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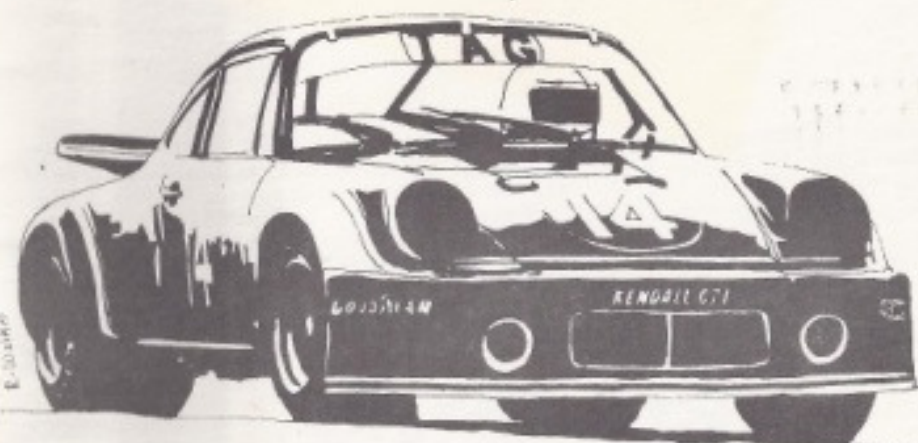


CENTRAL INDIANA REGION
PORSCHE CLUB OF AMERICA

FEB 1982

circ^{ular}

CENTRAL INDIANA REGION - PORSCHE CLUB OF AMERICA



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Indpls., IN 46240

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Carmel, IN 46032

TREASURER: Al Maxwell.....7408 Lakeside Dr.....317/299-6571
Indpls., IN 46278

ACTIVITIES: Greg Lane.....3381 Tara Lane.....317/297-4894
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MEMBERSHIP: Mike Robbins.....7533 Westfield Blvd..317/253-9041
Indpls., IN 46240

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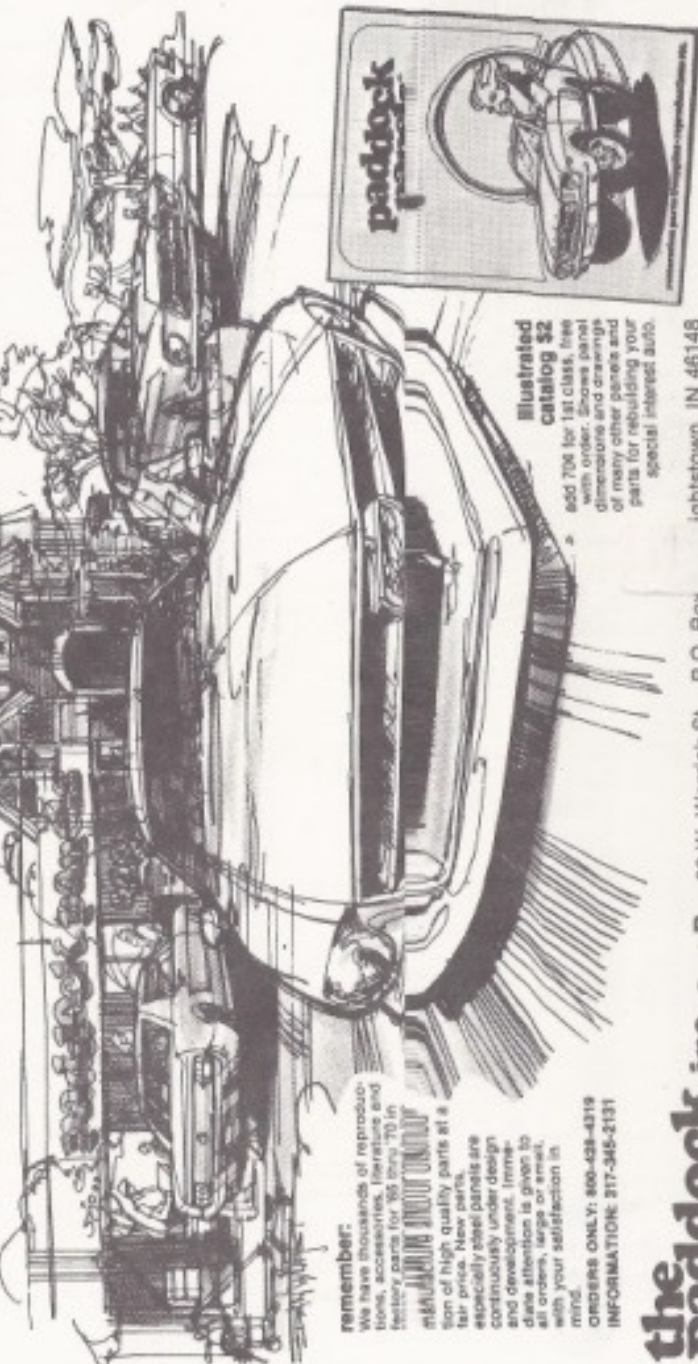
NEWSLETTER ED: Ramona Robbins..7533 Westfield Blvd..317/253-9041
and BOARD MEMBER Indpls., IN 46240

