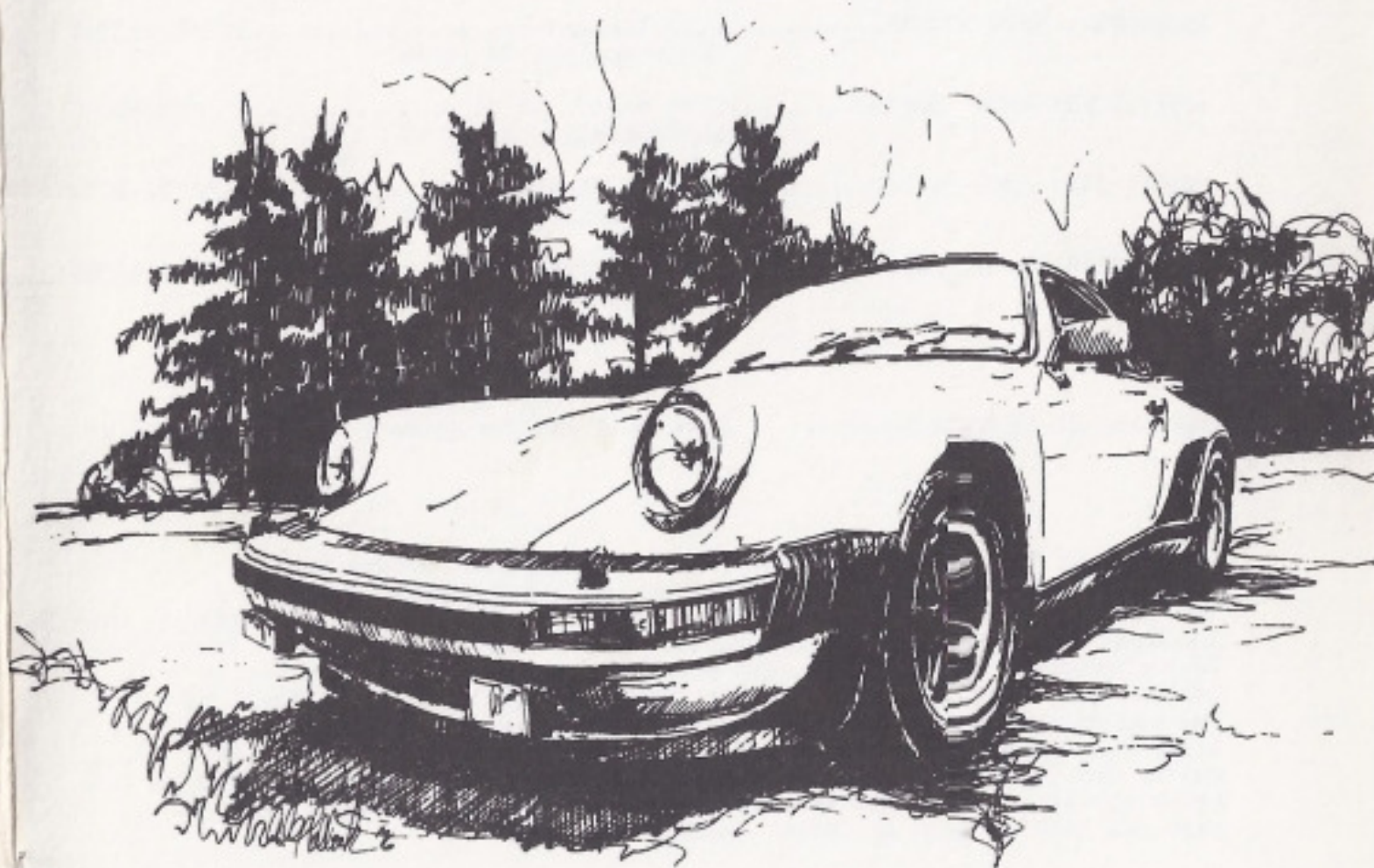


JUNE 1979

circular

CENTRAL INDIANA REGION - PORSCHE CLUB OF AMERICA



COMING UP NEXT

at the last minute we inserted a flyer in the May CIRCular to tell you about the June event. That was to give you plenty of advance notice and the opportunity to reserve the date. This issue of CIRCular should be in your hands a few days prior to that event so here is a little more information.

One of the features of the day will be the display of Porsches and the voting for the People's Choice car. This is not a judged concours, but just a chance for the members to pick their favorite. Last year we had a 924, a 914 and a flock of 911s. Let's hope some 356s, 930s and 928s make it this year. Ed Taylor has put in a word with the weatherman and says we'll not have a repeat of last year's tornadoes.

This event was one of the best attended last year -- let's top it in 1979! Come on over and check out some of the other member's cars, do a little bench racing, talk technical aspects, go swimming, play volley ball and feed your face.

Here's a repeat on directions to the Brendonwood Common House, etc.

The fun will start on Sunday, June 10th, at 2:00 PM and we are planning on eating around 6:00. Everyone is asked to bring a covered dish that will feed eight people. Bring either dessert, salad or vegetable. You are to bring table setting to cover your own group. We will collect \$1.00 per adult and 50¢ per child under age 12 which the club will use to purchase drinks, hamburger, hot dogs and buns. It would help if you could let us know how many are coming and what you are bringing by calling Dottie Taylor at 542-1356 or Ramona Robbins at 253-9041.

Directions to Brendonwood Club House: Brendonwood is located West of I-465 on 56th Street (East). Take I-465 to 56th St. (Fort Harrison exit) and go West to The Mall and go right (north). Cross Lawrence Drive. The Mall becomes Old Orchard. Left at T onto Highfall. The clubhouse is on the right at the bottom of the hill.

