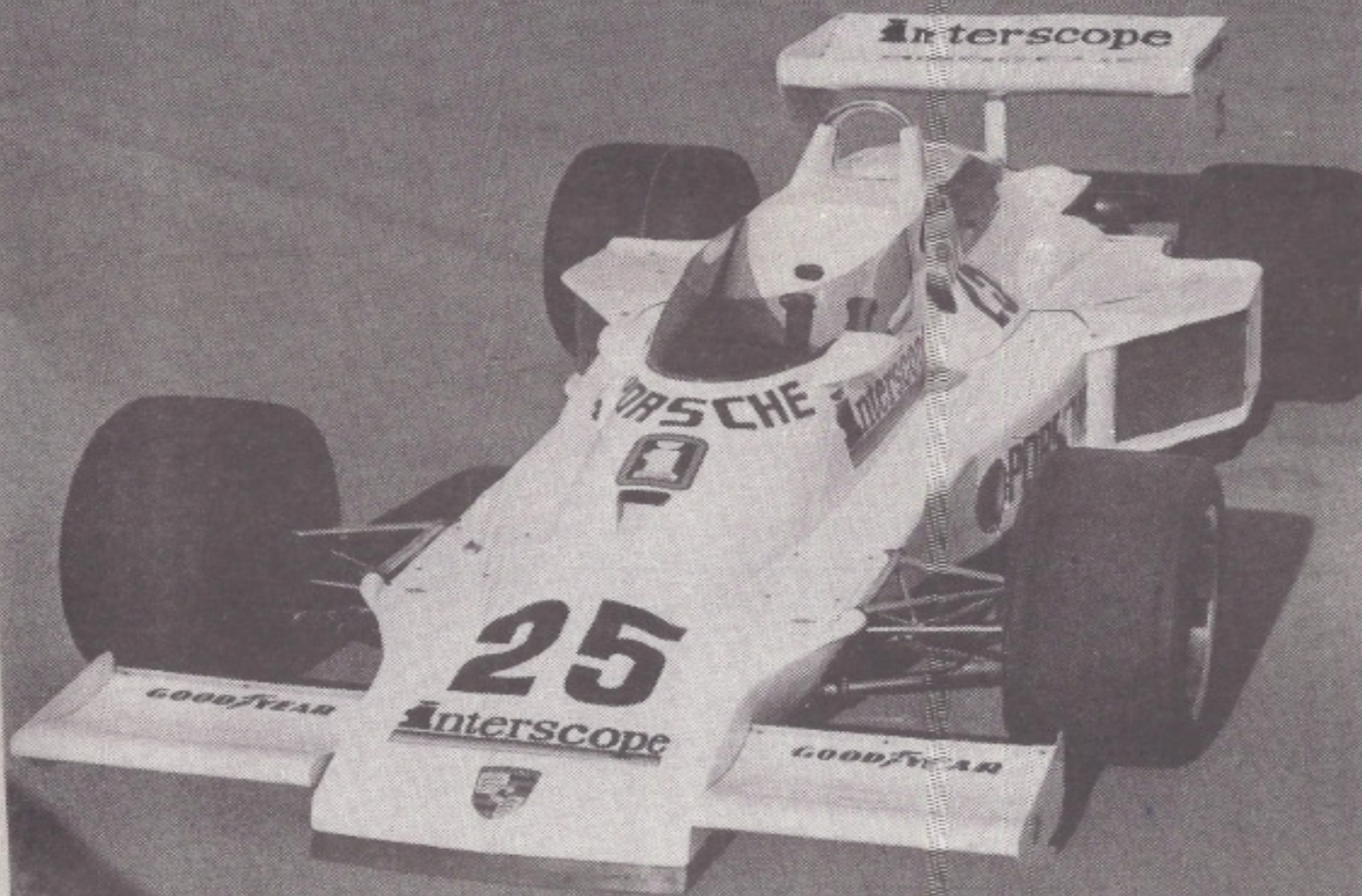


JAN 1980

circular

CENTRAL INDIANA REGION - PORSCHE CLUB OF AMERICA



INTERSCOPE PORSCHE INDY CAR

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COMING UP NEXT

To start off the year we're going to repeat an event that has been popular in years past-- Super Bowl Party. We're going back to the site of last year's party -- the clubhouse at the Fallwood Apts., 5200 Fall Creek Pkwy., N. Dr. This is between 46th St. and Emerson on Fall Creek Pkwy. on the northeast side of Indianapolis. You can take a short cut from Ind. 37 by turning south toward Fall Creek Pkwy. at the intersection of Ind. 37, Delmar and Sherman Dr.

As in the past we'll have beer, soft drinks and snacks. Due to the fact that the game runs through normal dinner period -- maybe we'll send out for something heavier. We'll have a couple of color TV sets. If football isn't your bag, there is a pool table and facilities for table games.

At this writing we don't know who the participants are. Watch the newspaper for that information. The pre-game hoopla starts at 4:30 PM with kickoff at 6:00. The date is Sunday, January 20th, so mark your calendar now and plan to attend.

During time outs, commercial breaks, etc., you'll have time to talk about your favorite cars.

AND AFTER THAT

On Sunday, February 24th, we'll get together at Autohaus on Westfield, 7405 Westfield Blvd., for a garage sale-tech session. Plans are not finalized but Steve Weyreter, Activities Chairman, indicated there may be something special planned for the ladies.

