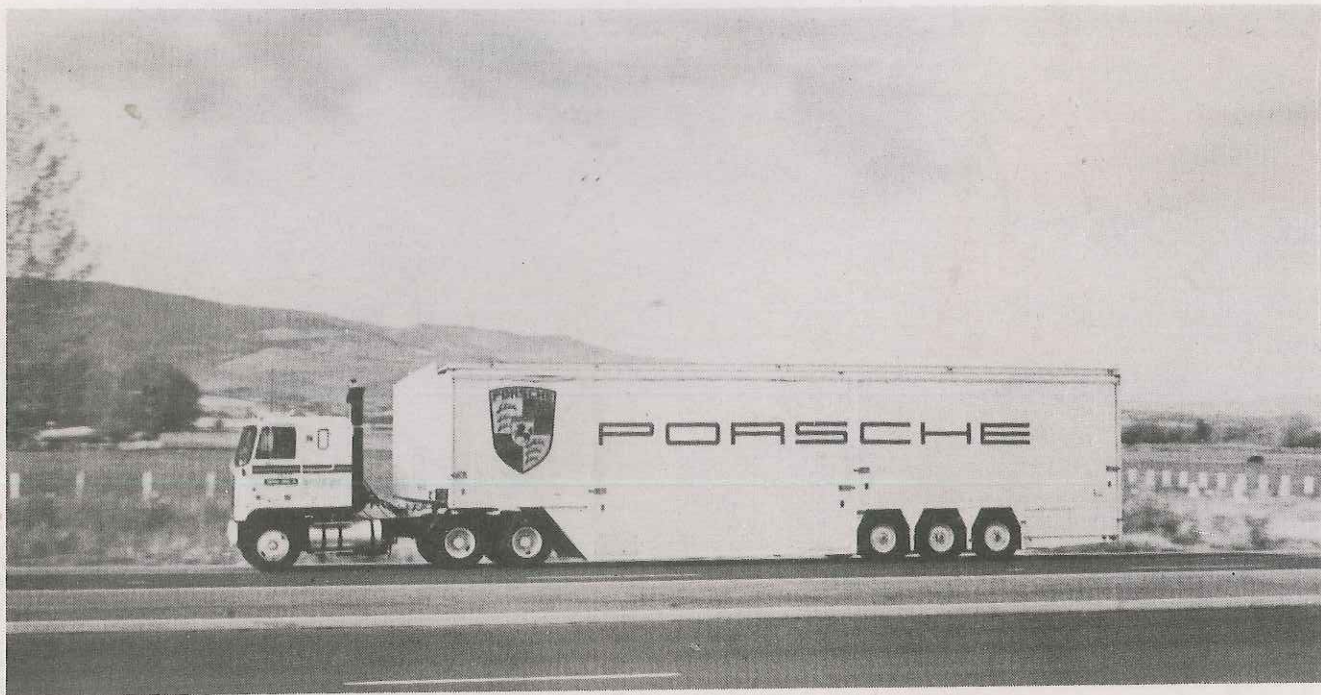


**JANUARY  
1987**

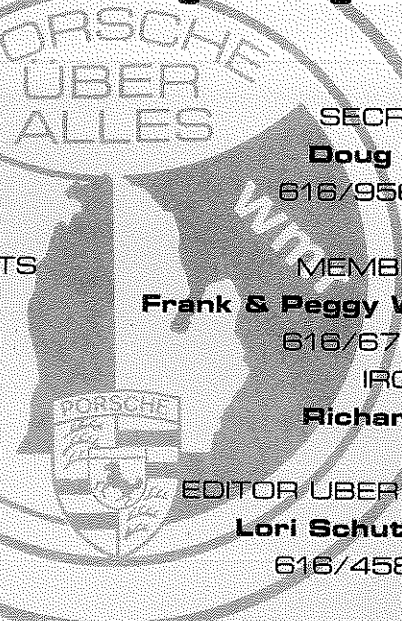
**PORSCHE  
ÜBER**



**ALLES**

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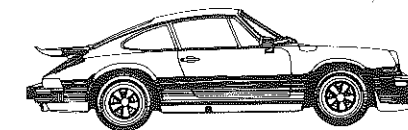
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½ Page - \$125	Back Cover - \$250

All material must be submitted by the 12th of the month for publication in next issue.

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**meeting place—**

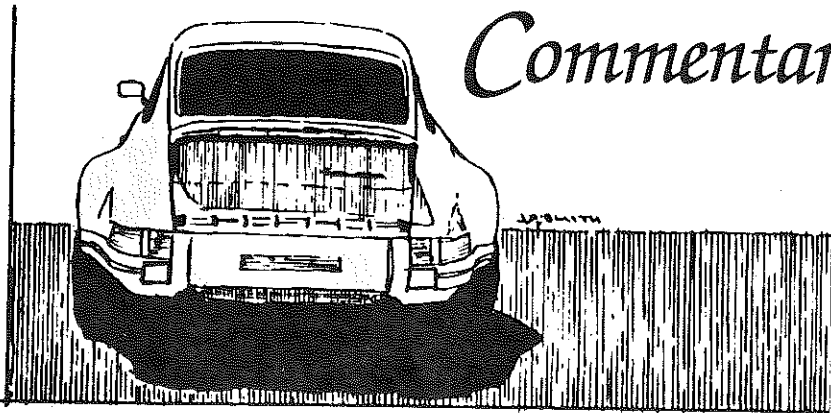
January 7, 1987	February 4, 1987
Rick & Lori Riley	Eric & Debbie Zillmer
166 Plymouth NE	2422 Russit NE
Grand Rapids MI	Grand Rapids MI
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Western Michigan Porsche Club holds monthly meetings on the first Wednesday of every month. The location changes each month to a different member's home. This location is found above. These meetings are open to all members of the club, and to anyone interested in becoming a member. Please feel free to contact an officer, or the host of the next meeting for more information or directions. See you there!

