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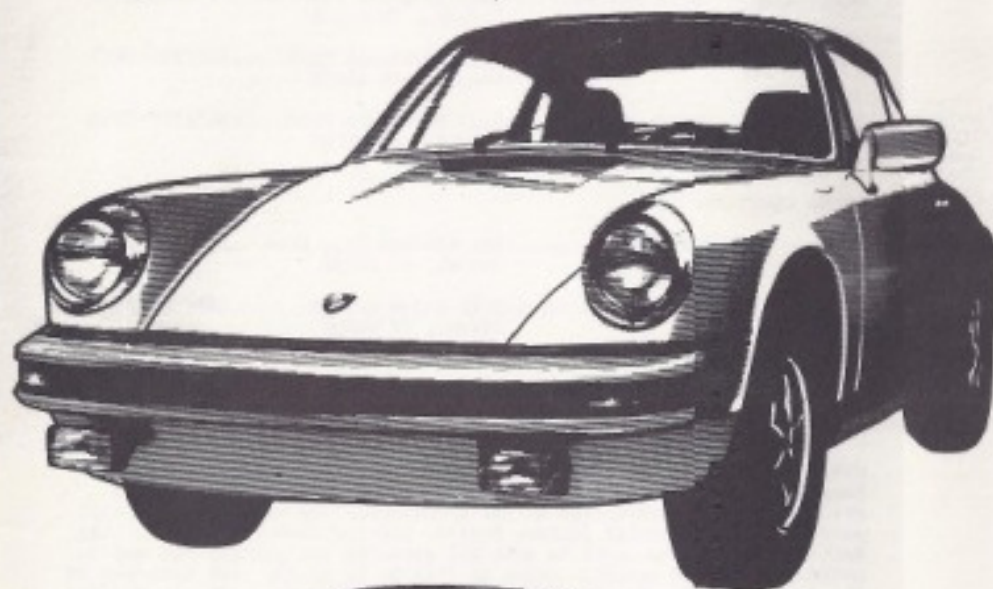


CENTRAL INDIANA REGION  
PORSCHE CLUB OF AMERICA

APR 1981

# circular

CENTRAL INDIANA REGION - PORSCHE CLUB OF AMERICA





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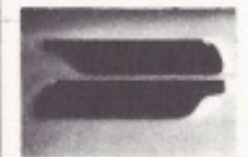
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# RAMONA REVS

The calendar says SPRING HAS SPRUNG!! Now's the time to get the Porsche out of mothballs and join the Kentucky Region for the PORSCHE DERBY. This issue of CIRCULAR is a little early to accommodate the reservation deadline -- send yours in TODAY!!

In a continuing effort to upgrade our newsletter, your Board approved the purchase of a new typewriter. Perhaps you've noticed the last couple of issues were easier to read -- due to special effort from our new printer, BIG FOOT PRINTS. The old typewriter was the butt of lots of printer complaints as it was simply not adequate for the photographing process used in printing the CIRCULAR. The new Adler also has larger type so we're hoping this all combines for a little ease on the eyes.

The PARADE is only a short four months away!! Is anyone out there going besides the Robbins?? Some of the Regions make the Parade the spectacular!! of their year and descend en masse. Next year's Parade will be held in Reno and that location certainly offers many enticements besides the fun-filled Parade calendar. Start planning NOW to attend -- it would sure be fun to have a group of infamous Indians or Hoosier Hysterics make an unforgettable impact on a Parade!!

I'll close with my tired old plea for newsletter contributions. I know some of you have a witty, wacky, wonderful sense of humor and could lighten this publication with a little satire -- and those of you gifted with technical ability could share your expertise with the membership by offering a few tips on Porsche pampering. We lift so much from the other regions' publications that we're starting to feel guilty!!

## WELCOME

New member Wayne F. Whippa is a student at Purdue living in West Lafayette. He owns a '67 911 Coupe.

Jonathan G. Flores lives in Speedway and is an engineer with Allison. Jon drives a white '69 911T. Some of us got to meet him at Friday Night at the Movies in Feb.

Harold E. Atherly is an Indianapolis attorney and his occasional transportation is a white '64 356C Cabriolet.

Welcome to CIR/PCA -- and we look forward to seeing a lot of you at future events.

# COMING UP

APRIL						
S	M	T	W	T	F	S
		1	2	3	4	
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

Kentucky is famous as the home of fast horses. And we all know Porsches are famous for being fast cars. These traditions will be combined April 24-26 when Kentucky Region PCA sponsors the Porsche Derby.

