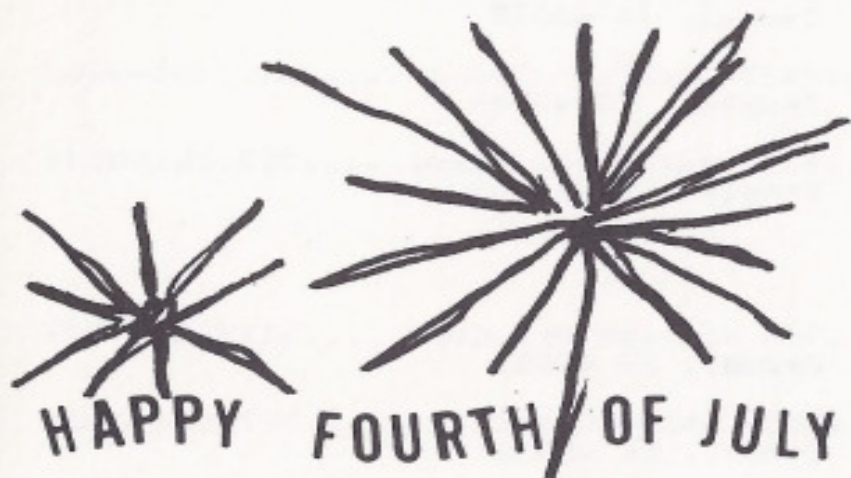


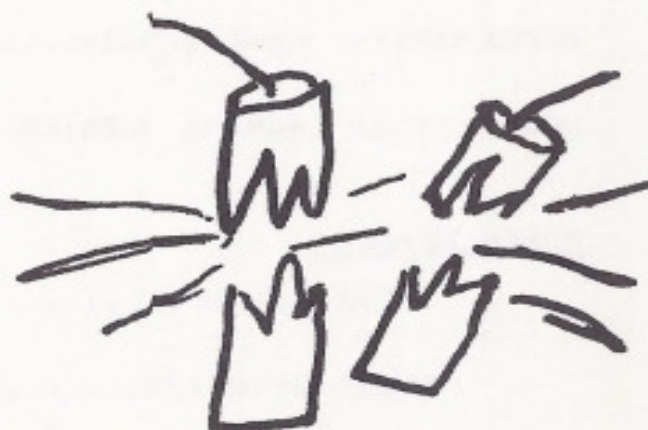
JULY 1981

circular

CENTRAL INDIANA REGION - PORSCHE CLUB OF AMERICA



HAPPY FOURTH OF JULY



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CIRcular is the official publication of the Central Indiana Region, Porsche Club of America. Statements and opinions appearing herein are those of the author and do not necessarily represent the official position of the Central Indiana Region, its officers or members. The Editor reserves the right to edit all material for publication and to publish only that material which is felt to be in the best interest of the Region and the Porsche Club of America. Permission is granted for other PCA regions to reprint articles provided credit is given to the author and CIRcular and provided copyright is not involved.



COMING UP

STEVE PRIDDY

JULY						
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	31	

Once again Central Indiana Region, Ramme, Michigan-Indiana and the 356 Registry are co-sponsoring the Swap Meet at P. B. Tweeks, 4410 North Keystone Avenue beginning at 9:00 AM, July 19th (Sunday). Last year was hot, so come early. We will have free soft drinks, beer and some munchies. If you have something to sell or trade, bring it and unload it. There will be a CARS FOR SALE area also. No charge; Free!!

The night before, if you are in the area, stop by the American Inn at 7202 East 82nd Street and locate Dick Naze's room. There will be a BYOB party going on there with all of the Porsche people.

I'm looking for some people to work a couple of hours that day directing traffic to parking lots and helping pass out literature, etc. (nothing strenuous). Please call me if you can help out -- Steve Priddy, home 844-1505; work 842-7500.

AND AFTER THAT...

The SKOL VODKA GRAND PRIX will be held as an SCCA spectator national road race at Raceway Park, Clermont, Indiana on July 25th and 26th. The Central Indiana Region of the Porsche Club of America has arranged with SCCA to provide a PORSCHE PARK for spectators driving their Porsches to this event.

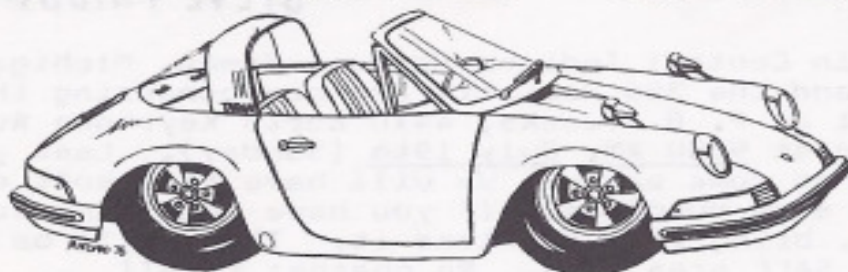
Enter Raceway Park at Gate 1 off highway 136. The PORSCHE PARK will be located near the tunnel on turn 3. Practice will be from 8:30 AM to 5:30 PM Saturday. Racing will start Sunday at 9:00 AM. Admission is \$8 per person which is good for both Saturday and Sunday. The admission fee will get you anywhere in the track including the paddock. As an extra bonus, all Porsche owners driving their cars will be able to parade around the track during the lunch break on both Saturday and Sunday.

The racing should be interesting. Porsches are entered in Showroom Stock "A", "C" Production, "D" Production, "E" Production and GT1.

Por·sche
(pôr/shə)

is a two
syllable word

PREZ SEZ



JOHN KISSLING

The May event was an exciting Road Rally in the Monroe & Brown County area. It was a beautiful day and was enjoyed by all. The rally wound around some good Porsche roads and were the kind only Mike Robbins can find -- smooth and curvy.