**ON THE COVER:**

Porsche is the first automobile manufacturer to haul its cars in fully enclosed custom built carriers. See story page 3.

# Carrera Commentary



Happy New Year Everyone!! Welcome to 1987. We are in for an exciting Porsche Club Year. Our brain-storming session was very constructive, and gave our board the message loud and clear - we enjoy getting together with our Porsches and enjoying each other's company. Along with our own events, we want to try to attend a Vintage Car race as a group. How about Mid-Ohio in June, or Road America in July? Let your officers know if you are interested.

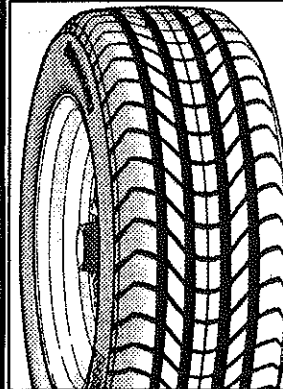
This past year saw a lot of changes. Many of you changed your address too. Please advise me if your address will be changing, or if it already has. The post office charges us 30¢ for each returned or forwarded copy of Ubers. If you missed any issues, I have a few extras of each. Let me know.

Your 1987 officers and appointed positions are on the inside cover. Feel free to contact them with any comments or suggestions for the new year. This is your club - your input is important.

I look forward to seeing everyone at Winterfest on February 14. See flyer this issue. Call or mail your reservations to Debbie Zillmer soon!!!

Editor Uber Alles  
**Lori Schutz-Riley**

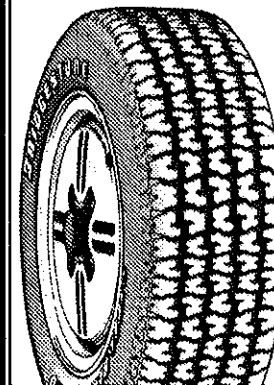
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**PORSCHE FIRST****TO TRUCK ITS CARS IN  
ENCLOSED CARRIERS**

Reno, Nov 14, 1986 — Porsche Cars North America, Inc. is the first automobile manufacturer to haul its cars in fully enclosed, custom-built road carriers to its dealers nationwide.

The change from conventional open-air carriers was taken to protect cars from road damage during transport and to deliver them in factory condition to dealers and then customers.

"these specially constructed carriers will eliminate the inconvenience of dust, rain, snow, mud, rocks and road salt. The cars will arrive at our dealerships ready for customer delivery," explained John A. Cook, president and chief executive officer of PCNA. "Porsche owners treat their cars very carefully. These new carriers reflect our customers' feelings about their Porsches."

The custom-designed and built units are being made for Porsche by two car haulers — Commercial Carriers, Inc. of Southfield, Michigan and Motor Convoy of Decatur, Georgia. The carriers make extensive use of hydraulic lifts to raise and lower nine cars into position for travel with one car riding on the roof of the truck of the Motor Convoy Carrier.

The sides of the carriers are heavy fabric or vinyl composites protected by polyurethane coatings. The trucks are brilliant white with a large red, yellow and black Porsche marquee, red Porsche logo on both sides, and a Porsche marquee on the end.

"They provide the extra benefit of serving as rolling billboards for Porsche," Cook said.

Each manufacturer makes a slightly different carrier. On both types, however, the roofs raise and the sides move away to allow for loading and unloading. Both types of carriers are 48 feet long by 13 1/2 feet tall when the roof is closed.

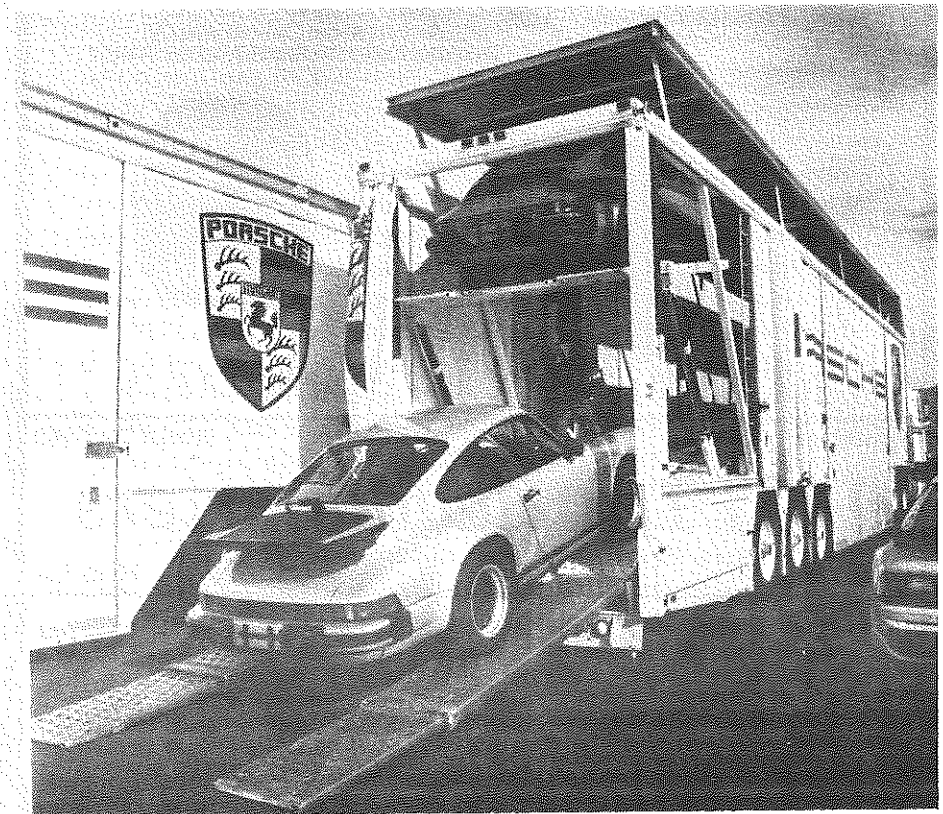
The Commercial Carriers, Inc. hauler uses a semi-trailer with a drop tri-axle and single tire rim assembly. The Motor Convoy hauler has a dual axle with double wheels. Both units have air suspension for a gentle ride and are equipped with aluminum skids for loading and unloading at a minimal approach angle from the ground.

