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APRIL 1984





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KALENDAR



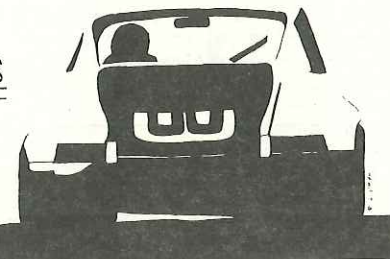
April 14th

Tech Session
Paul Thieme
517-355-9753

May 5th

Grattan Drivers School
Jeff Kolk
616-459-7649

SCHEDULE OF UPCOMING PORSCHE POSSE MEETINGS



April 4th

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

May 2nd

Phil & Judy Cull
1930 Cornelius SE
Grand Rapids, MI 49507
452-0781

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**PRESIDENTS
PADDOCK**
GARY PETERTYL

If you're reading this, it's only because our editor grudgingly accepted it from me late, all the while threatening to change the condition of my car's tires and paint if I missed another deadline.

You know its funny, I thought about writing this article at least half a dozen times, but it just didn't get around to it. Unfortunately, I think that happens to many of us when it comes to events -- we think about attending, but forget in the last week or so. Boy, are you lucky; you're reading this article, and I'm not going to let you forget about our events coming up.

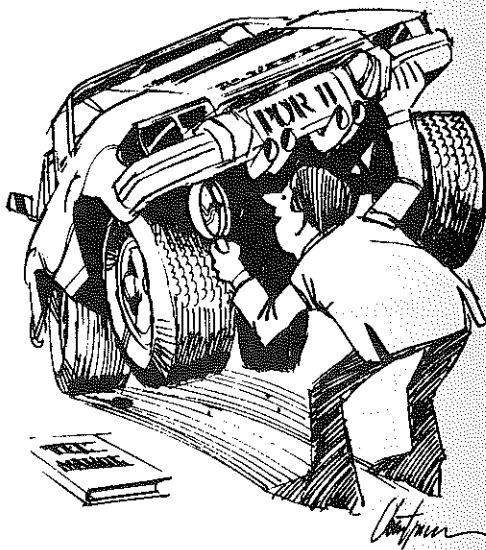
If you want to learn more about the technical aspects of your Porsche, find out how to drive your car at speed on a track, and have family who would like to share in your Porsche enjoyment, we've got you covered for the next three months. On April 14th, we've got an outstanding tech session planned for the Car Barn in Grand Rapids. While attending, this could qualify you to run tech at an autocross, what you'll really learn are some important basic maintenance and troubleshooting skills.

On May 5th, our annual spring drivers school hits the road at Grattan Raceway. There'll be plenty of instructors and plenty of time for novices to get unpressured practice. Of course, if you happen to be a hot shoe, there will be sessions reserved for you . . . so pump up your P7's, find fifth gear and head east to Grattan (it's about 4 minutes past the chicken farm in downtown Grattan).

June 10th brings up the family Picnic. The Teppers have promised plenty of wholesome fun for all the kids, and dad and mom. If you want to show and shine the Porsche go ahead. There will be games (please keep the balls and bats away from the cars, huh kids) and prizes and sunshine.

So now you're interested, right? Sounds like fun, yea? OK, here's how you get in on it.

1. Get a calendar, a 1984 is best.
2. Get a red pen, guards red if possible.
3. Mark off April 14th, May 5th, and June 10th.
4. Don't let anything else get put on those days, tell your in-laws you'll be more relaxed if you visit them the day after one of these events.
5. And, most important, don't forget to look at the calendar.



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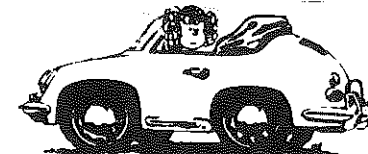
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PORSCHE
ÜBER ALLES



PORSCHE PUSHERS PERSONALITIES MARCIE TEPPER



I have some new members to present this month:

Don S. Meyer
16955 Timber Dunes Drive
Grand Haven, Mich. 49417

Don drives his 1979 dark brown 924 daily and saves his 1973 silver 914 2.0 for special occasions. He has experience in autocrossing and maintenance. He is interested in joining us for both as well as give his best at racing and gimmick rallying. He has owned a Porsche since 1978.

Stevens & Nancy Steketee
1549 Lake Grove S.E.
Grand Rapids, Mich. 49506
616/942-1459

Stevens & Nancy drive a 1955 gold 911 Coupe and are interested in social events and tech sessions. They have 3 future Porsche Pushers; Steve 8, Brian 6 and Lisa 1. They have tried gimmick rallying and we hope to see them soon.

George W. Christopher, MD
3060 Maple Grove Road #337
Muskegon, Mich. 49441
616/759-7016

Dr. Christopher just got his 1984 Sapphire Blue 944 in December, so he has not had much of a chance to drive it yet. (Although he did tell me he has been sneaking it out on the dry days we've had the past few weeks). He is interested in social events, rallying and concours. Now that we are thinking about a novice group, (especially after he sees my conservative driving) he'll be interested in trying his hand at one of our Grattan or other events. This is his first Porsche as well as the Club's first 1984 model.

Gerry & Donna Van Huisen
6638 Ada Ridge
Ada, Mich. 49301

The Van Huisens have a 1977 silver 911S that is used for occasional transportation. They have experience in gimmick rallying and are interested in social events, gimmick rallying and racing. Gerry has had 2 other Porsches prior to the present. They have a daughter, Erica, who is 3.

We are looking to meeting our new members at the events.

ANNIVERSARIES

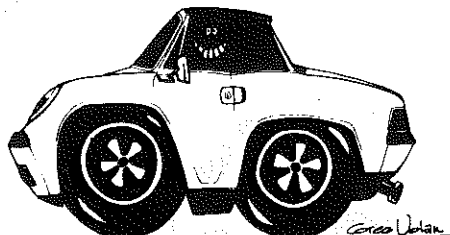
March

Peter and Carole Dykema	12
Harvey Beatty	9
Paul and Diana Swope	5
Robert and Bill Dreger	2
Charlie and Barbara Snyder	2
Pat Jr. and MaryAnne Cassidy	1
Ken and Charlene Martin	1
John and JoAnn Notti	1

April

Jerry and Teresa Knapp	10
Bob Shedd	8
David Kramer and Sue Andrews	6
Larry and Lisa Miller	5
James and Kathy Karhohs	3
Gene Gibelyou	2

**& Tune your
Porsche**



SIX PAK TO GO
SIX PAK

Dear Six-Pac; I'm an attractive 1975 914 2.0 Porsche currently feeling that I'm low on power. Each time my owner competes with me at local autocrosses, she complains about my power output. My suspension, tires and brakes appear to be doing the job. Just my engine seems off. Any solutions? Signed, Raspberry Red

Dear Raspberry; There's an old saying in Chicago, "money talks and bull ___ walks". Really, probably the only cure would be an engine overhaul. However, have your owner check your compression. It may be low, but if it's equal throughout all your cylinders, tell her to start saving for that overhaul. You'll probably get through another season without much of a problem.

