

**MARCH
1986**

**PORSCHE
ÜBER**



ALLES

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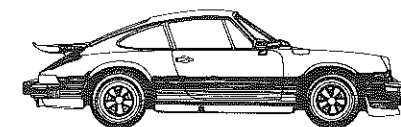
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meeting place—

MARCH 5, 1986
JOE GRIER & DEBBIE
222 DOGWOOD NE
ADA MI 49301
616/676-2223

Western Michigan Porsche Club holds monthly board meetings on the first Wednesday of every month. The location changes each month to a different member's home. This location is found above. These meetings are open to all members of the club, and to anyone interested in becoming a member. Please feel free to contact an officer, or the host of the next meeting for more information or directions. See you there!

ON THE COVER:

Winterfest and cover photos thanks to Judy Cull and Rick Riley - THANKS!!!!

Past Presidents of WMR back row: Doug Hoek, Phil Cull, Charlie Dunn, Rick Riley, Gary Petertyl, Dan Conklin, Steve Locke. Front Row Present President Frank Wagner



WINTERFEST 1986

Even the kindest of folks said that it was a "departure from the norm", but most people seemed to enjoy our 1986 Winterfest, "Deal Me In" at the Anway Grand Plaza in the Atrium Room.

We had a great dinner of Prime Rib or Trout and all of the accompaniments lived up to the Anway tradition. Featured entertainment for the night was our Casino Night, sponsored by the Western Michigan Region PCA and it included 6 Black Jack tables, a Color Wheel, Craps Table and Roulette Table. Thanks go out to our nine dealers for the night: Mart Faber, Diane Mehall, Bonnie Kennedy, Bev Langdon, Barb Shedd, Lorna and Bill Powell, Marlene Tuckey, and Pit Boss Chuck Tuckey. Without these people our night wouldn't have been the same, and we appreciate their service.

Winterfest always draws a crowd and this year was no exception. We set a new record this year with 76 attendees, and that's a really great statement about the involvement of our Club members. Seeing new and not so new faces was what Winterfest is all about -- getting together in off season to keep in touch with our friends.

Another highlight of the night were the great Door Prizes donated by our loyal supporters. Again this year, we

want to express our appreciation to the following concers: Harley Hotel, Brann's Restaurant, Cascade Big Boy, Mulick Floral, Sefton & Associates, Euro Auto-works, Ronda Tire, German Auto Service, The Grand Rapids Civic Ballet, Michigan Moulding, Remus Auto, Travel Bug, Uptown Grand, Kalamazoo Motors, Sanp-On Tools, Michigan Automotive, and the Van Eerden Company. Without their support our memories would be greatly different. After all, we had all that lovely money to spend, but without Door Prizes there would have been nothing to spend it on. Ever had a nightmare like that?

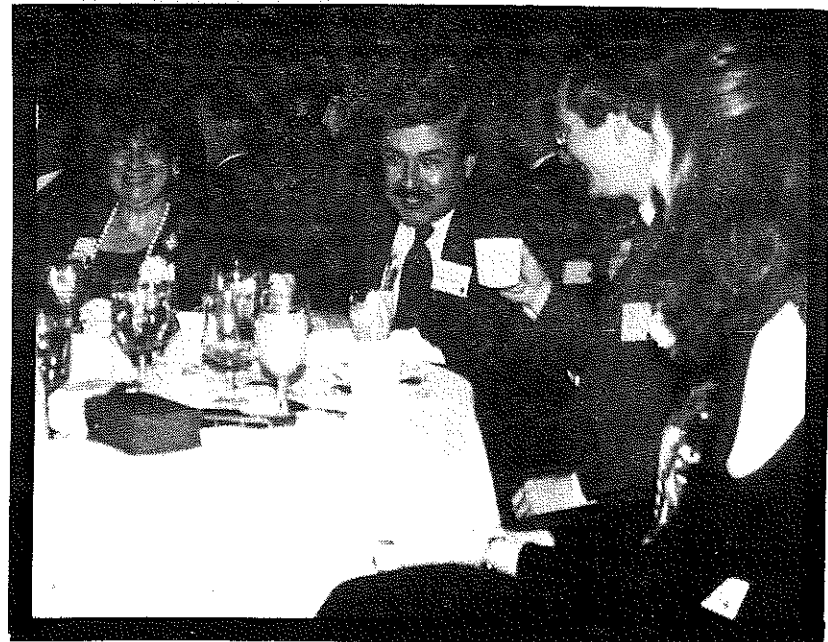
Thanks again to all of you who helped us make the event successful - especially Phil and Judy Cull and Doug and Marcie Tepper as they guided us through our first-time experience of pulling together a Winterfest Celebration. We hope you all enjoyed it.

Debbie Tuckey



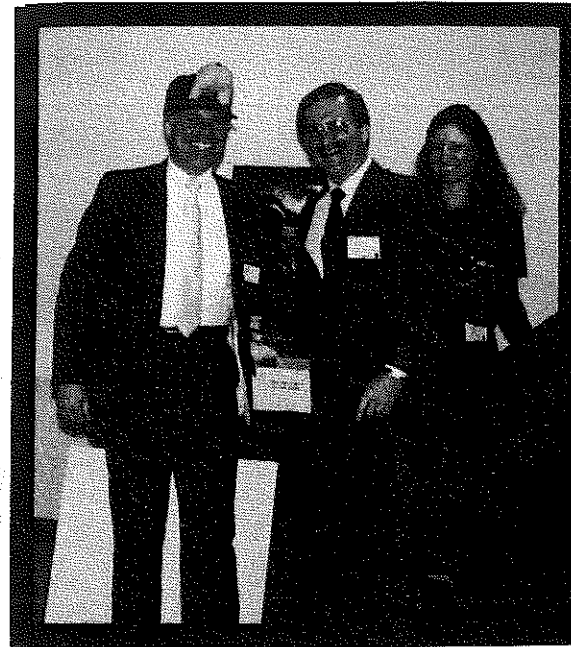
*WINTERFEST
1986*

A toast from event coordinator Debbie Tuckey and her Mom. Below: WMR welcomes PCA National Secretary Lew Moorman and his wife Vi to winterfest. The evening began with a great dinner.