Mark your calendar NOW and plan to be with us on February 24th!! Detailed information will be in your February issue of the CIRCULAR.



RACE REPORT

PORSCHE TO RACE AT INDY

ONGAIS TO DRIVE INTERSCOPE PORSCHE INDY CAR

This is a composite of several news releases received from PORSCHE+AUDI Public Relations, Englewood Cliffs, N.J. 07632

Porsche has announced that it will accept America's greatest racing challenge -- the Indianapolis 500. The long-rumored announcement marks the very first Indy participation for the well-known German sports car manufacturer and begins a new chapter in Porsche's long-successful racing heritage.

Entered in cooperation with the California-based Interscope Racing Team, the Interscope Porsche will be driven by Danny Ongais, USAC's Indy Division 1977 Rookie of the Year, who led more laps in a single year in USAC events than any other driver in history. Concurrent with the team's earlier Indy car efforts, Interscope has been associated with Porsche's GT road-racing successes for the past four years. Most recently, Ongais, Hurley Haywood and team-owner Ted Field won the 1979 Daytona 24-Hour Race in a Porsche 935 Turbo.

Porsche's entry in America's most famous race is powered by a turbo-charged version of the production 911 powerplant -- similar to the one which has powered the winning car at Le Mans for three of the past four years. The chassis is being developed jointly by Porsche and Interscope.

The 33 alcohol-powered cars which will make up the field for the Memorial Day classic are expected to reach speeds of over 190 MPH. The Indy 500 is considered to be the single biggest sports event in the world with more than \$1 1/4 million in prize money and an estimated single-day attendance of over 375,000 people.

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Danny Ongais, USAC's 1977 Rookie of the Year, will drive the new Interscope Porsche Indy car in the 1980 Indianapolis 500-mile race. As a Rookie at Indianapolis, Ongais had the fastest lap speed during the 1977 race -- 192.678 miles per hour. In 1978, only his second season on the USAC championship trail, Ongais came home the winner five times, set five track records and had the fastest practice times at nine events. He set an all-time record for leading the most laps in a single USAC championship season -- that year he led races for a total of 870 laps, breaking the former record of 625 laps set in 1975 by A. J. Foyt.

Considered one of the fastest drivers in the world, Ongais got his start racing motorcycles in his home state of Hawaii. His talent first became recognized as a drag racer, when he won numerous championships and earned "Driver of the Year" awards in 1968 and 1970. It was during this time he picked up his respected nickname of "Danny-on-the-Gas". In 1974, Ongais finished first in 12 of 15 SCCA races. In 1975 he joined the Interscope team and entered his first USAC race the following year.

(continued)

PORSCHE TO RACE AT INDY (Cont'd)

In addition to their Indy-car program, Ongais and the Interscope team have successfully campaigned two Porsche 935 Turbos on the GT road-racing circuit. Most recently, Ongais, Hurley Haywood and team-owner Ted Field won the 1979 Daytona 24-Hour race. Ongais is 37 years old and lives in Costa Mesa, Calif.

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Despite the new challenge of the Indianapolis 500, Porsche is going racing in its traditional manner -- with an engine based on a production counterpart.

The turbocharged, flat-six powering the Interscope Porsche is derived from the same on-the-road engine that powers Porsche's 911 SC and 930 Turbo. Modified from its production form, the competition version has been tremendously successful in road racing events around the world.

Three times in the last four years, different versions of the turbocharged, flat-six Porsche engines have won the famed Le Mans 24-Hour Endurance Race in France. Twice the winning cars were open-bodied sports racing cars, but in 1979 the winning Porsche 935 was a car based on the production 911 coupe. For the open-bodied cars, the engine displaced 2140 cubic centimeters and, for the 935, the limit was 3211 cc.

Although the first Indy engine in 1911 was permitted up to 9.8 liters, the Interscope Porsche will use a 2649 cc powerplant -- to comply with the displacement formulas which USAC has used since 1972. In the configuration, the Porsche six will be competing with the most successful current Indy engines: the Cosworth and Foyt V8s, and the Offenhauser Four.

A turbocharged "pushrod" engine for Indy is permitted up to 3430 cc, and a non-turbo entry can displace up to 5820 cc. The other variable in the USAC engine formula is turbocharger boost pressure, which is 48 inches of mercury for eight-cylinder engines, 54 inches for six, and 60 inches for fours.

The Interscope Porsche engine makes use of an air-cooled crankcase and cylinders like the production 930 Turbo or 911, but the rest of the engine is more exotic, featuring water-cooled cylinder heads with four valves per cylinder. With an electron-beam machine, each individual cylinder head is welded to its cylinder barrel, eliminating the possibility of head gasket problems.

Instead of a single chain-driven camshaft for each cylinder bank, two gear-driven cams operate the valve gear -- the four-cam configuration means that cup followers can be used instead of the usual rocker arms. Two water pumps for the hybrid cooling system are run from the exhaust camshafts, while the intake camshafts drive another pair of water pumps for an intercooler. Intake air passes through the intercooler after it has been pressurized by the turbocharger, resulting in a few more horsepower.

All Indy engines must use dry-sump lubrication because the rules do not permit oil refills during the race. USAC regulations also specify that each car can consume no more than 1.8 U.S. gallons of alcohol per mile and compliance with this rule is monitored closely. Efficiency is an important factor and, since each entry in the 500-mile race is limited to 277.4 gallons, some front-runners in the past have stalled with an empty tank before reaching the finish line.

