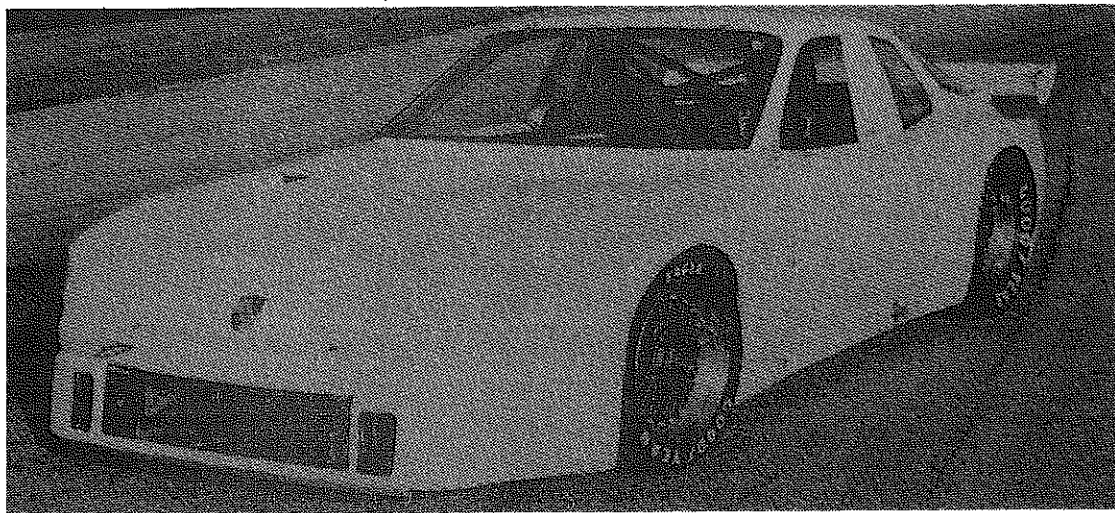


**December
1985**

**PORSCHÉ
ÜBER**

PORSCHÉ

944 GTR



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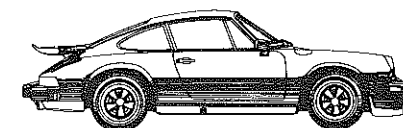
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INSIDE;

STANDARD EQUIPMENT

Minutes.....	25
Klassified.....	26

OPTIONAL

Interview: Sigmund Porschemporium.....	4
Fuel Injection Primer.....	7
IROC Results.....	9
Hot Tub Turkey Day.....	12
New 944 GTR Race Car.....	13
PMNA Assists Porsche Competitors.....	17
The Night Before Christmas.....	22
Ionia Double Header Challenge.....	23



meeting place—

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ON THE COVER:

Porsche Motorsports North America is off to a terrific start with the introduction of the 944 GTR race car. Articles and photos from PMNA courtesy of member Bill Moses with permission from Bob Carlson of PMNA.



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PORSCHE CLUB OF AMERICA
Western Michigan Region
Mr. Frank Wagner
President
1753 S. Hampton SE
Grand Rapids, MI 49508
U.S.A

October 28, 1985

Happy Birthday!

All of us at Porsche want to express our best wishes on this rather special occasion: the

25th Anniversary

of the Porsche Club of America Western Michigan Region.

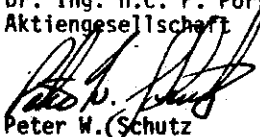
We are sending you a very special tin-plate to commemorate this occasion.

One thing that is even more exciting for us than Porsche cars are the people that drive them. Sharing the joys of our sports cars with members of Porsche Clubs is the fun part of our jobs.

Wishing you and your members many more pleasurable miles in driving your Porsche cars, we remain

Yours sincerely,

Dr. Ing. h.c. F. Porsche
Aktiengesellschaft


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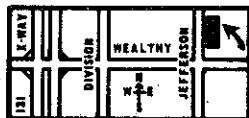
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Interview: Sigmund Porschemporium by Bob J. Dankert

Herr Professor Doktor Ing. Sigmund Porschemporium, B.S., F.T.D. attended his second Holiday On Wheels (H.O.W.) at Grand Rapids, Michigan this year. Herr Professor (H.P.) is W.M.R.'s chief executive in charge of the Porschemporium. A close friend of the Porsche family, Doktor Emporium here on indefinite sabbatical from Stuttgart, has consented to give us this exclusive interview. In this interview, taped just after H.O.W. at the home of Bob Dankert, he discusses the major events of the past year and gives us some exciting insights into what we might expect in the future.-ed.

We had just finished a sumptuous dinner of rare okra and succotash (Doktor Emporium's favorite) washed down with ample amounts of an excellent vintage Thunderbird. And, as we sat watching the sun slowly set over the Lawton crick, more Thunderbird in hand, the Professor lights a Factory Special and the interview begins.

RJD : Tell us how the Porshemporium has been doing this year.

