

# FOR THE JEEPS ALLES

NOVEMBER  
DECEMBER  
1984



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774-0420

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243-7313



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CHUCK OLENYK - production editor  
874-8142

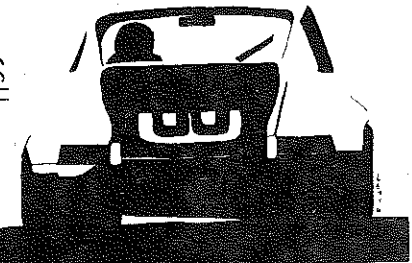
**ON THE COVER:**

Cinderella arrives at the Homecoming Festivities in Bill Moses's Porsche 356 Speedster - Where do we find that "pumpkin" patch, Phil Cull????

11/10	WMR	HOT TUB TURKEY DAY Lori Petertyl 774-0420
1/19	-	X-COUNTRY SKIING & PARTY Doug & Shari Hoek 677-1043
2/9	WMR	WINTERFEST Judy Cull 452-0781

1984 IROC BANQUET - to be announced  
call Craig Paull (243-7313)  
for information

SCHEDULE OF UPCOMING  
PORSCHE POSSE MEETINGS



November 7, 1984

Doug and Marci Tepper  
4825 Cranwood SW  
Wyoming, Michigan 49509  
538-0176

December 5, 1984

Rick & Lori Riley  
166 Plymouth NE  
Grand Rapids, Michigan 49503  
458-9932

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PORSCHE  
**ÜBER ALLES**



**PRESIDENTS  
PADDOCK  
GARY PETERTYL**

Believe it or not, this is the last issue of Uber Alles for 1984; it's a good time for a wrap up of 1984 and a look ahead at 1985.

1984 has been a good year for Western Michigan Region. We had a number of outstanding events -- some great social events, an honest-to-goodness tech session, a fun-filled Holiday On Wheels, a Grattan event with the largest turnout in recent history, and a tremendous Porsche-only timed event at Grattan. The credit for these successes goes to a group of dedicated event chairpersons and our current Vice President.

These events have been the gathering spots for some of our newer members. We enjoyed seeing you all, and I hope we continue to see you next year.

Speaking of members, our membership growth is continuing, and currently we have approximately 105 members. Given the number of new members this year and the current increasing rate of new Porsche deliveries into our area, we expect membership growth to continue. Continuing on the subject of numbers, we achieved our financial objectives for 1984, which basically consisted of maintaining our end of 1983 position while purchasing timing equipment, putting on two major Grattan events, and publishing regular issues of Uber Alles.

More important than the numbers though, is the fact that we had one heck of a lot of fun in 1984. Many thanks to everyone who attended events and those who provided promotional support for our events.

Now for 1985. We've got a great group of officers, they're outlining some really neat events for next year. They're looking forward to hearing from you about ideas for events.

I certainly hope that those of you who attended your first event in 1984 will be back for more in 1985.

The year starts off with the ever popular ski party at Hoek Mountain Resort and Hot Tub Palace -- what ever you do, don't miss it. In February, the annual Winterfest Dinner and Awards Banquet moves to a new location, with a fancy new theme -- starch up the tuxedo shirts and dust off your fancy shoes and be sure to attend. That's just the beginning . . . sounds like a great year to me.

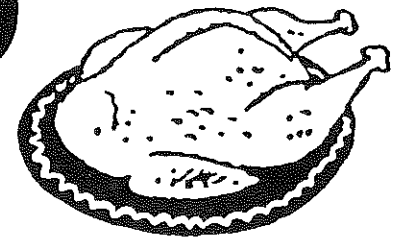
As a final note, I'd like to express my gratitude to a couple groups of people. First -- the other officers, you folks made it easy for me to be President, thank you very much.

Second -- the Olenyks, our outgoing newsletter editors, production staff, advertising sales staff, and more. You guys are great -- an outstanding newsletter and national awards on a regular basis. You sure spoiled us, thanks from all of us.

To all of you -- officers, chairpersons, volunteers, and event attendees and supports -- You make this club what it is. Thank you.

# Hot Tub Turkey Day

## NOV. 10



- LOCATION: PHIL & JUDY CULL'S  
1930 Cornelius, S.E.
- TIME: ANY TIME AFTER 2:00 P.M.  
(The bird will be served at 4:00 P.M.)
- BRING: A DISH TO SHARE  
SOMETHING TO DRINK  
YOUR OWN TABLE SERVICE  
BATHING SUIT, TOWEL, AND RUBBER DUCKIE  
FOR THE HOT TUB
- IMPORTANT: CALL LORI PETERTYL FOR FOOD ASSIGNMENT  
AT  
774-0420 (EVENINGS) 451-8200 (DAYS)
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- COST: \$3.00 PER PERSON

THIS IS WMR'S FAMILY HOLIDAY GATHERING...

DON'T MISS IT!

**PORSCHE**  
**UBER ALLES** 

**PORSCHE  
PUSHERS  
PERSONALITIES  
MARCIE TEPPER**



We have two new members this month to add to our list.