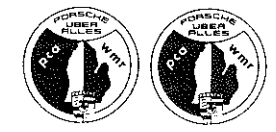


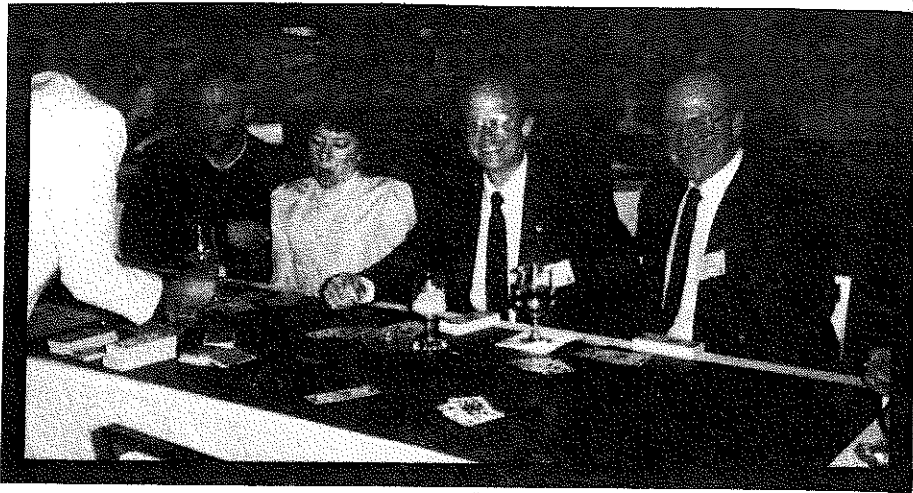


Judy Cull presented year end awards to all those who hosted an event in 1985. Pictured upper left Steve Locke, for the Locke-Ness Rally. Lower left - Juanita Weersma for the Pig Roast; Right, Peggy Wagner for Hot Tub, with help from Frank.

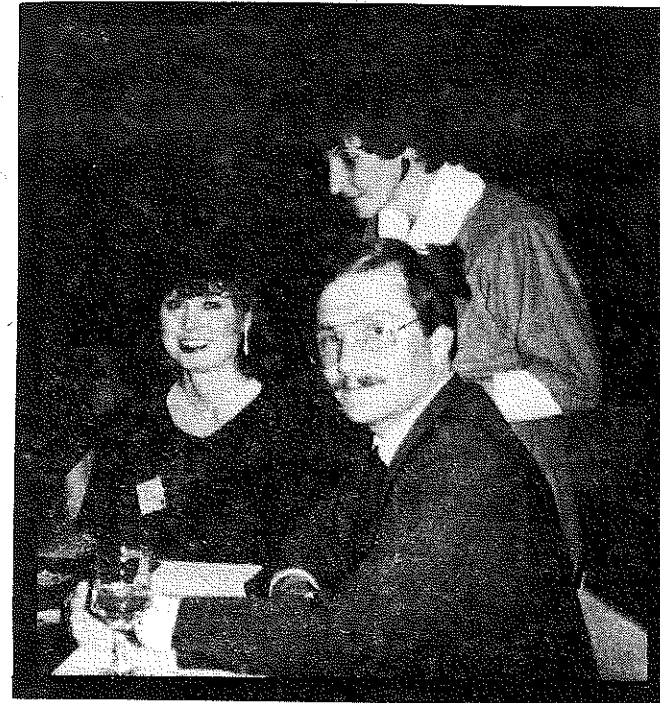


Right: Lori and Rick Riley present Phil Cull with the "First Annual Rear-End Award". Below: Judy recognizes Frank Wagner and his efforts as President of WMR in 1985. All the officers were recognized and thanked for their work during our successful 1985 year.





After awards, we all moved to the Tables for Casino Night!! Above: Jerry DeFrell and his date decide to Hit or Pass. John Pruis and Dan Conklin seem to be enjoying themselves. Below: Lance and Juanita Weersma must have gone over 21 by the look on Lynn Olenyk's face. Nills Erickson says, I told you!!!!



Shari Hoek:
How am I doing?
Judy Cull:
Just fine, are
you winning, Rick?
Rick Riley:
As long as there
isn't a camera in
my face, do you
MIND!!!

Kurt Wirth:
It's easy, I put a
\$50 on each color,
and win every time!

Winterfest 1986



Winterfest 1986

Winterfest 1986

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As you can see, Saab has more cargo space than all three of the others. As you can imagine, Saab is a lot more useful than any of the others when you pack up the summer house, provision your boat, load up sporting gear for a long weekend, or make an impulsive purchase at a tag sale.

Of course, only the Saab has a rear seat that folds down, so the others may claim that it has an unfair advantage.

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**DETROIT THROWS
THE (frozen) GAUNLET
a challenge
to California Alfa owners**

Reprinted from Alfa Giornale
AROC - Detroit Newsletter
December 1985

Sunny California.

Home to shiny, immaculate Alfas, pretty girls, surfboards, Pebble Beach, the Alfa Owners Club and ARA Norcal...

Land of Wimps.

This is Deeeeetroit talkin' to ya. If one of your over-indulged metal treasures ever saw a snowflake it would roll over dead from terror. Here that's just a call for more fun, whips and snow chains, the time for ice runs on Lake St. Clair.

Spotting any Detroit "winter rat" is easy. Look for the melted plastic from heated door keys. At a mere fifty-seven degrees below freezing we of course coax Alfie into action. Sometimes at a wall of snow left at the end of the driveway by a plow the previous night (thus adding to Detroit's already vast collection of twelve-piece air dam/snow plow kits -- glue not included).

Californians have an absurd notion like you invented break dancing or somethin'. Hell, we've been doing that on Woodward Avenue in January as far back as I can remember.

Automobile Break Dancing. Fire up that old Spider, pull her top down (heater rusted away years ago, so why not?), full volume for Aretha Franklin and start jumping to the thump of the Back Axle Boogie. Awwwwwwright now!!! So what if the shifter's frozen in first and the turn signals were an invasion of privacy -- so let'em smoke. Ice, sleet, brisk arctic gales... a true Alfa lovers paradise.

Right, Escondido?

Tell ya what. Just to be fair about it, we'll give ya a fighting chance to prove your mettle. We'll design a course and send a copy so you can duplicate ours. We'll run on Lake St. Clair January 12, and you get the Pacific Ocean. Fastest time wins.