H P : Vell. (burp), ash you know, dis hase been a very goot year. Dis vas due to da high quality events put on by W.M.R. Vee ver also able to sell many zweet zoots und T-shirts which vas most gratifying as I vas sick und tired of seeing dose members running around int dose f:ags all da time dare, ya?

RJD : Wat was your overall impression of this year's H.O.W.?

H P : Dis vas an excellent event. Next year it vill probably ecclipse da Parade. Den vee gonna have trouble vith da P.C.A.

RJD : How did you like the con-cour?

H P : Boy, vas doze Porsches clean!! You could serve the bratwurst on doze babies!

RJD : How about Steve Locke's event?

H P : Dat vas rally goot.

Here the tape becomes unintelligalbe. Much gaffawing followed by a long coughing jag. Finally Herr Doktor dries his eyes and refills his wine glass. A rare wit indeed.

RJD : Are you alright?

H P : Hoo, hoo dat vas a goot von, ya?

RJD : Yes, that certainly was. Well, are you planning anything new for the Porschemporium this year?

H P : long pause. I don't vant to spill the beans but.....

RJD : You mean there is something secret going on?



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H P : I think it's da succatash.

RJD : ????????

H P : Dis year vee introduced da Carrera vindscreen accessory for all model Porsches. Next year vee are going to have und Carrera steering wheel accessory.

RJD : Can you five us any more details on it?

H P : Ve..., day go on der steering wheel rim und make da car go faster. Ya, day also gotta little cheese cake on dare too.

RJD : It sounds exciting.

H P : Ya, und ti's real classy too.

RJD : Proffessor, is there anything else you would like to share with us?

H P : Ya, Christmas is coming.

RJD : Of course, but...

H P : Vell, vee got some nice ties 'n' stuff that would make nice gifts.

RJD : Is there anything else you'd like to say?

H P : You got anymore of dat T-bird vino?

RJD : no, but...

H P : Vell, gote Nacht!!



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Fuel Injection Primer

by Russ Stein

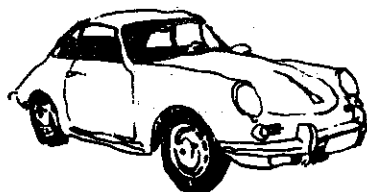
Reprinted from Porsche Pacesetter, PCA Kentucky Region Newsletter, October and November 1985

As the middle 1970's approached, stringent emissions laws and demands for greater fuel efficiency became factors in the design of all automobiles. Porsche realized that some changes would be in order for the 911 fuel systems to meet these new demands in the marketplace. The timed mechanical injection being used in the early 1970's (discussed last month) had always been complex and expensive. It's power output was superb, but the fuel consumption wasn't outstanding at all. The change came on the 1973 911T Series engines.

The Bosch K-Jetronic system was developed to meet the efficiency and mileage demands of the 70's. The system measured the volume of air injected by the engine with an air flow meter, the moveable sensor plate of which was attached to a fuel distributor which could control fuel pressure and volume. Quite simply, as the engine drew in more air, the sensor plate in the flow meter was moved, which in turn moved the plunger in the flow meter, allowing more fuel, at greater pressure to be discharged at the injection nozzles. A very clever system which metered fuel based solely on the volume of air drawn into the engine,

without the use of complex microprocessor computers. The injectors sprayed constantly, varying in volume and pressure dependent on air volume through the metering unit. The constant spray gives the system its name: "Konstant" in German (K-Jetronic) for "CIS" in English - Constant Injection System.

The advantages of the CIS system are many. Very precise metering gave much improved mileage figures, even as displacement grew to 2.7 and later 3.0 litres. Stricter emissions laws could be met with this system as well, even though from 1975 on some arrangement of "band-aids" were required in the form of air pumps, thermal reactors and after 1977, catalytic converters. This system also, due to its disposition of components allowed manifold designs that greatly increased low end and mid-range power, at RPM's that 80% of all driving occurred. With this injection system, 911's became much easier to drive with tractable, torquey engines: 911's that were actually fun to drive in town! One had response at 2000 RPM's that on earlier cars required 4000-5000 RPM's before anything significant happened.



In 1974 the 1.8 liter 914's pioneered the use of an injection system that is the basis for the system used on all new Porsches today. This is the L-Jetronic (L meaning "Luft", or "air", in German) system. The theory of operation is similar to the K-Jetronic, but it combined features of the electronic D-system as well. An air-flow meter measured the amount of air drawn into the engine, but the mechanical movement of the air flap in the meter was converted to an electrical signal by a complex potentiometer. The electrical signal of air volume could then be read by the microprocessor computer box and control the injectors pulse

duration (how long they sprayed at each firing) accordingly. So the system measured air flow like the C.I.S system, but used electronics to control the injectors instead of mechanical systems. As emission laws became ever tighter, the instantaneous response of electronic systems could deal with minute mixture changes much quicker than any mechanical device. In 1980 an L-Jetronic system was fitted to the 928 series, and advanced versions of the L-Jetronic system are on the 911 Carrera and 944 series. (The feedback and Motronic modifications to the basic "L" injection are meat enough for several articles on their own!)

