

MAY 1984

PORSCHE  
**LEBEN**

**ALLES**





# PORSCHE ÜBER ALLES



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774-0420

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**PAST PRESIDENT:**  
CRAIG PAULL  
243-7313



## ÜBER ALLES STAFF:

LYNNE OLENYK - feature editor  
874-8142

CHUCK OLENYK - production editor  
874-8142

## ON THE COVER:

"BLAST FROM THE PAST - and from Joest's  
museum: the Sebring winning 1980 - vintage  
Porsche 935" - ON TRACK



# KALENDAR



MAY 5TH

GRATTAN DRIVERS SCHOOL  
Jeff Kolk  
616-459-7649

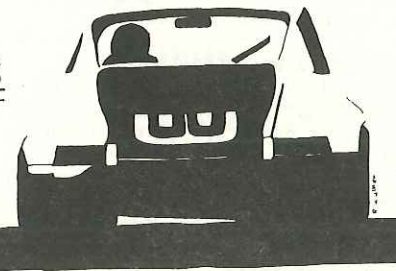
JUNE 10TH

FAMILY PICNIC  
Marcie Tepper  
616-538-0176

JULY 8TH-14TH

PORSCHE PARADE  
Chicago Region/PCA

## SCHEDULE OF UPCOMING PORSCHE POSSE MEETINGS



MAY 2ND

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

JUNE 6TH

Gary & Lori Petertyl  
309 Briarwood SE  
Grand Rapids, MI  
774-0420

PORSCHE ÜBER ALLES is the official publication of the Western Michigan Region, Porsche Club of America, Inc., a non-profit organization registered in the state of Michigan and issued monthly. Statements and opinions appearing herein are those of the author and do not necessarily represent the official position of WMR-PCA, PCA, its officers or members. The editors reserve the right to edit all material for publication and to publish only that material which is felt to be in the best interest of the region and PCA. Permission is granted for chartered PCA Regions to reprint articles, providing credit is given to the AUTHOR, WMR'S PORSCHE ÜBER ALLES, and provided copyright is not involved. A return of your newsletter is requested.

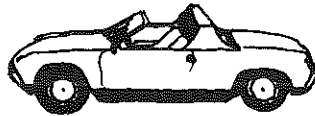
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# PORSCHE ÜBER ALLES



## PRESIDENTS PADDOCK GARY PETERTYL



It's time you know what we're up to.

Recently your board, at the direction of club members who attended the March meeting, has taken positions counter to the general direction of positions at PCA National. We asked our Zone Representative to cast a "No" vote on behalf of the plan to purchase a computer system for the National office. We were not opposed to the purchase of a computer. We were opposed to the rather high budget that had been established.

We have also endorsed the concept of competitive driving events held on track courses. The National Safety Chairman is on record as not favoring track events for Porsche Parade Autocrosses. We believe that properly planned and chaired track events are safe. What's more, they're fun and they produce a good member turnout on a regular basis.

So what's the point of this rambling?

This is your club. We take positions and make event plans on your behalf. I think at times your board feels that aside from the 12 or 15 people who regularly attend monthly meetings, we operate in a vacuum.

Let us hear from you. Tell us how we can plan events that will be most interesting to you. Take a Wednesday evening (the first of each month) and attend a monthly meeting. They're pretty informal, everyone can talk, and it's a great chance to get in on what's happening in the club. We start around 7:30 and you can be home by 10:00 to have a toddy with your spouse, roommate, or pet.

More importantly, you'll be involved in helping us make the club work better for you. Hope to see you at the June meeting.



## FAMILY PICNIC

I know that it doesn't seem like it, but June is only around the corner. June 10th is the date selected for our family picnic. I want everyone to know that this is not your usual beat the flies away, sit in the dirt to eat kind of day. We have lots of things planned to do, including softball, some simple competition, lots of good food and drink and some very nice prizes for both young and old.

Things should be getting under way around noon that day at Townsend Park in Cannonsburg Township. There will be sings in the park showing just where the nice little hide-a-way will be.

This is a show and shine day for our cars. I have ordered a REAL TROPHY for people's choice, so get out the wax and start now.

There is something in the works for later in the evening, but it is so special that you don't get to know unless you go to the picnic.

I would like to thank in advance those people who have been so cooperative and generous with their contributions to make this a special day.

- Mr. Clements from Clements Young Ages
- Mr. Paul Mooney from Village Inn Pizza
- Paul Geer from Great Northern Spa Emporium
- Lynn Bergsma from the Popcorn Factory & Nut Shoppe
- Mrs. Blacklidge from the Black Eyed Susan Floral Shop in Wyoming
- Bob & Carol Waite from Uptown Grand
- Tom Ruggeri from All Foreign Parts

There are some other businesses that are considering, but have not given the final approval, so there may be even more things coming. This is obviously a day to get out and have some fun with your friends.

Marcie Tepper

# J. Loppa's

gaslight village

## PIZZERIA

and submarine sandwich shop

### 774-2124

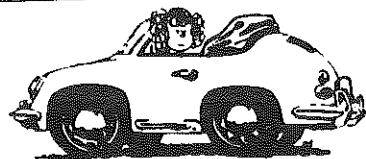
GASLIGHT VILLAGE Across From Jacobson's 2224 Wealthy S.E. 774-2124



# PORSCHE ÜBER ALLES



## PORSCHE PUSHERS PERSONALITIES MARCIE TEPPER



We have one new family to welcome into our Club this month. Lloyd J. LaHuis and his wife Regina have just recently joined. They live in Jenison with their 1974 green 914. They have two daughters, Jody 23 and Nancy 21. We hope to see them out this year at our events.

