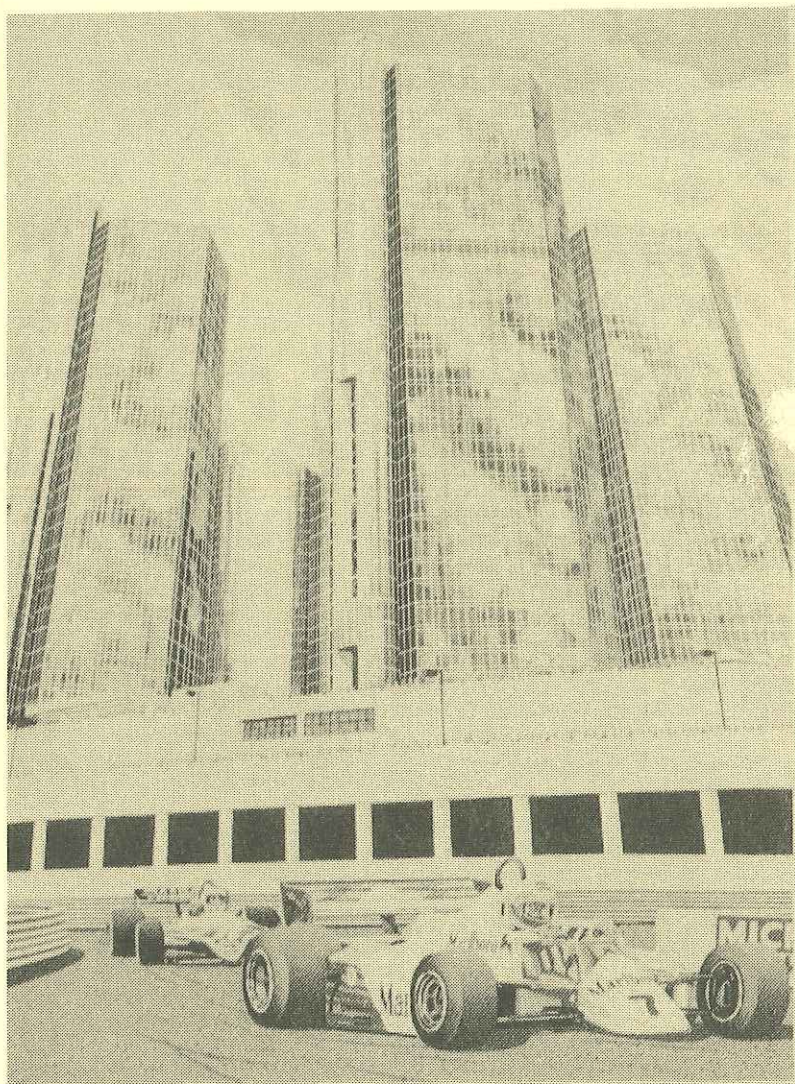


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JUNE 1984





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The World Championship leading McLarens powered by the Porsche designed TAG-Turbo engines will be favorites at this year's Detroit Grand Prix.

Any members wishing to co-ordinate details can call this Ed.



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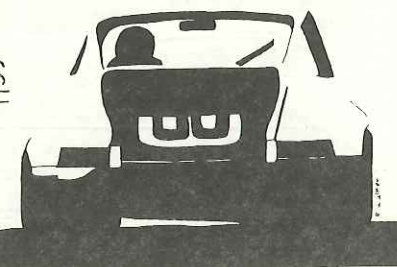
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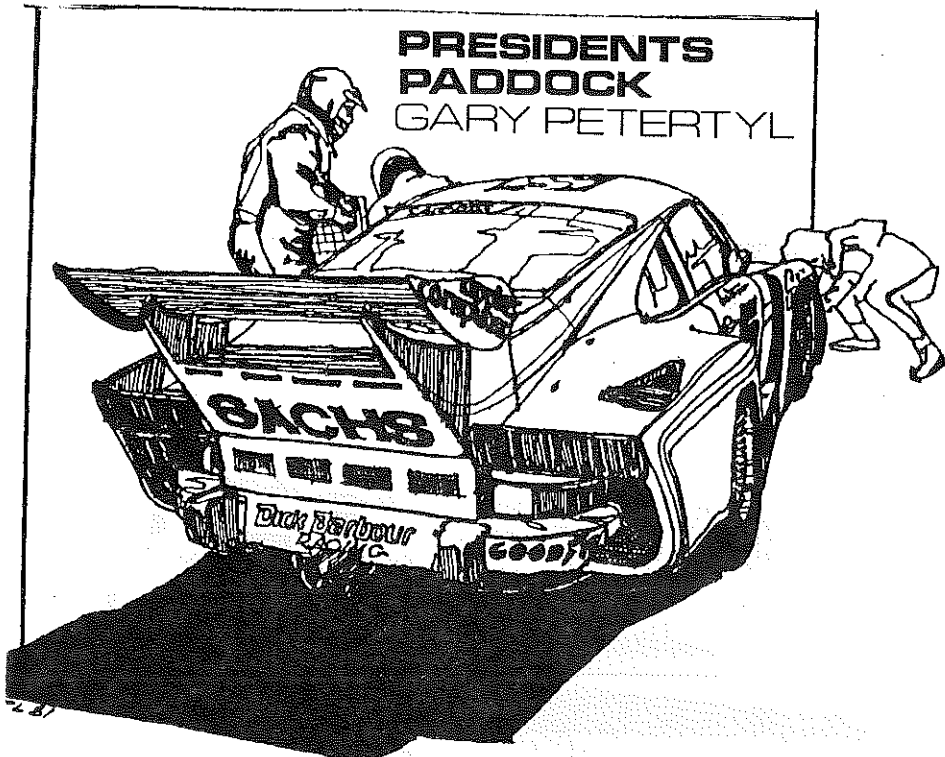
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**PRESIDENTS
PADDOCK**
GARY PETERTYL



It seems like every time I write this column, I embark on a serious subject. So this month, I thought I'd take a little break and write an article I've been thinking about for a while. I have to admit it's a takeoff on the popular book "Red Men Don't Eat Quiche." You guessed it, "Real Porsche Drivers Do's and Don'ts."

