high speed stability on the 917 racing cars led Porsche to investigate lift characteristics of the 911. They soon learned that at speeds of 140 mph lift, forces totalled over 430 lbs, most of it in the rear. In addition, front lift increased sharply in side winds.

The first spoilers appeared on the '72 911S, a small lip on the bottom of the front bumper, which reduced lift at the 143 mph test speed from 183 to 102.5 lbs, with rear lift remaining at 252 lbs. This lip was standard on the 911E in '72, as well as the S and the depth of the lip was incorporated into the design of the standard bumper valance of all '74 and newer 911 models.

Attention was next turned to the rear, where unreduced lift could contribute to oversteer in high speed curves. Wind tunnel tests led to the shape of the spoiler used on '73 and '74 European Carreras and '74 U.S. Carreras, promptly nicknamed the "duck tail" for its shape. This spoiler reduced high speed lift to 93 lbs and, paired with the front spoiler, noticeably reduced the car's sensitivity to side winds as well.



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The next development for the street and early race cars was the wider, flatter spoiler, which was soon nicknamed "whale tail" in the U.S. Complimented by a rubber extension of the front valance, this combination reduced total lift at both ends of the car to a negligible 37.5 lbs at a measuring speed of 152 mph. Without either spoiler, the total lift at the same speed on the late bumper car, is 397 lbs, or about 15% of the car's total weight.

The latest development appears on the 3.3 liter 930 ('78 and newer). This rear spoiler not only prevents lift, but actually creates some downforce.

While measurements at lesser speeds record lower lift factors, the difference between the spoiler equipped and plain cars becomes significant at speeds as low as 50 mph and are especially important in high winds or on rain slick roads.

Porsche is quick to point out the contribution to the active safety of the vehicle made by the spoilers they have developed. They are also quick to point out that uninformed use of them on one end of the car or the other, or improper combinations, can result in unstable high speed handling.

Proper use of spoilers for pre '74 911s:

The 911S front spoiler may be used alone since its reduction of front lift is not so significant as to upset rear end handling. It is better, however, to combine the S front spoiler with a duck tail or, better yet, combine the '73 RS style bumper with the duck tail. The later whale tail should not be used without a deep front air dam, available from aftermarket suppliers.

The use of the duck tail without a front spoiler will result in increased high speed vagueness in the steering and reduced stability in side winds.

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Proper use of spoilers for '74 on 911s:

The duck tail may be used without a spoiler, significantly improving rear end traction at the expense of some front end feel.

The better choice is to use the rubber front lip and either the whale tail or the late Turbo style tail. Because of the dramatic effectiveness of these late spoilers, use of one at either end of the car without one at the other can

result in dangerous understeer situations, because reduction of lift at one end, does actually promote lift at the other.

The spoilers you see on 911s aren't cosmetic, they work. Even at the speeds we drive our cars on the street, spoilers improve handling and as a result, safety. However, if you must use them singly or in non-recommended combinations, be careful. You could end up in the tulies. Backwards.

- Fred Schroeder, DER SPORTWAGEN
Kansas City Region.

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JOHN LACKO

What is one of your most ideal destinations worthy of putting your Porsche in motion for? Well, maybe not your most ideal, but right up there on all of our lists of great places to get to would be an auto assembly like the Red Barns Car Show. Some of your fellow highway scofflaws did just that on Sunday August 7. The persons most likely to be named in any indictments will be Doug and Shari Hoek in their awesome, mid sixties, wanderlust Wildcat, Lance and Juanita Weersma in their chartreuse 912, Tom and Judy Aardema in their debuting 911S, Doug McDonnell and daughter Patrica Korth-McDonnell in his 17,000 mile 914, Tom Kayser in his artistic 914,

special guests from south of the border the Underhills of MIR in their BBS adorned 944, and of course, us Lackos in the "Running on Empty" 911E.

Our route started with a brisk I-94 romp eastward from Oshtemo to 35th Street. From there we swept along Miller Drive past Kalamazoos answer to Talledaga, the Galesburg Speedway. Four year old Pat North-McDonnell loved the "tree tunnel" and now is pestering Daddy Doug for a race car. Then we wound along 42nd Street north of Augusta where some turns are posted 10 MPH Turning left on C Avenue, we went straight to Gull Lake Drive. Somewhere along here John Underhill wondered aloud over Channel 19 is he would ever find his way back to South Bend. The tour part





PORSCHE

ÜBER ALLES



of the event was almost over when we reached Wall Lake Road. Just a couple of shifts to the north lay the Gilmore Auto Museum where lacquer glistened in the sun, luring us on.

