



circular

CENTRAL INDIANA REGION PORSCHE CLUB OF AMERICA

FIRST CLASS MAIL

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JANUARY, 1978

Return to:
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Indianapolis, IN. 46260

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JANUARY EVENT

You're not superstitious, are you? Well, don't let Friday, the 13th, alarm you. That's the date of our next event. Giganti VW-Porsche-Audi at 6901 E. 38th St. is going to open their doors for us at 8:00 P.M. Jim Farmer, Service Manager, will tell us of his visit to Stuttgart and Weissach last fall. We'll have the Turbo racing movie that we didn't get to see in December. Add to that a display of new Porsches (perhaps including a 1978 Turbo and a 928), a few refreshments and the normal exchange of Porsche talk and we should have an enjoyable evening. Mark your calendar NOW!!

DECEMBER EVENT

What can we say? The weather man got the best of us. Up until about four hours ahead of the event, a handful of people were still planning on going through with it. Realism finally registered and plans were scrubbed. Gene Covert was all ready to leave his house when a last check of CIRcular told him that he was a day late -- December 17th.

ZONE 4 PRESIDENT'S MEETING

A meeting of representatives of Zone 4 regions was held in Ft. Wayne on November 19th. CIR was not represented because that was the date of our dinner and election of officers. We have received minutes of the meeting that indicate discussions covered the new insurance program, safety program, annual reports, calendar conflicts, calendar dates for 1978, newsletter exchange, 1978 Parade, Parade competition rules, autocross series and the 1978 presidents' meeting. Some of the points call for action or at least consideration by region officers and the CIR officers will respond accordingly. A tentative calendar of approximately fifteen major events was listed. As these dates become firm we'll publicize the events in CIRcular so you can participate if so inclined.

CIRcular PRODUCTION

Over the years there has been conversation among region officers and other members concerning the possible "jazzing up" of the CIRcular. Our mimeograph style production looks rather crude when compared with other regions slick paper, photographs, artwork, etc. A few years ago, a few issues included some artwork but the cost became prohibitive. Attempts to obtain advertising to offset production costs weren't successful. Does anyone out there have contacts in the graphic arts or printing business so we could again pursue the possibility of a fancier publication? We'll be approaching some commercial shops but in the meantime would appreciate receiving leads from the membership. Contact Mike or Ramona Robbins at 317/293-1600.

ACTIVITY SURVEY

By Mike Robbins

We received a few responses to the survey in the November CIRcular. The greatest interest was for rallies followed by a tie for tech sessions and swap meets. Then there was a tie for autocross and picnics. The other categories collected little interest. We'll use these results as a guide toward establishing 1978 events.

FINANCIAL REPORT
Central Indiana Region
Porsche Club of America
Ending November 15, 1977

Beginning Balance, January 1, 1977 \$1,013.44

Cash Receipts:

Regional Refund	\$393.12
Newspaper Subsidy	100.00
Special Event Income	253.51
Rental Income	<u>20.00</u>

Total Cash Receipts: 766.63

Total Cash Available \$1,780.07

Cash Disbursements:

Office Supplies	\$ 65.77
Office Equipment	253.09
Postage	211.30
Filing Fee	10.00
Refreshments	129.74
Awards, Triphies	<u>14.04</u>

Total Cash Disbursements: 683.94

Ending Cash Balance, November 15, 1977 \$1,096.13

Prepared: November 15, 1977
By: Jerry D. Leonard, Treasurer

LEGISLATIVE BULLETIN FROM PORSCHE CLUB OF AMERICA

We received a three-page bulletin from National and will try to condense the major issues. On Wednesday, November 30, 1977, several members of your Executive Council visited Washington and met with legislative assistants of several Congressmen and the Director of the National Highway Traffic Safety Administration, Ms. Joan Claybrook, and five of her Department heads. The two main issues discussed were "Air bags", and the minimum fuel economy standards.

On the subject of Air Bags, really entitled Automatic Crash Protection Devices, you are probably aware that Congress did not pass the resolutions rescinding Secretary of Transportation Brock Adams' mandate that all cars sold in the U.S. will have air bags or similar devices beginning in 1982. Since Air Bags will cost between \$200 and \$300 per car initially plus about \$600 per car to re-install once they are deployed, PCA feels that these devices are very costly and do not justify their price tag. They won't start saving the projected 9000 lives per year until 1995 and many studies show that seat belts are far more effective in crashes, PCA favors an increase in seat belt usage instead. The increased usage could come from an awareness advertising campaign, mandatory seat belt usage laws, or a combination of these.

