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circu- lar

CENTRAL INDIANA REGION ■ PORSCHE CLUB OF AMERICA

EDITOR'S NIGHTMARE (Transmission ???)

(or, Mr. Webster, Where Were You When I Needed You?)

By my own red-faced admission,
I must ask your kind permission
To excuse my sad omission
Of the ss's in "transmission".

There's a portion of Perdition
In the editor's position
To produce the May edition
In a bleary-eyed condition.

The late hour, in addition
To my harried disposition,
Caused occasional division
Of my fingers from their mission.

If I could by merely wishin',
I'd retract that one commission
Of the sin of the revision
Of the spelling of "transmission".

Joan Dodd

PCA-Circular
Central Indiana Region

May, 1971

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1971 CALLENDAR

MAY 22: PARTY AND DINNER at DOLLINGER'S, 6101 N. Sherman Drive, 4:00p.m.
(Deadline for notifying Erwin and Lenora that you plan to be there was May 19, but if you haven't called them yet, the number is 253-4580. Maybe it's not too late!)

JUNE 13: MINI-CONCOURS & PITCH-IN PICNIC (See page 1 for details.)

JULY* - 6-10, PORSCHE PARADE, Sun Valley

AUGUST: FUN RALLY - Munsells (Tentative Date)

SEPTEMBER*: Elkhart Lake

OCTOBER: Fun Rally - Sandifer's

NOVEMBER: ANNUAL DINNER

DECEMBER*: OPEN

*Dates are open for local events. Consult Mike Cooper.

JUNE EVENT: MINI-CONCOURS AND PITCH-IN PICNIC, at Dodd's, 8225 Conarro Rd. Sunday, June 13, at 2:00 p.m. (Conarro Rd. is 6800 West-take I-465 NW to 86th Street exit, turn West on Rd. #100 for ½ mile, turn South on Conarro, drive ½ mile to 8225, East side of road.)

Concours will be judged by popular ballot, with awards in three classes:

- 1; MOST ELEGANT: Most beautiful sports or classic car, Porsche or other. (This class opened to enable us to admire and appreciate any other beautiful cars owned by the membership, in addition to their Porsches.)
- 2: POPULAR CHOICE: Sentimental favorite, for whatever reason, emotion will determine.
- 3: MOST VENERABLE: Oldest running Porsche-need not run well, but at least be running. Mileage will determine any ties.

This is not a "white gloves" competition, just put your pet Porsches in their Sunday Best condition and park them for us to appreciate. We'll hope for a rainless day.

PICNIC INFO: Beverages (Beer, soft drinks, coffee, iced tea) table service and meat course will be provided for \$1.00 per person, under 6 free. Each family is asked to bring a covered dish to serve 8 people. We will also have items for any non-cooking members to contribute, so please call Joan Dodd at 293-4644 and tell me how many you are bringing and what food you would like to provide, before June 11.

APRIL EVENT: A couple of postscripts to the report on the IRP Autocross, I would like to mention that Kline Porsche/Audi donated the first place men's trophies in the three classes. We appreciate their support-thanks very much.

The following letter was published in the Lincoln Log, Lincoln Trail Region's newsletter. I thought you might enjoy reading one entrant's impression of this event.

A letter from the President:

"I have just returned from a very tiring, but most enjoyable weekend (4/17/71). Central Indiana Region of PCA sponsored their first high speed autocross at Indianapolis Raceway Park. If you have not had the opportunity to visit I.R.P. you are missing something great.

I was happy to see Rick and Doris Woodring racing at this event. Rick said he was glad to finally make it through a "tech". Ferrell McLain and a friend drove all the way over just to watch.

For the Porsche -Pusher who enjoys seeing and hearing Porsches you missed the perfect opportunity. I saw A's, B's, C's, 912's, 911's, several 914's and two 904's-one with a 911-S engine. There is an altogether different sound (and smell) from a 904 when you follow one. But try running a lap for time and have as a chase car a 904 and 911-S in your rearview mirror!

I wish to personally thank Mike and his lovely wife Sharon Cooper, event masters, for their hospitality during the day and especially later at the beer party! Not only did I get thoroughly beaten at the track, they also beat me at ping-pong.

Griff" (James Griffin, Pres.)

PORSCHE/AUDI POSTS \$10,400 IMSA PRIZE FUND

Porsche drivers competing in the International Motor Sports Assn. GT series, eight long-distance races under regulations of the FIA, will share in a \$10,400 prize fund posted by Porsche-Audi. This series is run under international regulations which allow all manufacturers to make performance modifications to their cars. Competition is in two classes, over and under 2.5 liter, with Porsches competing in the latter class. A class first finish pays \$500, second, \$300 and third, \$200, with a \$300 bonus for a first overall finish in any event.