Dear Sixer; You probably won't remember me, I'm the 914-6 that wrote to you some months ago. My owner was considering selling me for a 944. I just wanted you to know your advice worked. I now have my own garage to live in, instead of going on the block. The idea of "the newness wears off, the payments wear on" worked, Thanks. Signed, Relieved 914-6

Dear Relieved; that a boy, congratulations.

Mr. Sixer; I'm a late model Subaru with questions. How do I become an autocrosser? I have a horizontal opposed four cylinder engine, like the 912, 914 models. I have disc brakes like most Porsches. I have a 5 speed trans and bucket seats. How do I become a fast autocrosser like you guys? Signed, Bewildered.

Dear Bewildered; For you to become an autocrosser, I'd start with a trade-in.

Sixer; I'm a 68 911 Coupe currently in storage. My owner has many autocross trophies and speeding tickets we gathered together before my storage more than five years ago. Since then my owner has married, bought a house, and started a family. My question is, how do I get out of storage and back on the streets and tracks where I belong? Signed, Frustrated

Dear Frustrated; I'm sympathetic to your plight. Other sportcars have told me I can talk my way out of anything. But you got me stumped. One saving grace is he hasn't offered you up for sale. That means there's still hope. Hang in there.

Dearest Sixer; I'm a cute, new red Fiero and think your the greatest. I've got nice wheel covers, bucket seats and a nice stereo. Sound interesting? I'm available anytime, just call. Signed, Fancy Fiero

Dear Fancy; If ya ain't a Porsche with a Friends of OPEC credit card, I ain't interested.

MRC

Automotive

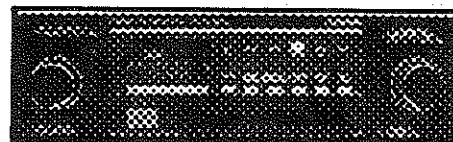
Research

& Development

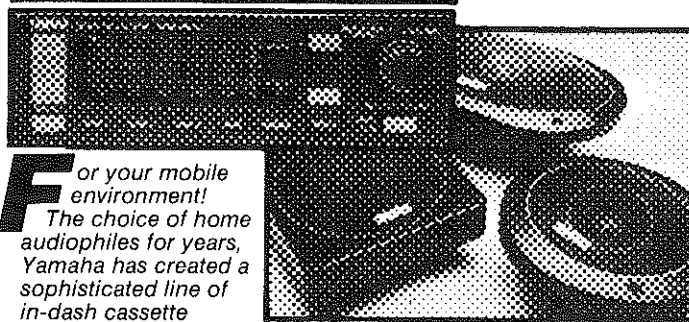
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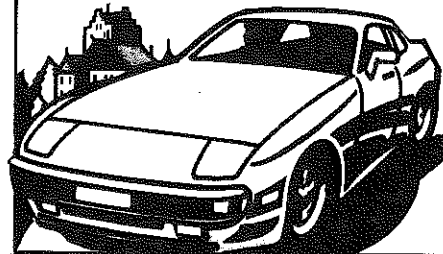
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PRODUCTION DEPARTMENT QUOTATIONS CHUCK OLENYK

PORSCHE PULLS BACK PLAN TO ELIMINATE FRANCHISED DEALERS

Reno, Nev. - Facing stiff opposition and lawsuits from dealers, Porsche AG, the maker of expensive sport cars, backed down from its plan to eliminate its franchised dealers.

A Porsche official said the company still sees merit in its new plan to sell cars through factory-owned retail outlets. "Under the present circumstances, however, our judgement is that the risk of not being in business is too great, even if strategic opportunities are lost."

In letters to be sent to Porsche dealers, the company said it will retain independent dealers and that terms governing franchises will be provided within about 90 days.

Under the franchise system, dealers buy cars at wholesale price and sell them at prices that may or may not be the retail prices suggested by the manufacturer.

A few weeks ago, a group of dealers representing 80% of Porsche cars sold in the U.S. sued the company, claiming \$1 billion in damages. Several other suits were filed to block Porsche's plans.

Robert McElwaine, president of the International Automobile Dealers Association, said the suits "are going to be put on hold until the dealers see the new plan."

Source -- Street Journal

SPEED GOURMET'S RECIPE FOR FUN

If Carroll Shelby keeps the hunter's rule, "Eat what you kill," then hasenpfeffer might soon be on the menu at Dodge dealerships.

You see, Shelby's out to bag a few Rabbit GTIs, and his weapon of choice is the new Dodge Omni GLH (goes like hell) -- developed out at his favorite auto ranch, the Chrysler/Shelby Performance Center in Sante Fe Springs, California.

Source -- Autoweek

RELIABLE BUT COSTLY

Everyone who can afford a turbo engine Formula 1 is already equipped, or at least spoken for. When the project was first put together between Ron Dennis and Mansour Ojje of Techniques d'Avant Garde, an over-the-counter turbocharged engine such as their Porsche-built TAG-Turbo motor for Grand Prix racing was exactly what a lot of teams needed. But to curb competition, Dennis exacted a Cosworth/Lotus-style arrangement and kept the engines exclusive for McLaren in the first season. As I understand it, exclusivity for the second season was going to cost a sum in the region of \$1 million, but when it became apparent that there were no other potential takers, that was \$1 million green ones that could stay in the McLaren savings account. Whispers from Detroit indicate that approaches have been made to General Motors offering the TAG-Turbo in production form as the basis for a road car engine, but replies to this initial marketing foray were in the negative. And now, of course, there is the prospect of a brand new Ford-Cosworth Grand Prix engine, so who is about to splash out on a very expensive engine that will inevitably be upstaged by the Cosworth when it appears.

Source -- On Track

A CLEAR WIN FOR IMSA

While it may not be marriage made in heaven, it now appears likely that there will be a marriage of sorts in the world of endurance racing.

FISA president Jean-Marie Balestre, recently announced a proposed set of rules changes intended to bridge the gap between FIA Group C and IMSA GTP vehicles.

Most significant among the changes for 1984 would be an increased fuel allowance for Group C cars, from the current 510 liters to 600 liters, and an increased minimum weight from 800 to 850 kilos. More importantly, the WEC would be open not only to Group C and B cars, but also to all IMSA classes -- GTP/GTX, GTO and GTU.



UBER ALLES



Under the proposed rules changes the '85 season would see unlimited fuel consumption allowances for all WEC events, with a maximum fuel tank capacity of 100 liters. In another concession to IMSA, driver placement would be behind the center line of the front wheels for races in the U.S. in '85 and for all WEC races by '86. Roll cages would have to be of steel construction with aluminum cages being banned.