SEE YOU THERE!!!

JULY EVENT

by Phil Allgood, Tour Master

JULY EVENT

On July 15th, we'll have a Tour starting at the northwest corner of the parking lot of the Sheraton Motor Inn located at I-465 and Highway 67 (northeast side of Indy) at 12:30. First car will leave at approximately 1:00 PM.

There will be plenty of Porsche type roads to follow to Hagerstown where we'll have an early dinner at Guy Welliver's Smorgasbord. You'll see some interesting things in Hancock County which you would not expect to see in Indiana.

We're planning an early dinner so you can browse through the shops in Hagerstown after you enjoy the good food Welliver's serves.

Mark this date on your calendar NOW. Come join us for an afternoon of driving your Porsche, sightseeing and good food. Hope to see you there!!

FROM THE TOP

by Steve Priddy

Catch the June Penthouse magazine for a short but concise report by Wade Hoyt on the 924 Turbo. Mr. Hoyt was obviously impressed with the European version he "tested" through the Swabian Alps and on the Autobahn. Top end on the U.S. version will be down, but the 0-60 performance will remain about the same as its "deregulated" counterpart at 7.8 seconds. The ticket on this model is estimated at \$20,000 to \$21,000.

Hopefully, I will be fully recovered from the 500 mini marathon by now. This will be my longest run (13 miles) since I was swept up in the now popular jogging/running craze. And I thought Porsche people were the ultimate dedicated "nuts".

The June 10th picnic and fun-for-all at the Brendonwood Clubhouse hosted by Ed and Dottie Taylor will be a great opportunity to get out and socialize with the other Porsche people in our region. With fair skys and lots of shiny Porsches, it should be a great day.

The next board meeting is at Gene Covert's house, 6235 N. Chester on May 31st at 7:30 P.M.

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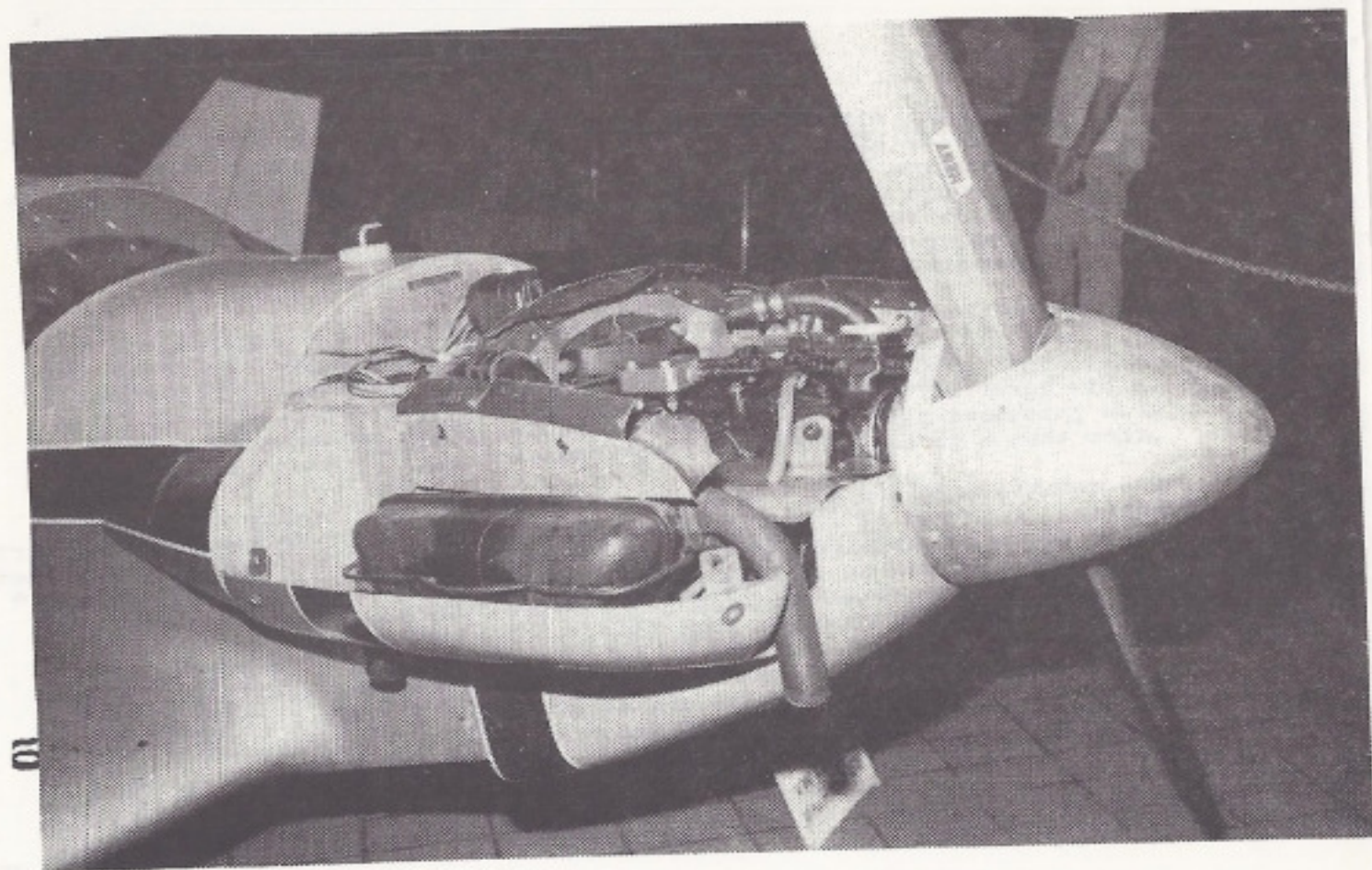
by Mike Robbins

The Experimental Aircraft Association is an organization comprised of home builders of airplanes. A couple of years ago at an EAA display at Glendale Shopping Center we spotted an incomplete plane with a Porsche 356 engine. Through a mutual friend we kept in touch with progress on this plane. It has been completed and at this writing has seen forty-three hours of flying time. The following is based on an interview with Don Dole, owner-builder of this plane -- Quicksilver.