SPEAKING OF RACING.....

Since this is May and nearly all the news concerning racing is centered on the professionals, the idea formed that you fans might like to hear what our own "Racey" team has planned for the coming SCCA season. The Porsche CIR race team known as "Rennstall Alterschwach" (now we are told that even our German spelling is faulty) consists of Mike Robbins (904), Gene Dodd (911T), Will Zobbe (1959 Cabriolet, 356) and Mike Cooper (356 Roadster, 1961). If you missed the explanation of their team name, it means; roughly translated, "Racing Team Weak From Age" or, affectionately shortened to "Team Decrepit". Maybe this, too, needs explaining. Mike R. and Gene are both in that age category that is required by SCCA to present a satisfactory EKG in order to be issued their National license. Their cars, 7 and 3 years old, respectively, are just barely competitive in their classes. Mike will run BSR against the Chevrons and 906's, etc., and Gene in CP will follow the Datsun 240Z's and the mid-engine 914-6's. Will Zobbe, who has an abbreviated right hand and a 12 year old car, will run in EP, as will Mike Cooper, who is young and not terribly "decrepit", but he does have a "trick knee" and a 10 year old roadster. So, you see, they have turned an inferiority complex into a badge of honor - sharing their handicaps has made each success a cause for group celebration.

Another Porsche racing team in CIR is the McConnell Team Grand Spree, sponsored by Christamore Society for the '71 season. The "Grand Spree" is the promotional name chosen for the SCCA national race at IRP in October which the Christamores are promoting as a spectator event for charity. Their car, a 1970 914-6, owned by Bruce McConnell, driven by ex-PCA member Don (Moose) Parish, managed by Bill Farr and prepared by the Kline Porsche/Audi folks, Jim Farmer and Wayne Nelson, brought home a 2nd place trophy in CP last weekend from their first national race outing of the season at Michigan International Speedway. They're not "alterschwach" at all - seem to have a lot going for them!

Erwin Dollinger is the pilot for the Kline BSR racing entry, prepared and maintained by Kline's racing mechanic, Jim Doran. Erwin drove this car to 3rd place at MIS last Sunday and additional improvements are being made to make the car go faster.

Gerry Mason, PCA member and ex-Porsche racer has been in the Datsun column for the past couple of years and he has just acquired a new white 240Z. I understand he plans to race prepare this car on a rather leisurely timetable, to be ready to race somewhat later in the season.

RACING, cont.

Dr. Jack Moe had a rather bad experience with his 356 Coupe at the IRP Driver's School in April, but we understand he was merely "embarrassed" by having to climb out the rear window and ride in the ambulance, for heaven's sake! Car was a "total" but he is trying to locate a good Speedster body (to put with what remains) to assemble a race car so he can continue to pursue a racing license. Sounds like he'll be a good candidate for "Rennstall Alterschwach"!!

Preparations for the '71 season found all 4 cars of Team Decrepit installing new roll bars, in compliance with SCCA rules. All engines have been "refreshed" and many new parts have replaced worn or obsolete ones. Will Zobbe's windshield has disappeared - not completely - but almost. His engine received new heads, camshafts and a new oil cooler. A limited-slip transmission has been installed, as well as a 906 seat for his body. Everything must be working well as he earned a third place trophy at Blackhawk Farms Regional race May 8-9 and he and Mother Z both won trophies at the recent SCCA Gymkhana.

Mike Cooper's roadster has a new transmission, pistons, cylinders, valve springs and assorted new gears. Mike has a sponsor's name to paint on his car this year - Westlake Drive-In Theater - who has agreed to give him limited financial help in return for this advertising exposure. He needs two more regional race finishes before he can participate in "June Sprints" National race at Elkhart Lake. All of Renstall Alt. is planning to attend this June race as a group.

Gene Dodd has his white 911T back together, after a winter of complete dis-assembly. In his own words - "I've taken everything off that I can - I guess I'll have to start putting things back." Everything in the engine, transmission, suspension and brakes has been overhauled, replaced, magna-fluxed, bled, cleaned, torqued, painted or adjusted - and that's the truth! Now the trailer is due some attention and repair before he can go racing.