This has been a very busy couple of months for me. I would ask a few favors of everyone. If you move, please try to let someone know who can relay the message to me. During my audit with National there were 11 address changes that I was not aware of. I have to pass this information on to Chuck Olenyk for Uber Alles, so please try to let us know. There were 15 people who National did not have as members, 31 anniversary date differences and many affiliate member changes. I have tried to make an accurate listing of all members and would appreciate any help that you folks may have. I am also going to be sending in the near future a question and answer form. This is not going to be used in any way to embarrass anyone. It is to see what people are interested in and other technical information which will make the Club run more smoothly (for me anyway!). Thank you in advance for your cooperation. By the way, I am an easy person to reach, and I would gladly pass on any information at the meetings, so feel free to call and give me any suggestions for new membership, or any ideas for the Club to consider.

The anniversaries this month will be according to National's records, so there may be some repeated or with different dates. Please bear with me through the next few months, as things will eventually be in order.

Robert Durren	8 years
David Kramer and Sue Andrews	6 years
Michael and Pat Buchanan	3 years
Gary and Cathy Townshend	3 years
Thomas and Paul VanToI	3 years
John and Debra Pruis	2 years
Bruce and Chris Dillon	1 year
Joe and Gerri Gee	1 year
Joe and Debbie Riley	1 year
Membership	97
New Members	$\frac{1}{98}$
Memberships not renewed yet	-4
Current Count	94

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# PORSCHE ÜBER ALLES

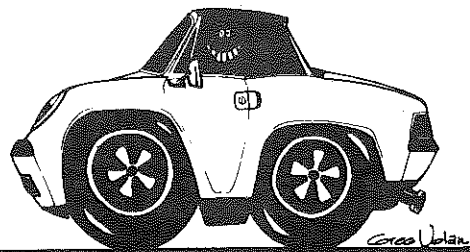


For what its Wirth...only three months  
until the:





**PORSCHES  
UBER ALLES**



**SIX PAK TO GO  
SIX PAK**

- A. Dear Happy Firm; Congratulations. Hope you tear up the streets and tracks this year (See Porsches, sometimes writing to old Sixer helps).
- Q. Dear Six-Pac; I'm a Speedster living a relatively normal life. You know, autocrossing, alittle rallying, etc. Recently I was informed that I have a twin brother living near by. I'm not sure how to handle this situation. We've known each other for years. This past winter his true color was revealed (during a restoration). Do you think other Porsches will have a hard time distinguishing us apart?  
Signed; Unsure Challenger.
- A. Dear Challenger; Don't sweat it. He ain't beat ya yet, new paint ain't goin ta make him any faster. Colors may change, but the proof is in the punkin (I mean pudding).
- Q. Dear Six-Pac; I think I have an unusual problem. My owner takes excellent care of me. Spends tons of money and time cleaning and preparing me for this years Parade Autocross. The problem is what if I do poorly? He has his heart set on doing well, without ever checking out Parade level drivers and cars. I'm really worried.  
Signed; Blackie.
- A. Dear Blackie; That is a difficult question. Driver experience is a large factor to weigh. I feel you'll do well and place high. However, mental preparation is important and both of you should think positive. Like the old saying goes, "If you can't be first, make the one beating you break the record." Good Luck, I'll keep my P-7's crossed for ya.

- Q. Hi Six-Pac; I have this problem thats developed and it keeps getting worse. My owner isn't sure whats caused it, only that it definitely is a problem. My owner is out of town a lot. While he was away on one of his long business trips, I got lonely. I went out to a repair garage for a couple of cans of Castrol. Ended up meeting a rusty, tramp 2002 and had a one night stand. Since then my oil leaks have developed. What can I do? Should I tell my owner what really caused the problem? Signed; Unhappy-6 in G. R.
- A. Unhappy-6; Ya might as well own up to your mistakes. After all you are only a Porsche. Hopefully your owner will understand and take you to the nearest Porsche doctor for treatment, before it spreads. Next time you get lonely, stop over at my garage. I know some less shabby repair outlets that have a higher grad clientele to chose from.
- Q. Six-Pac; Just wanted to drop you a line to say thanks. Last year I wrote you complaining and worrying that my owner would sell me, or leave me in my garage forever. Wanted to let you know I got a new lease on life. My owner has installed the 914 Chassis Kit and a new oil tank into me this last March. We're on the road to a lasting friendship, thanks.  
Signed; Happy Firm Six

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# P.D.Q.'s

PRODUCTION DEPARTMENT QUOTATIONS  
CHUCK OLENYK

## HOW TO KEEP FROM BEING A PIG IN A PORSCHE

The 911 is imposing enough. But the motoring public imposes a burden of myths on the car and anyone who drives it.

As a result, the 911 carries with it a sort of stigma; it's the notion that if you're crazy enough to drive a 911, you have to know your way around the fast lanes of the highway. Other people just *know* you're driving this car to go fast. And they know you're going to go faster than the sign on the shoulder says you should go.

They also know that you're going to be using a radar detector and other electronic means that enable you to go fast without having your rate of speed arrested. And, if they haven't had to invest some cash for electronic receiving devices for their four-door, 10-year-old Nova, but would like to accelerate their own moderate pace, they figure they can just tag along with this speed freak in the 911.