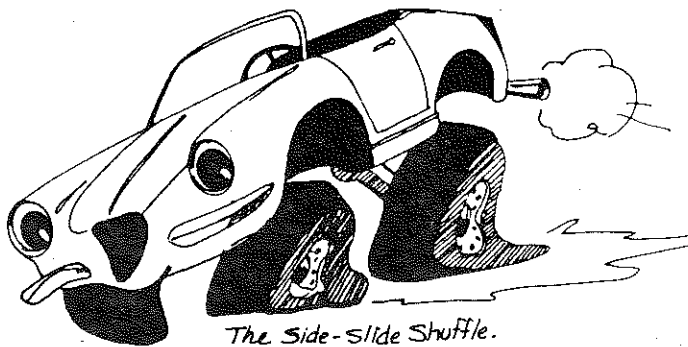
Wimps.

From the editor - Any Porsche Challengers?????

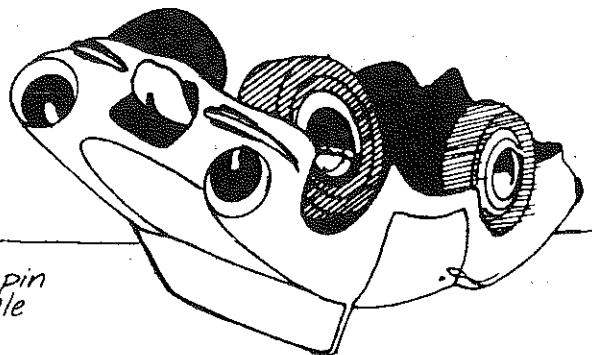
automobile break dancing



An Ice Run



The Side-Slide Shuffle.



*The spin
cycle*



*Andy "No Prisoners" Hammond
at the wheel.*

Dave Hammond

*The
Back-Axle
Boogie*





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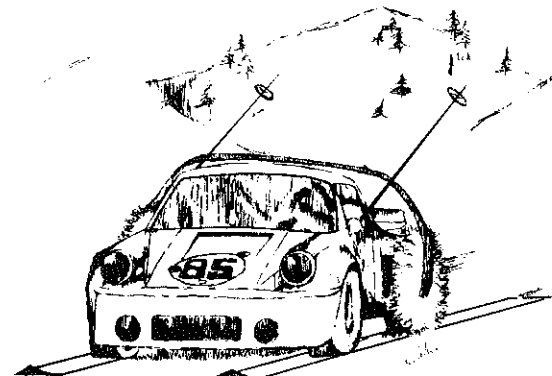


Ten Commandments for the PCA Member

Reprinted from Porscherama,
Los Angeles Region/reprinted
from Sonne Porsche, Hawaii
Region PCA, Newsletter,
July, 1985 edition.

- 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 Solo II 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 of 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 or repair job, at least not all at the same time.
- X Thou shalt always wave or "flash" to other Porsche drivers thou shalt meet upon the roadway, knowing that they share thy love for the world's finest sportscar.





UBER ALLES



TECH TALK

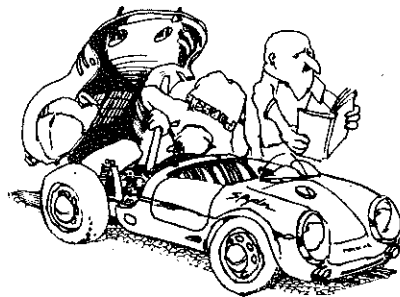
Reprinted from Die Offene Strasse, Mid-Ohio Region PCA Newsletter Sept. 1985

One of the unfortunate design features of the 914 series car is the open batter location which allows water to wash over the case, carrying some of the batter's acid with it. The little plastic battery cover helped but did not solve the problem. Over the years not only can the battery tray desolve, but the right rear section of the chassis where the suspension connects, can become useless and/or dangerously weak with acid damage. New pieces, original or after market, properly welded into place, are the only way to repair this section of the car to retain structural integrity. No amount of pop-rivets or fiber-

glass will do. After the repair how do you keep it from happening again? One way is to extend the battery cables through the middle tunnel in the car (long battery cables available at battery shops) and mount the battery in the front trunk. Another easier solution is a totally sealed maintenance free battery. Nationwide Auto Parts has such a battery. Their Torque starter is under \$75.00, has a six year warranty, and is totally sealed. You can turn it upside down and shake it without a drop. Too bad we didn't have this technology from say 1970 to 1976... we'd have saved a lot of 914's.

Along with a recent recall for a part on the 944 cruise control, there will be a small recall of late model 928's with an improper weld on the engine cradle or girdle. No serious safety problem exists, but Porsche is replacing the part and I'm sure you'll hear soon if your car is involved.

If any of you are considering new shocks and prefer a gas shock, such as a Bilstein, be prepared to do a little car lowering. The gas charge in many of these shock acts as a preload and actually jacks the car up an inch or so. You may have to crank it down again to get the same chassis height.



24 HOUR INFORMATION ON SPORTS CAR CLUB ACTIVITIES

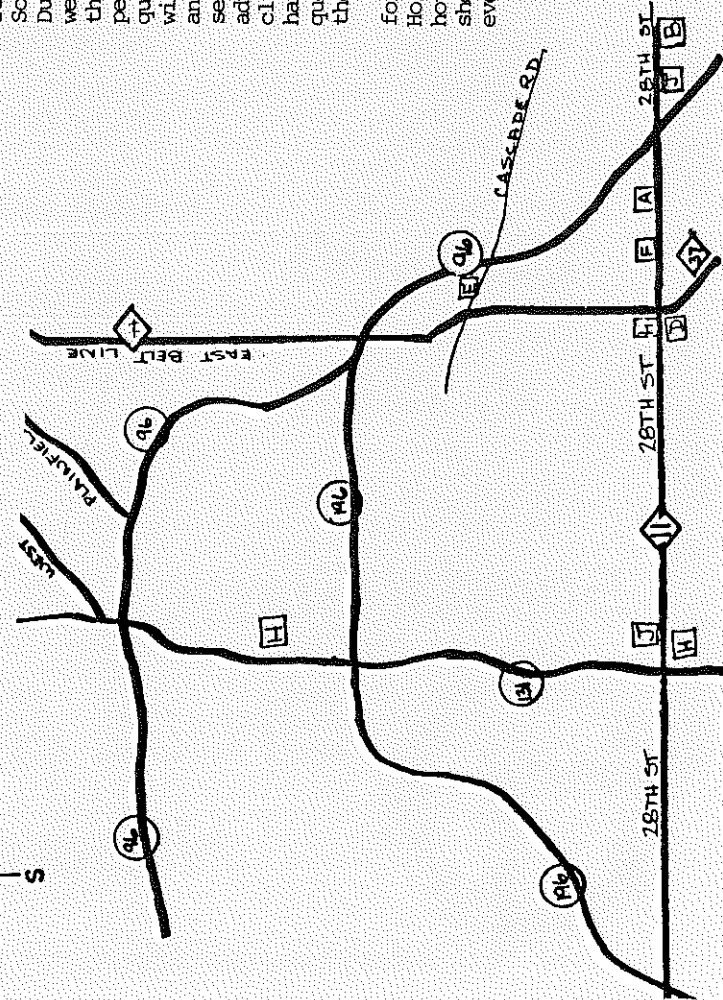
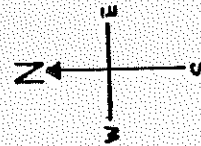
CALL THE
AUTO SPORTS
HOTLINE



