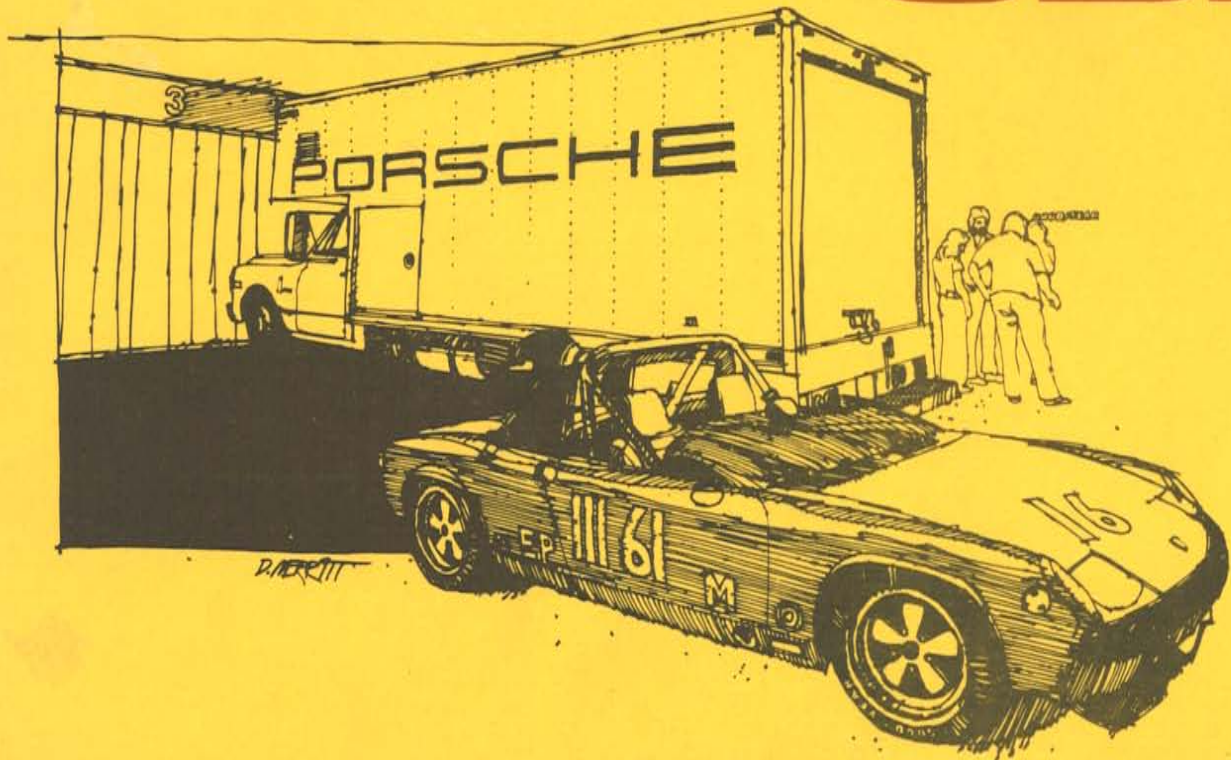


PORSCHE
ÜBER

ALLES

NOVEMBER 1983





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ON THE COVER:

PACKING IT UP FOR ANOTHER SEASON.

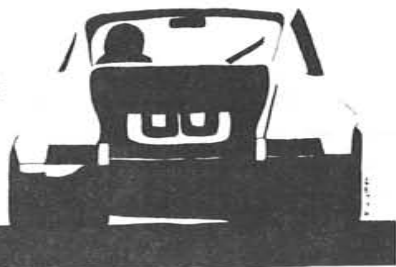
Artwork by Dennis Merrit - San Diego Region



November 12th WMR IROC Banquet
Bill Moses
616-457-2653

November 19th WMR Hot Tub Turkey Day
Judy Cull
616-452-0781

SCHEDULE OF UPCOMING PORSCHE POSSE MEETINGS



November 2nd

Doug & Shari Hoek
0-2194 Lake Michigan Dr.
Grand Rapids, MI
677-1043

December 7th

John & Nancy Lacko
2146 Waite Ave.
Kalamazoo, MI 49008
344-4764

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PAULL'S PLAUDITS CRAIG PAULL

This month's plaudits are awarded to our dynamic tub-driving duo of Bill Moses and Phil Cull.