FROM THE TOP

by: Steve Priddy

By now, everyone should be recovered from the holidays and back on a normal schedule once again. I hope everyone had a good time during the holidays. It appears there will be a couple more four day weekends again in 1980 for Thanksgiving and Christmas, since both fall on Thursdays this year which is something to look forward to. Speaking of things to look forward to; the 1980 CIR calendar of events is filling up fast with activities everyone is sure to enjoy.

The entrance of the Porsche factory into Championship car racing this year, including our own Indianapolis 500 (804.672km), has created quite a bussle in the racing fraternity. Danny Ongias, you can be sure, will be pushing both the car and the Porsche powerplant to the edge. May of 1980 promises to be a super exciting and historic month for Porsche fans. Each months' activities, under the auspices of Steve Weyreter, should be refreshing and relaxing. We are always seeking ideas on new things to do. If you have an idea for Steve or myself to follow-up on, please give us a call or drop us a note.

In closing, if there are any personal friends of Ted Fields, Danny O. or anyone related to that racing team, I would sincerely like to talk with you as soon as possible about doing something around 500 time.

MINUTES

by John Carmack

The Board meeting was held on December 6, 1979, at Dave Kaiser's residence.

President Steve Priddy called the meeting to order by calling for a vote by the Board to establish a standard monthly date for meetings during 1980. The Board voted to hold meetings on the second Wednesday of each month.

A discussion followed concerning the newsletter and the possibility of setting a fixed date for submission of articles, etc., each month. We still do not have an Editor for next year.

Events for next year were then discussed including the possibility of an event at Indianapolis Raceway Park. The Sell & Swap Meet at P. B. Tweaks will be July 20th and the Porsche Parade will be in Portland, Oregon, August 24 thru 29, 1980.

FENCEHANGING

THE OLD VERSUS THE NEW by Joan Dodd

As we say goodbye to another year and head into a new decade of automotive uncertainty, one more comparison of the old versus the new is soon to present itself. A brief reference to the forthcoming DeLorean super-safety sports car in the current issue of Car and Driver includes a quote from its designer, Giorgetto Giugiaro. He states that he has had an opportunity to "go back and freshen the prototype a little bit". He goes on to say that, since it has taken DeLorean three years to get started building his car and longer to come to market, it will be interesting to see if he has "the courage to throw this one away and build the right one".

Now this remark has considerable interest to us since Gene has made a deposit on one of these stainless steel cuties and the dealer has notified him that his car is number 8, scheduled to be delivered from the factory in Ireland "sometime in 1980".

By way of contrast, Gene's current pending project involves the restoration of a 1958 Speedster which, while no doubt a noble effort, is not necessarily a unique one. Neither of these exotics, old or new, can be considered practical transportation. I'm anticipating the effect of gull wing doors on the composure of sack boys in the super market when they help me load up our weekly provisions. You must admit that stainless steel does make sense for a body finish. It sure saved us the long hours of agonizing over a paint chart that usually precedes our selection of any new car (how many shades of white are there?).

Having had the opportunity to closely observe the aforementioned Speedster, I find it understandable that Mike Robbins enjoys driving his Speedster with the top down -- how else could he enjoy it?? Its alternate state would generate claustrophobia in a tank driver or submarine commander. A periscope should be standard equipment. All those cartoons of avid, wild-eyed drivers hunched over the wheel of their Speedsters depict the only available driving position for anyone over 4'11".

It's a demonstrated fact that more fans are attracted to such eccentricities than to the bland, comfortable sedans the U.S. auto factories have been cranking out for the last several decades. The majority of car buyers may not all purchase sports cars, but they sure like to look at them.

Let's fervently hope that Mr. DeLorean will not eliminate all the dreams and fantasies that he has incorporated in his original car in favor of more mundane considerations. Someday soon individual ground transportation may be completely obsolete but, until then, let's hope it will continue to provide a little pleasure now and then.



REVIEW

by Mike Robbins

THE SCHLUMPF OBSESSION by Denis Jenkinson and Peter Verstappen.
Doubleday and Co. \$16.95

One of the most unusual stories involving automobiles is that of the Schlumpf brothers and their museum in France. Although bits and pieces of information had been known about this car collection for some time, the totality of it had escaped public knowledge until March, 1977.

For twenty or thirty years, the Schlumpf brothers had been collecting and restoring cars but kept them behind closed doors. The means of financing the purchase and restoration came from their textile manufacturing operations in eastern France. In March, 1977, workers in the mills took over the operation and drove the Schlumpf brothers into exile in Switzerland. The museum was briefly opened to a couple of groups of writers and photographers and immediately shuttered again pending the outcome of legal processes involving the bankrupt company.

