



circular

MARCH 1970

APRIL EVENT

Mini-Economy Run
Friday, April 24, 1970, 7:30 PM
Start: Shell Station
6201 No. Keystone, Indianapolis

Georgeanna Tutrow has planned a Mini-Economy run for the April event. The course will be in the form of a very simple fun rallye lasting about two hours. And for all you die-hard Concours people, if at anytime you should find yourselves on a gravel road in the event, you will be off course. We'll start promptly at 7:30 at the Shell Station, this will also be the finish, after which we'll proceed to Fireside North for results and refreshments.

MARCH EVENT

At the tech session at Kunack's last month, a new clutch was installed in a 356 and the engine replaced. Mike Robbins, Will Zobbe, and Werner Kunack did most of the work and instruction and by the end of the afternoon they had it out on the road running beautifully. In spite of the wet weather we had a very good turnout and just about everyone took home at least one racing poster, thanks to Werner and Mike. Participating Porsche Pushers were Georgeanna Tutrow, Mike Robbins, Gene Covert, Carl Shipp, Doug Redelman, John Carmack, Gene and Joan Dodd, Phil and Sue Allgood, Will and Sue Zobbe, Olive and Alton Dice, Werner and Ann Kunack, Percy and Debby Snyder, Mike and Sharon Cooper. Guests were Bob and Jean Brinson, and Phil and Tara Moenning.

MAY EVENT

As I sit here writing, the snow is falling, and its terribly cold and windy for the first of April, its hard to believe its almost 500 time again. But in another month hopefully the temperature will be up and sunshine will be a more frequent visitor and the Speedway people will be busy preparing for the Great Race. Last year the Chicago PCA'ers joined us at qualifications. St. Louis region is tentatively planning a trip here for the second weekend of qualifications this year. Let's get together race fans and join them at the track. A dinner is being planned for Saturday night following track time. Everyone set aside May 23 now and we'll really show them an "Indy" good time.

PORSCHE FACES LIFE WITH FATHER

Once upon a time, in a sleepy little village called Indianapolis, ther lived a family. There were two older type people, who played the Father and Mother, and two larger but younger male types who grew normally until the elder of the two sprouted some wheels at around 14 years of age. There were only two of them at first, and they were a bright Japanese yellow. Somhow they got seriously bent when the were only a few days old and major surgery was required on the front fender and fork. A pervading odor revealed the curing process, which the Mother discoverd was taking place in her kitchen oven. Seems that Honda yellow paint dries faster that way! Anyway - "Young Yellow" was soon as good as new and served the No. 1 Son many happy "off the road" miles all that year until another, more sophisticated Japanese began beckoning from the shop window. A sleek, black, "super" version of the little yellow Trail 90 was soon the join the family. No. 2 Son was the happy new Master of the yellow bike, since the Father couldn't bear to part with the family pet for the pittance that was allowed on a trade.

Sometime in 1967, a new glamour girl named Porsche came to stay with the family. The Mother felt very challenged by this sleek new rival for her men's affections. What a pampered, spoiled brat that Porsche was! She and the Mother seldom even spoke; they just didn't get along, so Porsche went to work each day with the Father, he lavishing loving attention on her; she, in return, giving him her very best performance. A real love affair - poor Mother.

With the acquistition of a driver's license, a metamorphosis was taking place in the older Honda rider. A second set of wheels was now fully visible and a proud little Corvair snuggled in the driveway, while at rest, that is. Mostly it scampered all around town, flat out, snorting and spinning wheels in a very precocious manner. It's a little weary now, having been hospitalized frequently because of the intemperate nature of its cavorting. It has a great heart, though, and it reminds me of all those horses in the movies that win the race for the little kid and the runhead but drops dead crossing the finish line. Corvair can still wring out an occasional fast "timed run" but must be revived frequently with gallons of oil and an occasional clutch transplant. It's attending college now and I would guess it's really getting an education!!

Late in 1968, the Father decided to indulge a longtime yen and scanned the publications to find a stablemate for Porsche, her racy relative, the very masculine 904. (Mr. Freud, please note.) What to do? He found two such beauties, o one in L. A. another in Chicago. Deciding he really wanted a trip to California anyway, he and No. 2 Son flew out to the coast and began the journey back to Indianapolis in the orange German who developed an immediate dislike for South Western highways and climate. He balked, pouted, and spit out his clutch and arrived most ingloriously aboard a U-haul truck. After diagnosis, consultation and major surgery, he began to recover and respond to treatment and T.L.C. and finally settled down, content to rule the roost. The Chicago relative turned out to be fatally sick. Only the remains were delivered - the corpse was beautiful, but extremely dead! No services were read, however, because come very weird operations erer being planned, a la Frankenstein, to turn this 904 (male) into a "sister" Porsche, by inserting a 911S engine, just like hers. I guess you'd have to consider this a sex change operation. The plumbing is almost as complicated.