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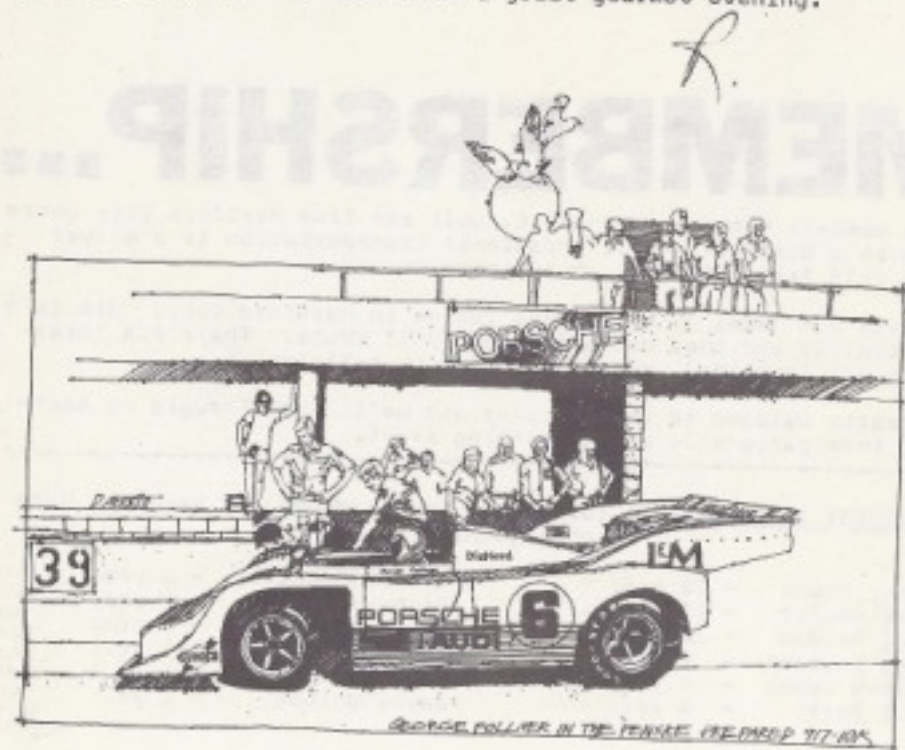
the paddock inc. Dept. R 38 W. Warrick St. P.O. Box

RAMONA REVS

I hope your Porsche is warm and toasty in a heated garage -- our Indiana winters seem to get worse every year. But it's February already and they tell me spring is just around the corner -- only a couple more months.

If you read President Kissling's column (you DO read your CIRCULAR from cover to cover, don't you?) you'll note that financial problems seem to be confronting your newsletter. No need to panic yet; Mike has put together some production figures for our next Board meeting which answer a lot of questions. One thing we definitely need is more advertising. Do you patronize a business or service or do you operate a business offering products or services we all need and use?? It doesn't have to be car related -- our membership includes people with a broad spectrum of interests and incomes. Give it a little thought and contact Mike at 253-9041 for advertising costs. This is sure to be on the agenda at the next Board meeting, Tuesday, February 2nd; if you have some input, why not attend and share your views and ideas with us?

