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of ALLES

MARCH 1984





PORSCHE ÜBER ALLES



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874-8142

ON THE COVER:

I THINK THAT I SHALL NEVER SEE
A POEM AS LOVELY AS A 356B
photo courtesy - UPTOWN GRAND



KALENDAR



March 24th

Splash into Spring
Maureen Richardson
616-364-9841
Marilyn Moses
616-457-2653

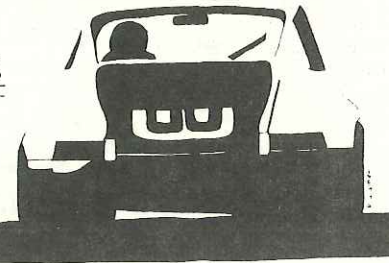
April 14th

Tech Session
Paul Thieme
517-355-9753

May 5th

Grattan Drivers School
Jeff Kolk
616-459-7649

SCHEDULE OF UPCOMING PORSCHE POSSE MEETINGS



March 7th

Peggy Riddle
1379 Vineland Ct. SE
Grand Rapids, MI 49506
241-1263

April 4th

Bob Shedd
1506 Johnston S.E.
Grand Rapids, MI 49506
243-2109

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PRESIDENTS
PADDOCK
GARY PETERTYL

Well. . . last month we breezed through the event schedule for the first half of 1984. Let's pretend it's sunny and warm, and everyone's got their Porsche out because it's mid summer. O.K., got the picture. . . here are how the events stack up.

We won't have any regional events in July, because Chicago Region PCA is hosting the annual Porsche Parade in Appleton, Wisconsin starting July 8th. The Parade is the premiere Porsche event nationally, featuring the finest concours cars, the most accurate rallyists, and the fastest hot shoe drivers. It's a fantastic opportunity to meet new people and experience the pride of Porsche ownership; the fact that this event is being held relatively close is a real plus. The January issue of Panorama has registration information on the Parade.

Tentatively scheduled on Labor Day Weekend we'll see the return of our Holiday On Wheels multi-event weekend. Concours/display, rallye, autocross, and parties make it a super weekend for WMR Porsche Pushers and our friends from Michigan, Indiana and Motorstadt regions. DON'T MISS IT!

September's Sunday afternoons are perfect for rallyes. . . This September 23rd, Steve Locke is chairing a rallye to. . . who knows where? Seriously, Steve has promised a challenging, but not frustrating rally that will appeal to most of our folks.

On October 6 and 7 the wild and crazy 356 guys, Bill Moses and Phil Cull are expanding our traditional fall driver's school at Grattan to a two-day timed autocross; a day for practice and a day for timed runs. Rumor has it this will be our IROC event -- what a way to top off the series!

November 17 is the date for our annual Porsche Club family Thanksgiving. The location's not set yet (give us a break folks, it's nine months away), but we will have a hot tub and a color T.V., plus some turkeys.

We are planning a December event this year, something new for the club. December 1, is the date for our first annual Raquetball Bash. A great way to sweat off a few pounds for the holidays and join your Porsche fellows in a holiday toast.

Whew! There you have it. Mark those calendars, and plan to attend your club's events this year. We've tried to provide a good balance of events, and in case there aren't enough social events, call Frank Wagner and tell him you're throwing a party -- we'll show up.

Seriously folks, we are trying something different in event planning this year. We will be dedicating more time at the monthly meetings to talk about events two to three months before they happen. That will give you the opportunity to let the event chairpersons hear your input on events. We're not looking for you to tell them how to do things, but to give them ideas for planning the events. Remember, the chairpersons are putting the events on for you -- so we'd like to hear what you have to say.

I'm off to have my writer's cramp cured and my pulpit fixed, see you next month.



everybody eats there!
4 Locations

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

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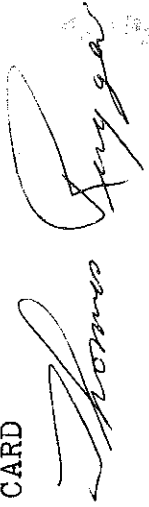
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PORSCHE UBER ALLES



SPLASH INTO SPRING! MAUREEN RICHARDSON

Are you pouting again? Are the snow banks getting so high that you're sure that there won't be a thaw 'til August? Are you tired of below zero days and below comprehension nights? Do you hate a dripping nose, cold feet, and bulky clothes? Do you find yourself looking longingly at the garage door wondering if you'll ever be able to get it open again? Is that what's bothering you bunky?

Well we have a perfect solution -- join us for our first annual splash into spring!