Rodney L. Mirich has also recently joined the Club. He and his wife Jeannie, are interested in social, TSD rallying and autocrossing. Their 1983 Platinum Metallic 928S should do real well. They have three children. Allison 13, Robert 10 and Jon 7. Their address is:

4027 Stryker Drive  
Muskegon, MI 49441

Bruce H. Johnston from Spring Lake has joined to become involved in technical and autocrossing. He has experience in Porsche maintenance. He drives a 1966 red 911, which is used for his daily transportation. Bruce and his wife LuAnn have a daughter, Heather who is 5 years old. This is their first Porsche and they have had it for 4 years. Their address is:

17561 North Shore Drive  
Spring Lake, MI 49456



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Cocktails, Appetizers and Entertainment at 6:00 PM

Dinner: at 7:00 PM

After Dinner: Live Entertainment at Sigee's

—MENU—

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- or -

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# PORSCHE ÜBER ALLES



## P.D.Q.'s

### PRODUCTION DEPARTMENT QUOTATIONS

#### CHUCK OLENYK

We received a note from Sandi Misura, candidate for the office of Vice President of PCA, who reminds us that the October issue of "Porsche Panorama" contains your ballot for the election of PCA national officers for the 1985-86 term. She states, "Traditionally, less than 10% of our PCA members vote -- we need to change this! Support PCA by voting in this election!" And don't forget our regional election, too!

AT THE LUMBERMENS 500, no way Bobby Rahal was going to miss an IMSA race at his favorite track, even if the Ford team was staying home, so he replaced Bruce Leven in the Porsche 962. How does he compare the cars? "The Ford's engine is better in terms of horsepower and throttle response," and "the Porsche is certainly more pleasurable in terms of driver comfort." Overall, he said the Ford "is the faster car," though the front-engine layout "has very heavy steering, and you get really tired after an hour." Next year's Ford will be a mid-engine design, he said.

Source - On Track

\* \* \*

CHEERS -- To Tom Selleck, who presented his Magnum, P.I. co-stars Larry Manetti, Roger E. Mosley and John Hillerman with brand-new Porsches for their contributions to the series. It was a Magnum-anonymous gesture from a star who knows the value of teamwork.

Source - T.V. Guide

\* \* \*

IT'S ONLY A SHOWROOM STOCK RACE. How much did it cost Porsche and BF Goodrich to post their impressive win at this year's Nelson Ledges 24-hour Showroom Stock race? And how much did it cost

Chevrolet to lose the event after such brilliant success a year ago? No one's about to say. But talk around the pits was that the winning Porsche Turbo 944 prototype had been handbuilt and tested extensively at Porsche's Weissach test facility -- and much of the talk in the Porsche pit was in German. Porsche flew over its own corps of engineers to keep things running smoothly. Money. Lots of money. One of the people with the Chevy team tried to give us an indication of the magnitude of expense: "This weekend has cost us \$23,000 in plane tickets alone."

Source - Autoweek

\* \* \*

SPECIAL EFFECTS -- What the director in question, John St. Clair, did was to send the Scirocco flying 30 or 40 yards through the air and spinning wildly through handbrake turns, leaving the viewer gasping. Also left gasping was stunt driver Buzz Bundy who, in the spot's final scene, raised the visor on his helmet and emitted a wispy puff of smoke (and a breathy "ausgezeichnet"). The "smoke" came from Brian Donnelly, concealed on the rear floor with a bucket of dry ice and a rubber tube fed through Bundy's helmet. A puff on the tube after it had filled with dry ice vapor served to create the illusion that Bundy was literally blowing off steam.

Source - Autoweek

\* \* \*

HIGH DEMO DELINQUENTS -- Gerald Shohan, guitarist for Detroit's Bootsey and the Banshees rock band, got fed up with punks vandalizing his Wolfsburg Scirocco outside seedy



# PORSCHE ÜBER ALLES



new wave clubs. But he didn't think twice about leaving it at the curb for an evening of shopping and chablis in ever-so-trendy (read: Big dollar) Birmingham, Mich. Too bad. When he returned to his car he found a dented curbside fender and some of the funkiest swirls, scrapes and gouges on the hood -- the work of spoiled brat breakdancers. Cops couldn't nab the high-steppin' kids but said they'd have had to enter the car for the toughest charge to hold: Breakdancing and entering.

Source - Autoweek

\* \* \*



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# PORSCHE UBER ALLES



**MOTOR & SPORT**  
**FRANK WAGNER**

Certain events fall into a category with autocross drivers as "don't miss this one". Each year drivers mark their calendars way in advance to prepare for these specific events. Over the years Chicago Regions, Labor Day Weekend at Road America, Mid-Ohio's Porsche Club Drivers School, Furrin Groups Johnson Park Hill climb, Western Michigans early October Lapping Day at Grattan, S.C.C.A. Ionia Fairgrounds October event and our own Holiday on Wheels Lear Sieglar autocross have been these type of events.

Some of these events have gone and become history or their traditional dates have had to be changed for reasons out of our control. The Holiday on Wheels autocross was one of these events. Rather than the normal July 4th Weekend, we had to reschedule for Labor Day Weekend. It appears to have been a beneficial change as far as participation was concerned. Also the pavement temperature was at a much more comfortable level in September versus July.

Lear has always proven to be an exciting speed event. The parking lot is large enough that you really can't hurt your Porsche against anything. Yet allows a certain amount of speed to keep the drivers on their toes. It's the perfect place for beginning drivers to introduce themselves to the limits of their Porsches.

This last HOW autocross was no less interesting than past events. The pylon placement was excellent, allowing driver talent to mix with horsepower. A fast accelerating car will help produce a winner. But a driver that can push their Porsche through the pylons quickly, certainly has the edge.

For reasons I'd rather not discuss, old Sixer was unable to attend this last event at Lear. However, I did manage to show up to watch. It becomes difficult to watch an autocross that I'd rather be competing in. The engine and exhaust sounds get my blood pumping fast. The competition also was exciting to watch. After each run the drivers checking the score boards to determine their position in class. Several classes having close finishes between winner and loser.

Another event very much like HOW Autocross, is the annual SCCA event at Ionia Fairgrounds in October. It also is an event that allows novice drivers an exciting way to enter the sport of autocross competition. Yet the advanced drivers also find this event challenging. Sixer and I have competed at Ionia probably seven or eight times. We still haven't mastered that course and it leaves me frustrated at times.