Don has belonged to the EAA for ten years, but has been interested in airplanes all of his life. He built many model airplanes as a youth and later went through training to obtain a pilot's license. Quicksilver is his first effort at building a man-carrying airplane and he built it from purchased plans. He claims no special plane building background other than a general mechanical aptitude and skill with tools.

The details involved with acquisition of the Porsche engine are interesting. A friend of Don's had purchased a clapped out Volkswagen and shortly thereafter complained of the "oil burning engine". Investigation showed that this sure was an unusual looking VW engine and that the "oil burning" was a matter of a leaking valve cover depositing oil on an exhaust pipe. A little inquiring told him that this was in fact a 1956 Porsche 1600S engine. Don had been planning to build a plane using a VW engine, but suddenly found an engine with over twice the horsepower available. He bought it. Before selling the engine Don's friend went through it to clean it up and, since it was going to be used at relatively constant mid-range speed, he installed only the outer valve springs.

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LOOK WHAT ORVILLE & WILBUR STARTED (Cont'd)

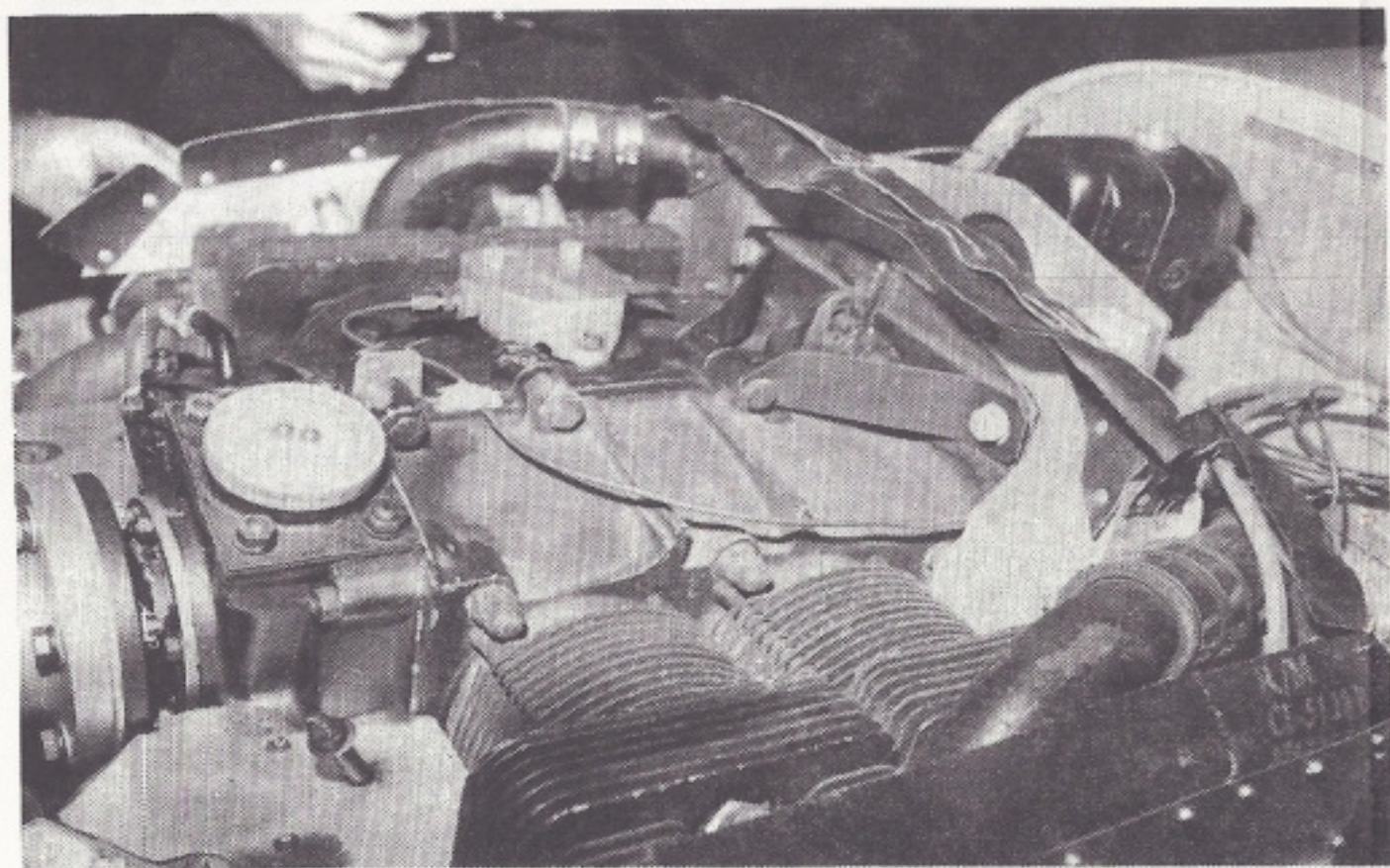
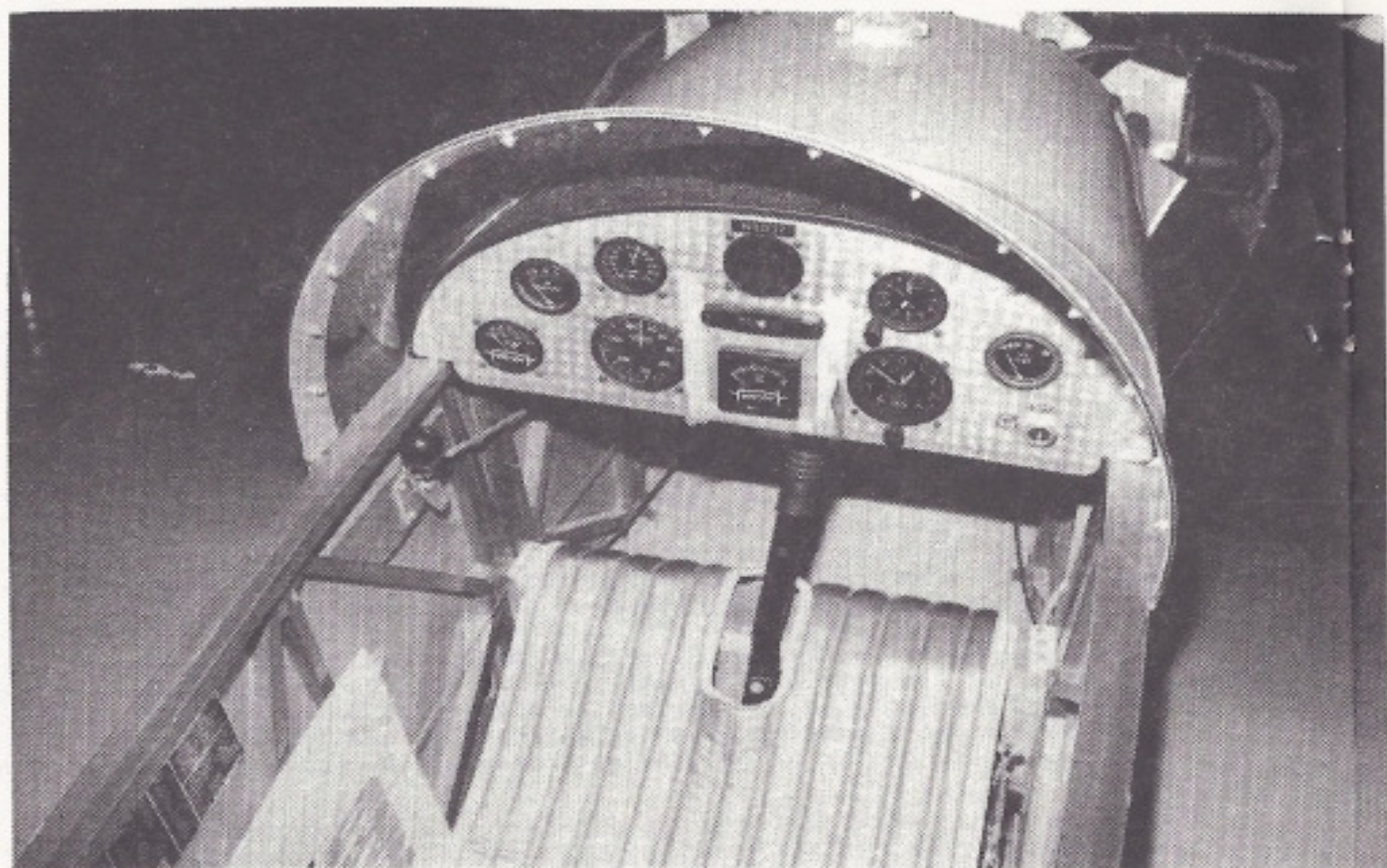
A number of modifications were made to adapt the engine to the new application. The flywheel was all but cut away -- retaining about a six-inch diameter center section. A pulley bolted to this hub drives a magneto that is mounted to the air frame above the rear of the engine. An updraft POA variable injection carburetor is mounted to a fabricated manifold at the