The collection contains 427 restored cars and 150 others awaiting restoration. One of the more interesting points is the collection of 122 restored Bugattis. There is only one Porsche -- a long tail 907. However, there is another "back-door" association with matters Porsche. Twenty years ago, one of the most progressive Porsche dealerships in the U.S. was that of Shakespeare Motors in Danville, Ill. This was the successor to an earlier operation in Hoopeston, Ill. and turned out some of the best Porsche mechanics in the country. Glen Carroll, who was THE Porsche 4 cam expert in the Midwest in the late fifties and early sixties; Vern Racek, who moved to Denver and helped the growth of the Porsche mystique in that area; Lloyd Barton, now back to wrenching a Porsche race car (Tom Brennan's 924) after a few years of Tom's Datsuns. Several employees were racing Porsches -- Barton frequently driving Bill Cooper's Porsche 4 cam powered Cooper; Sam Eller in Coupes, Speedsters and Spyders; other mechanics and salesmen in Speedsters and Coupes.

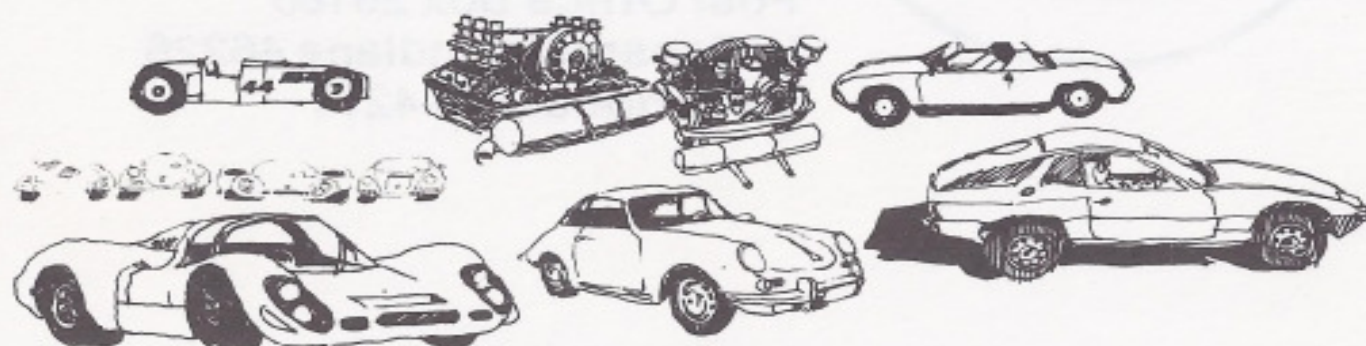
Anyway, John Shakespeare, proprietor of the Porsche dealership, owned a collection of about thirty Bugattis. Some of the Bugattis could be seen in the dealership from time to time as they were brought in for minor service, cleanup, etc. The most imposing was the Royale -- one of six built. This huge limousine had a wheelbase of 14½ ft. and was powered by a 13 liter, 8 cylinder engine that was itself 4½ ft. long. My Speedster looked like a gnat when sitting beside this monster car. In 1962 the collection of Bugattis was purchased by the Schlumpfs in an all or nothing at all deal. Shakespeare later closed the Porsche dealership, divorced himself from things automotive, and three or four years ago was the victim of an unsolved murder in his Champaign, Ill. home -- authorities speculate on robbery as the motive.

(continued)

THE SCHLUMPF OBSESSION (Cont'd)

The Schlumpf collection includes cars dating from before 1880 to the early 1970s. Most of the later cars are race cars -- GT, sports racing and Formula. There was a lot of controversy surrounding the brothers and their collection. They were held in contempt by enthusiasts for removing cars from public view, for not working on them themselves, for not driving them and for inflating prices. Many owners approached by the Schlumpfs would attach ridiculously high prices to a car only to have the Schlumpfs offer 90% of that price. It was usually too tempting to pass. At the other extreme, the brothers were criticized for underpaying when it came to buying cars in groups. The Shakespeare and Bugatti family collections are good examples.

This book is excellent from the standpoint of text and photographs. We recommend it highly.



CIR BAZAAR

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
1/2" 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	CIR Iron-On Decal	\$1.00