For those of you who enjoy this type of "fast moving" event, we have another Road Rally scheduled for October 17, 1981. Mark your calendars and plan ahead to attend.

The P. B. Tweeks Swap Meet is scheduled for July 19, 1981. This event will be attended by other PCA Regions and exhibitors throughout the Midwest will be participating. All of those looking for that "certain Part" may find it at this event. It promises to be a fun day for all of those who stop by.

Be sure to mark your calendars now for the coming events. See you at the Swap Meet!!

Congratulations to CIR member Agnes Howe and Bill Hutchinson who were married last month!!

Also, thanks to Agnes and Bill for their report on the May rally and Agnes' typing assistance in last month's issue.

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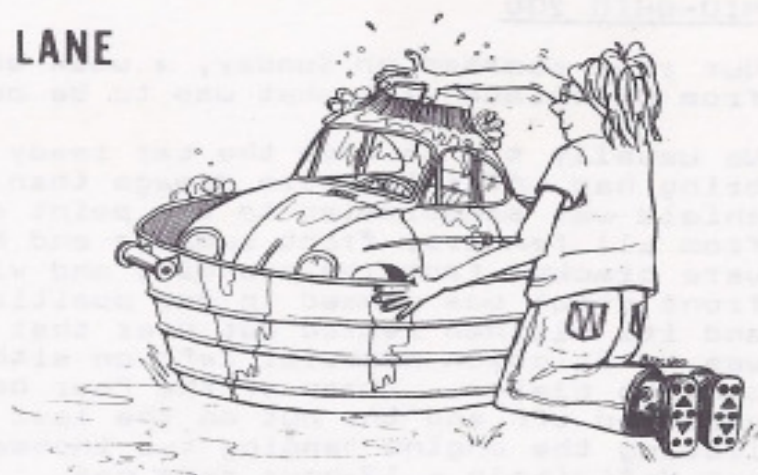
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LAST MONTH

GREG LANE



PICNIC AND CONCOURS IN THE WOODS

On Saturday afternoon, June 27th, the faithful gathered at Brendon Woods Clubhouse for an afternoon of casual conversation, good food and Porsche admiration.

First of all the cars a wide smattering of Porsche types was represented, including a strong representation from the 356 contingent (Mike Robbins, Vic Maxwell and Greg Lane). Other types present included the 911s of John Carmack, John Kissling, Bill Terry, Steve Weyreter and Gene Lemcke. Rounding the group out was Kay Thompson's pretty 914 and Ray Neal's 924. All looked terrific as they were arranged on the lawn. Lots of picture-taking went on as the setting was perfect. Mike's sharp 356 Speedster received top honors in the "People's Choice" concours and took home a nice trophy. Next in line was Bill's '74 Carrera and third was tied between the Targas of John Carmack and Steve Weyreter.

Then there were the people ... a really nice group. Among the non-owner group were Tracy Terry, Jennifer Weyreter, Al Maxwell, Doug Thompson, Sandi James, Benny and Pauline Bowen, Jo Neal, Ramona Robbins, Bill and Agnes (Howe) Hutchinson (Congrats on recent wedding!), Ed Taylor and Alison, Robby & Jimmy Kissling. A special thanks goes to non-member Rick Smith, who arranged for the facilities.

The weather, cars and people couldn't have been more perfect.

NOTE: Just as the party was breaking up, who should pass by on a golf cart but CIR charter (ex)members, Tim and Jean Blakely, who live in Brendonwood. We hailed them and had a reminiscing session with other CIR charter members in attendance -- Benny & Pauline Bowen, John Carmack and Mike Robbins. Tim had a beautiful 1959 black cabriolet with chrome knock-off wheels that was unfortunately totaled in the early '60s. A picture of the car graced the cover of Panorama around August of 1959.

IMSA

TIM SELBY



MID-OHIO 200

Our race started on Sunday, a week early. That day Earl drove down from Cleveland with what was to be out banzai sprint engine.

We usually try to have the car ready in advance of the races, but Sebring had inflicted more damage than was initially thought. The windshield was sandblasted to the point of translucence. Paint was gone from all fenders, front spoiler and hood and these fibre glass parts were cracked from the pounding and vibration. The shock in the left front strut was jammed in one position, moving neither up nor down, and its oil had leaked out over that wheel and brake rotor. There was no friction material left on either front brake, only the steel backing plates. Three of the four bolts on the rear engine mount had vibrated off and the nut on the last one was at the end of the bolt leaving the engine hanging two inches below its normal position. It was definitely a 12-hour race car.

Figuring this to be only the tip of the iceberg, the intensified between race preventative maintenance guaranteed observance of the mechanics' pre-race ritual midnight flog. Earl had spent the two months since Sebring building the larger F.I. motor we planned to use at Mid-Ohio. However, nothing connected with a race car is as easy in execution as it is in conception and Earl spent more time on this engine than he had planned. Synchronization of the F.I. system took one full day, not to mention initial assembly of the high throttle bodies which came from Vasek Polak completely unassembled, missing parts and with no instructions.

We installed the new engine and fired it up. It looked and sounded ferocious compared with the carbureted engine it replaced, but did not match its predecessor in one respect, oil pressure. It didn't have any. We worked until 2 AM trying to obtain this rather vital component, even blew through all the labyrinth oil lines in the car checking for dead mice or other obstruction. The next morning we replaced the 2.7 with the 2.5 spare Sebring motor and Earl returned to Cleveland with what he had brought, determined to find the problem. During the week he took it apart, finding nothing wrong internally, and after much discussion over the phone decided to reassemble it in the hope that the no oil pressure gnome had departed.