Obviously, first and foremost, real Porsche drivers don't say "Porsh".

And real Porsche drivers don't drive over 55 mph -- in second gear. More importantly, real Porsche drivers don't wear Carrera sunglasses -- everybody knows Ray Ban Wayfarers are really cool.

Also, throw out the Preppie Handbook, because real Porsche drivers don't wear LaCoste shirts -- at least not unless they're driving the Volvo wagon.

Real Porsche drivers don't play golf -- they might sprain the shifting hand, or more importantly, the drinking hand.

OK, so what do real Porsche drivers do?

Real Porsche drivers double clutch and heel/toe in a '74 Pinto beater just to keep in practice.

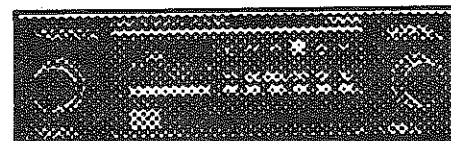
Real Porsche drivers jog a lot, so as to claim muscle spasms of the accelerator foot to the State Police.

Real Porsche drivers spend more on the car every year than they do on lawn fertilizer and house paint in 10 years.

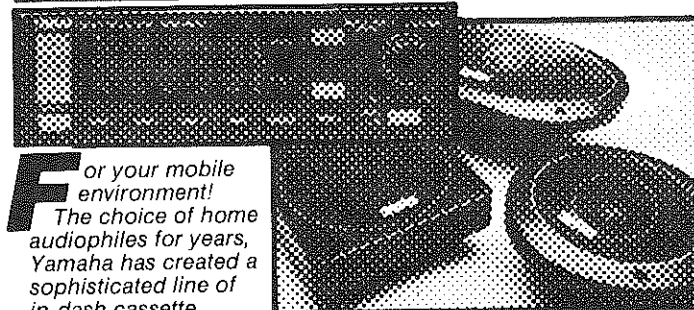
Real Porsche drivers only like Porsches; but if there aren't any around, any fast, shiny, foreign sports car will do in a pinch.

Most importantly, real Porsche drivers like to have fun with fellow real Porsche drivers, like everybody who attended the Tech Session and Grattan did -- and like you can too, if you come to our First Annual Family Picnic on June 10 at Townsend Park. Sorry, just had to end on a serious note.

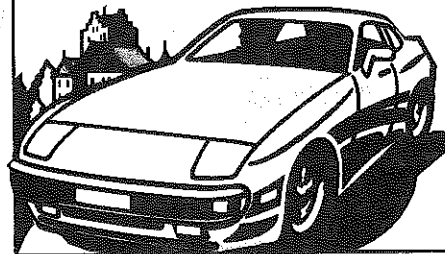
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PRODUCTION DEPARTMENT QUOTATIONS
CHUCK OLENYK

IMSA Reaction To Porsche's Le Mans Boycott

"What Porsche is doing is a smokescreen," IMSA President John Bishop said of Weissach's announced pullout from the 1984 Le Mans 24 Hour.

Porsche has announced it will not run the endurance classic because of recent FIA rules changes for the World Endurance Championship, of which Le Mans is the cornerstone. (Rules changes announced suddenly with scant regard for the FIA stability rules, that is. Ed.)

"This rules change they're fighting has actually helped them this year at Le Mans," Bishop said at Road Atlanta. "They can run faster, with more fuel. The reason they're doing what they're doing is to protest the idea of rules changes as a whole. But what they really disagree with is what the rules would do to them next year. That's when they'd have to go down to a 2.1-liter motor."

Despite Porsche's announcement about Le Mans, Bishop said, "I can't believe Porsche would boycott the race. It has a big commercial value to its sponsor, Rothmans. I'm sure we haven't heard the last from them on the subject; I know they're upset but beyond that, the Porsche car, the 956, is really built with Le Mans in mind. Its strong suit is that special race.

"I think it's just a foot-stomping exercise."

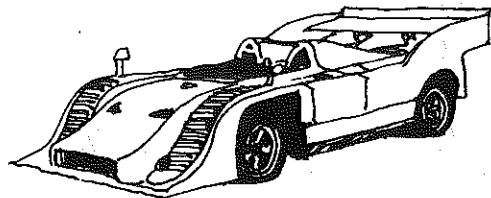
Source: On Track - May 7, 1984

At Monza, Porsche's Peter Falk confirmed the works' intention not to race at Le Mans, even though Porsche's boycott may open the door to a victory for the rival Lancia works.

"So be it," Falk said, when asked about that possibility. But, he added, he hoped one of the Porsche privateers would benefit instead. "There are some good teams," he said.

Falk confirmed that there had been much pressure on Porsche from sponsor Rothmans -- "even from Porsche dealers" -- to reverse the decision. But, he said, "we have a stand to make."

Source: On Track - May 21, 1984



Porsche will stay with VWoA. That's a prediction, not fact. But knowledgeable sources point to the fact that, since the demise of the ill-advised "agent" scheme, Porsche has yet to make efforts at establishing a parts network or any of the other million-or-so things necessary for it to secede from the Audi-VW union. Sources also say that Volkswagen would welcome Porsche back. Look for a major fence-mending move in the near future.

Source: Autoweek

"This car is so easy. People are struggling around with 935s and they're pigs. They're busy cars. They're awful to drive. I never enjoyed driving a 935. Getting into a 956 or a 962 is like getting into a Rolls-Royce, you know, it's just beautiful. Just screams around. A real pleasure to drive. I mean, you just drive it. It sticks on the road and it follows the lines, and it's just very smooth. It's a lovely car.

"And it's very quiet inside. You can hear the turbo hissing and popping. I've never worn ear plugs in a 956. Astonishing.