Several of our own Western Michigan members hold Ionia track records. One of the nice things about this autocross is that you can see the whole course. You can stand around, socialize and still keep in tune with whats happening. And the picnic style dinner thats part of the event on Saturday evening always ends up with a good party.

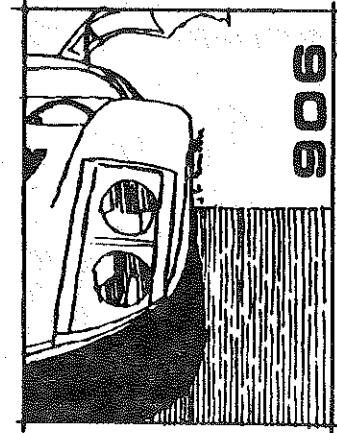


# PORSCHE UBER ALLES



Both events pull a good number of out-of-state competitors. Our HOW autocross had drivers not only from our own area, but also Chicago, South Bend and Detroit. The Ionia event usually pulls some hot shoe SCCA drivers. Toledo, Chicago, South Bend, Detroit and Fort Wayne drivers are always found at that event. Even some in-famous Corvette drivers attend from the Pro-Solo series to demonstrate tires.

This year a couple of new members of our Western Michigan Porsche Club have shown interest, and talent in the sport of autocrossing. Both Lloyd LaHuis and Eric Zillmer have taken that first big step and have shown their talents. I wish you both success in your efforts (as long as you're not in my class). I can just visualize two more Porsche pushers pre-marking their calendars for 1985. "What do you mean its our anniversary? That's Grattan weekend", or so the story goes.



# J. Loppa's

gaslight village

## PIZZERIA

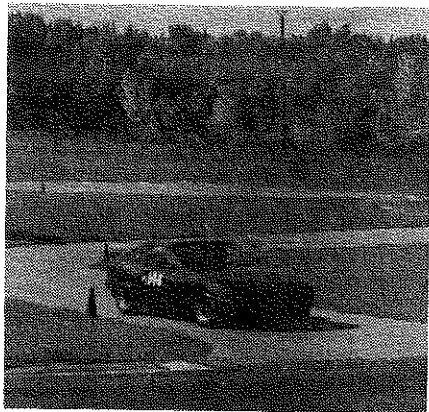
and submarine sandwich shop

### 774-2124

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



# EVENT REPORT



## Lori Schutz Rick Riley

Case File: IROC II  
Date: Sunday 30SEP84

7:00 A.M. - WMR PCA members gather at Bob Evans on 28th St., alias Farmer Pete's.

7:45 A.M. - Everyone who is going to show is here. After careful survey of blankets and machines, the journey begins.



IROC II winners: left to right front, Peggy Riddle, Rick Riley, Frank Wagner; back, Jeff Kolk, Doug Tepper, Lance Weersma, and Craig Paul.

Top: Rounding the bend, Marcie Tepper, the unofficial winner of most improved driver 1984.



# UPPORSCHE ÜBER ALLES



## IROC II

8:00 A.M. - The launch - Lead car is Rick & Lori Riley in Gulf Blue 911 Carrera, followed (not in order) by Craig Paul - white 914-6; Gary Petertyl - Silver 914; Phil Cull - red 356 Speedster; Lance & Juanita Weersma - yellow 912; Eric and Debbie Zillmer - brown 911E; Doug and Marcy Tepper - red 944; Lloyd LaHuis - twin 914's; Uncle Frank's 914-6; Peggy Riddle - red 914, Jeff Kolk - Black 911 2C; and Kurt Wirth's silver 356. What a sight! Out of sight!

8:30 A.M. - The challenger approaches over the horizon and attempts to overtake the group. The villain - a 1971 white Corvette. The "dueling sword" is passed up the line to Rick Riley - who "roared" and forced the opponent to surrender. So respondent was the GM native, that it pulled off at the first available exit.

9:00 A.M. - Arrival at Spartan Speedway near Lansing Mich. Tech inspection showed all Porsches fault free and no frostbite casualties.

A torque of the lug nuts, a number painted in the window, and we're ready to race.

The Course: 1/2 mile banked oval and figure 8 infield roads, which when computed in less than a minute is quite a challenge.

12:00 Noon - Let the competition begin - Each driver was given four timed runs to post his/her best time. Early on a few intra-inter class contests emerged.

### The 912 Duel

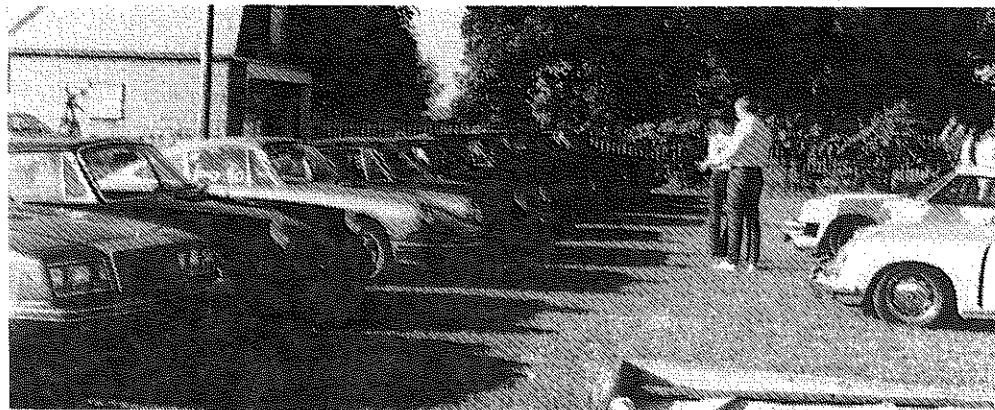
Lance Weersma vs. Ben Tyler  
Lance won by 0.14 seconds.  
Lance 44.59 vs. Ben 44.7.