In spite of knowing that engines do not cure themselves, we wanted the extra power of the larger engine enough to meet at the track on Friday evening, remove the 2.5, install the 2.7, see that it still had no pressure, remove the 2.7 and reinstall the 2.5. Klaus Ludwig and the Turbo Mustang people kindly provided a garage at the track for this work although they are probably unaware of their generosity since they had left the area by the time we arrived.

(continued)

MID-OHIO 200 (Cont'd)

Four hours sleep left us less finely tuned than we had hoped for qualifying. It also rained during our session and my reactions just were not up to it. Earl ran the qualifying race later Saturday afternoon placing us 34th of 42 cars.

Since the race started at 2:00 PM we decided to sleep in Sunday, missing the warmup session, a mistake since we were then unable to break in the two new tires we had to buy as the Sebring ones seemed to be getting kind of crusty. Sounds more like an amateur operation all the time, doesn't it?

As has been the pattern with Earl and me, the race went smoothly and uneventful after all our pre-race problems. Our lap times were good but still about three seconds per lap slower than was our goal, partly due to the smaller engine and partly to suspension changes that produced too much oversteer. We were competitive with all the GT0 cars except the BMW M-1s and finished 4th in class behind the two M-1s and a 924 Turbo, good for 18th overall.

Three drivers stood out in this race. Redman was both smooth and fast in the winning Lola T-600 "Can-Am" coupe. John Paul, Jr. was spectacular in his now obsolete 935, leading until a pit refueling fire dropped him back. That kid is really fast!! Logan Blackburn impressed me once again with his speed and endurance, driving the whole race without a pit stop and winning GTU. Mid-Ohio offers no long straights for rest and relaxation and I understand Blackburn was quite tired at the finish.

The most exotic car in the race was Wayne Baker's GTU 914-4, next to us in the paddock. All the suspension mounts were machined aluminum to allow easy camber and toe adjustment. The mechanical fuel injection for the 4-cylinder engine was fabricated using a modified 6-cylinder pump and custom cast and heliarched intake manifolds. Because the rules allow extremely light weight on push-rod cars, it was very competitive in its class. A real California special!

IMSA has reclassified some cars since last year. The most obvious shifted the BMW M-1s to GT0 from GTX, where they now turn race laps 6 seconds under last year's GT0 qualifying record. A little too much progress if you ask me. IMSA also created a class called "GT prototype", I think, into which the Lola T-600 fits. This Lola can turn laps all race long as fast as the 935s best Kamikaze, atomic boost one shot qualifying lap. With what Earl and I have invested in our car, we expect to be underdogs, but if we owned a quarter million dollar 935....? Then again, maybe I wouldn't mind having their problems, after all.

I do think that IMSA, and SCCA for that matter in the Trans-Am, are getting too far from the original GT car concept. Tube frames and V-8 engines are not what people are buying nowadays. Also the speed differential of the cars in the Camel GT races has become tremendous. However, Bishop hasn't asked my opinion and we like the money he pays at the end of each race for something we consider fun.



SCCA

SUE ZOBBE

The best place for Porsche watching in SCCA's Cen Div this year is DP. Dave Finch of Ann Arbor has spent many years fine-tuning the 914, starting in EP and last year moving up a Class. Dave has done all of his own development and delights in beating the factory-supported teams. So far this year he has held off challenges from Tom Brennan's and Bob Hagestad's 924s. Brennan is gaining on him time-wise but has lunched various components at Mid-Ohio, Blackhawk and Road America. Tom hasn't taken the checker since the first national at IRP, but it would be unwise to bet against his meticulous preparation. Hagestad gave Finch a real scare at June Sprints but spun off in the late laps giving the Finch yellow 914 a comfy lead. Stefan Edlis has had a disappointingly lackluster season in his 924 failing to start at June sprints.

For lovers of the trusty Speedster there are John O'Steen of Cincinnati and Vic Skirmants of Detroit in EP. John has no peer in the country except perhaps for Bob Overby. John's flawless performances tend to put Vic's in the shade, but Vic consistently finishes 2nd behind John or wins when O'Steen fails to show. Dan Gilliland has not yet made an appearance in his 914-4.

The next place to watch for fleet Porsches is in SSA, where Dale Fazekas is once more King of the Hill. At IRP he suffered transmission failure and dropped out, and at Mid-Ohio he made the wrong choice on tires and squirreled his way to 2nd in the rain. But he seems to be on the right track now with successive wins by healthy margins at Blackhawk, Nelson Ledges, and June Sprints.

We mourn the loss of one of our favorites, Tim Selby, to IMSA, but we were thrilled with his success in his Sebring debut and thoroughly enjoyed his CIRCULAR article that gave us all a taste of what endurance racing is all about. They were indeed the Cinderella Team.

As for us PCAers who are racing Mazdas -- Old air-cooled mechanics Will Zobbe and Gene Dodd are beginning to catch on to the water-cooled goes-rounders and were rewarded by wins at Blackhawk, IRP and June Sprints. Driver John Hogdal of Minnesota was leading overall at Mid-Ohio, ahead of the Corvettes, Camaros, etc. when an ignition gremlin put the car out.

The usual good time was had by all at June Sprints with Allgoods, Mike Robbins, Dodds and Zobbes enjoying all Road America has to offer. This marked Mike's 26th year attending races at Road America and he and the Speedster take the Kettle Moraine backroads like a pair of old buddies off on a toot.

You'll have a chance to see this cast of characters and many more at IRP on July 25-26 at the Skol Vodka Grand Prix.

(NOTE: See the announcement in COMING UP.)