(616)
396-4292

TO LIST YOUR CLUB'S EVENT CALL DAVE OR JOYCE (616) 396-8136

SPRING TECH SESSION APRIL 19, 1986



Have you sent in your registration form for the Spring Tech Session?? We have generated a lot of interest from the neighboring regions, as well in our own. So better not wait too long. Due to space confinements, we must limit enrollment of the Tech Session to 150 persons, as well as the banquet. Return confirmations will be sent between March 15 and April 10th. Remember to send in your questions in advance. We will try to include printed answers in the handbook if we have enough questions, and time prior to the event.

I hope you plan to join us for the evening buffet. The Holiday Inn is a very nice hotel, and they promise to show us their stuff that evening.

SEE YOU THERE!!!!!!!

HOLIDAY INN
N- 363-9001
S- 452-2131

Car Barn



SPRING TECH SESSION APRIL 19, 1986



REGISTRATION FORM

TECH SESSION, _____ @ \$10.00 _____

LADIES OUTING, _____ RESERVATIONS

BANQUET TICKETS, _____ @ \$10.00 _____

SEND TO LORI SCHUTZ-RILEY
166 PLYMOUTH N.E.
GRAND RAPIDS, MI 49503

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FRIDAY _____
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CLUTCH CHATTER

Reprinted from Porscheforum,
Northern New Jersey Region
PCA/ from Sonne Porsche,
Hawaii Region PCA July 1985

Clutch chatter is a perplexing problem because most people have difficulty deciding how much is enough to do something about. A slipping clutch or one that will not disengage requires replacement (assuming you have eliminated actuation problems; cable, hydraulic system, pedal cluster, transmission cross shaft, etc.).

Chatter can be caused by problems other than the clutch components. For example, a high resistance spark plug, connector or wire may work well in all but the most demanding conditions. Clutch engagement is just such a condition; high load, low RPM, changing speed. One such incident comes to mind. A 914 owner was ready to spring for a clutch replacement when I found green fuzz in one of the distributor cap plug wire holes; after applying a brass bore brush, the clutch chatter disappeared. Loose motor or transmission mounts or water vapor in the clutch lining from damp, long-term storage can also cause chatter.

After eliminating the possible ancillary causes, look for the excessive wear on the flywheel, disc and pressure

plate friction surfaces. Loose damping devices in the disc center, especially the infamous rubber center discs. Also check run out of pressure plate fingers before assembly. Check concentricity of throw-

out bearing actuation, alignment of transmission input shaft and freedom of operation of the pilot bearing.

Diaphragm clutches should be adjusted for about 1" of disengagement from the floor (no matter what the book says.). If you get the pedal all the way to the floor on every shift, it will last longer than with a higher pedal and it will be much easier to modulate because you can keep your heel on the floor during engagement.

If you have a 928 with clutch chatter, God bless you, you will need it.,,

Joe Reid

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PORSCHE DERBY '86

APRIL 25th thru APRIL 27th, 1986

The Kentucky Region invites you to the 12th annual Porsche Derby.

The weekend includes a welcoming **Mint Julep** party; a Saturday morning **Concours** and box lunch; afternoon options of **Churchill Downs** or **Horse Farm** tour or **Distillery** tour; Saturday evening **Awards Banquet**; Sunday morning **Tech Quiz** with **Autocross** to follow. Holiday Inn price is **\$46.00** per night per couple. Porsche Derby registration is **\$85.00** per couple for Churchill Downs option, or **\$75.00** per couple for Horse Farm or Distillery Option. For more information, call Cheryl or Phillip Doty: (502) 244-0478 between noon and 9:00 PM EST or write to 306 Coatbridge Place, Louisville, KY 40243



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PORSCHE DERBY '86

kentucky region



porsche club of america

NOTICE: Registrations postmarked (not meterdated) by March 1, 1986 will be entered in the **EARLY REGISTRATION** drawing. The winner will be reimbursed, for their Registration Fee only, by **Stein Automotive** of Louisville. You need not be present to win.

MAIL REGISTRATION AND CHECK* PAYABLE TO KENTUCKY REGION PCA NO LATER THAN 1 APRIL 1986 to Address below:
Phillip or Cheryl Doty, Registrars, 306 Coatbridge Place, Louisville, KY 40243 or phone: (502) 244-0478

NAME (for name tags) _____ FAMILY/AFFILIATE MEMBER or GUEST _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

PHONE (Evenings) _____ PORSCHE MODEL _____ YEAR _____ COLOR _____ REGION _____

CONCOURS: Yes _____ No _____. WHICH CLASS? PCR _____; BOULEVARD (Top Side Only) _____;

DISPLAY (Not Judged)* _____ *All cars to be on field.

AUTOCROSS: Yes _____ No _____. STOCK? _____ or MODIFIED? _____. PCR CLASS (if known) _____

TECH QUIZ: Yes _____ No _____. Can you help in any capacity? Yes _____; In what way? _____

SATURDAY AFTERNOON OPTIONS (Check one only!) There are two types of entries, **COMPETITIVE** and **SOCIAL**. **COMPETITIVE** Entry Fee includes registration for all events (Concours, Autocross, Tech Quiz), Mint Julep Party, Saturday Coffee/Donuts at Concours site, Box Lunch at Concours, selected Option (Churchill Downs, Almahurst Horse Farm, or Jim Beam Distillery), Awards Banquet Saturday PM, and chances on Door Prizes. The **SOCIAL** Entry Fee includes all of the above with the exception of the trophying events (Concours, etc.).