Don't forget to attend the February 19th tech session at Giganti and learn how to give your Porsche some TLC plus view the new models. Not being mechanically minded, I usually skip this one so, if I miss you there, I'll definitely see you at March's progressive dinner -- sounds like a great gourmet evening.



COMING UP

FEBRUARY

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						

MAINTENANCE TECH SESSION

If you value your Porsche, don't miss this one!! On FRIDAY NIGHT, FEBRUARY 19th at 7:30 PM we're going to have a tech session which will be oriented toward all those nasty problems which can turn your jewel into a bucket of rust and broken parts.

The people from Giganti Porsche Audi will be there to give us tips and pointers. There will be a question and answer session following -- so bring your questions. And, if you have answers, bring them, too.

In addition to this, the new models will be on display, refreshments will be served, and we will have a movie or two.

DATE: FRIDAY, FEBRUARY 19, 1982

TIME: 7:30 PM

PLACE: GIGANTI PORSCHE AUDI
6901 East 38th Street

EVENT CHAIRMAN: John Carmack

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 1/2" PCA Pin	\$ 2.25	4" Porsche Patch	\$2.25
1 1/2" PCA Tie Tack	\$ 2.00	Pewter Porsche Fob	\$5.25
1 1/2" 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 Al Maxwell, 7408 Lakeside Dr., Indpls. IN 46278, phone 317/299-6571. Make checks payable to Central Indiana Region PCA. Add 75¢ for postage.

PREZ SEZ



JOHN KISSLING

We had so many fine comments about the excellent technical session held at Giganti's last March that we wanted to be sure to include another one in this year's schedule. The date is February 19th at Giganti -- check the "Coming Up" column for details.

I also want to ask that all our members -- and especially those who attend the tech session -- express their appreciation to the dealership for hosting the event. The dealership has worked hard to please and has always done a fine job. They deserve to hear a "Well Done".

The Board is considering changing the format of the newsletter and/or the frequency of the mailing reducing it perhaps to a quarterly newsletter as opposed to the current monthly newsletter. I can truly say that my desire as president and the desire of your Board is to reflect what you, our members, wish to have. Nothing definite has been decided but I would very much appreciate any ideas any one may have. Please give me a call or discuss it with me at any of the events. We're open to suggestions.

LAST MONTH

FRIDAY NIGHT AT THE MOVIES

The weather wasn't very favorable for our night at the movies, but a few braved the rain and cold to see some very good films on racing. The event was held at MacAllister Engine Power on the east side and our moviephiles included John & Alison Kissling, Bill & Agnes Hutchinson & Chris & Tim Howe, Mike & Ramona Robbins, Al & Vic Maxwell, Todd Kaitis, and Fred Butler and Chris MacAllister from MacAllister's.

I'd like to thank Bill Hegarty from Porsche Audi Division of VWDA for the use of three films -- The Year of the Turbo; Can-Am, A New Champion; and 1970 Porsche Does It. The other two films were 33 Men - 1972 Indy 500 and The Monterey Historic Race. These were provided by local film libraries. Thanks to Al Maxwell for providing the 1980 SCCA Championships at Road Atlanta.

Those of us who braved Mother Nature spent a very enjoyable evening munching popcorn and viewing these films.

LIFTS (Cont'd)

While some of the real collectors persisted, the hobby rapidly became a business and, in many cases, not a very nice one. Few could resist the temptation to speculate in valuable cars, and a whole industry grew to service this speculation. While some might argue that this change provided a better climate for preserving the cars, I would counter that the large scale commercialization of the hobby generally provided for less real enjoyment by collectors. The advent of national auctions, for example, has been bad for the cars, bad for collectors, and bad for the hobby. These auctions have burned many collectors and potential collectors and have taken enormous amounts of money out of the hobby. The auctions, and other instrumentalities for commercializing the hobby, have not fostered sound investments in good automobiles with good results for preservation. They have produced a carnival atmosphere where greed runs naked through the aisles and is invited over for a drink by almost everyone.

And, of course, the aristocracy of talent has given away to the aristocracy of wealth and commerce in its worst sense. This is not to say that there are not large or well-known collectors and merchants who don't love cars and know a lot about them. The point is that there is an increasing number of big scale operators who don't know about cars, don't want to know about cars, and have contempt for people who do. It's sad and I can't imagine that it will change soon.