SWAPPIES and FETISHES

Bill Walsh

From the Jan., 1981, issue of PORSCHEFORUS, publication of the Northern New Jersey Region of PCA.

Alas, the winter's cold has broken. The sun's angle has turned; its penetrating rays warm your ambition to renew the love affair with your "baby." For some it's time to pulloff the cover and clean. Others tackle the pre-track hard core tasks and the real aficionados plod forth again on the seemingly endless restoration. During the holiday hiatus your anxieties have been fueled by alluring 356 ads in the Times, new books extolling the 911, bold 924 P+A advertisements and, thank God, Panorama. Of course, prices are up, parts reportedly are harder to find, the needed tune-up has been postponed, you painfully remember losing concours points for the wheels, the 914 parts are still back ordered, you've done your taxes and you're determined to beat the system somehow.

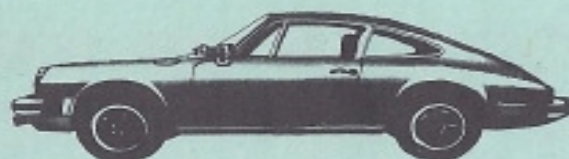
Eureka, the answer - the Porsche Swap meet. The organized super garage sale where all the "Swappies" gather. Where the purists pursue their fetish. This is an overview of some of the devotees we have observed and their extravagant, almost irrational devotion.

First let's recognize that there is little difference between sellers and buyers. Inevitably the roles switch. Today's seller, usually under spousal mandate to get rid of some of the "junk," will probably buy more than he sells. This is the "I upgraded my inventory" syndrome or "I couldn't pass up the deal" theory in truest form. To illustrate the point, let's dwell (pun) on the buyers. Reflect, you've seen them.

The Early Bird - he arrives before the first seller and waits impatiently, afraid that a like creature will descend before he has a chance to privately scrutinize the first vendor unpack. The first vendor rolls in and hardly sets the brake before Early takes flight. He hovers coolly and tries to peer through the windows and behind the seats without falling in. Careful not to show too much anxiety he may try to suggest he's local and didn't realize he was an hour early, or that traffic was much lighter than expected. Fact is, he and his navigator have been blazing like hell in a Rabbit through the dawn since 4 a.m. begrudging their three stops in Dunkin' Donuts (1) and the woods (2). Unable to restrain himself he unselfishly offers to help unload and preview the spread of goodies. The vendor, equally anxious, agrees less the geld will fly elsewhere. Items are examined, tensions mount, ploys begin and the familiar bartering process ensues. Nervously, Early scans for the next arriving vendor.

The Late Early Arriver - he charges in like Geronimo mumbling damnations to himself about traffic and overshooting the exit. He circles the encampment at a hair raising pace to get ahead of the coming tribe. His approach is to whiz through once quickly to scalp up a few obvious deals and subsequently to plod intensely over every nut and bolt. Thoughts of what he missed gnaw at him as he uncovers untold artifacts for the Speedster restoration.

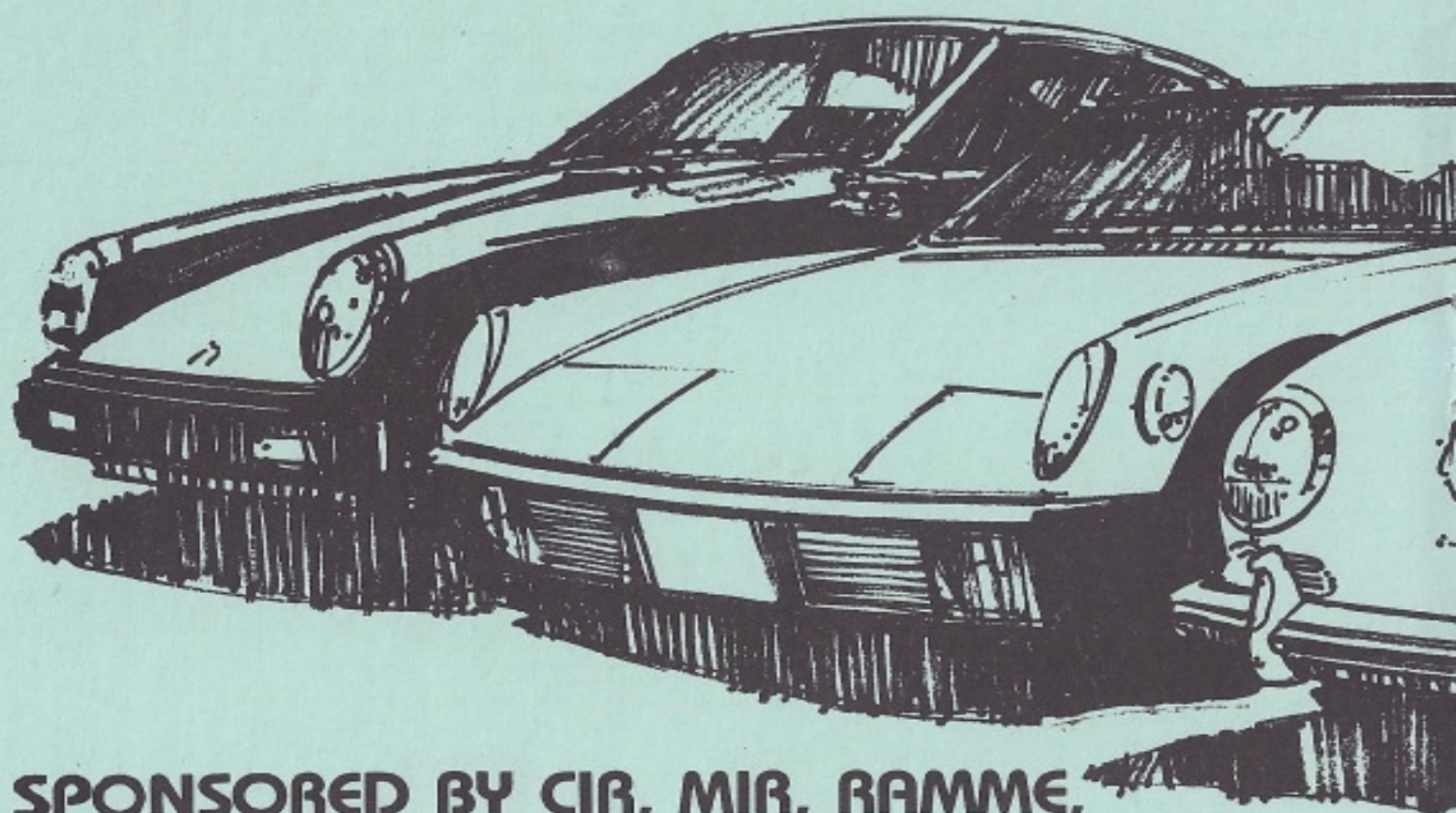
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PORSCHE SWAP MEET