This is a form of flattery for the 911 driver, but it's also a nagging nuisance. Cars that otherwise seem unable to make it up an on-ramp bridge suddenly develop enough power to sling down the interstate at 90 MPH. Some Porsche followers include basic X-cars and big sedans that can run at around 90 MPH for a lot of miles; but without a 911 in front, they would usually never go

past 56 MPH. They turn the Porsches into a pig—a guinea pig. (A "guinea pig" being whoever is in front of a pack of speeding cars and who will most likely get the ticket while the others fly merrily by.)

Being made into a guinea pig is not a direct assault, and it doesn't really affect the 911 driver unless he looks into the mirror too often. But it makes a 911 stand out that much more on the highway when there is a train of cars spaced evenly, pacing along behind. It's better to drive a 911 without any company on the highway. Who do these folks think they are to run in the same league and lane as the Porsche? They haven't paid the dues, but they're reaping the reward of rapid roadway progress without the risk. It is kind of infuriating. Especially if you're completely into the Porsche mindset.

Other cars get "guinea-pigged" a lot, mostly plain sedans and GTs with a visible CB antenna. But for some reason the 911 seems to get made into the lemming more often than other cars.

What you can do is a little offensive driving—a procedure that *AutoWeek* found to work well. When you spot a guinea pigger—a car that is pacing you and changing lanes the same time you do and slows and speeds as you do—you can punch the throttle and try to lose it. There are drawbacks to this, since most of the speed leeches will also speed up, and maybe you don't want to go 120 MPH down a public highway at that moment.

The best way of fighting one off is to let it follow for several miles at a steady pace. Now you've determined what speed the tailgater is willing to go. Then, you look for a semi truck in the right lane to hide in front of. It is preferable to dive in front of the semi around a curve or over a hill, so the guinea pigger can't see you make your move. Then brake down to the truck's speed, careful not to get in his way.

The guinea pigger will fly by, past the truck and you, and in a moment discover that he's speeding along in the left lane with no protection. Now, before he has a chance, you squirt right up behind him in the right lane, effectively preventing him from re-entering the relative safety of the right lane.

The 'pigger will do one of two things: He will slow down in the left lane or he will try to speed up and pull in front of you in the right lane.

If he slows down in the left lane, your job is to slow down also, to keep him out there. If he speeds up, keep with him and don't let him back into the right lane. Think he's feeling a twinge of vulnerability yet?

Eventually he will slow down enough that he'll have to drop in behind you in the right lane. Keep the speed you and he are presently traveling for a few miles, just to let the guinea pigger know how fast he should go, then punch the throttle and resume your original rate.

Stubborn 'piggers may have to be given the treatment two or even three times before they get the message that you don't want them following you; others will stay where you leave them.

This exercise is one of the ways

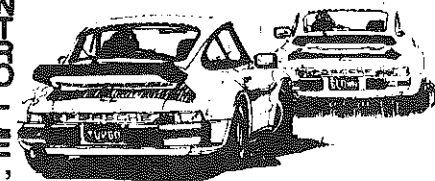
you assert yourself in the 911. When you're king of the jungle, you get challenged a lot, and by displaying an outright offensive such as putting down a guinea pigger, you reassert yourself as king.

It is almost impossible to mind your own business on the road in a 911. Maybe that's why so many of them have the blacked-out window treatment. Everyone else is always looking in, and always following to see what you do. If you don't want to be in a spotlight, you'd do better to drive something else. But if you're ready for a little aggressiveness-on-the-asphalt, the 911 is your audition.

— Phil Berg

Source - Autoweek

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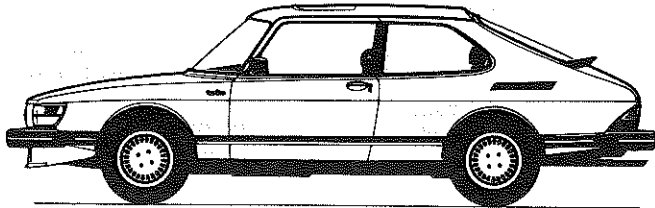


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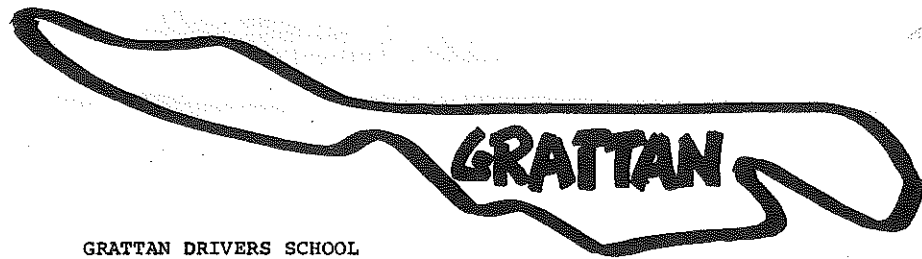
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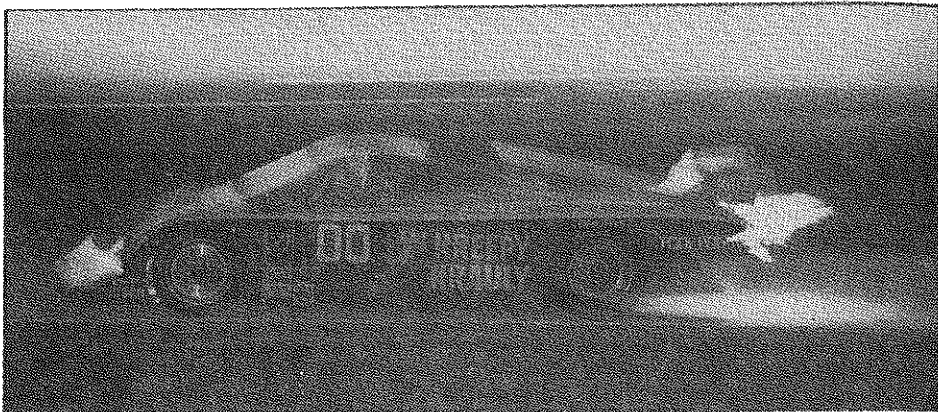
REGISTRATION FORM