Bill is a long-standing member of WMR (that means he joined before I did), and can easily be identified at those events where he functions as our loudspeaker for announcements. He and his wife Marilyn have opened their home to the club for social events on several occasions, and have chaired more events that I can remember. In addition, Bill is well known for being a very competitive as well as safety-minded driver in the region.

This particular plaudit, however, is presented for an achievement that many of us appreciated. About two years ago, the Inter-regional Race of Champions (IROC) series between Western Michigan, Michigan-Indiana, and Motorstadt regions was in

serious difficulty. Participation had dropped off severely, and there was a definite possibility that the multi-region competitive events as a series would be eliminated. Bill took it upon himself as our IROC rep to try and salvage the situation. The results, as I judge them, were excellent. Last year's series was one of the best in memory, and was topped off by a great awards banquet. This year, we were off to another good start with a large turnout at Holiday on Wheels (the rest of the series is history by the time you read this, but I won't have been around to participate).

Phil Cull is known to many of us as the organizer of our annual PCA-member barbecue at the Lear Siegler parking lot (more appropriately known as the Holiday on Wheels speed event). He is also the current holder of the "car in the most pieces" award, and has been known to host hot-tub parties around Thanksgiving time.

This month's plaudit for Phil is awarded for his participation in this year's nominating committee.



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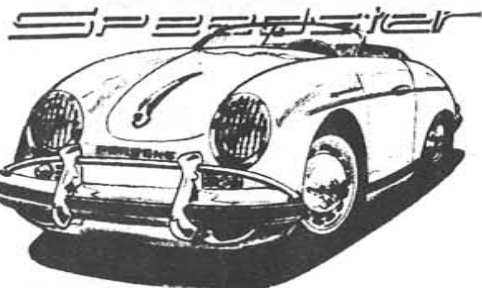


One of the larger challenges that WMR's president faces every year is the recommendation of officers for the following 12 month period. As in past years, a nominating committee was appointed, and Phil was one who graciously agreed to help out. His assistance in this process was invaluable, and his contribution is certainly appreciated.

Phil also deserves recognition for his continued support of our driving event at Lear Siegler. While many of us recognize him as the event chairman, it should be pointed

out that the facility itself was originally secured and continues to be made available to WMR through his efforts.

Many thanks to both Bill and Phil on their initiative and work in support of the region.



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PORSCHE PUSHERS PERSONALITIES JANET LANGDON

We have just one new member this month, a transfer from Motor Stadt Region.

David W. Keenan
5121 Woodmont
Portage, MI 49001

Welcome Dave! We hope to see you out for one of the events next season.

ANNIVERSARIES:

October

Joel & Jean Boyden	18 years
Bill & Marilyn Moses	15 years
Dick & Joan Burnham	9 years
William & Margaret Laidlaw	6 years
Gene Wiley	5 years
Tim & Joni Knapper	5 years
Preston & Diane Parish	4 years
Lance & Juanita Weersma	3 years
Gary & Lori Petertyl	3 years
Joe Grier & Deborah Tuckey	2 years
Mark & Susan Hoekstra	2 years
Bill Freeman	1 year
Doug & Marcie Tepper	1 year

November

Dan & Mary Ann Conklin	9 years
Joyce Bishop	4 years
Kent & Herbert Morris	3 years
Bob & Jean Bodine	1 year

Congratulations everyone!

HOT TUB TURKEY DAY

Date: November 19, 1983

Hosts: Phil and Judy Cull

Location: 1930 Cornelius SE

Time: Any time after 1:00 p.m.
Bird served at 4:00 p.m.