"Initially, when I first drove the 956, I didn't think of it as a great car. It didn't have character. (I always thought of the 917 as being a car with character.) But having driven it now for two years or so, it's definitely got character, in that they're all the same. All the cars have a similar feel to them and they're so robust. You never go by another 956 and see the body flapping. We hit curbs with them and the body's just rigid.

Source: On Track quotes Derek Bell

I have emerged with some recommendations:

1. Leave the darn thing dirty. Sell it that way.
2. Have lots of children. Feed them according to their performance at washing the car, allowing dessert to those who do a good job on the whitewalls.

Source: Autoweek's, Satch Carlson on Car Cleanliness

How many Honda dealers does it take to change a light bulb?

Three. One to hold the ladder, one to screw it in, and one to apply rust-proofing, undercoating, and Polyglycoat.

Source: Car & Driver Reader Jeff Behm

Secret of a True Auto Mechanic:

Knowing just how much of a hell of a whop you can give it to bust it loose -- without breaking it.

Source: Autoweek - Burt Levy

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MOTOR & SPORT
FRANK WAGNER

Waterford Hills, an Experience

It started like any other day, alarm clock, blurred vision, coffee, and tripping over the cat. Once I revived my brain (some say that can't be done), I ran my tape machine. Well I'll be, a call from Lew Moorman, our PCA Zone Rep. Wonder what he'd be calling for? Bet the clubs going to pull my membership for unnecessary freakiness or something. Oh well, I better call him and get the bad news.

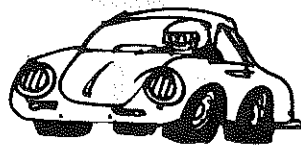
As it turned out the club really wasn't throwing me out (yet). Lew asked me to be one of the stupid, fool hearty, crazies that fall under the classification of "driving instructor." It appears that Southeast Michigan Region was sponsoring a weekend drivers school/autocross at Waterford Hill Raceway, outside of Detroit. The "yes I would" answer came right after Lew informed me that the instructors didn't have to pay anything for Saturday track time. This is in direct connection with the thickness of my wallet.

I also had another reason behind my madness. V.W. & Porsche magazine had contacted me in response to some photos and a cover letter I mailed to them about Six-Pac. They wanted to take a closer look at him for a possible article in their rag. They said they wanted to meet the car that writes it's own advise column. The magazine rep would be in Detroit the week before Waterford's event. I was able to put both the event, the rep and Six-Pac at the same place, at the same time. Pretty good trick for a beginner like me, I thought.

I got hold of Danny Williams and found out he was going. We made arrangements to share a motel room together near the track. Now all I had to do was break the news to Peggy. Originally she wanted me to watch her play basketball in a two day tournament. This would go over like a lead balloon. But what true Porsche autocrosser could pass up free track time?

With everything settled on the home front and Six-Pac ready to roll, I waited for the weekend to arrive. The Friday before the event, I was to meet Danny and get settled in. Once we connected, we went out for a few beers and a pizza. Danny had been representing SIXER Enterprises while out driving his Porsche at various S.C.C.A. and P.C.A. events. This Waterford event would be a combined work/fun weekend for us both.

It had been a long time since I had driven Waterford. So Danny and I jumped the fence and walked the track. (I hate walking race tracks. It always looks different at 100 m.p.h., for some reason.) It's amazing how much one forgets only having driven the track one weekend in my life, almost two years earlier. We discussed pavement changes, the dips and hills, and some apexes. As we walked around the track I couldn't help wondering if I had made a mistake. Would the students end up teaching the teacher?



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Thankfully the instructors were given early track time for some laps. I followed one of the hotter shoes, picking up some brake points and apexes. By the end of our twenty minute session I was more comfortable with the track. The best thing to happen to me was my first student. He had been there numerous times, but never really felt comfortable. We talked briefly as to what he wanted to learn. As we circulated the track, we worked on his brake points and on one or two corner exits. In the meantime, I worked on my own track familiarity. This driver was very rewarding to work with. We even worked together later in the day to improve.

As far as my idea about V.W. & Porsche Magazine went, I was out classed. A limited edition 924 Club Racer owned by Fred Lavey of Lavey Porsche/Audi, a gutted 914-6 race car, and a couple of class A concours 911's held the gentleman's attention. I must admit though, Six-Pac got his revenge. During our lunch break, I was able to take said magazine representative for several high speed laps. On one lap I broke too late on the back straight. I wasn't able to slow down enough to commit myself to the turn. Alternative Plan B, called for Straight off track exit. A little bumpy, but no damage done. Fortunately our favorite magazine staffer was somewhat use to "unusual track experiences". Wonder what he meant by that?

Apparently, I'm not use to "unusual" track experiences. One of my students had purposely requested me. He wanted some "pointers" to improve his track time. On lap number one, right out of the pits, he took off like a bat out of hell. Never bothering to check out anything like tire warm-up, brake points, track surface or my heart condition. Although he was trying to impress me with his fast driving, he was only able to convince me I wanted out. My suggestions went unheard, despite his request for them. Can't win them all.

We had a bit of a problem with a white, race prepared 914-4. It seems the oil drain plug worked it's way loose. Our own Phil Cull was at the wheel at the time. The oil splashed onto the header system causing an oil fire under the car. Corner workers started waving black flags to pull him in. The fire was unknown to Phil. As he pulled in, you could see a questioning look on his face. Once into the pits five or six people started running towards the car with fire extinguishers in hand. Phil didn't need an engraved invitation to exit before mentioned race car. No major damage done, however, Phil used a nomex seat cover after that (wonder why?)

All in all it was really a great time for me. I always enjoy seeing my autocross friends and meeting new people interested in the sport. Being able to do with the car what it was designed to do, is always a thrill for me. Hopefully, we'll see some new faces at our Grattan Event. Hope so.