At the Holidome we can forget the stuff that keeps PORSCHEs in hiding and pretend it's spring or maybe even summer!!

Consider, we practice autocross, we have rally schools, and tech sessions, but we've never practiced parties; and since Uber Alles is over all we should become proficient in all aspects "Porscheability" if we want to consider ourselves true Porsche Pushers!! With that in mind, how can you possibly miss such an enlightened evening with fellow Porscheaphiles?!!!!!!!

There will be swimming, whirlpool, sauna, golf, shuffleboard, etc., etc., etc., and just plain fun -- so ya all come out 'n' help us SPLASH INTO SPRING!

!!**!*#*!!! SPLASH INTO SPRING !!!!!!!!!!!!!!!!!!!!!**!!

PLACE: Holiday Inn (near Woodland Mall)

DATE: Saturday, March 24, 1984

TIME: 6:00 P.M. - 10:30 P.M.

COST: \$\$\$!!! Only \$5 per person

PIZZA: On your own at Pizza Hut after swimming & soaking & etc.

QUESTIONS:

Marilyn Moses --- 457-2653
6406 Clover Lane
Jenison, Mich. 49428

Maureen Richardson --- 364-9841
833 Eleanor, N.E.
Grand Rapids, Mich. 49505

PLEASE!!! Help us get this in the water by getting your registration and your check to one of us by March 15, 1984!



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NAME: _____

REMITTANCE: _____

We also need a number for Pizza Hut.

Sure I'd (we'd) love to join the gang!

No thanks, I'll (we'll) be too pooped to participate !!!!!



PORSCHE
UBER ALLES



BILL MOSES

GREG HARTMAN

NOVICE CLASS

Would the creation of a special class whose object was to allow you to absorb knowledge from an onboard instructor at all WMR Sponsored speed events, move you from spectator to participant? Then read on and decide if this is to become a reality.

This is not meant to be a drivers training course or shifting lessons. That basic skill is a pre-requisite.

Back in the mid seventies, we created Rookie classes, part of whose objective was to allow you to win trophies based on comparing Rookie times to similar cars, dropping out the first place time.

You'll notice this class does not exist today because, in my opinion, it didn't tackle the basic problem - providing you with the means to improve your skills in order to compete in the regular classes.

My initial plan would be to:

- 1) Provide on board instruction during practice and timing.
- 2) Learn how to watch an autocross.
- 3) Have self and group critiquing.

NOVICE class to be self governing changing format at each event, if necessary.

If this class is created, we'll start with the Grattan event May 5, 1984 where I will be assisting Chairman, Jeff Kolk as chief driving instructor.

As I said, this will be a self governing body. If you don't want it to exist, DO NOTHING.

However, if you feel this is something you want to be part of in 1984, drop me a line before the April board meeting, giving name, car to be used, experience, (if any) and goals.

Bill Moses
6506 Clover Lane
Jenison, Michigan 49428

TAX TIME TIPS

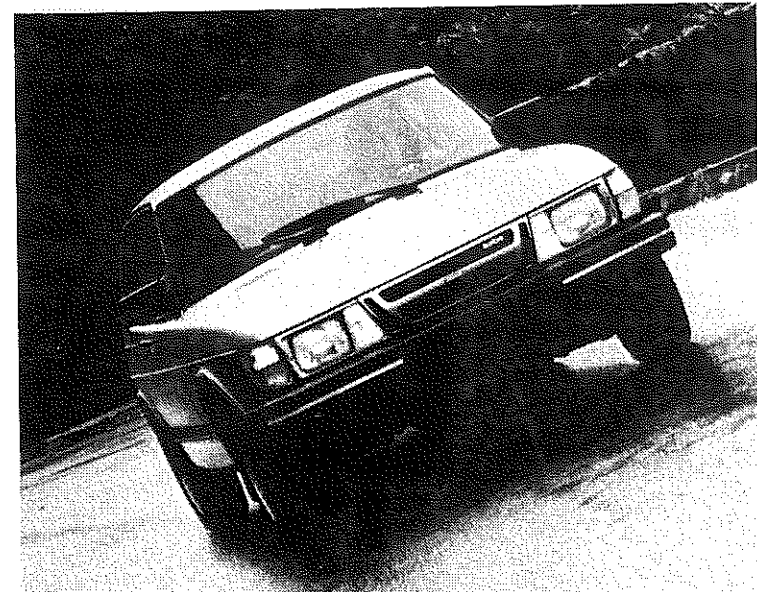
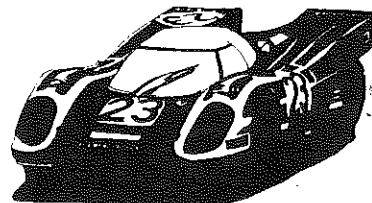
Recently, I came across an article in a tax magazine which I thought was amusing. The story goes like this: A corporation was formed by four individuals to purchase an aircraft, the president loaned an additional sum of money to be used to purchase a new Porsche 911 SC Cabriolet. The business purpose of this automobile (used by his wife, an employee of the corporation) is to transport passengers to and from the airport and to pick up necessary supplies for the aircraft.