### The FTD Challenge

Jeff Kolk vs. Wayne Holeman vs. Rick Riley

Jeff drove well and turned a 41.92 but was not fast enough to catch Wayne, whose best time was 41.37. But once again, with sheer horsepower and a dab of experience, Rick Riley took FTD with a 40.84!!

5.00 P.M. or so - Several hot dogs later at the Sprafka's, trophies were presented and a toast to the day's success.



Eric says to Debbie "Which one do you like?"

IROC II RESULTS

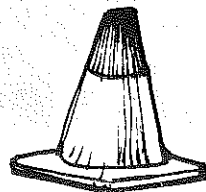
			Time	Points
P-3	Lance Weersma	WMR	44.59*	100.00
	Ben Tyler	MIR	44.71	98.92
	+Kurt Wirth	WMR	47.04	78.02
P-4	Mike Allen	MSR	44.22*	100.00
	Gary Petertyl	WMR	45.46*	88.78
	R.J. Sprafka	MSR	45.93*	84.53
	Lloyd LaHuis	WMR	46.10	82.99
	R. Gauw	WMR	47.87	66.98
B. Robertson	MSR	48.52	61.10	
P-6	Keith Ring	MIR	45.58*	100.00
	G. Hartman	MIR	45.72*	98.51
	S. Winkler	MSR	46.35*	93.24
	T. Schwenk	MIR	46.63	90.79
	Susan Ring	MIR	49.82	62.79
P-7	Doug Tepper	WMR	44.05*	100.00
	Dave Walski	MIR	46.11*	81.29
	Sharon Walski	MIR	47.54	68.31
	M. Tepper	WMR	49.67	48.97
P-9	Mark Haveman	MSR	43.56*	100.00
	John Yeager	MSR	46.11	76.58
	Dave Singer	MSR	49.97	41.14
P-11	Wayne Holleman	MIR	41.37*	100.00
	++Craig Paull	WMR	43.41*	80.28
	W. Wagoner	MIR	45.32	61.81
	E. Zillmer	WMR	45.73	57.84
P-13	Jeff Kolk	WMR	41.92*	100.00
	J. Kopplin	MSR	43.79*	82.16
	J. Forthofer	MIR	43.86	81.49
	S. Forthofer	MIR	44.78	72.71
I-1	Peggy Riddle	WMR	44.81*	100.00
	D. Hutchinson	MIR	46.97	81.37
I-2	Jerry Dillinger	MSR	42.37*	100.00
	Larry Grover	MIR	42.75*	96.41
	Karl Haug	MSR	43.30	91.22
	S. Sprafka	MSR	47.71	49.59
M-1	Larry Riddle	MIR	44.13*	100.00
	Phil Cull	WMR	44.83	93.66
M-3	Rick Riley	WMR	40.84**	100.00
	Frank Wagner	WMR	43.29*	76.00

\* trophy

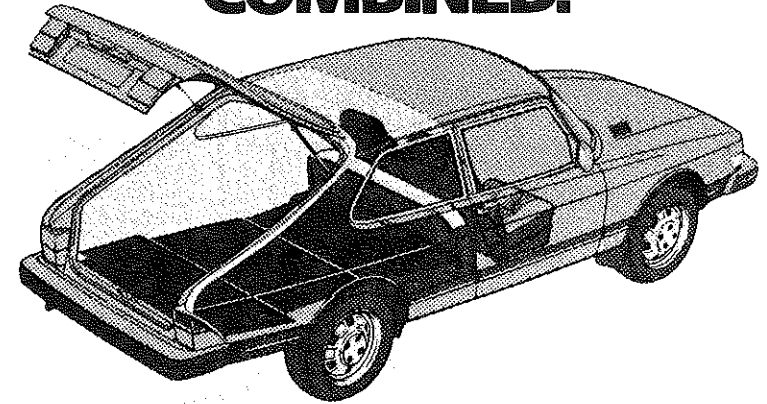
\*\* F.T.D.

+ promoted from P-2

++ promoted from P-8



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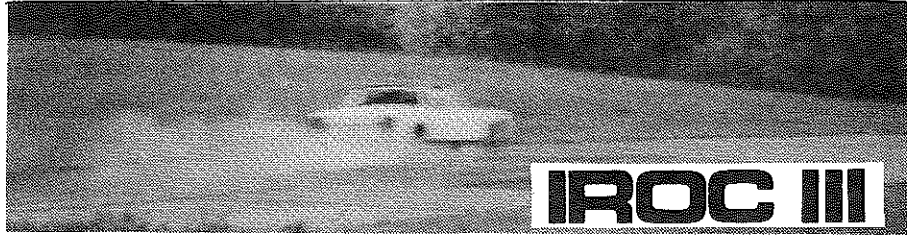
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# EVENT REPORT



Above: Craig Paull - Flat Out In - Flat Spots Out

IROC III at Grattan by the Speedsters

As co-chairman, can I be objective in this report? Probably not -- or I would take up the whole article with "thank you's", starting with my co-chairman, Phil Cull.

Everyone who ran Saturday and/or Sunday was asked to work and we had 98% cooperation.

In addition to the entrants, spouses or wives, we relied on non-entrants; Uncle Frank, Chuck & Lynne Olenyk, Don Meyer, Marcie Tepper, Regina Latheis, "partly cloudy" Donna Teter, Judy Cull and non-member Kathy Erickson

Preregistration was emphasized and we had 61 and 57 drivers sign up respectively for Saturday and Sunday.