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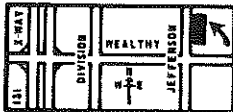


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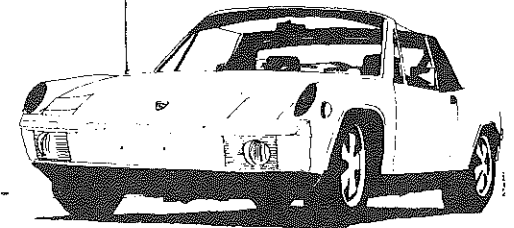
PORSCHE
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While vacationing in Florida, I read a local ad stating - 914-6 For Sale, 40,000 miles, BRG, 1970, alloy wheels - \$7500.00. The following day I called and made arrangements to see this car. The owner assured me that the car was mechanically perfect, all original, and a beautiful car. He went on to say "You do know that 1970 is the year the 914-6 won the GT Class at La Mans, so this is the year to have."

So Lori and I made our way to the warehouse where the car was being stored to meet Phil, the car owner. We took great pains to be sure we were not wearing anything to suggest we knew about Porsche ie no Porsche T-Shirts, belts, hats etc. Phil arrived with rolled up pants, barefeet, tan and seemed to have all the time in the world. The warehouse contained 2 old Chevy trucks, an old Cadillac in need of repair, a 1961 Aston Martin (with no interior), and the "complete beautiful 914-6."

Being the skeptic that I am, I brought my Black & Decker Spotlight with which to view the car. I immediately looked under the car and found a gaping hole at the right rear suspension attachment point. Phil said, "You're looking at the worst part right there." We looked in the front trunk -- it was rusty. Phil said "Look at that - clean - and all original". Carefully he pointed out the blotchy treadwear on the spare tire and said "Needs minor alignment adjustment - otherwise like mint." No two tires were the same make and type. By the owner's admission, all four shocks were shot. Next Phil directed our attention to the beautiful alloy wheels all of which were scratched and the paint was faded -- in his view "they're perfect." The beautiful British Racing Green (BRG) was only visible inside the trunk and doors -- the exterior had been repainted a bright Kelly Green. Lori asked Phil why a car with 40,000 miles would need a paint job? He replied "What do you expect from a 15 year old car, it probably needed it."

MINT (green)



Now the engine. The C-D box was mounted in the wrong place and had been rewired. The ground wiring had been redone. The oil pressure sender was not hooked up, which I pointed out and attached. And then -- the coup de gras -- underneath the battery box (which seemed o.k.) was a hole large enough to throw a cat through right above the right rear suspension mounting point. I asked Phil, "Did you know about this?" He said, "No - I guess I have quite a hole there!!"

Next came the test drive. He fired up the car and surprisingly it ran quite well. So off we went -- Phil drove. Phil said "It's got a great gear box" and it did shift with no problems.

However, once warmed up, the engine was blowing oil on to the rear window and was smoking to beat the band. Phil said "I know the car has too much oil in it, and with that extra drained, I guarantee it won't burn a drop." So we returned to the warehouse to take a look. Opening the engine lid we found oil all over the motor. Phil said "I didn't realize this was a dry sump system, and added oil without the engine running or warmed up. I looked at the oil stick and estimated an excess of 3 quarts of oil was in the car. Phil looked at the mess and said "That's not cool, is it? This is a very large mess."



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As Phil was wiping up the oily mess, he continued to tell us the virtues of the 914-6. (He had a 1982 issue of VW & Porsche Magazine which he was quoting). "This car is going to be worth a lot of money someday. There are some at Daytona all cobbled up with racing parts and they sell for \$14,000 to \$20,000. This car is all original." His idea of original is not repairing the car such as torn vinyl on the roll bar, broken tail lights etc. Also this car was owned by a military Chaplain in Hawaii who let it sit for several years. We

asked Phil if he believed it only had 40,000 miles. He said he did. However, on our test run I noticed the speedometer did not operate - probably the original cable - broken or not. Phil liked his 914-6 in mint condition. The only thing mint about the car was the color -- Green.

Lori and I left Phil wiping oil off the back of the car. We said we'd call if interested.

Rick Riley



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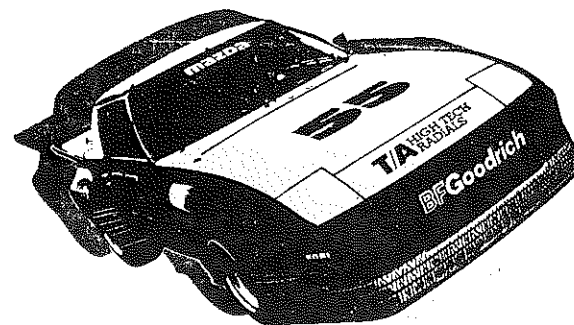
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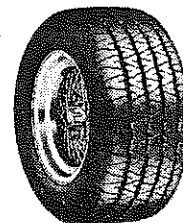
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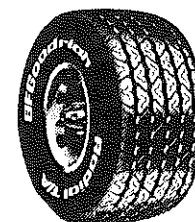
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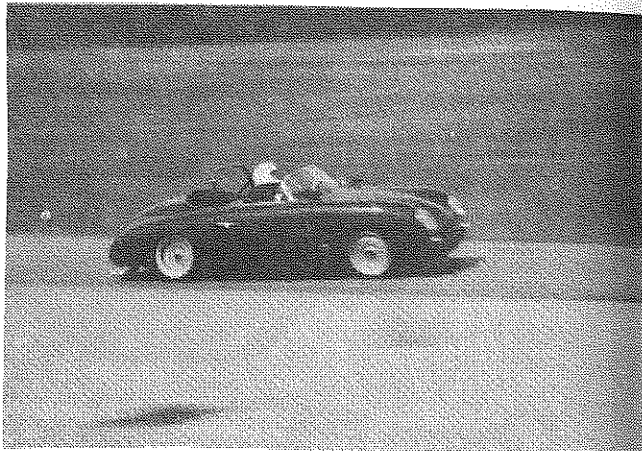
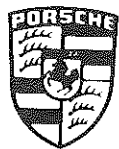
EVENT REPORT



PORSCHES ÜBER ALLES



LET'S HERE IT
FOR WMR,
GRATTAN WAS A
GAS!!!!!!