Advantages of the system relate to the speed of response of an electronic injection system, but alas, with its complexity, fuel mileage can be quite good - my '75 914. 1.8 yielding 38 mpg at 75 mph; not too bad!! Also, it is the system most suited to the needs of the '80's and beyond.

Disadvantages are few. The air flow meters can be damaged by severe backfiring due to poor timing or lack of tuning. Also, the same bugaboos that affect the D-Jetronic system apply: no dirty or loose electrical connections (especially grounds!) and correct voltages in the system: computers either won't work (low voltage) or fail (high Voltages) with incorrect voltages.

The L-Jetronic system was used on '74 - '75 914 1.8's 1980-up 928's, and in upgraded "Motronic" form on the 911 Carreras and 944's.

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IROC 1985 FINAL RESULTS

CLASS	REGION	ENTRANT	I	II	III	BEST 2/3	PLACE	COMMENT
P-1	WMR	X. Pletcher	-	-	61.6	61.6	---	only one event
P-2	WMR	Kurt Wirth	85.6	85.3	100.0	185.6	1	
P-3	WMR	Lance Weersma	99.3	98.2	100.0	198.2	1	
P-4	WMR	Gary Petertyl	100.0	100.0	100.0	200.0	1	
	WMR	Lloyd Lalluis	74.9	89.3	73.5	164.2	2	
	MSR	Bill Robertson	74.4	77.6	-	152.0	3	
	MSR	Bob Sprafka	-	-	88.8	88.8	---	only one event
	MIR	Gary Pippenger	88.1	-	-	88.1	---	only one event
MSR	Justin Escher	-	76.4	-	76.4	---	only one event	
P-6	MIR	Keith Ring	100.0	100.0	-	200.0	1	
	MIR	Greg Hartman	87.8	-	97.8	185.6	2	
	WMR	R. Dankert	-	-	88.6	88.6	---	only one event
P-7	MIR	Jerry Forthofer	100.0	100.0	100.0	200.0	1	
	WMR	Doug Tepper	98.8	83.3	90.7	189.5	2	
	MSR	Karl Haug	85.1	86.4	67.8	171.5	3	
	MIR	David Walski	-	62.6	-	62.6	---	only one event
	WNR	J. Grier	-	-	62.2	62.2	---	only one event
P-8	WMR	Craig Paull	-	-	100.0	100.0	---	only one event
P-9	MSR	Mark Haveman	-	100.0	100.0	200.0	1	
	MSR	John Yeager	-	75.5	-	75.5	---	only one event
P-10	WMR	X. Cole	-	-	73.9	73.9	---	only one event
P-11	MIR	Bill Wagoner	98.5	100.0	93.1	198.5	1	
	WMR	Eric Zillmer	-	97.6	98.7	196.3	2	
	MIR	George Scott	100.0	93.3	-	193.3	3	
P-12	WMR	Rick Riley	93.6	100.0	100.0	200.0	1	
	MIR	Harold Teter	100.0	-	97.4	197.4	2	
	MSR	Jim Topper	95.3	95.0	94.0	190.3	3	
	WMR	Don Meyer	76.6	84.7	77.0	161.7	4	
	MIR	Harry Burnstine	93.0	-	-	93.0	---	only one event
	MIR	Keith Ring	-	-	74.6	74.6	---	only one event
WMR	J. Defrell	-	-	43.3	43.3	---	only one event	
P-13	MIR	George Nickell	100.0	-	96.2	196.2	1	
	MSR	Bill Weir	90.7	100.0	95.7	195.7	2	
	WMR	Paul Thieme	85.7	-	100.0	185.7	3	
	MIR	Doug Cramer	91.0	-	76.4	167.4	4	
	MSR	John Kopplin	-	95.1	-	95.1	---	only one event
	MIR	C. Cramer	80.8	-	-	80.8	---	only one event
WMR	X. Schaller	-	-	74.0	74.0	---	only one event	
P-16	MIR	Tom Schwenk	72.4	91.4	100.0	191.4	1	
	WNR	Ted McCarthy	-	-	98.0	98.0	---	only one event
I-1	WMR	Peggy Wagner	100.0	100.0	100.0	200.0	1	
	WMR	Ed Scott	62.3	68.4	72.3	140.7	2	
	WMR	X. Pauwee	-	-	85.4	85.4	---	only one event
	WNR	X. Maverkate	-	-	76.7	76.7	---	only one event
	WNR	Bob Shedd	-	-	68.6	68.6	---	only one event
	MIR	Dave Hutchison	64.0	-	-	64.0	---	only one event



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HOT TUB TURKEY DAY

Saturday, November 9, 1985

Hostess: Peggy Wagner



It's hard to believe the Porsche Pushers season has come and gone. Seems like it was just April and we were all trying to wrap up our "projects". The summer flew by fast and furiously as evidenced by the passing of another Hot Tub Turkey Day.