The tax advice given this person was this:

The functions which the automobile perform are legitimate deductible items under IRS code. However, a two seater Porsche hardly seems like the appropriate vehicle in which to pick up several passengers or to bring back a case of engine oil for an airplane. I feel there is a significant possibility that part of the claimed deductions might be disallowed as based on a lavish or extravagant expenditure.

Well, all you folks out there in the Porsche Club -- take note! Porsches are definitely THE classy car to own, and not a model that should be carrying around loads like a pickup truck! Take it from the good ole IRS!

Reprinted from the
Michigan-Indiana Regions,
Porschestrassen.



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P.D.Q.'s

PRODUCTION DEPARTMENT QUOTATIONS

CHUCK OLENYK

PORSCHE'S AMERICAN BASE SLATED FOR RENO
Reno, Nevada - Porsche International, the German sports car manufacturer, is planning to locate its North American headquarters in Reno.

Porsche chief executive Peter Schutz announced the decision with Nevada Gov. Dick Bryan and U.S. Sen. Paul Laxalt, R-Nev.

Bryan said the state's efforts to attract new businesses "have been significantly strengthened by Porsche's decision."

"Nevada is committed to making Porsche's move smooth and efficient," the governor added.

Porsche has announced that it is ending its American distribution agreement with Volkswagen of America Inc. and setting up a new company.

The split takes effect September 1.

Schutz was quoted recently as saying Reno's favorable tax climate and its proximity to California were key factors in the decision.

Source - Grand Rapids Press

PORSCHE FORMS ITS OWN U.S. DISTRIBUTION UNIT TO SELL AND SERVICE CARS
Reno, Nevada - Porsche AG, which recently ended its 15-year-old arrangement to sell cars in the U.S. through Volkswagen of America Inc., formed its own distribution company, Porsche Cars North America Inc.

The U.S. unit, based here, will market and service Porsche cars through a network of 40 regional centers around the country. Porsche said dealers will order the cars from the Porsche distribution centers for sale to customers.

Volkswagen of America has been the sole importer of Porsche cars since 1969, and it had tried to renew the contract in discussions with Porsche in the last several months.

Peter W. Schutz, president of Porsche AG, said his company decided to go on its own in order "to meet specific needs of our customers." He said Porsche wants to sell

cars built to customers' orders. "That market can't be served by an organization specifically structured for a mass market." He said Porsche's move was prompted by increasing competition from Japanese and other European auto makers in the top-of-the-line sports car market.

Source - Wall Street Journal

STILL MORE REGARDING THE NEW DEAL

The selling dealer will only be able to take orders for new Porsches, which will be delivered to the customer at the distribution center or maybe picked up by the selling dealer to be delivered to the customer. All Porsches will be ordered from color charts and lists of possible equipment with no possibility of actually driving the car you want before buying it - this is as I understand the details from all of the Porsche dealers I talked to about this situation. The factory will fix the price on the new cars which may not be altered by the dealers, either up or down and the dealer profit will be set at eight percent, down about ten from the current 18 percent. Dealers will not be required to purchase demonstrators but will be "allowed" to. This will relieve dealers of the tremendous interest burden incurred while stocking Porsches for their inventory but will most certainly cut down on the number of buyers who like to go see what they're going to buy. In addition to this, buyers will be able to go direct to one of the regional distribution centers and buy a new Porsche direct from the center, completely bypassing the local dealer.

Source - Porsche Market Newsletter

Porsche will build 12 new cars for the 1984 season, five of them complying with the American FMSA CTP regulations. One will be a Rothmans team car, and among the customers are Bob Akin, Bruce Leven and Preston Henn. The other seven will all be Group C only cars, all incorporating the 1983 works specifications: lighter chassis, different steering geometry, engine management electronics. Two will be factory team cars and the customers for the others are John Fitzpatrick Racing (two cars), Joest Racing, Brun Motorsport and Kremer.

Source - On Track



What we have here is that bizarre beast, BIGFOOT, out for another Sunday drive. Bigfoot, you'll recall, is the Ford pickup that rambles around the country inspiring malevolent glee as it crushes junker cars beneath its 1,000-pound tires (retail \$2,695 each).