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

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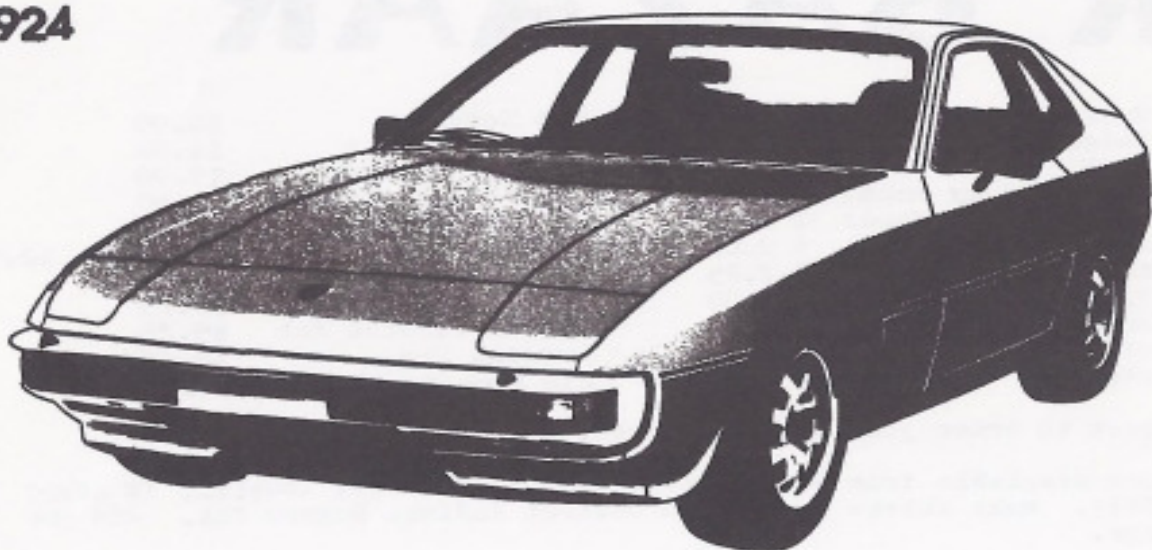
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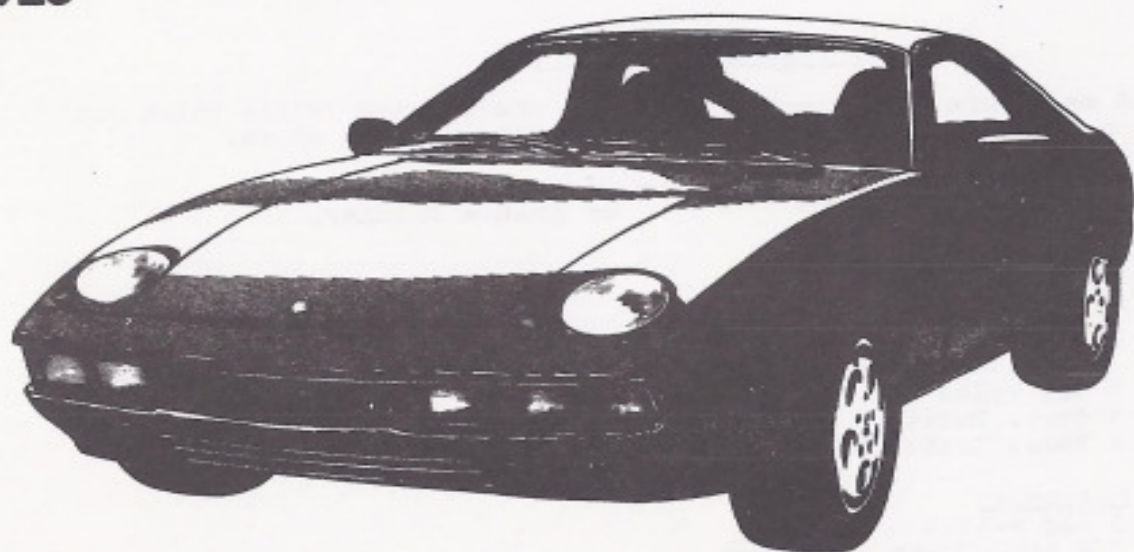
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924



928



4 - 924 Turbo's Available
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2 - 911 SC's
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FUR DIE FRAU

QUICK ORANGE MERINGUE PIE

Joan Dodd says this goes together fast and she's noted frills which you can add or subtract as your time or ingredients on hand allow.

One baked 9-inch pie shell -- your own, store bought
or graham cracker.

Filling:

1 1/2 Cup Sugar
5 1/2 Tbsp. Corn Starch
2 Cups Frozen or Fresh Orange Juice (substitute 1/4 Cup
lemon juice and 1 3/4 Cup orange juice for tart flavor.)
3 Egg Yolks
3 Tbsp. Butter
1 Tbsp. Grated Orange Rind (optional)

Meringue:

3 Egg Whites
1/4 tsp. Cream of Tartar
6 Tbsp. Sugar

Heat oven to 400. Mix sugar and corn starch in saucepan. Add juice gradually. Stir over medium heat until thick. Boil one minute stirring constantly. Beat one-half of hot mixture into slightly beaten egg yolks. Add to remaining mixture and boil one minute stirring constantly. Blend in butter (and grated rind). Pour in baked shell and cover with meringue. (Beat whites of three eggs and cream of tartar until frothy. Gradually add sugar. Beat until stiff and glossy.) Bake 8 to 10 minutes until a delicate brown.

Thanks, Joan. Sounds yummy!!

WELCOME

Welcome to Linville A. Baker, Jr. and his wife, Tina. He is in sales and they reside at 13847 Painter Ct., Carmel. Their transportation is a '79 Mocha Black 911SC Coupe. They have previous rally and maintenance experience and hope to participate in technical, rally and autocross events. We hope to meet them at our next social session -- Super Bowl Sunday!

LIFTS

LIFE IN THE FAST LANE

By Satch Carlson. Copyrighted and used with permission of AUTOWEEK, from The December 24, 1979 edition.

THE PORSCHE PARADE

I gotta go to the Porsche Parade.

The Porsche Parade, for those of you who are studying the odd ways of the American motorist, is an annual get-together by people who own or drive Porsches. It seems to me the whole festival takes about a week, during which all these Porsche people run around admiring each other's cars and putting on rallies and autocrosses and gymkhanas (trivia question: what exactly is a gymkhana, anyway??) and concours d'elegance and generally congratulating themselves on having the good sense and exquisite taste to buy a Porsche, which is what passes for these people as an admission ticket to automotive aristocracy.

America is the only place where you get to become an aristocrat by having enough money to buy the right stuff.

Anyway, I have known people so enamored of the Porsche mystique that they would buy Porsche hubcaps just to gain entrance to the Porsche Club. Some of these people take this stuff so seriously they don't even drive their cars, just load 'em into a C-130 to fly them to the Porsche Parade. These people are usually physicians.