Registration will begin at 6 P.M. on April 24 at the headquarters, Holiday Inn Northeast on Brownsboro Road in Louisville.

A get-acquainted cocktail party will begin at 7:30 P.M. and feature mintjuleps -- in true Kentucky tradition.

Saturday's events include a top-side-only concours at Locust Grove, a 1790 Georgian plantation house which was the last home of Gen. George Rogers Clark, founder of Louisville. A box lunch will be served at Locust Grove and Derby entrants will have the opportunity to visit the main house, smokehouse, servant's quarters and gardens on the 55-acre estate.

Following the concours and lunch, Porsche Derby participants will board a double-decker bus which will take them to Churchill Downs, home of the internationally famous Kentucky Derby, for opening day at the races. Group seating will be provided on the clubhouse level for all registrants.

Saturday's activities will conclude with a buffet dinner back at the Holiday Inn -- preceded by a cocktail hour in the lounge.

The autocross on Sunday will feature a course guaranteed to provide a challenge to drivers and excitement for spectators.

The 1981 Kentucky Paracha Derby is an official event of the Kentucky Derby Festival, Inc. and promises to be a fun-filled weekend. Registration is \$50 per couple, or \$35 single and includes participation in all events, meals on Saturday, round trip transportation to Churchill Downs and admission to the clubhouse level at the track. (Money for betting must be provided by individuals!) In addition to all the above goodies, your registration fees pay for trophies and favors and make you eligible for fantastic door prizes.

A block of rooms has been reserved at Holiday Inn Northeast. The PCA special rate is \$26 single; \$35 double (See schedule of events for details).

(continued)

#### KENTUCKY REGION PORSCHE DERBY APRIL 24-26 (Cont'd)

For Porsche Derby participants who have time to explore Louisville during their stay, Main Street offers two museums of note -- the Museum of History and Science and the Kentucky Saddle Horse Museum. There are also several fine restaurants in the downtown area.

Lovers of art and music may taste some of Louisville's rich offerings at the Speed Art Museum on Third Street and the Art Center Association, located in the restored water tower on the Ohio River. Vocal and instrumental recitals are given frequently by students and faculty at the University of Louisville's School of Music and concerts are given by the Louisville Orchestra.

Several national and international industries which call Louisville home are open for tours: Old Fitzgerald and Brown-Forman Distillers, Philip Morris Cigarettes and Millerich & Bradsby factory and museum (where famous Louisville Slugger baseball bats are made).

Other sights for out-of-towners include historic homes: Farmington (designed by Thomas Jefferson), Brennan House and Old Louisville's Belgrave Court -- in addition to Locust Grove.

Derby Festival Week activities include the Porsche Derby, the hot-air balloon race, the Pegasus Parade, Kentucky Colonel's barbeque and -- of course -- the Kentucky Derby.

#### TENTATIVE SCHEDULE OF EVENTS FOR PORSCHE DERBY '81

##### FRIDAY, APRIL 24

- 6-9 P.M. Registration, Lobby  
Holiday Inn Northeast
- 7:30 P.M. Get-acquainted cocktail party

##### SATURDAY, APRIL 25

- 8-11 A.M. Registration, Lobby
- 8:30-11:30 A.M. Concours d'Elegance at  
Locust Grove
- 11:30 A.M. Box Lunch
- Noon Bus leaves for Churchill Downs
- 5:30 P.M. Bus returns to Holiday Inn NE
- 6:30 P.M. Cocktails in lobby lounge area
- 7:30 P.M. Banquet, concours trophies,  
door prizes

##### SUNDAY, APRIL 26

- 10:00 A.M. Tech inspection begins for autocross
- Noon First run in autocross

(continued)

**DEFINITIONS** by Dean R. Lamba, printed in the March, 1981 issue of DIE OFFENE STRASSE, publication of Mid-Ohio Region of PCA

Continued inflation has driven our German gon out of the hands of the true enthusiast and into the tax bracket of professionals in various fields. Such professionals speak a language all their own and usually have no idea what they are buying. In the interest of conversion of professional Porsche-buyer to true Porsche-pusher, the following translations are offered.