There is considerable grumbling from current WEC competitors, who feel that the rules changes are a complete sell-out to IMSA. Most vocal are Porsche 956 owners, who feel that the driver placement rule will make sale of their vehicles at the end of the season impossible. However, if the rules changes can produce 85-90 car grids for WEC events (The IMSA Daytona 24 Hours had a 82-car starting field), the grumbling should cease in short order.

Source -- Autoweek

A GULF-PORSCHE 917 was in pride of place on display at the 30th anniversary Sunday lunchtime thrash put on by Porsche Cars GB to celebrate the sale of their first Porsche on Jan. 29, 1954. The 917 is raced these days by John Piper and it has quite a history, being the car most regularly raced in 1970 and 1971 by Pedro Rodriguez, the little flashing eyed Mexican who regarded anything less than full throttle as eased back. The fact that it was chassis number 13 obviously didn't phase Pedro, but it must haunt David Piper because it was the car used by Steve McQueen in the making of his movie "Le Mans" and the car that David crashed, suffering burns that became infected and resulted in the amputation of his leg. The chassis number is now 13/34, which would indicate a major rebuild by the factory after that accident. It was later used by the Kremer brothers as a guide for their sports car project. John and David Piper are namesakes but not related beyond a kinship in competing with oldish sports cars.

Source -- On Track

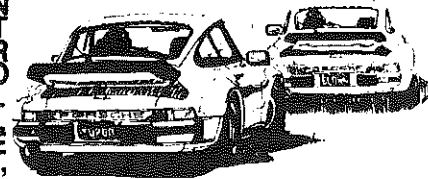
"CHATTER" FROM THE 24 HRS AT DAYTONA
The Porsche 928 entered by the factory in the GTO class and driven by Vic Elford, Richard Attwood and Howard Meister was virtually a stock automobile with a roll cage added. Elford, it is believed, still holds the trap speed record at Le Mans' Mulsanne straight, clocking 242 m.p.h. in a Porsche 917. Pretty fast for a guy who started out as a rally navigator until he told his employers at British Motor Corp. that he could drive better than the driver. Although that got him fired, it also started him on his driving career.

-- and finally --

"Overall the car feels about the same as a 956," said the senior Andretti, "except that the throttle response is not as good. I think IMSA has the situation analyzed pretty good." "Does that mean you'll only win the pole by a little bit?" inquired this reporter. "Probably."

Source -- On Track

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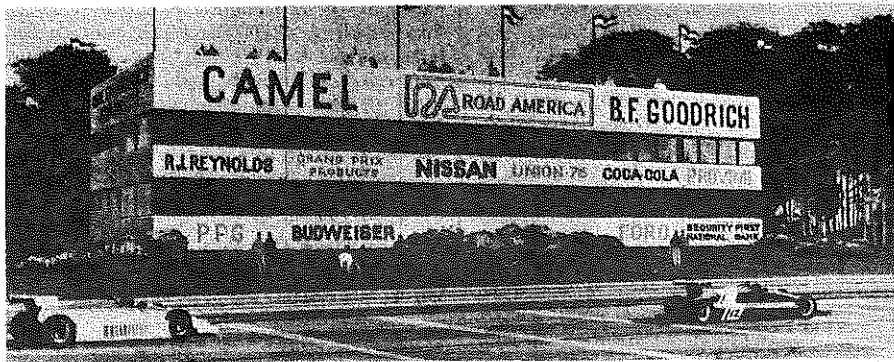
Road America Upgrades

Road America will break ground as soon as weather permits on a new million-dollar media/VIP center to be located at the start/finish line of the popular four-mile, 14-turn Wisconsin circuit.

The BFGoodrich/Camel center will include a heated and air-conditioned press room with the latest telecommunications equipment

and 10 VIP suites, each accommodating 50 to 75 guests. The two-story, 150x60-foot building will be on the east side of the track, opposite the starter's bridge.

The new facility will be coupled with improvements in paving access roads, installing new bleachers and upgrading the at-the-track radio coverage.



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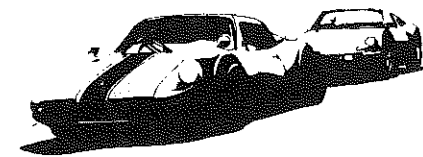


UBER ALLES



MAY . . . A Time For Porsches

Spring and Porsches . . . the birds are singing and the sport mufflers ringing. It's time to get ready for another season of fine driving and what better way to start than a Grattan Driver's School.



Last month I discussed different aspects of driving. This month I would like to explain what a Grattan Driver's School really is.

As for the track . . . it is said, "if you can drive a 911 at Grattan, you can drive anything, anywhere". It is 1.8 miles long and has almost every type of turn conceivable. There's an off-camber, banked, sweeper, hairpin, esses, a half-mile straight with a fast entry, and more. Grattan has to be one of the most challenging around. And judging from the number of regulars from out-of-state, we must be fortunate to have such a place in our back yard . . . seriously!

As for the event, it is a chance to experience and learn to drive your Porsche properly. We will have an excellent group of instructors available to help you in your car. It will be mandatory for first time drivers to work with an instructor until we think you are comfortable.

When we run Grattan events, we try to provide safe, usable track time for different types of cars and drivers. To help keep the novices from feeling pressured and to give the advanced drivers a less congested track, we are going to run in 3 separate groups. Group A - Novice, Group B - Intermediate, Group C - Advanced.

There is no need to be scared away by the speed. That is what the grouping is for. We aren't running a race and we encourage drivers to feel comfortable, however long that might be. Believe me, you'll receive more encouragement for taking it easy than driving over your head. Incidentally, the club's best drivers are usually the ones who started the slowest and still don't press their luck.

Gate opens at 7:30 a.m. Sat., May 5th with tech. inspections beginning at 8:00 a.m. and closing at 10:30 a.m. If you're not teched by then, you're on your own to convince the tech chairman to do your car.

There will be a driver's meeting 8:30 a.m. and 12:00 noon. You must attend one BEFORE being allowed on the track. This will be enforced and this means YOU. We would like to see everyone there on time. If you miss the first driver's meeting, you miss your morning track time.

We will run 45-minute sessions with 15-minute breaks to change corner workers. The first session will begin at 9:15. Each entrant is required to work a corner with assignments being given at the gate.

WMR-PCA has always done well with our Grattan events. I would like this year to be better yet. Everything will be run on time and safely.

Let's get our driving off to a great start in 1984. Grattan Driver's Schools and the people involved ALWAYS provide a day to remember. It's also a great way to practice for our Autocross in October. I hope you won't miss out.

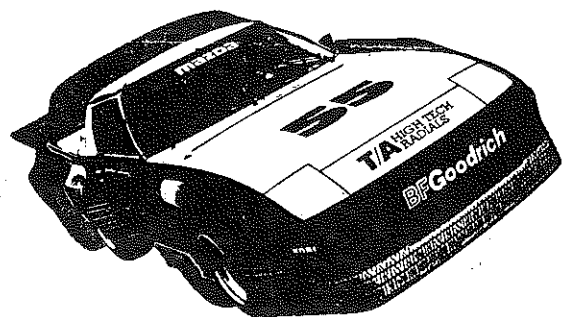
BE THERE
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see flyer this issue).