	COMPETITIVE ENTRY		SOCIAL ENTRY	
CHURCHILL DOWNS**	\$85 per Couple;	\$45 per Single	\$80 per Couple;	\$40 per Single
ALMAHURST FARM	\$70 per Couple;	\$40 per Single	\$65 per Couple;	\$35 per Single
JIM BEAM DISTILLERY	\$70 per Couple;	\$40 per Single	\$65 per Couple;	\$35 per Single

EXTRA TICKETS NEEDED: Add these costs to your basic Registration Fee from above.*

Churchill Downs @ \$8.00 _____; Box Lunch @ \$6.00 _____; Awards Banquet @ \$20.00 _____.

***TOTAL AMOUNT OF CHECK \$** _____ (To include Registration Fee plus total amount for Extra Tickets Ordered.) **MUST** be sent at time of registration.

**Churchill Downs Fee includes bus to and from track and box seats.

HOTEL ACCOMODATIONS: Contact the host hotel directly, as soon as possible, to be guaranteed a room. Must mention **PORSCHE DERBY** for special rate. Limited number of rooms available.

HOLIDAY INN/Airport Area East, 1465 Gardiner Lane, Louisville, KY 40213 or PHONE: (502) 452-6361

Do you desire a **LOUISVILLE CONNECTION** Host? Yes _____; No _____. (This is a Kentucky Region Member that you can contact with any questions and/or problems before or after arriving for Porsche Derby.)

(Please leave blank--assigned by Registrars) _____ Registration Number _____

PORSCHE DERBY '86			
FRIDAY April 25			
Registration	4:00 PM - 8:00 PM	Leave for Options	12:30 PM
Mint Julep Party	6:00 PM - 9:00 PM	Cocktails (Cash Bar)	7:00 PM
		Awards Banquet	8:00 PM
SATURDAY April 26		SUNDAY April 27	
Concours Prep (on site)	6:30 AM	Tech Quiz	9:30 AM
Judging Begins	8:00 AM	Autocross Tech	10:30 AM
Box Lunch	11:30 AM	First Porsche Out	11:30 AM

FOR YOUR RECORDS:
Date Sent _____
Check Number _____
Option _____
Hotel Reservation _____

STEIN automotive

Trackside Targa

Trackside Targa is the newest member of the Uber Alles Editorial Staff. T.T. was delivered to the U.S. in 1980, where he has lived all his life. He won't reveal his true mileage, much the same as a woman won't reveal her true age. Let it suffice to say that Targ has "been around." The past few years, he has become very fond of auto racing, especially when his cousin Porsche's take to the track. He spent all of last year travelling all over the world attending as many races as possible. His connections allow him to obtain pit passes at every track. Uber Alles is so very thrilled to have ob-

tained exclusive rights to all of T.T.'s reports for the 1986 racing season. Obviously, T.T. won't be able to attend every race, but he will submit a summary report in those cases.

T.T. is spending the winter in Florida this year. This way, he is right in the thick of the action for the start of the IMSA season. His most famous cousin is the 962 Lowenbrau driven by Al Holbert, Derek Bell, and Al Unser Jr. Other 962's to keep an eye on this year are the SWAP SHOP team, the two B.F. Goodrich Porsches, and of course Drake Olson to name a few.

On the other side of the pond, T.T. visits his European relatives, the 956's of the World Prototype (formally the W.E.C.) circuit, featuring the Porsche Werks teams. Will they dominate LeMans again?? T.T. will keep you informed.

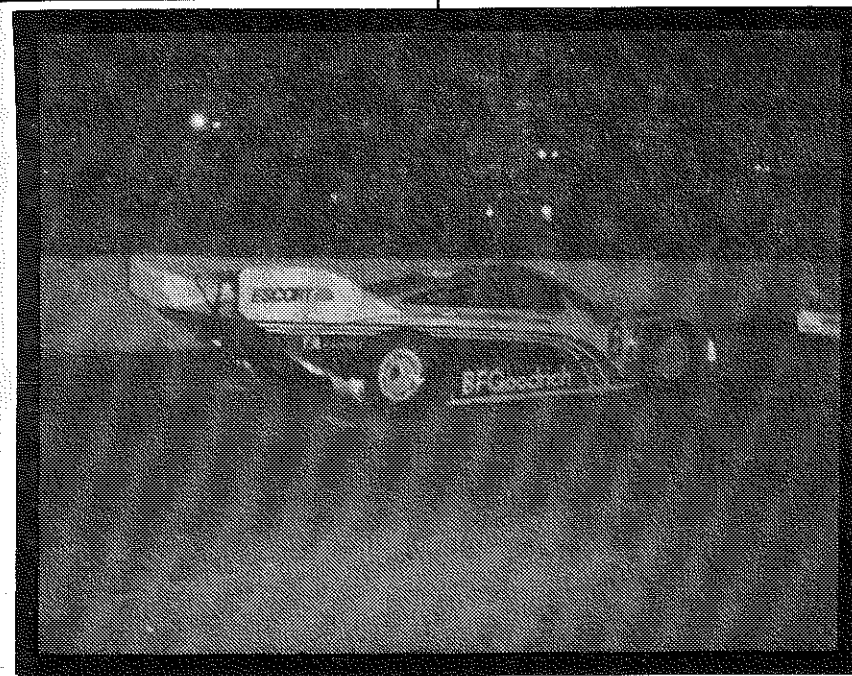
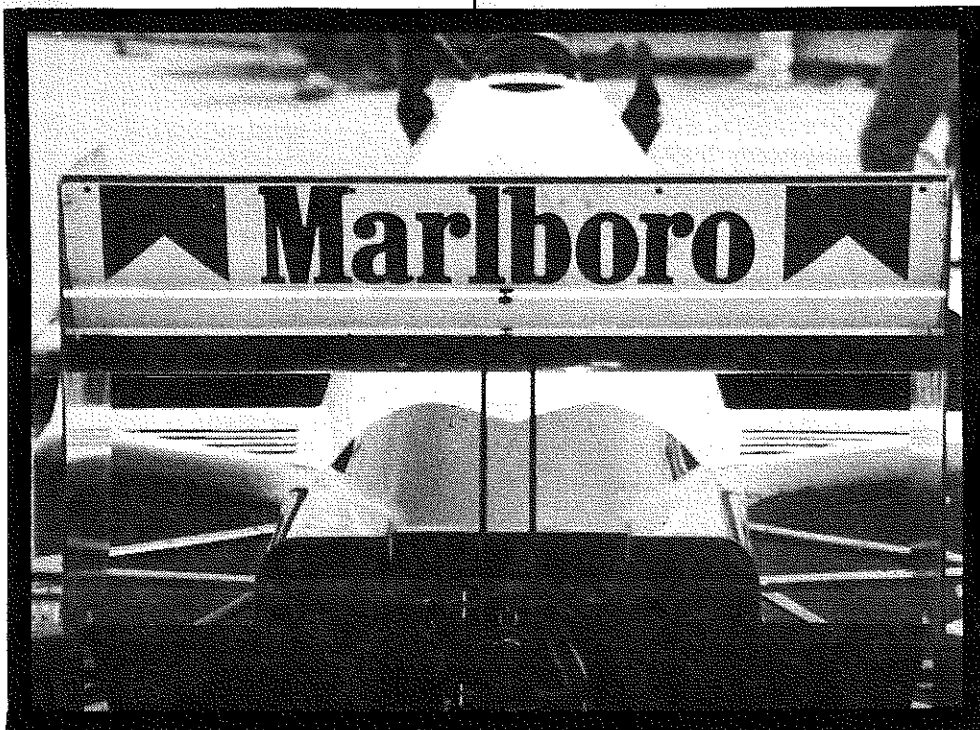
Then of course, the most elite of the Porsche racers, The Formula One pair of McLaren, driven this year by none other than the 1985 World Champion Alain Prost, and his new teammate Keke Rosberg. Now, that's some sibling rivalry.