Once there, we parked the cars close in and struck out on our separate ways to enjoy 500 and more cars of every persuasion. There were Hemi Superbirds for those of us who have yet to fully grow up and prim 356s for those of us who see things more mellow. WMR members spotted in the throngs were Peter Dykema in a sparkling white 356 cabriolet and Dale Morrissey in his 914 that looks like it first saw life in Maranello.

Tom Kayser returned to his car and found human paw prints all over it. Later, I saw someone even take a photo of my dull silver Targa. Our seven P-cars obviously attracted more than their share of gawkers.

An incomplete post event telephone poll revealed that participants enjoyed the event fully, but regretted that more WMR members did not take part. If just seven Porsches parked on the edge of such an automobile buffet can attract such attention, fourteen, twenty one, or more Stuttgart cars would be an impressive sidelight next year to the Red Barns car show.

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An Impressive Combination Of
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Mike's Melange - Mike Robbins

With newspapers, radio and magazines (not much television) I do a reasonably good job of keeping up on current events. But I also enjoy reaching into the past and reliving history. In recent weeks vintage races at Mid-Ohio and Elkhart Lake have provided opportunities to relive some of the past. As this is being written there is still another opportunity coming up as part of the SCCA National races at IRP on July 23 & 24. The Mid-Ohio and Elkhart Lake events were full blown vintage race-weekends with 60 or so cars at Mid-Ohio and perhaps 150 at Elkhart Lake. The IRP event will merely sandwich a small Chicago based vintage group into the SCCA weekend.

The Mid-Ohio weekend was run under the aegis of the Southeast Vintage Racing Association. This Florida based organization runs several races during the year, using Sebring, West Palm Beach and Road Atlanta as well as Mid-Ohio. Those interested in the old Porsches had a field day at Mid-Ohio as the following were in attendance: 356, 550A, RS60, 904, 906, 907, (3) 908s, (3) 910s, (2) 911Rs and a re-bodied, re-engined, re-transmissioned

Elva Porsche that once belonged to CIRs Bill Niemeyer. In addition, Mercedes 300SL, Veritas, Elva, Cobra, Shelby Mustang, GT 40, Corvette, Lotus, Cunningham, McClaren, Lola, MG, Austin Healey, Ferrari 312, Ferrari Daytona, other Ferraris, Maserati S2000, Chevron, etc. etc., and a gaggle of Formula Juniors of assorted Manufacture.

The cars were split into five groups with each group having a practice session and six lap race on Saturday plus a practice session and ten lap race on Sunday. When vintage racing started a few years ago most of the drivers treated the events as merely opportunities to get their old cars out for a little exercise and there wasn't much competitive action involved. That has changed in recent years and there is some fairly fierce racing to be seen. Certainly the race with Brian Redman in a Porsche 908-2, Steve Cohen in Porsche 907 and Dick Leppla in McClaren M8 provided a lot of excitement - Redman won. It was also a kick to see old master Bruce Jennings work a 911 R through a lot of Cobras and Mustangs. (It's actually Miles Collier's car but Bruce was chauffeur-ing.) You might think Miles was somewhat overprepared



for racing inasmuch as he brought a RS60, 904, 908 long tail and 910 as well as the 911R. He gave the RS60 a good drive - none of the other cars were driven in competition.

Two weeks after the SVRA event at Mid-Ohio, the Great American Road Race was held at Elkhart Lake, Wis. Many of the cars that had been at Mid-Ohio also ran at Elkhart. Since this race is arranged by Chicago Ferrari dealer Joe Marchetti, probably a third of the entries were Ferraris. A 1950 model 195 roadster, 3 or 4 GTOs, half a dozen or so Daytonas, a replica P4, a replica Testa Rossa, racing Boxer and assorted other street types. Since this was largely a "Marchetti" event, some liberty was taken with the description "vintage" or "historic" thus there were many late model Ferraris in street trim. I haven't seen so many 308s since the streets of Carmel, California last summer. There was even a new 308-4 valve. As for "our cars", Sam Foster brought his beautiful '59 GT Carrera Speedster and Jeff Keiner had a 904. Don Marsh had his 550A, 908-2 and 910 fresh from Mid-Ohio as did Paul Robinson - 910, Bill Erler - Elva Porsche and Tom Congleton - 906. There were also a couple of Chicago area basically street 911s.