The company will use 15 carriers at its Reno distribution center and 40 carriers at its Charleston facility.

Porsche Cars North America, Inc. is the authorized importer and distributor of the renowned German Performance sports cars.

For more information:

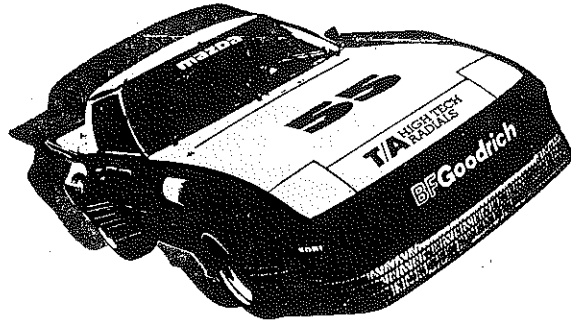
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# 944 Belts

Tech Tips, by Jim Farmer/Giganti VW, Porsche & Audi  
Reprinted from CIRCULAR, Central Indiana PCA News-  
letter, August, 1986

Since it's introduction in 1983, the Porsche 944 engine has been equipped with a unique drive belt system consisting of two toothed belts. One of these belts is toothed on both sides. This system was necessary because of the overhead camshaft and two balance shafts on the 944.

In the past we have found the belts to be fairly reliable, with two exceptions. First, is proper adjustment and second is oil being allowed to get onto the belts.

Adjustment of these belts is very critical. The factory recommended interval is at least every 15,000 miles. Proper adjustment can be achieved only when the engine is absolutely cold, and using only special tool number 9201, NO Exceptions! Although I cannot say the improperly adjusted belts always lead to disaster, I can say the several 944 owners have suffered severe engine damage due to the lack of maintenance or improper adjustment of the camshaft and/or balance shaft drive belts. Because of the design and the materials used, it is virtually impossible to adjust these belts by 'feel'.

Oil usually gets onto the belts from a leak on the front of the engine. Oil leaks in this area usually come from three sources. The front crankshaft sea, the balance shaft seals, or the oil pump mounting bolts. If oil is allowed to get onto the belts, it will deteriorate the belt material in a short period of time. This causes the belts to stretch severely and in many cases, the teeth will actually shear off of the belt. A sure sign of trouble is if you can see signs of oil leakage on the extreme lower portion of the plastic belt shrouding at the front of the engine.

Finally, just this week our field representative from Porsche Cars North America informed us that PCNA is now recommending that we advise our customers to replace both belts every 30,000 miles. Because of the potential damage that can occur from a broken or improperly adjusted belt, I think it is money well spent.

# BULLETIN

RENO — Ticket sales began today for the grand prize in the Nevada Opera Association's annual fundraising event, The Classic Auction III. The prize is a \$60,000 1987 Porsche 928S 4.

The winner of this car will be selected from among entries received by March 26, 1987. A drawing will follow the Classic Auction III, which is the Opera Association's primary fundraising event. Proceeds from the fundraiser will be used for the funding of future opera productions.

Tickets for the drawing are \$100 each.

"The chances of winning the grand prize are enhanced because there is a limit on the number of tickets we'll sell," explained Joanna SjoGren, president of the Opera Association. "No more than 2,500 chances to win this car will be sold and the winner will not need to attend the auction to win."

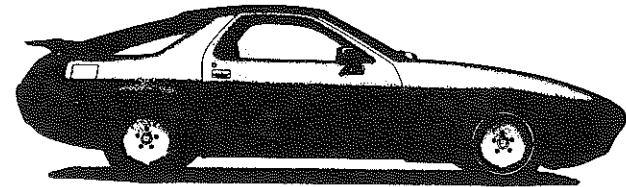
The base price of the Porsche 928S 4 is \$58,900. The winner will receive a car with manual 5-speed or automatic transmission, side moldings, an alarm system and positrol and lumbar support features and will be able to select the color of the car.

Tickets are available from the Nevada Opera Association at 800-992-2072 outside of Nevada. Major credit cards will be accepted.

The Nevada Opera Association is a non-profit organization and the cost of the ticket is tax-deductible.

Submitted by PCNA News Media Manager Martha Mc Kinley

For \$100  
you could become  
the proud owner of a  
1987 Porsche 928S 4



Your \$100 tax deductible donation makes you eligible to become the owner of a 1987 Porsche 928S 4.

The owner will be selected Thursday, March 26, 1987 at the Nevada Opera's Classic Auction III.

