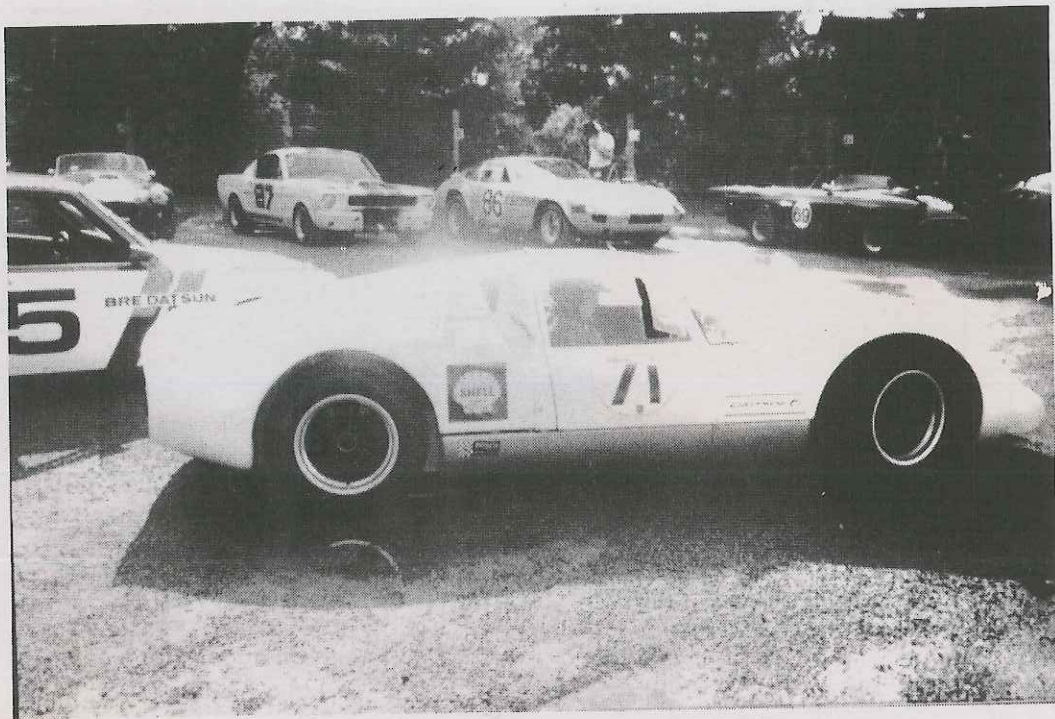


**JULY  
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**ALLES**



# PORSCHE ÜBER ALLES



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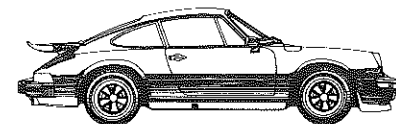
All material must be submitted by the 12th of the month for publication in next issue.



# PORSCHE ÜBER ALLES



## INSIDE;

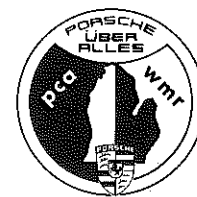


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## meeting place—

August 13, 1986  
Bob and Soo Dankert  
60510 30th St.  
Lawton MI 49065  
616/624-1597

## ON THE COVER:

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!

Famous race driver Bruce Jennings on the false grid at the Mid-Ohio Vintage Race in a 906 Carrera from the Miles Collier Collection from West Palm Beach, Florida.

All photos this issue by Rick Riley.



by Marcie Tepper

We have a few new members to report this month.

Rob Poppe and his wife Nancy have recently joined. We have already had the pleasure of meeting them at the February Board Meeting. They have a Guards Red 1986 944 that Rob used for occasional transportation. They have a daughter Michelle, who is just a year old. They have had three other Porsches before this one. Their address is;

7601 Woodvale SE  
Grand Rapids MI  
49508  
616/676-9777

Jon Jackson has also recently joined and he also has a 1986 Guards Red 944. Jon and his wife Julanne have a son, David, who is 15. This is their first Porsche and Jon uses it for daily transportation. We look forward to meeting them at one of our upcoming

events. P.S. Dad, you better hide the keys, Drivers' Training is coming up this summer. Their address is:

1846 Mayberry SE  
Grand Rapids MI  
49508  
616/942-8900-w

Edward Stilwill, M.D., and his wife Sally, have also recently joined us. They are enjoying their first Porsche, a 1985 Meteor Megallic 911 SC. They have two children, Sarah who is 7 and Kate who is 5. We hope they venture down this way from their Traverse City home. His address is:

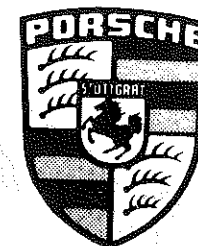
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6th and Madison  
Traverse City MI  
49684  
616/942-5834



We gained a new member at our Tech Session in April. Robert Deming decided to join along with his father, Richard. Robert has a 1984 Platinum Metallic 944, which is his first. He is an Auto Mechanic and lives in Hastings. His address is:

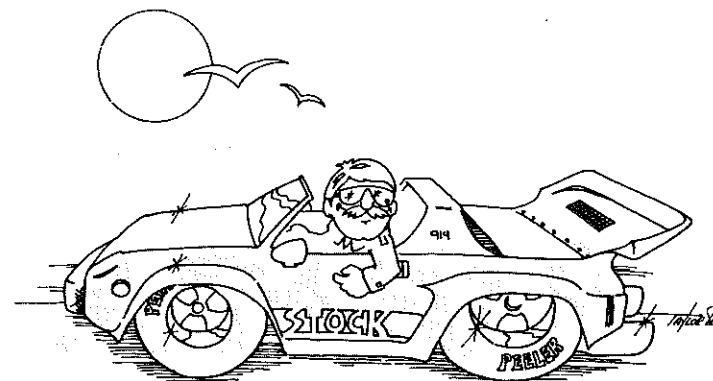
2380 Ottawa Trail  
Hastings MI 49058  
616/945-2922

Thomas Sims and his wife Lynne have recently purchased their first Porsche, a 1975 Yellow Carrera Coupe and Tom is using it for occasional transportation. They live in Kalamazoo with their future drivers, Todd who is 13 and Tara who is 11. We look forward to meeting everyone in the near future.



Les Prangley III has already made a brief appearance at our Grattan with Bill Browne. We hope to see more of him and his wife Katherine. Les drives a 1981 White 911 SC and is interested in social, tech and racing events. They have three children- Michelle 21, Michael 18, and Marcus 16. Their address is:

7212 Packard Dr NE  
Belmont MI 49306  
616/866-0978





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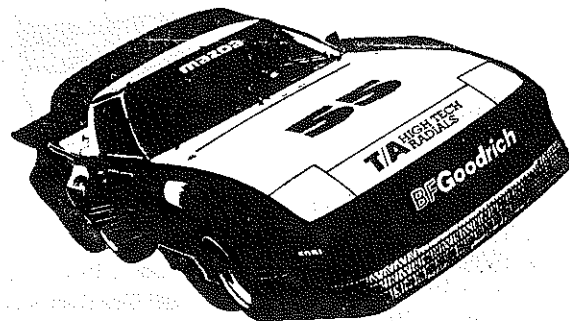
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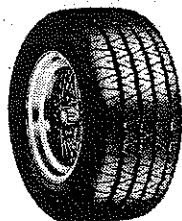
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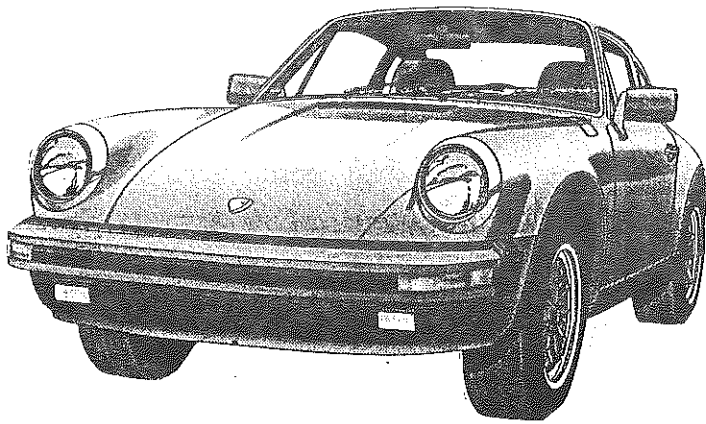


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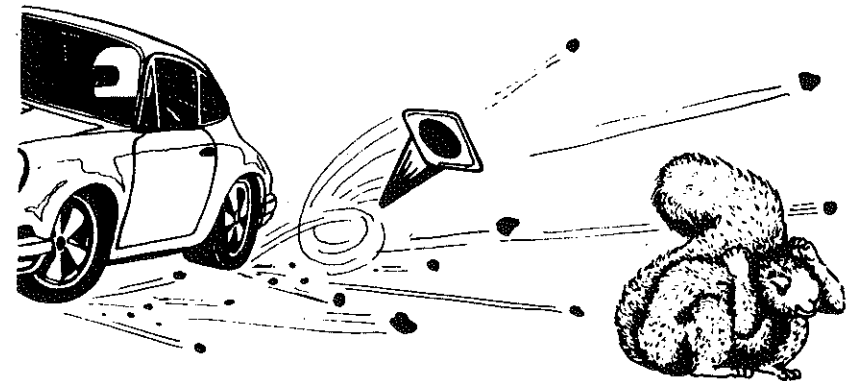
Mon. & Wed. 7:30 am-8 pm  
Tues., Thurs., & Fri. —  
7:30 am-5:30 pm

# JUNE DRIVERS SCHOOL GRATTAN

Saturday, June 21 was the date for this year's annual WMR/PCA Spring Driver's School. 54 cars turned out to teach their drivers what they could and could not get away with. Instructors were also on hand to help the many first time Grattan Drivers learn their way around the tricky 1.8 mile road course. Thanks to all the instructors who volunteered their time and helped the novices get their start at Grattan. Much of the volunteer help came

from non-club members who worked corners all day and helped pick-up pylons after the event. Many thanks to these people and to my borhters who teched cars on Saturday morning. Thanks to Marcie Tepper and Leonard Goodblood (our paramedic) for their help signing people in at the gate. Also thanks to Jeff Kolk for his help with track set-up and to Bob Shedd for the use of his van. Special thanks to Frank and Peggy Wagner for all their help with

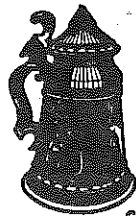
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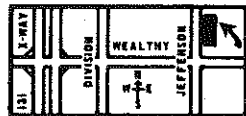
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the planning and during the event. The weather was almost too nice being a little warm as the day went on. An informal gathering was held after the event at Bostwick Lake Inn. Judging from the comments and the smiles on the red faces, everyone enjoyed the day in the sun at Grattan.