Now, I do not have a Porsche, being too broke to make the down payment on a Porsche key fob, but I do have a grudging admiration for fine Teutonic machinery, so I mentioned the Porsche Parade phenomenon to cronies at Abernathy's Tavern. They agreed it was an interesting sort of gathering, and probably unique; none of us could remember the last Pinto Parade, for instance. (It is true that Ferrari enthusiasts do get together, but you can never count on all their cars arriving in one piece. Corvette owners say they have big shindigs also, but they have trouble all finding the same place if it requires such skills as reading maps. And Lotus owners have been known to get together, in a sense, by sending each other photographs of their cars, which are up on blocks.)

"You should go t'this Porsche Parade," mused Conrad Grady, "but y'shouldn't take it too seriously. Perhaps if yer motorcar had a wee small dent in it..."

I smiled at the thought of the congestive heart failure that would follow one's arrival in, say, a 930 Turbo with a dent in the fender, and suddenly Abernathy's came alive with suggestions of how to successfully invade the Porsche Set.

"It's sort of an inverse snobbery," said Paddy Mick, "you want to have a nifty car, but you don't want to appear to care about such superficial stuff, so you want to have a nifty car with warts. Let's see..." He squinted in thought, drained a pint of Guinness. "How about stuffin' a rag in the hole where the gas cap oughtta be?"

(continued)

THE PORSCHE PARADE (Cont'd)

"Yeah! And we could rip off the aerial and substitute a bent-up coat hanger!" cried Sean O'Flaherty.

"How about the tires? It seems to me that you were sayin' many people are gainin' status through their tires," added Michael T. Abernathy himself. I agreed that there are people out there selling their children in order to shoe their cars with P-7s and the like. "Well," said Abernathy, "suppose you put on recaps? Or perhaps one recap on one side, and a snow tire on the other? One whitewall, and perhaps some tire with big white letters for aesthetic contrast?"

"Port-a-Walls!" cried someone.

"No! No! Just one Port-a-wall!"

"How about spinner hubcaps?"

"Just one spinner hubcap!" The boys were obviously getting into spirit of things.

"What about the overall appearance of the car?" asked Paddy Mick. "How about some o' those flame decals?"

"Yeah! And striping tape! Half-inch striping tape!"

We decided a terrycloth steering wheel cover would be just the ticket, color-coordinated with the fuzzy rear-view mirror wrap-around. Suspended from the mirror, of course, would be the inevitable foam dice, and maybe a garter.

"If we went all the way with this," said Grady, "we should probably knock out a window and replace it with taped-in Visqueen."

"Or cardboard," insisted a diehard Traditional Thinker. We decided it would be worth all the effort to hang two Smitty glasspacks from the rear end, even if only one was functional, but we drew the line at chrome lake pipes along the side. "The car's got a rear engine," said Flaherty. "Lake pipes would look silly."

Jewelled mudflaps ("just one jewelled mudflap!") would complete the exterior theme, though there was some disagreement regarding the message carried on the flaps; some held out for the Mack Truck bulldog, while others insisted the Yosemite Sam "Back Off!" message was more appropriate. This led, of course, to consideration of messages for bumper stickers or the license plate bracket. Bumper stickers were rejected as being in poor taste, but the license plate bracket slogan came down to a pitched battle between "I'd Rather Be Driving My Vega" and "Nuke The Whales."

It was unanimously agreed that the horn should be replaced with a wolf whistle (Kevin O'Casey having changed his vote from an ah-ooga horn at the last minute) and a Lucite brodie knob with a spider in it was added to match the shifting knob.

(continued)

THE PORSCHE PARADE (Cont'd)

"Yer all set," said Abernathy kindly. "Too bad you can't afford the car. You'd make a fine impression."

Actually, the visual image of the Abernathy's Tavern Team Porsche is so startling that I haven't given it up; I'm working on the construction of a model of the car. Perhaps when it's complete I can sell the rights to Revell, and they'd put it out as a kit, and I could make a fortune from the royalties.

On the other hand, they'd probably insist on lake pipes. Some folks have no taste.

(Ed. Note: Many thanks to Tom Cooney for bringing this wild and crazy article to our attention.)

#####

FROM ONE WHO'S BEEN THERE... by Mike Robbins

After having entered twenty-one Porsche Parades, I enjoyed Satch's article. Some of the ideas aren't far from reality. We were reminded of several Parade attendees -- some in confirmation and others in contradiction -- of the points in the article. The reference to affluence made me immediately look in my checkbook to see if I'd been misreading the numbers. Also reminded me of the young couple at the seventeenth Parade who were to be seen at all of the daytime events, bull sessions, etc. -- it was hard to miss her long hair, cutoffs and well-tanned bod -- but were not seen at the evening functions since they were on a tight budget and were camping out a few miles away. They had put their money into more important things -- they had driven to Wisconsin from Utah in their 904.

To backtrack a year -- and to counter Satch's point on crinkled cars -- on his way from upstate New York to the Parade in Sun Valley, Idaho, Clarence Rutbell's Porsche was smashed in Ogden, Utah. It was driveable and Clarence went ahead and entered it in the Concours.

As for the mention of flame decals, a PCAer in Chicago had the side of his Targa emblazoned with the 3 ft. x 4 ft. Eagle decals that were an option on Chevy Blazers a few years ago. Talk about attention getting!!