CAR \_\_\_\_\_ MODEL NO. \_\_\_\_\_  
CAR CLUB \_\_\_\_\_ ENGINE DISPLACEMENT \_\_\_\_\_  
DRIVER \_\_\_\_\_ PREVIOUS GRATTAN EXPERIENCE \_\_\_\_\_  
2ND DRIVER \_\_\_\_\_ (Maximum Two Drivers Per Car)  
PREFERRED RUN GROUP \_\_\_\_\_ AMOUNT ENCLOSED \$ \_\_\_\_\_  
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DO YOU REQUIRE AN INFORMATION PACKET? YES  NO

PLEASE LIST PREVIOUS OPEN TRACK EXPERIENCE (IF ANY)

an the turbo's red glare . . .



## Lori Schutz & Rick Riley

We left Grand Rapids at 34<sup>0</sup>, and snow to arrive in West Palm Beach 5 hours later in a pouring rainstorm and 60<sup>0</sup>. Not much better -- but the forecast was! Saturday morning, March 24th, we drove halfway across Florida to Sebring Airport, the site of the 12 hour endurance race.

We parked our rented Lincoln and headed for Porsche Park where we planned to meet Phil Cull. After presenting a PCA card, we were admitted to the fenced-off area reserved for Porsche-folks sponsored by seven area Porsche dealers. There were an estimated 200 Porsches parked in this area -- all years, models and colors. The location was excellent -- the last turn onto the main front stretch with the pits just down the way. A large tent was pitched near the fence. Beer and soft drinks were provided through the afternoon as well as lunch.

We spent the afternoon rooming around the grounds watching the race from several vantage points; the back stretches, hair pin turn and the chicane corner.

In the infield is "Vintage Car Paddock". On display were several oldies but goodies in the Historical Category (1960-1972) and Vintage Category (1950-1959). The Ferrari display was eight real racers from the past 25 years. Also represented were Porsche (906, 907, 911R, Carrera Spyder, Carrera 2 Speedster, and 914-6 GT), Shelby Mustangs and Cobras, Jaguar XKE, Cunninghams MG, Austin Healy, and various Mercedes, etc. What fun. The transport and support vehicles were in concourse condition as well as the vintage treasures.

At 5:00 we met Judy and Coleen Cull (Phil's wife and daughter) and after grabbing a few delectable treats for dinner (London Broil sandwich, fresh fried vegies and Coke) we settled in for the last 4½ hours of racing.

We devised great bleachers using tables and chairs under the Porsche Park tent. We saw the cars come through the final turn and watched them on through the front straight-away. As darkness descended the turbochargers, red glare became more apparent. It is amazing that the cars can

maintain with the turbochargers operating so hot. The final few hours were most exciting -- they raced to the finish. The 914-6 of Tim Shelby and Earl Roe took a licking and kept on ticking -- the drivers door was dented in halfway through the race from a chance meeting with some other car.

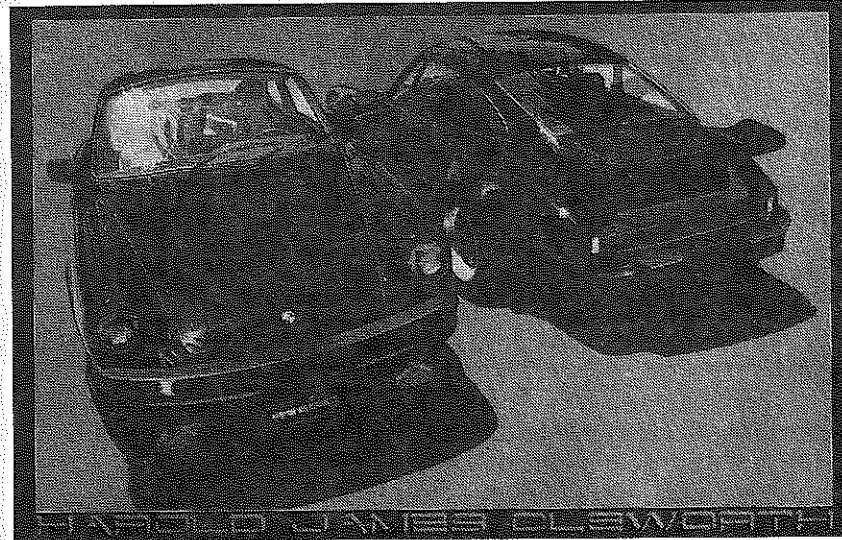
Some drivers followed an inside groove through the final turn. Others took an ever widening line, which proved to be an error for some. First was the Mazda GTP which flipped over right in front of us -- causing the Porsche fan club to bail out -- quickly, from the precariously constructed perch. This was an extremely difficult manueve for the gentleman who's folding chair was supported by two other folding chairs! He survived - the Mazda GTP didn't. Two other times we bailed out unnecessarily -- they tricked us. The #04Bedard/Redman Jaguar was the cause, as each lap was wider than the

previous lap through our corner. Then -- too wide -- he spun and was moving backwards at 80 MPH past Porsche Park. Miraculously, he got the car facing the proper direction in front of pit row, slammed into first, and went on to finish without a scratch. We wonder if the inside of the car had been redecorated after this incident!