Now you have the chance to put your spring track experience to the test. In September, on the 27th and 28th, WMR will host a two day event at Grattan.

The first day is practice, and the second day will be timed runs — should be great. With the newly paved track conditions, and the new WMR timing equipment, we are looking forward to a first class event. Hope to see all of you there.

Don Meyer  
Event Chairman



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# Fall

# 2-DAY

# Grattan

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**September 27 - 28**

**Sat. - Untimed Practice**

**Sun. - Timed Runs,  
Trophies**

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 PORSCHE MODEL \_\_\_\_\_ YEAR \_\_\_\_\_  
 ENGINE DISPLACEMENT \_\_\_\_\_

PCA REGION \_\_\_\_\_  
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DOUBLE DRIVER	ONE DAY	\$ 75.00
DOUBLE DRIVER	TWO DAYS	\$ 100.00

REQUIREMENTS

1975 Snell approved Helmet  
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 Clothing - long pants, 100%  
 cotton long sleeved shirt or  
 driving suit.  
 Orientation mandatory for  
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**LÖWENBRÄU**

Send to: Richard Riley - event chairman  
 166 Plymouth NE  
 Grand Rapids MI 49503  
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## Trackside Targa

We are in the peak of the racing season now. So much going on in each series, I can hardly keep up.

On May 31st and June 1st, in a small town in France, a 24 Hour Endurance race occurred. Porsche had another fine showing, capturing the top 7 places, and also 9th and 10th. Finishing first in the Rothmans' Porsche Number 1 were drivers Al Holbert Jr, Derek Bell and Hans Stuck. For more details on a very special Porsche see the article in this issue about LeMans.

The Formula One World Championship teams came to the USA on June 21st, to compete in the only Grand Prix in this country—the Detroit Grand Prix. Alain Prost, defending world champion finished third, Rene Arnoux second, and Ayrton Senna won. On July 6th, in the French Grand Prix, Prost finished second. He is leading in world championship points once again. If McLaren wins another constructors championship, this will make history. No other constructor has ever won three years in a row. Good Luck!!!

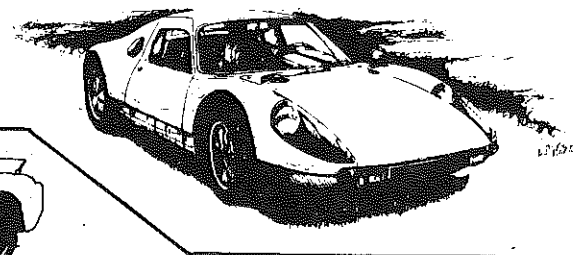
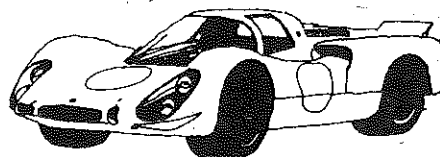


## 1986 24 HEURES DU MANS

Team	Drivers	Marque	Place
Rothmans Porsche	Bell, Holbert, Stuck	Porsche 962 C	1st
Brun Motorsport	Larrauri, Pareja, Gouhier	Porsche 962 C	2nd
Joest Racing	Follmer, Morton, Miller	Porsche 956	3rd
Danone Porsche Espana	DeVillota, Velez, Fouche	Porsche 956	4th
Overmaier Racing GMBH	Lassig, Ballabio, Wood	Porsche 956	5th
Ernst Schuster	Brunn, Schuster, Seher	Porsche 936	6th
Porsche A G	Metge, Ballot-Lena	Porsche 961	7th
Ada Engineering	Harrower, Clements, Dodd	Gebhart JC843	8th
L M Equipe	Baldi, Cobb, Dyson	Porsche 956	9th
John Fitzpatrick Racing	Alliot, Romero, Trolle	Porsche 956	10th

On June 28-29th, there was a different type of racing going on at the Mid-Ohio Sports Car Track. The Sportscar Vintage Racing Association (SVRA) gathered for an exciting weekend of competition. No sponsors, no prize monies—just some fantastic machines and special people enjoying each other. Yes, there were many Porsches represented. Plastic Porsches

they are called - the 904 GTS Carrera, 907, 907 long tail, 908-03, 917 and the famous Miami Vice car, the 906 Carrera. If you ever have the chance to attend a vintage race, give yourself a treat—go!