Traditionally this has been a time to reminisce about the 'good old days', the summer just passed, do a little bench racing, talk about that new winter 'project' and look forward to next season. But more importantly it's a gathering of good Porsche friends. People who know their lives have been enriched by knowing one another.

This Hot Tub Turkey Day was not unlike those gone by. There was plenty of friends from near and far, good food and great fellowship. My special thanks go out to Phil and Judy Cull for once again opening their home and for Judy's expert help with the kitchen duties. Also, thanks to Lori Petertyl for preparing one of the turkeys and to everyone else for



contributing their "specialties". Thanks to Harold and Donna Teter for the fantastic racing flicks.

If you missed this year's Hot Tub Turkey Day be sure and mark your calendar now for next year. In my opinion it is one of the most enjoyable Porsche friend filled days of the year.

REGION	MEMBERSHIP	ENTRANTS(TOTAL)	RATIO	only one event	
I-2	Wayne Hollenman	100.0	100.0	200.0	1
MIR	Larry Grover	75.2	70.7	145.9	2
MIR	Dave Raymond	-	86.6	86.6	---
NSR	Jerry Dillinger	-	81.2	81.2	---
MIR	Jeff Lightfoot	58.0	-	58.0	---
WWR	Terry McCarthy	-	46.2	46.2	---
I-3	Jeff Koik	-	100.0	100.0	---
H-1	Phil Cull	100.0	100.0	200.0	1
WWR	Bill Moses	89.1	79.4	168.5	2
H-3	Frank Wagner	100.0	100.0	200.0	1
WWR	Chuck Olenyk	89.7	88.9	178.6	2
MSR	Todd Bondarenko	-	89.7	89.7	---
L-1	Sharon Forthofer	100.0	100.0	200.0	1
WWR	Marcie Tepper	76.6	65.0	153.3	2
MSK	Sally Sprafka	59.7	52.8	112.5	3
MIR	Susan Ring	54.1	39.4	93.5	4
MSR	Pam Robertson	55.4	-	55.4	---
MIR	Sharon Waiski	-	55.1	55.1	---
MSR	Bonnie Robertson	-	25.3	25.3	---
L-2	Bonnie Robertson	100.0	-	100.0	---
WWR	Lori Schutz-Riley	-	100.0	100.0	---
MIR	Susan Ring	-	100.0	100.0	---

OVERALL PARTICIPATION

REGION	MEMBERSHIP	ENTRANTS(TOTAL)	RATIO
WWR	102	59	.578
MIR	82	42	.512
MSR	64	25	.391



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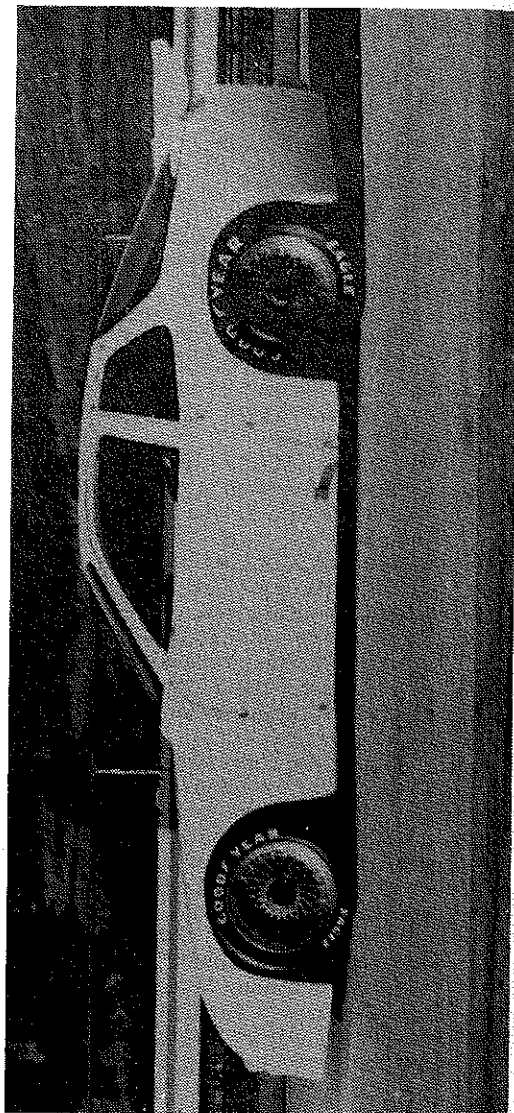
UNVEILS NEW 944 GTR RACE CAR

On October 18, our very own Bill Moses was in Atlanta to witness the unveiling of the new 944 GTR. With permission of Bob Carlson, contact from PMNA, we are able to bring you the official announcement and first photos of this new exciting car. Thank you Mr. Carlson, for your permission and the material, and Thank you Bill for going to Atlanta!!!!

Porsche Motorsport North America (PMNA), the official factory racing representative for Porsche in North America, today released details of an exciting new race car designed exclusively for American road racing.