Mechanical failures and weather cut this back to 59 & 47 who took to the track.

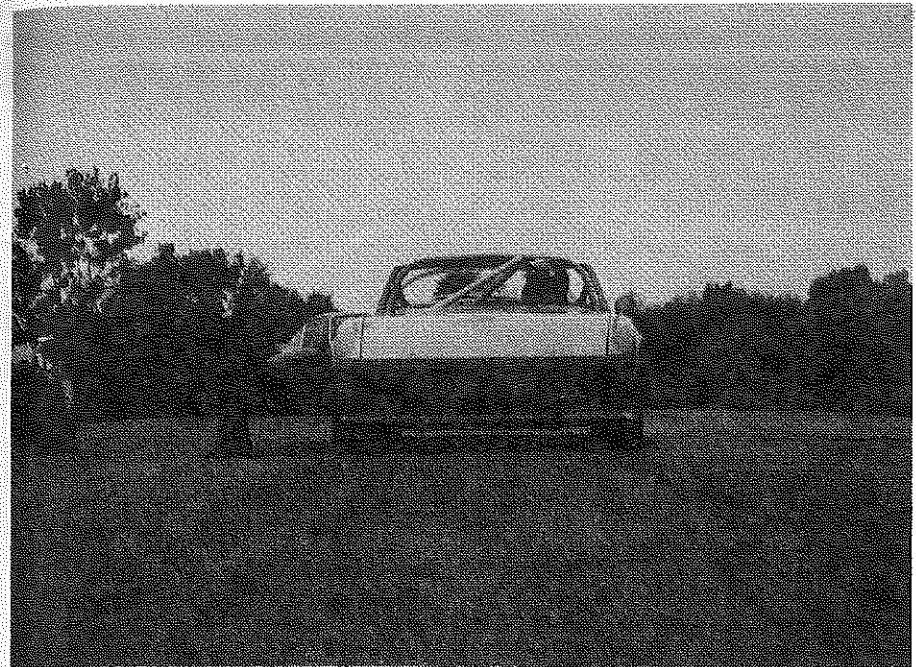
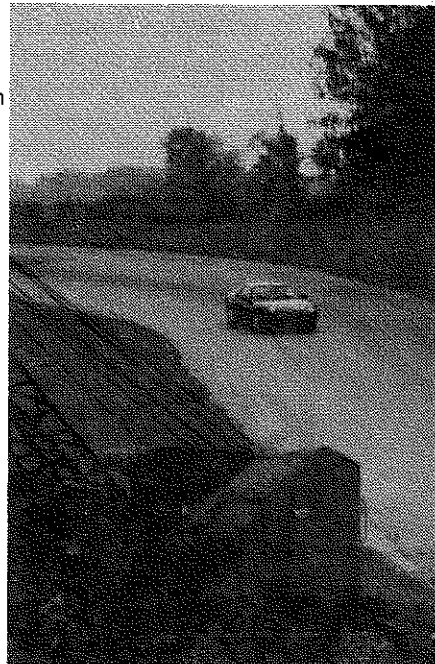
All trophies were quartz, wall hung clocks, with specials both for FTD, Jeff Kolk and fastest 4 cylinder Brad Meyeur.

A special thanks to Liz Verlinde of BWC and Ben Hutchins of Hutchins Jewelry who hand crafted parts & assembled clocks.

B.F. Goodrich who was so generous with our trophy fund also will be sending every worker a \$40 discount toward a set of their tires.



Ted McCarthy in his 928 meets Stanley Steamshovel.



We enjoyed seeing Mark Eskuche from Milwaukee Region.

Robin Friend, Goodrich Regional Manager, made arrangements for a display of gorgeous wheels by Wheel City and the "coup de grace", a set of Comp TA's including mounting and balancing by Rhonda Tire of Grand Rapids.

All workers were eligible for this fine set of Comp TA's and I would have been happy for any one of you to win -- but I had a lump in my throat when I announced Sue Dankert, particularly after their car had been hit while parked on the street at the HOW party at our house.

If an abundance of beautiful cars driven by beautiful people made an event successful -- you made the event -- thanks for letting Phil and I be a part of it.

Bill Moses



"Lou Grant" Iser edged out "Indiana Jones" Tepper for first honors in P-7.