RSVP: By November 15 — call 452-0781



Call Judy for food assignment.

Bring bathing suit, towel and something to drink.

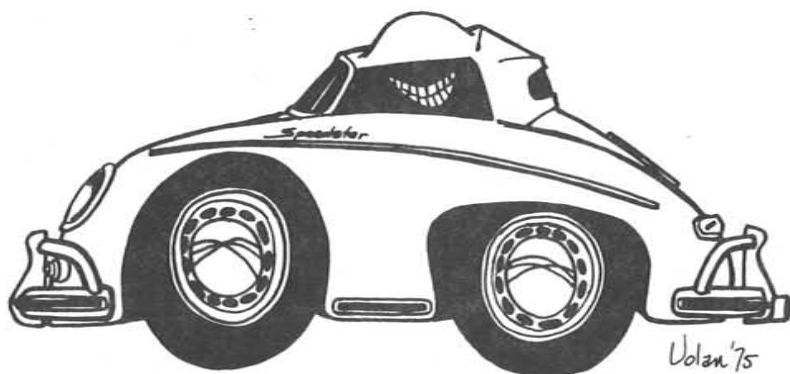
DON'T FORGET YOUR OWN TABLE SERVICE!!!

Bring pictures of past Porsche events.

Watch Michigan beat Ohio State.

This day is WMR's family holiday gathering.

Don't miss it. Everyone is welcome





P.D.Q.'s

PRODUCTION DEPARTMENT QUOTATIONS CHUCK OLENYK

Bet you won't find these
in Webster's:

"MAYOTA CAH" - Jackie, the
Wee Scott with the over-
bite discribes the new
breed of Thunderbird.

"YEWGLY" - According to
Autoweek's Satch Carlson,
if it isn't just ugly, it's
yewgly!

--

BMW club's national magazine
Roundel has this advice
for German travelers.

"Don't expect to drink much
liquid, unless it's beer.
In Bavaria, the law states
"beer is food." Thus, it's
literally available every-
where, including drink
machines and factories.
But asking for a glass of
plain water will raise
eyebrows -- it's like ask-
ing for dish water."

--

Porsche is about to go it
alone in the United States.

The U.S. marketing marriage
between Porsche and Volks-
wagen of America will be
dissolved.

VW wouldn't confirm the
rumored divorce proceedings.
But Porsche chairman Peter
Schutz was said to have told
an Automotive News reporter,
"The clock is running."

Carl Hahn, chairman of the
VW group, commented, "I
have no comment to make
about these suggestions."

In Frankfurt, West Germany
for the International Auto
Show, Schutz was quoted,
"We have a responsibility
to the Porsche owner, to
sell a car in the manner
he wants, how he wants,
when he wants."

"None of these things is
happening right now."

A changing of the marketing
guard for Porsche undoubtedly
would be stimulated by
Porsche's desire to handle
its own sales, and thus
profits, directly, said
Automotive News. Porsche
has its own distribution
network in the German
domestic market and handles
sales in key export markets
like Great Britain and France,
either directly or with



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joint ventures. U.S. sales will account for half of Porsche's 40,000 output this year.

Any split-off of Porsche would not involve the Audi-VW link in the U.S.

Source - Automotive News

--

Porsche runners at Road America were buzzing about a recent series of meetings and maneuverings behind the scenes at Porsche.

Jurgen Barth apparently made a last-ditch vain effort to get IMSA to legalize the 956 (with restricted motor and modified footwell) for next season; IMSA President John Bishop telexed an unequivocal "no" for the record on Aug. 16th. That put the wheels in motion at Porsche to study building an all-new GTP car within the next five months.

"Bruce Leven, Bob Akin and I have ordered one if they build one," said Preston Henn, who recently sold his 956. "It's too bad the 956 won't be legalized. It's such a good car, it makes a driver like me who's not so good as a Jacky Ickx or someone like that a

better driver. It helps someone like me more than an Ickx."