Someone smiled on us May 5th. Everyone was ready for another Grattan event and despite predictions of doom from the clouds, the weather was great. But that was only the beginning.

By the time Sat. rolled around, we had a record number of pre-registrants. Our Grattan events are becoming more popular all the time and it showed. For the first time, we had reached our maximum for entries. We ended up with over 60 cars registered for the day and we had more people show up by 8 A.M. than we've ever seen before.

This event was another tribute to WMR-PCA. Take a bunch of fast cars, a wide variety of people, throw it all together and out comes one of the finest groups you'll ever meet. A group wherein you have all those needed to put on a great driving event. There was the always helpful Frank Wagner, Peggy Riddle with pre-registration, Lynne Olenyk, Lori Schutz, and Kathi Eriksen at the gate, Marci Tepper filling in at the last minute as corner worker captain, Bill Moses and his long list of driving instructors, and Don Meyer along with those who helped him in tech. All of whom did a growing number of big jobs necessary to putting on a great event.

And a great event it was. We had it all. All kinds of cars and all kinds of drivers. We had anything from GTI's, M-B 450-SL's, '84 Corvettes, Bug-Eye Sprites and our great bunch of Porsches. We saw what had to be the best assortment of cars we've ever had. Drivers were there in all colors too. We had alot of first-timers out learning a whole new world of driving. There were also some of us just enjoying driving in it's purest form. And then there were the hot-shoes. With the absence of the race-tire gonzo's



I would now like to introduce my bodyguard.

it was nice to see the street 911's (street?) play king of the track again, even if we did have to let a couple of 914-6's in the game.

Best of all though, everyone had a great time. Other than a 450-SL stuck in the mud there was nothing more than a couple of minor wheels-in-the-grass incidents. I can't tell how thankful we are to everyone for coming out, having fun, and bringing their cars home safely.

Really, the only problem I had was being a little too busy to talk to all the people I've come to know. It sounded to me like there was as much fun had in the paddock as out on the track.



Why are these people smiling?
"only one month until Parade"



MIR was represented by the hard-charging Ben Dover.

When the driving was done we moved all the good times to the Bostwick Lake Inn. It was here, over food and spirits that we decided who had the most fun, who drove the fastest, and which car was the fastest. As usual there was alot of disagreement. I think it was because we were all drinking something different.

Not to be satisfied with good times from sunrise to sunset, we moved once again. This time Rick Riley and Lori Schutz kindly hosted another party-on-Plymouth (THE party spot). Doug Tepper emerged as the star attraction. Not only did he bring video of the day's fun, he also showed us all how to breakdance. Only Doug could have discovered that Rick's sofa arm covers make a perfect costume for a "King Tut" routine.

All in all, what a day. One can't describe how much fun a day at the track can be, and it never ends there. Judging from all the interest we generated, I suggest you get your entry in early for the October Auto-X.

I hope to see you there. Jeff Kolk



EVENT REPORT



AN APRIL TECH SESSION; OR, HOW DO I KNOW IF MY PORSCHE FLOATS?

Yes, it does rain on Porsche Club Events. As matter of fact, it rained cats and dogs on our April Tech Session. That, however, did not stop over 35 Porsche pushers from partaking on a variety of munchies and putting to rest two cases of champagne in short order.

The guest speakers (Tim Thatcher, Steve Rhonda, Chuck Olenyk, and Frank Wagner) talked on a variety of Porsche general maintenance areas that benefited both the newcomers and the oldtimers alike. The speakers all are very knowledgeable in their fields, and I am sure that some of their "Trade" secrets will come in handy to those in attendance.

In addition to the speakers, a movie courtesy of Rhonda Tire was also provided to get the adrenalin flowing (The 24 Hours of Le Mans in 18 Minutes!). If that wasn't enough, we tested not only a Porsche Carrera Go Kart from Rhonda, but also two very nice 944's courtesy of Car Barn.

Although we didn't end up dancing on the tables at the local restaurant, Jeff Kolk did bring along his cardboard friend Rodney Dangerfield to keep us all amused. We had a great time putting on the event, and hope that those of you in attendance came away with just a little bit of Porsche knowledge that you didn't have before.

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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.

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 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

GRATTAN RACEWAY 1984 SCHEDULE OF RACING EVENTS

Grattan — A Nice Place To Spend Your Weekends

APRIL 27-28-29	AMA MOTORCYCLE REGIONAL & SCHOOL
MAY 5	PORCHE TIME TRIALS
MAY 12-13	SCCA NATIONAL ROAD RACE DT REGIONAL
MAY 19-20	W.E.R.A. MOTORCYCLE REGIONAL
JUNE 9-10	SCCA CHAMPIONSHIP REGIONAL DT REG.
JUNE 16-17	AMA SCHOOL & ENDURANCE CHAMPIONSHIP
JUNE 30-JULY 1	AMA NATIONAL SPRINTS MOTORCYCLE
JULY 21-22	W.E.R.A. MOTORCYCLE NATIONAL
AUG. 11-12	CHICAGO ROAD RACE
AUG. 25-26	SCCA ROAD RACE SCHOOL DT
SEPT. 15-16	W.E.R.A. MOTORCYCLE ENDURANCE & SPRINT
SEPT. 22-23	SCCA REGIONAL ROAD RACE DT
OCT. 6-7	PORCHE TIME TRIALS