After Saturday's track activity there was a concours on the lawn of Schwartz resort in town. Although two thirds or more of the cars were Ferraris, the two cars attracting the most attention from the spectators were Foster's Speedster and Keiner's 904. When winners were announced it seems that nearly every car was in a class by itself and consequently nearly every car was a class winner. And we can't let this writing end without mentioning Jim Lloyd of Indianapolis - long time ago Speedster owner and Porsche engine user - racing his Lotus Formula Jr. Jim beat all the other Juniors but a quirk in classification put some sports racers in the same class and he finished behind one or two of them.

Those were two neat weekends. Interesting cars, interesting tracks, old friends, good weather and traveling in the Speedster. But I must learn to buy more film for the camera before going on these jaunts - I ran out both weekends.

Reprinted from the August 1983 Central Indiana Region's newsletter, Cir Cular.



PORSCHE POSSE

Minutes of August 3,
1983 Board Meeting,
Western Michigan Region,
Porsche Club of America,
held at Olenyk's 6416
Egypt Valley Road N.E.,
Rockford, Michigan.
Meeting called to order
at 7:53 PM.

PRESENT: Gary Petertyl,
Marcia Thieme, Jeff Kolk,
Paul Thieme, Phil Cull,
Doug Tepper, Bob Shedd,
Michael Stegehuis,
Lynne Olenyk, Juanita
Weersma, Lance Weersma,
Doug Hoek, Shari Hoek,
Chuck Olenyk, John A.
Lacko.

MINUTES OF LAST MEETING -
Lacko: Read and Accepted.

TREASURER'S REPORT -

C. Olenyk: Income this
month included \$297 rebate
from national, \$200 for the
Mercedes Club Timing,
\$100 from national for
holding a multi region
event (H.O.W.).

Expenses included \$190
for UBER ALLES, \$107
H.O.W. The region
netted \$437 from H.O.W.
Balance at end of July
was \$1994. Projected
August expenses include
\$150 to \$200 for UBER
ALLES. Due is approxi-
mately \$430 in UBER

advertising revenue, of
which about half should be
collected during the next
month. So August balance
should remain about the same
as July.

PORSCHEMPORIUM REPORT -

Lacko: Present financial
position is \$901.22 including
\$527.77 worth of inventory.
We were able to move some
slower selling items as gifts
to pre-registrants of H.O.W.
Costs of better quality sports-
wear with WMR logo done by
computer embroidery; 100%
wool V neck sweater \$40.00
ea., 70%/30% V neck sweater
\$37.00 ea., Cross Creek pull
over shirt \$36.00. A group
purchase is the only way to
proceed on this in order to
cover the \$80 cost of the
generated tape to program the
computer. If enough WMR
members express an interest,
then a group order for a
minimum of 12 of any one type
of garment will be initiated.

MEMBERSHIP: No report

UBER ALLES REPORT - C. Olenyk:
August issue is now at printer.
Membership list has been printed.
Compared to other clubs news-
letters, UBER is outstanding.

OLD BUSINESS

MERCEDES BENZ CLUB EVENT -
Petertyl & Kolk: Our timing
equipment handled the job,
unfortunately our pressure



tape did not. Some field repairs were necessary. Almost all entrants got three timed runs, even though 240Ds were lining up with the 450SLs. 500 SLCs are quick.

IROC Dowagic: Autocross is held at Southwestern Michigan College by Michigan Indiana Region. Event to start at 9 a.m. on August 14. A caravan of WMR from Grand Rapids is a possibility.

SPELLING BEE RALLY - Lacko: Everything on schedule. Two volunteers are needed to help in registration. There will be no conflict for these volunteers to run in the rally.

NOMINATING COMMITTEE REPORT - Cull: The slate of candidates for 1984 is Gary Petertyl-President, Frank Wagner-Vice President, Bob Shedd-Treasurer, Jeff Kolk-Secretary.