MEMBERSHIP...

New members Karyl and Ronald G. Wolf are from Hartford City where Ron is a dentist. Their occasional transportation is a silver '76 911S Targa which is their third Porsche.

Sylvia and James J. Krebs also reside in Hartford City. Jim is a controller and they own a '69 gold 911T coupe. Their PCA interests are technical, social and gimmick rallying.

A hearty welcome to both couples and we'll look forward to meeting them personally at an upcoming event.

FEBRUARY ANNIVERSARIES (Drop-outs who rejoined are based on date of rejoining.)

Benny Bowen - 22 yrs.
Mike Cooper - 13 yrs.
Doug Redman - 10 yrs.
Fred Lawrence - 9 yrs.
Eugene Lemke - 4 yrs.
Bill Terry - 4 yrs.

Robert Brenton - 3 yrs.
Richard Miller - 2 yrs.
David Trout - 2 yrs.
Harold Atherly - 1 yr.
Dave Turner - 1 yr.
Wayne Whippo - 1 yr.

LIFTS

The following article is a condensation of an article written by Mr. Matt Joseph of Cross Plains, WI as the Directors' Message for a recent issue of Spark, official publication of the Wisconsin Society of Automotive Historians. Although written with antique and classic cars in mind, we think it applies to Porsches as well. Our thanks to Mr. Joseph for permission to reprint this condensed version of his article.

"In the beginning," which in this case was basically in the 1950s with some roots into the 1930s, car collecting was the great American hobby. For participants it was a supreme exercise of individuality, and it was accessible to almost everyone. A simple application of the law of supply and demand indicated that the supply of cars thought to be "desirable" far outstripped the demand for such iron. The result was that almost anyone who really wanted a "desirable" car could have one with a minimum of economic discomfort. The thought of speculating or investing in cars was as unlikely to the average person as the thought of making money on gold -- the price of the latter was rigidly controlled by the government on the domestic market and controlled reasonably effectively internationally by iron bottom agreements.

In this, the "golden age" of car collecting, when individualism could be expressed by a democratic cross-section of the American population, there arose an aristocracy. Like the aristocracy that Thomas Jefferson had envisioned for the country, this aristocracy was defined by talent and enthusiasm -- not wealth. In this period an awards banquet of a major national club would include some very wealthy individuals with large collections, and, just as likely, a fellow who owned a small gas station, or a fellow who worked at one. There were very few "celebrities" and very little of the gross pretension and pin-striped promotion that afflict car collecting today. No one babbled ceaselessly about "investment potential."

I remember people who were earnestly interested in engineering, styling, company history, and the like who were respected on that basis alone without inquiry into the nature of what they owned and how many points they could eke out of judges for it. I remember that these people were accepted on the basis of what they knew and that the worth or value of the machinery -- which wasn't much, anyway -- was rarely discussed seriously.

There are still places where car collecting is of this nature, but they are becoming fewer and further between.

Car judging, which had been proposed originally to stop the butchering of cars and provide an incentive for authentic restoration, became a monster with a life unto itself. Like horse racing associations which historically were chartered to "improve the breed" but quickly became simple devices to promote gambling on many levels, car judging became, for many, a device to more accurately fix market values of the cars judged.

(continued)

MARCH

We're planning something new to CIR/PCA for March -- our first Progressive Dinner! The date is Saturday night, March 13th...PUT IT ON YOUR CALENDAR NOW!!

We'll be visiting three members' homes -- for hor d'oeuvres, entrees, dessert. The cost will be \$5.00 per person (reservations made prior to March 6th) or \$8.00 per person for reservations made after that date. Each couple or single attending is asked to contribute to the pot-luck hor d'oeuvres OR dessert.

Arrangements are being made by Alison Kissling and Agnes Hutchinson. Final details will be published in the March issue of the CIRcular. In the meantime, a reservation form is furnished below so you can be sure to take advantage of the "early bird" price. If you NEED more information before receiving your March CIRcular, contact Alison at 872-6721 or Agnes at 253-8210.

Mail to: AGNES HUTCHINSON
8502 N. Compton
Indianapolis, IN 46240

Count me in for the March 13th Progressive Dinner. Enclosed is my check made payable to Central Indiana Region PCA for \$ _____ for _____ person/s.