Satch's gang discounted the idea of lake pipes but I remember seeing a VW Beetle with such around the north side of Indianapolis a few years ago. The gang kicked around variations on mud flaps -- I wonder what they'd think of the translucent green plastic ones on Bob Gummow's (Rockton, Ill.) '59 Coupe. Satch's crew didn't like bumper stickers -- a fellow I work with had one on his 356B Coupe that read "Chevrolet Test Car". Speaking of wolf whistle horn vs. ah-ooga -- would they recognize Reveille, Colonel Bogey, Bridge On River Kwai and the other melodies to be heard emanating from the parking lot at a Porsche Parade.

Yeah, Satch got the old blood running -- it's only seven months to the next Porsche Parade. I'm getting more anxious by the day!!

A TALE OF TWO PORSCHEs

Author Dan Gallagher, From the CHICAGO SCENE, October, 1979, publication of PCA Chicago Region.

Life has been good to me. A beautiful wife, five healthy kids, a couple of Mercedes Benz for daily driving and several Porsches; the subject of this article. I am probably the only person in the world who possesses the last and greatest of the 356 series, the Carrera II, and the last and greatest of the 911 series, the 3.3 Turbo. This fact qualifies me to compare the qualities of each with each other.

My first real encounter with the wonderful world of Porsche occurred with the purchase of a '67 912 Targa shortly after graduation from Law School. The Targa became mine for the astronomical price of \$3000 plus my '66 VW bug. Immediately after came PCA, a host of new friends and the dreaded 911 fever. I succumbed to the disease and cured it with a 911 Targa. True happiness was mine at last, right? Wrong. I discovered real Porsches, to wit, the 356 4 cam. My wife, Diane, was more than a little upset when she returned from a visit to mother only to find an ex-Vasek Polak 718 Spyder in the garage. After two frustrating years of trying to keep the 1700 c.c., 180 h.p., 4 cam running, I did the only logical thing and sold it to Jim Perrin for a small profit.

Money and I have never stayed friends for long, and a two liter Carrera was acquired. Fortunately the legal business was good, the kids didn't mind eating beans and Diane didn't complain about being barefoot in the winter. Some \$8,000 later, Jim Wellington provided a beautiful rebuilt Carrera II with lots of 904 goodies; various other craftsmen provided paint and upholstery; friends White (socks), Jerry Meyer and Black Bart mechanical assistance; resulting in the meanest 356 in the valley. However, as there were only 128 of them made, it was bound to be anyway. This remained the status quo until Porsche launched the last of the street rocket ships, the 930.

I knew immediately that my life could not be complete without one. Two years later, after robbing several banks and mortgaging my kids, Chuck Stoddard delivered an absolutely gorgeous blue metallic 3.3 Turbo with my name on it. All of this brings us to the point of this story, a comparison between the best of the breed 15 years removed.

In the best Porsche tradition all my cars have had individual names, even my wife's M-B (which she calls MINE), and the Carrera acquired the handle of KILLER. Killer routinely killed 240-Zs and other lesser breeds with a zero to 60 time of 7 seconds (short gears). Killer is a lion in sheep's clothing, entirely different from the latest offerings from Detroit. The only give-away is the deep sound and twin pipes sticking from the muffler skirt. In contrast, the Turbo looks like it is doing 100 m.p.h. standing still. The 3.3 was named WAHOO by my oldest son. For those of you who are not into fishing, the wahoo is the fastest fish in the ocean and it is blue metallic in color. When I picked up the car in Willoughby all I could say was WAHOOOOOO as we hit the Ohio Turnpike and accelerated to 100+ m.p.h. Pure jail bait.

(continued)

A TALE OF TWO PORSCHEs (Cont'd)

The 930 has hard, angular, masculine lines and is extremely beautiful. The Carrera has soft, curved flanks that would lead you to give it a feminine name if it didn't have such a deep voice. No one except the criminally insane would try and race the Turbo. The one plastic fantastic and a Z-28 who have tried had their doors blown off. More fun than making love. I can still remember Diane's face as the hot rod Z-28 was inhaling my unleaded premium fumes as she reminded me that she was a pregnant lady. Later she asked me if this was the high point of my day. I answered in the negative, it was the high point in my week. Always hated those hopped up Chevy's and Vettes. Whereas every 240Z, RX-7, etc. is always racing Killer, none has been successful. So much for the rising sun. What fun!!

My non-Porsche friends know and understand the Turbo, but not the entry price; however, they cannot understand the "bathtub" at all. Wahoo is perfectly acceptable to the country club set, but Killer is an alley fighter. I understand that more than half of the Turbo owners have never owned a Porsche before. High price, nice looks, and the fact that Porsche won Le Mans, etc., dictates their purchase, not the love of a car or marque. When the 356 was born only car freaks were lusting for him. Yet those soft lines, inner beauty, and 4 cylinder engine were without peer. Long before Porsche won Le Mans or was a topic of conversation in social circles, there was a car which, dollar for dollar, gave you more fun than a week in a high class cat house. The 356 fun, great seats, synchro rings that could not be beat, handling, economy, but most of all, fun.

I am not trying to say that a 930 3.3 isn't fun. It's like dying and going to heaven. It's fantastic. The only trouble with the car is that it is perfect. It has no flaws and no peers. It is the finest expression of engineering perfection available. That is its trouble, no personality. It does everything too well. It handles so well, is so quiet, so darn fast and comfortable that speeds where "fun" is obtained measure in the mega buck class if you err. But what a car!!