NEW BUSINESS

OCTOBER DRIVERS SCHOOL - C. Olenyk: In order to practice for future timed events, there is a possibility of some timed laps being run. Jeff Kolk will investigate updating or expanding our timing gear and other alternatives and will report back at November board meeting. Doug Tepper will host the party after the drivers school.

WINTERFEST: No report

NOVEMBER EVENT: Most likely will be a potluck at the Cull's. If day coincides with a football game, then the game will be the major attraction.

MEMBERSHIP BOARD FOR KAZOO MOTORS: A fabric covered board has been donated. However, it needs to be outfitted with brochure holders and suitable PCA ornaments.

OCTOBER BOARD MEETING: To be held at the Hoeks.

MEETING ADJOURNED AT 9:16 P.M.

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



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.
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FOR SALE:

1967 Porsche 912 New Minilites, Pirellis, AM-FM-Cassette, Dolomite Grey paint. Excellent Condition. 71,000 Miles. Garaged winters. \$5,800.00/ Offer.

CALL: Larry Miller
 (616)846-5196
 After 5 P.M.

FOR SALE

P-7's, mostly used, good for club events or cheap streets. 2-205/ 55-16's good condition, 2-225/ 50-16's fair condition. Best offer.

Call: Steve Tuzzolino
 616/949-6994

FOR SALE:

WHEEL - 911/912/912E/356C/5-BOLT 924/944. FOUR 5½ 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.
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 217-787-7876 (EVE)

FOR SALE

Porsche - 914 - 1972 silver metallic, 67,000 miles. New Engine. Restored condition.

Call: John McGarry
 676-0363

FOR SALE:

4 Polished Minilite 6½ x 15
 4 Bolt wheels for 914-4
 Incl. Bolts and Caps.
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CALL: Larry Riddle
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 219/272-9072



PORSCHE ÜBER ALLES



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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

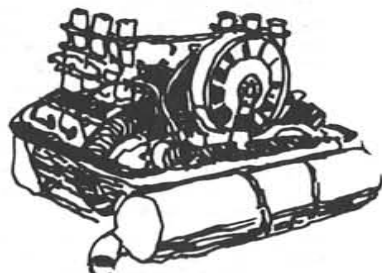
914 PARTS

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
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1972 BMW 2002, WHITE WITH NAVY
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RUNNER, NEVER DRIVEN BY LARRY
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WANT TO BUY PORSCHE OR I WOULD
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245-0981 OR AT WORK 957-0600.



FOR SALE:

914 PARTS

1.7 HEAT EXCHANGER (PASSENGER
SIDE), EXCELLENT CONDITION \$90.00
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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 -
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Porschemporium 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 Porschemporium 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



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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.

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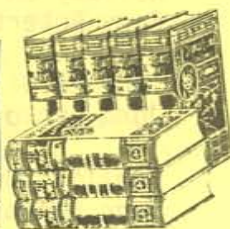
PRESENTS



PORSCHE
ÜBER ALLES



EVENT
PULL-OUT
SECTION



BE SURE TO BOOK THESE EVENTS!



WESTERN MICHIGAN REGION
PORSCHE CLUB OF AMERICA

KALENDAR



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	19	Ralley Janet Langdon
July	2/3	Holiday on Wheels Gary Petertyl
August	7	Tour to Gilmore, Museum and Picnic John Lacko
September	11	Spelling Bee Ralley John Lacko
October	1	Grattan Autocross
November	19	Turkey Day

INFORMATION: 874-8142

SPELLING BEE RALLY



**SUNDAY
9/11/83**



Can You R-A-L-L-Y? Can You S-P-E-L-L? Can You Take P-H-O-T-O-S?

Then come out on September 11, 1983 for the Western Michigan Region - Porsche Club of America Spelling Bee Rally. The objective of this rally is to travel to your choice of towns in Michigan in order to spell out a Porsche related word with the first letter of each town. Just to keep you hunting even once you have reached each town and to prove that you were really there, you must photograph your car with the license plate visible in front of a town landmark with the name of the town visible on it. The overall winner of the rally will be the car that covers the least number of miles within the time limit in order to spell out the word. A special award will be given for photographing the highest number of special interest subjects along the way during the rally. This is an open event and all makes of cars are welcome. As with all WMR-PCA road events, this event is planned within the framework of all traffic laws.