JEFF KOLK

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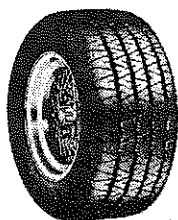
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EVENT REPORT



WINTERFEST

WINTERFEST, 1984
DONATORS

I would like to thank all those persons attending the annual membership banquet on February 11, 1984 at the Grand Rapids Marriott Inn. Attendance was down this year in comparison to the past few years. Decreased attendance seems to be a continuing problem with our events. Having a great time, however, is never a problem.

As usual, Pam Reynolds and the Marriott Inn did a fantastic job with our banquet hall facility and the German buffet dinner. If anyone went away hungry, it was their own fault.

A special thanks goes to Lori Petertyl for the great job she did with table decorations. The ladies in attendance were given a perfume sample compliments of Rogers Department Store, and also, a plant supplied by Mullick Floral.

As part of the evening festivities, a video tape of our own WMR at Grattan (as seen on PM Magazine last summer) was supplied by Jeff Kolk. Also, Jerry Forthofer and Harold Teter, of our neighboring Michigan/Indiana Region, supplied tapes of the 1983 Parade, and a pre-1984 Parade tape. Thanks also to Doug Tepper and Jerry Forthofer for their video equipment. The videos were a huge success as witnessed by Bob Bornack, of Title Trax, who was heard saying, "No one is dancing, what are they watching?" Little did Bob know what the priorities are of a true Porsche Enthusiast! For those who did take advantage of the music, it was greatly enjoyed.

One of the biggest highlights of the evening was the presentation by our Zone 4 Rep. Lou Moorman, the long awaited newsletter award. It was presented to the deserving Chuck Olenyk, Nancy Dunn and staff for their fantastic job with Uber Alles Newsletter. Keep up the good work, Chuck! Thank you, Lou. It was great having Lou and Vi join us.

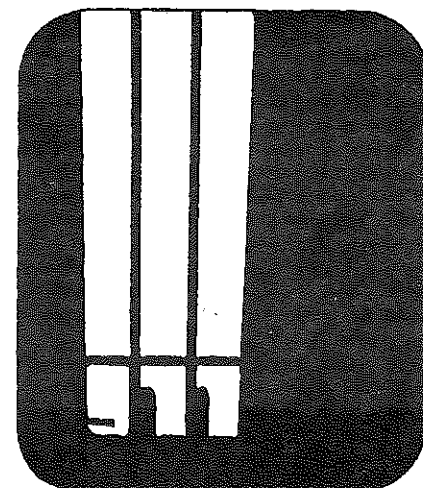
Another highlight of the evening was the door prize drawings. A big thank you goes to all those making donations. The following is a list of donators:

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I would also like to thank Waunita Weersma, Marci Tepper and Lynne Olenyk for their help with the telephone campaign. Thanks, also, to Frank Wagner and Lynne Olenyk in finding door prize donators.

Thanks again to all those persons helping make Winterfest, 1984 a great success. I couldn't have done it without your help.

PEGGY RIDDLE



J.F. Smith



Before The Parade Passes By

Lori Schutz

I arrived at Lake of the Ozarks, Missouri at 2 p.m. on August 4, 1983 for the 28th Porsche Parade. I had the feeling this would be a weekend to remember. . . little did I know how special it would be. This was my first public exposure to Porsche and PCA. The only people I had met already were my father and his wife Sheila, which was the real reason I was there -- to visit them. We spent the remainder of the afternoon at the autocross track. I have always been a racing fan, so I enjoyed the event. That evening we attended the awards banquet.

Friday started out as a very relaxing day in the sun. Little did I know. . .

"Dog Patch Night" was the evening event on Friday. Up to this point I met several "Porsche Nuts" and was beginning to be caught up in the feeling of PCA -- one big happy family with Porsches as pets. The high point of my trip so far was that Saturday morning Hank Malter was going to take me for a ride in my dream car -- the 944. The banquet was winding down and the crowd dispersing into groups in lounges, bars and several parties. I watched as everyone filed out with somewhere to go -- everyone but me. Dad and Sheila were going to the lounge to hob-nob with the execs of PCA. Sheila said "there's a bar with a band down the hallway called "Der Krug", why don't you mosey on over and see what's happening. If there isn't much going on, come back and join us." So I started that memorable trek down the cobblestone hollway. Through the maze of steps and walkways, I miraculously found "Der Krug". It was dark, about half full, and the band was on break. I didn't see anyone I knew -- which didn't surprise me. At this point, I was a bit disappointed. So I did an about-face towards Dad & Sheila to tell them I was going back to my room to sleep and dream about my ride in the 944 in the morning.

On my way I crossed paths with four young gentlemen walking towards "Der Krug". They couldn't be all bad -- they were wearing Porsche T-shirts!

They were Manfred Knauf (Pacific Northwest Region), Bob Snider (Ramme Region), Craig Paull and Rick Riley (both Western Michigan Region.) Rick Riley asked me "Is there anything going on in that bar down there?" I said, "not much." He said, "Well, there's nothing going on at the other end so you might as well let us buy you a drink!" I thought for a second, looked at his smiling face and said "Thank you, I will." On the way to "Der Krug" Rick asked what I was doing at the resort. I told him I was here for the Porsche Parade. He asked "Who are you here with?". Lori - "My father". Rick - "Goody-goody - who's your father?" Lori - "Peter Schutz". Rick - "Oh, yea? Would you like to dance?". By the way, Rick's T-Shirt read - If I only had one more run!

The five of us settled in at our table in "Der Krug." Some other Porsche Nuts joined us throughout the evening. The next few hours flew by with great conversation, good spirits and lots of dancing.

At 1:30 a.m. Rick escorted me back to my room. Thinking quick on his feet, he asked if he could call me and perhaps show me the site of the 1984 Porsche Parade over Labor Day. "Where is that going to be" I asked. "Elkart Lake, Wisconsin, and Road America." I said call me -- and he left.

Needless to say the remainder of my weekend at Tentara Resort went by fantastically. Rick had to return to Michigan early Saturday morning so once again I was on my own. My ride in the 944 with Hank Malter was wonderful. Not only did I get a ride, but a driving lesson as well -- what a thrill!!

Back home in Minneapolis on Monday, I was wondering if I'd ever hear from this "Rick Riley" character, or if I'd even see Elkart Lake over Labor Day. Then the phone rang. It was the first of many lengthy phone conversations between Rick and I.



On Friday, September 1, I arrived in Grand Rapids (Michigan) Airport at 11:00 a.m. to be met by my Knight in shining armour. I got off the plane -- no Knight. I sat at the gate and in a few minutes he appeared -- but no armour -- just another Porsche T-Shirt. Our carriage to the castle was a white Toronado. Why was he late -- he was waxing the beautiful Gulf Blue 1975 911 Carrera -- our carriage to Elkart Lake. Good excuse for being a few minutes late I thought.