rear of the engine. The manifold splits around each side of the engine coming up and over to the intake ports on the heads. The crankcase is vented through a fitting mounted in the bore normally housing the distributor. A block mounted at the oil cooler pad carries oil temperature and oil pressure senders. A plate with the spout portion of the oil filler is mounted over the opening at the normal position for the generator stand. The holes for the oil filter fitting and "tree" piece have been plugged. The hole for the fuel pump is blanked off and gravity fuel feed is used. The exhaust system is comprised of four 10" long individual pipes curving 90° downward from the exhaust ports. The original roller crank had been replaced with a plain bearing crank at some earlier time.

The spark plug wires are shielded type cable and aircraft type spark plugs are used. It has not been necessary to dry sump the engine. Cooling air enters the front of the cowl and is discharged below the engine. Rubber edged panels fit around the engine to provide a sealed path for the air. There is no oil cooler at present but Don plans to add an external cooler soon.

When installing a VW engine in an airplane, the common practice is to machine a 30° taper on the nose (pulley end) of the crankshaft. An internally tapered hub for the propeller is then fastened with the pulley screw. Don had heard of some of these slipping so he devised a different arrangement. An extension has been added to the front end of the crankshaft. This extension is shrunk to the nose of the crank and serves as the mounting for the propeller hub. Removal of this extension is going to present a problem when it's time to split the case or replace the front seal.