The program for the '84 Sebring race featured an article on the Porsche cars. Mentioned is the fact that the 935 is obsolete, antique and that Porsches are no longer competitive here! Boy -- did they goof. The 935 finished 1st, 3rd, 4th, 5th, etc. -- another "nobody's perfect". Second place was taken by a Chevy powered March. The 914-6 finished in grand style in 16th.

We left Sebring sunburned but proud. Here's to Porsche, sunshine and good friends!

## AUTOMOTIVE ART PORSCHE AND OTHER AUTOMOTIVE POSTERS

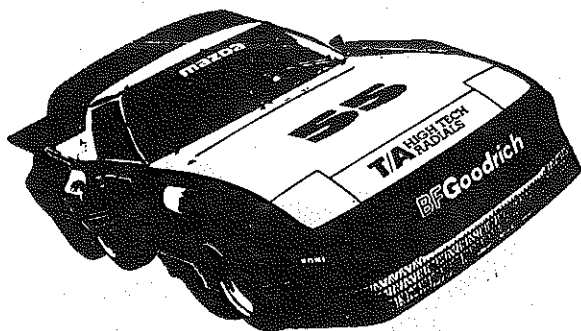


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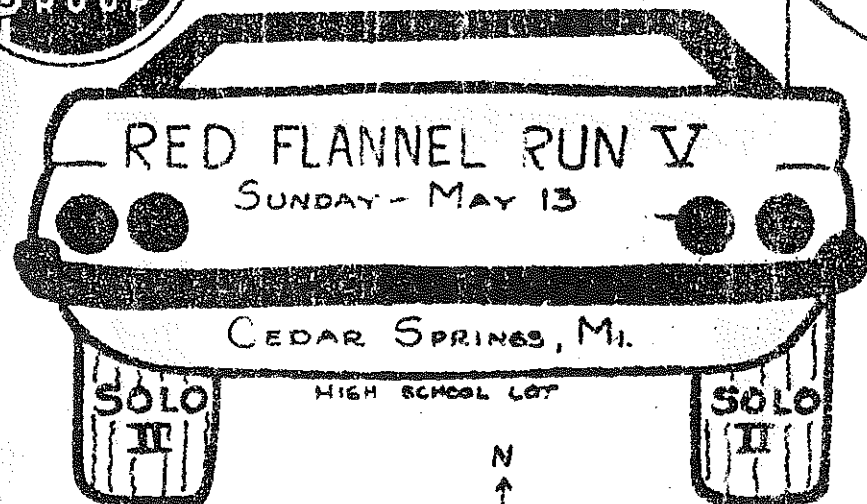
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PRACTICE: 10:30 AM

TIMED RUNS: AFTER LUNCH

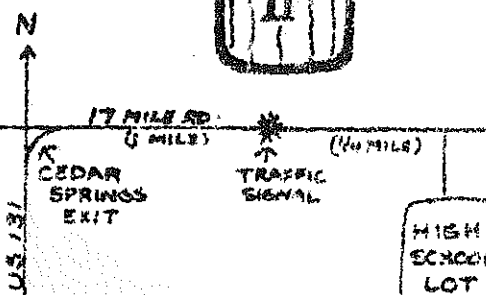
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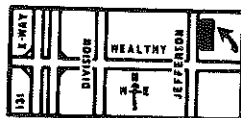
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## EVENT REPORT



### SPLASH INTO SPRING

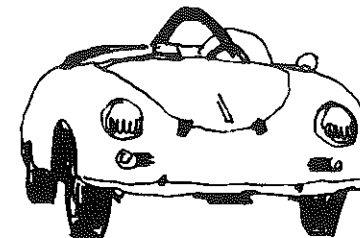
SPLASH INTO SPRING was cancelled as we didn't have enough people register.

When an event goes down the tubes like this, it's hard to figure out what happened - was it the type of event? Too soon after WINTERFEST? Are we having too many social events?

Would those of you who didn't sign up let us know why. Maybe we can save some future Chairperson a lot of wasted effort.

Thanks,

Maureen & Marilyn



### NOVICE CLASS

I had no preconceived idea about participation. I have had one couple respond and I will be working with them.

Bill Moses



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—FOR 1964½-1973 MUSTANGS  
—SPECIAL SHELBY & BOSS CLASSES  
—CLASSES FOR OPEN, COUPE, AND FASTBACK  
—ALSO SPECIAL INTEREST CLASS, 1974-1983 MUSTANGS

### REGISTRATION

Advance - By May 1 - \$5.00  
Day to Show - \$8.00  
SHOW ONLY - NOT ENTERED IN JUDGING \$5.00  
2 FREE ADMISSIONS WITH REGISTRATION

### PRIZES

1ST AND 2ND PLACE AWARDS - DASH PLAQUES TO FIRST 100 REGISTERED  
CASH AWARD TO THE CAR CLUB WHICH HAS THE MOST CAR SHOW ENTRANTS.  
SPECIAL PRIZE FOR THE PERSON WHO CAME THE LONGEST DISTANCE.