Several Congressmen are planning to renew the fight against the air bag mandate in the 1978 Congress. We urge all members to write your Congressman immediately indicating your support of any movement in Congress to rescind the mandate. Your Congressmen need to know that you are in favor of additional action.

The second issue is extremely critical. Congress is still meeting to discuss minimum fuel economy standards for cars. We won't go into the specific details for lack of space, but suffice to say that Porsche would have a very difficult time in meeting the Senate minimums with the 928, as well as with the 911 series. Remember that generally stricter emissions has meant a sacrifice in power, economy, or both, and stricter emissions are definitely on the way.

The worst part surfaces when we look at the 928, Porsche's newest model and potentially best performer (aside from the Turbo). If the Senate-proposed minimums go into effect, it will definitely affect the 928, either by banning it outright or making it so lacking in performance that it will not be a desirable automobile. Mr. Lars Schmidt, a Director of Porsche AG in Stuttgart, has indicated that the future of Porsche will be determined, to a greater or lesser degree, by the outcome of the debates presently underway in Congress.

We need to get as many letters as possible to our Congressmen immediately indicating that we are opposed to the Senate minimum fuel standards. Reasons for the opposition are simple:

1. It would in all probability be seriously damaging to many manufacturers: Porsche, Rolls-Royce, Mercedes, BMW, Ferrari, Lamborghini, to name the obvious.

2. It takes away the freedom of choice for the man for whatever the reason (large family, job, etc.) who needs a large car.
3. It will take away many jobs in the U.S., primarily those at dealerships that handle the automobile manufacturers named in reason 1.
4. It does not save a substantial amount of fuel. (Senate minimums will save about 10,500 barrels per day out of a daily consumption of 2 million barrels, for savings of only one-half of one percent.)

Write a letter immediately. Tell your neighbors, co-workers, etc. about the problem and suggest that they write at least one letter, too. You all know how to write your Congressmen -- please act now -- it's time to do our part!!!

ON THE BANKS OF THE WABASH

We recently received a copy of an article from the Wabash Plain Dealer regarding CIR member Jim Schneider's racing activities. Jim owns two race prepared Porsches formerly owned by other CIR members -- the ex-Will Zobbe 356A chopped Cabriolet and the ex-Marty Carver-Erwin Dollinger-Vic Drummond Speedster. Jim has been primarily running SCCA regional races, but hopes to become more active on the national level. Jim also owns six other 356s in various states of repair. One glaring error appeared in the article -- that Jim's are the only 356s in Indiana. We would guess that there are fifty in the Indianapolis area -- with ten belonging to the 1978 CIR Board of Directors. If the reporter was turned on by 356s in general, he would have flipped at last September's meeting of the 356 Registry -- when forty some 356s took laps around the Indianapolis Motor Speedway. That was a sight to see. In any case, the article gave good publicity to Jim and to Porsches.

"MAUS" REVISITED

by Mike Robbins

We all know the old expression "it's a small world". This was brought home to me recently when I had to go to the airport to pick up a representative of a company my employer does business with. He saw the Porsche decals in the side window of my van and said, "I'll bet I've driven a Porsche you never heard of". It seems that while on duty in Germany during World War II, he was one of a crew assigned to retrieve a captured tank so it could be examined in greater detail behind the front lines. The tank turned out to be one of two giants that had been built at Hitler's whim as mobile(?) bunkers. These tanks were named "Maus" but unbecomming their name, weighed 188 tons, had a 1080 hp V-12 engine and an ongoing list of stupendous statistics. The tank design was a product of the Porsche design firm but assembly was by Alkett using components from Krupp, Siemens, Daimler-Benz and others. Plans called for approximately 150 to be built but only two were completed.

The story of their design and construction is covered at length in Ferry Porsche's book, We At Porsche, and briefer mention is in Porsche - The Man and His Cars (VonFrankenburg) and The Amazing Porsche and Volkswagen (Nitske).

Let's see now: Of all the people I'll meet in the next twenty years, I wonder what the odds are of meeting another person who has driven a Maus?

BUBBLE BURSTING

by Mike Robbins

One of the frustrations of reading magazine articles or books about Porsches is finding errors. As more people are becoming interested in the older cars and are searching for authentic information, they are frequently misled by erroneous text and captions to photos. One of the classics was a statement in an automotive magazine a year or so ago to the effect that Porsche is a wholly owned subsidiary of Volkswagen.