Instrumentation includes oil temperature, oil pressure, cylinder head temperature (taken from under the No. 1 spark plug), electric tachometer, air speed, air temperature, compass, altimeter, clock and ball bank indicator. A key operated ignition switch is used. Assuming the engine performance is equal to the automotive installation, it delivers approximately 52.5 DIN HP at a speed of 3400 rpm. In actuality, there is probably more power than this since there is an open exhaust and no generator or cooling fan. With the 56" propeller 3400 rpm gives an airspeed of 138 mph. On one occasion coming out of a mild dive, Don reached 160 mph. Cruising speed is 3000 rpm or about 120 mph. (That's roughly twice the vehicle speed your 356 Porsche has at 3000 rpm.) Engine speed and air speed are dependent on the length of the propeller. A maximum permissible propeller tip speed dictates maximum rpm for a particular propeller length and length of propeller determines some of the flight characteristics. Don has chosen the 56" prop to give short take off distance at a sacrifice of top speed. The fuel tank has a capacity of 7½ gallons and at cruising speed the plane consumes 3 gal/hr.

(continued)



LOOK WHAT ORVILLE & WILBUR STARTED (Cont'd)

Don explained the certification procedures. Before beginning construction of an airplane, it is necessary to advise the FAA of your intentions. As construction proceeds an inspector is called in to examine details before sections are "closed up". This may require several visits. Upon completion of the plane and a sequence of satisfactory inspections, a temporary airworthiness certificate is issued. Normally the plane is then put through several hours of taxiing to verify operation of controls, engine, etc. If everything appears satisfactory, the temporary certificate permits flying within a fifty mile radius. After accumulating sixty hours of flying time, application is made for a permanent certificate. It is even possible to ask for a waiver of the remaining time if the first 45 or 50 hours go smoothly.

Don doesn't personally know anyone else using a Porsche engine in an airplane although the EAA magazine recently mentioned someone in South Carolina who was building one with a four cylinder engine and Don heard of someone using a 911 engine. Volkswagen and Corvair engines are frequently used. Overall Don has been very happy with the results of his efforts. He plans to use the plane for fun flights -- participating in "fly-ins" and other club activities. Kind of a pilot's counterpart to taking a Porsche on rallies, tours or solo trips on back roads.

Epilogue: In the late '50s and early '60s variations of the Porsche type 616 engine were produced for industrial, boat and aircraft applications. Thus the engine designed for use in the model 356 cars could also be found running irrigation pumps and generating plants or powering boats and airplanes. Among other things these variants used different cam shafts, induction systems, ignition systems and shrouding. Some used dual ignition and some used reduction gears for the propeller. There were at least ten variations used in airplanes -- identified as 678/0 thru 678/3a and 678/4 and 702/1 through 702/5. DIN horsepower ratings varied from 52 to 75. More information on 678 engines can be found on page 180 & 181 of "Excellence Was Expected" by Karl Ludvigsen, page 152 of "Porsche: Double World Champion" by von Frankenberg & Cotton and pages 314 & 315 of "The Amazing Porsche and Volkswagen Story" by W. Robt. Nitske. For some reason none of these books mentions the type 702 engines.

There is undoubtedly someone out there who owns a Porsche powered boat and Porsche powered airplane along with his Porsche car(s). Or is this the as-yet-unattained goal of some collectors?

Thanks to Don Dole for the time spent with the interviews and to Roland Littrell for the photographs of Quicksilver.