Designated the Porsche 944 GTR, this new machine is being constructed in the United States specifically to compete in American-based International Motor Sports Association (IMSA) GTO and GTU class racing as well as Sports Car Club of America (SCCA) Trans-Am and amateur GT-1 and GT-2 competition.

The 944 GTR's basic technology is derived from an earlier Porsche 944 prototype car raced by the factory at Le Mans in 1981. Major differences between



the two include the American-built GTR's tube-frame chassis, Porsche 962 brakes, and two-valve engine with balance shafts based on the new Porsche 944 Turbo street car.

"In building a car tailored to U.S. racing," commented PMNA Director Al Holbert, "we want to showcase the Porsche 944 Turbo. It is our intention to make both the 944 Turbo and 944 the foundation for Porsche racing in America."

Four GTR's have been built in the initial production run. Plans call for an additional eight to be constructed in the next eight months. Expected price for the complete car is approximately \$100,000.

"Like the racing machines produced at the Porsche factory," Holbert added, "we are building and selling complete turn-key race cars fully sorted and ready for the racetrack. Our customers will not have the expense and bother of matching an engine with a chassis because we have already done it for them.

"Judging from the encouraging results we've had in early track testing, we are optimistic the 944 GTR will be the latest in a long line of successful Porsche race cars."





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CONTACT: Bob Carlson
(215) 343-9448
343-9621

PORSCHE 944 GTR TECHNICAL SHEET

Engine Type: Four-cylinder, in-line, water-cooled, single ignition with two valves per cylinder, single turbocharger and waste gate.

Displacement: 2478.7 cc

Power: 525 hp @ 1.6 bar

Camshaft: Single overhead cam tooth-belt driven

Cylinder Head: Aluminum/water-cooled/cross flow

Maximum Engine Speed: 7600 RPM

Maximum Car Speed: 175 MPH

Clutch: Single Plate

Transmission: Five-speed transaxle

Steering: Rack & pinion, 2.5 turns lock-to-lock

Brakes: Porsche caliper, 13 x 1.2 inch ventilated discs

Wheels: 16-inch alloy three-piece modular, 10 inches wide front and 10 inches wide rear, or 12 inches wide front and rear.

Suspension: Independent by means of unequal length A-arms with anti-roll bars at front and rear. Sprung by coil springs with gas pressure shocks.

Drivetrain: Halfshafts, limited-slip differential

Driveshaft: 928 steel supported flexshaft

Chassis: Tube frame with integrated rollcage.

Body: Fiberglass

Weight: 906 kilograms 1980 lbs. 2300 lbs. with ballast

Wheelbase: 2413 mm 95-in.

Front track: 1524 mm 60-in.

Rear track: 1524 mm 60-in.

Height: 1305 mm 44-in.

Width: 1905 mm 75-in.

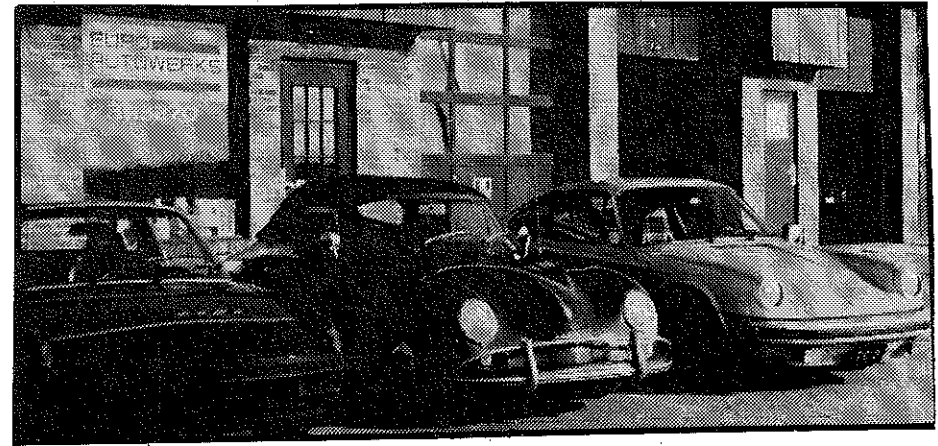
Length: 4115 mm 162-in.

Ground clearance: 51 mm (2 3/8-in.)

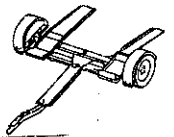
Fuel capacity: 120 Liters; 31.7 U.S. Gallons

Manufacturer: Porsche Motorsport North America

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ASSISTS PORSCHE COMPETITORS IN THREE MAJOR AREAS

With the company goal of encouraging racers to race Porsche cars and then help them win, Porsche Motorsport North America (PMNA), the official factory racing representative of Porsche in North America, has developed a program to provide technical, logistical, and financial assistance to Porsche competitors.

"Technically," explains PMNA Director, and noted race driver, Al Holbert, "we offer a thoroughly tested and sorted product. Only from Porsche can a customer buy a tested and mated state-of-the-art engine and chassis combination which, when properly campaigned, is capable of winning."