T.T. will also drop a line or two throughout the season about the Indy CART season, and other interesting racing efforts. We are looking forward to T.T.'s monthly reports, and hope you will too. As a kick-off, we have outlined the Formula One and IMSA schedules for 1986 as they are to date.



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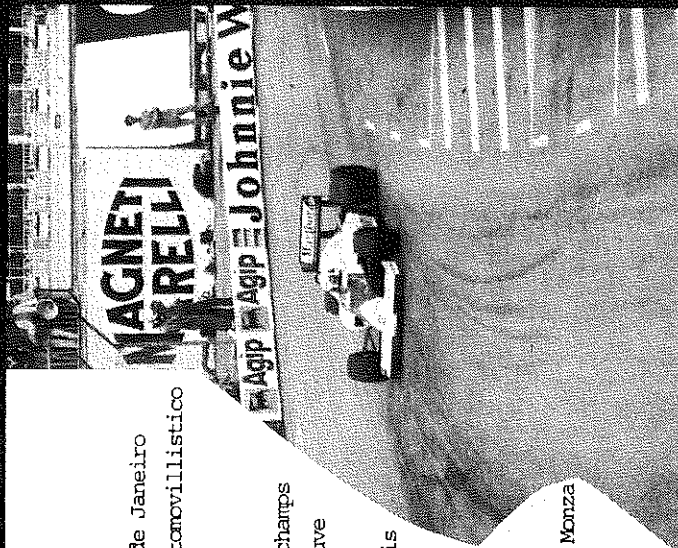


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DATE	EVENT	RACE SERIES	TV
Mar 2	Grand Prix of Miami Miami, FL	Camel GTP 3 hour, GTO 45 min GTU 45 min	NBC -GTP USA -GTO/U
Mar 22	12 Hours of Sebring Sebring, FL	Camel Endurance 12 Hour Firestone 6 hour	WTBS -live USA
Apr 6	Atlanta Journal/Const. Road Atlanta	Camel GP -500 km, GTP/GTU 100km Champ 100 km, Kelly 100 km	ESPN -GTP
Apr 27	Los Angeles Times Riverside Intl	Camel 6 hour, Champ 100 km	ESPN -GT
May 4	Monterey Triple Crown Laguna Seca Raceway	Camel GTP -300 km, GTO/GTU 100 km, Champ 100 km	ESPN -GTP
May 18	Camel Grand Prix Charlotte Motor Speed	Camel GTP 500 km, GTU/GTO 300km Champ 100 km, Kelly 100 km	WTBS -GTP
May 25	Lime Rock Park Lime Rock CT	Camel GTP 3 hour, Champ 100 km Kelly 100 km	ESPN -GTP
June 8	Mid Ohio SC Course Lexington Oh	Camel GTP 500 km, GTU/GTU 300 km Champ 100 km, Kelly 100 km	TNN -GTP
June 22	West Palm Beach FL	Camel GTP 3 hour, GTO 45 min GTU 45 min	
July 6	Watkins Glen NY	Camel Endurance 500 mile Champ 100 km	ESPN -GTP
July 27	Portland Intl Raceway Portland Or	Camel GTP 300 km, GTO/U 200 km Champ 100 km, Kelly 100 km	ESPN - GTP
Aug 3	Sears Point Intl	Camel GTP 300 km, GTO/U 200 km Champ 100 km, Kelly 100 km	TNN - GTP
Aug 24	Lowenbrau Classic Road America	Camel Endurance 500 mile Champ 100 km, Kelly 300 km	TNN - GTP
Sept 1	Lime Rock Ct	Camel GTO/GTU 3 hour	
Sept 21	New York 500 Watkins Glen	Camel 500 km, GTO/GTU 100 km Kelly 100 km	TNN-GTP
Oct 5	Columbus Ford Dealers 500, Columbus OH	Camel GTP 500 km, GTU/O 100 km Kelly 1 hour	TNN - GTP
Nov 9	Del Mar Fairgrounds San Diego CA	Camel GTP 3 hour, GTO 100 km GTU 100 km	
Nov 30	Eastern Airlines 300 Daytona Intl Speedway	Camel GTP 2 hour, GTO/U 1 hour Champ 100 km, Kelly 100 km	ESPN -GTP

FORMULA ONE



DATE	EVENT	SITE	LOCATION/TRACK
March 23	Brazilian	Jacarepagua	Autodromo Intl do Rio de Janeiro
April 13	Spanish	Jerez	Circuito Permanente Autonovillistico
April 27	San Marino	Imola	Autodromo Dino Ferrari
May 11	Monaco	Monte Carlo	Circuit de Monaco
May 25	Belgian	Spa-Francorchm	Circuit De Spa-Francorchamps
June 15	Canadian	Montreal	Circuit Gilles Villeneuve
June 22	United States	Detroit	Street Circuit
July 6	French	Dijon	Circuit De Dijon-Prenois
July 13	British	Brands Hatch	Brands Hatch Circuit
July 27	German	Hockenheim	Hockenheim-Ring
Aug. 10	Hungarian	Budapest	Osterreichring
Aug. 17	Austrian	Zeltweg	Autodrama Nazionale di Monza
Sept. 7	Italian	Monza	Autodromo do Estoril
Sept 21	Portuguese	Estoril	tentative
Oct. 21	Mexican	Mexico City	Street Circuit
Oct. 26	Australian	Adelaide	Street Circuit

PHOTOS BY RICK RILEY

Trackside Targa

The GTP IMSA season got off to a thundering start on February 1st at Daytona Florida. The 24 hour Sun Bank Endurance Race featured many of my cousins, the 962's, 911's, a 934, a 924 Carrera, and some 930's. Three 962's finished 1-2-3, with the 1st and 2nd place cars on the same lap, and the 3rd just one lap down -- the closest finish in the history of the race.