Bigfoot has sent about 1,000 cars to their grave, says driver Bob Chandler. Did Bigfoot ever meet a car that wouldn't die? "Yes," says Chandler, "when we were filming the movie

Cannonball Run II in Arizona. I was supposed to crash a Porsche 928, but the truck went right over it. It must have a hell of a roll bar. The frame was bent, but they drove it away." Chandler, meanwhile, was driven to distraction. "Everybody was so amazed they didn't start the cameras rolling."

Source - Autoweek

AUTOMOTIVE ART

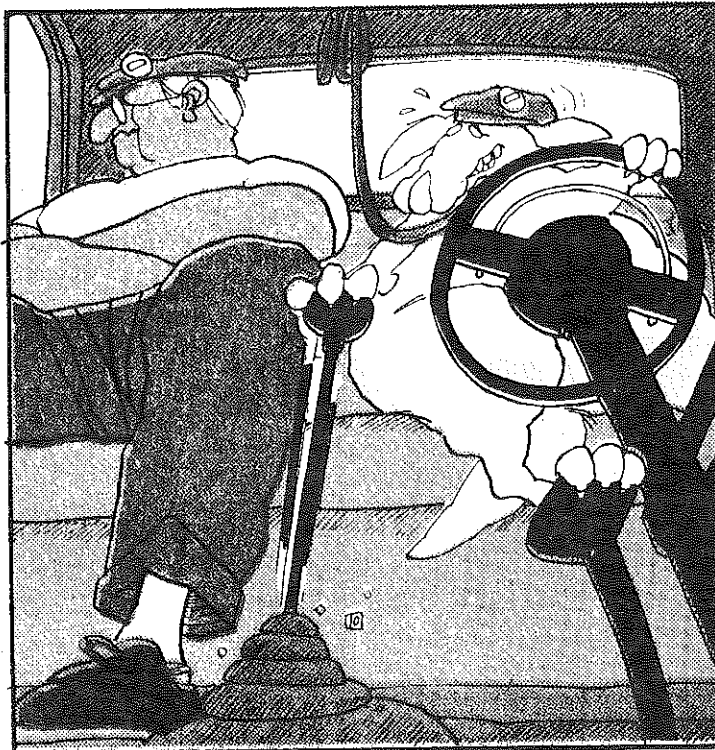
PORSCHE AND OTHER AUTOMOTIVE POSTERS



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"So the mutt misses third again!" thought Carl with smoldering disdain.

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MOTOR & SPORT FRANK WAGNER

Seems during the winter months of non-Porsche driving, one daydreams about past Porsche related experiences. At times I find myself thinking back about afterwork hours at J & M Foreign Auto Repair, in Chicago. Thoughts of a Porsche up on a "heist" being bandaged up before the next autocross, or Chicago pothole whichever comes first. All to many times that poor soul that owned the Porsche was me.

As I recall it, I was the first member of the Thousand Dollar Club that Jake founded. Jake was the J in J & M. Somehow I always got the feeling I was paying for his return trips to Germany, to visit family. Admittedly, that was the only garage that people actually smiled when they wrote out checks. At first I thought these people were high on air pollution or something. But ya got to understand alittle about J & M.

That little German car fix-it shop was very small when I first went there. I actually never noticed it despite driving past it numerous times. After purchasing my first Porsche, a clapped out 1960 356 notchback coupe with two inch thick bondo on the nose, and a rusty chassis (but that car's another story in itself). I needed a repair place to fix the never ending different troubles that develop on a Porsche you only pay \$500.00 for. You know the stuff, inexpensive stuff like, clutch, tires, king pins & links, valve job, radio, etc., etc. A friend suggested I take my new pride and joy to J & M.

At first I must admit I was alittle hesitant. But there were more than a few 356's around the joint in various state of repair. Mercedes, BMW and 911s rounded off some of the open slots along the fence outside. "Must know what he's doing," I thought to myself. Besides I noticed when I dropped off my Coupe, on the floor, next to the file cabinet, behind a desk, in the corner there was a bottle or two of Christian Brothers Brandy. Now how do I get this little kraut to offer me a hit? First things first, Frank. Maybe he uses that to revive his customers after they see their bill? I could always fake fainting. Then again, maybe I wouldn't have to fake it.

As time went on, I discovered Jake had his own way of billing things out. Once his wife had minor surgery on her arm. Nothing serious, nothing really major. Apparently, the bill left Jake alittle weak in the knees. After that, doctors seemed to pay alittle

more than the others. Lawyers, doctors, politicians and progressively downward, as your status fell, so did your repair bill. It fell all the way down to pee-on, now thats where I came in.