STARTING POINT: The Car Barn Porsche-Audi Dealership at 3000 Broadmoor S. E., Grand Rapids, MI. Registration closes at 11:30 AM. First car off at Noon.

REGISTRATION FEE: \$9.00 per car. This includes the cost of one roll of 36 exposure Ektachrome 200 ASA 35mm film and processing, but not mounting.

REQUIRED GEAR: A working 35mm camera and a business size, self addressed, stamped envelope for return of the film after processing.

RECOMMENDED GEAR: Detailed map of Michigan and list of towns in alphabetical order.

WORD: To be announced.

EVENT CHAIRMAN: John A. Lacko, 2146 Waite, Kalamazoo MI 49008, 616 344-4764.

SEPT. 17, 1983

IROC III



**Spartan Speedway,
Lansing**



REGISTRATION OPENS	9:00
TECH OPENS	9:30 - 10:30
PRACTICE	10:00 - 12:00
TIMED RUNS BEGIN	12:00 - ?

The entry fee of \$15.00 INCLUDES a party after the event.
Call Steven Winkler for more information. (517) 372-5678

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Y'ALL COME, HEAR!

"LAST FLING" Drivers School

- TIME:** October 1, Saturday
1st Drivers Meeting, 8:30 a.m.
2nd Drivers Meeting, 11:15 a.m.
Mandatory attendance at one of the two meetings before you are allowed on the track.
- PLACE:** Grattan Raceway
Grattan, Michigan
- COST:** \$45.00 per car, two drivers max. non-car club drivers
\$35.00 per car, two drivers max. any car club member
Above prices are pre-registration prices. Pre-registration cut off is September 27th.
- * \$55.00 per car, two drivers max. non-car club drivers
 - * \$45.00 per car, two drivers max. any car club member
 - * Indicate registration at the track gate.
Pre-register and SAVE.

PRE-REGISTRATION:

Peggy Riddle
1379 Vineland Ct. S.E.
Grand Rapids, MI 49508
616-241-1263



CHAIR PERSON:

Frank Wagner
1377 Vineland Ct. S.E.
Grand Rapids, MI 49508
616-245-6666 days

Please wear a 1970 Snell or better approved helmet (minimum), cotton long sleeve shirt and long pants when operating your vehicle on the track.

HOOSIER AUTO SHOW
INDIANAPOLIS MOTOR SPEEDWAY
SEPTEMBER 17, 1983

All Porsche owners are invited to join the Central Indiana Region of PCA at the Indianapolis Motor Speedway on Sat. Sept. 17th. PCA is one of approx. 50 car clubs involved with this event. Last year there were 1,100 cars on display - ranging from very early antiques up through the latest model Porsche, Ferrari, Jaguar, etc. If you like cars you'll love this event. Cars can be entered for judging or for exhibit only. All Porsche entries - judged or exhibit - will be parked in a group. After the activities at the track, Porsche people will have cocktails and dinner at the Rodeway Inn - Airport. We also have a block of rooms reserved there so if you wish to spend Fri. Sat. or both nights there, make your own reservations by calling the Rodeway at 317/247-4200.

.....

ENTRY FORM
17th HOOSIER AUTO SHOW
September 17, 1983

NAME _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

Car for exhibit (not judged) entry fee \$7.00 (\$9.00 after Sept.1)

Year _____ Model _____ \$ _____

Car for judging entry fee \$10.00 (\$17.00 after Sept.1) \$ _____

Box Lunches: No. _____ @ \$3.00 \$ _____

Dinner: No. _____ @ \$13.50 (\$14.50 after Sept.1) \$ _____

TOTAL CHECK: \$ _____

Make check payable to CIR-PCA

I accept and assume full liability for any injury or loss to me or my property, agents or employees at any time and from any cause on the premises of the show. I expressly release the management of the Hoosier Auto Show and Indianapolis Motor Speedway from any liability for such loss or injury and agree to provide and pay for my own insurance.