Third place went to the # 67 B.F. Goodrich 962 driven by Busby/Brassfield/Warwick/and Mass, just one lap down. They finished with a broken seat and broken rear suspension.

First and second place were reversed from last year. The Preston Henn Swap Shop 962 driven by AJ Foyt/Danny Sullivan/Arye Lvenduk came in a close 2nd. This Indy-driver team was 35 laps/124 miles ahead at 6 am, but a broken throttle return spring slowed them down. They finished just 1 minute 49.15 seconds behind the winners.

In the words of Derek Bell, "This was the hardest 24 hour race I've done in my life". (Autoweek Feb 10, 1986). Joined by team drivers Al Holbert/Al Unser Jr., the Lowenbrau # 14 Porsche 962 finished first by less than a lap. For the last 16 hours the Porsche was nearly impossible to handle due to a broken anti-roll bar - among

other minor problems. I bet these 962's are glad the race didn't go 25 hours!

Al Holbert has never won this IMSA race until this year - and a sweet victory it is. Last year's champion is off to a terrific start and we look ahead to another very competitive GTP season.

IMSA Sunbank 24 Hour, 712 laps
2534.72 miles time 24:01:45.8

NASCAR

Geoff Bodine wins the Daytona 500 in the Levi Garrett Chevy Monte Carlo - his first victory at this event. The race was one of the slowest, plagued by caution - yellow flag laps.

Richard Petty hit the wall in turn 2 early in the race, and suffered a dislocated shoulder, but will be okay.

Looks like the Fords won't run away with the season this year - the new roof line of the GM line helps in the air flow, but hampers the chassis adjustment. The wrench needed for pit stop adjustments is twice as large, and twice as difficult to reach the adjustment bolt. But, the great pit crews will overcome this as they do all they new changes. Part of the racing spirit.

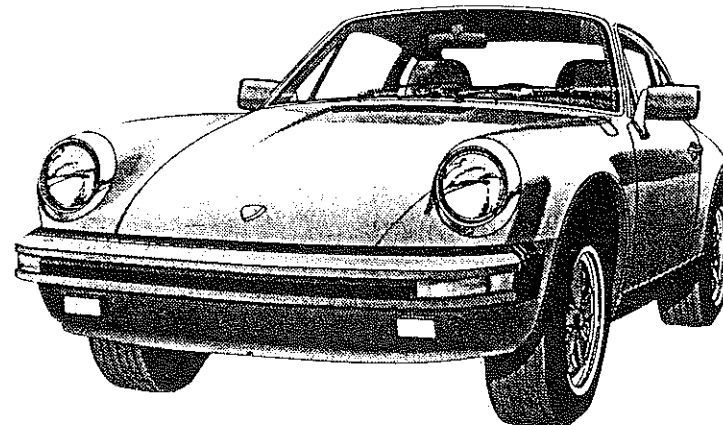


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7:30 am-5:30 pm

THIS PAGE IS FOR ONLY
356
PORSCHE PEOPLE

From your editor: This article is a reprint of a reprint of a reprint. So, one more time...

Reprinted from Porsche Potpourri, Lincoln Trail Region PCA Newsletter, February 1986.

When my friend Harry Pellow "THE MAESTRO" heard I was driving my 356 to the PORSCHE PARADE DOWN EAST '86, he sent me a copy of his book, THE MAESTRO'S LITTLE SPEC BOOK & EMERGENCY BREAKDOWN PROCEDURES. I recommend this book to all 356'ers. Following is a page from his book.

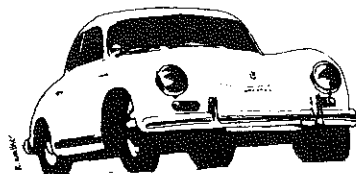
Emergency Procedures

In the event that your humble beast should fail while in that Final Dash to the Safest Place In the Country During A Nuclear War, one of the Maestro's Secret Tips could save you and yours posterior (and the Human Race's...unless the occupants are from Polk Street in S.F.). Note that some of the Emergency Procedures are of the type that you'd only want to use in case of Nuclear War. Ifin you're five miles from home, maybe it's better to be towed. But with the current class of tow-truck jockeys, maybe it IS better to nurse it back home! After all, it's only five miles!!

1. BROKEN FAN BELT

Let us suppose you break a fan belt. Ifin you don't know that you've broken a fan belt, you have TWO minutes to SELF DESTRUCTION... and counting! So, PLEASE make SURE your GENERATOR idiot light ALWAYS works. If it DOESN'T, the ONLY way you'll know you've lost a fan belt is when the engine seizes or the oil pressure light comes on- and then it's WAY too late!!! You have just been screwed! So, make CERTAIN that your Generator Idiot light WORKS!!! Subconsciously check the Generator Idiot Light each time you start the car. And if when the generator idiot light DOES go on, please NOTICE IT IMMEDIATELY!!! And STOP to see ifin it IS a fan belt! PLEASE

If it IS a fan belt, and you have a spare WITH the SPECIAL 36 MM WRENCH necessary to change it, No Problem. If, however, Your Problem is a broken pulley caused by not putting AT LEAST a total of 10 pulley shims on the pulley, OR ifin you just didn't happen to have a fan belt with you (tsk, tsk)



then the Emergency Procedure applies. Solution:

Connect your "jumper wire" or any other wire you can scrounge up, from the heavy red battery cable to terminal "61D+" of the regulator !!! (OR, remove the heavy red battery cable from the terminal "51B+" (the battery cable terminal) and attach it to terminal "61D+". The generator should now run as a MOTOR, providing your engine with SOME cooling air ! HOWEVER, the AMOUNT of cooling air is NOT nearly as great as ifin the ENGINE were driving the generator/fan - SO, when driving with a "motoring" generator, KEEP A CLOSE EYE ON THE TEMPERATURE GAUGE !!! And that's ANOTHER reason why ALL your gauges (and idiot lights!!!) SHOULD WORK. Sometimes you REALLY need them!!! ESPECIALLY in Emergencies!

new arrivals
Congratulations to Bob and Kyria Masters on their new baby Girl!!!!