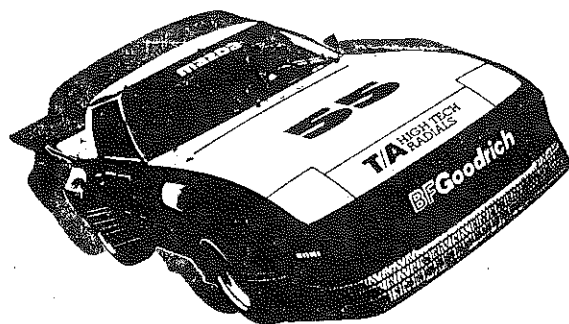
Don't misunderstand me, Jake never gave the house away, well almost never. He even devised his own payment plans. Pay now-pay later, pre-pay, installment pre-pay, pay on completion, or credit. Credit was established only for the hardcore sportcar nuts. There was social worker Bill with his termite eaten Morgan and a Never Start Below 30°Alfa. The White Brothers (who weren't really brothers anyway) and their miscellaneous, clapped out, "mak'em run for a week till we sell it" Porsches and 2002's. There was Ed "Squeeze a Rock Till it Bleeds" Larson. An advertising executive with a large downtown firm that really knows the meaning of a back. Try to get one off him someday. I think Jake left him on account because it wasn't worth trying shake money out of him. Of course, I wouldn't want to forget yours truly. My problem then was the same one I got now, big title, no bucks. Jake would look at me when I walked in, Porsche key in hand. He'd smile, look toward the floor and shake his head slowly, left to right. He'd tell me to write a short note what I wanted done. Hang the note with the key on the "TO DO" board, and make him a brandy. Naturally, he was only a social drinker so your favorite Uncle got a brandy also.

Sometimes those guys would actually knock-off work on time. Those nights were few and far between. We'd lock the joint up, open the brandy and stay till nine or ten P.M. It was funny to watch them take turns answering the phone after hours. Each ones wife had a different code, so they always knew which wife was calling. If Jakes wife rang twice, then called back, Mike (the M in J & M) would answer and tell her "he just left". This held true through the entire crew. It only got ugly a time or two when Jakes wife would Storm Trooper through the place. Even the dirty watchdog wasn't safe then.

You always remember the good times. Forget about the late hours trying to fix an oil leak before the big event. Forget about the hammer ya just dropped on your foot. Forget about the monkey hanging on your 356 steering wheel. Monkey? Now thats another story I'll have to tell ya's about sometime.

T/A HIGH TECH RADIALS

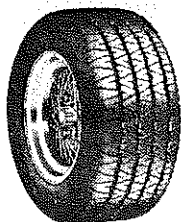
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Driving by Jeff Kolk

THERE'S NO TIME LIKE THE PRESENT, BUT MAY 5TH IS RIGHT AROUND THE CORNER.

Don't worry the real driving season will be here before you know it. The shiny little monster you tucked away will come out of hibernation soon. It's almost time for driving the way it was meant to be.

But wait, aren't you driving now? Winter driving can be fun too. It can do wonders for driving skills. Or if you get in your beater and hit the auto-pilot button, it's a great way to pick up bad habits. Every fundamental driving skill can be practiced in the winter.

Just try and remember to practice the fundamentals. Train your eyes to drive as far ahead as possible, ALWAYS. Make an effort to keep both hands on the wheel. Learn to communicate with your car. Try to feel the weight transfer when getting on the gas, squeezing the brakes, or turning into a corner. See if you can feel your tires breaking loose before the car starts to slide. Think about it once, if you can communicate with your beater effectively, imagine what driving will be like when your back in your Porsche AND IT TALKS (SINGS?) TO YOU!

Another idea for winter driving is to practice skid control. Locate a snow covered or icy parking lot and avoid the temptation to just do donuts. Do some honest slides. See if you can maintain a nice radius through a turn with the tail end out. Try to do a 360° without losing control. The list is endless. What you are after is learning to control a sliding car at very slow speeds. This way you have more time to learn what happens. You never know it might even help you avoid a "crash" course in vehicle dynamics someday.

Now, when you've got all that under control, you can work on that one quality of driving everyone talks about. Smoothness. But what is smooth? We all hear about it and it's a common term in bench racing, but what is it and how can we be smooth?

Here are some quotes from the club's avid autocrossers to help you out.

-PHIL CULL- "Smoothness is being synchronous. As the synchronizers in your transmission mesh things together, so too should you as a driver. Also, a key ingredient is to think ahead and know what's next. Commit things to memory."