#### A PORSCHE IS.....

- For Medical Doctors: A Volkswagen with cosmetic surgery and a hyper-thyroid metabolism.
- For Electrical Engineers: Hysteresis at all frequencies and a fly-back transformer of current traffic flow patterns.
- For Lawyers: A life-time lien on the party of the first part with collateral dispersal of all chattel and assigns.
- For Aerospace Engineers: A ducted-fan lifting body with fixed landing gear and low drag.
- For High-level Bureaucrats: Optimized through-put of individualized mass transit in a regulation-avoidance matrix.
- For Rock Stars: Socke platinum platters and plugs with a syncopeated beat over classic motifs.
- For Dentists: Smoothly-turned crowns, fast bridge-work, and indestructible braces.
- For Accountants: High interest-bearing tax shelter with a rapid rate of return.
- For Automotive Engineers: If you have to ask, go back to school.



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# LIFTS

**FRIENDS...** by Rob Scheibe, Membership, from the March, 1981, issue of STEINLIFTERS, publication of the Milwaukee Region PCA.

Friends... What has happened to all our friends? By many standards, we are all new members. Seems as if we have been here for ages. Used to be this club had eager members. Board meetings were experiences. Activities were highlights. Porsche friends were everywhere -- on the phone... in the mail... at the nightclubs... AT THE EVENTS. Days were hours. Weeks were days. Times were Porsche Club.

An event was a happening. Strangers had smiles. Smiles had faces. Faces had friends. Porsche people had character.

Friends... Friends have moved away. Friends have drifted away. Friends are here. Old friends. Old friends need new friends. New friends need new smiles. New smiles need new happenings. New happenings need Porsche Club. New happenings need you. Show us your smiles. Show us your faces. WE NEED YOU.

Give Porsche Club's next event a try. See if your feelings will smile for your Porsche friends.

## KENTUCKY REGION PORSCHE DERBY APRIL 24-26 (Cont'd)

### COMPETITION

**CONCOURS** - All entrants will be judged in areas of (1) top surface; (2) interior; (3) engine compartment; (4) luggage compartment; and (5) wheel wells (areas seen by direct vision excluding only suspension components).

**AUTOCROSS** - Tech inspection is necessary prior to competition. Mufflers are appreciated but not required.

**MOTEL RESERVATIONS** - A block of rooms will be held on a first come, first served basis at the Holiday Inn Northeast. Rates are \$26 single and \$35 double. CONTACT THE HOTEL DIRECTLY OR CALL THE HOLIDAY INN TOLL FREE RESERVATION NUMBER. BE SURE TO MENTION YOU ARE ATTENDING THE KENTUCKY REGION PCA WEEKEND IN ORDER TO RECEIVE THE SPECIAL RATES.

You may write for reservations to:  
Holiday Inn Northeast  
4805 Brownsboro Road  
Louisville, Kentucky 40207  
502/893-2551

kentucky region

# PORSCHE DERBY 1981

## OFFICIAL REGISTRATION FORM, KENTUCKY REGION PORSCHE DERBY

MAIL REGISTRATION FORM & CHECK PAYABLE TO KENTUCKY REGION PCA BY APRIL 10 to: Roger Ewing, Registrar (502/228-4402)  
10907 Pau Pau Lane  
Goshen, Kentucky 40026

ENTRANT'S NAME \_\_\_\_\_  
CO-ENTRANT'S NAME \_\_\_\_\_  
PORSCHE MODEL NUMBER \_\_\_\_\_ YEAR \_\_\_\_\_ PCA REGION \_\_\_\_\_  
HOME ADDRESS (Street) \_\_\_\_\_ (Phone) \_\_\_\_\_  
(City, State & Zip) \_\_\_\_\_  
EVENTS: CONCOURS \_\_\_\_\_ AUTOCROSS \_\_\_\_\_ STOCK \_\_\_\_\_ MODIFIED \_\_\_\_\_  
FEE ENCLOSED: \$50 per couple \_\_\_\_\_ \$35 single \_\_\_\_\_

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# PREZ SEZ

JOHN KISSLING



Fellow Porsche Pushers:

Hats off to Larry McDonald (Democrat from Georgia)!! He has introduced the most important piece of legislation thus far -- a bill to repeal the 55 MPH speed limit. House resolution 992 (H.R. 992) would delete the provision for the 55 MPH maximum limit from the United States code.