The 5½ hour ride to Wisconsin was the longest time I'd spent in a Porsche. Rick filled me in on what was on the agenda for the next few days at Road America. My biggest surprise was that Rick added my name as his affiliate member of PCA. He just couldn't see the daughter of the president not being a member of Porsche Club of America. Hey--now I'm an official Porsche Nut too!

The first day at the track was exciting. The first few hours were run as a rehearsal for the 84 Parade Autocross. Rick worked grid, and I worked in Pit 25 with two other Western Michigan PCAer's, Phil Cull and Chuck Olenyk -- positions we will fill for parade. It wasn't too long before we had a smooth operation between the timing crew, grid and pregrid and other track workers. We were all excited for the uncoming Parade Autocross. The Road America track is 4.5 miles through a beautiful wooded valley. Rick took me for a ride around the track. I'm sure we weren't at top speed -- but it was enough for me!!

On Sunday practice was over. Procedures reverted back to standard Elkart PCA running. This means one timed car followed by two judging - chase cars. At one point Rick had FTD! Eventually a few cars beat his time, although he took 1st in his class -- yeh!

Road America is not only an autocross experience, but a people experience as well. The PCAer's I met were from all walks of life with at least one common

interest -- PORSCHE. Siebkins Resort is where most of us spent the weekend. The quaint bar was a comfortable place for us to share good talk and spirits through the weekend. Porsche is the common ground upon which several deep long-lasting friendships are founded. Events like Road America perpetuate these relationships.

Finally this wonderful weekend had to end. On Monday evening Rick took me to the Grand Rapids Airport to catch a 5 p.m. flight back to Minneapolis. I waited until final boarding call before I got on the plane. Rick decided he wasn't going to play "Love Story" and wait for the plane to take off, so he left. After all, they always take off, right! Wrong -- mechanical failure and Northwest didn't have another plane. So I ended up staying at the airport for five more hours. I tried to call Rick at home but he wasn't there. I finally got home at 12:30 a.m. I hoped this wasn't a bad omen.



It wasn't. From Labor Day to Halloween I spent all but a few weekends in Grand Rapids with Rick. The flying back and forth was getting tiresome (he always waited until the plane took off now!!) to say nothing of the expense of plane tickets and phone calls. So on November 4, Rick flew in to Minneapolis. On November 5, we drove to Grand Rapids -- my new home. Rick and I are engaged. I have heard that Porsche is more than just a car; Now I realize what they mean. Porsche is people, events, places and of course cars. It just goes to show you -- you never know what will happen at a Porsche Parade.



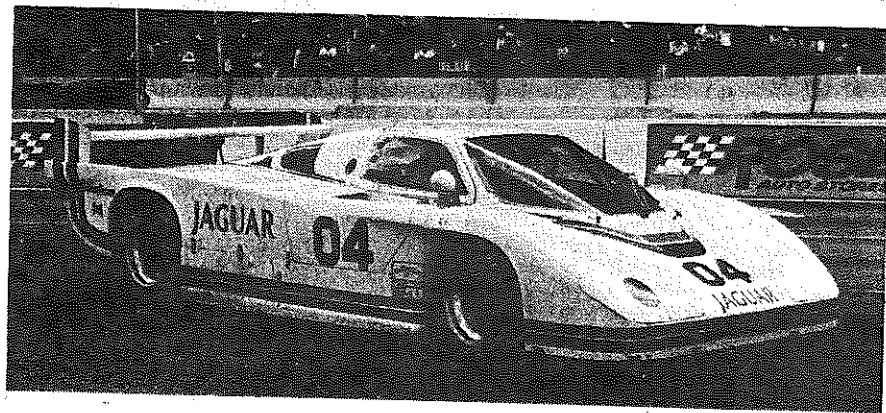
Into The Limelight

By Jeff Fisher

Designer Lee Dykstra, a second generation grandson of immigrants from the Netherlands, grew up -- and still resides -- in Grand Rapids, Mich., a city which to this day boasts a vibrant Dutch community. But his interest and pastime, for as long as he can remember, was a very American one: cars. Fast cars.

In childhood he built models and clipped advertisements from every conceivable magazine, envisioning himself a future designer and stylist. Unlike many a childhood dreamer, however, Dykstra followed through on his chosen course.

His interest in chassis design led to early competition; Dykstra wanted to be a racing driver. But situation and circumstance left him more often than not in the pits rather than behind the wheel. His short-lived role as a mechanic gave way to that of designer as even at a very young age he pondered the puzzle of making it "handle better and go faster."



Stan Clinton

So much for hobbies. As for career, Dykstra came to realize that the market for stylists was crowded, field both difficult to break into and in which to excel. But desire led him on a relatively straight path from high school to the General Motors Institute, with only one brief try at his father's business.

His GM sponsorship was from Cadillac and this was ideal. At the time, the Cadillac plant was one of the few that was completely self-sufficient, with everything -- engineering, manufacturing and marketing -- under one roof.

Dykstra today is primarily a chassis and "packaging" specialist; Cadillac is where he first began to acquire those skills.

In the evenings, with three other General Motors employees, he worked on an SCCA C Modified sports racer, a front-engined machine with first Buick, then Ford and finally Cadillac power. Glen Lyle,



now chief engineer at Ford SVO, was the driver, and the moonlighting project was Dykstra's first successful venture on a national scale. Aerodynamics was not an advanced racing science in those days, but the SCD Cadillac (as the car was called) was one of the first ever to sport a rear spoiler. The car also incorporated "wide-tire technology," taking advantage of a new trend about to hit the street car scene.

Dykstra followed up on this venture by designing a sports racer for an up-and-coming young driver named Jerry Hansen. Called the Wolverine, it was immediately successful, setting a track record at Mid-Ohio in its first outing in 1962.

The long hours -- race cars at night and street cars by day -- soon began to take their toll and eventually Dykstra quit his job at Cadillac for a place on the Kar Kraft payroll where he could work on race cars around the clock. He started there just after Ford launched its new Mustang and was thrown in at the deep end of Kar Kraft's racing Mustang program in the fledgling SCCA Trans-Am series.

Dykstra was the project engineer for three years, capped by the Mustang team's success in 1970 when Parnelli Jones and George Follmer finished first and third in the championship. At Kar Kraft, Dykstra learned a big lesson: that only a professional approach to racing and design could produce winners. This new era meant money and pressure and often turmoil but, given the right approach, the team excelled.

And then, in 1970, Ford quite racing and very suddenly cut off all competition activity at Kar Kraft. Although out of a racing job, Dykstra was not out of work, plunging immediately into Kar Kraft's Ford Safety Car project. The complex braking technology and ride and handling research were right up Lee's alley.