Henn predicts the new Porsche GTP car would be "similar to a 956, only one that meets the rules."

Wayne Baker predicts that such a car would have to be considerably different from a 956 though. He said that with all the gear that would have to be relocated, the twin turbo motor probably wouldn't fit in the engine bay. And, he said, a single turbo doesn't work in the 956 engine bay for a number of reasons, including cooling.

The engine to be used is a tricky question.

"They're talking about using the 2.1-liter four-valve engine with a water-cooled head," Akin said. "If they do that, I told them, 'I don't want one.' That engine is hideously expensive and complex."

"The problems of converting a 956 are astronomical," Baker said. Among those problems are replacing the present roll cage with a steel one, moving the footwells back behind the center line of the front wheels,



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It was in practice, not in a race, and it was on two wheels, not four. Manfred is an avid cyclist and was putting in some training with his 12-speed (I always thought 10-speeders were the ultimate!) Puch when his front tire peeled off the rim at 40mph in a swooping downhill corner and he somersaulted several times, parting from his Puch in midaccident.

Source - On Track

--

Did you know that the Michigan State Police have a new toy? -

"K-Band with a hold button," explained the MSP trooper to WMR's Rick Riley as the latter stood by his mufflerless Carrera in a nomex driver's suit on the way to our latest Grattan event.

Source - "Horsepower" Riley

AUTOMOTIVE ART

PORSCHE AND OTHER AUTOMOTIVE POSTERS



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changing the tail, changing the powerplant and moving a lot of plumbing.

"I don't know if they can do it all," Baker said, "and still have a car as good as the present 956."

Most IMSA Porsche runners seem unhappy that Porsche has not yet come up with a new car for them to race. Now, they believe, that unless Porsche comes up with something quickly, there will be defections to other marques.

"I don't have a lot of sympathy for them (Porsche)," said Akin. "They've had the rules in front of them for three years and still haven't built a car to conform to them.

"They kept believing they could win the standoff with IMSA over the 956, just like they did with turbo-charging back in the 1970s. This time, Bishop isn't going to give in."

Few people express the opinion that Bishop should.

"The IMSA rules were set before Porsche built the 956," said one IMSA official.

"They built a car that didn't fit the rules and then came here expecting us to change the rules, to the detriment of everyone who had adhered to them."

With Chevrolet, Ford, Datsun, Mazda and others planning or already racing GTP cars, the balance of the scales is strongly against outlawing all those cars to appease Porsche.

Barth professes to being perplexed about all the trouble. He thinks everything will be sorted out to everyone's satisfaction by mid-September.

"It would be sooner, but everyone's on vacation here now," Barth said from his office in Stuttgart.

Source - On Track

--

Manfred Jankte heads the Porsche PR department in Stuttgart and races now and then to keep his hand in. But he recently suffered an accident that rendered him unconscious for an hour and a half, and put him in the hospital for three weeks.

IROC

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327-6797

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8:00 Dinner - Five Selection Menu

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MOTOR & SPORT FRANK WAGNER

The key word this month is "uninterested". Let me tell you about our September 11th, event. John Lacko set up a new type of rally, open to all type cars, involving a 35 m.m. camera, your car and you. In reality you didn't even need a navigator to successfully compete in this event. The weather could not have been better, sunny and cool, perfect for country riding. After two months of preparation, phone calls, and money spent to provide Western Michigan Region, Porsche Club of America this enjoyable day, a large turnout of THREE cars showed up. Not a rewarding feeling for all the efforts poured into this event for all the "uninterested".

One could say I'm taking this too personally. However, I've been on the receiving end of this

type of response. After spending several dollars on gas setting up a Hare and Hound Rally, buying trophies with your club funds, lining up check point workers, and getting up early to pre-run to make sure everything was in order, six cars turned out to run.

