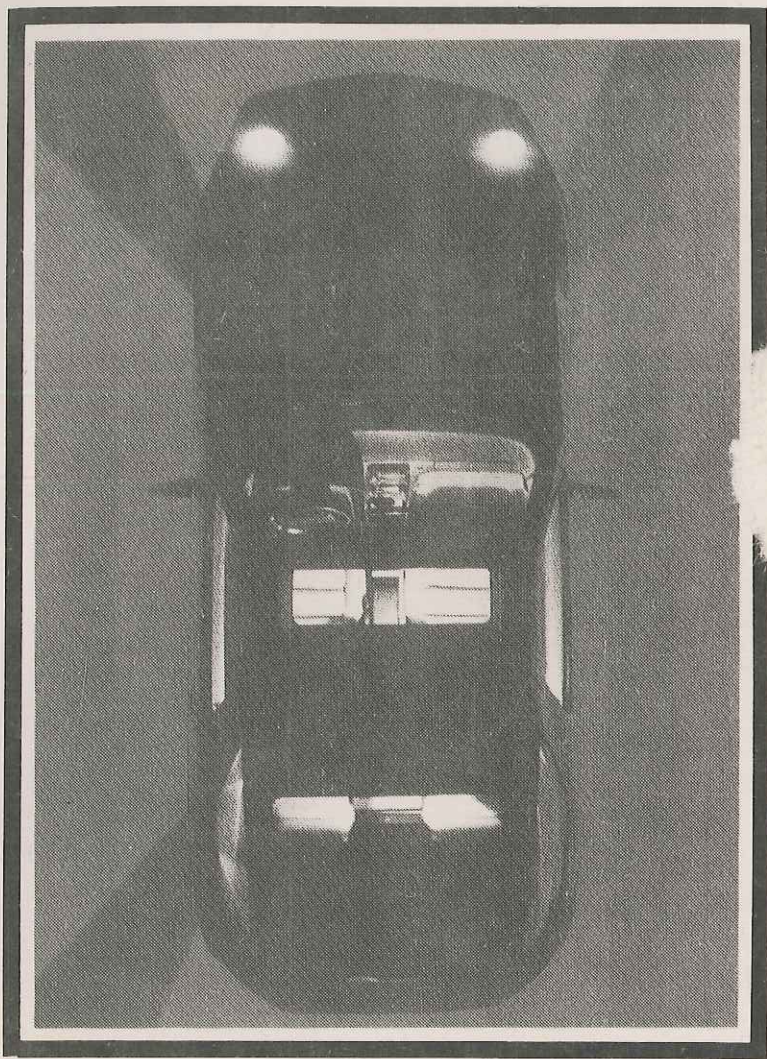


PORSCHE  
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# ALLES

JANUARY 1984





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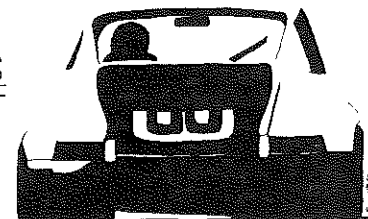
# KALENDAR



January 14th WMR Ski Adventure  
Doug & Shari Hoek  
616-677-1043

February 11th WMR Winterfest  
Peggy Riddle  
616-241-1263

## SCHEDULE OF UPCOMING PORSCHE POSSE MEETINGS



January 4th  
Rick Riley  
166 Plymouth N.E.  
Grand Rapids, MI 49506  
458-9932

February 1st  
Doug & Marcie Tepper  
4825 Cranwood S.W.  
Wyoming, MI 49509  
538-0176

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

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**PRESIDENTS  
PADDOCK  
GARY PETERTYL**

Happy New Year and welcome to another great year of Porsche fun. This time of year always brings new resolutions and some changes. That's true for us, too. Your club is being headed by a new group of officers, and its appropriate you know a little about them.

Jeff Kolk - Secretary

Jeff's introduction to PCA was our annual Holiday On Wheels event a couple years ago. After making a fine showing, especially in the autocross. Jeff got hooked on PCA and has been a regular at our events ever since.

In addition to being a participant, Jeff acted as "chief engineer" for timing at last summer's Mercedes-Benz autocross at Grattan and is working with Phil Cull to develop recommendations for new timing equipment for the club. Jeff also is the event chairman for our May driver's school at Grattan.