## SWAP MEET

- ★LARGE 20' FRONT SPACES
- ★BEAUTIFUL MALL FOR SHOPPING & FOOD
- ★FREE PARKING - PLENTY OF ROOM FOR ALL
- ★AUTO PARTS ONLY - MORE VENDORS COMMITTED FOR 1984
- ★VENDOR FEES \$6.00 ADVANCED REGISTRATION  
\$8.00 ON SHOW DAY

- ★AUTO SALES LOT - SEPARATE WITH GOOD ACCESS TO OUTSIDE FOR TEST DRIVES
- ★DEALERS AND INDIVIDUALS WELCOME
- ★NO OTHER ITEMS FOR SALE IN THIS LOT
- ★SALES LOT FEE - \$5.00 PER CAR

## PONY CORRAL

★★★NO FOR SALE SIGNS IN SHOW AREA CARS★★★

# PAX

## PRO AUTO X

P.O. Box 148 Ogden Dunes, Portage, Indiana 46368

### GRAND PRIX AUTOCROSSING

PRO-AUTO-X will in 1984 continue with the street events known as Grand Prix Autocross.

Dates at this time are:

Jun 23/24	Portage G.F.	Portage, Ill
Sept 1/2	Apple City C.P.	Dangor, Michigan

This format pioneered by PAX will continue to be expanded to a possible series of city events in the future.

### CO-OPERATION

Together PAX & LNAS will in 1984 publish an expanded newsletter to cover all aspects of the sport of autocrossing. PRO-AUTO-X and Lake Michigan Autocross Series are proud to announce this consolidation of forces to promote and coordinate quality autocrossing.

### PAX SERIES

PRO-AUTO-X will initiate a separate sanctioning series for the purpose of PAX ranking of members and the awarding of the PAX Grand Prize.

### FEES

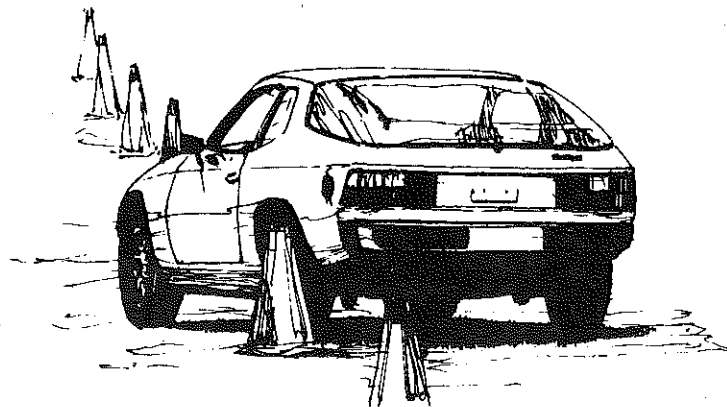
The cost of this series is \$25.00 single, and \$20.00 for each additional person at the same mailing address. Lake Michigan Autocross Series will continue with the year end points awards. No extra fee is required.

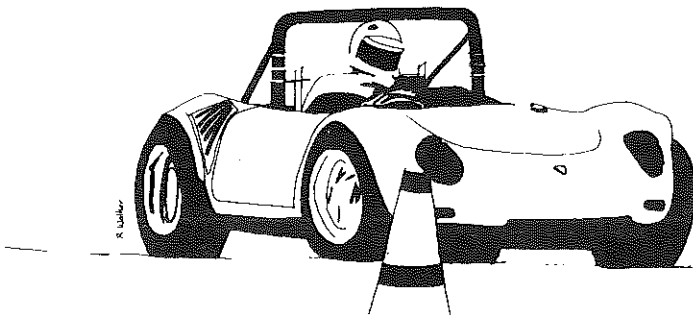
### PAX GRAND PRIZE

Beyond the greater competition, a member, upon joining the series, will receive the opportunity to win the PAX Grand Prize; a trip for two to Las Vegas or Walt Disney World. This opportunity to win will be increased by the number of events entered.

### PAX RANKING

The member will also have his performance rated at each sanctioned event. The PAX index system equates all classes. Therefore the variance that shows up in the drivers performance, or lack of performance. This variance will be published each month as a list, and updated after each sanctioned event. This ranking has no effect on the PAX Grand Prize.





**PAX**  
PRO-AUTO-X

P.O. Box 148 Ogden Dunes, Portage, Indiana 46368

**INTENT**

The PAX series intends in no way to contradict or reduce existing events, clubs, or series. On the contrary it is designed as a vehicle for clubs or organizations to work together on a national basis and to compete throughout the year rather than only on one weekend.

**BENEFITS**

An existing club wishing to be sanctioned for an event has many benefits generated from the protected sanctioned radius. Other clubs will try not to schedule against the event, members will come for the ranking and the Grand Prize, therefore larger entries.

30 - 50 extra cars should be the normal, producing larger revenues.

Newsletter publicity before and after the event will greatly enhance the stature of the club as well as the event.