SIGNATURE _____ DATE _____

MAIL TO: Mike Robbins, 7533 Westfield Blvd. Indpls., IN 46240

**Please enclose stamped, self-addressed envelope.



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lar**



NORTHERN OHIO REGION

PORSCHE Club of AMERICA

February 5, 1983

TO: ALL ZONE NEWSLETTER EDITORS

SUBJECT: NORTHERN OHIO REGION MID OHIO RACETRACK DRIVER'S
SCHOOL

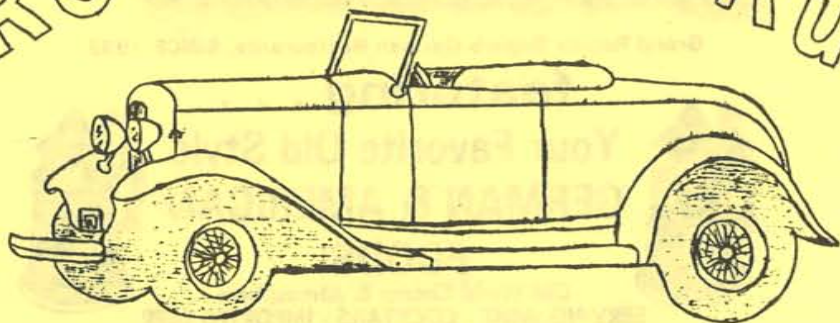
We are pleased to announce the date for the ever popular Northern Ohio Region's Driver's school at the Mid Ohio Race Track. The dates will be the weekend of September 24 and 25. This is an ideal time of the year because it gets us out of the summer heat and into the more enjoyable fall weather. Would you please list this date on your calendar of events? We would appreciate it. Registration information will be in Panorama and our own newsletter that you receive.

Thank you,

Alan S. Kendall

3rd Annual
G. R. A. S. R. A.

Red Flannel Run



Pre '58 Street Rods

NO STREET MACHINES

OCTOBER 1, 1983

CEDAR SPRINGS, MI.

REGISTRATION BEGINS AT 9:00 A.M.
PARADE AT 3:00 (opt.)

\$5.00 ENTRY FEE.
PROCEEDS DONATED TO THE
AMERICAN CANCER SOCIETY.

SEVERAL VENDORS OF FOOD
WILL BE AT THE FESTIVAL.

DASH PLAQUES TO FIRST 100
TROPHYS AND DOOR PRIZES.