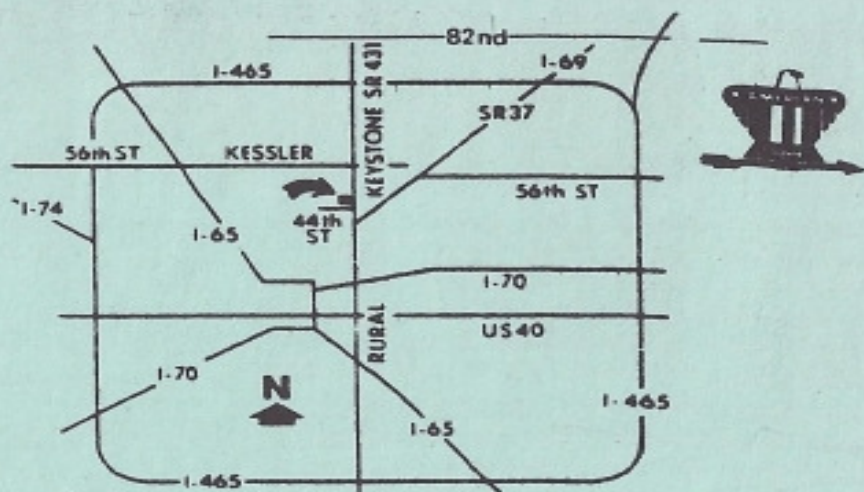
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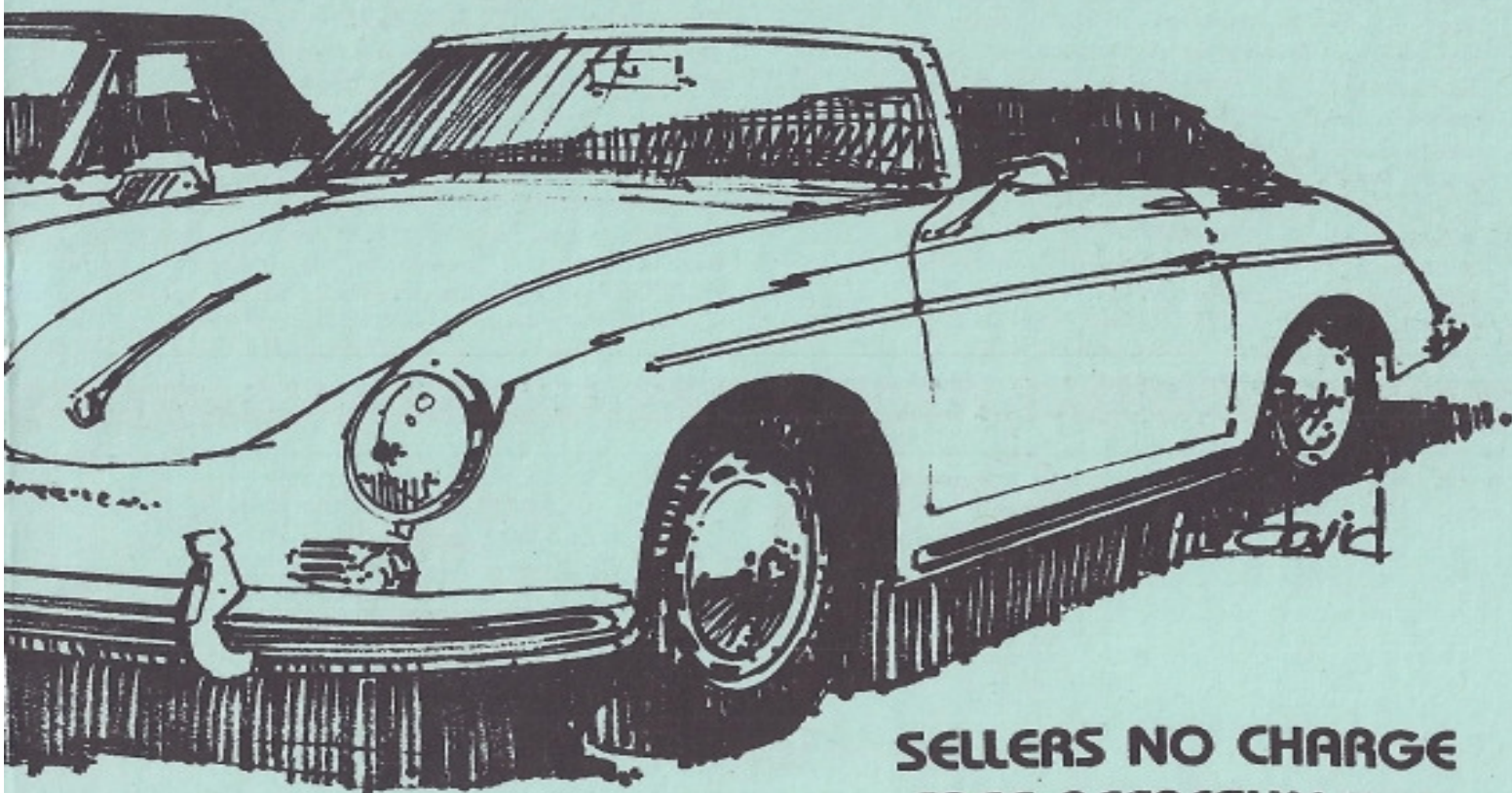