L N A S

PRO-AUTO-X SERIES 1984

Official Entry Form

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

Address (st/town/zip) \_\_\_\_\_

Phone Number \_\_\_\_\_ Club \_\_\_\_\_

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

I enclose \$25.00 for my 1984 single membership and \$20.00 for each additional person at the same address to:

PRO-AUTO-X

Signed \_\_\_\_\_

Mail to: PRO-AUTO-X Box 148 Ogden Dunes, Portage, Indiana 46368



PORSCHES  
**ÜBER ALLES**



FAX #1	APR 29	CSCC	COLUMBUS IN.	
	MAY 6	NCSCC	PLEASANTON CA.	
	MAY 13	FAX	PORTAGE IN.	LNAS #1
FAX #2	MAY 26	TBSCC	TRAVERSE CITY MI.	LNAS #2
	MAY 26	SLR/SCCA	ST. LOUIS MO.	
	MAY 26	SFR/SCCA	PLEASANTON CA.	
FAX #3	MAY 27	LNAS	TRAVERSE CITY MI.	LNAS #3
	MAY 27	SLR/SCCA	ST. LOUIS MO.	
	MAY 27	SFR/SCCA	PLEASANTON CA.	
FAX #4	JUNE 10	FWR/SCCA	FORT WAYNE IN.	LNAS #4
	JUNE 10	SAC/SCCA	SACRAMENTO CA.	
FAX #5	JULY 8	SVR/SCCA	SAGINAW MI.	LNAS #5
	JULY 8	SIR/SCCA	EVANSVILLE IN.	
	JULY 15		FRESNO CA.	
FAX #6	JULY 15	WNR/SCCA	SOUTH HAVEN MI.	LNAS #6
	JULY 15	CSCC/SCCA	COLUMBUS IN.	
	JULY 22	NCSCC	PLEASANTON CA.	
	JULY 28	DVR/SCCA	DES MOINES IA.	
FAX #7	JULY 28	CIN/SCCA	CINCINNATI OH.	ESCORT
	JULY 29	DVR/SCCA	DES MOINES IA.	
	AUG 5	DET/SCCA	DETROIT MI.	LNAS #7
	AUG 5	NCSCC	PLEASANTON CA.	
FAX #8	AUG 19	SAC/SCCA	SACRAMENTO CA.	LNAS #8
	AUG 26	SBR/SCCA	SOUTH BEND IN.	
FAX #9	SEP 2	FSCC	BANGOR MI.	LNAS #9
	SEP 2		FRESNO CA.	
	SEP 9	CSCC/SCCA	COLUMBUS IN.	
FAX #10	SEP 23	FWR/SCCA	FORT WAYNE IN.	LNAS #10
	SEP 27	NCSCC	PLEASANTON CA.	

1984 PAX Series

24 HOUR INFORMATION ON SPORTS CAR CLUB ACTIVITIES

CALL THE AUTO SPORTS HOTLINE  
(616) 396-4292

TO LIST YOUR CLUB'S EVENT CALL DAVE OR JOYCE (616) 396-8136



# PORSCHE POSSE

Minutes of April 4, 1984 Board Meeting WMR-PCA.

PRESENT: P. Cull, J. Cull, B. Moses, M. Moses, C. Olenyk, L. Olenyk, J. Weersma, L. Weersma, B. Dankert, G. Petertyl, S. Hoek, D. Hoek, M. Richardson, C. Richardson, B. Shedd, F. Riddle, R. Riley, L. Schutz, M. Thieme, J. Koik, D. Meyer, F. Wagner.

TREASURERS REPORT: Shedd -- Balance -- \$845.68 which includes payment for new timing equipment. Balance after ad revenue deposit will be around \$1,350.

MEMBER REPORT: Petertyl -- National report on renewal policy, if it's late you won't receive your Panorama. Chairwoman, Marci Tepper has just completed a new process for handling and helping new members.

UBER ALLES REPORT: C. Olenyk -- Partial Ad Revenue in. We will be entering the National contest again this year. Chuck suggests a column on the activity in different members garages, painting, motor work, suspension mods., etc.

PORSCHEPORIUM REPORT: Dankert -- Cash balance of \$294, Inventory \$518. Order T-Shirts tonight for \$10, \$12 anytime later. They're available in different colors but the official club color is red.

## OLD BUSINESS

March Event: M. Moses -- Unfortunately cancelled, see discussion report in New Business.

April Tech. Session: M. Thieme -- All speakers arranged, and all plans set.

May Event: Koik -- Insurance is set, registrations starting to come in.

June Event: To be held at Townsend Park -- Food, Drink, and other activities planned.

Timing Equipment Report: P. Cull -- Ordered, should be shipped soon.

## NEW BUSINESS

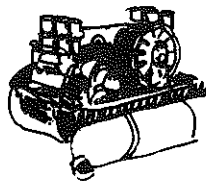
October Event: B. Moses -- The BF Goodrich Tire Center in Lansing is all but sponsoring the event. They will be providing tire tech. assistance (air, sharing and mounting equipment, etc.) at the track and they will also provide the trophies.

Monthly Meetings: A long discussion followed our March Event Report covering our usual topic of an occasional lack of attendance and what we can do to make ALL our events successful. It was suggested that we move our monthly meeting to Friday night and possibly change the location to a public place (restaurant, hotel meeting room, etc.) It was also suggested that we hold an officers meeting early in the evening with a general member meeting (much more social) to follow. The suggestions met much approval. Lori Schutz and Marilyn Moses volunteered to research locations.

## NATIONAL NEWS

WMR was one of 9 regions out of over 100 to oppose the purchase of National's computer.

Parade Report: J. Cull -- Comp. Entries almost full, the factory might even bring the 962 including J. Ickx for a demonstration at Road America along with a few other cars (read classics).



# KLASSIFIED



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

## FOR SALE:

1973 914 2.0 #4732923195

Alaska Blue metallic with black interior 30k miles on balanced engine, SS heat exchangers, sport muffler drilled rotors, new rear calipers, SS brake lines 195/60 P-6's on 6 1/2 x 15 Minilite wheels, Scheel driver's seat, air dam, fog lights, z-beams bra, cover, numerous spares including '74 engine always garaged, stored winters. Photos and details upon request. Fast, reliable, 1 owner car in excellent condition ..... \$7900

Call: Paul Weston  
11300 Handlebar Road  
Reston, VA 22091  
(703) 860-3217 (Home)  
(703) 827-1803 (Work)

## 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, Complete 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.  
Craig L. Williams, 213 Westbrook Drive, Springfield, IL 62702  
217/782-4130 day, 217/787-7876 evenings



everybody eats there!