-RICK RILEY- "You have to go slow to go fast. Go for technique first, then speed will come naturally. Concentration. Consistency. Smoothness. Using cues on the track for brake points, shift points. Then use these for consistency."

-LEW MOORMAN- "Smoothness is. . . what's required to drive your Porsche at or even near its limit. To drive with such smoothness, once committing to do so, requires most of all the utmost concentration. Without it, attempts to avoid "surprising" your Porsche will be in vain. If smoothness is the end result, then surely, concentration is the path to it."

-CRAIG PAULL- "Smoothness is more not doing the wrong thing than it is doing the right thing. The elimination of the unnecessary transitions that greatly effect the balance and stability of the automobile in motion is a prerequisite to the truly smooth run."

-BILL MOSES-

"Steering: the opposite of jerky movements; moving the steering wheel the least amount possible. A good example is losing the rear end on ice and the natural tendency to over correct.

Throttle: I've heard the theory ON or OFF. Many of you have cars that are too powerful (responsive) for that, in my opinion. Recommended practice - find a winding section of road and try to hold a CONSTANT RPM. This does not/should not be at a high speed. You will notice if you keep a constant throttle, the turns will scrub off speed. Exiting the turn into a straightaway you must ease off the throttle to keep a constant RPM, which was the stated purpose of this exercise.

Brakes: Learn to modulate foot pressure. A locked up wheel cannot be steered. A car that can't be steered is TOTALLY out of control.

Yes, I believe SMOOTH is FAST. It allows less powerful cars to be competitive and it can make powerful cars unbeatable.

Come try it with us at Grattan May 5th."



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JIM McKAMEY
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Are you ready to really drive now, not just sit behind the wheel? If you are, then keep reading. On May 5th we will be holding a Driver's School at Grattan Raceway. There will be plenty of track time for drivers of all skill levels. Instructors will be available to help you learn about you and your car. This is an excellent opportunity to experience your Porsche at it's best and learn alot about driving at the same time.

Our main purpose for this event is to provide a safe, open environment for all drivers. We will separate the cars into 3 groups to help keep the speed differences under control and allow -ou to drive at your own pace. Believe me, there is nothing like driving a Porsche without worrying about kids, dogs, cars backing out of driveways, getting a speeding ticket, etc... It is truly life at it's best.

WMR prides itself in running safe, well organized driving events. This year promises to be no exception. We hope to see our usual fine group and hopefully, some new ones too.

SATURDAY...
MAY 5TH...
GRATTAN...
BE THERE...

(See registration form in this issue)



GRATTAN

GRATTAN DRIVERS SCHOOL

DATE: Saturday, May 5, 1984
TIME: 8:00 a.m. - 5:00 p.m.
PLACE: Grattan Raceway
Grattan, Michigan

EQUIPMENT: Safety Helmet (Must Be Snell 1970 Approved);
Seat Belts; Long Pants
and Long Sleeved Shirt
(100% Cotton) or
Driving Suit

COST: \$35/Car, Car Club Member
\$40/Car, Non-Car Club Member
\$10 Each Additional Driver

SEND REGISTRATION TO:
Peggy Riddle
1379 Vineland Court
Grand Rapids, MI 49508
616/241-1263

(Cut-Off Date is May 1)

EVENT CHAIRMAN:
Jeff Kolk
1011 Cherrywood Lane
Grand Rapids, MI 49505
616/459-7649

***** SPECIAL NOTES *****

In Order to Provide a More Comfortable Environment for Drivers,
We Will Be Using Three Run Groups:

Group A Novice
Group B Intermediate
Group C Advanced

Added 3/14/84

We Request That You Specify Your Preferred Run Group on the
Registration Form.

We Will Be Holding Drivers Meetings at 8:30 a.m. and 11:30 a.m.
You MUST Attend One of These Meetings to Get on the Track!!!!

Also Note ... Pre-Registration is MANDATORY!!! FILL OUT THE
REGISTRATION FORM AND MAIL IT TO PEGGY RIDDLE TODAY!

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HALF PAGE - \$ 100.00 PER YEAR
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CROSS-COUNTRY SKI ADVENTURE

SHARI HOEK

Thirteen cross country skiers invaded Aman Park to tackle the hill named "Awful Awful". Some crashed, but we won't say who, and some completed the obstacle without reservation. The day couldn't have been more perfect with sunshine and good friends.

When the Nordic group returned to home base, the warmth of the fire and nine others, plus one fuzzy Airedale, were a welcomed site. The homemade soup in the crockery kettles tantalized our noses and all were anxious for the judging to begin.