For more information call

**1-800-992-2072 / 702-786-4046**

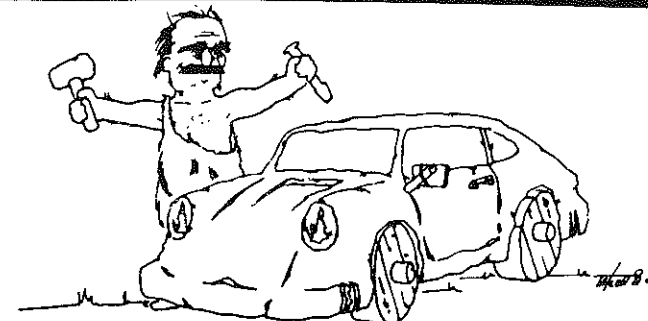
Participants limited to 2,500. Donors need not be present to win. Ordered and delivered through your local authorized Porsche dealer in the U.S.A.

Payment of all applicable taxes and fees is the responsibility of the winner.

*Nevada  
Opera*

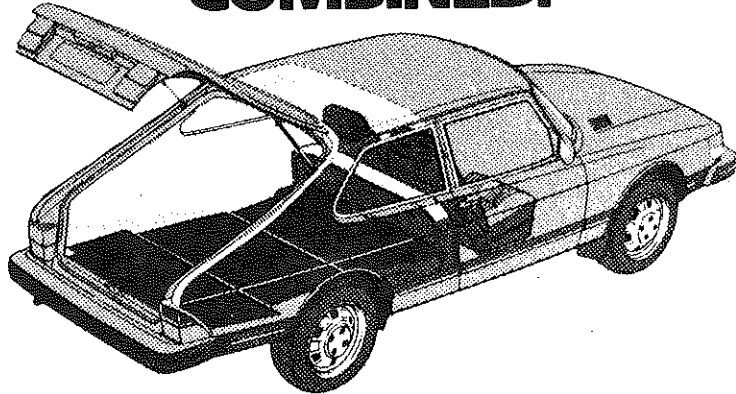
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**Understanding  
Vapor Lock**

By Jim Farmer, Giganti VW, Porsche & Audi

Reprinted from April 1986 CIRCULAR, Central Indiana PCA Newsletter

The changes made in gasoline since the early 1970s have caused many poor performance and drivability problems drivers are complaining about, and undoubtedly have caused many unnecessary repairs.

A typical complaint we hear is, "I pulled off the highway to stop for 15 minutes, and when I returned and tried to start my car it would start and die. When I did get it running, it wouldn't idle for several minutes". The culprit, of course, is vapor lock.

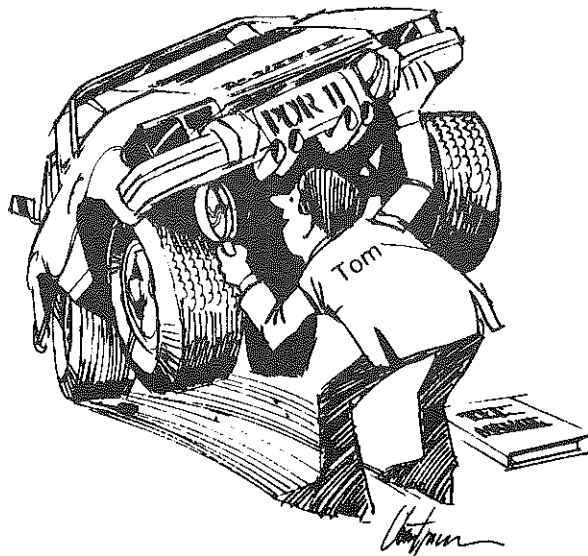
If you cannot understand why your mega-buck Porsche should suffer such common ills, read on. Gasoline is made of hydrocarbons, molecules of hydrogen and carbon. An ideal fuel is balanced with a low vapor pressure, a high boiling point to avoid vapor lock, but enough volatile elements for wasy starting. Petroleum companies vary the blend constantly. Winter gasoline, for example, is more volatile than summer gasoline for easier cold weather starting.

For decades, refiners added tetraethyl led to gasoline to improve octane. But during the early 1970s, the EPA brought an end to that. Since lead could no longer be used, refiners turned to a refining technique called reforming, a process that combines a certain like molecules to make more complex high-octane molecules.

In an effort to maintain octane levels, and hold costs to a minimum, the refiners are using ethanol (grain alcohol), methanol (wood alcohol) and butanes in quantities of up to 10 %. In addition, many refiners have stopped adding detergents altogether to their gasolines.

Unfortunately, the reforming technique of refining gasoline has resulted in a lot of grief for today's drivers. When you shut off your car after driving, the engine and fuel system become completely "soaked" with heat. When this happens, the gasoline is actually boiled or vaporized out of the fuel system. The end result is the typical symptoms and complaints I previously mentioned. All of this is caused by the fact that although the refiners have been successful in maintaining octane and volatility levels, the boiling point of the fuels has been lowered dramatically with the use of butanes and alcohols.

What can you do about all of this? First, if you encounter the symptoms I have described, try another brand of fuel before you condemn the car. Second, try to purchase only gasoline which is alcohol free and contains detergents to help keep the injection system clean. Third, if you do have a problem, just let the engine cool down before you heat up (on a hot summer day, this can take up to an hour). After the engine has cooled, it should start and run normally.