All Central Indiana Region PCAs are urged to write their Congressmen IN SUPPORT of H.R. 992. The legislative liaison for Porsche Club of America is solidly behind this action. Here's how to write your Congressman:

ADDRESS: The Honorable John Doe  
House of Representatives  
Washington, D. C. 20515

Dear Mr. Doe:

The body of the letter should be short and brief. All you have to say is that you favor the resolution and you want your Congressman to vote for it. Handwritten letters are perfectly acceptable and, in fact, are somewhat preferred.

One additional item of interest which does not require any member action just yet is that the Pacific Legal Foundation recently introduced a petition to the NHTSA which would repeal the present Motor Vehicle Safety Standard 208. This is the standard that is requiring Air Bags (essentially) to be installed in all vehicles by 1984, starting in 1982 with luxury cars. This is one issue that PCA has been opposed to all along and we will keep you posted of the status of this petition.

Another item of interest is the fact that in January the NHTSA denied a petition submitted by the Insurance Institute for Highway Safety that would have required all "cruise control" devices to have a maximum setting of 55 MPH. This intelligent action by NHTSA is indicative of their responsiveness to President Reagan's anti-regulation policy, and we applaud NHTSA for their action.

(continued)

# FUR DIE FRAU

Here's a recipe to use as a cool salad or you can eliminate the cottage cheese and use it as a dessert.

## JOLLY GREEN JELLO

Prepare one small package lime jello as directed, using only 1/2 cup cold water. Refrigerate until not quite solid.

Prepare one package Dream Whip as directed, then whip in jello with mixer.

Fold in: 1 small can fruit cocktail, well drained and  
8 oz. cottage cheese, washed (place in colander and rinse -- the curds are all you need)

Refrigerate several hours before serving.

# 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	\$ 1.00	2 1/2" Porsche Decal	\$ .50
(sticky back)		7" Porsche Decal	\$1.35
3 1/2" PCA Decal	\$ 1.00	"Think Porsche"	
(sticky face)		License Frame	\$2.50
1" PCA Pin	\$ 2.00	2 1/2" Porsche Patch	\$1.25
1" PCA Pin	\$ 2.25	4" Porsche Patch	\$2.25
1" PCA Tie Tack	\$ 2.00	Pewter Porsche Bob	\$5.25
2" PCA Charm	\$ 2.00	Porsche Pin	\$2.95
3" PCA Patch	\$ 1.50	CIR Iron-On Decal	\$1.00
4" PCA Patch	\$ 3.00	PERSONAL NAME TAG -- ONLY	\$2.00

Above items available from Greg Lane, 5355 Cider Mill #20, Indianapolis, IN 46226, phone 312/545-1954. Make checks payable to Central Indiana Region PCA. Add 75¢ for postage.

DO YOU HAVE A CIR NAME BADGE?



# MINUTES

MIKE ROBBINS

Board members attending the March 3rd, 1981 meeting were Steve Weyreter, Steve Priddy, Greg Lane, John Kissling, Mike Robbins, and Brian Boschen.

Greg presented a report on advertising. Increased advertising was discussed and we will try to limit this to six pages to maintain good balance between editorial content and ads. This should cover all costs of CIRCULAR.

Steve Priddy said all plans are being made for March event. He has reviewed this with Jim Farmer at Giganti. Greg is to have Bazaar display. We will set up donation cup to recover some costs of refreshments. Steve listed refreshment items and requested comments. Discussed error in not planning something for the ladies.

The possibility of a special dinner to recognize CIR/PCA's 20th anniversary was discussed. It was decided to incorporate this into the year-end dinner. Mike Robbins obtained a list of charter members from PCA Executive Secretary... and pointed out that six charter members are still members.

The need and cost of purchasing letterheads was discussed. It was decided to wait-- the present supply should last for some time.

Brian distributed report forms to be used for each event. These will be used to provide assistance to future event chairmen.

Discussion followed on printout of membership list for use in printing address labels and making lists for phone calls. Brian is to have this by the end of March.

Mike reported that a letter regarding the September Auto Show should be going out to surrounding regions in the next couple of weeks. He also requested comments on the length of rally for May -- will reduce from original length.

The next Board meeting will be held Wednesday, April 1st at 7:30 PM at Greg Lane's residence, 5355 Cider Mill #2C.



PREF SEZ... (Cont'd)

Locally....

INDIANA introduced H-1034 which would prevent both the Air Pollution Control Board and the Board of Health from mandating a periodic motor vehicle inspection program for emissions. PCA urges Indiana members to SUPPORT this measure.