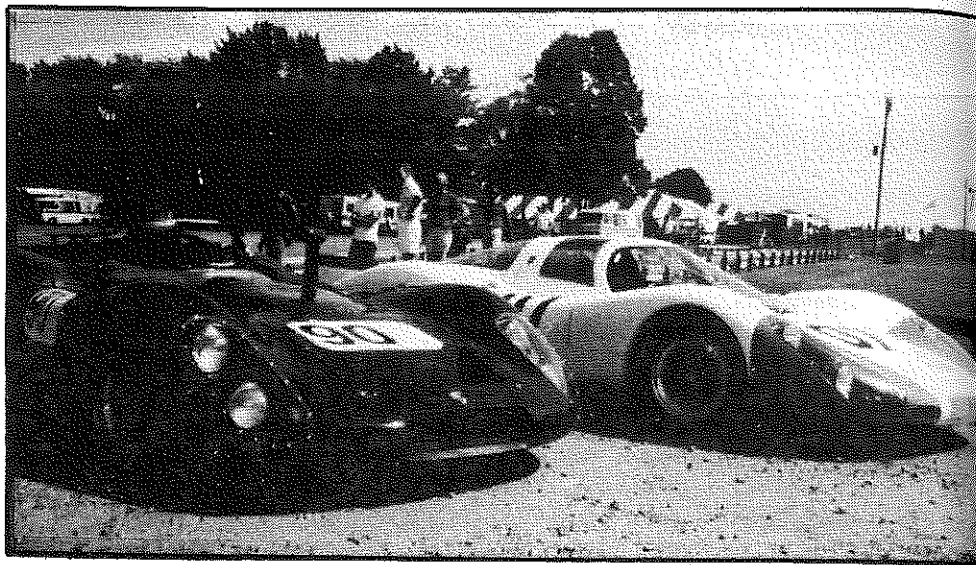




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Does a pair of 907's beat  
a pair of 917's with a 907 high?



Mid-Ohio SVRA Vintage Races June 28-29.

## BACK TO THE BASICS

by Frank Wagner

So there I was sitting in my black Saab turbo, listening to the hi-tech stereo, with the air conditioner on high, and the sunroof open, waiting for the light to turn green. When this V-Dub Bug pulls up next to me. Now don't get me wrong. I own a Porsche also. So I don't want you to think I'm some sort of performance car snob with no taste. But here's this kid in a V-Dub Bug, Craig AM-FM radio, pushing Draco speakers, bearily loud enough to hear over the tapping of the old horizontally opposed four. My mind starts to wander back: back to my early years of cars. NOT high school when I was too young to know better. Bug back to the days when I knew better, but didn't have the money to do anything about it. Actually, I still don't have the money to do anything about it, you just learn to joggle the charge cards better.

Everyone who ever enjoyed foreign cars has owned a V.W. Bug at one

time. Every college student in history has owned a V-Dub Bug. Every hippie back in time owned a V-Dub Bug (or V.W. transporter). There used to be a large group of us that hung out at J & M Foreign Auto Repair in Chicago.

If you have been reading this newsletter over the past five years, I won't have to introduce Jake (the J in J&M). Jake had a t one time a P-Wagon. A P-Wagon is a Porsche powered V-Dub Bug. He used a 1600 cc Porsche 356 Super engine. Ya bolted that sucker into a 1500lb

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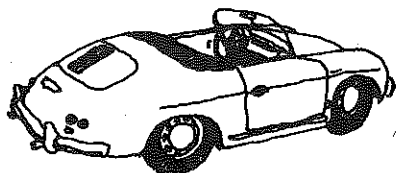


# UBER ALLES



Bug, with standard Bug gearing and you just about had a 240Z killer. Any tricking on the engine at all, you could waste just about anything around from mid-sized V 8's on down. Eventually even yours truly had one built.

Originally it started living with me (that was big in the sixties too) as the standard 40 hp, four banger. Not a bad Bug, just a little slow. It did have a gas heater and a cheap AM FM radio. Tires weren't anything to write home about. They at least weren't MayPops, (may pop any moment).



My Bug and I struggled through the streets of Chicago for about a year. One day, as I was helping Jake finish off a bottle of Christian Brothers Brandy we decided it was time. Let me tell you, it's much easier to spend money when you're half in the bag!! We had an old Porsche 1600 engine out of a totaled wreck. You can tell how old this story is. Today



there is no such thing as a totaled 356. Anyway, out came the old 40 hp and in went the used 75 hp Porsche engine. It really is that simple. The bolt patterns are exactly the same. Your only problem is the exhaust, cut it a little shorter, reweld it, then install. The only other problem you have is keeping the engine cool during the summer months. That had a simple cure, all you do is stick an empty oil can onto the hood catch. It holds the lid open about 4 inches. That would let enough air into the engine



# UBER ALLES



this wimp had a Smith and Wesson 357 magnum under his beach towel.

The first stop light was the best. There I sat in the left hand lane. Some guy with a small V-8 Chevy pulls on my right. He has every intention of blasting me off the line, beating me across the street, then pulling over to the left before he gets to the parked cars across the intersection. Cock your hammer, Frank. The light goes green and we take off. A look of

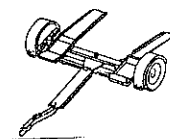
compartment to let the engine run. Pretty smart these krauts at J&M.

Now it was time for the games. When you lived in Chicago and drove a V-Dub Bug, you always got dusted. It was like the big muscle guy at the beach kicking sand into the wimps face. Every stop light was another blast of sand. All cars from CV-4's and Fiat 850's up to GM Pony cars left you in their dust. But with this Porsche engine, you were like the wimp on the beach. Only

## EURO AUTOWERKS

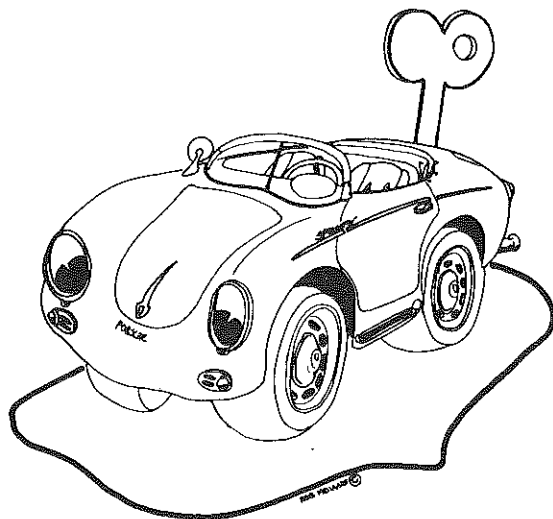


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disbelief comes across the Chevy driver's face. We're half way across the intersection and that BUG is still next to his driver's door. "More gas, more gas", he thinks, "I'll show him." More gas doesn't work. Now he's running out of room to pull over to the left. Only one thing left to do, BRAKE! Now under normal circumstances, you'd let the guy off the hook. You just keep your foot on the gas and let him fall in behind you. But this isn't "normal circumstances."