ALL REMAINING DATES OPEN FOR PRACTICE

GRATTAN RACING CLUB

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

Track 691-7221
 Phone 453-4389

All Pets on Leashes

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

GRATTAN GROCERY
Beer & Wine

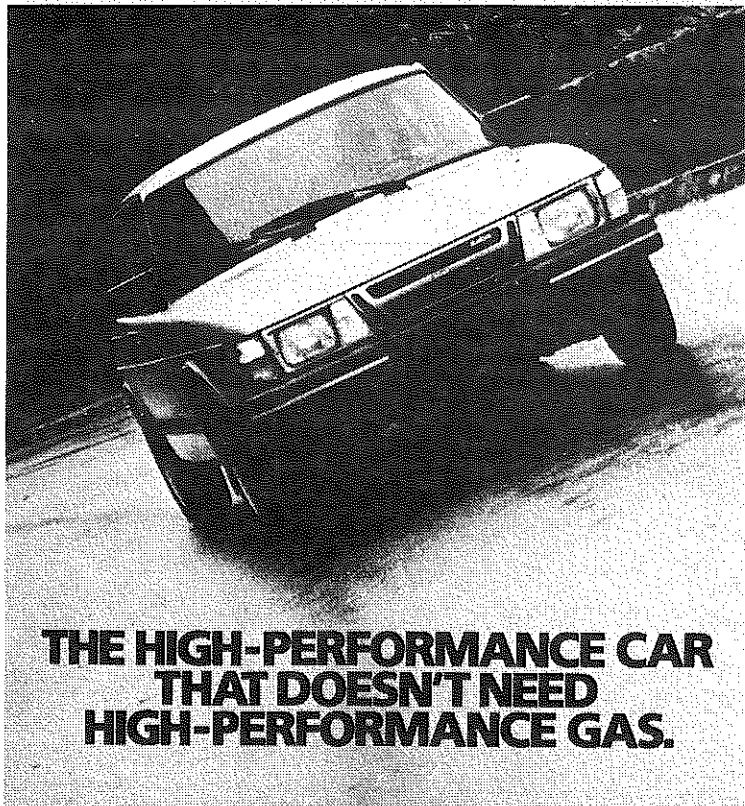
GRATTAN SERVICE STATION
Gas, Oil & Repair

GRATTAN BAR
Liquor & Dinners

CAMPING AVAILABLE FOR EACH EVENT

Keep Your Area Clean

Trash Bags Available at Concession Stand



**THE HIGH-PERFORMANCE CAR
THAT DOESN'T NEED
HIGH-PERFORMANCE GAS.**

There is one turbocharged car that is both more efficient and less fussy than any of its competitors.

It's the Saab 900 APC Turbo.

Thanks to an Automatic Performance Control that electronically monitors turbo boost, the Saab engine can operate at a higher compression ratio than any of those other turbo cars, making it more efficient than most of them.

The same control system lets the Saab driver safely use low-octane gasoline, high-octane gasoline, or anything in between. Because it adjusts turbo boost to match the octane rating of your fuel, Saab's APC system gives you the full benefit of high octane fuel or lets you run comfortably and safely on less expensive gasoline.

SAAB

The most intelligent car ever built.

KEENAN CAR CO.

SAAB *The Professional's Car*

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Ph. 616-241-5623



PORSCHE
ÜBER ALLES



PORSCHE TRENDS

Courtesy of the publication
PORSCHE TRENDS GALLERY

84 - 944 Orders still backlogged! New Carreras's selling briskly. New 928 orders are up slightly over 83 model. 914/6's bringing unbelievably high re-sale prices! Early 924's a steal - especially low mileage units. Speedsters continue their blue chip status and edge up slightly.

Best Buy of the Month: Low mileage 73, 74, 75, 76 Carreras

Market Value Ranges are for Average Vehicles!

TREND: (+) INCREASE (NC) NO CHANGE (-) DECREASE

YEAR/MODEL	TREND	MKT VAL RANGE	AVERAGE	YEAR/MODEL	TREND	MKT VAL RANGE	AVERAGE
84/930 Turbo	(NC)	\$48,500-52,500		75/914-2.0	(+)	\$ 4,750- 6,250	
928 S	(NC)	43,000-47,000		914-1.8	(NC)	4,900- 5,400	
911 Cabriolet	(-)	36,000-40,000		74/Carrera	(+)	15,200-17,200	
911 Targa	(-)	34,000-37,000		911 S Targa	(NC)	11,900-12,900	
911 Carrera	(-)	32,500-36,000		911 S	(NC)	11,400-12,400	
944	(NC)	23,500-25,500		911 Targa	(NC)	10,000-11,000	
83/930 Turbo	(NC)	45,500-49,500		911	(NC)	9,500-10,500	
928 S	(-)	37,000-40,000		914 2.0	(+)	5,450- 5,850	
911 SC Cabriolet	(-)	33,000-36,000		914 1.8	(NC)	4,425- 4,925	
911 SC Targa	(-)	30,500-33,500		73/Carrera RS	(NC)	15,000-17,000	
911 SC	(-)	29,000-32,000		911 T Targa	(+)	10,200-11,200	
944	(-)	22,000-24,000		911 S	(NC)	10,000-11,000	
82/930 Turbo	(NC)	42,500-46,500		911 T	(NC)	9,500-10,500	
928	(-)	31,000-34,000		911 E	(NC)	9,400- 9,900	
911 SC Targa	(-)	27,000-29,000		914-2.0	(+)	4,300- 4,700	
911 SC	(-)	26,000-28,000		914-1.8	(NC)	4,000- 4,500	
924 Turbo	(-)	15,000-16,000		72/911 T Targa	(NC)	9,550-10,550	
924	(-)	13,000-14,000		911 E	(NC)	9,150- 9,650	
81/930 Turbo	(NC)	40,500-44,500		911 T	(NC)	9,100- 9,600	
928	(NC)	28,575-30,575		914-4	(NC)	4,000- 4,500	
911 SC Targa	(-)	24,000-26,500		71/911 E	(NC)	8,500- 9,500	
911 SC	(-)	24,000-26,000		911 T	(NC)	7,750- 8,250	
924 Turbo	(-)	13,000-14,000		914-6	(+)	7,600- 8,600	
924	(-)	11,000-12,000		914-4	(NC)	3,750- 4,250	
80/930 Turbo	(NC)	39,000-42,000		70/911 E	(NC)	8,300- 8,800	
928	(NC)	24,425-26,425		911 T	(NC)	7,550- 8,050	
911 SC Targa	(NC)	22,500-24,500		914-6	(+)	7,600- 8,200	
911 SC	(NC)	21,750-23,750		914-4	(NC)	3,500- 4,000	
924 Turbo	(-)	11,000-12,000		69/911 S	(NC)	7,500- 8,500	
924	(NC)	9,825-10,825		911 E	(NC)	7,250- 7,750	
79/930 Turbo	(NC)	37,000-41,000		912 Targa	(NC)	7,250- 7,750	
928	(NC)	20,850-22,850		911 T	(NC)	7,000- 7,500	
911 SC Targa	(NC)	19,425-21,425		912	(+)	6,800- 7,300	
911 SC	(NC)	19,000-20,000		68/912 Targa	(+)	7,300- 7,800	
924	(NC)	8,000- 8,500		911 L	(NC)	7,000- 7,500	
78/930 Turbo	(NC)	31,200-34,200		911	(NC)	6,750- 7,250	
928	(NC)	18,550-20,550		912	(NC)	6,500- 7,000	
911 SC Targa	(NC)	17,700-18,700		67/911 S	(NC)	7,750- 8,250	
911 SC	(NC)	17,125-18,125		911	(NC)	6,250- 6,750	
924	(NC)	6,700- 7,200		912	(NC)	6,100- 6,600	
77/Turbo Carrera	(NC)	26,000-28,000		66-65/911	(+)	6,100- 6,500	
911 S Targa	(NC)	14,200-15,200		66/912	(NC)	5,500- 6,000	
911 S	(NC)	13,750-14,000		65-64 SC Cabriolet	(+)	11,600-13,600	
924	(NC)	5,750- 6,250		65-64 SC	(NC)	9,500-10,500	
76/Turbo Carrera	(NC)	23,700-25,700		65-63 356 C	(NC)	8,750- 9,250	
911 S Targa	(+)	13,500-14,500		63-61 Carrera	(NC)	11,000-12,000	
912 S	(+)	13,200-14,200		63-60 Cabriolet	(+)	11,500-12,500	
912 E	(+)	11,600-12,600		63-60 S 90	(NC)	11,000-12,000	
914-2.0	(+)	5,900- 6,500		63-60 356 B	(NC)	9,000- 9,500	
75/Carrera	(+)	17,500-19,000		60-58 Conv D	(+)	11,100-12,100	
911 S Targa	(+)	12,000-13,000		59-55 356A	(NC)	9,500-10,000	
911 S	(+)	11,600-12,600		58-55 Speedster	(+)	16,100-18,100	