1 MINUTES

February 5, 1986

Present: Bob Masters, Rick & Lori Riley, Bob Shedd, Don Meyer, Frank Wagner, Eric Zillmer, Hosts Gary & Lori Petertyl

Emporium Report: Change of responsibility to be accomplished soon between Bob Dankert and Bob Masters.

Presidents Report -Frank Possible sponsorship from Yokohama tire for a Grattan event as result of a letter from Frank to local rep.

President's Meeting for Zone 4 scheduled for March 1st.

Old Business
Winterfest - all set

Tech Session - Lori Riley On track, and rolling. Response from neighboring regions is favorable for large turnout.

Timing Equipment: Final payment sent for J.A. Circuits equipment, should recieve soon.

New Business:

Grattan - spring to be chaired by Don Meyer, suggested to include radios and medical support.

Adjourned 910 PM



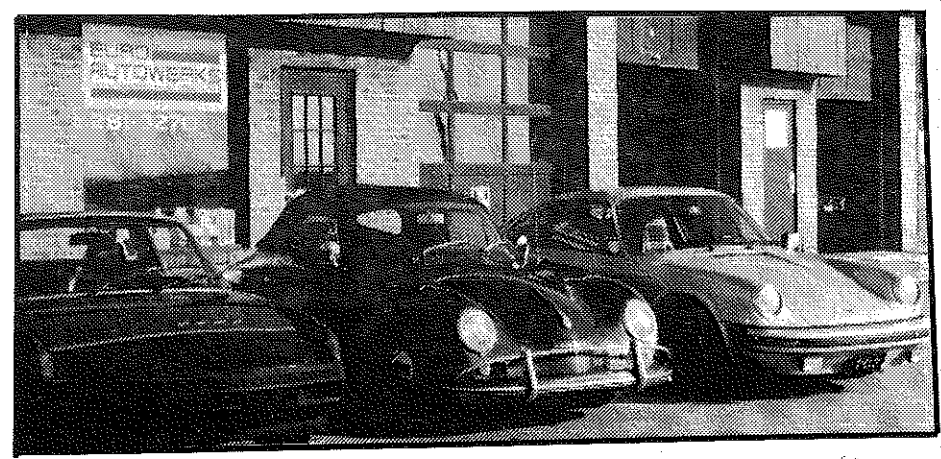
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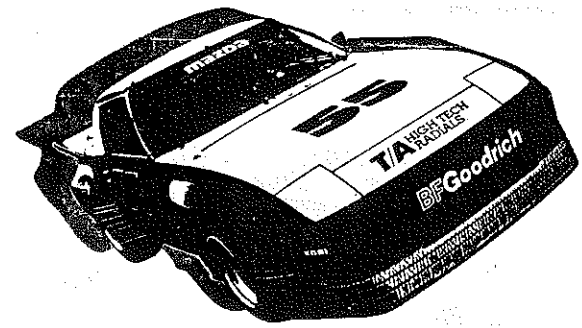


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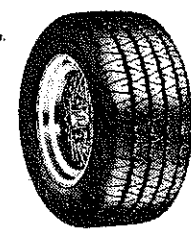
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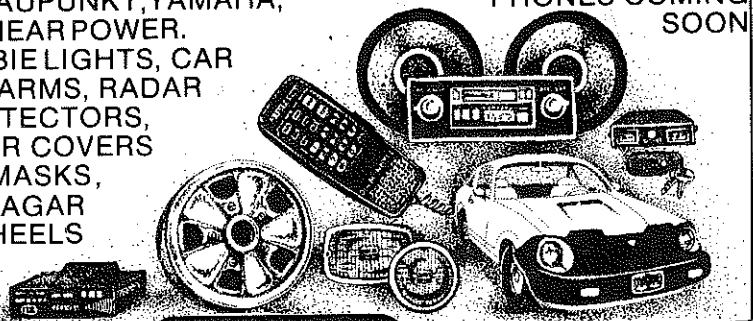


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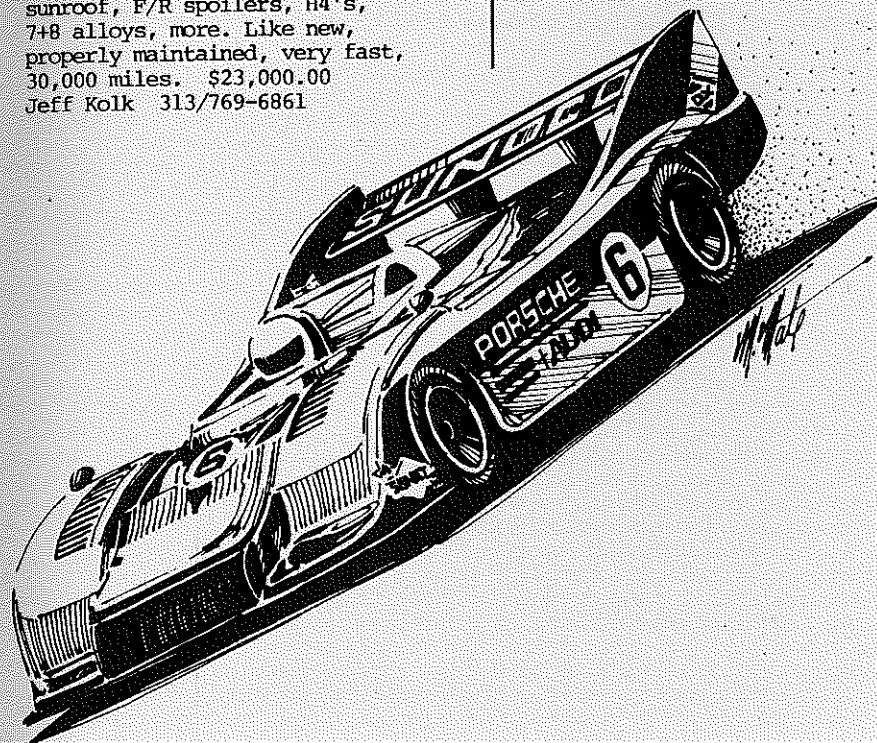
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