I had looked forward to seeing the German book Der grosse Buch der Porsche Typen as a "bible"; something to serve as an authoritative source book. Well, my copy recently arrived and you can imagine my disappointment when casual scanning turned up the following: pictures of the same car identified on one page as a 1300S and on another page as a 1500GS; 356A identified as 356B; 356B identified as 356C; Elva Porsches shown as using only 8 cylinder type 771 engines when most had 4 cylinder type 547 and at least three cars had 4 cylinder type 587. Is it really true that 716 transmissions were used as early as 1955 and 741 transmissions were used as early as 1957? They are listed as such in a tabulation of "production" based race cars. So the bubble has burst. When you spot something erroneous you then doubt the accuracy of all the other information. Maybe when this book is published in an English edition, the errors will be corrected; perhaps even in subsequent German editions. Meantime, we'll go on hoping for the real bible.

EXCELLENCE IS EXPENSIVE

by Mike Robbins

The monstrous book Porsche: Excellence Was Expected by Karl Ludvigsen arrived recently. At nearly 900 pages, it will keep the reader busy for quite a while. My initial dilemma was trying to decide if I should jump through to the chapters of my own special interest or to just slug it out from front to back. I decided to cover it in order. There is a thoroughness not found in the earlier books but then I guess that's obvious from the size. One pleasant surprise was to see myself in a picture of PCAers at Solitude race track in 1959. That was in the days of short hair and less paunch. If I might nitpick -- it was disconcerting to me to read so many quotes from the monthly magazines in the chapters dealing with production cars of the last few years. We were also put off by the statement that the 1970 911s used two 6V (sic) batteries, and the narrative about the Ginther 914-2.0 (sic) SCCA racer of 1972. We won't get into the subtleties involved with the description of Bill Schmid's Speedster which won the ARRC in 1974.

On the positive side, we were pleased to see good coverage of the little known type 916 engine (6 cyl, 2L, DOHC). If you can justify the cost (we've seen it priced from \$45.00 to \$64.95) we highly recommend this book as the ultimate reference source on the Porsche production and race cars.

ANOTHER BOOK

by Mike Robbins

I promise this is the last book to be mentioned in this issue of CIRcular. The latest in the Brooklands Books series of reprints of old magazine articles was published a couple of months ago. This one covers the years 1960-1964. Of local interest is an article by George Moore of the Indianapolis Star which appeared in Sports Cars Illustrated (now Car & Driver) in August, 1960. It covers construction of the Durlite Mk III by Bob Webb. This was a car built to compete against the factory Spyders and employed a Carrera engine, albeit a detuned version lifted from a GS coupe. It's an interesting article and just mentioning it here provokes a desire on my part to tell the story of the Durlite Mk II -- a silver beauty that was wrecked approaching turn 5 at Elkhart Lake. We'll save that for another time. To get back to the Mk III, it never panned out and was sold, less engine, after a year or so of frustration on the part of the parties involved. The last we heard of it was an ad in Competition Press a couple of years ago -- the chassis was for sale.

PAMME REGION

Some people in Muncie are interested in forming a new region of PCA. Although we'd like to encourage those people to become active in CIR, we'll mention the fact to all of you out there so that if you are in that part of the state, you might contact the organizer -- Kevin Cassell, c/o Cork n' Cleaver, 3505 Wheeling Ave., Muncie, Ind. 47304, phone 317/282-7510. If they come up with enough members (25) they'll be taking territory from CIR and perhaps other regions. This all harks back to the days when CIR was formed -- prior to that we were part of Chicago region. With other regions forming in the state, it indicates the foresightedness in naming this the Central Indiana Region.

ADS

FOR SALE -- Am selling one of two EP Porsche 356s, '57 Speedster, slicks, rain tires, trailer, ready to race -- \$2400.00. Also SCCA roll bar for 914 -- \$50.00. Contact Jim Schneider, 12 Elmwood Drive, Wabash, IN. 46992, phone 219/563/7765

MISCELLANEOUS

by Ramona Robbins

QUOTATION from PCA membership renewal form. "To obtain full benefit from your PCA membership, you should participate in Region programs and events".

Best wishes for a speedy recovery to Sue Allgood who recently underwent surgery.

I suppose you're tired of hearing me beg for contributors, but I'm tired of trying to decipher Mike's backhanded writing. We'll print anything that will pass the censors. Our publication date isn't stable, so if you have anything to contribute, drop it in the mail or call me and we'll get it in the next issue. Also, we can always use volunteers on the night we prepare the CIRcular for mailing (which also isn't stable), so if you feel like collating, stapling, addressing or stamping -- give me a call. Extra hands are always welcome.

Till next time,

Ramona