"normal circumstances", this is my first game. Sooooo, I brake also. Now that parked car is coming right up on my neighbor's front bumper. Ultimately we park him right behind that old parked car. End of game, no more sand kicked at this sucker. All of a sudden I realize that the light is about to change green. I've been daydreaming in the SAAB Turbo. The V-Dub is still popping next to me. The young driver gives me the thumbs up sign. As the light turns green I decide to let the young fellow go first.

Uncle Frank



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# 24 HEURES DU MANS.

AUTO 31 MAI - 1<sup>er</sup> JUIN 1986

Nobody's perfect

Nobody's perfect. Porsche has been saying "Nobody's perfect" for the past few years about LeMans. By Porsche standards, this means a Porsche has won the top 10 places less one in the 24 Hours of LeMans, a World Endurance race held once a year. They have won 9 of the top 10 places, and usually 1-5, but not all 10. Rick and I had a great opportunity to attend Le Mans this year.

Let me start by dispelling a few myths. Have you ever attended a 24 hour race? The actual green to checkered flag time is 24 hours. However, to stay awake for a 24 hour race means being awake for 40 hours. Starting with arrival at the track at 9am Saturday morning for practice which is at 11am; grid time is 3pm; the green flag falls at 4pm. Already 7 hours have passed, and the race has just begun. Get the idea? The circuit

By Lori Schutz-Riley

is 9 miles, beginning in the town of LeMans -hence the name of the race. The end of the back straight, however is in Mulsanne - hence the name of the back straight-the Mulsanne straight. There may be two or three drivers registered to drive a car, but the effort to prepare and maintain a car for this race takes a dedicated crew of engineers and mechanics who have worked a lifetime to be here.

I would like to share a very special story with you about a very special car which was entered in this year's LeMans.

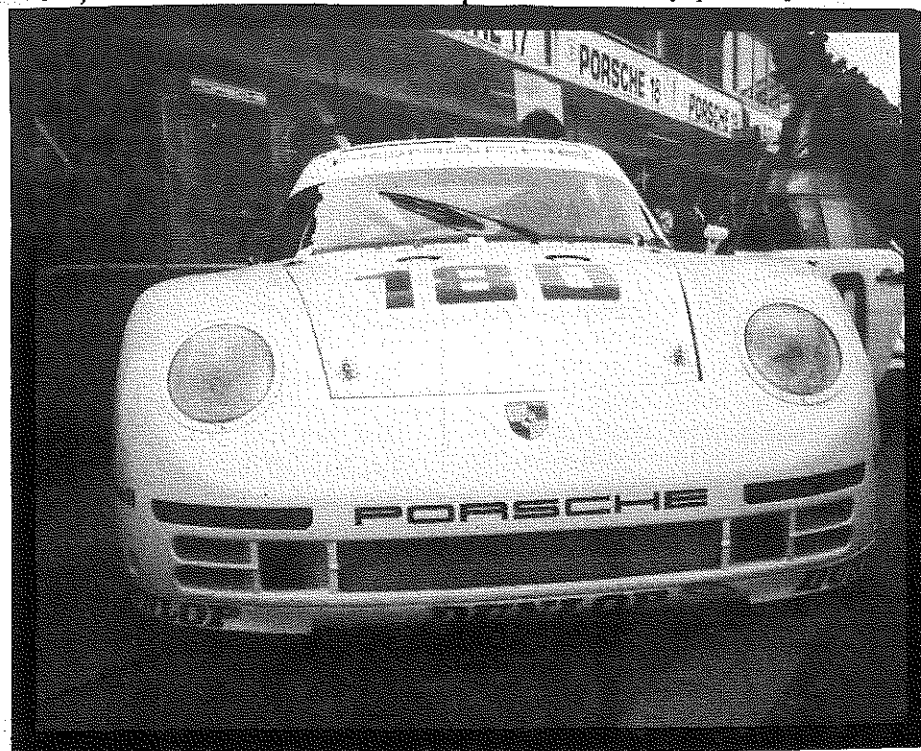
If you have even glanced at a auto-magazine this past month, you have seen the newest Porsche, the 959. Rothmans 959 won the 22 day Paris to Dakar Rally this



spring. See the April 1986 Panorama for details. A few months back at Weissach and the winning car is transformed into the newest member of Porsche Race Cars - the 961. Yes, the 961 - built from the 959 in IMSA racing trim, this car runs in the GTX class - literally in a class by itself at LeMans. The car was the first 4-wheel drive car to be entered in the history of the 24 Hours of LeMans. The two drivers were veteran Frenchman - Rene Metge, who piloted the 959 to first place this spring in Paris-Dakar, and his co-driver Claude Ballot-Lena, in his 21st LeMans.