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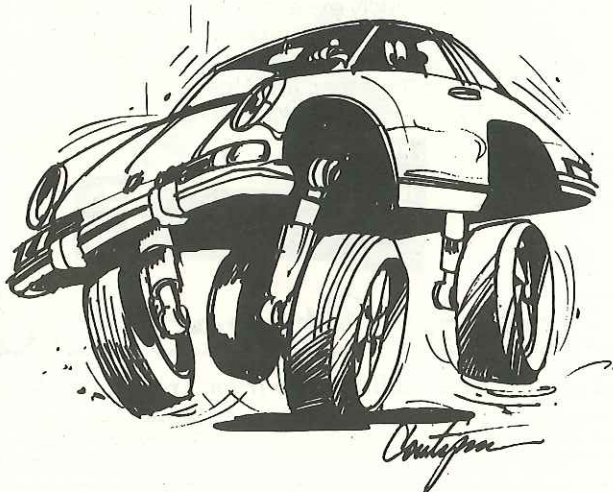
## Accessory Wheels

by Jim Farmer/Giganti VW, Porsche & Audi

Reprinted from CIRCULAR, Central Indiana Region Newsletter  
March 1986

This month the subject is accessory wheels. Installing accessory wheels on your Porsche obviously is a simple task. Even so, there are some precautions that should be taken during purchase and installation to insure safety and satisfaction.

Wheels are available in any number of diameters, widths, and offsets. What combination you choose depends on what you are wanting to achieve. The most important point when purchasing wheels is clearance. Adequate clearance must be maintained not only at the fenders, but at suspension and brake components as well. We have experienced a number of cars that had too little clearance between the wheel rim and brake caliper. Consequently, a proper wheel balance was not possible because the brake caliper would shear the stick on weights off of the inside of the rim.



PHIL'S PHINAL PHLING 1986

Porsche uses several different lengths and styles of lug bolts and nuts from the factory. When you purchase wheels, make absolutely sure that the lug bolts or studs are long enough. Also, be sure the tapered portion of the lug bolt or nut, seats properly in the rim. Great care should be taken in this area.

All Porsches built since 1967 have self centering hubs. The factory wheels have a machined surface inside the center of the rim which mates to a machined surface on the center hub of the brake disc. This design was used to insure the wheel would be perfectly centered when mounted on the car. If the self centering hub is utilized, either with factory or accessory wheels, it is imperative that you use a high temperature - antisieze compound on not only the lug bolts, but the machined surfaces as well. When the wheel is installed, corrosion and rust will form on the machined surfaces in a relatively short time causing the wheel to actually sieze tothe bug, so tight it is almost impossible to remove the wheel, especially along the highway in an emergency situation.

Porsche offers an antisieze compound called "OPTIMOLY TA", under part no. 000.043-020.00, but we have found several locally available products that seem to work just as well.



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## Winterfest '87

February 14  
Silo Gopher, Marne MI  
Cocktails 6:30 pm  
Buffet 7:30  
Dance to follow  
Semi formal  
\$15.00 per person

RSVP by February 7 to Debbie Zillmer  
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616 363-3740



## Winterfest '87

February 14  
Silo Gopher, Marne MI

Winterfest '87 will be extra special this year. It's on Valentine's Day, Saturday, February 14. Bring that special someone (or meet them there!) to meet with good friends and lots of fun. We'll be at the Silo Gopher in Marne, MI just west of Grand Rapids. Take I-96 toward Muskegon to the Marne exit, and follow signs in town. You can't miss it.

Cocktail hour is at 6:30 pm with punch bowls compliments of the Porsche Club. There will also be appetizers and a cash bar available. At 7:30 pm we help ourselves to a delicious three entree smorgasboard with all the extras and a very special dessert to top it off. So bring your appetite.

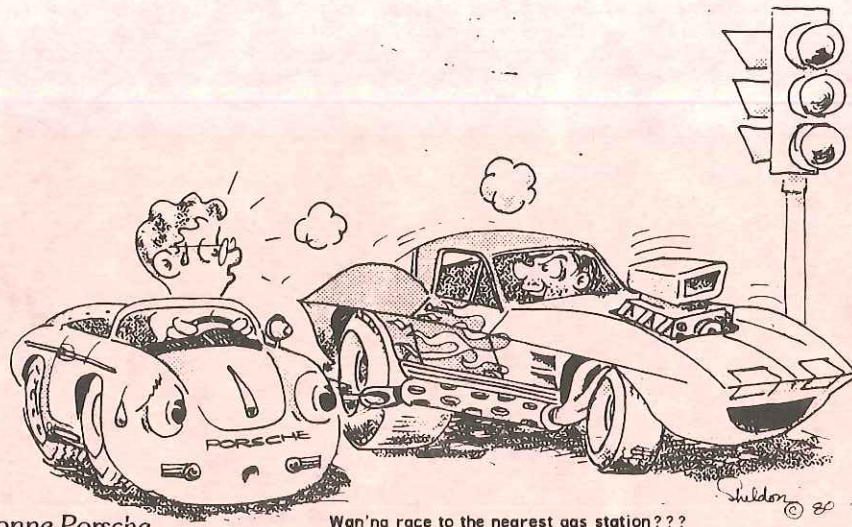
Dinner will be followed by a review of the past year, awards presentation and the announcement of new officers. Then grab your sweetie and join us on the dance floor. We'll have a popular DJ with a wide range of good music, so we can dance the night away. For those of you who prefer, there is a separate area by the bar for "bench racing" where you can talk and be heard!

So leave your Porsche and bring your Valentine for a super evening!! Of course, all single bachelors are also quite welcome!! (and bachelorettes)

Tickets will be \$15.00 per person, which includes dinner, and dancing. Call your reservations to Deb Zillmer at 616/363-3470 by February 7th, or write and send check or money order payable to WMR/PCA to Debbie at 2422 Russit NE Grand Rapids, MI 49505. Overnite reservations available in Grand Rapids at the Harley Hotel (616-949-8800) or the Red Roof Inn (616-942-0800). Call Debbie for additional information.

Looking Forward To Seeing You There On Valentine's Day!!!!