* PTC DOES NOT ASSUME RESPONSIBILITY FOR TYPOGRAPHICAL ERRORS.

June 22-24 is the Weekend -
 Portage, Indiana is the Place -
 Competition is the Game -

George Saxton

It all adds up to the Autocross Event of the year The Portage Grand Prix Jamboree. This midyear PAX extravaganza pits 250 of the nations best Autocrossers in head to head combat for not only Class Honors, but for the Honor at being named Grand Champion based on the PAX Index. A cash prize and special trophy accompany that title.

The PAX Index compares the performance potential of all classes, so that times of various classes can be compared to determine who is the best, no matter what class he or she runs in. In five years there have been five Grand Champions, all from different classes.

The Grand Prix was born six years ago as a joint venture between the Indiana Northwest Region of the SCCA and the town of Portage, Indiana. Portage closed down it's main street for a Sunday, and 150 Midwestern Autocrossers raced down the street and into a department store parking lot. While we raced, the town had a small area of concession stands.

Through the next four (4) years the event has grown for both the Autocrossers and Portage. Portage now hosts a week long festival, and PAX puts on two days of racing for 250 Autocrossers.

To guarantee the quality of the competition, only experienced Autocrossers are accepted, and preregistration is required.

Besides the PAX Index, another innovation in autocrossing has been developed through the Portage Grand Prix. That is the concept of Club Corner Stations. Each corner on the course is assigned to one or more clubs. It is then their responsibility to man that station for the weekend. As a final bit of competition, the Chief of Corners picks the Best Corner, and that group is named and awarded.

But the fun doesn't stop there. Another Trophy is given to the participant deemed Best of Show by a vote of all participants. This is based on the best looking or prepared car, equipment, crew, attitudes, or anything else that makes he or she stand out.

The Grand Prix is sponsored in part by local businesses whose names are carried on the race cars. Many new friends are introduced through this system, and loyalties are quickly formed. (Take a look at the windows of Bottleneck Liquors during race week).

So don't miss Portage 1984; for the Best Competition, the Best People, the Biggest Crowd of Spectators, the Best Announcer (Lloyd Loring) and the Best Bargain in Autocrossing.

Oh Yes, A special Prize will be raffled off this year A Trip for Two to Disney-World, Las Vegas, or Puerto Villarta. Now do I Gotcha?

SEE YOU IN PORTAGE.

Make your Reservations early as there is a Convention in town the same weekend as the Portage Grand Prix- - -



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

PORTAGE GRAND PRIX JAMBOREE
 JUNE 22-24, 1984

ENTRY FORM

NAME: _____ DRIVER'S LICENSE NO. _____

ADDRESS: _____
(street) (city) (state) (zip-code)

PHONE NUMBER: _____
(home) (work)

CAR: MAKE _____ MODEL _____ YEAR _____

CLASS ENTERED: _____ ENGINE TYPE & SIZE: _____

PREFERRED NUMBER: 1st choice _____ 2nd choice _____ 3rd choice _____

Will any other driver be driving this car? YES _____ NO _____
 if so, who? _____

CAR OWNER'S NAME: _____

ADDRESS: _____
(street) (city) (state) (zip-code)

Nationals Entered/Finish Position _____

Divisionals Entered/Finish Position _____

Portage Entered/Finish Position _____

Car Club Affiliation (if any) _____

Driver's Signature _____ Date _____

Owner's Signature _____ Date _____

Entry fee is \$17.00 Make checks payable to Pro Auto X.
 Deadline is postmark June 1, 1984.