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SWAPPIES AND FETISHES (Cont'd)

The Mid-Day (late) Arriver - slips in quietly, restrained and determined to capitalize on the late hour. Confident he won't find much to challenge his sales resistance he glides, hands protectively in his pockets, among the tired sellers. He throws out a few ridiculously low offers without favorable response. He comes upon the vendor who refuses to take the dam item home again after failing to sell it at six meets. Tempted by this giveaway bargain, he breaks down and succumbs to the urge. The first purchase is always the hardest; each one thereafter comes more easily. The fever spreads and the deals look better and better. With the car weighted down, resembling a squatting turtle, he roars off vowing to be an Early Bird next meet.

Lastly, Old Faithful - you've seen him at every meet. He never needs anything in particular but has an irresistible urge to pick up bargains and things he may need "tomorrow." This modus operandi is that today's good-deal will come together with tomorrow's great deal. You know what really happens! Yep, he has to wear those old clothes, everything is tied up in inventory. His garage and house look like a catastrophic amalgamation of Stoddard's and J.C. Whitney - great stuff but irretrievably screw up(respectively).

What makes a "swappie" run? To some it is an economic hedge against inflation, others invest for the dollar average, to a few it's vogue and peer pressure. The real culprit is impulse and a fetish.

What instills this fetish for a specific item(s) is unknown. Perhaps it was a past experience, something from childhood or adolescence.

As once said - "Some of my best friends are swappies." Do you recognize any of these nameless friends? I won't tell.

Swappie "A" - Always an early arriver, cool, casual dresser, distinctive hat, and a fetish for early 356 air cleaners. What can one do with oodles of Knecht pots? The smile of triumph accompanying his last acquisition was priceless.

Swappie "B" - In a matter of ten minutes he bought three 356 left side butterfly windows, every one at the meet. Decisive, determined, insistent upon setting his own price but clearly a fetish satisfaction. The clincher is that his 356 was for sale at the time, with all windows intact.

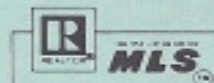
Swappie "C" - Every Porsche has 5 wheels and each of his 3 cars has a complete set. A dozen extra wheels fill the garage corner. Solution - borrow the wife's Detroit iron, fill it with seven spares and sell them at the swap meet. Success - sold all seven! Wait, enter one fetish - yep - he bought nine other wheels!

The stories go on and fetishes prevail - literature, models, transaxles, starter motors, door handles, steering wheels, etc. Careful, I'll be watching to spot your fetish at the next meet. Meanwhile, don't offer to sell me your 914, my wife tells me it's my fetish.



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MIKE'S MELANGE

MIKE ROBBINS

A couple of years ago we wrote an article about Indianapolis resident Don Dole's home-built airplane that uses a Porsche 356 engine. Shortly after, the Kokomo Tribune had an article about Russiaville resident Chuck Rider and his 914 engined home-built. Now the June issue of Sport Aviation, journal of the Experimental Aircraft Association, includes a tabulation of engines used in active home-built aircraft based on a 1979 census. The listing includes only 3 planes with Porsche engines. We wonder if Chuck Rider's is included there or is it included as one of the 1075 Volkswagen powered planes. In any case, I sure would have guessed there were more home-builts using Porsche power. The further question remains as to the use of original Porsche aircraft engines. A couple of years ago we spoke with George Heide of Palmyra, Pa. who was using one of these engines in a new, home-built airframe.

Other recent reading turned up figures on 1980 new car registrations in Germany. Porsche was way down in 18th place with 10,525. VW & Audi were combined and the combination was in first place with 736,109 registrations -- far beyond Opel's second place 411,076. Of interest is the Japanese combination of over 240,000 for Toyota, Datsun, Mazda, Honda and Mitsubishi.

A few months ago Jim Wellington of Rennsport Werke in California advertised a 904 engine kit (including new crank, new pistons & cylinders, and other new parts) for sale. He was asking \$8,500 and the buyer would, of course, have to look forward to many hours of fun on the bench or else additional expenditure for hired assembly. Last week Jim ran an ad for an assembled 904 engine for \$13,850. One wonders if he went ahead and assembled his box of parts. Makes me think I should increase the insurance coverage on my car.



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MINUTES

MIKE ROBBINS

The Board met at the home of John Kissling on June 3, 1981. In attendance were John Kissling, Greg Lane, Steve Priddy, Mike Robbins, John Carmack and Steve Weyreter. Also attending were Ramme region members Dick Naze, Brett Johnson and Bob Snider for the portion of the meeting concerning the July Swap Meet. Brett reviewed P. B. Tweek's involvement and publicity work. It was determined that CIR should furnish twelve workers. Various jobs include registration, traffic control and map distribution. The CIR Bazaar will be set up and a supply of Panos, CIRculars and membership applications will be available. An estimate of \$300 was made for the cost of refreshments -- this to primarily consist of 2 kegs of beer and 15 cannisters of soft drinks. Various businesses are to be contacted for assistance in defraying this cost. Dick Naze has a room reserved at the American Inn for a BYO party-bull session-or whatever on Saturday night.