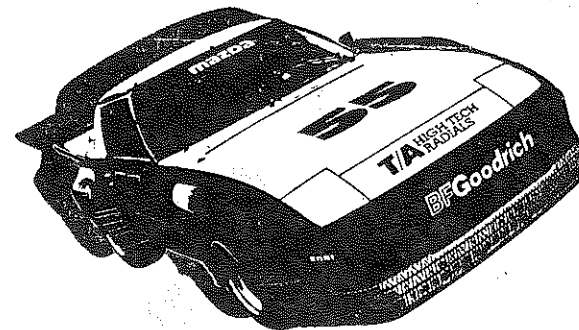
IROC III RESULTS

CAR #	NAME	BEST TIME
P-3	Weersma, L.	1.55.33
	Weersma, J.	2.34.87
P-4	Sprafka, B.	2.01.53
	LaHuis, L.	2.02.15
	Petertyl, G.	1.57.19
	Gauw, R.	1.57.15
P-5	Mayeur, B.	1.47.62
P-6	Zehnder, G.	2.10.05
	Hartman, G.	1.57.79
	Dankert, B.	1.56.91
	Dankert, S.	2.14.35
	Zehnder, B.	2.02.14
P-7	Iser, R.	1.48.38
	Tepper, D.	1.48.40
	Tepper, M.	2.02.05
	Godlewski, R.	1.58.42
	Grier, J.	1.53.83
P-11	Wagoner, B.	1.53.72
	Holleman, W.	1.49.16
	Mayeur, R.	1.50.01
	Paull, C.	1.46.73
P-12	Teter, H.	1.47.93
	DeFrell, J.	1.51.12
	McCarthy, T.	1.52.79
P-13	Zurick, M.	1.45.18
	Kolk, J.	**1.41.02
	Harris, V.	1.49.06
	DanDrew, B.	1.43.20
	Wrabic, F.	1.44.80
	Kopplin, J.	1.47.53
	McCarthy, K.	1.52.29
I-1	Lotesta, R.	2.10.28
	Brasher, P.	2.17.51
	Williams, D.	2.08.81
	Riddle, P.	2.27.23
I-2	Sprafka, S.	2.26.30
	Haug, K.	2.07.62
	Grover, L.	2.03.45
	Terry, B.	2.16.09
	Raymond, D.	2.11.68
M-1	Riddle, L.	2.17.48
M-3	Mac Mahon, H.	2.10.10
	Meilia, K.	2.19.10
	Eskuche, M.	1.46.70
	Meyer, P.	2.16.23

\*\*F.T.D.

**T/A HIGH TECH RADIALS**

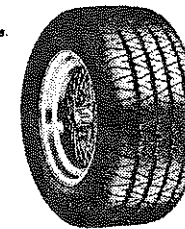
**BFGoodrich**



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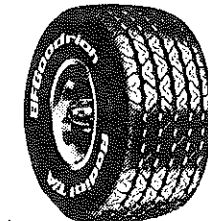
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1:00 P.M. - \$4.00 PER PERSON  
RSVP BY JAN. 11

PLEASE BRING:  
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HOT TUBBING  
• TOWEL  
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CONTEST -  
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NOTE:  
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5:00 P.M.

HOSTS: DOUG & SHARI HOEK  
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(This event is being promoted at the request  
of Doug & Shari, but it is not WMR/PCA sanctioned)



## PORSCHE ÜBER ALLES



# The Candidates Answer Motoring Questions

## President Reagan's Answers:

**Q Should there be import restrictions on autos?**

**A** Trade restrictions usually end up costing consumers more while weakening our ability to compete in the world marketplace. In the case of the auto industry, a temporary, voluntary agreement was reached with the Japanese limiting auto imports to give U.S. industry time to recover from the excessive tax and regulatory burdens placed on it by previous administrations. Our new investment incentives have been used to modernize U.S. industry. We will decide whether to seek an extension of the voluntary agreement based on the strength of U.S. industry, as well as progress on removing Japanese restrictions to free trade in other areas.

**Q Should there be domestic content restrictions on auto manufacture?**

**A** When my Administration took office, auto industry unemployment was over 16 percent and rising. Imports were taking an increasing share of domestic market. But our economic recovery program provided incentives for U.S. automakers to modernize while temporary and voluntary

import restraints gave them time to do so. Now, auto unemployment has plummeted to 6.4 percent. Domestic production is up sharply. Still, some advocate a domestic content law. It would actually cause a net loss of 66,000 American jobs, according to a Congressional Budget Office estimate, because of retaliation by our trading partners. In addition, it would add an estimated \$300-\$1,000 to the cost of an average car. We believe domestic content requirements represent a defeatist approach that would insulate the U.S. from world competition and harm U.S. workers and consumers.

**Q Should individual states have the right to raise the 55 MPH speed limit?**

**A** We have asked the National Academy of Sciences to undertake a study of the effects of the 55 mile per hour speed limit, in order to determine whether costs associated with this restriction are in line with benefits attributed to it. This study is due to be released shortly. We will respond to it. The basic philosophy of our Administration, however, is that states are often better equipped to set their own priorities—including highway safety priorities—than are representatives of federal agencies in Washington.

**Q A new federal ruling mandates automatic crash protection in some cars by September 1986, in all cars manufactured after September 1, 1989, if states representing two-thirds of the U.S. population have not passed mandatory safety belt rules. Do you favor government incentives to encourage states to mandate belts, which would save motorists added costs of airbags or passive belts?**

**A** Mandatory seat belt use laws adopted in other countries have been effective in increasing belt usage, with a tremendous potential for saving lives. If enough states pass seat belt use laws, the Federal rule would not mandate automatic crash protection, thus promoting highway safety without denying consumers a choice in the type of safety features they prefer.

**Q Should the government or the free marketplace decide on auto bumper damageability standards?**

**A** Under current law, the government is required to establish a minimum Federal standard for automobile bumpers. We adopted a standard requiring all automobile bumpers, at a minimum, to withstand a 2½-mile-per-hour crash. We believe that consumer choice in a free marketplace is the best way to determine whether bumpers that surpass this standard are needed.

**Q Do you favor using more motorist taxes to finance building or operating of mass transit systems?**

**A** Twenty percent of all revenue derived from the 1982 five-cent-per-gallon gasoline tax is being used to finance mass transit projects. We do not plan any increases in that tax.

**Q Do you favor revisions of the Clean Air Act which would freeze auto emissions standards at the 1981 model year level? Why?**

**A** All new gasoline-engine passenger cars currently meet all exhaust emission standards. No new standards are set to go in effect in future years. Because there is no indication that stricter emission standards would reduce health risks and because the current standards are being met as auto sales increase, no change in this law seems necessary at this time.

## Vice Pres. Mondale's Answers:

**Q Should there be import restrictions on autos?**

**A** I believe the Voluntary Restraint Agreement limiting Japanese autos should be extended for 1985. We must keep the pressure on our competitors until they agree to more open, fair terms of trade. That is why I favor the Domestic Content Bill. We must also cut the deficit to lower interest rates, correct currency misalignments and aggressively use the Export/Import Bank and Commodity Credit Corporation to promote U.S. exports.