4 Locations

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

PRESENT THIS AD FOR  
A FREE HOT DOG!



# PORSCHEMPORIUM

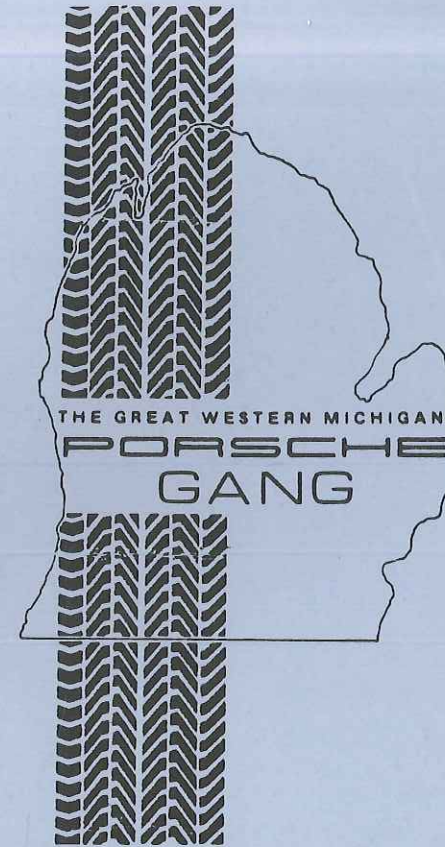


Binders, Panorama . . . . .	\$ 9.50
Book, Porsche Owner's Manual . . . . .	14.50
Books, Up Fixin Der Porsche Vol. I - Vol. V 1956 to 1980 . . . . .	45.00
Book, Up Fixin Der Porsche Vol. IV 1972 to 1976 . . . . .	12.00
Book, Up Fixin Der Porsche Vol. V 1977 to 1980 . . . . .	12.00
Bra, Black 924 . . . . .	30.00
Car Badge, PCA . . . . .	15.00
Car Badge, WMR . . . . .	2.00
Decal, PCA 2" Water Transfer . . . . .	.10
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
<u>NEW</u> T-Shirt, WMR Red Cotton Long Sleeve, Sm, Med, Lg, X-Lg. . . . .	13.00
OLD T-Shirt, WMR Child's Small 6-8 Blue . . . . .	2.50
OLD T-Shirt, WMR Child's Medium 10-12 Blue . . . . .	2.50
OLD T-Shirt, WMR Child's Large 14-16 Blue . . . . .	2.50
OLD 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 has stocked some new T-Shirts for the WMR. These are suitable for driving events. They are long sleeve 100% cotton, beefy weight, high crew collar shirts by Hanes. They are red with white silk screening. Screen design consists of the WMR Logo (Shown here) on the left chest and running down the right sleeve. The motto "Uber Alles" in the middle of a P7 tire track. The price shown is post paid and the shirts will be sold at events and meetings for \$12.00.



# PORSCHEMPORIUM



I will also be glad to order other colors, styles and child's sizes. If you want to place an order for a long sleeve T-Shirt, it will be \$10.50 in advance (if you want it mailed add \$1.00). Colors are White, Lt. Blue, Yellow, Ecru, Red, Navy or Maroon. Choice of screen color is White or Navy. Other styles include (but are not limited to) regular short sleeve T-Shirts and staff shirts which are Jersey Knit with a collar. Contact me for prices on other styles. If you order a shirt, Please be patient. I will have shirts printed when I have collected orders for at least 12 shirts and then it will take three weeks to get the printing done.

PORSCHEMPORIUM  
c/o Bob Dankert  
60510 30th St.  
Lawton, MI 49065



**WESTERN MICHIGAN REGION  
PORSCHE CLUB OF AMERICA**



RETURN TO: **UBER ALLES**

c/o C. OLENYK

6416 EGYPT VALLEY RD NE

ROCKFORD, MICHIGAN 49341

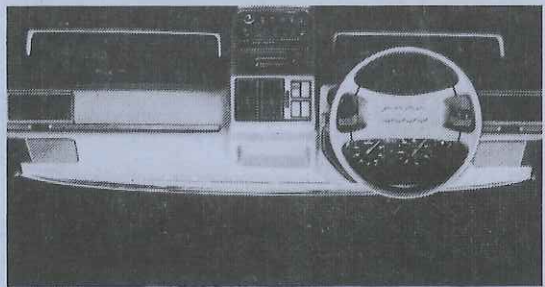
**UBER ALLES**

**BULK RATE**

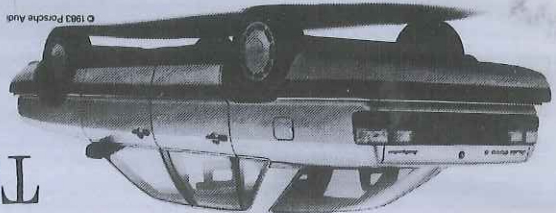
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The new Audi 5000S is so aerodynamically sound on the outside, it reduces sound on the inside.



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**The Car Barn**

**3**

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7413 Sheffield Dr. SE  
Ada, MI 49301

address correction requested