Munchies and hors d'oeuvres were devoured along with turkey and ham sandwiches. One would have thought by the time the soup judging was complete, no one would be famished, but luckily not was the case. The soups all were delicious and varied from bean to Mexican. Thank you to all who contributed one of the delicacies.

After wallowing in the warmth of the bubbling water of the jacuzzi, or enjoying conversation around the glow of the fire, everyone was relaxed and began to wind down a bit after such a busy day.

We are looking forward to next year's gathering.

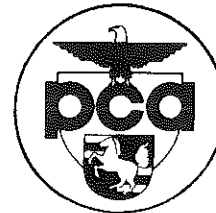
While Doug and I were vacationing in New England this past summer, we were blessed with a day of rain. Rain on vacation is an element that one does not schedule into the itinerary, especially when staying in campgrounds. A motorhome can become very confining especially after all periodical, and newspapers have been read. So, it's off to the nearest town for some shopping.

It seems when we arrived at the only shopping center, all the other tourists had the same idea. We all jammed into this tiny plaza. While in the bookstore, we purchased a delightful cook book titled NATIVE NEW ENGLAND COOKING - INDIAN RECIPES FOR THE MODERN KITCHEN.


We have experimented with several of these delightful recipes, however, our most very favorite is "THE" CLAM CHOWDER. We would like to share it with you.

"THE" CLAM CHOWDER

- 2 cans whole baby clams and broth
- 1 bottle clam juice
- 4-6 potatoes, diced
- 1 large onion, chopped
- 2 stalks celery, chopped
- 1 stick butter (optional according to diet)
- 1/2 cup or so cornstarch
- 2 cups milk
- 1 cup whipping cream
- 1 teaspoon salt (optional according to diet)
- 1/2 teaspoon fresh ground pepper
- 2 tablespoons parsley
- 1 teaspoon thyme
- 1 teaspoon sugar (optional according to diet)
- 1/2 teaspoon garlic powder
- 1/2 teaspoon onion powder




KOBOLZ, BISTENKEZAJLOL, FERODO, TEXTAR, REPCO, I&H BATES, AUROOD, V-COOLING, CASHBO

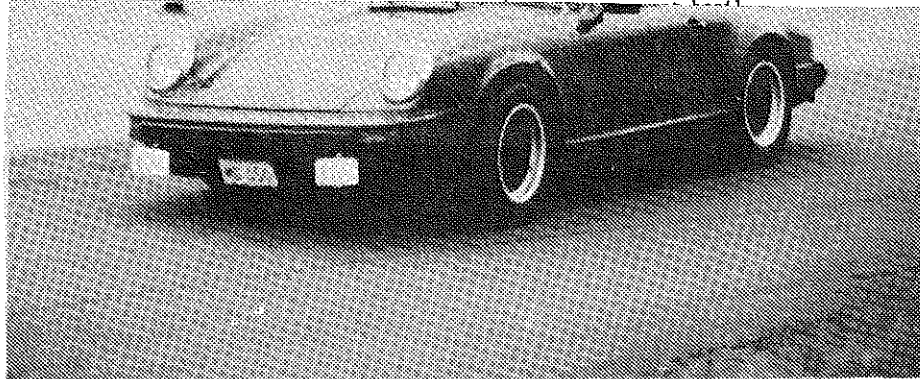


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PORSCHE POSSE

Minutes of February 1, 1984 Board Meeting,
WMR-PCA

PRESENT: L. Olenyk, C. Olenyk, S. Hoek,
D. Hoek, J. Cull, P. Cull, J. Bergmans,
J. Weersma, L. Weersma, F. Wagner, G.
Petertyl, S. DanKert, B. DanKert, L. Schutz,
R. Riley, S. Locke, B. Moses, M. Moses,
C. Paull, J. Kolk, M. Thieme.

TREASURERS REPORT: Petertyl - Fourth Quarter
Rebate has been received. There will be
a separate fund set up for the Uber Alles
Staff.

MEMBERSHIP REPORT: Tepper - WMR now has 110
members with 2 possibles. Name tags for members
are being investigated.

UBER ALLES REPORT: Olenyk - Feb. is in the
mail. Articles for March issue are needed
now.

PORSCHEPORIUM REPORT: DanKert - \$858.79
total worth. Factory calendars coming soon.

OLD BUSINESS

SKI PARTY: S. Hoek - 22 attended, there were
4 no-shows. \$116 spent, \$98 received. There
was a suggestion made for a beginners group
next year. This suggestion met approval.

WINTERFEST: Wagner - More Participation is
needed.

