

PCA-CIRCULAR

Central Indiana Region

July 20, 1971

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1971 CALENDAR

AUGUST 25: FUN RALLY, Charles & Ginger Munsell, Rally Masters, details in August Newsletter, be sure and save this date and join us for this event!

SEPTEMBER: ELKHART LAKE, sponsored by Chicago Region

OCTOBER: FUN RALLY, Jim & Kay Sandifer, Rally Masters

NOVEMBER: ANNUAL DINNER- needs a CHAIRMAN!!!

DECEMBER: OPEN, ALSO NEEDS A CHAIRMAN!!!!- Volunteers please call Coopers, 873-3431

ANSWER TO GEORGEANNA'S RIDDLE from June Issue:

I'm sure that you figured out that it is the Norwegian who drinks water and the Japanese who owns the Zebra. I was hoping the answer would take us through all the steps to arrive at this but that's all there is gang. You'll have to check it out for yourselves.

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PORSCHE PARADE, SUN VALLEY, 1971 by SUE ALLGOOD

Our trip to Sun Valley '71 could be summed up in three words: Exciting, Enlightening, Elegant.

We were very impressed by the country on the way to Sun Valley. Neither Phil nor I had ever been West and I felt like a little kid seeing all the mountains, trails, rock formations and so forth. If you have never been West, you really don't know what you are missing. I never realized that we have such beautiful country here in our own states. Everyone else from our region who went: Mike Robbins, Georgeanna Tutrow, Lenora and Erwin Dollinger, (also Mike and Mark) Tom Farnum and Angela Matthews got to see all sorts of Porsches and how hard everyone works to keep their car in top shape for the concours. Our schedule of events was as follows: Sunday and Monday was registration and tech inspection at the Sun Valley Lodge and parking lot. Tuesday we got into the heat of the activities with the Concours d'Elegance and the cars were more than beautiful. Mike and Tom entered this, Phil and I were sorry we hadn't because there were only 4 cars in the 914-4 class and they were giving 5 trophies. Bad news- we'll learn, I guess. I don't have any results so I don't know who won the classes, maybe Mike can tell you. (Editor's note: Tom Farnum bought John Carmack's yellow 356B roadster, which most of you will remember from past concours, and this is the car that he drove to Sun Valley and entered in the Parade concours.)

More on the concours preparation; Phil and I walked around the area they had roped off for the Porsches to see all the cars and watch people prepare for the competition. These are some of the things the winners were doing: took seats out and waxed and polished them, crawled under the cars with fine paint brushes to touch up little spots, polishing parts of the engine, painting wheels, inside and out, waxing tools, waxing inside of car, painting inside of trunk areas, and other little timely things you wouldn't believe! Some people who drove their cars to the Parade had a guest or family member drive their family car or VW busses carrying all their equipment to clean their Porsche. That is what you call dedication!

Tuesday night there was a beer party and Bavarian Barbeque at Trail Creek Cabin, which was located about 1½ miles from Sun Valley Lodge. The trophies were awarded for the Concours and door prizes were given out. Nobody from our region received either.

Wednesday and Thursday was the Hillclimb and Autocross. They had scheduled the cars by class for the Autocross so, if you were to run the Autocross Wednesday, you ran the hill on Thursday and vice-versa. Phil and I were to run the Autocross on Wednesday but didn't get to because we didn't have tubes in our tires and the rules required them on non-racing tires. We had ordered them but they came in too late. Story of our life, I guess and so we did not get to run the hill, either. Mike and Erwin ran the hill on Wednesday and Erwin won his class. Thursday when they ran the Autocross, Erwin won his class in that event, also. (Note: Erwin was driving his 911S and Mike entered the Speedster.) Lenora didn't get to run either because the gearshift knob broke off their car. The story of her life, too, I guess.

More on the hill: It was 25 miles north of Sun Valley at a place called Galena Summit and was approximately 3½ miles up hill. It started at an elevation of approximately 7000 feet and ended at about 8000. At the top there was snow on the

PORSCHE PARADE '71, Sue Allgood, con't.