In addition, PMNA Assistant to Director Peter Schmitz, himself a longtime Porsche racing technician, is available to Porsche competitors as a technical consultant and liaison between them and Porsche factory engineers in Germany.

Logistically, PMNA helps Porsche competitors solve the problem of carrying spare parts. PMNA's parts truck, operated by PMNA Parts Coordinator, and racing veteran Tom O'Dell, is on hand at

major races to provide parts when and where they are needed, thus eliminating Porsche teams from carrying large spare parts inventories.

Financially, PMNA has two means of rewarding Porsche competitors for success on the race course. The first, Porsche Cup North America,

offers \$85,500 in prize money to the top 15 Porsche drivers in North America at the end of a season long competition. The second, a contingency program, pays \$500 to any Porsche team winning a professional showroom stock race, and \$5,000 to any Porsche team capturing a pro showroom stock season championship.

As an additional aid to Porsche competitors, PMNA has its own Racing Public Relations Coordinator, former journalist Bob Carlson, on staff to assist them in publicizing themselves and their racing efforts.

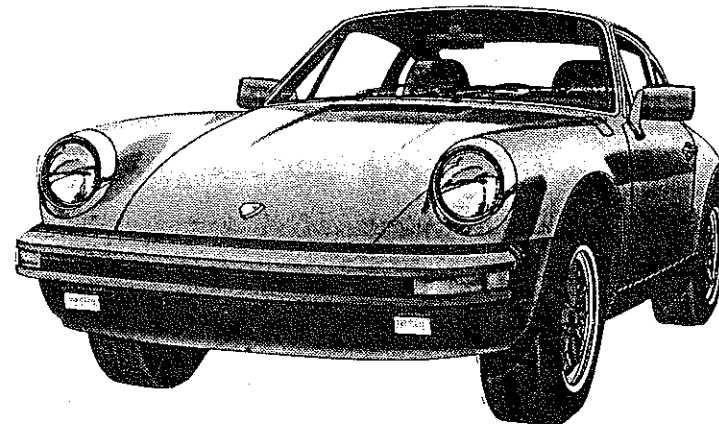
"Porsche prides itself on its winning tradition," Al Holbert relates, "a tradition based not only on victories scored by its factory teams but also on those scored by its customers.

"I believe PMNA's customer assistance program helps maintain this valued tradition."

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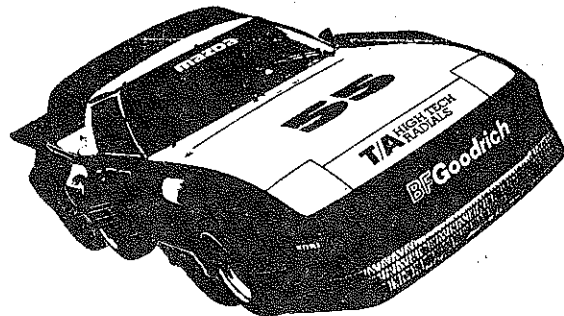
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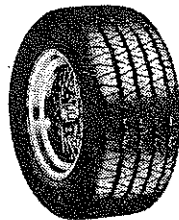
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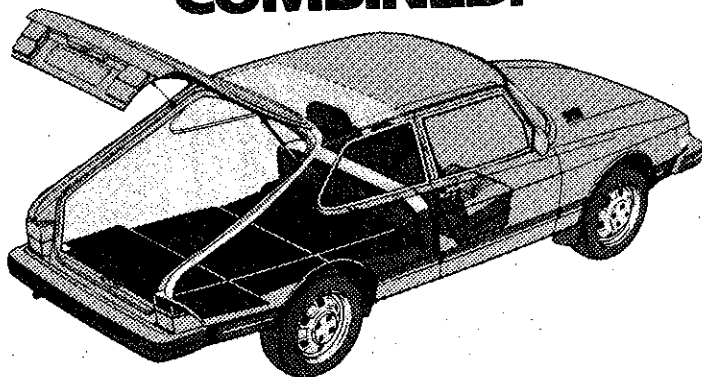
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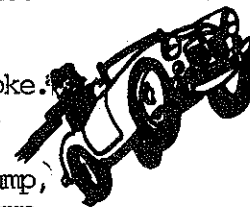
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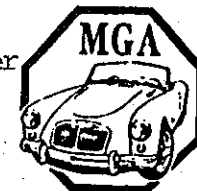
THE NIGHT BEFORE CHRISTMAS

"Twas the night before Christmas, and out on the street
Sat my poor little MGA, all covered with sleet.
The starter was frozen, the battery dead,
And clusters of icicles hung from the head.
Mama with the cables and I with the crank,
Were trying to start it, but drawing a blank.
The best we could raise was a weak little clatter,
And we couldn't determine just what was the matter.
When what did our wandering eyeballs perceive,
But a fat little man you just wouldn't believe.
His cap was made up of a bundle of wire,
The tails of his coat were a crackling with fire;
His eyes were like lightbulbs (and one didn't work);
The man was a real electrical jerk!
He was so badly wired, I knew in a wink
That this poor apparation was from Lucas Inc.