Speaking of Porsche, her feelings were a little hurt when all this new fiberglass moved her out of "first chair" but when she was offered for sale, it nearly broke her heart. Fortunately, Father placed such a high value on his "girl

friend" that no buyer could be found willing to support her in the manner to which she was accustomed, so it was decided that she was to be sent to school. (Corvair at college, Porsche at Drivers' School - how educated can you get?)

Apparently Porsche didn't take kindly to the plans for her to go racing - you might say she was really "burned up" about it! While she was being fitted with roll bar, etc., she flared up and burned herself right out of the first Drivers' School. And only the week before the haughty orange Dutchman got his nose disjointed while out playing on the track at Elkhart Lake. What gloom - you can't imagine.

Arriving under the guise of "racing equipment," a bright blue "mini-trail" became the constant companion of the son still at home. (Those Japanese and Germans don't remember that we won WW 2- or is this their revenge???) The mini-bike curls up like a baby kangaroo in the trunk of the Mother's Toronado when the family goes to the track. Oh, the Mother has had cars, too, but her cars are just machines, no real personality involved, unless you count the Olds 98 that preceeded the Toronado. It became known as the Greyhound, for obvious reasons. (It was gray, see, and it drove like a - you know!) But the Toronado is developing signs of becoming a part of the team, sort of like an automotive Clydesdale, because the Porsches now get to ride majestically behind the Toronado on a 4-wheeled chariot, to the Games. No more schlepping around on the streets for them, at least, not right now.

Porsche is currently the brightest star in the cast, her status and functions restored having acquitted herself admirably in school. She is finally "doing her thing" and everyone is happy about it. The 904 has had plastic surgery this winter (Fiberglass, actually) and needs only some wiring and paint to be restored to respectability. The expired 904 is still "under construction", but if some stormy night you see lightening flash, hear electricity sizzle, followed by gales of insane laughter, you will know that Dr. Frankenstein has breathed life into his hybrid monster and soon a crazy, mixed-up 90411S will be swishing (whoops) around the outskirts of the sleepy little village of Indianapolis.

Is this the end of the story? Not quite. You see, we have recently acquired a new foster child - another mixed parentage German, part Volks, part Porsche. (First buggy I ever saw with the horses in the rear!) And they try to tell me that it's me who's mixed up!) This kid isn't going to stay long, that is, he isn't supposed to, but we do seem to have trouble evicting machanical boarders. He just hunkers down out there in the garage and smirks, as if to say, "Just wait 'til nice weather - you'll never want me to leave then!"

So you see, Mother and Father are just like all parents, we don't send these brats away - we just plan to build them a bigger bedroom. Always room for one more? (Is there a pill for this?)

----Joan Dodd

MONTHLY DINNER

Almost everyone answering the Activities Questionnaire sent out in January was in favor of a monthly dinner gathering. At long last we have set a time and place. It will be the last Tuesday of each month at Fireside North. The restaurant is subject to change occasionally to accomodate members living in other parts of town. This will be an excellent opportunity for an evening out and a chance to get to know other Porsche Pushers socially. There will be no club business, just good food and fun. No reservations are necessary, if you wish to join us just be there about seven. Guests welcome.

HERE AND THERE

A hearty welcome goes to our new members, Phil and Tara Moening. The Moennings have a black 911. We all look forward to seeing you at our future events.....The recent SCCA Drivers' School at IRP was well attended by CIR-PCA'ers. Will Zobbe and Gene Dodd were students, while Erwin Dollinger, Jim Osborne, and Mike Robbins were instructors. Many others were involved in timing, tech inspection, pitwork, and safety. I understand that ultra-conservative Will Zobbe, while doing his thing at Drivers' School and trying to make his engine last and last and last, didn't run it over 5200 RPM. Was it really fuel problems, or just a little sandbagging..... The bug has finally hit this family. The Coopers are planning to join the Zobbes at Waterford for Drivers' School.....Mike Robbins, being Zone 4 Coordinator is attending the PCA Board of Directors meeting in Denver April 4,5. We'll Keep you informed of the developments and decisions being made by the PCA brass.

Don't forget the Porsche Parade in Massachusetts in June, reservations must be in by May 15.

CALENDAR

April 24, Friday, 7:30 PM, Mini-Economy Run, Shell Station, 6201 No. Keystone

May 23, Saturday, Qualifications and dinner - To be announced.

June 28 - July 3, 1970 - NOR'EAST '70, XV Porsche Parade, Newton, Mass.

1971 - XVI Porsche Parade, Sun Valley, Idaho

1972 - XVII Porsche Parade, Atlanta, Georgia