Jeff's responsibilities include keeping minutes of the monthly meetings, maintaining certain club files, and correspondence.

Bob Shedd - Treasurer

A long-time member of WMR, Bob has probably attended as many events as quite a few of us put together. Pretty amazing since Bob's Porsche is hardly "street-able" -- its a full-blown race car.

Bob's participation in a variety of roles, from concours judge to driving instructor has served the club well. In addition, as "on-the-spot trouble shooter" he has helped many a Porsche driver stay running and often victorious at autocrosses.

Bob is charged with club's financial duties, including paying bills and maintaining the books.

Frank Wagner - Vice President

"Uncle Frank", owner of the familiar tangerine 914-6 Sixer migrated here from Chicago Region; definitely their loss and our gain. Many of you know Frank as the perennial chairman of our highly successful Grattan events. He has also



chaired just about every other kind of event during his tenure with PCA.

Frank is responsible for making sure that we have chairpersons for all events, and that the event schedule established by the board is achieved. Many of the events already have chairpersons, but I'm sure Frank would like to hear from you if you can chair or work an event this year.

Gary Petertyl - President

I've had ample practice for the president's job. As the club's VP in 1983, I have been acting president during Craig Paull's extended business trip to the Orient the past five months.

Since joining the club three years ago. I've been the club secretary and participated in most of our autocrosses and some of the rallies. I also co-chaired our 1983 Holiday On Wheels event with Chuck Olenyk, and have mastered Grattan enough to be called an instructor (at least for 914s).

I am responsible for assuring that the club runs as planned this year and for having the appropriate people in place to do so.

I believe that the commitment, experience, and ideas of your club's officers -- combined with your enthusiasm -- will help make 1984 an outstanding year of Porsche fun and fellowship.

Speaking of the enthusiasm of our region's people, a special note of congratulations to our Uber Alles editor and his staff. Uber Alles took second place in the PCA Newsletter Contest sponsored by Porsche Audi. The newsletter competed against entries from similar size regions all over the country and was evaluated on the basis of design, content, quality, and perceived value to the membership. We've always known how great Uber Alles is, but recognition from PCA National certainly is nice. Keep up the great work!

(Next month we'll meet our appointed Membership, Safety, and IROC Chairpersons. We'll also preview the events that will be taking place during 1984 in our region and surrounding regions -- including the Porsche Parade. Meanwhile, see you on the 14th at Doug and Shari Hoek's for our annual ski party.)



# THIRD ANNUAL AMAN PARK CROSS-COUNTRY SKI ADVENTURE AND PARTY

SAT, JAN. 14, 1984  
1:00 P.M.  
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## INTERFEST

TIME/DATE: Seven O'clock, Saturday Evening  
February 11, 1984  
R.S.V.P. by February 1, 1984

PLACE: Marriott Inn  
5700 Twenty-eight Street S.E.  
Grand Rapids, Michigan

TARRIFF: \$22 per Person/\$40 per Couple

CHAIRPERSON: Peggy Riddle  
1379 Vineland Court S.E.  
Grand Rapids, Michigan 49508

FEATURING: Cocktails - cash bar  
Dinner - German Buffet

Program - Year end Awards and  
Door Prices and Something  
Special.

Dancing - To the Music of  
"TITLE TRAX"

ADDITIONAL: A special room rate of \$48.00  
per night for Porsche Club Members  
will be available for the weekend  
for those wishing overnight accom-  
modations.

The MARRIOTT INN offers a superb  
Sunday Brunch Buffet. Reservations  
Required.

Kurt and Shirley Wirth have  
invited PCAer's to their home  
prior to Winterfest for a taste  
of Kurt's famous "gluhwein".

4:00 pm February 11th  
7413 Sheffield Dr. S.E.  
Ada, Michigan  
942-5076

# 1984



# PORSCHE UBER ALLES



## PORSCHE PUSHERS PERSONALITIES MARCIE TEPPER

Hi Everybody! I'm Marcie Tepper and I'll be taking over as Membership Chairman. Since joining in 1982, the Club has provided lots of fun and friends for me and my family.

On behalf of the WMR-PCA, I would like to thank Janet Langdon for all of the hard work she has put in as Chairman for the last four years.