As for racing, it was back to moonlighting at night and on the weekends. Dykstra helped engineer both Alfa Romeo and Capri sedans for driver Horst Kwech. Some years later, he did a "work over" on a V-8 powered Chevy Monza that proved so successful he found a partner, left Kar Kraft and went into the race car manufacturing business.

Dekon Engineering eventually built 15 Monzas and one of them subsequently claimed the IMSA Camel GT Championship two years in a row (1976-'77) with Al Holbert at the wheel. The car was a culmination, really, of his career to that point and Dykstra still rates the Monza as one of his major successes.

The All American GT machine was essentially a sports racer, cloaked in quasi-recognizable bodywork which was wind-tunnel-tested at GM in its early design stages. It gave Lee a leg up on aerodynamic theory and was, in some ways, the first American experiment with ground effects: brush-type skirts were attached to Holbert's car in 1977. (Lee admits that neither he nor other early pioneers fully understood the concept of this "black art" nor knew why the skirts worked. But work they did. "They looked good," says Dykstra with a smile, "and worried the other guys.")

His Monza goals reached, Dykstra returned to Grand Rapids in the late '70s to found his won company - Special Chassis - and he has been a design free-lancer ever since. The first big project was a Can-Am chassis designed for Carl Hogan and labeled the HR-001. In the Can-Am, ground effects was becoming a way of life and Dykstra spent a lot of time in the wind tunnel with quarterscale models, pushing his understanding of the theory along as far as the rules would allow.

Al Holbert was Hogan's driver through most of the '79 season, finishing seventh in the championship with three top five finishes, while newly crowned Bosch Super Vee champion Geoff Brabham used the HR-001 to make his Can-Am debut at Laguna Seca.



UBER ALLES



Dykstra applied his acquired technology to a new Can-Am chassis for Holbert the next season. Dubbed the CAC-1, it was the first American chassis ever to win a Can-Am race (Al claimed both Road America and Riverside events) and with it Holbert finished second in the championship. The '81 CAC-2 won three races and helped carry Holbert into a spirited three-way battle for the championship not settled until the final race of the season.

Life after the Can-Am for Dykstra's Special Chassis firm has been largely IMSA-oriented. He penned the Porsche 935 with which John Paul Jr. claimed the Camel GT crown in 1982 and then the Group 44 Jaguar XJR-5 GTP coupe which made its debut that season. He was also active in Jim Trueman's Red Roof Inns Indy Car team, a venture which proved its success in driver Bobby Rahal's taking Rookie of the Year honors in '82.

Dykstra was responsible for the Jaguar's design from the ground up, approached by the Virginia-based Group 44 team to conceive a chassis, incorporating the long Jaguar V-12 engine, meeting both IMSA GTP and FIA Group C rules. Already successful in North America -- the car won three IMSA events in 1983-- its European debut cannot be far off.

On other fronts (Dykstra works with only one team in a series at a time so there is no conflict of interest), he completely redesigned the rear suspension on Bobby Rahal's Indy Car March and was instrumental in the Cosworth-to-Chevy '83 engine conversion. Dykstra dabbled in off-road racing, designing the rear suspension for a car used to run last season's Pikes Peak Hill Climb. Nor has he lost touch with the Trans-Am: Porsche 924 chassis penned for Holbert Racing brought Doc Bundy two victories in 1982. And '84 Corvette project commissioned by the Brassfields last year, however, is one he might prefer to forget: Ordered to fulfill two seemingly incompatible goals, it suffered from a lack of proper development and young Darin Brassfield soon discarded it.

Dykstra is reluctant to discuss his future. The Group 44 Jaguar and Trueman CART efforts will keep him active in '84 and there is an expressed wish to design an Indy Car chassis from scratch. Dykstra has grown accustomed to winning and with success comes a certain notoriety.

Surely his Special Chassis concern will never lack for projects. . . .

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a pretty shaky tech session —

Well folks, this is it— your first pretty shaky tech session. We'd like to tell you right up front that we're having Peter Schutz, Bob White, Helmuth Bott, Edgar Barth, Mick Williams, and even Dr. Ferry Porsche himself here for this spectacular, but we can't, so we won't.

What I can promise though, is an interesting afternoon devoted to basic Porsche maintenance and upkeep. Although it's still pretty shaky, we have arranged for some very knowledgeable individuals to help us out and provide us with some basic information that will make our cars run, look, and ride a little better.

Hope to see you there!

P.S. (To all those new members out there— forget any old anecdotal image you might have of a "tech" session, and come out to party! Pop and munchies are part of the entry fee, and Car Barn has generously offered to supply us with enough champagne to get our motors running. (The last time this happened, the gathering ended up at a pizza shop that frowns heavily on dancing on the tables.) Maybe if we take off our shoes?..... Come out and join us!

J. Poppa's

gaslight village

PIZZERIA

and submarine sandwich shop

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

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a pretty shaky* tech session —
A SATURDAY AFTERNOON DEVOTED TO BASIC
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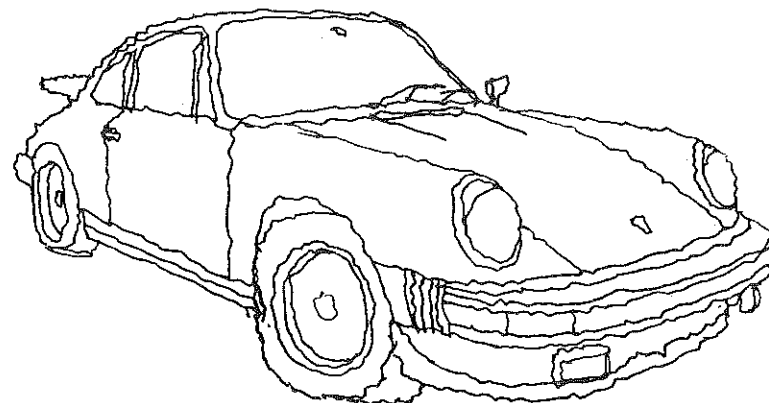
WHERE: CAR BARN, INC.
3000 BROADMOOR, S.E. KENTWOOD

WHEN: APRIL 14TH, 1:00 PM

WHAT: A BRIEF, NOT TOO TECHNICAL SEMINAR ON HOW
TO KEEP YOUR PORSCHE LOOKING GOOD AND RUNNING
STRONG, FEATURING SEVERAL GUEST SPEAKERS.

REFRESHMENTS: MUNCHIES AND CARBONATED BEVERAGES
(NOT NECESSARILY NON-ALCOHOLIC) FURNISHED.

COST: \$3.00 PER PERSON



* ANYTHING THIS CHAIRPERSON DOES IS SHAKY IF HE HASN'T
HAD HIS JACK DANIELS RATION FOR THE DAY!

FOR MORE INFO, CALL PAUL OR MARCI THIEME: 517-355-9753

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

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!