MARCH EVENT: M. Moses - Plans are all set.
Cost will be \$5 per person.

APRIL EVENT: M. Thieme - One speaker not yet
confirmed, everything else looks ready.

MAY EVENT: Kolk - Full report scheduled for
next board meeting.

BULLETIN BOARD FOR KAZOO: M. Thieme -
Final arrangements were made.

NEW BUSINESS

Cull & Kolk - Many different equip. sources
were investigated. One company had the most
to offer us for our money - Estes Engineering

Recommended: 3-car timing unit - \$350,
2 - Opto-Links at \$200 each with \$50 misc.
for wiring - Total of \$800.

Motion was made to accept this recommenda-
tion and attempt to sell our present equip.
Motion Passed.



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box - rebuilt 300.00 exch.
74' gear box - rebuilt
\$400.00 exchange. Early
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\$25.00. Ft. Fiberglass
hood \$125.00. 356 MC
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ing differential,am/fm,trans.
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36 gal tank,hd shocks,front
& rear sway bars, p.s.,stain-
less mirrors, fog lamps.
The van has new 235-70/15 BFG
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lous maintenance; and is burg-
undy with silver trim.
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419-435-9169 (h)

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PIZZERIA

and submarine sandwich shop

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

This was our first time at Winterfest and we enjoyed it very much. All of that good food cost a couple of extra workouts, but was well worth it. Despite the festivities the Emporium managed to be open for business. Several items were sold and we are grateful for your support. I'd also like to congratulate our door prize winners and hope they enjoy their prizes. Nice party, Peggy.

Now, down to business. During the Winterfestivities, we drastically reduced the prices of some of our items. Many of these were reduced just for the occasion, but some will continue to be offered at the reduced rates listed below.

Binders, Panorama	\$ 9.50
Book, Porsche Owner's Manual	14.50
Books, Up Fixin Der Porsche Vol. I - Vol. V 1956 to 1980	45.00
Book, Up Fixin Der Porsche Vol. IV 1972 to 1976	12.00
Book, Up Fixin Der Porsche Vol. V 1977 to 1980	12.00
Bra, Black 924	30.00
Car Badge, PCA	15.00
Car Badge, WMR	2.00
Decal, PCA 2" Water Transfer10
Decal, PCA 3- $\frac{1}{4}$ " Front Stick	1.50
Decal, PCA 3- $\frac{1}{2}$ " Back Stick	1.00
Emblem, PCA $\frac{1}{2}$ "	2.00
Emblem, PCA 1"	2.50
Hats, PCA Blue & White Mesh Back	5.50
Hats, PCA Red & White Mesh Back	5.50
Lapel Pin, PCA $\frac{1}{2}$ "	2.50
Patch, PCA 3"	2.00
Patch, PCA 4"	3.00
Patch, WMR 4"	1.00
T-Shirt, WMR Child's Small 6-8 Blue	2.50
T-Shirt, WMR Child's Medium 10-12 Blue	2.50
T-Shirt, WMR Child's Large 14-16 Blue	2.50
T-Shirt, WMR Small 34-36 Blue	2.50
Ties, Porsche Crest Dark Blue	12.50
Ties, Porsche Crest Red	12.50
Ties, Porsche Crest Brown	12.50
Ties, Porsche Crest Silver	12.50
Towel, White with Blue "Porsche" Embroidered on Band	7.50



The Porschemporium offers members car and club related items at prices below those of commercial enterprises. When you buy from the Emporium, you not only save, but you support the W.M.R. as well. If there are any additional items that you would like to see us stock, please let us know.

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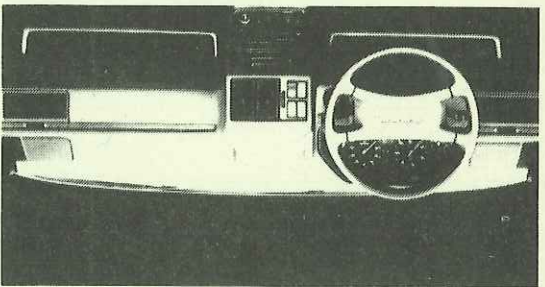
UBER ALLES

BULK RATE

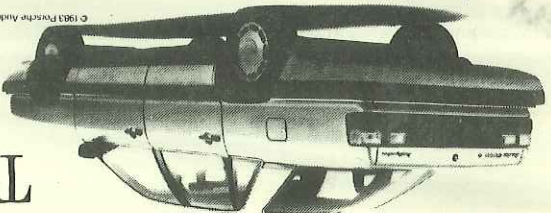
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