Even though Janet's new job takes her to Lansing, she still plans on seeing her PCA friends at future events and social gatherings.

The Club has a lot of good events planned for 1984 and I'll need your help in procuring a plethora of prospective Porsche pushers. You can look for information on these new members and monthly anniversaries right here in Ubers each month. If you have any questions or comments, please call me at 538-0176.

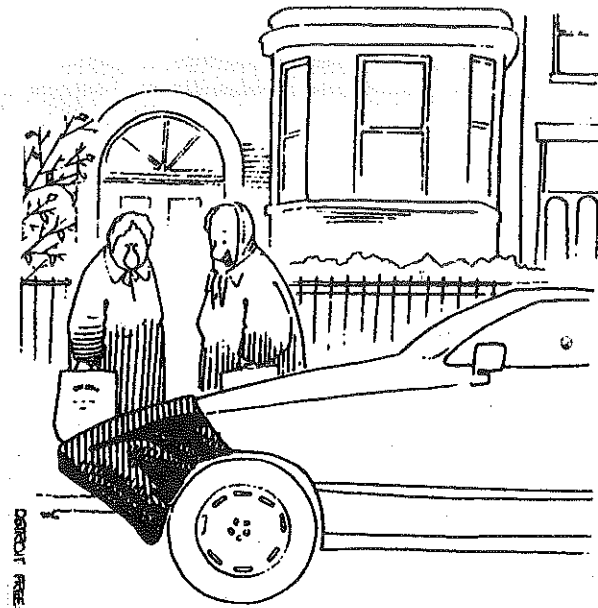
### Anniversaries

#### December

Tom and Janet Kayser	10 years
Frank and Tammy Haearty	9 years
Dr. Daniel and Neila Bird	1 year

#### January

Steve and Debbie Locke	10 years
Dennis and Joyce Weise	3 years
Robert and Judy Schwary	2 years



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Those are called bras, but I think it's to keep the car from throwing up."

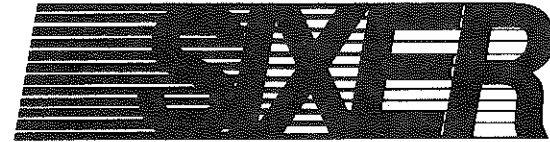
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We're Heading for the Hills ...

... the hills at Sugarloaf Resort, that is. We're planning a ski weekend for all car enthusiasts. We'll be meeting at Sugarloaf Resort, in northern Michigan, the weekend of January 28 and 29, 1984. Plan on joining us for both days -- or come for only one day. Please wear something visible which will identify you with your car's make.

#### Schedule of Events

Saturday, January 28

10:30 am meet at Base of Hill near Ticket window  
(we'll be finalizing dinner plans here.)

1:00 pm Lunch in Cafeteria

8:00 pm Dinner

Sunday, January 29

10:30 am meet at Base of Hill

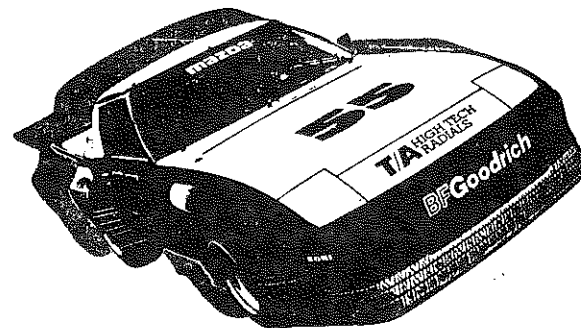
1:00 pm Lunch in Cafeteria

You are responsible for your own lodging arrangements. In Michigan, you can call Sugarloaf Resort toll free at 1-800-632-9802; others please call 616-228-5461.

If you have further questions, call Jeff Kolk at 616-459-7649 (days).

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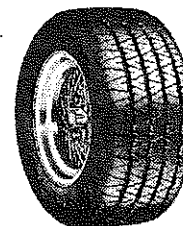
**BF Goodrich**



**Comp T/A**

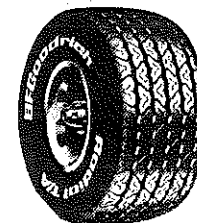
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# PORSCHE UBER ALLES



## P.D.Q.'s

### PRODUCTION DEPARTMENT QUOTATIONS CHUCK OLENYK

Peanut vs. Porsche. It was recently reported in the Chicago Sun-Times that the Suggestion that IBM will take over the home computer Market w/ it's new peanut PC Jr; is similar to predicting that Porsche will take over the auto market. It was further compared: "Everyone may want to drive a Porsche but few would want to buy one to teach their teenager how to drive." a logical observation. - ed.