GROUND - can you imagine? Snow in July! Unbelievable! (Note: Even more difficult to believe is Mike Robbins' report that this hill was a portion of U.S. highway #93, which the Parade committee got permission from the Governor of Utah to block off from normal traffic during the two days competition, aided and abetted by the Utah State Police, who let the traffic clear at 30 minute intervals, except one impatient trucker who bulled his way out on the "course" and had to be pulled over since cars were competing at the time. Seems what conversation the State Trooper had with the truck driver took 2 hours to impress him that he should have been content to wait the first time!) There were a few crunches but no one was hurt seriously. The hill was not exactly straight up but had some nice, hairy curves in it. They some of the speeds averaged close to 80mph. That's a wee bit fast, if you ask me!

The Autocross was on Dollar Road, close to the Lodge, and the odd thing about it was the way you ran the course. You went out straight through a gate, then another and then went around a cul-de-sac and came back and ran a second set of gates, then up a slight hill with the straight through gates and another cul-de-sac and ran the gates as you came back down the hill, finishing with the starting gate that was very tight. I think that covers the hill and the autocross.

Wednesday night was free so Mike, Phil and I went to an Italian restaurant, Louie's, in what was formerly a church. We had to watch that our water glasses didn't slide off the table because the floor had quite a downward
incline.

Thursday night was another barbrque at Trail Creek Cabin with more trophies for autocross and hillclimb and door prizes. Erwin received his trophies for the events and Mike won a "Quaker State" jacket as a door prize.

Moving on to Friday, well, Phil and I thought this would be our day, but as it turned out, it wasn't! This was our big chance to show what good rallyists come from our region and, I have to confess, I blew it! There are no roads at all in Sun Valley for a rally, so they used two main roads and it seemed like a million signs with speed changes at every sign. Some signs were right across from each other and all I said to Phil the whole afternoon was "Mark, Mark, Mark." Well, I missed three signs in a row and it really blew my cool. From then on I watched a lot closer but it cost us 181 points on the second leg. We decided after the rally that we should have gone "seat-of-the-pants" and forgot about the equipment we had. Most unequipped people did very well because they both watched for the signs and averaged their speeds-but, dedicated equipped rallyists that we are (Ha!) -we tried to keep on time with our equipment. I don't know where we came in in our class, but they gave trophies 10 deep and we didn't get one. Mike and his driver, Roger Chaney, were 7th in equipped class. Porsche/Audi Division (PAD) gave a cocktail party that night and presented the rally trophies.

Saturday was the Technical Quiz and technical sessions. Phil and I attended the first tech session for questions and answers with the PAD personnel, which was satisfying in some aspects and not in others. I prefer not to express my opinions of the discussions. Phil attended tech sessions on engines and transmissions, also suspension, tires, wheels and braking systems, so if you want to know about these things, you'll have to talk to him. Mike and Tom attended the first one and then Mike went to the one on ignition systems. They should all know a lot about these so all you have to do is ask. (Note: Mike won the tech quiz event-1st place!!!)

'71 PARADE, con't.

We left after the tech sessions Saturday to return home to beautiful Indiana and I don't have any details about the Saturday banquet.

We met a lot of nice people and wished we could have met more. Jerry and Helga Meyers and others from Chicago Region talked with us about the '72 Parade at Lake Geneva, Wisconsin and the mini-parade at Elkhart Lake this September. Sounds like a lot of fun. It's not too early to think about attending the '72 Parade, planned for July 16-21. We brought back a few pre-entry blanks and will bring them to the next event so you can look them over. Lake Geneva is a lot closer than Sun Valley, about 250 miles compared to 1950, and Phil and I plan to go if we are able.

Sue Allgood
(Notes courtesy Mike Robbins)

PORSCHE/AUDI OFFERS SHOP MANUALS

The following shop manuals may be ordered from Porsche/Audi dealers:

356 B & C - 1 vol. Carrera - 1 vol. 911-2 vols. 912 - Engine only
914 & 914/6 - 4 vols.

Buyers are cautioned that future supplements will not be available for these manuals - they are sold as an "entity".

Further warning that undertaking do-it-yourself repairs or adjustments is not recommended without the special tools, experience and equipment required. It is advised that you take your car to a franchised P/A dealer for modifications such as those required by the anti-pollution regulations.

Service manuals, more detailed than owner's manuals, yet not as technical nor as expensive as shop manuals, should be available in about a year. These will cover the routine maintenance that owners might be likely to make.