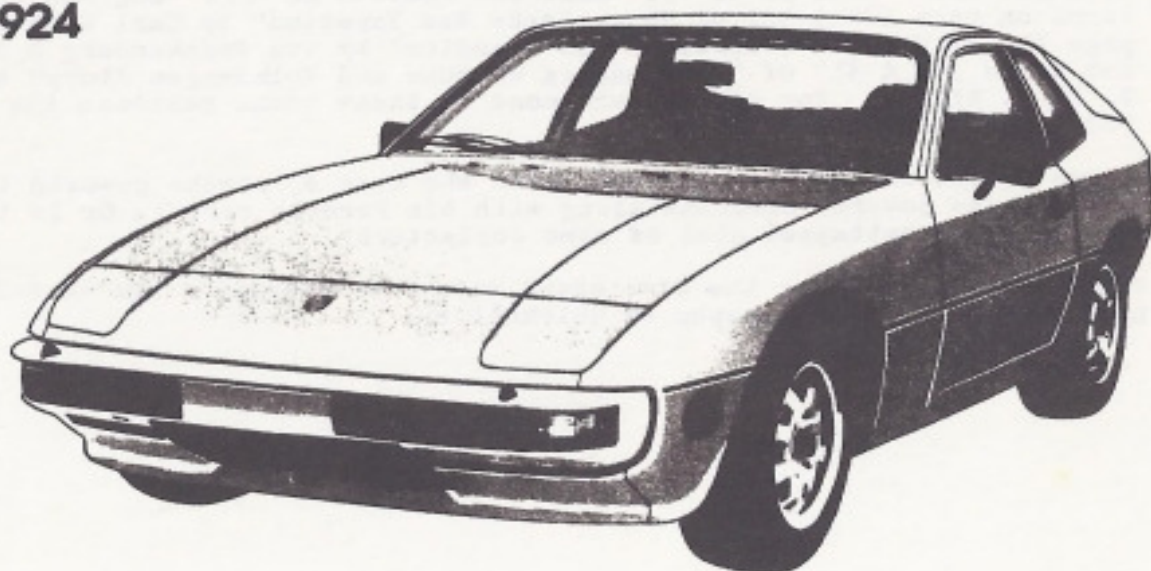
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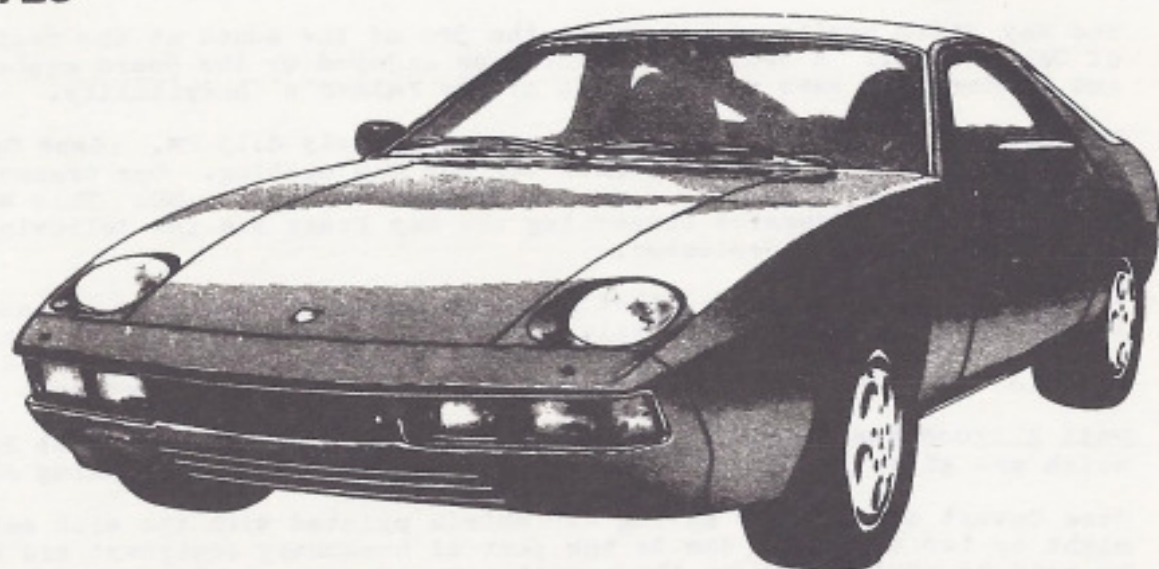
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wiper, alloy wheels,
highlight washers, 16,000 miles

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MINUTES

by John Carmack

The May Board meeting was held on the 3rd of the month at the residence of Dave Kaiser. A delicious dinner was enjoyed by the Board members and spouses who were appreciative of the Kaiser's hospitality.

The meeting was called to order at approximately 8:15 PM. Gene Covert announced the name of the speaker for our May meeting. Our treasurer then gave a report showing a current balance of \$1,433.00. This was followed by a discussion concerning the May Event and the following events from June to September.

President Priddy announced that National PCA would be making a change in the dues structure next fall. Also that they were going to crack down on regions holding speed events where passengers were allowed to ride in the cars. This apparently is causing insurance problems.

Phil Allgood was asked to check on having new copies of the club Bylaws, which are given to new members, printed since the club is running short.

Gene Covert stated that having "T" shirts printed with the club emblem might be too expensive due to the cost of necessary equipment and setup. He said he would check on the possibility of iron-on club patches.

The meeting was adjourned with the announcement that the next Board meeting would be held on May 31st at 7:30 PM at Gene Covert's residence, 6235 North Chester Avenue.

Members attending were Steve Priddy, President; Phil Allgood, Vice President; John Carmack, Secretary; Dave Kaiser, Treasurer; Gene Covert, Membership Chairman; and Mike Robbins, Activities Chairman. Invited guests hosted by the Kaisers were spouses Sue Allgood, Judy Covert and Ramona Robbins.

(Editor's note: Remember that these meetings are open to the membership. If you would like to voice an opinion or personally present an idea or program, feel free to attend.)

FENCEHANGING

by Joan Dodd

Today I did my "fencehanging" from inside the fence at the Indianapolis Motor Speedway. Any racing fan, regardless of where his loyalties lie, must recognize that the "Speedway" is the premier arena for the performance of the sport. Until recent years no female was allowed in Gasoline Alley but, my, how all that has changed. Champ car racers have even become blasé about Janet Guthrie competing with them, therefore the influx of females in the garage and pit areas cause nary a ripple. Only if she presents a visual treat of youth and beauty do any eyes follow or heads turn. We even spotted one obviously capable mechanic, feminine gender, preparing Billy Englehart's car for an on-track session. (Later I learned she is Sandy Burton, holder of a USAC mechanic's license and wife of Larry Burton, who is Chief Mechanic on this car.)

My background in road racing conditioned me to expect to find women in the pits and paddocks at races even if the division of labor relegated most of the clerical jobs to the ladies and the "dirty hands" jobs to the men -- but exceptions often prevailed. Therefore, the novelty of touring the garages and pits at IMS was somewhat diminished by the similarity to the same experience at other tracks. The major difference that I detected was in the numbers. There seems to be the same proportion of stars and lesser lights, first class equipment and tired machinery but the "500" has a larger number of fans, sponsors, support from the accessory people and in everything you can name, this track and race has it more and bigger.