\* \* \* \*

In a letter to On Track, M.J. Russell suggests a racing class for diesels, Formula D.

"The class would probably be a fairly safe one, due to the reduced speeds, but would still provide an exciting spectacle as the field accelerated out of the first turn in a cloud of dense black smoke. As Formula D became more popular, there would be pressure to develop a less expensive, entry-level form of the class, perhaps based on Volkswagen components. We could call it Formula Vee Dee."

We've heard of air scoops, but hair scoops? One of the first things 7-foot-4 Ralph Sampson, the hoops superstar, bought when he signed with the Houston Rockets of the NBA was a Porsche Carrera. Now Porsches can be made to do a lot of things, but this is carrying ride height adjustments to new definitions.

Source: Autoweek

\* \* \* \*

What would you think of a Porsche 944 Convertible? Stongly rumored for '85 when the 924 goes away as an "entry level" car.

Source: Autoweek

\* \* \* \*

Did you know the X1/9 now goes out the door at almost \$16,000? At \$8,000 the X1/9 was a cute car, but as it closes in on 944 price territory, let's be serious. We are talking toy car vs. real car.

Source: Bill Howard,  
Roundel



# PORSCHE UBER ALLES

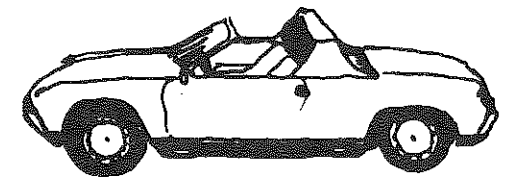


\* \* \* \*

Customers for the IMSA-legal 956 are less than happy with the idea that Porsche is planning to test the 956 at the Daytona 24 Hours before releasing it to any of them. That testing (with Al Holbert and Mario Andretti rumored to be driving) means customers will not receive their cars until late March, thus missing the 24 Hours, Miami and Sebring.

Source: Autoweek

Finally, just for all of us 914 owners, consider Eastern Buckeye Region's Harry Slates less than comforting query the next dark and stormy night; "Do you know where your fan belt is tonight??"



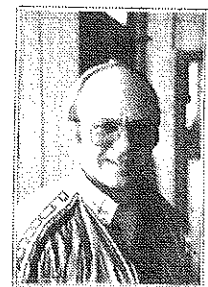
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**FRANK WAGNER**

Started reading an article by Phil Hill just recently. He mentions the Pebble Beach circuit that doesn't exist any longer. It brought to my mind the now defunct Johnson Park Hill Climb. It appears to have gone down the same path as all the rest of the Solo hill climbs. We'll probably never be able to drive or witness those Solo events again.

I recall, several years ago, when I was commuting up to Grand Rapids every summer weekend from Chicago. At that time Rick Riley was my gracious host almost each weekend. During one of our early September Saturday afternoon discussions we talked about "the Hill". I had never been much of a hill climber. The thought of removing a fender from Six-Pac the easy way, by hitting a tree, wasn't at all appealing. Rick told me about Bob Underhill's Austin-Healey 3000 being totalled on one run, just after the restoration was complete.

We talked about Phil Cull and "Pumpkins" mishap, which led to a frantic fender hunt for the Speedster. Rick even told me about his own accident in his silver 911E. The car would carry a slightly mismatched fender for the remainder of Rick's ownership.

As we started finishing the bottom half of a perfectly good bottle of Jack Daniels, we talked about the hill climbs gradually being cancelled. Mr. Riley made the statement "the Hill separates the men from the boys." At that point I had almost completely made up my mind. Sixer and I would attack "the Hill". I asked Rick if we could go out and look at this place.

We arrived at Johnson Park a short time later. Rick parked his Camaro near the bottom and we walked up the hill. All year long traffic is oneway, down hill. The road was closed for two days a year strictly to accommodate the hill climbers. At that point each year cars were sent uphill, one car at a time, running against the clock.