I cannot argue with the Road & Track assessment that the Turbo is the greatest sports car in the world. Wahoo even gets over 20 m.p.g. at highway speeds over 80 m.p.h. Don't ask me about gas mileage at speeds of 55, because I don't think I am capable of driving it there. Killer, on the other hand, with his four cams, 8 plugs, does well to get 12 m.p.g., but it sure does smell nice. Personality and fun all over the place. For \$7,000 in 1964 could you ever have fun. Now the entry price for a Porsche powered product starts at \$27,000. My income has not increased 4 times since then.

Many times I have stated that the last real Porsche was built in 1964, but I was wrong. The Porsche of today is better in every respect. They are faster, handle better, are better made, don't rust, are much more comfortable, look better and are the most desired cars in the world.

Porsches are like your kids. They are different, but you love them both the same. The same with these cars, they are radically different, yet each is the best there is and you love them both the same. I wonder what the last of the 928s will be like. Let's see if I can remortgage the house and turn in my pension, then maybe... But real Carreras still have 4 cams.

LA\$ VEGAS REGION

proudly presents the

1st ANNUAL NATIONAL SPELLING BEE RALLY

WHAT IS A SPELLING BEE RALLY? It is a PCA, Las Vegas Region, sponsored event which will cover a required number of checkpoints. It is planned as a fun tour for Porsche Pushers, to be driven at your convenience, alone or with a group of friends. A photograph will be required as proof of your visit to each checkpoint.

WHEN IS IT? It will begin 31 January, 1980, and end on 30 November 1980. You may visit any checkpoint at any time you desire.

WHERE ARE THE CHECKPOINTS? Entrants will be able to select their own checkpoints.

WHO MAY ENTER? Any Porsche Pusher and/or passenger. Porsches ONLY.

WHAT DO YOU GET? The Spelling Bee Rally rules will be mailed to you within 5 days of receipt of your entry form, and entry fee. A trophy will be presented to all finishers who have completed the Rally within the prescribed time limits according to the rules.

HOW DO YOU ENTER? Complete the attached entry blank and send along with your entry fee the following:

1. A photocopy of your Porsche's registration, so that we have a record of your license number.
2. If you have a passenger, they must have a separate completed entry blank and entry fee. A typed or hand-written copy of this entry blank will suffice.
3. *See ENTRY FEE.

You may put all items to be copied on the same piece of paper. Any old photocopy machine, such as found in drug stores, will do the job for 10¢ - 25¢. You can even photo-copy the entry blank with your registration.

Send entry fee with the required photocopy before 31 JULY 1979. All entries must be mailed in.

Send entry form and fee made payable to: Las Vegas Region, PCA, 1055 E. Tropicana #675, Las Vegas, Nevada 89109.

NAME _____ PHONE _____
ADDRESS _____ ZIP _____
REGION _____ LICENSE NUMBER _____

Under the rules and sanction of the Porsche Club of America, I hereby agree to comply with the rules governing this event; and I further agree to hold blameless the host club, the sponsoring organization and the PCA, for any loss or injury to myself or property in which I may become involved by reason of participation in this event. I do also agree to assume responsibility for any property damage which I knowingly initiate.

ENTRANT'S SIGNATURE _____ DATE _____

RAMONA REVS

Well, the holidays are over and, whether they went well or not, seems we all go through a little post-holiday depression. With all the hustle and bustle of getting ready for Christmas and the many parties, when things settle back to normal, there's at least a little let-down. Perk things up again by joining us on the 20th for Super Bowl Party. Fun people, a great game, lots of goodies -- just be sure you're one of the fun people there.

My cries for a replacement have gone unheeded, so I've graciously (??) consented to continue for 1980 -- but no more. If you have any interest in taking charge of the newsletter for 1981 -- I know there are many out there who could do it better -- give me or any of the board members a call. Mike and I will be glad to assist through the transition period and, with nearly a year ahead, you could drop in when we're assembling, pasting up or getting ready for mailing and see what it's all about.

You're probably tired of hearing this, but it bears repeating & repeating & repeating... All of us enjoy the "Lifts" from other newsletters, but where do you think they get their articles??? From their own members, that's where!! We have members who are experts on restoration, care and pampering of their Porsches; we have artistically inclined members who could contribute a cover or cartoon; there must be some humorous stories out there about the acquisition of your Porsche, the family's reaction, or your driving experiences. Remember, this is your newsletter -- let's get some articles in it that other regions want to "Lift".

Looking forward to a healthy year ahead for Central Indiana Region PCA!!

Ramona

CLASSIFIED

FOR SALE: Does your '66 thru '71 4-speed 911 or '66 thru '69 4-speed 912 lust for a 5-speed transmission? Would you like to close up the wide spaces in the transmission in your 914 or '70 or '71 911? If your car is one of the above, we can make it much more enjoyable to drive by giving it closer gear ratios.

Or perhaps your transmission is tired and needs new synchros. I have some extra gear sets and all factory tools to perform the operations. Call if you'd like to pursue this further. Mike Robbins 317/253-9041.

RETURN TO:
7533 WESTFIELD BLVD.
INDPLS. IN 46240

FIRST CLASS MAIL



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