I'll pitch in on the hor d'oeuvres _____ dessert (Circle One)

Signed _____ Phone No. _____

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MIKE'S MELANGE

MIKE ROBBINS

My anxiety buds have really been given a workout lately. It concerns the Historic Car Races at Monterey, Calif. next August. We've been planning to attend since learning several months ago that Porsche is to be the featured marque. The factory is planning to ship some cars from their museum and efforts are being made to bring Otto Mathe and his 1939 Berlin-Rome coupe.

I've been able to beat down the anxieties that have been arising now and then as something reminds me of the events. But this past week has been something else. First, "Car and Driver" has a great article on the Porsche Spyders. Reading that gets the blood rushing and the senses imagine the sights of the little silver cars, the sounds of those 4-cam engines and the smell of Castrol R40. Then "Christophorus" comes and it has a cover photo and article about the "Old Timer Grand Prix" held at the Nurburgring last summer. This event brought out many private owners as well as several cars from the factory. Many retired drivers who made their fame while driving Porsches were there to once again pilot the cars of the past. I'd sure like to have been there. Some of the photographs could just as easily have been taken twenty or so years ago. Tingles develop while reading the article and looking at the pictures.

As if that weren't enough, at the January event Todd Kaitis showed a film of the Monterey Historic Races of a couple of years ago. This was the year that Mercedes sent over a 300SLR for Phil Hill to drive. The movie covered the Pebble Beach Concours as well as the races. The races are held at the Laguna Seca track and cover two days. Races are held for cars which are grouped on the basis of age and performance potential.

If you think you're aging rapidly -- the "historic" races include cars that were run in competition as recently as the early '70s. One of the ironies that 356 owners have encountered is that some organizers of "vintage", "historic" or other such titled races don't think 356s should be eligible to compete since they are still winning in SCCA. Oh, well. In any case, I'm sure looking forward to August at Laguna Seca.

Por·sche
(pôr/shə)

is a two
syllable word

FUR DIE FRAU

This month we're offering some recipes which no good cook should be without. In future issues we'll also pass along some kitchen hints which you may not want to try, but may spice your labors with a little levity.

BAKED COON

Boil coon in water with one onion and salt until tender. Remove and place in shallow pan, sprinkle with a little sage, add one cup hot water. Precook about six medium-size sweet potatoes, cut in half, and place around coon. Bake in hot oven for 20 minutes.

ROAST PIGEONS

Clean, leave the feet on, dip them in scalding water, strip off the skin, cross them, and tie them together below the breast bone, or cut them off. The head may remain on -- if so, dip it in scalding water and pick it clean; twist the wings back, put the liver between the right wing and the body, and turn the head under the other. Rub butter over each bird, salt and pepper. Split them, and put some water in the dripping pan -- for each bird put in a large teaspoon of butter. Put before a hot fire, and let them roast quickly. Baste frequently; half an hour will do. When nearly done, baste with wheat flour and butter, so they may be nicely and easily browned.

...From The Brown County Book by Bill Thomas published by Indiana University Press, Bloomington. Reprinted with permission.

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FINANCIAL REPORT
CENTRAL INDIANA REGION
PORSCHE CLUB OF AMERICA
Year Ending December 31, 1981

Beginning Balance, January 1, 1981		\$1,491.38
Cash Receipts:		
Regional Dues Refunds	\$ 945.00	
Income from Events	1,901.99	
Newsletter Ads	775.40	
Income from Bazaar	10.00	
Miscellaneous Income	-0-	
Total Income		\$3,642.39
Balance After Total Income		\$5,132.77
Expenses:		
Events	\$1,555.19	
Newsletter	1,578.41	
Bazaar	80.22	
Supplies	317.57	
Miscellaneous Expense	170.49	
Total Expenses		\$3,701.88
Bank Balance After Total Expenses, Dec. 31, 1981:		\$1,430.89
(Net Loss)		(\$ 60.49)

Submitted by:

John W. Carmack
Treasurer, 1981



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MINUTES



JOHN CARMACK

The January 5th, 1982, Board meeting was held at the Kissling residence and was attended by Board members Agnes Hutchinson, Al Maxwell, John Carmack & John Kissling and Bill Terry & Todd Kaitis. President Kissling announced that Activities Chairman Greg Lane may be moving to California. A discussion followed concerning his various duties in the club and who would assume them.