Mike Robbins was kind enough to write the following information in answer to my questions about his race preparations;

"In addition to the more or less routine operations of tearing down engine, transmission, suspension, brakes, etc., new SCCA roll bar specifications led to a project with less prior definition. A closed car severely limits the freedom of constructing a roll bar to meet the new requirements. With help on ideas from Gene Dodd and Will Zobbe and most important, fabrication by Will Zobbe, a new roll bar was built and the body of the 904 slightly modified to receive the installation.

Speaking of body modifications - new front fender extensions to legally cover the tires have been roughed in and will soon receive professional finishing.

From a mechanical standpoint, a new engine has been built (and rebuilt) and suspension updated. I had hoped to tear down the transmission to install new synchros and possibly different gear ratios but time hasn't permitted this as yet.

Preparations for Racing - Mike Robbins (cont.)

Looking back at the winter months I don't recall any periods of inactivity, yet here it is mid-May and we're still not ready to race. One entry has already been cancelled and I'm not sure when to try another. Now if it just wasn't necessary to work for a living.....

BACK ISSUES OF PANO & CHRISTOPHORUS AVAILABLE

The following volumes are offered for sale by: K.T.Wilhite,Jr.,
1300 Mich.St.,Room 525 - phone 634-2401,after 9:00P.M.
Vol.2 -92 of Christo.. Porsche factory publication (Vol.1,3,5,9,10,11,
12 & 13 missing). Excellent condition.Make offer.

Vol. 4,#1(Jan.1959) thru Vol. 14,#1(Jan.69) Porsche Panorama (Issues
Vol.9,No.6;Vol.11,No.10,Vol.14,No.4 missing) Make offer.

WELCOME NEW MEMBERS!!!

PCA-CIR extends a welcome to the following new members:

Dr. Eugene L.Dellinger - wife,Susan 4233 E.State Blvd. Fort Wayne,Indiana-46805 1971 911S Targa Silver	Ted and Kay Shonfield 7984 Lieber Road Indpls.,Ind.-46260 1971 914-4,Silver
David and Patricia Harris R #1,Walnut Hills Add'n, Crawfordsville,Ind.-47933 1968 911,White	Arnold and Gerda Henkemeier 3553 Glen Arm Rd. Indpls.,Ind.-46224 1969 911T-Targa,Burgundy
David M. and Susan Fishel 2164 Stoneham Dr. N. Indpls.,Ind.-46260 1970 911T,Green	Dr.Richard R. & Sharon Schumacher 1624 Nashua Ct. Indpls.,Ind.-46260 1970 914,Orange
Erwin and Lenora Dollinger 6101 Sherman Drive Indpls.,I d.-46220 1969 911S,Red	James E & Cheryl Schneider 3710 Madison Ave.,Apt.#7 Indpls.,Ind.-46227 1971 911T,Metalic Gold

TECH NOTE FROM MIKE

I was recently re-exposed to a hazard that the "do-it-yourselfer" with a 1963 and earlier Porsche might encounter. In this day of the 914 and the 911,it may still be of interest to some Porsche owners. There is an insidious difference between the banjo fittings used on Zenith carburetors and those used on the fuel pump. There is a difference in the thread form that is not visually obvious. However,if you screw the fuel pump fitting into the carburetor you will ruin the threads on the carburetor. The only means of readily distinguishing the carburetor fitting from the fuel pump fitting is that the carburetor fitting has a letter "V" stamped on the head.(V for vergaser,I assume) If you have these fittings apart,be sure to put them back in their proper place.

Mike Robbins

CARRERAS I HAVE KNOWN* by Mike Robbins

*Submitted untitled, titled by editor

About 1953, Dr. Fuhrmann of the Porsche engine design group, designed a new engine as the factory sought more horsepower than could be extracted from the pushrod engines. This 4 cylinder, 4 overhead Cam, dual ignition, 1500 cc displacement engine was later called the carrera in recognition of its success in the Carrera PanAmericana-the old Mexican road race. After several modification stages through increased displacement, different cams, relocated distributor drives, etc., this engine design reached its peak of development in the series designated 587/3. This series engine was used in the 904 chassis, of which approximately 110 were built in 1964. Since then, the 6, 8 & 12 cylinder engines with their Single Overhead cams and simpler cam drive have replaced the complex Carrera.

The Carrera engine design has always intrigued me and I thought it might be interesting to review the history of cars with these engines that have been in the Indianapolis area. This is all from my own contacts and memory so this may not be a complete chronicle. I would enjoy hearing from anyone who has additional information on these or other cars.