John Carmack presented a financial report. Despite increased CIRcular costs, the bank balance is up due to receipt of the quarterly dues refund.

Greg Lane reported on CIRcular advertising. The last two months have had prorated ads worth \$87 and \$62 respectively which is inadequate to pay the printing costs. The decision was made to reduce the size of CIRcular by four pages until advertising income is increased.

John Kissling announced that Brian Boschen has resigned as Activities Chairman and had not renewed his membership.

Greg Lane reviewed the details of the June picnic. All details are in CIRcular.

Mike Robbins reported on the May rally. Some discussion was held on failure to attract the members who have specifically asked for a rally.

The proposed changes to the Parade Competition Rules as published in the February Pano were brought up for discussion. Mike Robbins distributed copies of statements regarding some of the proposals. A motion was made and passed that the maximum originality penalty be maintained at 15%. Another motion was made and passed that, since none of the Board members other than John Carmack and Mike Robbins had Parade experience, they were not in a position to comment on the other proposals and they would abide by Mike Robbins' positions on the proposals. (Note by minutes keeper - this is an uncomfortable position.)

Steve Priddy presented info on the dinner to be held in conjunction with the Hoosier Swap Meet and Auto Show on September 19th. This will be at the Rodeway Inn-Airport with cocktails (cash bar) at 6:00 and dinner at 7:00. A menu was selected and price set at \$12.50 in advance; \$13.50 if late. Cut-off date to be determined. Mike Robbins will work this info into confirmation letter that will be sent to entrants.

Mike Robbins presented Ramona's proposed changes to the rules for the Alton Dice award. These were discussed, modified and accepted

MINUTES (Cont'd)

as follows:

REGIONAL EVENTS:

Add 1a. **PARTICIPATION:** In addition to 1 point for attendance, an additional point will be given for participation. For example, if a rally or tour, etc. ends with a dinner and members join us for dinner, they will be given 1 point for attendance; however, those who participate in the rally or tour and attend the dinner will receive a total of 2 points.

NEWSLETTER:

Amend 2. **COLUMN CONTRIBUTORS:** Staff writers will receive 2 points...

Add -- Staff writers are those members who agree to contribute a regular monthly column and who do so a minimum of six issues during the scoring year (Nov.1st thru Oct.31st).

ADVERTISING:

Amend 1. 2 points per page per month, 1 point per half page per month, and 1/2 point per 1/3 or 1/4 page per month will be given for Newsletter advertising...

POINT ADMINISTRATION:

Add: No member may accrue over 75% of his/her total points in any one category. If total points are in only one category, only 75% of those points will be valid.

John Kissling reported on his inquiry to the PCA Executive Secretary regarding twenty year members. No response as of this meeting.

The next meeting will be held at the home of Mike and Ramona Robbins at 7:30 PM, July 1st.

(NOTE: You may wish to keep this page and insert it in your copy of the qualifying rules for the Alton Dice "ENTHUSIAST OF THE YEAR" award.)

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AUG 23-Aftn.	Gimmick Rally or Gymkhana
SEPT 19 - Late Morn., Aftn., & Evening	Hoosier Swap Meet & Auto Show at Indianapolis "500" Track
OCT 17-Evng.	Road Rally
NOV 21-Evng.	Annual Dinner

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Our new assembly center represents a major technical advance. It enables us to virtually eliminate the trauma experienced by owners of accident damaged luxury automobiles. It also offers a viable alternative to the rehabilitation of time worn luxury cars in lieu of a new car purchase.

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LIFTS

From the February, 1980 issue of MOTOR-STADT MADNESS,
Author Jim Topper

Changing spark plugs may seem like a simple enough chore; however, there are a few tricks that may make it easier. On a 911 engine, the first item of work is to gain access to the plugs themselves, which may mean removing or relocating the air-conditioning compressor (don't disconnect the air-conditioning hoses) and emission control boxes as necessary. Once out of the way, the plug wires are easy to see. It's pretty difficult to mix up the wires (however, even this can be done so pay a little attention), since each one is a different length, so just pull(!) each lead off of its plug and stuff it back out of the way. Always use a magnetic plug socket because a plug dropped inside of a 911 head is a pain to remove. Due to close clearances between the heads and body, two 3-inch extensions on a socket wrench may be needed to reach the plug. Why not one 6-inch extension? Because once the plug is free of the head, it can't be withdrawn unless one of the 3-inch extensions, or the wrench, is removed first. (Note: However, a single 6-inch extension should be satisfactory for 914's).

Check the gap on the new plugs using a feeler gauge. The ground electrode (bent piece connected to the threaded portion) should be paralleled to the end of the tip and should extend across the width of the tip. The feeler gauge should just slide between the tip of the center electrode and the ground electrodes. Coat the plug threads with an anti-seize compound, such as a graphite paste or molybdenum disulfide (MoS_2) (you can also rub the threads with a common lead pencil). Several types are on the market and can be found at any auto supply store. Using the plug socket and extension, start the plug and thread (at least 50%) with your fingers only, so you can feel if the threads take properly. Cross-threading can be felt as resistance to turning the socket. By the way, plugs thread in by turning them clockwise, and thread out counter-clockwise, in case you didn't know. Once you're sure that the plug has started properly, use the socket wrench to tighten and torque the plug. There is a torque specification for spark plugs and it should not be exceeded (approximate range is between 18 and 25 foot-pounds). Use a torque wrench for final tightening or develop a calibrated "feel" in your hands. Aluminum heads are soft and the threads will strip very easily, hence, the need for anti-seize compound and a torque wrench. They are also difficult to repair and expensive to replace. Attach the plug wires and start the engine.