**Q Should there be domestic content restrictions on auto manufacture?**

**A** The 1983-84 record trade deficits are proof that American exports are being routed in the international markets. The Reagan record-high federal budget deficits and lackluster export policies have cost over three million hard-working Americans their jobs to foreign imports. We simply must take tough action to preserve our industrial base and keep American corporations from moving their jobs abroad. I favor the Domestic Content Bill in order to send a signal to our foreign competitors who use unfair trade practices that the U.S. is not going to continue to be a patsy in foreign trade markets. I also believe that we must keep American industrial jobs at home. The U.S. is the last open market in the world. Some 34 nations have local content laws that have not resulted in retaliatory action. My policies will send a clear signal to foreign nations: If you want to trade with us, we must all play by the same fair rules.

**Q Should individual states have the right to raise the 55 MPH speed limit?**

**A** The 55 MPH is wise, prudent public policy. I would oppose any efforts of individual states to raise it. The limit is important because it has promoted fuel economy, which is vital to our auto industry's continuing struggle

## Mondale

to compete with more fuel-efficient foreign imports. The speed limit is also responsible for saving more than 50,000 lives and preventing hundreds of thousands of serious injuries since its enactment in 1974.

**Q A new federal ruling mandates automatic crash protection in some cars by September 1986, in all cars manufactured after September 1, 1989, if states representing two-thirds of the U.S. population have not passed mandatory safety belt rules. Do you favor government incentives to encourage states to mandate belts, which would save motorists added costs of airbags or passive belts?**

**A** I favor implementation of a Department of Transportation rule that would have mandated airbags or automatic safety belts, which the Reagan Administration cancelled, only to be overruled by the Supreme Court.

(Editors's note: The court directed DOT to state a better justification for its ruling or propose a different ruling.) It is essential that protections for car drivers also protect all Americans.

**Q Should the government or the free marketplace decide on auto bumper damageability standards?**

**A** Protecting public safety—whether aircraft we fly in, our waterways, food we eat, highways we travel on, or autos we drive—is a responsibility that ultimately must rest with the government. History has shown that a purely free market cannot be expected to fully protect the public's health and safety. Government, with assistance from auto industry experts, should decide safety levels for auto bumpers.

**Q Do you favor using more motorist taxes to finance building or operating of mass transit systems?**

**A** Rebuilding our nation's basic infrastructure—our roads, highways, bridges, sewage systems—is a national problem that requires a national solution. I am committed to a policy that would develop a long-term solution to address local, state, interstate, and national

needs in this area. I would include officials at every level of government in its planning. The cost for such a plan should be fairly distributed at local, state and national levels. It would be left to the localities and states to determine how to raise funds and I would ask Congress to make recommendations for revenues on the federal level.

**Q Do you favor revisions of the Clean Air Act which would freeze auto emissions standards at the 1981 model year level? Why?**

**A** I oppose all efforts to weaken our environmental law. I believe that a clean environment is not only required of us for benefit of our children, but is also essential to an economically growing society in which we can live and work.

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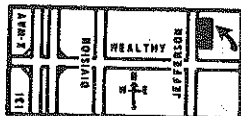
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- I Thou shalt love and respect thy Porsche and keep it in such condition that its value shall not falter.
- II Thou shalt not have thy Porsche washed by a machine.
- III Thou shalt not love thy Porsche more than thy spouse and children; as much, but not more.
- IV Thou shalt not covet thy neighbor's Porsche, but thou mayest covet his time trial awards.
- V Thou shalt not despise thy neighbor's BMW, nor his Mercedes, nor even his new Corvette.
- VI Thou shalt not drive thy Porsche faster than the speed limit except on a track or when no police shall be nearby.
- VII Thou shalt not neglect household chores to care for or drive thy Porsche unless such chores may be postponed again.
- VIII Thou shalt not deceive thy spouse into thinking that thou are taking a pleasant Sunday drive when, indeed, thou art going out to look at another Porsche.
- IX Thou shalt not tell thy spouse the entire cost of thy latest restoration, at least not all at the same time.
- X Thou shalt always wave to other Porsche drivers thou shalt meet upon the roadway, knowing that they share thy love for the world's finest sportscar.

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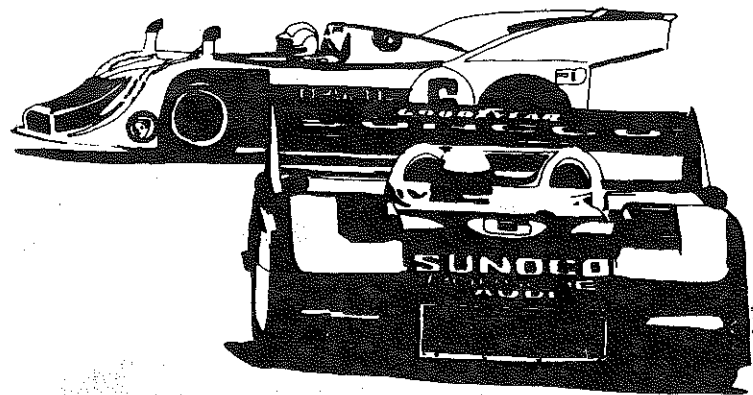
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# PORSCHE UBER ALLES



## Comment: Who Knows What Evil....

**W**HEN YOU JOURNEY to Elkhart Lake's Road America, you invariably hear about the fine bratwurst and roast corn and endless kegs of beer (the natural bodily fluid of the Wisconsin race fans who pack the place in friendly and enthusiastic numbers).