I must admit that I felt it would be a definite privilege to be allowed access to the inner sanctum of Gasoline Alley, not to mention the pits, but it was very deflating to realize that I was just one of hundreds with the same credentials, many of whom were wearing name tags identifying them with the groups they represented. Years ago I resolved not to attend the race itself because of the limits that the massive crowd places upon the enjoyment of attendance. I won't bore you with the details of a couple of abortive efforts to enjoy the race from a seat in the stands, but I will always prefer to glue myself to the radio for the "greatest spectacle in racing" and, after one exposure to the inner workings of the champ car circus, I must state that I prefer the ambience of the road racing circuits. I think it boils down to involvement and we will always identify with road racing, from club events to Formula 1, on the basis that it relates to our experience.

Just a few random impressions from the day -- the annual appearance of Jim Hurtubise in his Moran Mallard, which was greeted by a mixture of derision and genuine affection, provided some semi-comic relief but his choice of a shop rag (Mechanics Laundry logo clearly visible) for a bandana instead of a Nomex hood and the taped goggles worn outside his scuffed orange helmet, contrasted sharply with the "Darth Vader" helmets of the superstars. His hands are grotesquely scarred, but he obviously takes the risk of fire rather lightly and his roll bar seems terribly minimal

(continued)

Fencehanging (cont'd)

compared with others seen on recent designs. It is understood that his appearance satisfies the requirements of his sponsors as he does get attention but then, so does an open fly -- but that is an embarrassment, too.

A quick scan of the crowd on a rather quiet practice day provides no clear identity of the typical racing fan. Ladies in Ultra-suede suits and silk blouses contrasted with bronzed sun worshipers in scanty terrycloth rompers. Men in ties and coats rubbed elbows with shirtless students and uniformed working types. All obviously playing hookey from their primary occupations to pay homage to the racing gods. The weather was beautiful and the experience unique -- sort of like eating escargot -- it comes highly recommended, I wanted to try it, but I'm reasonably sure I'll never acquire a taste for it.



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CIR Car Badge	\$ 6.00	PCA Keycase	\$4.00
PCA Car Badge	\$12.00	Vol. 3 Upfixin	\$4.00
2" PCA Decal	\$.10	Vol. 4 Upfixin	\$7.00
3 1/2" PCA Decal(sticky back)	\$ 1.00	2 1/2" Porsche Decal	\$.50
3 1/2" PCA Decal(sticky face)	\$ 1.00	7" Porsche Decal	\$1.35
1/2" PCA Pin	\$ 2.00	"Think Porsche" License Frame	\$2.50
1" PCA Pin	\$ 2.25	2 1/2" Porsche Patch	\$1.25
1/4" PCA Tie Tack	\$ 2.00	4" Porsche Patch	\$2.25
1/2" PCA Charm	\$ 2.00	Pewter Porsche Fob	\$5.25
3" PCA Patch	\$ 1.50	Porsche Pin	\$2.95
4" PCA Patch	\$ 3.00		

Don't forget to order your personal name tag -- ONLY \$2.00!!!

Above items available from Gene Covert, 6235 N. Chester, Indpls., IN 46220 317/257-0819. Make checks payable to Central Indiana Region PCA. Add 50¢ for postage.

LAST MONTH

May in Indianapolis is a busy time. It's tough to set up an event that doesn't conflict with activity related to the 500. Thus, we thought an evening at Fallwood might be appropriate. Frank Trebbin, a professional photographer from Hanover, Germany, entertained us by showing slides. Most were taken at the 500 track in 1978, but there were a few shots of Brown County, Mid-Ohio Can Am, France, Hell's Angels (formation fliers - not bikers) and other interesting things. Frank has put together some unusual pictures by superimposing up to five slides. All in all, there were some super photographs.

After Frank's show, the faithful did a little pool shooting and Porchie yacking. The usual attendees of Sue & Phil Allgood, Doris & Dave Kaiser, Judy & Gene Covert, Bonnie & Dan Draher, John Carmack, Mike Robbins and Steve Priddy were there. Steve Priddy's friend, Don Gandolf, who took the photos of our April tour, Kaiser's son, Steve, and infrequently seen Dave Turner were also there. John Kissling missed the slide show, but arrived in time to share in the pool and yacking.

Thanks to Frank Trebbin for taking time from his busy 500 schedule to entertain us and to Gene Covert for making the arrangements with Frank.

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A, B, C's

As we all know, a fire extinguisher is a portable apparatus for putting out small fires by ejecting fire-extinguishing chemicals.

There are different types of fire extinguishers, each designed to put out fires in certain classes of materials. That is, fires are classified A, B, C, or D and the extinguisher to be used for that fire should be classified for that type of fire.

Class A fires occur in materials such as wood, paper, most fabrics and a lot of plastics (upholstery).

Class B fires involve flammable or combustible liquids such as motor oils, gasoline, and paints.

Class C fires are fires that occur in energized electrical equipment. Once the electricity is turned off, that fire becomes a Class A or B fire, usually involving wire insulation, dust accumulations or greasy coatings. Obviously, an extinguishing agent which is used for Class C fires must not conduct electricity or the person using the extinguisher could be in danger of electrical shock or electrocution. This is why we all have been taught not to throw water on an electrical fire.

Class D fires are relatively rare because they involve certain metals which actually burn!!! Examples of these metals are magnesium, lithium, calcium and sodium. Specialized extinguishers are available for these situations. Most of us will never encounter Class D fires so we will not mention them any further: when the magnesium case on a Porsche burns you'd better not try to save it.

Fire extinguishers contain various kinds of extinguishing agents, each suited for a certain class or classes of fire.

Water is for use on Class A fires only. It works by cooling the burning material below its ignition temperature.

Carbon Dioxide (CO_2) is a gas which is greatly compressed in the extinguisher. It expands when discharged from the unit. Since the gas is heavier than air, it tends to accumulate over and around a fire and smother it. If there is any air movement, there is a danger of the carbon dioxide drifting away making extinguishment more difficult. Carbon dioxide is suitable for use on Class B and Class C fires.