This years Traverse City Tour had to be cancelled for "lack of participation". Our Gilmore Museum Tour had four cars show up (I suppose that's a large turnout for us). Janet Langdon set up a family style, fun gymkana in Wayland. It was a lot of fun for the one child that attended, and the grown up kids also. Too bad only eight cars came out. What's up???

During Charlie Dunn's Presidency, we asked you to fill out a questionnaire telling us what type events you wanted to participate in. After all, it's your money we spend setting them up. This years President, Craig Paull, along with our Vice-President, Gary Petertyl, saw to it your requests for certain type events were covered. The membership asked for social events, low key rallies, and some tours. Well, you got it. But, where were you?



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Our event chairpeople work hard, spending money out of their pockets, setting up events that you asked to have. Why won't you at least participate? How many parties would you sponsor if no one ever came? How many events can YOUR club lose money on and still stay in business? There are over one hundred and ten members in Western Michigan Region, P.C.A. No less than eighty members live in the Grand Rapids, Kalamazoo, Holland, Battle Creek areas, about an hour from G.R. I have lived in Grand Rapids almost two years now. Do you know I couldn't recognize two-thirds of the Porsche Club members here?

We've opened our events to other than just Porsches in case the weather isn't just right for your pride and joy. Perhaps your Porsche is in for service, or concour prepping. It might even be a non-streetable Porsche, so what? Drive your salt car. We don't care, just come out. We make every effort to inform you of what's coming up. Our newsletter has expanded to provide you more information, thanks to our editor Chuck Olenyk. The event chairpeople have introduced new ideas into their events to add to their fun. Yet, few even give them a try.



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We realize that you can't make all the events, that's not the idea. School, family, business, vacations all tie in to make that almost impossible. There were a couple events this year that I wanted to attend, and couldn't. Yet each month at the club board meetings, I see our work directed at providing quality events that won't break the clubs back. So far this year we've broken even, or made money, at only three events.

I'd like to thank John Lacko and Janet Langdon for the four events this year that they chaired. It's too bad our membership didn't try them. I know the feeling you felt when your event was cancelled or had a poor showing. I hope that you'll still be as dedicated next season for us. Thank you.

This is my own reflections, and do not represent all the officers, workers, and chairpersons feelings in our club (at least they're not saying so out loud). Remember, YOU, the membership, are paying for these events. We're the most organized, dedicated marque club in Western Michigan. Hopefully, we'll start showing our interest in the future events. Hope to see you strangers at the next event.

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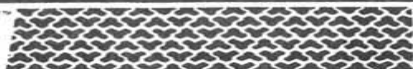
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TECHNICAL

IMPROVING THE PERFORMANCE OF THE 924 ECONOMICALLY.

One of the biggest complaints of the Porsche 924 has been lack of performance. The factory spec 110 h.p. version with 5-speed does 0-60 MPH in about 10.6 seconds, not too impressive. When I first purchased my car, the emission controls, EGR, catalytic converter, etc., had already been removed for maybe a 5% h.p. improvement. In an attempt to improve the output even more, I replaced the stock exhaust with a hi-performance Monza system. This was probably good for another 2% h.p. increase and at least as many decibels.

Although I won my class in the IRAC series, I did get beat in the quarter mile at the National Trails Dragway and finished second at Nema colon Inn. So what else could I do to make my car faster? Although I had contemplated the installation of a header many times, the clearance was minimal and the task always scared me off, but I wanted power. So sixteen hours later, after the removal of two exhaust

shields, alternator shield and the right side engine mount, I had a header with free flow exhaust. At this point in time, from various engine charts I had encountered, I figured my peak h.p. was about 8% over stock; still not enough and little improvement at lower rpms.

Then I saw the ads - Big Throat Throttle Body Conversion for VW, Scirocco, and 924s! An improvement of 10% - 15% was claimed for torque and horsepower throughout the rpm range from 2500 on up. After encountering few problems with the installation other than relocating the throttle cable and related hardware, I headed for my slightly illegal test track, a lightly traveled road near the headquarters of the Ford Motor Company in Dearborn.