P O R S C H E



Sonne Porsche

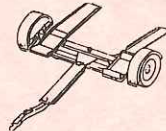
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# 911 Mechanical Injection

by Terry Bourgeois

Reprinted from Whiskey Bay Region Newsletter JUNE 1986

Soon after purchasing my 1972 mechanically injected 911T, I noticed that at high rpm full throttle operation, there was excessive blackish smoke emanating from the exhaust. Needless to say, gas mileage was not impressive either. A plug check revealed black, sooty deposits further verifying a rich condition.

The fix is not difficult, but does require a CO meter. First, warm-up the engine thoroughly (a high speed run is best). Using the CO meter, set the injection pump to the factory specification. The adjustment screw is accessed by removing an allen head bolt from the pump. By using a small screwdriver, the adjustment screw may be timed several "clicks" in either direction.

For my car, 3% CO was the final setting used. The engine now runs clean at all throttle settings, gets almost 23 mpg on the highway and gives perfect plug readings.

One benefit I've discovered with the mechanical injection pump is the ease of changing and experimenting with mixture settings. Once initially set by using a CO meter, you can move the adjustment screw in "clicks" to richer or leaner. As long as you know how many clicks, and the direction you turned the screw, you can return to the original setting obtained with the CO meter.

Maximum performance for autocross or time trials seems to be obtained by setting the pump one click richer and advancing the timing 5 degrees.

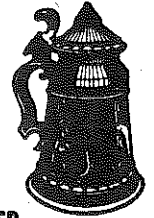
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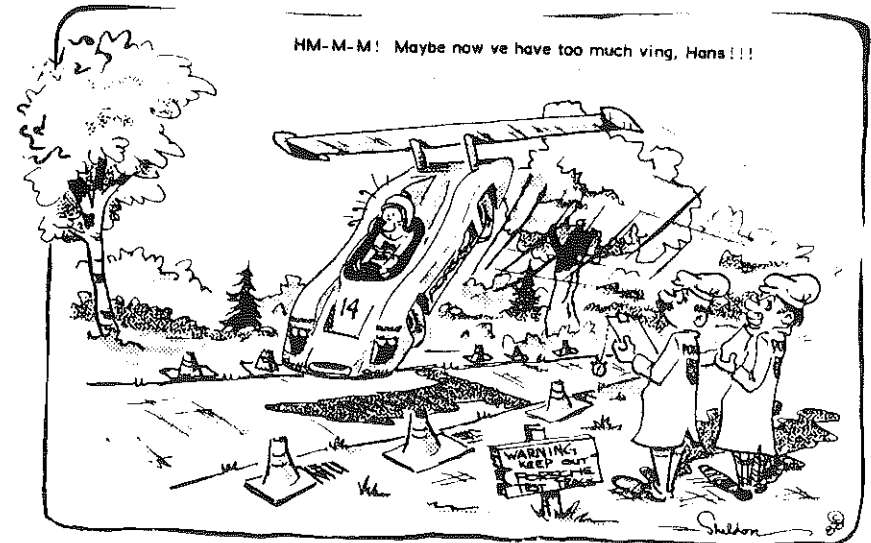
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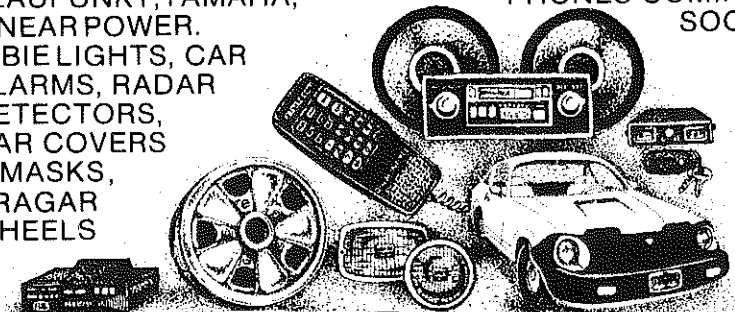
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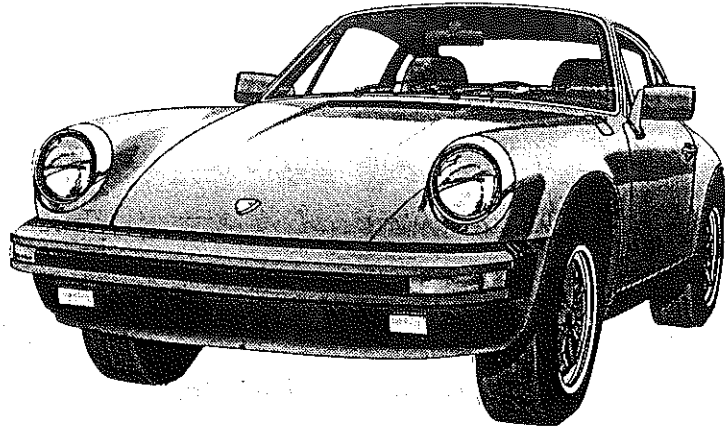
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**SALES HOURS**

Mon. & Wed. 8:30 am-8 pm  
Tues., Thurs., & Fri. —  
8:30 am-6:30 pm  
Sat. 10 am-3 pm

**SERVICE & PARTS HOURS**

Mon. & Wed. 7:30 am-8 pm  
Tues., Thurs., & Fri. —  
7:30 am-5:30 pm

U B E R A L L E S

**Porsche Directed Quotations**

Porsche Directed Quotations is a column which features interesting information about Porsche in the news. Material is submitted by members. If you come across a funny story, or quote, please send a copy to me, and share with fellow Porsche-nuts.

Submitted by Kurt Wirth

Citizens' Coalition for Rational Traffic Laws, Inc.

Dear Fellow Automotive Enthusiast,

For the first time in thirteen years we have a realistic chance to repeal the 55 mph speed limit. You, I, and every other citizen that has chafed under this arbitrary misbegotten law, have an opportunity to hasten its demise.