If the engine sounds funny, you probably got some of the plug wires wrong. Check the lengths of each wire to see if anything is obviously in the wrong place. If that doesn't reveal anything, find the No. 1 wire at the distributor (lower right-hand side next to the cooling fan shroud on a 911) and, using the firing order of the engine, trace each wire to its respective plug. If that doesn't work, call a Board Member.

POINTS

As of June 15th, point standings toward the "ENTHUSIAST OF THE YEAR" award are as follows:

Gene Dodd.....17	Al Maxwell.....7
Mike Williams...16	Ben Strafuss...6
Jim O'Neil.....11	Phil Allgood...5
Agnes Howe.....10	Sue Allgood...5
Joan Dodd..... 8	Tim Selby.....5
Sue Zobbe..... 8	Bill Terry.....5
Roger Frazier...7	Tom Cooney.....4

All others have 3 points or less. Don't forget to VOLUNTEER to write an article for CIRcular, help on an event, etc. and watch those points add up!!



CIR BAZAAR

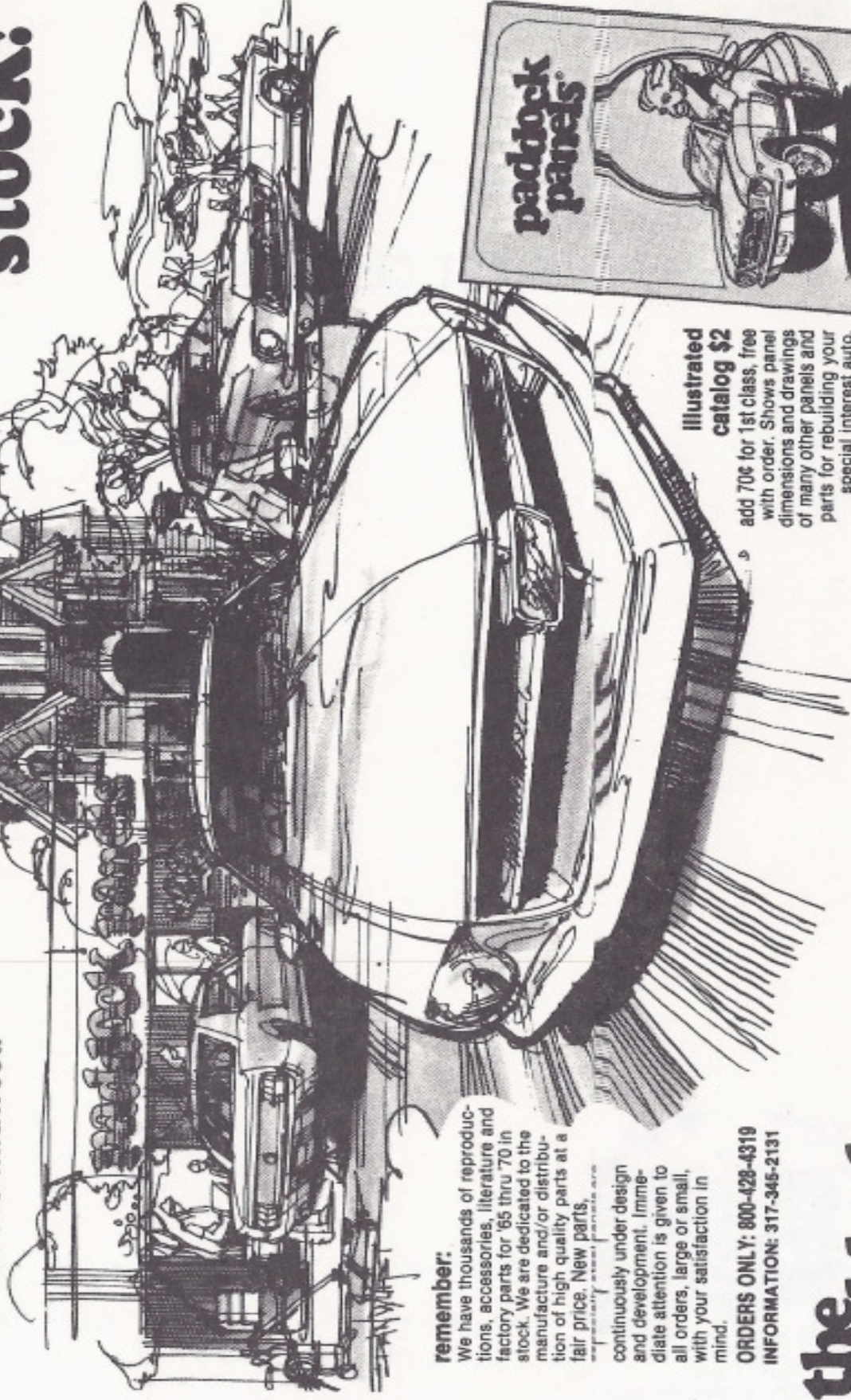
CIR CAR Badge	\$ 6.00	PCA Keycase	\$4.00
PCA Car Badge	\$12.00	Vol.3 Upfixin	\$4.00
2" PCA Decal	\$.10	Vol.4 Upfixin	\$7.00
3 1/2" PCA Decal	\$ 1.00	2 1/2" Porsche Decal	\$.50
(sticky back)		7" Porsche Decal	\$1.35
3 1/2" PCA Decal	\$ 1.00	"Think Porsche"	
(sticky face)		License Frame	\$2.50
1/2" PCA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