He opened this bonnet and started to poke,
Thus causing a short and a puff of blue smoke.
He crackled and sizzled, then giving a zap,
He fractured the damn distributor cap.
He walked to the back end, and giving a thump,
He jammed up the points on my Lucas fuel pump.
And laying a finger aside of his nose,
He sizzled away while the two of us froze.
He sprang to his car, in a movement so smart,
We almost expected the damned thing to start.
The starter turned over, the engine roared out,
And over the clatter, we heard Lucas shout:
"Out MGA, Out Spridget, Out Healy, and Sprite,
Out Lucas ignition this cold winter's night!"
And we heard his exclaim, as skyward he roared,
"So long crazy Yankees! I'm powered by Ford!"



Reprinted from MGA-ANTICS, Michigan MGA Chapter
Newsletter, Nov/Dec 85 issue, cover.





PORSCHE UBER ALLES



PORSCHE UBER ALLES



IONIA DOUBLE HEADER CHALLENGE By Roger Johnson

Ionia MI - October 13, 1985
from our Special Correspondent

Team Captain Rick Riley led the WMR/PCA team to a close victory today over 7 other 5 driver teams of the best autocross drivers in the Midwest. Riley's 911 was the only entry in A Stock, and was bumped to A Street Prepared where he still dominated the class.

Rick's A/SP winning run of 50.6 also earned him a new record in A/S, shattering his old record by .5 seconds and matched his old A/SP record set in 1983 when the car had a few more horsepower!

The WMR team had 4 class wins and one second place, as did the MIRA team of Nancy Jacobs, Ellis Meister, Harold Moorsma, etc. The tie was broken by the record-setting performance of the WMR team - every member broke his old class record!

This year's Ionia event was sponsored by B.F. Goodrich, and 2 of the 3 cars at the event running BFG tires were on the WMR/PCA team.

What makes the accomplishment of Rick's team even more significant is that the other four members selected by him:

- 1) weren't driving Porsches.
- 2) were driving old, low-tech vehicles
- 3) were mostly nobodies and has-beens.

For Example:

David Looman - driving an ancient Formula VEE, that broke on his last run.

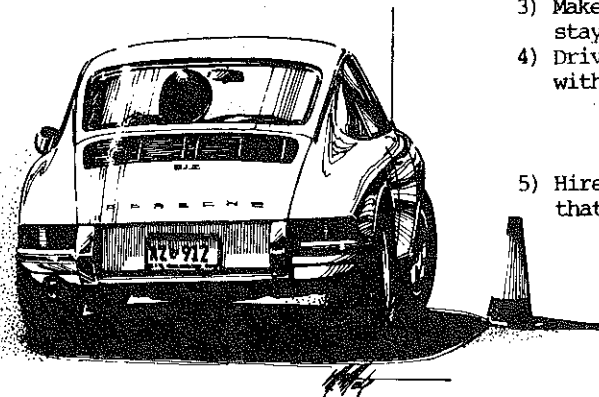
Bruce Wentzel - in his ancient 7.4 litre plastic Chevy, embodying 23 year old suspension technology.

Roger Johnson - also in old plastic Chevy technology, with 1.7 (an entire 914) fewer litres fresh off a disaster at the SCCA Solo II Nationals.

Looman could only manage to knock a second off his old course record before the engine blew. Wentzel, in an almost bone stock car, bolted on a set of Hoosiers to run B/SP and could only manage to take a little over three seconds off the old class record. Then he bolted slicks onto the same car and took three seconds off the B/P record that had stood since 1978!... and ran absolute Fastest time of Day in the process, over the formula cars, and modifieds. (Note being the only B/P entry, he was bumped to E/M and won.)

Johnson faced the best of Weissach in B Stock - a 928 from Kentucky was the threat in the class, but the Plastic Car was faster, and 0.8 under the old record.

Coaching support from Phil and Judy Cull was probably what provided the extra motivation for the margins that meant victory for the team.



The clear message for a repeat victory in 1986 for WMR :

- 1) Send the rest of the 356 drivers to Road Atlanta.
- 2) Send the 914 (4 and 6 cylinders) to a wedding in Wisconsin.
- 3) Make the 944 drivers stay home.
- 4) Drive Plastic Chevrolets with 8 cylinders

OR

- 5) Hire people for the team that do drive them.



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MINUTES by Eric Zillmer

November 6 1985
8 PM called to order

Treasurer's Report - Peggy Wagner - \$7765.20 total, \$616.38 checking, \$7148.82 in money market.

Uber Alles Report - Lori Schutz-Riley - asked for suggestions for advertisers.

Porschemporium - Bob Dankert - \$1290.17 total, transferring \$600 to money market fund.