My previous best time from 0-60 MPH was 9.2 seconds with lack of emission controls and Monza exhaust. With the addition of the header and Big Throat conversation, my times are consistently in the low eights with an average of 8.3 seconds 0-60 MPH. Look out 944s, I'm right behind you!

Mark Myers, SE Michigan
Region, April '83 P4.

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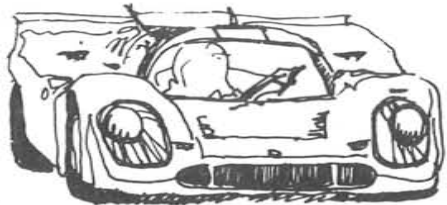
JOHN LACKO

Only three cars finished the grueling SPELLING BEE RALLY September 8, 1983, but then only three cars started the event. The winners of the lowest overall millage were Gary & Lori Petertyl with a total millage of 77 miles in 3 hours 2 minutes. The Petertyls spelled out the secret word of B-O-S-C-H by traveling to Bryon Center, Overisel, Salem, Cutlerville, and Hudsonville. Their reactions to the first time event, "Lots of fun for people who want to rallye but are afraid -- great way to enjoy scenery." Second place went to Peggy Riddle and Sue Bryck who guided Peggy's 914 to Bradley, Orangeville, Shelbyville, Cutlerville, and Hopkins while racking up 100 miles in 3 hours 45 minutes. The Olenyks were third in their 2002Tii with 107 miles spent seeking out Bradley, Orangeville, Shelbyville, Caledonia, and Hopkins in over 4 hours.

The Olenyks were first with the special interest photos however, by discovering and photographically documenting 17 out of 31 subjects including the elusive portrait of ex Gov. Milliken.

The Petertyls found 16 subjects and the Riddle/Bryck team found 15. Some seemingly difficult subjects were found and recorded by every team. A concrete chicken, a white horse, and an outhouse were some of the predicted toughies that apparently were much more abundant than expected.

Since the break even point on this event was nine cars, the region obviously lost money. To be exact, \$21.97. This was the second low cost, casual type event scheduled this Summer along with the August Red Barns Tour that resulted in a disappointing turnout. Unfortunately, since there were prizes involved in this event, money was lost. These type of events were scheduled because of the high number of members who have expressed an interest in them. However, when 3 cars out of 100+ in the region show up for an event, then something is wrong.





EVENT REPORT



IROC III GARY PETERTYL

IROC 3 -- The Competition Continues.

It was a clear, cool morning as five WMR Porsches headed for the third autocross in the IROC series, hosted by Motorstadt Region at Spartan Speedway.

The Motorstadt folks set up a challenging course on the oval speedway, utilizing the infield, the straight, and one of the banked turns. The track had been recently resurfaced and was quite slippery, which added an extra element of competition-- somehow a loose rear end makes the concrete wall seem a lot closer.

As the day wore on, the weather got warmer and so did the competition. In the end, WMR participants finished quite well in spite of the fact that Jerry Dillinger just edged Rick Riley out for FTD and Mike Allen set a new benchmark for what a 1.7 can do -- leaving me in a distant second.

The folks from B.F. Goodrich were there with their huge inflatable tire (the blimp was being used elsewhere) and their air tanks to help out with tire pressures and advice. A nice quiet party at the Sprafka's topped off the final IROC competition.

All in all, it was just about the best way to spend an early fall day.