You also hear about "The Kink." This is neither a new dance nor a local with unusual tastes in pleasure; rather, The Kink is a short stretch of road between Road America's fourth gear Carousel and the flat-out Kettle Bottoms before Canada Corner. Spectators rarely get to see The Kink because it is stuck down out of the way in a deep valley on the backside of the course, far from concession stand, Port-a-Potty or even footpath.

On a map of the track it doesn't look like much, just a little gentle bend to the right. But the drivers, even the bravest of the brave, talk about it with respect; those who are mere mortals will readily admit that it is the Pucker Capital of Wisconsin. The roadway shoots down out of the long, dropping-away Carousel, flattening out at the bottom and the drivers are given a glimpse of a short straightaway that seems to end squarely in a stand of trees. To their right is a sort of woody cliff, obscuring a look-see around the corner, the way the

road actually winds.

The Kink looks like a sharp *turn* as they approach. But it isn't. It's flat out for many of the cars. It is also rather narrow, with very little place to go should one miscalculate and either turn in too early or lift off in the grip of fear in the middle of the bend. For those who err, the guardrail waits — oh, so close! — on either side of the pavement. Miscues can be very costly, sending a car on a billiard-shot ricochet route back and forth down the track. Or planting a car solidly into the Armo head on at speed. Or pitching a car into a hectic cartwheel over barriers and into nearby scenery.

The Kink is a white-knuckler and everyone that drives it hard knows it. The Kink claimed its victims from every walk of IMSA life on the Budweiser 500 weekend: two Road America Cup Sports 2000s, a Champ Spark Mazda, Craig Carter's first string Kelly Camaro ... even the otherwise unflappable Bill Whittington fell prey to The Kink in practice. The Blue Thunder GTP March was the only salvageable machine in the lot.

To claim mastery of Road America, one must ultimately conquer The Kink. It sits out there silently. Waiting.

-Burt S. Levy

# AFP

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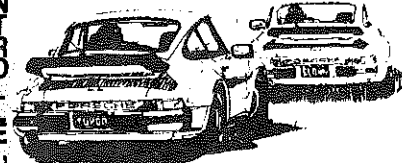
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# PORSCHE POSSE

TREASURER: Shedd - \$2,540.87 balance which is ahead of this year's projection.

MEMBERSHIP: Tepper - 107 members - 2 new ones this month.

UBER ALLES: November/December issue will be combined issue and will also be last issue for Chuck & Lynne Olenyk. New Co-Editors will be Lori Schutzy-Riley, Gary Petertyl and Juanita Weersma.

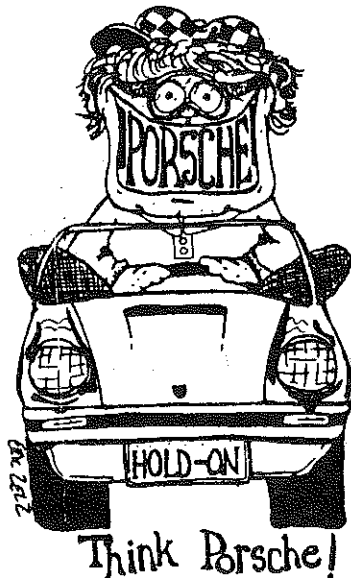
PORSCHEPORIUM: \$393 cash, \$457 inventory - it was suggested that we sell hat and pens.

PRESIDENT: National Business discussed.

GRATTAN: 61 cars Saturday, 57 Sunday

HOT TUB TURKEY DAY: Need flyer.

Adjourned at 9:24.



## W I N

### An Evening of Dining Enjoyment.

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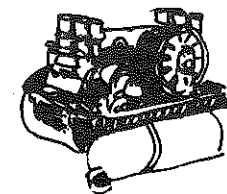
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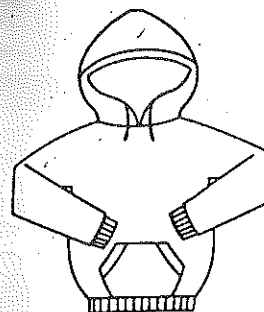
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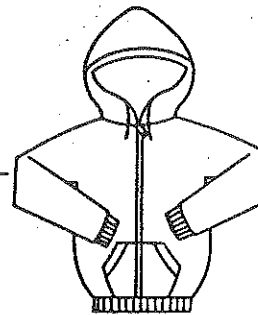


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- black  gold  yellow
- lavender  pink  lt. blue

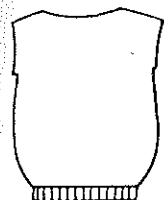


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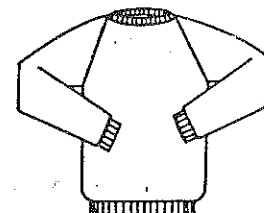


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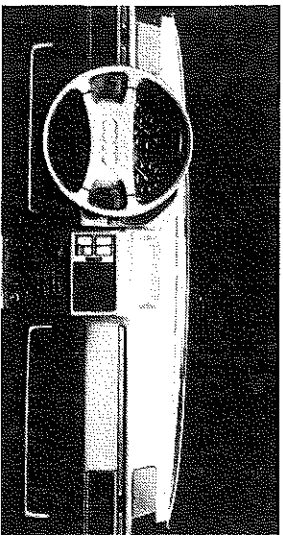
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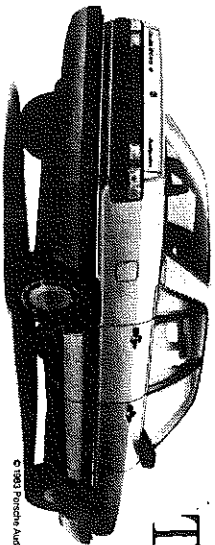
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