NORTHERN OHIO REGION PCA PRESENTS "AUGUST AUTOCROSS", August 8, 1971, at Nelson Ledges Raceway, Nelson Ledges, Ohio. Open to any PCA member or family member, driving a Porsche which passes tech inspection. For information, call: Paul Ramsey (216) 321-4146, Earl Roe (216) 333-5162 (Call Joan Dodd for local information, I have a copy of the Pre-registration Blank, which offers more details than published here.)

THE PORSCHE CLUB of CANADA proudly presents the ninth annual PORSCHE INTERNATIONAL CAROUSEL, September 3-4-5-6, 1971, Toronto, Ontario, Canada.

To All Members, PCA: "This year's PIC promises to be the most exciting convention to date. Plan to share your holidays with us, and participate in a tricky autocross, two typically Canadian rallies, a VERY high speed regularity run (race track, of course!), and a Porsche influenced gymkhana. And what would a PIC be without parties? We have parties on order which would make the Romans look like the Girl Guides!" Information regarding locations, costs, etc. available later. Forward inquiries to: John L. Saunders, 15 Flaremore Cres., Willowdale, Ontario, Canada

GOODBYE TO A CHAMPION: Porsche 917 in Final Race of the Season at Watkins Glen

The brutally fast and almost unbeatable 12-cylinder Porsche 917 will make its farewell appearance in Manufacturers' World Championship racing July 25 at Watkins Glen, New York.

The Glen six hour race is the final event on this year's 11 race championship calendar. It is the last one before engine size is reduced next year from five liters to three liters. Two Gulf-Porsches are being entered by John Wyer's J.W. Automotive Engineering. Driving the cars will be Pedro Rodriguez*, Jo Siffert, Derek Bell and Jackie Oliver. Pale blue and orange Wyer cars and their drivers have carried the Porsche banner for the past two seasons. (This news release was dated July 8, Rodriguez was killed a few days later in a race in Germany.) Largely due to the success of the 917 and Wyer's Gulf-Porsche team, Porsche was able to capitalize on its 1969 championship and carry home the title again in 1970 and 1971.

In 1970, Porsche won nine of ten races, with the 917 contributing seven wins. As this year's season and the five-liter engine size limit run out at the Glen, Porsche has won eight times in ten starts. The 917 has provided seven of those victories.

Introduced in 1969, the 917 started life with a 4.5-liter engine and a super-slick aerodynamic coupe body that would permit top speeds of about 240 mph. Subsequently the body was given a chopped-off tail (known as the "K" version for kurz, or short, in German) and the engine displacement was increased to 4.9 liters. In this form the car was capable of about 210 mph but its lap times were faster thanks to improvements in road holding.

The cars were seen most often with the short tail body, but occasionally they ran with either stubby vertical tail fins or long wind-drag-reducing "Batmobile" tails. A roadster version, the 917 PA, was commissioned in 1969 by Porsche-Audi, the U.S. importer. It was driven by Jo Siffert in Can-Am races and finished fourth overall in the series that year despite the handicap of a smaller engine and less horsepower than the typical Can-Am car.

Though the 917 as it is known today is being retired when the current Championship specifications expire, the engine appears to have further useful competition life. Porsche recently announced a short chassis 917 Spyder or roadster. It is being used in 1971 Interseries races in Europe. In the U.S., two Californians are well along with plans to build a 917-powered Indianapolis entry for the 1972 race. (From: Herb Williamson, Porsche/Audi Public Relations, Englewood Cliffs, N.J.)

BYLAWS MAILED

Recently each dues paying member of PCA-CIR was sent an ammended copy of the By-Laws for the region. Article XII, section 1, was ammended by a vote at the annual dinner meeting in December 1970. The ammendment increased the figure in the last sentence of this article from \$10.00 to \$25.00, as the ammount of indebetedness permissible without prior approval of the Executive Council. The by-laws have been corrected to read as ammended. You might just want to take the time to read through these as they are very clear on the purposes and aim of PCA.

ADDITIONS TO MEMBERSHIP ROSTER

Please add the following names to your list of current members. We offer a sincere welcome to the two new and one transferred member and an abject apology to Mike Simmons, who was inadvertently omitted from the roster last month. I told him I did it on purpose- but I lied- I wouldn't do a thing like that to a nice guy like Mike!!!