The newsletter and how to finance it was then discussed.

The rest of the evening was devoted to discussion of club events. The January and February events are well along. Much time was spent discussing a proposed speed event at IRP. There are no weekend dates available there this year. It was suggested that it would be better to start work on this event now for next year since we could possibly obtain better dates, and set it up as a two-day weekend with a drivers' school and track time. Motel rooms could be reserved if a cancellation date could be worked out, and possibly other functions could be arranged in order to attract out-of-region entry. The event should be set up on a weekend which does not conflict with neighboring regions events.

The next board meeting will be held on Tuesday, February 2nd at 7:30 PM at the home of Mike & Ramona Robbins, 7533 Westfield Blvd. Remember -- the Board meeting is open to all members; if you have input, why not attend??



PATRONIZE OUR ADVERTISERS

SCHEDULE

DATE/TIME	EVENT	CHAIRMAN
FEBRUARY 19 Friday Evng	Technical Session at Giganti Body Work, Restoration, New Models	John Carmack
MARCH 13 Saturday Evng	Progressive Dinner	Alison Kissling Agnes Hutchinson
APRIL 23-25 Weekend	Kentucky Derby Event Caravan/Contest En Route	Al Maxwell
MAY 2 Sun. Aftn.	Braille Rally	Greg Lane
JUNE 6 Sun. Aftn.	Picnic and People's Choice Award	Ramona Robbins
JULY 18 Sun. Aftn.	P. B. Tweaks Swap Meet	Steve Priddy
AUGUST (Aftn.)	Surprise Driving Event	Bill Terry Todd Kaitis
SEPT. 18 Sat.-All Day	Hoosier Auto Show at "500" Track & Awards Dinner	Mike Robbins
OCT. 9 Sat. Evng	Scavenger Hunt/Hayride	Greg Lane
NOV. 20 Sat. Evng	Annual Dinner	John Kissling

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PASSINGS

MIKE ROBBINS

Part of our aging process involves the confrontation with the passing of our confreres. In a recent two-day period, two people who had been intimately involved with the Central Indiana Region PCA in its early days have left the scene.

Dr. Jim Jobes was one of our charter members and put on one of the region's first events. Titled "Jobes' Jaunt", this event was a ISO rally which ended with socializing at the Jobes' home. This was in 1961 when Jim had a 356B Roadster. This car was later traded for a 1966 912 -- one of the trio of white early 912s in CIR -- the other two belonging to Georgeanna Tutrow and me. I first got acquainted with Jim & Tommy (Mrs. Jobes) thru SCCA membership and a mutual interest in rallying. We shortly learned that we shared another common interest -- the Himalaya Mountains. I really envied the Jobes when they took a vacation trip to Nepal and went right to the foot of some of the highest mountains in the world. (Just hearing the name of "Everest View Lodge" makes me tingle.)

A mutual friend who hadn't seen either of us for several years recently asked me if Dr. Jobes and I still "played around with those funny little cars". Time changes all and I'll no longer have the opportunity to rap about our cars or the mountains as we did in other days.

Sam Mustard was one of those guys you learned to either trust or cuss. Sometimes you'd do both in the same day. I first knew Sam when he was a mechanic for Kent Emigh -- proprietor of one of the early independent "autohauses". They worked on about anything German -- Porsche, VW, Mercedes and the rare (in those days) BMW. Kent later decided to close up shop and move to San Francisco so Sam and family, with a little help from John Carmack, formed a new Porsche dealership. After that venture dissolved, Sam bounced among some of the independent VW shops for awhile and then he, too, left town.

During the days at Emigh's he cared for several 4 cam engined Porsches -- including John Carmack's '60 GT Carrera Coupe, the ex-Ed Walsh Carrera Speedster, a couple of Spyders and a couple of GS Carrera Coupes. He bailed me out of a bad situation by replacing the clutch in my Speedster at 1:00 AM so I could run the second day of a two-day rally.

For the last few years Sam had been living in Austin, Texas and word from there tells of his demise. A lot of people don't know what they missed by not hearing some of Sam's tales. And now it's too late.