RESULTS

P 1	Justin Escher	50.52
	Kurt Wirth	48.86
P 3	Ben Tyler	45.95
	Cyndie Tyler	52.09
	Lance Weersma	46.64
	Joanita Weersma	49.54
P 4	Mike Allen	44.99
	Ray Tison	46.76
	Gary Petertyl	46.01
	Bill Robertson	48.23
P 6	Keith Ring	46.70
	Pete Petrillo	46.25
	Steve Winkler	46.94
P 7	Doug Tepper	45.24
	Duncan Foster	45.34
	Thyra Foster	46.19
P 11	Karl Haug	43.14
	R.J. Sprafka	44.87
	Wayne Holleman	44.14
P 13	Jerry Forthofer	43.49
	Sharon Forthofer	45.66
	Bill Weir	43.96
I 1	Erwin Felton	46.87
	Peggy Riddle	45.73
I 2	Jerry Dillinger	42.70
	Rick Riley	43.00

At this date, we were unable to obtain Region Participation points.

Results provided by
Motor-Stadt Region.



Grattan

Some things never change. You's think after twelve years of autocrossing I'd know better. No, not Uncle Frank, some people are just too stubborn to change. Ezra Brooks and Coke, beer, and several margaritas later, I woke up. Wasn't sure what day it was, and everything was foggy. "I gotta what? Oh yeah, Grattans drivers school. Boy, I must have drank alot, everythings foggy."

As it turned out, I wasn't the only one seeing fog. Everyone else was seeing it also. The thirty-five minute drive to the track, turned into almost a hour ordeal. The drivers coming from Lansing, and other outlying areas really had their hands full. An executive decision (how do ya like that?) had to be made. "Okay, we'll extend the school till 6:00 p.m. this evening to make up for the lost time this morning."

No one could possibly complain about the weather once the fog thinned. Our fifty-four cars with their respective owners started tearing up the pavement.

Novices received special attention and had almost two full hours just for themselves. Everyone seemed to be enjoying themselves as the day became better and better.

I'd like to thank Pyrotechnics, for the seven Halon extinguishers they provided for our protection. Also, B.F. Goodrich was out to aid with technical information, free hats and posters to all drivers, regardless of the type tires you ran.

An event as large as the Grattan Drivers School is impossible to operate alone. Registration people, Peggy Riddle, Lynn Olenyk, Lori Petertyl and Marcie Thieme. Tech people, Dorr Johnson, Don Meyer, Gary Petertyl, Joe Grier and Mike Stegehuis. Corner Captain, Jeff Kolk, and a special thanks to Chuck Olenyk for coming out to Grattan and helping put up a tire wall so we could get our insurance policy approved. Several people stepped in to help during the day. I don't mean to omit anyone's name, but we could go on



PORSCHE ÜBER ALLES



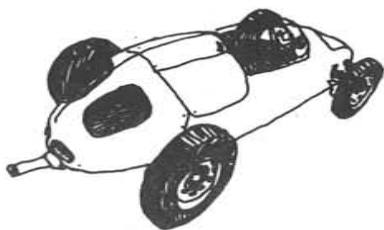
all day. Thanks to ALL the participants that helped make this event the great success that it was. When an event chairperson see's a good turnout and everyone is enjoying themselves, it's a great reward. Also, thanks to Judy Cull from J. Poppas for the great subs she provided.

No, I haven't forgotten you fearless driving instructors. Especially the instructors that got drafted on the spot because of our large turnout. What brave souls you are. (Brave??? or just not slick enough to know better?)

Next May our drivers school will be run by Jeff Kolk. I'm sure we'll see the same format as we have in the past. What's this I hear in the wings? Perhaps a two day speed event in October, with trophies? Mmmmm

Thanks all,

Uncle Frank and Sixer.



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PORSCHE POSSE

Minutes of October 5, 1983
Board Meeting, Western
Michigan Region, Porsche Club
of America, held at Petertyls,
309 Briarwood, Grand Rapids,
Mich. Meeting called to
order at 7:40 PM.

PRESENT: Lynne Olenyk,
Chuck Olenyk, Jan Bergmans,
Lori Petertyl, Frank Wagner
(Uncle Frank), Lance Weersma,
Juanita Weersma, Bill Waite,
Carol Waite, Bob Shedd, Gary
Petertyl, John A. Lacko.

MINUTES OF LAST MEETING -
Lacko: Accepted as published
in UBER ALLES.