INDIANA introduced H-1205 that would require an annual emissions inspection for vehicles owned by persons living outside those counties now subject to an emissions inspection requirement but who are employed in such a county. PCA recommends that Indiana members NOT SUPPORT this measure for obvious reasons.

INDIANA also introduced H-1323 which provides an income tax credit equal to the sum of the amount a taxpayer spends for a federally-required emissions test plus any amount the taxpayer is required to spend on repairs as a result of the test. PCA SUPPORTS this measure (if you have to pay for an emissions test and repairs, you might as well recoup some of your investment).

The Kentucky event in Louisville April 24, 25 & 26 should be terrific!! Unfortunately, it looks as though your PREF will be unable to attend the 24th & 25th, but I'm hoping to make it down for the autocross on the 26th. I hope I'll see you all there.

## SCHEDULE

APR 24, 25, 26 Weekend	Autocross/Concours - Joint Weekend Event with Kentucky PCA
MAY 31-Aftn.	Road Rally
JUNE 27-Aftn.	Concours & Picnic
JULY 19-Aftn.	P. B. Tweaks Swap Meet
AUG 23-Aftn.	Ginnick Rally or Gymkhana
SEPT 19-Late Mg., Aftn., & Evening	Hoosier Swap Meet & Auto Show at Indpls. "500" Track
OCT 17-Evng.	Road Rally
NOV 21-Evng	Annual Dinner

# FENCEHANGING

A COLLECTION CONNECTION

JOAN DODD

In this day of inflation many of us who have been around for a generation or so have come to realize that it is now necessary to revalue and protect our greatly appreciated valuables. Whether these collections are jewelry, coins, guns, antiques, art, cars or whatever, either casually accumulated or avidly pursued, their increasing value is both a source of pleasure and a concern.

Even though I've been aware of this trend, it took a newspaper advertisement to stimulate me into cataloging one of my more important collections...my footwear! A local department store was selling a new style of dress shoe for ladies at \$150.00 a pair. An ordinary looking pair of spectator pumps was offered at \$67.50. Mail order catalogs and local Western Wear stores offer custom made boots, reptile and fur trimmed, priced from hundreds to thousands of dollars. Armed with this knowledge, I dashed to my bedroom and began estimating the bonanza arrayed on the closet floor.

Let's see now, the Mercedes of my collection has to be that pair of lizard trimmed, high heeled sandals with the low mileage, worn mostly to sit-down dinners. My Sports-Racing model, a jazzy pair of red and royal blue running shoes, called "Street Fighters" has never been worn on uncarpeted floors since I only use them for Aerobic Danceclasses. Many winters of devoted service have been provided by my British imports -- leather boots soled with "Mud and Snow" and boasting a genuine sheepskin interior. Other imported models include several Spanish and Italian sandals, which I probably won't be able to get parts for when they break down.

The presence of an inordinate number of "Old Maine Trotters" is not a barometer of my patriotism but merely an index of the availability of this particular brand at a nearby factory outlet store which encourages me to "Buy American". They are always discounted but I receive no rebates. As with all collections, a majority of the pairs have so many miles on them as to be totally unsuited for resale, except perhaps at auction. They are of limited use even for "Parts". There is, however, one pair in the original box that has never been worn. I've had them so long that they're currently back in style but, strangely, I seem to have gained at least a half size since I bought them so they probably will never see service unless some other collector acquires them for show purposes. Unused collectibles in their original boxes are greatly prized by knowing collectors.

(continued)

# REPORT

MIKE ROBBINS

WAR BONNET TECH '81

In the spring a young man's fancy lightly turns. For others it's the annual War Bonnet PCA Tech Session. This year the event was held two weeks later than last year and this helped avoid a repetition of last year's ice storm. Most people arrived Friday afternoon and evening and much of the early hours of the event are spent renewing old acquaintanceships -- seeing people you only see once or twice a year -- or even less. I was surprised to see Gene Lenka of CIR who had a booth to display his recently developed thermostatically controlled oil cooler. As far as I know, Gene and I were the only CIR members in attendance.

The evening's activities began with a beer and hors d'oeuvre party sponsored by the Oklahoma City dealer. This was followed by a slide show covering the 1979 Cannonball rally as run by three PCAs (and another fellow) in a Chevy Blazer. This show was presented last year but this time they had a few additional slides and, besides that -- this is the kind of thing you can enjoy seeing and hearing several times.