The road wasn't very wide at all. Guard rails were non-existent as was runoff area. Rick and I found the "racers tape" still on the pave-



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ment, left over from the previous years pylon placement. I noticed the texture of the pavement. Tens of thousands, or maybe tens of millions of small rounded off pebbles embedded into the blacktop. Okay as long as the pavement was dry. But what if it rained? Bald XWX tires, combined with this surface just wouldn't cut it. Rick was very reassuring, "it always rains for Johnson Park" he tells me. Great! We talked about the apexes, where to be on the power heavy, and where not to be. Granted, Sixer and the Carrera are not identical in handling. Yet I needed something besides my own ignorance to go by.

That wasn't the only trip we made to Johnson Park. I had mailed in my registration. There would be no backing out now. I made a couple more trips to "the Hill" by myself. I even drew an off scale map of the course. More discussion with Rick about apexes and pylon strategy. We decided to run our open exhaust. If I wasn't going to be fast, at least I'd sound good.

Finally the weekend arrived. I left Chicago that Friday evening, running my open exhaust the entire trip. A group of Western Michigan P.C.A.ers went to the

Beltline Bar that evening. Seemed like, kind of, sort of, a last supper. Well, if your going to do something stupid ya might as well do it while suffering from a margarita hangover and refried bean problems.

When Saturday morning arrived Rick had been right, it was raining. Neither of us had any intentions of charging up Johnson Parks hill in the rain. We had a quick breakfast. Then drove over to the event in Rick's Salt car. Several event people made mention of "Here comes the Porsche Club. Their going to wait for the rain to stop". I thought to myself how right they were. We signed the waiver and got a cup of coffee to help screw our heads on straight. Then I watched as some rather unusual vehicles ran their practice.

After an hour, or so, it quit raining. Rick and I looked at each other and without saying anything, knew it was time. A quick ride to the house, wipe down the Six, fire it up to warm the oil, and off we went. We hit the 96 entrance ramp on the run. Our open exhaust echoed off the concrete wall on one side of the ramp. We shifted at the same time making our two Porsches sound





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as one. Then we got on I96 and stood on the power. Everything checked out, oil temp, oil pressure, power, clutch, brakes all seemed on the money. Our exit arrived and we shut it down, gearing down and braking for the exit ramp. Everyone said they could hear us coming over a mile away.

I still felt a little uneasy about this whole thing. It's been a long time since I've worried about a driving event. After so many autocrosses, solo events and rallies, it's becoming second nature. All but this event anyway. Rick offered to let me ride with him a couple of trips up. Sounded good to me. Oh boy, I was right, this is stupid.

A fast time was between thirty to thirty-two seconds. I believe Rick ran around a low thirty-four second trip, on his first run. We were both in A/P class. I knew I was going to have to run with some very fast company.

It was now time to strap myself in and turn Sixer's head loose. Up until now he'd always kept me out of trouble. Would he continue to watch and correct my silly mistakes? "Sixer, don't quit me now," I thought to myself.

Our first run wasn't too bad. I took my time, watching for pavement breaks, loose stones on my lines,

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and branches that hung out over the course too far. Didn't need any more scratches on the paint from cutting my corners to close. The standard gearing in Sixer was perfect for the Hill. Once into second gear he stayed on his power curve all the way up. I still didn't feel very easy about this whole thing. However, my practice times were not that bad. I'd have to work alot harder to catch Riley. Each time I'd knock off a third of a second, he'd pick-up a quarter of a second. At that rate I figured I'd catch him sometime around Christmas.

The rest of Saturdays practice was pretty uneventful. We continued to go faster and smoother. Rick and I talked some more. I watched corners as others drove to learn more. All and all, not too bad. One thing though, I couldn't get my heart to beat during my thirty plus seconds run up the hill, (never been able to overcome that).

Sunday was somewhat better, weather wise. It was alittle warmer and more sun. I was surprised to see an additional thirty cars show up to enter. That brought the total entry to seventy cars. You should have seen some of these

vehicles. Gutted Devins, a chopped V.W. Carmen Ghia, flat out race cars, rusted foreign and American gun boats, and a few "straight" sportscars. For the most part I believe you could write off sixty percent of these vehicles and not take a large financial loss. Example, the Ghia had a large, homemade front bumper. The car went off course right after the pylons. It hit a tree head on, backed up, and continued up the hill. A hit like that on Sixer, and I'd be pulling bark out of his front trunk and dash board for the next twelve months.