The first Carrera engined car I recall in the Indianapolis area was a '56 coupe owned by Chuck Rickert. Chuck took delivery of this car at the factory and he and Dave Kriplen of Indianapolis drove it to a second place in the Alpine Rally in Europe. A film of this event, as shot through the windshield of the coupe, made many showings in Indianapolis for several years. The car was sold away from Indianapolis after a short time in the states.

Shortly after this, Fred Eichrodt had a Speedster that was driven daily on the street.

Chuck Rickert and Dean Causey each had '58 GT Speedsters that they raced very successfully for a couple of years. One of the most memorable races at Elkhart Lake was between Chuck and Harry Blanchard (from Connecticut) in their duplicate cars. Dean sold his car to Harry Palmer of Indianapolis, who blew the engine in his first race at Elkhart Lake. The car then left Indianapolis. During the last season Chuck ran his car, the Carrera Speedsters were classed with the 327 Corvettes. While attempting to pass one of these in a race at Louisville, Chuck tore the front sheet metal off his car as he went through a chain link fence. After repairs, the car was in Columbus, Ind. for a short time and then left the state.

Still another Carrera Speedster belonging to Bob Staples was being raced at that time.

Dean Causey and Bob Staples then moved into Spyders. 550's initially were involved but Dean later had an RS. Dean and Bob Webb modified the RS body to resemble the early RSK with faired headlights and small fins on the rear. Chuck Rickert co-drove this car with Dean to fourth place in the 500 mile race at Elkhart Lake in 1960.

Simultaneous with this racing activity by the factory built cars, a less sophisticated development was taking place. Bob Wells of Indpls. had built the Durlite Special using a modified 1500 Super engine for power. Until the Spyders became numerous, this beautiful aluminum bodied car did pretty well even though underpowered. Jim Ray of Indianapolis

CARRERAS, cont.

BOUGHT A GS Carrera coupe merely to get the engine. His engine and the Webb chassis were married in an effort to keep up with the Spyders. Doom struck as the car was totaled at Elkhart Lake in practice for its first race with the new engine. The engine and other running gear were salvaged and a new Durlite (the "Toad") was built. Chuck Rickert ran this car a few times without distinction and it later went to Illinois. I believe another engine was in the car when sold and that the original engine is now owned by Wayne Coursey of Dubuque, Iowa as a spare for his beautiful 550 Spyder. Other Spyders seen briefly in this area belonged to Jack Ensley and Bob McKinney. As for street cars, Jack Moore owned a '59 GS Carrera Coupe that had a sunroof and chrome knock off wheels. This car had been owned by C.J. Habich, who operates the Goodyear racing tire distributorship near Chicago. This car later went to Bloomington and may now be in Ft. Wayne. Kent Emigh bought a '59 red GS Carrera Coupe in Europe, but sold it soon after getting here. Ed Walsh of St. Louis raced a Carrera Speedster that he sold to someone in Indianapolis and the car was later sold to a buyer in Kokomo.

In 1960, John Carmack had what was probably the only GT Carrera coupe ever manufactured with a sunroof. John ran this car on rallies and raced it a few times. It later went to Dave Graff in Columbus, Ind. and still later to Columbus, Ohio, where it was totaled.

Art Hoyt has a '63 Carrera 2 coupe but became disenchanted with the complex engine and installed a Corvair engine. I now have his Carrera 2 engine as a possible future conversion as a street engine for my 904.

Wrapup of the Carrera story in Indianapolis lies with the 904's of Gene Dodd and I. Gene has installed a 911S engine in his remaining 904 but still has a 904*engine sitting in the garage. I just finished building a second 587/3 engine for my 904 as well as having the basket case Carrera 2 (type 587/1) mentioned above.

(*Ed. Note: In 1969 Gene bought 904-039 from Vasek Polak in Cal. and ran it in a few autocross events before selling it to Dave Redd, Chicago, Ill. in Feb. this year. The spare engine is just in case Gene decides that the converted 904 really deserves a Carrera engine after all.)

The Carrera engine has a fabled history. You occasionally read of an Elva-Porsche or even an old Spyder still being raced here in the states. Bruce Jennings of Towson, Md. is still competing with his stable of Carrera Speedsters. There are three or four 904's that do well in So. California where, for some reason, they don't have any Corvette competition. Parts for any of the Carrera engines are becoming almost impossible to find. The factory has lost interest in these "antiques" and there will soon be further conversion of 904s to 6 cylinder engines, push rod engines in Spyders, etc.. But somehow I feel that for many years to come there will be mechanics in some little garages setting up new sets of Carrera cam gears -- alternately swearing at Dr. Fuhrmann's complicated design or blessing the reliability of the properly completed job.