Saturday morning found the beginning of the actual technical sessions. Split sessions were held so it was necessary to choose which of three concurrent sessions you wanted to attend. Some were repeated later so you didn't necessarily miss two-thirds of the event. I went to the general restoration session of Bill and Bob Jones and to Bob Hagstad and Fred Moyer's talks on racing 924s. After lunch I went to Bob White's session on aerodynamics, Chuck Stoddard's Porsche History session, took Grady Clay's tech quiz and attended the Zin-Mayo session on repairing wrecked cars.

Following a cocktail party we had dinner after which a surprise program was presented. This was a "This Is Your Life" session about Chuck Stoddard. A few PCAs who've been closely involved with Chuck put the program together with much secret assistance from his wife. It was quite a show and truly caught Chuck by surprise. Following this, awards were presented for the tech quiz and door prizes were given.

On Sunday morning I went to the continuation of Bill and Bob Jones' general question and answer session and then to Bruce Anderson's session on racing 935s. Incidentally, the Garrett Enterprises car that is a twin to the Daytona 24-Hour winner was on display all weekend. It was on its way to Sebring. The last session was Chuck Stoddard's question and answer period.

I won't go into all of the info bits I picked up -- a lot of it will appear in PANO in future months. I'll repeat the comments I make every year after the War Bonnet Tech -- it's a great way to see old friends to talk about our favorite cars, to start shaking off the winter doldrums and to also pick up some new knowledge.



# MIKE'S MELANGE

In the December, 1980 issue of CIRCULAR we reprinted an article by John Bamberg of Mechanical Arts & Services in Houston regarding silicone brake fluid. The article pointed out the many virtues of this material and listed four methods for converting from glycol to silicone. We've seen and heard some controversy regarding the conversion process and have made further inquiry into the details.

In recent weeks we've written to Mr. Bamberg who replied by telephone and we must have talked for an hour. We've contacted Dow Corning, one of the two major manufacturers of silicone fluids, and received quite a lot of product information. We raised the question at the recent War Bonnet PCA Tech Session and were given an accounting of some tests run following four incidents of brake failure. (It turns out that I missed a report on this at the 1980 War Bonnet session because I attended another concurrent session.) We've talked with the manager of an auto parts business who refuses to handle silicone fluid because of the controversial aspects and question of liability in case of a customer problem. We've heard recommendations ranging from simply pump-out-the-old-as-you-add-the-new to a total disassembly of the system, microscopic cleaning of all metal parts and replacement of all rubber parts.

Needless to say, we're pretty confused by all of this. Furthermore, I'd hate to be responsible for someone's problems resulting from the reprinting of the Bamberg article in the December CIRCULAR.

So where do we stand at this time? If we're going to switch to silicone, I think we have to take a conservative position and follow the procedures that go the furthest toward ensuring a trouble-free conversion. This means thoroughly cleaning metal parts and replacing all seals. If you're rebuilding your brakes anyway, this would be the ideal time to switch to silicone fluid -- if you want to switch at all. If your brakes are in good shape and don't need to be rebuilt, then you may want to continue using glycol fluid and not go to all of the trouble and cost involved with converting to silicone. In this event, you should at least plan on replacing the glycol fluid every couple of years to remove all of the old contaminated fluid.

If you're confused by all of this, then come on over sometime and we'll cry on each other's shoulder. Silicone fluid has a lot of theoretical advantages over glycol fluid, but its use may be like a lot of other things in our everyday life -- we compromise for something more convenient.

## A COLLECTION CONNECTION (Cont'd)

Listed under "Utility" are a pair of "Topsiders" and a pair of off-road "Bass" hunting boots that have provided rugged, enduring service in return for very low maintenance.

As with all true collectors, I plan to attend associated Swap Meets and Shows and to engage other footwear enthusiasts in ardent conversations regarding suitable care, polishes and maintenance of my collection. We will probably discuss the merits of custom made over manufactured, leathers over synthetics, the types worthy of restoration, and the advisability of collecting associated articles such as shoe horns, arch supports, buckles, laces, button hooks, etc., etc., etc.....

I have been encouraged to increase the security measures needed to protect my shoes even though they are constantly guarded by two vigilant dogs. My aging Miniature Pinscher patrols the inside and promises to provide a ferocious gumming to all areas below the knees of any unwary intruder. His bark, truly worse than his bite, as any visitor can readily testify, is nerve-shattering and ear-splitting. Pound for pound, the best damn watchdog in Indianapolis!! The happy mongrel/refugee who has adopted our front porch as his territory is determined to mark the tires of any vehicles that enter our driveway for future identification. If he hasn't hit at least three of the tires before they stop rolling, he is out of practice because we haven't had much company lately. Security measures notwithstanding, I'm eager to share my collection with the world and will happily show it to interested groups and individuals, but by appointment only, please. My insurance company has severely limited the degree of risk they will allow under my present coverage and I need time to retrieve my choicest models from the safety deposit box!!