As a result of our efforts the very first repeal bills to ever reach the floor of Congress were voted on this past October.

Narrowly defeated in the House, similar repeal legislation passed by a wide margin in the Senate. We are already assured that new hearings and new legislation will be forthcoming in 1987.

This unenforceable law is being promoted and maintained by a collection of public officials and private organizations that have spent decades selling the myths that "speed kills", and "slow is safe".

Rampant non-compliance on the part of the general public has forced the states into heavy handed counterproductive enforcement campaigns, such as "rolling roadblocks" and ticket writing binges. Hundreds of millions of dollars have been spent on sham compliance systems, P.R. programs, and bloated safety bureaucracies; money that could have been spent on highway improvements, meaningful training programs and constructive enforcement efforts.

In reality 47 states are out of compliance with the 55 mph speed limit. Through the creative use of bad statistics and collusion with federal authorities these states pretend that 50% of all drivers are complying with "55"!

There are other enforcement misappropriations that divert millions of dollars from worthwhile high way safety programs. "Why?" Because, the states do not want to lose federal highway funds! Any concern for our interests as motorists, and citizens, is lost in the groveling for federal dollars.

## Citizens' Coalition for Rational Traffic Laws, Inc.



## The Nation's Leading Driver's Advocacy Organization

In the meantime, a billion manhours and billions of dollars are wasted every year through lost productivity. Another 100 million dollars is spent on "55" enforcement. This time and money is being squandered for no legitimate purpose or public benefit.

You can fight back. You can join with us in our national effort to return legitimate speed limit regulation to state government; speed limits based on sound engineering criteria, the travel environments of the respective states, and the actions of reasonable motorists.

We all know the transportation climate in Nevada is not the same as that in New Jersey. We have to educate the elected officials, who supposedly represent our interests, to recognize that fact. If they cannot be educated they should be replaced.

The Citizen's Coalition for Rational Traffic Laws was formed five years ago for the express purpose of repealing the 55 mph National Maximum Speed Limit. The CCRIL is the only national organization solely devoted to this purpose.

In those five years we have built a network of advocates that includes thirty two state chapters and members in every state of the Union. From very humble beginnings, we have grown into the most formidable citizen movement to have ever confronted this counterproductive law.

As a member of the CCRIL you will be an informed supporter of the repeal movement. Our newsletters and special mailings will keep you abreast of state and federal repeal campaigns, offer arguments and statistics that support our position, and provide guidance and suggestions on how you, as an individual citizen, can meaningfully oppose the 55 mph National Maximum Speed Limit.

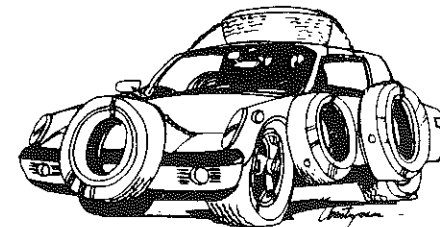
Our volunteer state chapters are organizing anti-55 publicity campaigns, sponsoring state level repeal bills, supporting and opposing political candidates, and using every media form to expose "55" for the public policy fraud it is. The CCRIL has also established a Political Action Committee to fund the election campaigns of our supporters.

Isn't Thirteen years of being harassed on the highways that your tax dollars paid for enough? Do something about this injustice, and do it today ! Join the Citizen's Coalition for Rational Traffic Laws!

Thank you,

James J Baxter  
President 6678 Pertzborn Road  
Dane WI 53529  
608/849-4045

Please contact Mr. Baxter if you wish to have more information on this subject. As all material in Uber Alles, this is not the official of WMR/PCA, merely information for our members.



I'm not afraid of parking lots!



RETRIEVED - A wrecker gently lifts a Porsche sports car from Smokehouse Bay last Friday after an unusual accident in which a Marco Islander 'blacked out' as he was driving on Elkhorn Court, and went through the boundaries of the Dockside and Bayside condominiums and into the water. He was unhurt. Eagle photo by Jack Harris. - Story and more photos - 16A.

Picture on next page...

Submitted by Dan and Neila Bird

Reprinted from Marco Island Eagle

Volume 20 No. 1/November 19, 1986

Marco Island, FL

Retrieved - A wrecker gently lifts a Porsche sports car from Smokehouse Bay last Friday after an unusual accident in which a Marco Islander 'blacked out' as he was driving on Elkhorn Court, and went through the boundaries of the Dockside and Bayside condominiums and into the water. He was unhurt. Eagle photo by Jack Harris



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*Neila*

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# ANNOUNCEMENT

Submitted by Bill Moses/WMR

## WINTER BEATERS

Store your exotic away from the snow  
with a 6 month lease!

1986 CADILLAC SEVILLE -	\$695.55 *
1986 CADILLAC ELDORADO -	\$695.55 *
1985 CADILLAC FLEETWOOD LIMO -	\$695.55 *
1985 OLDS 98 4 DOOR -	\$426.54 *
1984 CADILLAC ELDORADO -	\$524.90 *
1980 CADILLAC ELDORADO -	\$418.62 *

\* 6 mos. closed-end lease. 10,000 miles limit, tax plus plates and security deposit down with approved credit.

# MINUTES

December 10, 1986

Members Present: Eric & Debbie Zillmer, Rick & Lori Riley, Doug & Marcie Tepper, Frank Wagner, Judy Cull, Don Meyer, Hosts: Joe and Debbie Grier

Minutes: A correction noted by Doug Tepper, number 7 of the 10 objectives was incorrect as it read "Computer or word processor". After checking original minutes submitted, the 10 objectives were printed as submitted, but were submitted in error. Should be "Maintain balance of \$5,000 minimum in the club treasury."