Number 180 caught my attention. If a car can possess human qualities (most of us are convinced that Porsches do have feelings too) this car has determination, loyalty and a persistence unmatched anywhere. During practice, the engine was missing in the higher revs, just below normal shifting RPM level. Try as they did, the problem was still with them at race time. Not really a problem; the drivers just shifted sooner. Their over-all lap speed was reduced, but the 961 was sound otherwise.

For the next 9 hours, at the hourly pit stops,

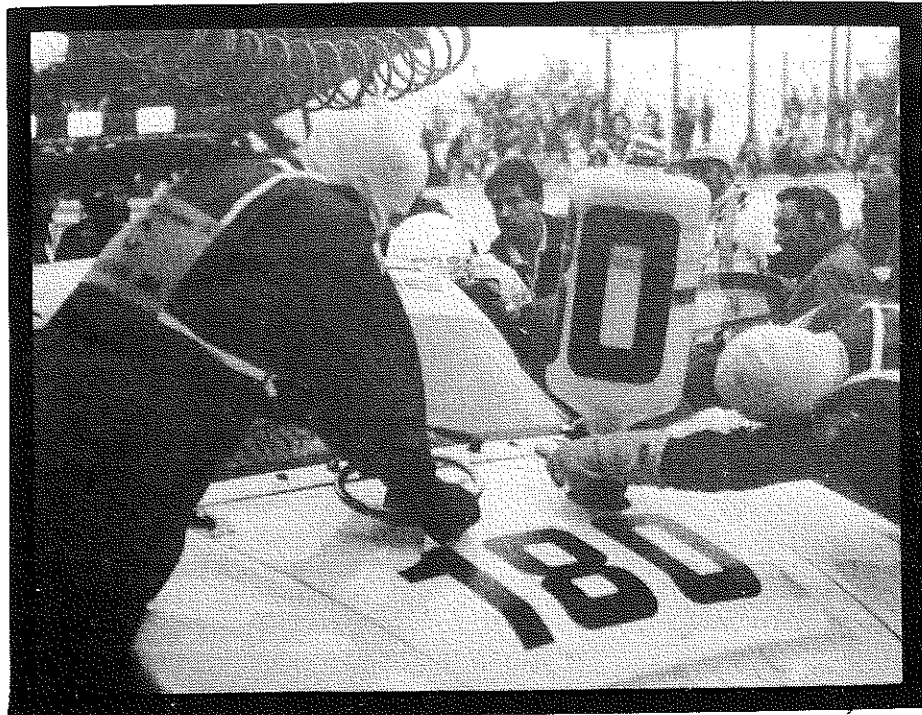




# UBER ALLES



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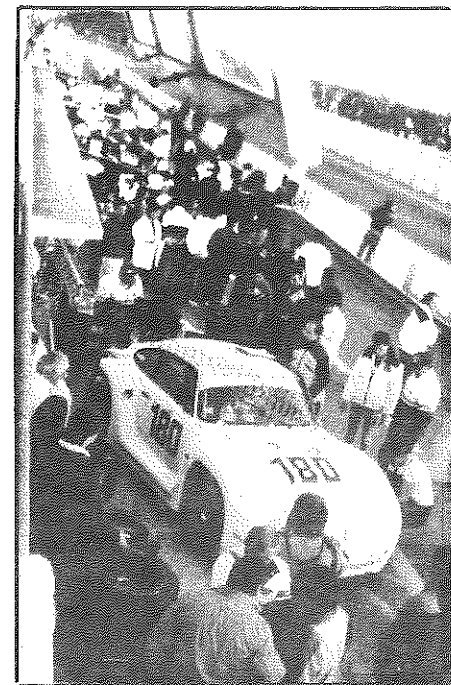
the crew worked on the engine trying to correct the miss. Finally, at 1 am, the crew chief, Herr Kusssmaul was smiling—they found the problem, and after replacing a distributor cap, among other magic, all was well. The 961 was running at 100%.

At 3am, unfortunately, there was a fatal accident involving a 962 at the beginning of the Mulsanne straight.

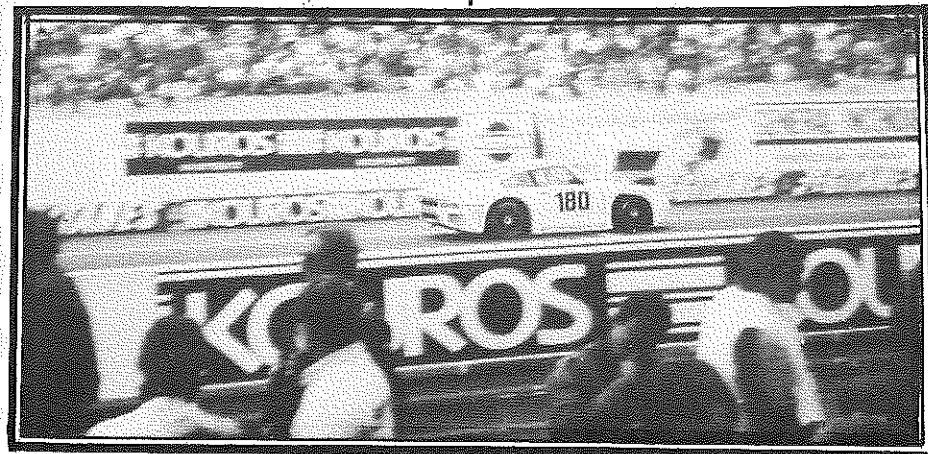
The track needed to be repaired, among other unpleasantries, so there was a 2 hour full track caution yellow flag situation.