FOR MORE INFORMATION CALL:
BUTCH OR DAWN HEIM
616/696-1167

THE FIFTH ANNUAL FALL RALLY

SANCTION - #H-041-032

DATE - October 8, 1983

STARTS AT GRAND VILLAGE MALL

REGISTRATION - 10:30 to 11:45

DRIVERS MEETING - 11:45

FIRST CAR OFF - 12:00

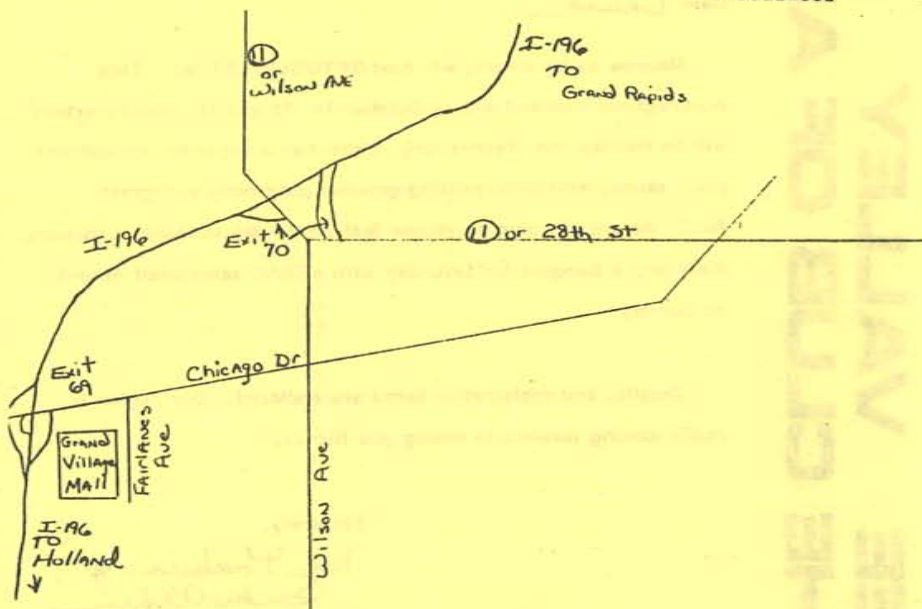
TYPE OF EVENT - Fun Rally

CLUB - Grand Valley Corvette Association

REGION - Michigan

PRICE - \$6.00

EQUIPMENT - Working Odometer
Pencil
Calculator



CHAIRPERSONS

Dan and Rita McGladdery
1732 Providence NE
Grand Rapids, MI
(616) 361-2437

GOVERNOR

Kevin Smith
520 Lincoln Lake
Lowell, MI
(616) 897-9947

PORSCHE + | = : } : R

EBR + PCA IS PROUD TO PRESENT

THE " I DON'T OWN A GOLD CHAIN DRIVERS SCHOOL " AT THE NEWLY IMPROVED MID-OHIO RACE COURSE, OCTOBER 8TH AND 9TH.

THIS DRIVERS SCHOOL WILL BE LIMITED TO A MAXIMUM OF FIFTY CARS, THEREFORE RESPOND EARLY TO INSURE YOUR PARTICIPATION. ALL APPLICANTS WILL BE SCREENED BY THEIR PREVIOUS EXPERIENCE.

PLEASE CHECK ONE OF THE FOLLOWING:

- ☐ SUPER PACKAGE DEAL, INCLUDES TWO NIGHTS DOUBLE OCCUPANCY, SAT. NIGHT BANQUET, AND WEEKEND TRACK TIME. INCLUDES ALL TAXES AND TIPS. \$ 155.00
- ☐ SAME DEAL LESS LODGING \$ 115.00 (includes tip for banquet)
- ☐ DRIVERS SCHOOL ONLY \$ 100.00

TWO PEOPLE WISHING TO SHARE THE SAME CAR AND SESSION TIME, MAY DO SO FOR \$ 100.00 FOR THE WEEKEND.

PAID ENTRIES MUST BE RECEIVED ON OR BEFORE SEPT. 9TH.

MAKE CHECKS PAYABLE TO: EBR PCA

MAIL TO: WILLIAM G. FOX
P O BOX 204
CUYAHOGA FALLS, OHIO 44222

DIRECT ALL INQUIRES TO: JOHN TOROK OR WILLIAM FOX
(216) 896 9675 (216) 896 3361 Home
928 3402 Office

LIST PRIOR NELSON DRIVERS SCHOOLS _____

LIST PRIOR MID-OHIO DRIVERS SCHOOLS _____

BE CERTAIN TO RETURN THIS FORM WITH YOUR CHECK

August 15, 1983



Dear PCA Member,

Well, this is it. The last chance for you to get your reservations in for Oktoberfest 1983.

For our new members, those from other regions, and those who didn't mark Oktoberfest on their date book, let me do a recap.

The dates are October 14, 15, and 16, at the Pioneer Inn and Marina, on Lake Winnabago, in Oshkosh.

Check-in will be anytime after 4:00 pm on Friday. After you have settled in, the Pioneer has given us a party room for a beer, wine and cheese social. It'll give us a chance to relax and meet new and old members.

Saturday morning, starting at 9:30, all the Porsches will be assembled along the lake front and marina for the Concourse. I know already some of us will be up at 6:00 am to get a head-start on everyone. Just remember that this is not the Nationals and the rules will be a little relaxed.

After lunch, we'll head out on the Road Rally. The surrounding country roads are great and the Rally Master promised not to go bonkers.

6:30 pm Saturday night we'll be treated to some of the best food you've had in a long time. The Bavarian Meal will include a Cheese Cart, a Fish Cart, a Sausage Cart, Salads, The main Entree will include Saurbraten, Sweet-Sour Red Cabbage, Pork Hocks and Saurkraut, Kassler Rippcher, and hot German Potato Salad. For dessert you can have Apfel Strudel and Black Forrest Kirschtorte. To work off those calories, beverages and dancing to live music will be in the Caboose Room.

Sunday morning, just 9 blocks away, will be the site for the Sololm Event. The tech will start at 9:30. This is a brand new parking lot, so the times should be good.

As you can see there is going to be something for everyone. I think you'll have to agree, for three days and a super dinner for two, that will only cost \$151.00 plus tax and \$5.00 an event, this is a good deal.

Entries close September 10. A \$75.00 deposit is required. Because of room and food reservations, there can be no exceptions.

We hope to see everyone there.