Treasurer's Report: Beginning balance \$7,871.20. Ending balance \$7,953.37.

Uber Alles Report: Lori Riley - Advertisers will be invited to Winterfest. 1987 budget for Uber will be same as 1986 voted for and passed by those present. Budget will be all advertising, all national membership rebates plus a cushion of \$200.00 from general treasury if needed.

Membership Report: Marcie Tepper - no new members.

President's Report: Bruce Pickering, Zone 4 Rep has resigned. National news summary given by Frank.

Winterfest: February 14 at the Silo Gopher in Marne. Cocktails at 6:30 pm. Smorgasboard dinner and dancing to DJ. Semi formal dress, \$30.00 per couple, \$15.00 per person.

Old Business: Our soon to be ex-president, Frank Wagner, thanked those who have helped him during the year and the event chairpersons.

Adjournment: 8:25 pm

Next meeting January 7 at the Riley's

**KLASSIFIED**

Klassified is a listing of want/sell ads submitted by WMR members. Ads will be run for 2 consecutive issues at no charge. Other regional newsletters have similar columns, and are available from the editor on request. Minimal charge for ads for non-members.

FOR SALE

911 SC 1979. Targa, Moca Black, broan leather, lowered, Gatorbacks, limited slip, air, cruise, no winters, 70,000 miles. \$18,900 Call Steve Locke 616/247-0028 evenings.

FOR SALE

1976 Mercedes 450 SL Convertible, with both tops, automatic trans. power steering, power brakes, air conditioning, deluxe burglar alarm, leather seats, well-maintained, body excellent condition, engine excellent, dark metallic brown exterior, stored winters, complete maintenance records, 68,000 miles \$22,700 Call Steve Fidler 616/ 453-2014 evenings.

FOR SALE

911 Engines, both in long-block form; 2.0 T (from 1970 914-6) Fresh, Prof. rebuild with 500 mi. new chain tens. with safety locks, crank std./std., webbers with S jetting, stock distrib. \$1800/OBO. 2.0 liter (1970 914-6) excellent shape, compression has S pistons/cyl., S cams, S distrib., new chain tens. with locks and fresh valve adjustment. \$1800. 356 type parts, including cranks, cases, transaxle parts, etc. 914-4 body parts; doors, eng. lids, glass, suspension, etc. modest prices! Tom Pixley, 881 Kelly, Traverse City MI 49684 Call 616/ 946-0724

FOR SALE

1984 944 WPOAA0940EN455397. Guards Red/black, leather sport seats, limited slip, sport suspension, Monterrey alarm, sunroof, 5 speed, cruise, Weltmeister suspension (22mm & 28mm Sways, 25mm Torsion, 210 lb. springs), lowered, Bursch header, Borla muffler, "wood" chromed w/red centers 7" & 8"x15's, throttle response kit, unbelievable autocross car. Beats 911's. No winters. Concours winner. 24,000 miles. Contact Jerry Forthofer, 57155 West Lake Drive, Middlebury, IN 46540, or call 219/825-9859.

**KLASSIFIED**FOR SALE

1970 914-6, Serial # 914043208 : white ext./black custom int.; 1.8 ltr RSR engine with only 3,000 miles; Weber carbs.; Airport gears; Koni shocks' sway bars; 7" 944 wheels; Yokohama tires. VERY FAST—does 110.5 mph in 12.84 secs. for a quarter mile. I will also sell with just the stock engine, or with both engines, or will sell the RSR engine alone. MAKE OFFER. Bill Carder, 512/494-6781 (W), 512/492-9931 (H).

FOR SALE

1970 914-6, White, roll bar, 7" mags, 2.4 S engine w/60,000 on it, headers, torsion bars, "S" brake front and rear, sway bar, Koni-Bilstien, short gears, front battery, streetable autocross special, sport muffler, concours condition, fast and beautiful. Must go to good home. \$13,000 or best offer. Contact Bert Pharis 216/782-1144 days or 216/793-9773 evenings.

FOR SALE

1973 914-4 2.0 liter, Robin blue, 57,000 miles, stored winters mags, appear group. \$5,500 or best offer, Call Brian Williams at 616/245-2741 evenings or 616/532-4071 days.

FOR SALE

SAAB TURBO, black and fast. 1982 liftback body style, Optional frontspeakers, a/c, power steering, power brakes, European headlights, fog lights, four gold mags with P-6, four snow tires mounted on extra steel wheels. Many new parts installed over past 18 months. Special performance mods done by professional factory trained mechanics. New turbo charger with special boost setting. SPG anti-sway bars, metal amster brake pads, gas shocks, Drove with comfort and safety during the winter with FWD. Run with the Porsches during the summer. Personal vehicle of Keenan SAAB parts manager. Everything is right. Call Uncle Frank evenings/weekends 616/ 676-1529 for appointment or for further details.

FOR SALE

UNUSED PARTS for sale. Must clear out basement fast. 914, 911, 914-6, 944 filters, brake parts, clutch parts, 911 engine parts, more. Got a need? Pick up the phone and call, ya never know I might have it, CHEAP!! Uncle Frank, 616/ 676-0666, evenings and weekends.



# WESTERN MICHIGAN REGION PORSCHE CLUB OF AMERICA



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7413 Sheffield Dr SE  
Ada, MI 49301

address correction requested

# It's back.

A 3.3 liter, air-cooled, horizontally opposed, six cylinder, turbo-charged engine that can accelerate from 0 to 60 in about the time it takes to say "The fastest production Porsche ever made" twice.

Or 5.5 seconds, if you prefer raw numbers.

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