REGISTRATION FORM

CAR _____ MODEL NO. _____
 CAR CLUB _____ ENGINE DISPLACEMENT _____
 DRIVER _____ PREVIOUS GRATTAN EXPERIENCE _____
 2ND DRIVER _____ (Maximum Two Drivers Per Car)
 PREFERRED RUN GROUP _____ AMOUNT ENCLOSED \$ _____
 (Must Be Prepaid In Full)

DO YOU REQUIRE AN INFORMATION PACKET? YES NO

PLEASE LIST PREVIOUS OPEN TRACK EXPERIENCE (IF ANY)



PORSCHE
UBER ALLES



Solo II News

SOLO CALENDAR

February 12 Columbus, IN
 19 Indianapolis
 26 Ft. Wayne - Carroll H.S.
 March 18 Columbus, IN
 25 Ft. Wayne
 April 8 NWOR - Ft. Wayne at
 Defiance
 15 Ionia Benefit
 15 Indianapolis
 29 South Bend - Mishiwaka
 Grand Prix
 29 Columbus, IN
 29 Ft. Wayne, IN
 May 5 LMAS Solo School -
 Portage, IN
 6 LMAS Event #1 -
 Portage, IN
 6 Milwaukee
 13 Saginaw Valley
 13 Indianapolis
 19* WMR Solo School
 20* WMR Event
 20 Columbus, IN
 20 Toledo
 26 -27 LMAS #2 & #3 - Traverse
 City Airport
 28 Detroit - GM Proving
 Grounds
 28 Ft. Wayne
 June 3 Saginaw Valley
 10 Ft. Wayne - LMAS #4
 10* Charity Event - Rockford
 Toledo
 17 Detroit Solo School
 23-24 Portage Grand Prix -
 Portage, IN
 July 1 Ft. Wayne
 1 Saginaw
 1 Toledo
 1 Springfield Grand Prix
 4 Mansfield Grand Prix
 8 WOR - Dayton
 8 NWOR - Detroit Challenge -
 LMAS #5
 15 Ft. Wayne - Mad Anthony
 22* Blueberry Festival - WMR
 LMAS #6
 22 Detroit Itn'l Event

27 South Bend and Elkhart
 Co. Fairground (Friday
 night event)
 29 Cincinnati
 August 5 Saginaw Valley - LMAS #7
 5 Indianapolis
 5 Toledo
 12 Solo Divisional
 19* WMR - K-zoo or Lansing
 26 South Bend - LMAS #8
 26 Saginaw Valley
 26 Pro Solo
 26 OVR - Governor's Cup
 September 2-3 Apple City Grand Prix -
 LMAS #9 (Sunday)
 1-2 Toledo Pork 'n Beans
 9 South Bend
 9 Saginaw
 9 Columbus, IN
 13-16 Nationals - Salina, KS
 23 Ft. Wayne - LMAS #10
 October 7 Put-in-Bay, Toledo
 14 South Bend
 20-21* Ionia
 November 4 Indianapolis
 11 Roundtable - K-zoo
 18 Columbus, IN

* - WMR-SCCA Events

This isn't a complete calendar. We will try to update it as needed. So hang on to it.

Contact regarding events:

WMR - Pat or Wayne Snyder
 (616)453-7764
 Ft. Wayne - Chuck Sample
 (219)432-4940
 South Bend - Kevin Knepp
 (219)288-7254
 PAX - Jim McKamey
 (219)762-8184
 Saginaw - Raleigh Boreen
 (517)793-0333
 Detroit - Tom Nesbitt
 (313)665-7718
 LMAS - Dave or Joyce Looman
 (616)396-8136
 AutoSports Hotline
 (616)396-4292

PORSCHE AUTOCROSS CHALLENGE

By Bob Law

It has been brought to my attention that several weekday dates will be set up at Blackhawk Farms. These events are set up by several individuals who are in no way associated with our club. They have funded a daily insurance rate with our insurance carrier, K & K, and have rented the track planning to run several events throughout the summer. Their format is similar to our driver's school. They are offering track time to clubs and individuals such as ourselves. This would afford an opportunity to run against several varieties of non-Porsches. Driving and passing rules will be identical to our Blackhawk events. The cost of the event will be in the neighborhood of \$75.00 per car and will include soft drinks and lunch. Anyone interested in participating in such an event should contact me. Once dates, times and further information becomes available I shall pass it on to those interested. Call and leave your name and number at my office (312 234-4405) or in the evening at (312 234-3387). Please keep in mind that this is a NON-PCA SANCTIONED EVENT and you will be driving at your own risk.!



everybody eats there!

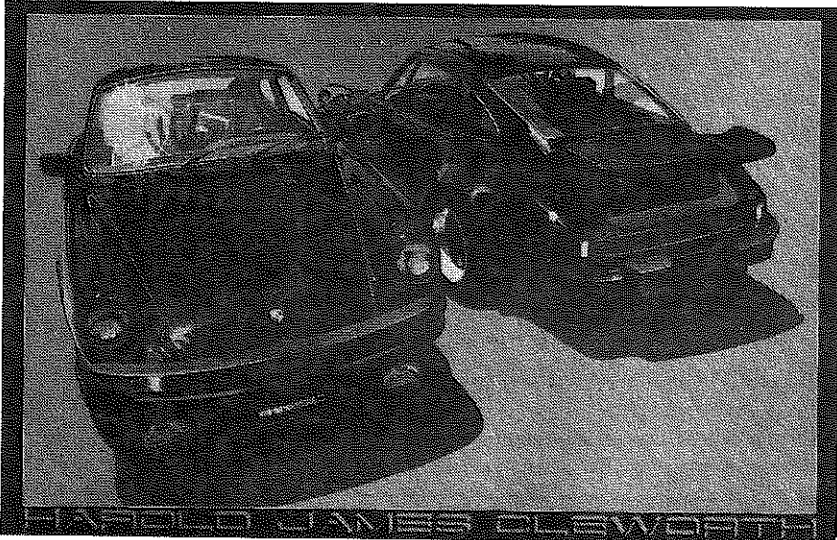
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449 Bridge, N.W.
602 Leonard, N.W.