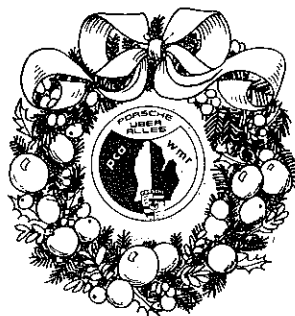
IROC - Marcie Tepper for Doug - Banquet Nov. 16, don't forget.

Membership - Marcie Tepper - 2 new members, details in future

President's Report - Frank Wagner 1986 Objectives from October meeting - in order of popularity

1. Rectiry timing equipment
2. Establish financial base of \$5-6,000 minimum.
3. HOW to be at 1985 level
4. Maintain spring and fall Grattan events
5. Effective resource for officers/workers
6. Supplement Winterfest expenses
7. Minimum coordination-break even event, social
8. better Medical support at Grattan events
9. Continue IROC series
10. more structure at the Tech session.

All have been achieved except 5,7,and 10, but progress seen.



Old Business -
Grattan Wrap up - Rick Riley - Successful event, cleared \$1,579.
winner of Raffle - John Laidlaw of Chicago Region. (drawing was done at conclusion of this board meeting)

Hot Tub Turkey Day - ok to go.

Timing Equipment - A motion was made and seconded to appropriate an additional amount of funds to total \$2500.00 for timing equip. The vote was unanamous. The club has purchased a unit from J A Circuits which will time 4 cars simultaneously, plus 2 rolls of cable total \$16.50. Delivery expected in January.

Winterfest '86 - Date is Saturday February 8, 630 pm cocktails, 7pm dinner, details to follow. will be in Grand Rapids.

Name Tags- discussed.

New Business - Tech Session planned for April - Lori Schutz-Riley chairperson.

Next Meeting December 4 at Riley's

Adjourned 959pm.



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Porsche Mags: 6X15 five spoke 911-914-6 mags, straight, but not concours. Some center caps available. Mags \$110.00 plus freight (or best offer), caps, make offer. Need money!! call Uncle Frank 616-245-6666.

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Exhaust extractor	\$ 30
1.7 motor needs pistons and cylinders	125
fenders -all corners	75 ea
1.7/1.8 manifolds for solex carbs	25 pr
short "A" amrs -lower your Porsche, still align it	75 pr
1.7 heat exchangers-good	25 pr
early trans -needs syncros	200
axles w/both cv's	40
headlite motor	20
front turn signal lites	15
front side marker lites	5
stock fog lites -early	70 pr
marchal fog lites	80 pr
Fiberglass front fenders flared for 9" wheels	150 pr
Boge rear shocks	20 pr
'70 914 bare chassis with very little rust straight and solid	800

911 Parts Used	
1965 trans good	500
cond AA/GA/O/U/Y	
7" steel wheels, cut and widened w/goodyear P-7 slicks	150 set
&' ATS wheels 944 style w/goodyear R-4 slicks	600 set
911 S alloy calipers w/ 6 rotors and 4 sets pads	550 set

Bob Shedd 616/243-2109

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911 Engine Available: "S" cams, "S" pistons, about 40,000 miles, new tensioners, has Weber carbs, 2.0 liter displacement. You've seen SIXER run, now you too can have an engine like his. In fact, it is his. \$1600.00 or best offer, looking to sell by early early spring. Uncle Frank 616-245-6666.

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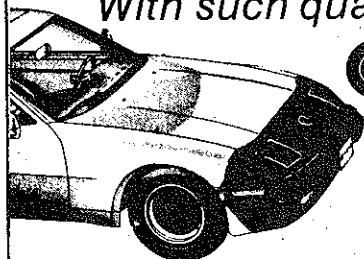
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Emblem, PCA ½".....	2.20
Emblem, PCA 1".....	2.70
Hats, PCA Blue, Mesh back.....	6.00
Lapel pin, PCA ½".....	2.70
Patch, Porsche crest 2".....	2.00
Patch, 3"-2.20, 4" -3.20, PCA-WMR 4".....	2.20
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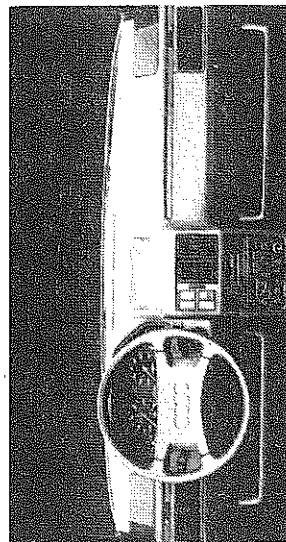


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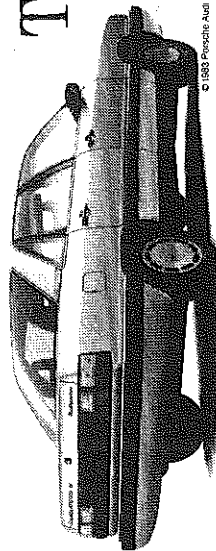
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