Apparently all of the preparation that we had done paid for itself. Rick Riley eventually took FTD with a Devin and that Ghia hot on his heels. The sponsoring club took FTD out of class, giving me a first place in A/P. Out of the seventy cars to charge up that hill, Rick was the fastest. Old Sixer and I were seventh fastest overall. Not a bad showing for our first hill climb.

Sixer and I made one more Johnson Park event before it's untimely demise. We ran the very last Johnson Park Hill Climb, held in 1982. I can't even remember how we finished. It's a shame to



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lose a driving event. "The Hill" was indeed a challenging, somewhat dangerous event. I didn't recommend it to many Porsche autocrossers. Rick was right, it did separate the men from the boys. If you had the confidence in your driving ability, then you had what it took to push a Porsche fast up that course. Or, you could just be stupid, like me.

Whatever classification you fell into, you would never forget that heart stopper. One thing for sure, I'll never forget my first Johnson Park Hill Climb.

# MRC

Automotive

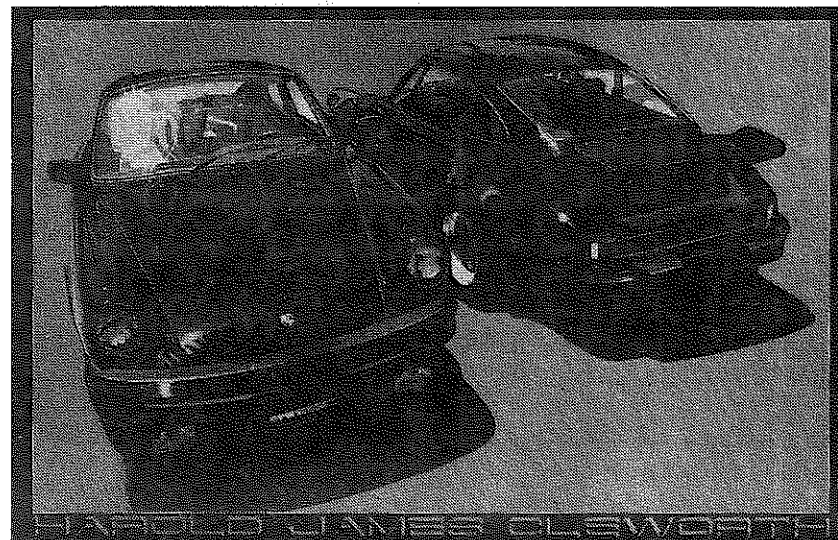
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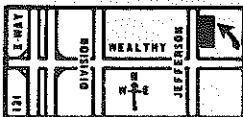
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# UBER ALLES



## Porsche 930 Turbo Unsafe?

We subscribe to Brock Yates' Weekly Journal of Motorsports News & Opinion the CANNONBALL EXPRESS. Brock recently ran an article in the CANNONBALL EXPRESS that we feel will be of interest and amusement to all of our readers so we are reprinting it here with their permission.

"Mention "oversteer" to your average trial lawyer and you will receive a response akin to Colonel Quadaffi's reaction to Zionism or the good, gray Ms. Steinham's sentiments about Mrs. Schaffly. Eyes will roll, teeth will knash, fists will clench—and in the case of the barrister, the faint sound of cash registers clanging in the background will be heard. "Oversteer" is to automotive safety what nuclear waste and acid rain is to the Sierra Club. It is the single term which can galvanize lawyers, plaintiffs and empathetic juries into frenzies of punitive action. "Oversteer", you will recall, was the launch vehicle for the entire Naderite Inquisition and the ensuing Great Leap of the government into the car business.

American jurisprudence recently had another bout with the dreaded phenomenon when a San Diego jury awarded \$2.5 million dollars to the widow and family of a man who was killed in 1980 while riding in a vehicle that allegedly lashed out in an act of tail-wagging treachery. The deadly machine was a Porsche 930 Turbo and the hapless defendant is Porsche-Audi. It happened this way: Last year a young female executive of SAI, Inc., a small high-tech firm based in La Jolla, California, borrowed her husband's 930 to drive to work (he was away on a business trip) and later in the day took a business associate visiting from the east on a tour of La Jolla, including a stop for a cocktail or two.