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PORSCHE AND OTHER AUTOMOTIVE POSTERS

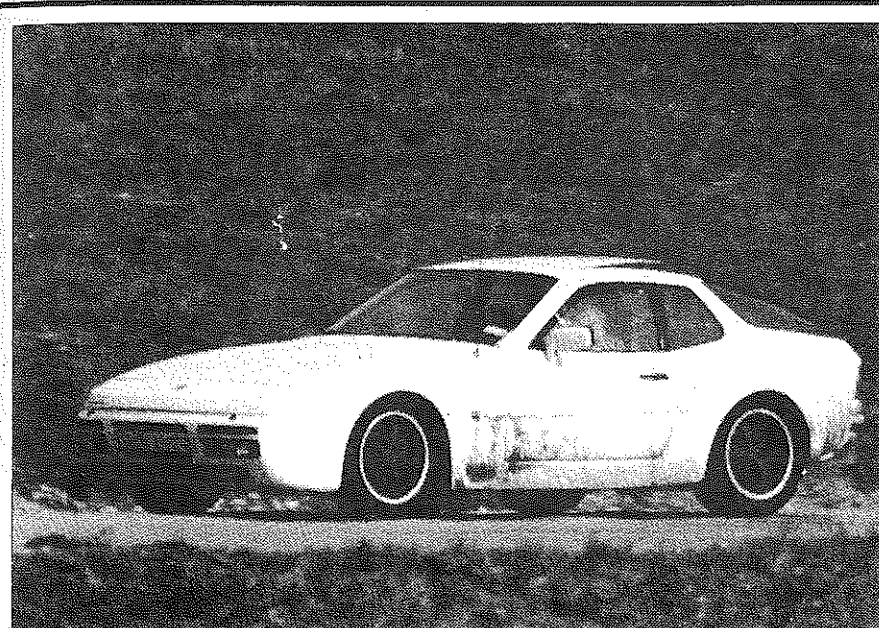


DOWNTOWN • OTTAWA AT PEARL • 454-4544

UPTOWN GRAND



ÜBER ALLES



Hans G. Lehman

Power to the Porsche

What could be more fun than a 143-HP Porsche 944? Well, maybe a lot of things, but most certainly a 210-HP Porsche 944 Turbo. Set to be turned loose on the public this fall, the new turbo-blown 944 is said to have a top speed of 152 MPH vs. a 130-MPH top end for the normally aspirated model. Both versions of the 944 will be graced with a new dashboard and more luxurious interior.

While the turbo's speed is exciting enough, it's the reported price that really makes us hold on to our hats—\$36,000. With the 911 based at \$32,000, it looks like the chubby wallet crowd will have to choose between old wave and new wave in the Porsche category.

Later on, perhaps the spring of 1985, look for a special four-wheel-drive system to be offered on the 944 Turbo. What's special? As soon as the rear loses grip, power for the front axle is electronically engaged.

AutoWeek March 26, 1984



PORSCHE POSSE

Minutes of March 7, 1984 Board Meeting,
WMR-PCA.

PRESENT: B. Moses, M. Moses, S. Hoek,
D. Hoek, G. Petertyl, J. Cull, P. Cull,
D. Keenan, P. Riddle, J. Bergmans, L.
Weersma, F. Wagner, L. Olenyk, C. Olenyk,
R. Riley, D. Tepper, M. Tepper, J. Kolk,
B. Shedd, C. Paull.

TREASURERS REPORT: Shedd - \$687 balance,
many proceeds in limbo.

MEMBER REPORT: Tepper - 4 new members,
12 applications out.

PORSCHEMPORIUM - Winterfest helped a
great deal. Long-sleeved cotton T-
shirts will be available soon. Stay
tuned.

OLD BUSINESS

WINTERFEST: Riddle - 52 attended -
Balance, \$155 neg.

MARCH EVENT: Moses - Ready to go, need
20 people to be profitable.

MAY EVENT: Kolk - Plans Proceeding nicely
with a good instructor line-up and most
worker assignments already filled.

NEW BUSINESS

JUNE EVENT: Tepper - Tentatively
planned for Townsend Park.

NATIONAL NEWS

It was announced that our own Chuck
Olenyk was nominated to the National
Newsletter Committee.

Our National Safety Chairman has expressed
his distaste with speed events. Some
of us feel that this is a trend with
PCA National. A letter will be written
expressing WMR's concern about this
trend and support for the fine speed
events available through PCA.

A vote was taken on whether to approve
an \$80,000 expenditure on a computer
system for PCA National. Final Tally?
NO-WAY with nasty letter to follow.



KLASSIFIED



KLASSIFIED IS A FREE SERVICE TO
ALL PCA MEMBERS. ALL ADVERTISE-
MENTS WILL RUN FOR TWO MONTHS.

FOR SALE

Pr. 914 stainless heat exch. used \$200.
Rt. 914 1.7 heat exchanger \$90. 72 alloy
wheel \$75. 74 chrome ft. bumper \$75.
71 gear box - rebuilt \$300 exchange.
74 gear box - rebuilt \$400 exchange.
Early top \$50. Headlight motors \$25.
Ft. fiberglass hood \$125. 356 MC pistons
make offer. Set 23x8.5x15 slicks used
free to good home.
CALL - Bob Shedd 616-243-2109

FOR SALE

Escort Radar Detector with case, like
new, \$175.00
CALL- Joyce Bishop 616-964-0304

FOR SALE

1971 914 2.0, Professionally restored,
all new everything - one of the best in
the country. Guardsman red/blk leather,
alloys 205/60 Pheonix, air dam, 75 side
shifter trans., console, all gages, AM/FM
stereo cassette, appearance group, Com-
plete factory manuals, many spares incl.
250 hp 2.8L four with trans. Over \$20,000
invested, the best at \$12,500.
CALL - Jon Hauck 616-392-7855 office
616-399-1596 home

FOR SALE

914 rear trailing arms w/shocks \$50 ea.
CALL - Larry Grover 219-272-9072

FOR SALE

1976 912E, # 9126000433, Grand Prix
White/Black . . . Full Euro/
Performance update: Euro headlights,
lenses, bumpers, 16" black center
alloys w/NCTs, sport seats, F & R
factory bars, Bilsteins, Turbo
steering wheel, chin spoiler, SC
gauges, Weber 40 IDF carbs, headers,
fogs, A/C, rotary compressor,
console, Porsche CR stereo.
Absolutely immaculate, original
paint, concours winner, 47K miles,
all records. \$15,900.
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217/782-4130 day, 217/787-7876
evenings

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GIFT CERTIFICATE WORTH 25% OF THE
ADVERTISING PURCHASED,





PORSCHEMPORIUM



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- $\frac{1}{2}$ " 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
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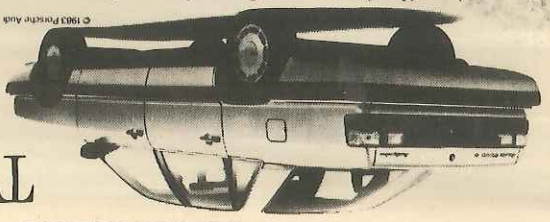
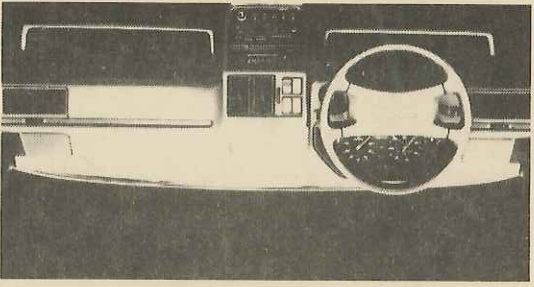
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3

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address correction requested