Send entry fee and completed form to: George Saxton
 16909 Holmes
 Hazel Crest, Ill. 60429



PORSCHE POSSE

Minutes of May 2, 1984 Board Meeting,
WMR-PCA

PRESENT: D. Meyer, J. Cull, P. Cull,
B. Shedd, B. Dankert, S. Dankert,
P. Riddle, F. Wagner, B. Moses,
C. Olenyk, S. Hoek, D. Hoek, L.
Schutz, R. Riley, M. Moses, G. Petertyl,
J. Kolik, K. Wirth.

TREASURERS REPORT: Shedd - \$1,500
balance, timing equipment paid for.

MEMBERSHIP REPORT: M. Tepper - Three
new members, eight late renewals.
Total of 100 members. 14 applications
out.

UBER ALLES REPORT: C. Olenyk - More
ad revenue is in. The Travel Bug
will be a new advertiser.

PORSCHEPORIUM REPORT: B. Dankert -
T-Shirts are in. \$628 inventory,
\$220 cash balance.

OLD BUSINESS

APRIL TECH! Wagner - 34 - paid
attendance, \$102 income, \$50 expenses.

MAY EVENT: Kolik - Receiving alot of
feedback on allowing entrants in at
the gate. Chairman prefers to limit
this to a very few, Board disagrees.
All other plans are ready.

JUNE EVENT: M. Tepper - Proceeding
nicely.

MONTHLY MEETING CHANGES: After positive
response at the April meeting to
possibly changing to Fridays and chang-
ing location, people's minds seem to
have changed. Our Research Comm.
did come up with Godfather's Pizza and
Norm's as 2 possible locations.

TIMING EQUIP.: P. Cull - In Shipping.

H.O.W.: P. Cull will try to arrange
for the use of the Lear Siegler
Parking Lot again, and others will
look for back-up location. We
are also trying to arrange Chairpersons
for each individual event.

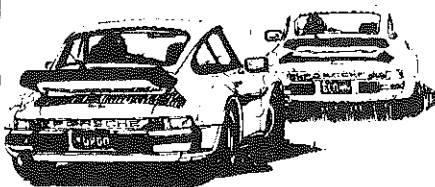
NATIONAL NEW'S

COMPUTER CONTINUED: Petertyl - It
was again noted we were one of only
9 regions out of over 100 to vote
against the purchase of this computer.
Our Zone 4 rep., Lew Morman, expressed
his displeasure with our position.

A letter from a member from Ohio was
presented which basically summed up
WMR's position, except in a much more
organized, detailed manner. This
letter, written by an expert in the
computer field, thoroughly pointed
out the excessive expenditure and
future costs of the system not
presented in National's proposal.

The whole affair was summed up by
a members remark "They have a Cardex,
need an Apple, want an IBM System 36."

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only the best quality
parts available. No cloth
dash covers, window louver
or fuzzy dice. Performance
and top maintenance equip-
ment is our business. If
you value your Porsche,
then give us a call.

Ask for Uncle Frank"



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ALL PCA MEMBERS. ALL ADVERTISE-
MENTS WILL RUN FOR TWO MONTHS.

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



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4 Locations

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

PRESENT THIS AD FOR
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PORSCHEMPORIUM

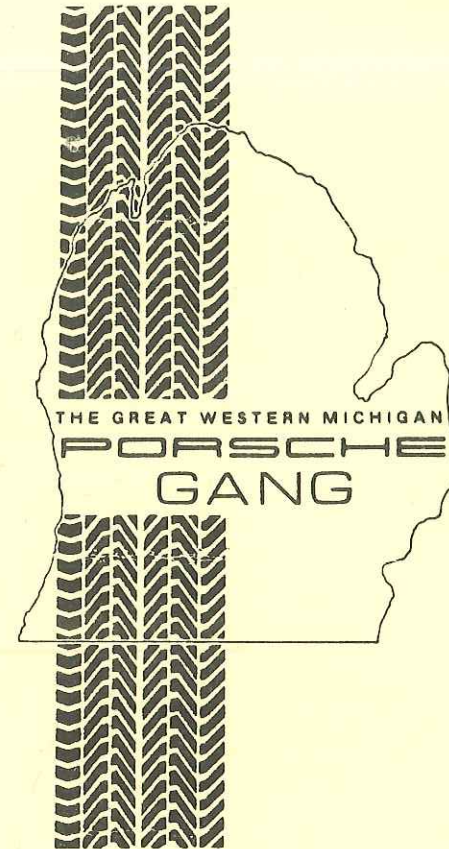


Binders, Panorama	\$ 9.50
Book, Porsche Owner's Manual	14.50
Books, Up Fixin Der Porsche Vol. I - Vol. V 1956 to 1980	45.00
Book, Up Fixin Der Porsche Vol. IV 1972 to 1976	12.00
Book, Up Fixin Der Porsche Vol. V 1977 to 1980	12.00
Bra, Black 924	30.00
Car Badge, PCA	15.00
Car Badge, WMR	2.00
Decal, PCA 2" Water 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
<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

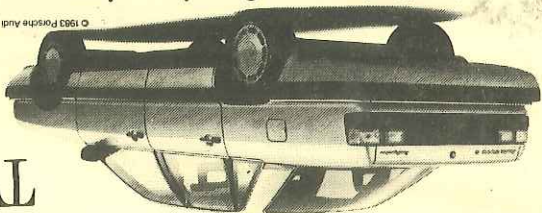
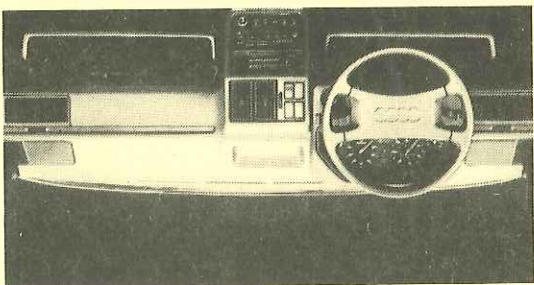
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UBER ALLES

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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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3

address correction requested