NEW: Burnstine, Harry M. and Kay
RR#6, Box 12-174
Elkhart, Indiana-46514
Tel: 219/264-9805

1970 911T-Burgundy

Lawless, Kenneth
5628 Norwaldo
Indianapolis, Ind.-46220
Tel: 251-3806

1971 914 - Lt. Green

TRANSFERRED:

Carter, Charles B.
8918 Coventry Rd.
Indianapolis, Ind.-46260

MISSED!:

Simmons, Michael
3365 Ashley Lane
Indianapolis, Ind.-46224
Tel: 291-3325

1967 912 - Blue

(I also apologize to Dr. Ted Findley, Fremont, Cal., ex-CIR member, for altering his title from M.D. to M.P.- I think it must have been some kind of Freudian slip- those two keys aren't even close!)

USAF-REALLY GOOD GUYS!!!

Gene and I were really impressed with the lengths the Air Force went to in order to make our son, Larry, feel at home at Lowry AFB in Denver. I guess they knew that a Porsche fan would feel more content in a barracks numbered "914". The Fire Station we passed, on our way in to pick him up, was housed in building 904, and we passed a whole row of "Porsche" numbered barracks, 911, 912, 906 and a few others, that weren't named for our favorite cars, but he should feel right at home, due to an amusing co-incidence.

MOR INVITES CIR TO AUTOCROSS, AUGUST 8

CIR has been invited to participate in an Autocross at Powell Speedway in Ohio via the Mid Ohio Region Newsletter. The only details I have are that it is jointly sponsored by Mid Ohio PCA and SCCA and that there will be separate PCA trophies. I refer you to MOR Activities Director, Bud Wynn, 2357-A Woodbrook Circle S., Columbus, Ohio, 43223, Tel: 276-5526, for further details.

A PORSCHE FABLE ,OF SORTS.....

from Porsche Pandemonium, Feb., '71

As the white Porsche was speeding along the freeway, a curious red glow began to emanate from the vicinity of the dashboard. Quit unperturbed, the driver stopped alongside the busy road, popped the rear deck lid and inspected the engine for clues to the persistent red light. He noticed the fan belt was broken but was unconcerned.

PORSCHE FABLE, con't.

He closed the deck lid and proceeded to his home, some three miles distant. Next morning, he instructed his wife to drive the Porsche, her car, really, to their friendly Porsche dealer to probe the mystery of the red light.

The service manager, upon inspecting the engine and finding the broken fan belt and some unusual noises, proceeded to berate the poor wife about her stupidity in driving the car with the broken belt and thus causing all sorts of damage to the engine.

The husband, who had followed in another car, halted the manager's tirade with the following, "I told her to drive it. What could a broken fan belt hurt? AFTER ALL, IT'S AN AIR COOLED ENGINE!" The End.

MORAL #1: A little knowledge is a dangerous thing.

MORAL # 2: When that red light comes on, STOP THE CAR. Check the fan belt immediately. If broken, replace with the spare fan belt you always carry with you.

TECH (Wider Tires & Rims - Rick Norquist-Orange Coast, Pandemonium, Feb., '71

How about those fat new tires and/or wider rims you want to install? Is the problem of inside tire to chassis clearance bothering you? (If it isn't, it probably should) Changing to longer wheel studs on the rear of the 900 series Porsche can look like a tough job when you think about the problems involved in removing the old studs from the half axle flange and pressing the new longer studs in. At first glance this job would also involve removing the large nut on the end of the axle (which must be retorqued to 240 ft.lbs.) in order to have the necessary clearance from the half axle flange to the brake carrier plate.

I was almost ready to go rent a large torque wrench to tackle the job when I noticed that the emergency brake spring assembly fastened thru the brake carrier plate and the hole was about the same size as the head of the stud. Upon removal of the emergency brake spring assembly, I found that I could remove the old stud and push the new stud thru the hole in the carrier plate.

Removing the old stud can be done first by screwing a lug nut over the end of the stud to prevent damage to the threads and then pounding it out with a hammer. (The stud should come out easily with about 6 to 10 blows.) The new stud can now be put into place by inserting it thru the half axle flange and with about a 3/4" shim (or use new spacers) a lug nut can be screwed on and easily tightened up with the standard Porsche lug wrench, which will pull the new stud into place.

The entire operation should only take about 1 hour per wheel and with the new longer stud you can add those spacers to clear wider tires and/or rims. Oh yes, better check that new tire to fender clearance before you try to dazzle the neighbors with your new cornering ability.