At 4:30am, my father and I went to the Rothman's motorhome. As we were standing, sipping our coffee, three people entered and sat down at a table. They proceeded to sprad out pages of figures, and unpack two metal breif cases of computers. I asked "Who are they, and what are they doing?". Dad said, "They are Weissach engineers. They are re-programming the fuel consumption chip for the 961.". Due to the 2 hour slow pace plus the fact that the first 9 hours were run at a reduced pace, the car has

not used as much fuel as they had budgeted for. The rules of the 24 hours limits the total fuel available per car. At 4:30am, the race is just half over. So this gentleman and two ladies worked for 30 minutes, packed up their papers and equipment, and headed for the pits. At this time, Number 180 is in 14th position overall. There is no hope of winning, and no guarantee of finishing. This outstanding group of professionals are in the ultimate laboratory, perfecting their creation. Their detemination and dedication were awesome. At 5am the race went green again—downhill stretch—only 11 hours to go!!! Not hardly a downhill stretch. The next pit stop is as critical as the last one. The 961 was running strong.



The crew and drivers were growing weary — was number 180 really going to last for the entire 24 hours?

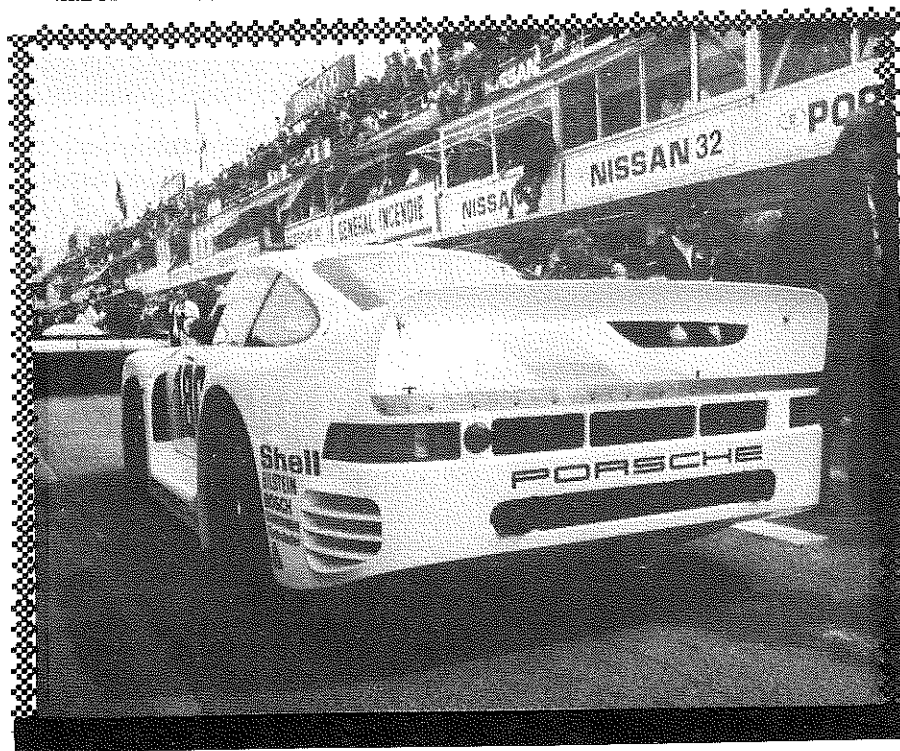


After 11 hours they were in 14th place, 24 laps down from first place. At 15 hours, they were in 10th place, 26 laps down. At 20 hours, 8th place and 43 laps down. After 23 hours they found themselves in 7th place, having passed the only non-Porsche in the top 10. They maintained 7th place, finishing the race running strong. They had completed 320 laps, average speed 180.665 kilometers per hour, and had travelled 4335.983 kilometers. Number 180 had become the

first 4-wheel drive car to finish the 24 Hours of LeMans. A very tired, proud crew of engineers, mechanics, and drivers had fulfilled their dreams and aspirations. We may have seen a glimmer of the next generation competition Porsche Race Car emerge on the world scene. Those close to the story know it didn't happen in just 24 hours.

Porsche may not be perfect in top 10 at LeMans, but they are excellent overall.

PORSCHE ÜBER ALLES



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## MINUTES

July 2, 1986

Present: Don Meyer, Bob Shedd, Rick & Lori Riley, Doug & Marcie Tepper, Gary Petertyl, Judy Cull, Eric Zillmer, Bob Dankert. Hosts: Bob & Kyria Masters.

Minutes from last meeting accepted

Treasurer: Peggy, recieved second quarter rebate from National.

Newsletter: All advertising oney has been received. There will be one issue for July and August. A special Holiday On Wheels issue will come out in early September. A new editor will be sought for 1987.

Porschemporium: Will set up at Holiday On Wheels.

### Old Business

June Grattan: Don Meyer, another successful event. There wer 54 cars and 62 drivers. Net profit was around \$800.

HOW: Progressing, may need some volunteer help.



### New Business:

September Grattan: good news/bad news. The grack has been repaved, but the rent is going up. Contrary to our previous agreement, Mr. EJ Fassen expects us to pay almost twice what we were expecting. The new asking fee is \$3000.00. It was the concensus that this was unreasonable. A move was made and passed to negotiate with an upper limit of \$2000.00 flat fee or \$40.00 per car. Otherwise we may have to cancel.