Following this, Mrs. Cynthia Files was bustling down La Jolla's twisty Prospect Street when the car looped in what is said to be a 25 mph corner and collided with oncoming traffic. Her passenger, a Mr. Donald Fresh, died in the crash.

In the court trial that followed, Mr. Craig McClennan, the attorney for Mr. Fresh's widow managed to convince the jury that the driver was tooling along when she hit the brake pedal. Mrs. Files testified that the brake pedal bent, jamming the throttle wide open and, with full boost from the powerful Porsche engine, sent the car pinwheeling into the crash. McClennan also produced what he said was a doctored internal memo from the Porsche factory in Stuttgart describing the 930's handling as "poisonous". Based on these elements and a contention that Porsche had foisted this allegedly over-powered, evil handling automobile on an unwitting public such as Mrs. Files, the jury voted 10-2 that Porsche was negligent in not sufficiently warning drivers of the car's quirks and 11-1 that the defective brake pedal was a specific act of negligence on the part of the defendant. In his closing statement, McClellan denounced high-powered cars like the Porsche and asked the jury, "How much high-performance will the public stand for?" Not much, if this decision stands up in the face of the certain appeals to come from Porsche.

Several questions remain: How could a woman, much less Mean Joe Green, generate enough leg force to bend a Porsche brake pedal? How fast was Mrs. Files running when she lost control, considering that Porsche's lawyers contended that the corner could not be negotiated at much more than 48 mph? If the throttle jammed, as the jury believed, is there any car on earth, front-engine, rear-engine, front or rear-drive, that would have made it through the corner? Who knows, a FWD car in the same situation might have understeered into a crowded bus stop. If Mrs.



**UBER ALLES**



Files crashed at an estimated 60 mph in a speed zone limited to 25 mph, how quick was she going before the alleged pedal failure?

Sadly, we have a legal precedent being set here wherein the manufacturer is being held liable for failing to sufficiently notify drivers that its product is high-powered and capable of oversteering. But is this ground for legal action? Is a bathtub marked that it can be slippery when wet? Is it presumed that the pilot of a Cessna 172 must use extra caution when trying to fly an F-16? Is it not implied in a free society that drivers of cars must assume certain responsibilities for controlling the vehicle and that passengers who voluntarily ride accept certain risks?

Again we move another step toward the Utopian nonsense of a sanitary, no-penalty society. Bent brake pedals be damned (and in this case one fervently doubts such a thing happened). It sounds as if the lady

behind the wheel got into a corner a bit too hot and had herself a crash. Until we invent a kill switch for Newtonian physics, the incident will be repeated with deadly regularity, regardless of the crocodile tears issuing from America's trial lawyers."

If you haven't already subscribed to the CANNONBALL EXPRESS, you should, it will enhance your motorsports enjoyment. They have recently reduced the subscription rate to \$32.51 for a one year subscription of fifty weekly issues. The new reduced \$32.51 rate was chosen because it was the record time for the Cannonball Sea To Shining Sea Race. Write now to Cannonball Express, Box 241, Wyoming, New York 14591.

Reprinted from the January issue of the Garretson News.

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# PORSCHE POSSE

Minutes of the December 7, 1983 Board Meeting, Western Michigan Region, Porsche Club of America, held at John & Nancy Lackos', 2146 Waite Avenue, Kalamazoo, Michigan Meeting Called to order at 7:48 PM.

PRESENT: Lynne Olenyk, Chuck Olenyk, Doug McDonnell, Lori Schutz, Rick Riley, Uncle Frank, Peggy Riddle, Nancy Lacko, Tim Knapper, Sue DanKert, Bob DanKert, Bill Freeman, John A. Lacko.

MINUTES OF LAST MEETING: Approved as printed in UBER ALLES.

TREASURER'S REPORT - C. Olenyk: Present Cash Balance is \$2,648. Expenses for the last month include; \$100 for UBER ALLES, \$65 for Regional Presidents Meeting, \$20 for postage. Projection for next month has no expected income and \$150 expenses for UBER ALLES. Cash Balance should be in \$2,500 range at the end of the year.

MEMBERSHIP REPORT: No formal report.

UBER ALLES REPORT - C. Olenyk: Remes Auto Parts is a new advertiser. The new, higher ad rates do not seem to have an adverse effect upon advertisers.