Yours Truly,

Peter J. Weis
Peter J. Weis

OCTOBERFEST 1983

October 14, 15 & 16

Hosted By:

The Milwaukee Region P.C.A.
At
THE PIONEER INN & MARINA
Oshkosh, Wisconsin

For Registration and Additional Information Contact:

Peter J. Weis
2525 N. 41st
Milwaukee, WI 53213
Business 414-774-2099
Home 414-444-2451



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& MARINA**

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OSHKOSH WI 54901-13

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**NAME
ADDRESS
CITY**

STATE

PHONE

ZIP

**Model
Stock
Concourse**

**Year
Prepared
Ralley**

**cc's
Race
Autocross**

ROOMS: Floor 1-2 Side Lake - City
2 Adults 2 Nights with Dinner \$151.00

Extra Persons with Dinner Adult 25.75
Child 20.75

EARLY BIRD Paid Before July 15 — 10.00

Non PCA Includes Membership 30.00

\$75 Deposit

TOTAL _____

MAUMEE VALLEY REGION PORSCHE CLUB OF AMERICA

August 5, 1983

Dear *Chuck*

Maumee Valley Region will host OKTOBERFEST '83. This multiregional weekend will be October 14, 15 and 16. Headquarters will be Holiday Inn, Perrysburg, which has a super indoor-outdoor pool, sauna, whirlpool, putting greens, ping pong and great food! We are planning a welcome fest for Friday evening, Concours, Rally and a Banquet for Saturday with a IRAC sanctioned Auto-X on Sunday.

Details, and registration forms are enclosed. Our region is really looking forward to seeing you then...

Sincerely,

*Nea Thakur &
Suey Alden*

OKTOBERFEST Chmn.

P.S. Please share this info with your membership via newsletter and verbal communique!!!

REGION OF THE YEAR • 1973

OHIO VALLEY REGION



PORSCHE CLUB of AMERICA

Larry Smith
487 Maple Circle Drive
Cincinnati, OH 45246

July 8, 1983

Dear Newsletter Editor:

The Ohio Valley region is hosting two days of autocrossing at Kings Island Amusement Park in Cincinnati, Ohio.

Kings Island parking lot is over 50 acres with slight elevation changes, slaloms, gates -- a third gear autocross.

The dates are October 22 - 23. Saturday the 22nd will be a full day of practice and Sunday will be the timed runs.

Saturday night there will be a beer party.

I would appreciate if you would inform your membership, through your newsletter, of the dates of October 22 and 23. I will keep you posted on the particular details as they become finalized.

Thank you for your help, looking forward to seeing you at Kings Island in October.

Sincerely,

Larry Smith
OVR-President

LS/ass



MAUMEE VALLEY REGION PCA

PRESENTS

OCTOBERFEST 1983 OCTOBER 14, 15, 16, 1983

Headquarters: Holiday Inn, Perrysburg, Ohio

Events: October 14 - Friday Evening: Complimentary get acquainted, meet old friends social.

October 15 - Saturday

9:00 am - 12 Noon: Concour: Woodland Park, Perrysburg

Several classes, choice of full concour or surface only.

1:00 pm - From Holiday Inn, Regularity Run

Saturday Evening: Banquet and Awards for days events.

October 16 - Sunday: IRAC Autocross - Dana Test Center
Ottawa Lake, MI

Followed by Awards

Registration/Entry Fees: \$85.00 - Double
\$55.00 - Single

More Information: Co-Chairmen:

N. C. Thakur
3445 Cragmoor
Toledo, Ohio
419-385-0543

Judy Alden
6968 N. River Rd.
Waterville, Ohio
419-878-8745

Registration packet will include hotel information or call Holiday Inn.

REGISTRATION: Send to: Judy Alden
6968 N. River Rd.
Waterville, Ohio 43566

Make checks payable to:
Maumee Valley Region PCA

PLEASE RETURN BY OCTOBER 1, 1983

Octoberfest 1983

NAME: _____

ADDRESS: _____

CITY, STATE, ZIP: _____

TELEPHONE: _____

Single \$55 _____ Double \$85 _____

Events: Concour _____ Rally _____ Autocross _____
Car Year _____ Model _____ Color _____

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Capacity

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AND HOLIDAYS
AND FIRST
3 WEEKS
OF JULY



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