Appended - July 10 - we accepted a contract for the Grattan rental of \$2500.00 and will hold the event. See flyer this issue(RMR).

Winterfest: Motions were made and passed to pay a \$50.00 deposit to the Silo Gopher for the dinner, and to authorize up to \$500.00 for other upfront expenses.

Adjourned 9:17



## KLASSIFIED

### FOR SALE

'73 914 Side shifter, complete from shift knob thru rear shift rod \$85. Glass: complete sets for early 911/912 & 914, very reasonable. Other misc 911/912/914 parts, suspension, brakes etc. Call Tom Pixley, 616/946-0724

### FOR SALE

1979 924 Dolomite grey/tan leather, 8,400 original miles, always garaged, stored winters, no smoke, maintenance records available, all factory options, concours condition. \$14,000 OBO. Rick Thomson, 9438 Ballentine, Overland Park, Kansas 66214, 913/888-0893.

Klassified is a listing of want/sell ads submitted by WMR members. Ads will be run for 2 consecutive months at no charge. Other regional newsletters have similar columns, and are available from the editor on request. Minimal charge for ads run for non-members.

### FOR SALE

'58 "A" Coupe, new pan, paint, brakes, tires, Koni's, etc. too much to list. will sell as a roller or running. \$4800 complete, \$3500 as roller. Tom Pixley, 616-946-0724.

### FOR SALE

Parting our complete '66 912 Coupe, good glass, doors, hood and trunk, running gear, gas tank etc. Reasonable prices. Tom Pixley 616-946-0724

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## PORSCHEMPORIUM

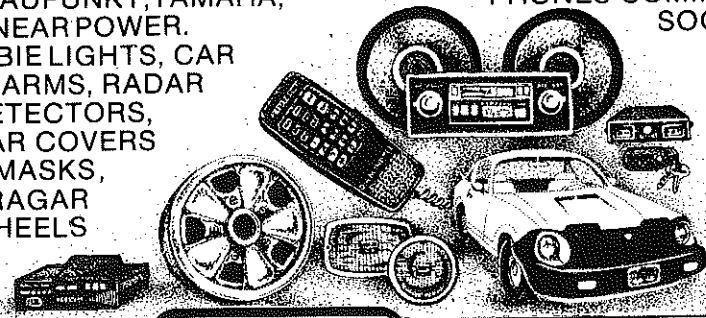
Binders, Panorama.....	\$10.50
Books, Porsche Owner's Companion (by Post)....	14.50
Up Fixin Der Porsche Vol. I & II.....	15.00
Up Fixin Der Porsche Vol. III.....	12.00
Up Fixin Der Porsche Vol. IV.....	12.00
Up Fixin Der Porsche Vol. V.....	12.00
Up Fixin Der Porsche Vol. VI.....	15.00
Car Badge, PCA.....	15.00
Car Badge, WMR.....	2.50
Decal, PCA 2", Inside or outside.....	.70
Decal, PCA 3 1/2", Inside or outside.....	1.70
Emblem, PCA 1/2".....	2.20
Emblem, PCA 1".....	2.70
Hats, PCA Blue, Mesh back.....	6.00
Lapel pin, PCA 1/2".....	2.70
Patch, Porsche crest 2".....	2.00
Patch, 3"-2.20, 4" -3.20, PCA-WMR 4".....	2.20
Old T-shirt, WMR child's size 10-12, 14-16....	3.50
Old T-shirt, WMR adult size 34-36.....	3.50
Tie Tack, PCA.....	2.50
Ties, Porsche Crest, Navy, Red, Brown, Silver.	13.50

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## 1986 EVENT CALENDAR

DATE	REGION	EVENT	PLACE
<b>August</b>			
3-9	PCA	Porsche Parade	Portland ME
4	Zone 4	Party @ Executive Best Western	
16	CIR	CIR 25th Anniversary	Indianapolis
17	EBR	Charity Autocross	Pathway Show
17	SEM	Picnic & Concours	
17	MVR	Autocross V	
20-21	CWR	Driving School	Blackhawk Farms
23	MOR	IRAV V @National Trails	Granville OH
23	MOR	Clambake @ Southard's	Carroll OH
23-24	CHI	2 Day Rallye	
24	OVR	Redline Autocross #4	
24	LTR	2nd Gymkhana @ Midtown	Pekin IL
29-31	WMR	HOLIDAY ON WHEELS	Grand Rapids MI
31	WMR	IROC #2	Grand Rapids MI
31	MVR	Corn Roast & Concours	Deerfield MI
<b>September</b>			
4-5	MOR	Driver's School	Mid Ohio RCC
6-7	EBR	Driver's School	Nelson Ledges
7	CHI	Concours	Oakbrook Polo Club
12	MSR	Fall Kick Off	Lansing MI
13	MSR	IROC III	Spartan Speedway
13-14	OVR	Pig Roast & Rally	
13-14	SEM	IRAC VI	Waterford Hills
14	OVR	Redline Autocross #4	
20	EBR	Dinner & Boatribe	Pittsburg
20-21	CIR	Hoosier Auto Show	Indy Motor Spdw
21	LTR	Fall Fling @ Ewing Castle	
21	MVR	Autocross VI	
27-28	WMR	Driver's School/Timed	Grattan
28	CHI	Charity Gymkhana	
28	MVR	Color Tour	





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