PORSCHEPORIUM - J. Lacko: Total worth of \$855.07 with \$611.22 worth of inventory and \$243.85 in capital. Sold two towels and one blue Porsche crest tie this month. Chuck mentioned that the S. E. Michigan region has three times the members we do, yet has less invested in their "goodie store." Possible new item for Porschemporium would be a cotton, long sleeve T-shirt as required at club driving events next year. Bob and Sue DanKert will be taking over Porschemporium in January.

## OLD BUSINESS

HOT TUB TURKEY DAY - C. Olenyk: 40 people attended. It was a break even event.

SKI PARTY - C. Olenyk: Some advance notice is requested of people planning to attend.

WINTERFEST - P. Riddle: Set for February 11, 1984. It may be possible to have recorded music with a D.J. in our banquet room. Proceeds from the event may cover the \$200 expense. Regional cannot commit money, because no budget has been set yet.



# PORSCHE UBER ALLES



TIMING EQUIPMENT - C. Olenyk: Marci and Paul Thieme are working on a proposal that would link our present equipment to a home computer.

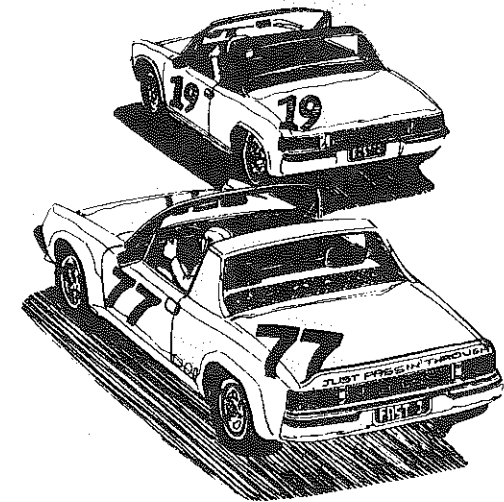
## NEW BUSINESS

CAR CLUB BOWLING CHALLENGE - U. Frank: Co Chairpersons for this event are Marilyn Moses and Maureen Richardson. Event is scheduled for March 24th. The theme may be Hawaiian or California Surfing.

PRESIDENTS' MEETING - C. Olenyk: All our events are approved and on the Zone 4 calendar. The majority of regions in Zone 4 will not have a July event because of the Parade in Chicago. Some additional information was announced concerning the Parade auto-cross and the availability of reservations in Appleton, Wisconsin during the Parade events there. National membership has leveled off.

NATIONAL NEWS - C. Olenyk: Lew Moorman will again be our Zone representative in 1984. It has been noted that three or more competitive bids will be sought for the \$50,000 computer National intends to buy.

MEETING ADJOURNED AT 9:01 PM.



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911 Parts: 911S light ally calipers; "T" tacks, need rebuild, can arrange or ?; Coupe 1/2 glass w/frame, no lock or hinges; Cheap to cheaper make offer.

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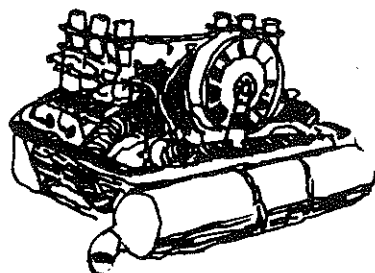
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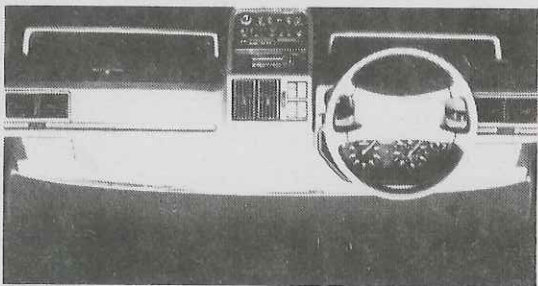
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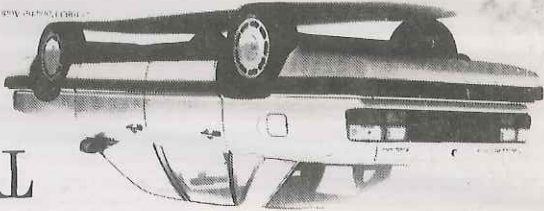
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