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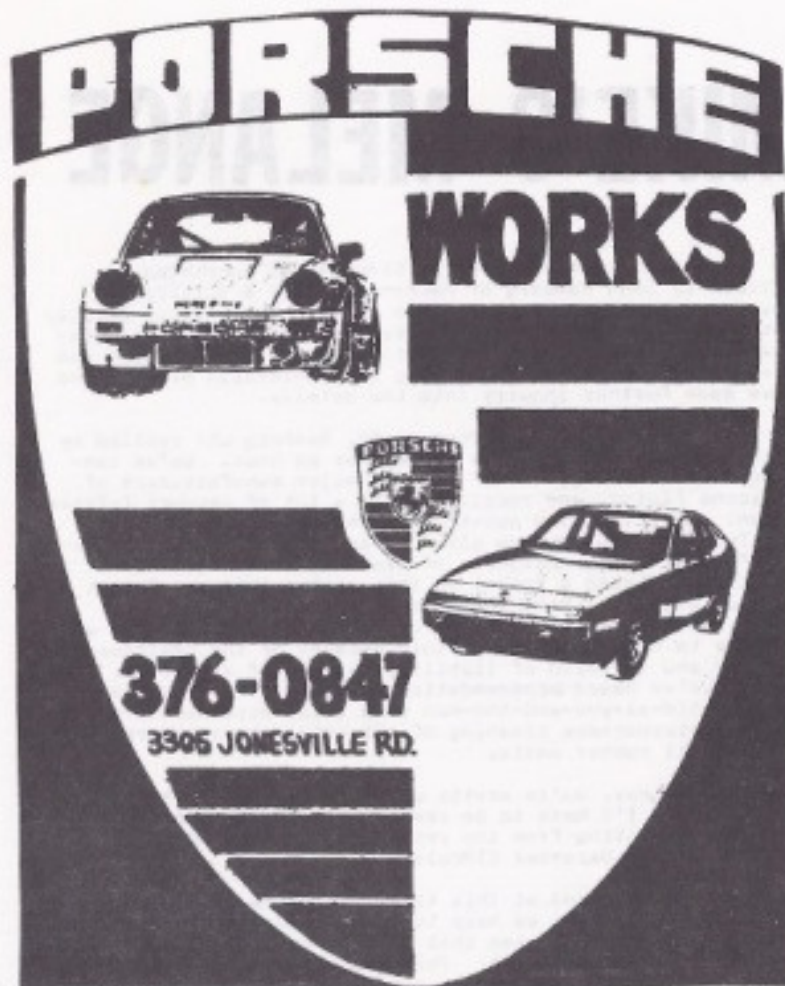
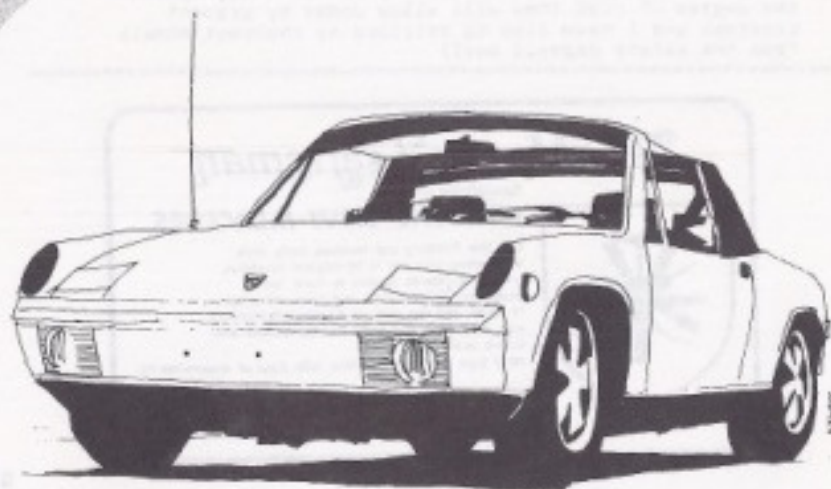
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