TREASURER'S REPORT - C.
Olenyk: Present balance is
\$2,171.00. Grattan event was
profitable. Expenses this
month for UBER ALLES were
two months printing costs;
Sept. - \$171.00, Oct. - \$156.00.
Cover stock was bought for the
next 13 to 14 issues for \$215.00.
The stock was preprinted with
the color logo for \$71.00.
\$240.00 were received in UBER
ALLES ad revenue.

The most profitable events
for the region are Grattan
events and Holiday on Wheels
(H.O.W.). This year other
events generated little, if
any, income.

Chuck suggested that some of
the surplus capital be
deposited in some sort of
money market account. He

has found a type of account
that is paying 9.25% interest
on minimum deposits of \$500.
Funds can be withdrawn in
\$100 increments a limited number
of times a month. \$2,000 is
the amount Chuck would like to
deposit. It was approved that
Chuck should procede accordingly

MEMBERSHIP REPORT: None

UBER ALLES REPORT - C. Olenyk:
Discussion of whether UBER ALLES
costs can be reduced in order
to save on region operating
costs. Other alternatives
include increasing the amount
of advertising or increasing
the ad rates. Since we are
presently mailing UBER ALLES
by bulk rate now, nothing can
be saved in postage. Chuck
will report back on all UBER
ALLES costs for the last year
at the next board meeting.

PORSCHEMPORIUM - Lacko:
Porschemporium total worth
\$850.62. Oxman Rennesport '84
calendars are in as are com-
plete sets of UP FIXIM Pano
books. John would like to
pass Porschemporium on to
someone else in January 1984.

OLD BUSINESS

IROC: Five WMR cars were at
the Spartan Speedway IROC.
Michigan Indiana Region took
the participation award.

SPELLING BEE RALLY - Lacko:
Three cars turned out for event.



WMR lost \$21.97. The Petertyls won the event by traveling 77 miles in 3 hrs. and 2 minutes to spell out BOSCH. The Olenyks took the photo award by photographing 16 out of 31 possible subjects. Only one person showed up on the original date of Sept. 18th. No explanation for lack of participation. The weather was beautiful and the majority of members polled a year ago expressed an interest in this type of event.

GRATTAN DRIVERS' SCHOOL -

Wagner: This was a very successful event. A total of 55 cars turned out including only 12 WMR cars and 14 non-Porsches. The rest of the cars came from other regions. A good crew contributed to the success of the event. B. F. Goodrich had a display at the event. The novices had two hours of track time. No complaints were received. Only problem was the erection of a tire wall at the last minute to satisfy the insurance carrier. Special thanks to Judy Cull for the sub sandwich stand.

HOT TUB GET TOGETHER: No report

WINTERFEST: No report

NEW BUSINESS

LETTER TO NATIONAL - G.

Petertyl: A letter from our region is being prepared to be sent to President Hank Malter inquiring into the approval of \$50,000 to be spent on a computer for the national office. Also of concern was a motion for obtaining at least three competitive bids being voted down.

TENATIVE 1984 CALENDAR -

Wagner: Events now planned for next year include:

January - Ski Party

February - Winterfest

March - Bowling Party,
possibly involving a
challenge to other
car clubs.

April - Technical Session
May - Grattan Drivers'
School

June - Concours for top
of car only and Picnic

July - National Porsche
Parade in Chicago 7/8
to 7/15

August - Holiday on Wheels

September - Open autocross
in the Kalamazoo/Battle
Creek area

October - Grattan Drivers'
School

November - Hot Tub Turkey
Day

December - Racquet Ball
Party



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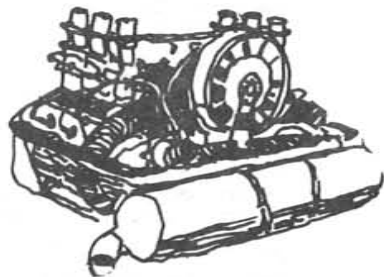


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