In addition to carbon dioxide, newer gases in the Halon family are coming into use for specialized cases such as computer rooms. They extinguish "clean" but because they discharge without residue it becomes difficult to aim them in a windy condition - such as at a racetrack. Additionally, many people have never witnessed a truly clean fire; there is always residue.

There are various kinds of dry chemicals in use. The traditional ones are for use on Class B and Class C fires only. The newer ones are called multipurpose dry chemicals and can be used on Class A, Class B and Class C fires. Exactly how dry chemicals extinguish a fire is still a little bit unclear. It used to be thought that they smother the fire but now researchers believe that they interrupt the chemical chain reaction which is necessary to sustain the fire.

(continued)

Any extinguisher purchased should be UL approved. The ratings and classes of the units chosen depend on the intended use.

Be mindful of a few points. Not all extinguishers intended for residential use are A,B,C rated. Some are rated for B,C use only, so unless you are sure you will never have to put out a fire in your upholstery, buy an A,B,C extinguisher.

Mount the units where they will be accessible under fire conditions. For example, don't mount them under the hood or trunk. (See below for ideal mountings places for each model of Porsche.)

Most dry chemical extinguishers have gauges which show when the extinguisher needs to be recharged. Check this frequently and have it serviced as necessary. Caution: the plastic nozzle extinguishers after several years in a dormant mode may leak some propellant...also some cheap models cannot be refilled.

Be familiar with the operating instructions. Most modern types require pulling a pin and squeezing the trigger, but check your own unit. When fighting a fire, aim the stream at the burning material, not at the flames.

mounting

- 356 Remove lower luggage strap and and drill extinguisher mount to fit the 2 lower luggage pre-tapped holes.
WARNING: Do not drill under dash and risk puncture of gas tank.
- 914 Floor mount behind driver's seat.
- 911 Same luggage strap brackets as in 356 (see above), or on transmission shifter inspection cover (at rear of tunnel); Until '69 models you can mount over passenger's feet under dash, but you must drill the holes.
- 924 Too many plastic components in car, so do not expect to drill into plastic - it won't hold.
- 928 You find the "perfect" place - we don't know yet.

The above was lifted from Porsche-forus, Northern New Jersey Region Newsletter, April, 1979 issue.

WELCOME

Welcome to Alan and Dorothy Crebo, 4204 Brookside Dr., Kokomo, IN. Alan is a doctor-surgeon and he and Dorothy drive a 1979 Moonstone 930 Turbo for occasional transportation. They are interested in racing and rallying, but primarily the social part of the club. We'll be looking forward to seeing them soon -- hope they can join us for the June Picnic!

RA~MOANING

Are our faces red!! The old adage, "haste makes waste", certainly proved true with last month's issue of the CIRcular.

As I'm sure you noticed, we had saved a page in case pictures of the April Tour were available before we were due at the printers. They arrived the night before and, in our haste to get the layout rearranged, a full typed page was discarded and the blank left in place. We also neglected to give photo credit to Don Gandolf, though he was mentioned in Greg Lane's super article. In the article on the '79 Treffen we omitted the State in the address to contact for additional information. To repeat, contact TRAVEL WHIRL, INC., 1301 York Road, Lutherville, Md 21093. Marty Gillingham 301/321-6123 or Peter Sontag 612/944-4375. From now on, the proofreader will be proofread and the layout editor (God bless Mike!) will be doublechecked. No one's perfect!

I'm typing this on a pleasantly full stomach and feeling the beginning of a light sunburn while Mike's nursing a headache (he swears they had Pabst beer which has a wierd effect on him). Along with Sue & Phil Allgood, Joan & Gene Dodd, and Greg Lane, we journeyed to Cincinnati today for the Third Annual Bull Session of the 356 Registry. It was a gorgeous day for a Speedster until rain finally forced us to put the top up on the way home. We all took our own picnic, but this year the Registry furnished hot dogs and nibbles and some of the locals donated baked beans and cupcakes, so nobody went hungry. P. B. Tweaks was on hand with some of their wares and also contributed the suds. The afternoon was spent stuffing ourselves, admiring all the Porsches, and indulging in the inevitable car talk whenever two or more Porsche owners meet.

In case you didn't know, the Registry is a group of individuals (2200 worldwide) whose sole goal is the preservation and perpetuation of the Porsche 356 manufactured from 1948 through 1965. Most Registry members also belong to PCA. Quite a few Registry members are from the Cincinnati area and, though this event isn't one of their national Holidays, people from the neighboring territory try not to miss it. There was even a member there from California -- he conveniently arranged a coinciding business trip!

It's getting close to time to start packing for the Parade and, of course, I have to squeeze some new clothes into the budget. What's a vacation without new clothes?? As far as we know, Lynn & Jerry Leonard are the only other CIR members planning to attend this year. But we still remember our surprise when we sighted some CIR name tags at the San Diego Parade and met Steve & Katie Blystone and Jay Miller from Columbus! (Jay has since moved to another Region.) Are any of you out there going this year? We sometimes feel divorced from our non-local members and we'd welcome any suggestions on correcting this situation. We'll reiterate that, if anyone in another area of the Region would like to set up an event, your Activities Chairman and all the "volunteers" he can coerce will be glad to assist.

June 10th is sneaking up on us, so please call me or Dotty Taylor and let us know what you're contributing to the menu for the Picnic-Pool Party. Hope to see you there!

Ramona

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Ramona

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